

COSTS AND FUNDING

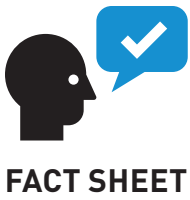
The nine-year, \$930 million Levy to Move Seattle provides partial funding for the RapidRide Expansion Program, along with funds for other projects to improve safety for all travelers, maintain streets and bridges, and invest in reliable, affordable travel options for a growing city.

SDOT will work with King County Metro to pursue grant funding programs and other partnership opportunities to stretch taxpayer dollars to cover the full cost of the program.

GET INVOLVED

We'll be working with communities during the planning, design, and construction phases of each new RapidRide line in Seattle. For each new line, we'll share data, ask for your feedback, and show how community input has been incorporated into the design.

To learn more about the RapidRide Expansion Program and how you can get involved, please visit www.Seattle.gov/Transportation/RapidRideExpansion.htm.



SEATTLE RAPIDRIDE EXPANSION PROGRAM

January 2018

Seattle is one of the nation's fastest-growing cities with ever-increasing demands on our transportation system. SDOT is working with King County to expand Metro's RapidRide transit network throughout our city, planning seven new lines to help better connect people, places, and products.

EXPANDING RAPIDRIDE WILL IMPROVE TRANSIT CONNECTIONS

- Advances our transit promise from the Levy to Move Seattle to provide 72% of Seattle residents with transit service that runs every 10 minutes or better all-day within a 10-minute walk from their home
- Incorporates the best of King County Metro's service, with simple, frequent service in the latest Metro vehicles
- Goes beyond transit to better connect people walking and people riding bikes to the transit network by improving sidewalks, paths, and neighborhood greenways
- Links diverse neighborhoods to downtown, transit hubs, employment opportunities, and shopping districts



- Brings SDOT and King County Metro together to address bus speed and service reliability, so we can better ensure fast and on-time buses

RAPIDRIDE performance goals in Seattle

Frequent service all day, evening, weekend

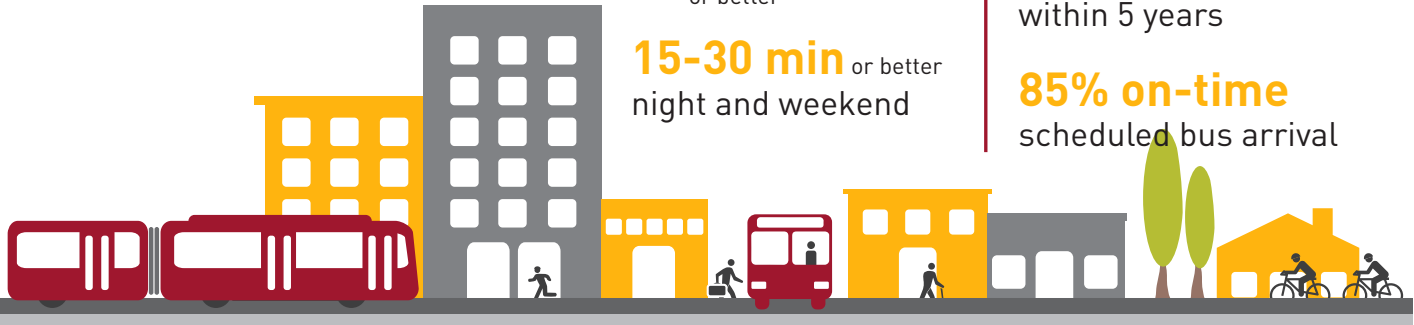
10-min or better all day

15-30 min or better night and weekend

10-15% faster bus travel times

+50% ridership within 5 years

85% on-time scheduled bus arrival



PROGRAM INFORMATION & CONTACT
Dawn Schellenberg, SDOT
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RAPIDRIDE KEY FEATURES

DEDICATED BUS LANES

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



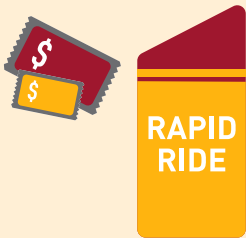
ENHANCED BUS STOPS

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.



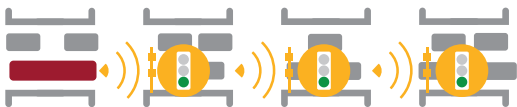
SPECIALIZED BUSES

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

2020	2021	2022	2023	2024
H Line Downtown Seattle to Delridge to Burien	G Line Downtown Seattle to First Hill to Madison Valley Roosevelt Downtown Seattle to Eastlake to Roosevelt Rainier Downtown Seattle to Mt Baker to Rainier Beach	Market Ballard to Wallingford to U-District	Fremont Downtown Seattle to Fremont/Ballard to Northgate	23rd Mt Baker to Central Area to U-District

Opening dates are subject to change as lines move from planning to design, and as funding sources are identified.

