RAPID RIDE

Presentation for
The Seattle Design Commission

August 7, 2008

King County METRO
We'll Get You There

Look!

It’s a

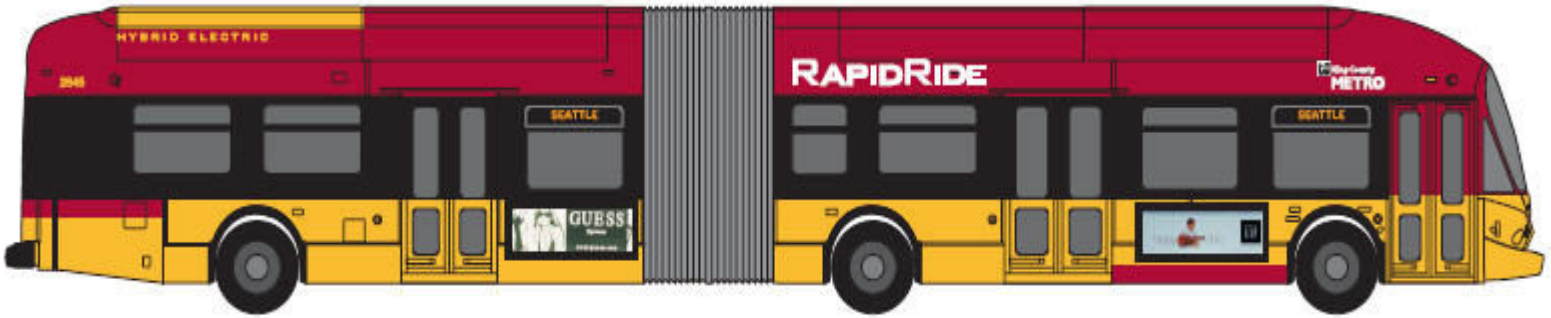
Bus

It’s a

Train

It’s a Bus and a Train!

It’s



RapidRide

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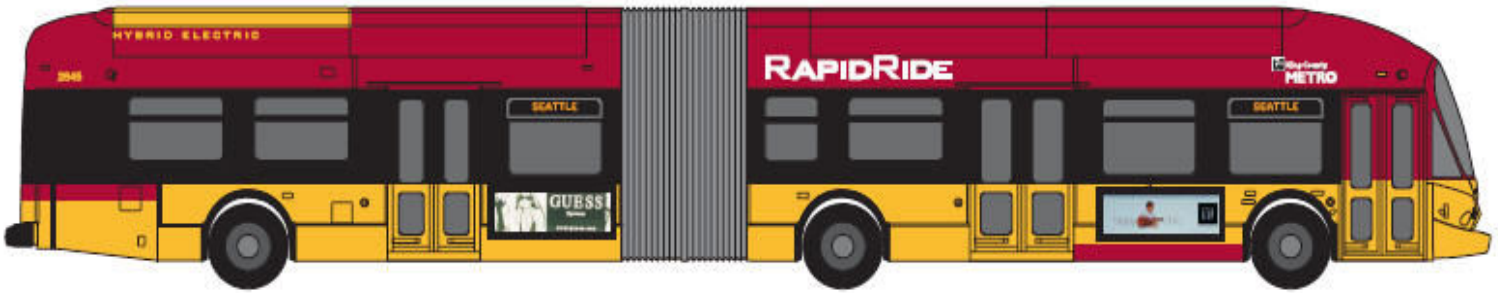
Metro's Distinct Blend



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

- Easy to Use
- Comfortable
- Bus Dedicated ROW
- Modern Passenger Amenities

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BRIDGING the GAP

Your Transportation Levy Dollars at Work
- Mayor Greg Nickels

TRANSIT NOW

Passed by the voters in November 2006

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TRANSIT NOW

Program Elements:

