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APPROVED MINUTES OF THE MEETING

January 15, 2009
Convened 8:30 am
Adjourned 4:30 pm

Projects Reviewed

SR 519 Phase II Grade Separation
Rapid Ride Passenger Facilities
Conner Homes West Seattle Junction
Madison Valley Stormwater Improvements
Swale on Yale
Alaskan Way Viaduct and Seawall Replacement

Commissioners Present

Mary Johnston, Chair
Andrew Barash
Graham Black
Brendan Connolly
John Hoffman
Julie Parrett
Nathan Polanski
Dennis Ryan
Norie Sato

Staff Present

Guillermo Romano
Valerie Kinast
Tom Iurino
Shannon Glass

Celebrating 40 Years 1968-2008



January 15, 2009	Project:	King County Metro Rapid Ride Passenger Facilities
	Phase:	Design Development
	Last Reviewed:	August 7, 2008
	Presenters:	David Hewitt, Hewitt Architects Inc. Eugene Kucej, Hewitt Architects Inc.
	Attendees:	Tim Boesch, Wilbur Smith Associates Karen Rosenzweig, King County Metro Transit Paul Roybul, King County Metro Transit Michael Solheim, SDOT
Time: 1 hour		(SR121/RS02032)

ACTION

The Commission would like to thank the design team for their clear presentation of the Rapid Ride Passenger Shelters, and unanimously approves the design development phase, with the following comments:

- The Commission recognizes the positive, elegant, sophisticated design for the shelters and notes that the design has advanced well since the last review.
- The Commissioners ask that the team explore the sizing of the purlins in relation to the other proposed elements. They seem somewhat understated.
- The sign pylon design works well in an open context, but may contribute to visual clutter and be too much of an obstruction in others. The Commission asks that the team explore variations on the fundamental pylon theme to enable installations to adapt to their settings. The Commission generally recommends the urban design principal of less-is-more in adding fixtures to the urban street environment. However, customization of the pylons would be a possibility here, perhaps with the help of an artist to add some site specificity or whimsy to this element.
- The Commission appreciates and supports the kit of parts approach to the shelters and accompanying elements, realizing that there are over 100 settings where the shelters will be located. Commissioners support consulting with business and property owners with storefronts in proximity to the RapidRide stops when considering how shelters can be adapted to existing awnings, store fronts, lean rails, etc.
- The design team is encouraged to continue to provide iconic consistency in the design by using strongly identifiable elements, as proposed. Be flexible in determining which parts are appropriate for each location.

Project Presentation

Project Background and Context

Rapid Ride is a new service that will be offered by King County Metro, in the Bellevue/Redmond, West Seattle, Ballard, and Aurora corridors. The service will be operated in higher frequencies than the bus service, with greater reliability but at the same fare. The facilities along the corridors will replace existing bus stops, at about half mile spacings. Shelters and other passenger facilities will be replaced as well.

Project Examples

In Ballard and West Seattle, on California Ave, the shelter fits into the context.

There is a flat panel over the station sign in the back, with recessed lights to illuminate the area. On the front of the shelter, there is a general illuminated light. The design team is also working on ambient lighting, though birds are an issue. The goal is to provide ambient ceiling light in that will not create a nuisance.



Commissioners' Comments and Questions

Will the buses match the color of the shelters?

Yes; it is a general upgrade of the vehicles as well.

Do not understand the gutter.

To prevent rain dripping on waiting passengers, the considered idea breaks down the scale of roof. Water will flow down through one of the legs of the supports.

Is it steel or aluminum channel?

Steel.

Does the standard King County Metro red light conflict with RapidRide's red markers?

No.

The real time sign is a great addition; suggest not having it higher than necessary in order to read it comfortably

It needs to have a seven-foot clearance from the bottom of the sign.

A little bit worried about steel as material and the light-colored paint; it will rust if scratched.

After meeting with the maintenance staff, a solution rose that incorporates stainless steel crews on the back side of the major steel components, for demounting easily. There will be an entire removable strip from the columns for access. The gutters will be galvanized for ease of maintenance.

On the base, is there a jig to lie over the sidewalk and place mount brackets?

The full-sized shelters will have new footings; the medium-sized shelters will use existing footings. The unresolved issues are exact configurations, footing details, and illumination.

System wide question about integration of bike commuters: is there an aggressive strategy for bike lockers?

There will be where there is space available on the rights-of-way. The best provision is standard bicycle hoops. Bicycle racks will be used for overflow, in the event the bus bicycle racks are full. It is important to provide as many amenities as possible, but in many cases the right-of-way is the main constraint.

Complement overall design; it is very nice and elegant.

Concerned about tapered purlin on roof for water capture; perhaps create one on both the front and back.

Thrown off by the pylons; glad to here they are removable, for areas such as West Seattle where the streetscape is crowded and there may be a conflict with overhangs.

Hoping that they will be something familiar and an identifying element. It is a good point to have them site-specific, interchangeable, and more than one shape.

Commend the elegant and sophisticated street furniture that are very well thought out.

How many stops will be elaborated?

About 115.

It depends on the number of boardings at stops. Smaller standard stops will have a bench and marker; the stations will have the full complement. Intermediated ones, with 50-100 boardings per day will be smaller, scaled down versions. Trash receptacles will only be placed at sheltered stops.

The customization of the pylons is important. Even the shape of the red blade could add an element of whimsy.

Has there been any discussion with business owners about integrating the back of the shelters or benches into awnings? This would allow for duplication without sidewalk clutter.

That is an excellent point. Working on designs with property owners has not been started yet. A kit of parts contains freestanding benches and leaning rails that can be integrated into the face of buildings, and would be used as described.

The strength of this scheme is the "kit of parts" idea.