We’re delivering 7 new RapidRide corridors by 2024 to advance the Levy to Move Seattle’s promise of 72% of residents having 10-minute or better transit service within a 10-minute walk from their home.

### RapidRide Key Features

**Dedicated Bus Lanes**
Bus-only lanes separate buses from traffic, increasing speed and reliability.

**Enhanced Bus Stops**
RapidRide stations include real-time arrival information, larger shelters, lighting, and other amenities.

**Off-Board Fare Collection**
Off-board fare collection helps buses move faster as riders can pay fares without waiting in line.

**Specialized Buses**
RapidRide buses offer more capacity and lower floors for easier loading and unloading.

**Smart Signals**
Transit signal priority extends or activates green lights to reduce waiting times for buses at signals.

**Bike and Pedestrian Connections to Transit**
Improvements to crossings, neighborhood greenways, and bike lanes will help people get to new RapidRide lines.

### Line Opening Preliminary Timeline

<table>
<thead>
<tr>
<th>Year</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>G Line</strong></td>
<td>Downtown Seattle to First Hill to Madison Valley</td>
<td>H Line Downtown Seattle to Delridge to Burien</td>
<td>Roosevelt Downtown Seattle to Eastlake to Roosevelt</td>
<td>Rainier Downtown Seattle to Mt Baker to Rainier Beach</td>
<td>Market Ballard to Wallingford to U-District</td>
<td>Fremont Downtown Seattle to Fremont/Ballard to Northgate</td>
</tr>
</tbody>
</table>

* Typography and font sizes are utilized to highlight certain elements such as line names, stations, and features. The map is also color-coded to distinguish different lines and services.*
WHAT WE CONSIDER WHEN DESIGNING OPTIONS

TRAFFIC FLOW IMPROVEMENTS
We’ll take a close look at pinch points and bottle necks to help find solutions for better flowing traffic and transit mobility.

BUS STOP SPACING
Our goal is to improve access to transit and keep buses moving. We’ll start by measuring the distance between stops and learning where riders are going to and coming from. We’ll also talk to bus riders about ways to improve bus efficiency while keeping access to stops like they have today.

SAFETY CONCERNS
We’ll review existing corridor conditions to find improved tools to promote pedestrian and bicycle safety.

MAJOR DESTINATIONS
Transit connects people to home, work, and other places. Working with the community, we’ll determine the major destinations in the corridor and ensure there are reliable options to get there.

RECOMMENDATIONS FROM KING COUNTY METRO AND CITY OF SEATTLE
We’ll consider recommendations developed by Seattle and King County Metro to help balance the needs of people who walk, bike, ride transit, drive, and deliver merchandise.
RAINIER AVE S  TRAFFIC DATA

Riderhip

3-YEAR REPORTED COLLISION HISTORY
EXISTING TRAVEL TIMES
FROM VALLEY ST TO RAINIER BEACH STATION

4th Ave to Jackson Street
- Total vehicle collisions: 1,056
- Total pedestrian collisions: 144
- Total bicycle collisions: 74

Jackson Street to Walden Street
- Total vehicle collisions: 3,112
- Total pedestrian collisions: 110
- Total bicycle collisions: 31

Walden Street to Brandon Street
- Total vehicle collisions: 1,184
- Total pedestrian collisions: 113
- Total bicycle collisions: 19

Brandon Street to Henderson Street
- Total vehicle collisions: 1,184
- Total pedestrian collisions: 113
- Total bicycle collisions: 19

EXISTING TRAVEL TIME
FROM VALLEY ST TO RAINIER BEACH STATION
- CURRENT: 21 min.

EXISTING RAPIDRIDE CORRIDOR
- Existing Route 7 and Stops
- Subject to Further Analysis

BIKE MASTER PLAN
- Existing
- Potential
- Protected bike lane
- Neighborhood Greenway
- Neighborhood Greenway Crossing Corridor

OTHER TRANSIT FACILITIES
- Existing Link
- Future Link
- Existing Seattle Streetcar / Existing RapidRide Corridor

RAINIER AVE S
EXISTING CONDITIONS

MARCH 2017