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

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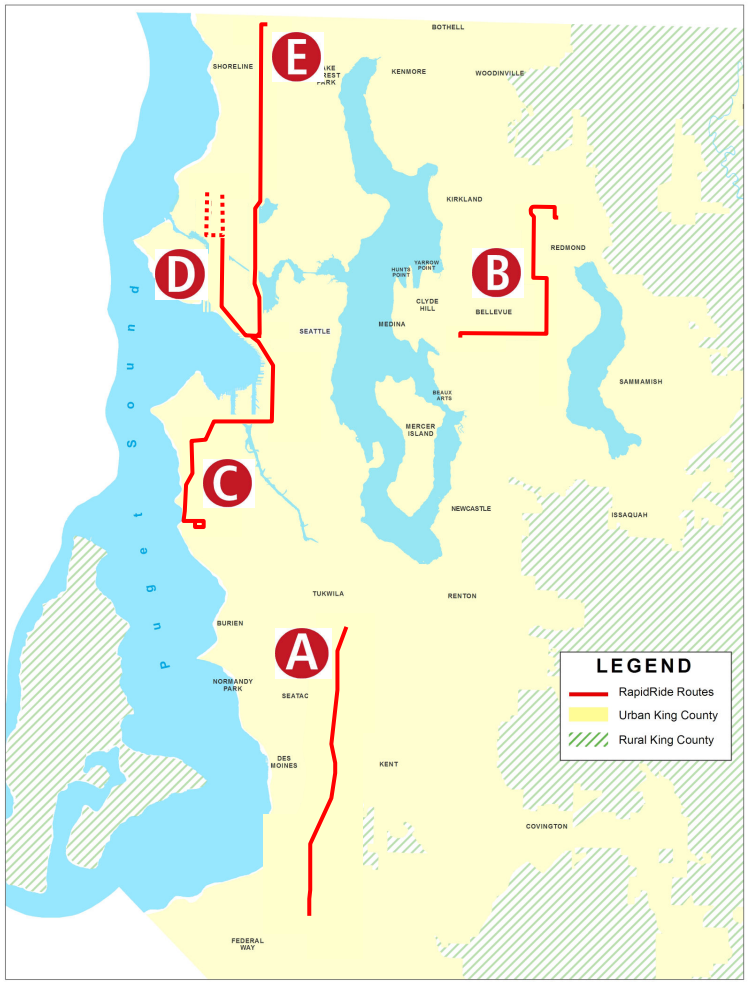
RapidRide Corridors

- **A** Pacific Highway S.
- **B** Bellevue/Redmond
- **C** West Seattle
- **D** Ballard/Uptown
- **E** Aurora Avenue N.



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Modern Bus Design

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

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Frequent Service

Weekday	
5am - 12am	Bus departs every 10 – 15 minutes
12am - 2am	Bus departs every 30 minutes
Saturday	
5am - 12am	Bus departs every 15 minutes
12am - 2am	Bus departs every 30 minutes
Sunday	
5am - 12am	Bus departs every 15 minutes
12am - 2am	Bus departs every 30 minutes

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

Bus departs every
Bus departs every

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Roadway Improvements & Signal Priority

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

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Faster Fare Payment

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

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Behind the Scenes

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

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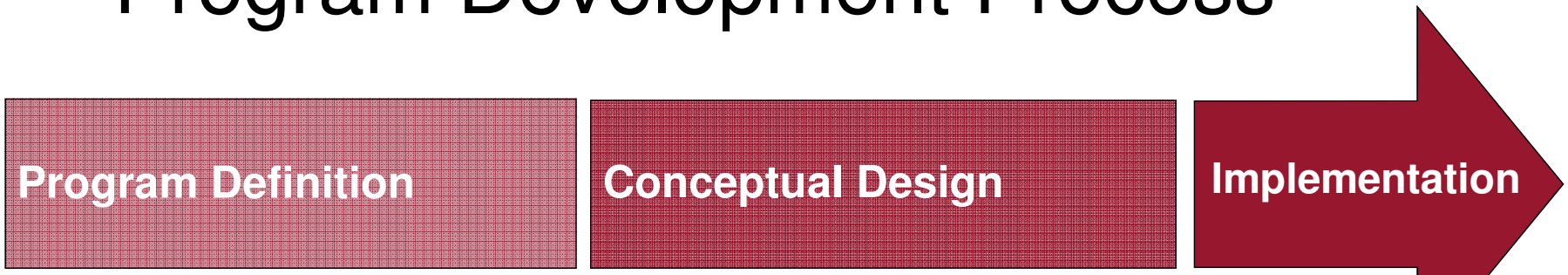
Program Development Process



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

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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

Stop Class	Daily Boardings	Number Stops
Station	150 or more	115
Enhanced Stop	50 to 149	40
Standard Stop	Less than 50	90

