Presentation for
The Seattle Design Commission

August 7, 2008
Look!
It’s a Bus
It’s a Train
It’s a Bus and a Train!
It’s RapidRide
RapidRide
Metro’s Distinct Blend

- Hybrid Electric Powered
- Rubber-Tire Based
- Fixed Corridors
- High Frequency Service
- Reliable

- Easy to Use
- Comfortable
- Bus Dedicated ROW
- Modern Passenger Amenities
Passed by the voters in November 2006
Program Elements:

- RapidRide/Bus Rapid Transit
- High ridership network
- Service for rapidly developing areas
- Service partnership program
- Transit Now additional improvements
RapidRide Corridors

A Pacific Highway S.
B Bellevue/Redmond
C West Seattle
D Ballard/Uptown
E Aurora Avenue N.
Modern Bus Design

- Hybrid-electric bus
- 3 doors
- Bike rack
- Wi-Fi
- Security cameras
- More stanchions
- More space to move
- Coordinated interior colors
Frequent Service

- 10 minutes or less in peak
- 15 minutes or less in off peak
- No need for traditional timetable

<table>
<thead>
<tr>
<th>Weekday</th>
<th>5am - 12am</th>
<th>Bus departs every 10 - 15 minutes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>12am - 2am</td>
<td>Bus departs every 30 minutes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Saturday</th>
<th>5am - 12am</th>
<th>Bus departs every 15 minutes</th>
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<tbody>
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<td>12am - 2am</td>
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<table>
<thead>
<tr>
<th>Sunday</th>
<th>5am - 12am</th>
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</table>
Roadway Improvements & Signal Priority

- HOV and BAT lanes
- Bus bulbs
- Bypass lanes
- Longer green lights
- Queue jumps
Faster Fare Payment

- Off board payment at stations
- All door boarding
- Proof of payment with fare enforcement
Behind the Scenes

- Fiber agreements with cities
- Signal priority equipment
- Fare payment equipment
- Active service management
Program Development Process

- December 2006
  - RapidRide Vision and Goals
  - Design Principles
  - Functional Requirements
  - Branding and Facilities Design
  - Consultant Selection

- June 2007
  - Design Pillars
  - Customer Research
  - Operational Needs
  - Jurisdiction Requirements
  - Industry Practices

- July 2008
  - Final Facility Design
  - Civil Site Work
Branding and Design Pillars

• Frequent
• Simple
• Best of Metro
Stop Classes

- Boardings
- Transfers to other transportation services
- Stop Spacing
- Adjacent Land Use
- Pedestrian and Bicycle Connections

Total System-Wide Stops

<table>
<thead>
<tr>
<th>Stop Class</th>
<th>Daily Boardings</th>
<th>Number Stops</th>
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<tbody>
<tr>
<td>Station</td>
<td>150 or more</td>
<td>115</td>
</tr>
<tr>
<td>Enhanced Stop</td>
<td>50 to 149</td>
<td>40</td>
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<tr>
<td>Standard Stop</td>
<td>Less than 50</td>
<td>90</td>
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</table>
Kit of Parts
Station
Station Shelter Features

CURRENT SHELTER

FRONT ELEVATION

SIDE ELEVATION
Technology Pylon
Typical Station
Enhanced Stop
Typical Enhanced Stop
Standard Stop
Typical Standard Stop
Seattle RapidRide Corridors

- West Seattle - 2011
- Ballard/Uptown - 2012
- Aurora Avenue N. - 2013
Westwood Village to downtown Seattle via Fauntleroy and Alaska Junction
Partnering with City of Seattle
Coordination with Alaskan Way Viaduct Construction Mitigation
20 stations, 15 other stops
Implementation September 2011
Ballard to downtown Seattle via lower Queen Anne
Routing alternatives on 15th Ave NW or 24th Ave NW
Partnersing with City of Seattle
20 stations, 30 other stops
Implementation September 2012
E Line

RapidRide

- Aurora Village Transit Center to downtown Seattle via Aurora Avenue North
- Coordination with City of Seattle & Shoreline
- 30 stations, 25 other stops
- Connection to Community Transit Swift BRT at Aurora Village
- Implementation September 2013
Downtown Seattle

Planning Underway

- Exclusive or Shared Stops
- Branding through Downtown
- Relationship to Streetscape Planning
Signage Replacement

Local & Express Columbia City Rainier Beach

Downtown Seattle Via Alaska Junction
New Transit Environment
...coming to Seattle in 2011