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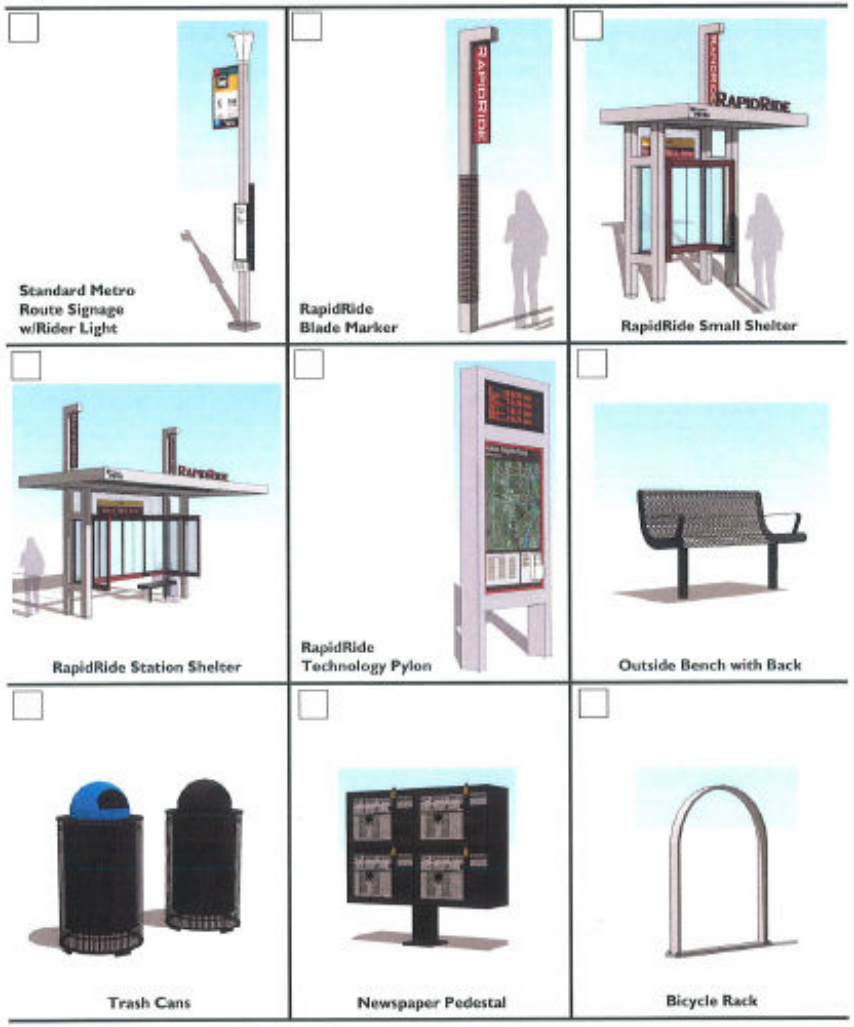

Kit of Parts

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Station

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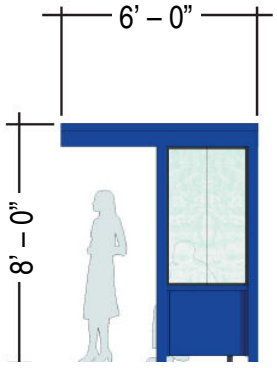
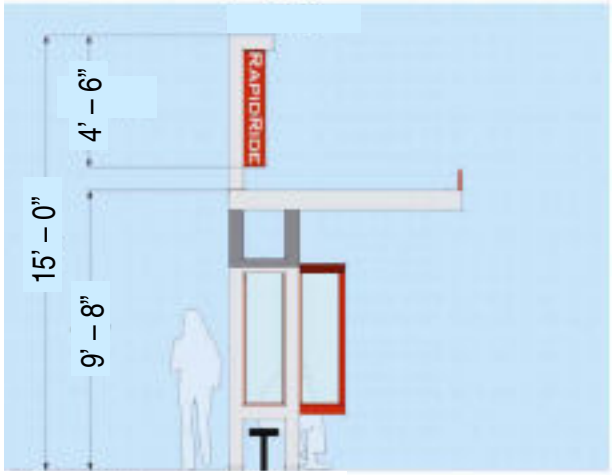
Station Shelter Features

FRONT ELEVATION



CURRENT SHELTER



SIDE ELEVATION

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Technology Pylon

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Typical Station

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Enhanced Stop

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Typical Enhanced Stop

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Standard Stop

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Typical Standard Stop

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Seattle RapidRide Corridors

- C West Seattle - 2011
- D Ballard/Uptown - 2012
- E Aurora Avenue N. - 2013

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C Line

RapidRide

- 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

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D Line

RapidRide

- Ballard to downtown Seattle via lower Queen Anne
- Routing alternatives on 15th Ave NW or 24th Ave NW
- Partnering with City of Seattle
- 20 stations, 30 other stops
- Implementation September 2012

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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

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Downtown Seattle

Planning Underway

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

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Signage Replacement

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New Transit Environment

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…coming to Seattle in 2011