

# RAPIDRIDE

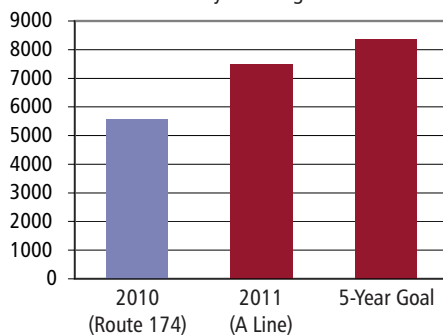
## RapidRide bus rapid transit

Metro Transit's RapidRide bus rapid transit provides fast, frequent service all day, every day in King County, Washington. By 2013, RapidRide will be operating on six key arterial corridors. The A and B lines began operating in 2010 and 2011, the C and D lines will begin service in fall 2012, and the E and F lines will be launched in 2013.

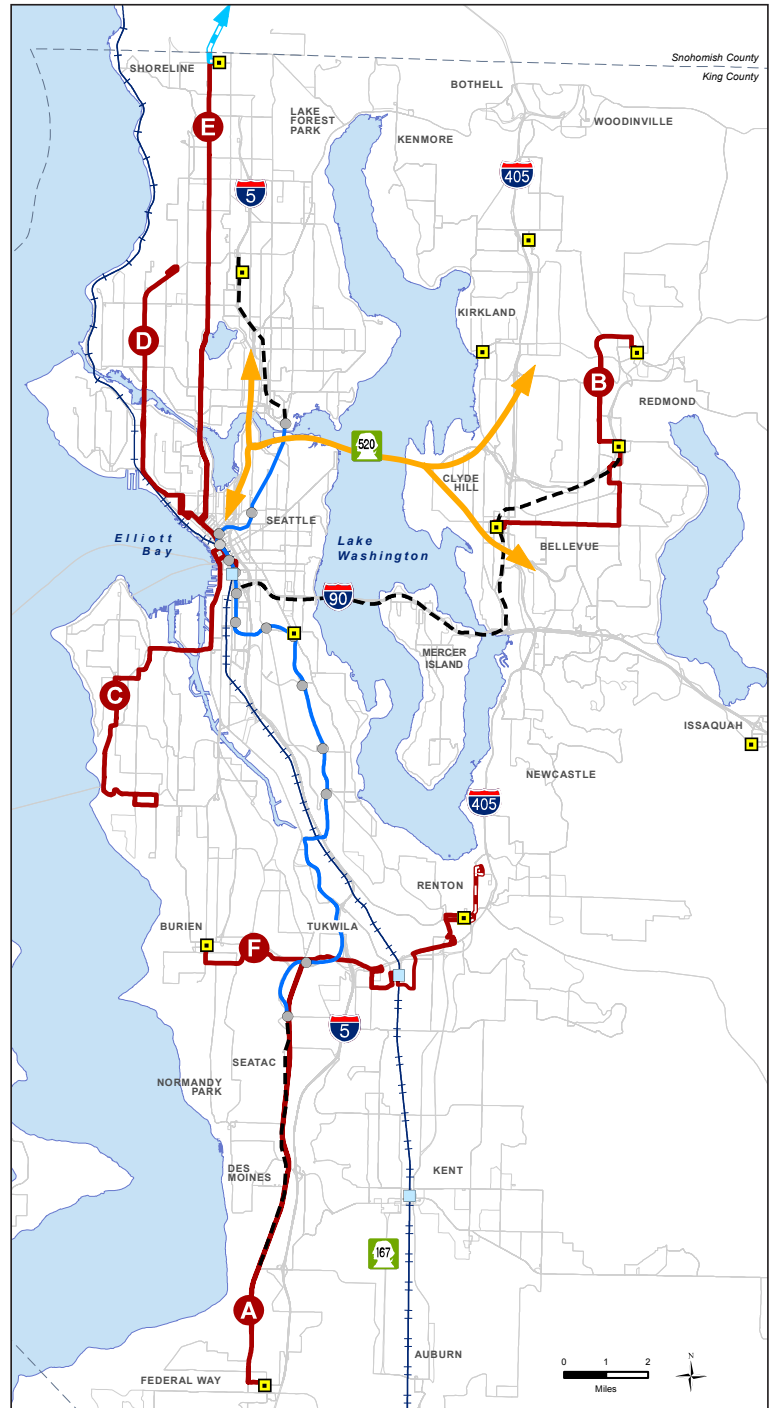
## RapidRide A Line—a success story

- Semi-dedicated HOV lane on 86 percent of the corridor
- Under \$3 million per mile (line length)
- Reduced travel times through:
  - Transit priority at 20 intersections
  - Off-board smart card payment
  - All door boarding
  - Optimized stop spacing
- 35 percent ridership increase the first year; 2.4 million riders in 2011—close to 8,000 passenger trips daily
- Overall rider satisfaction at 85 percent

**A Line Ridership**  
Weekday boardings



## RapidRide network



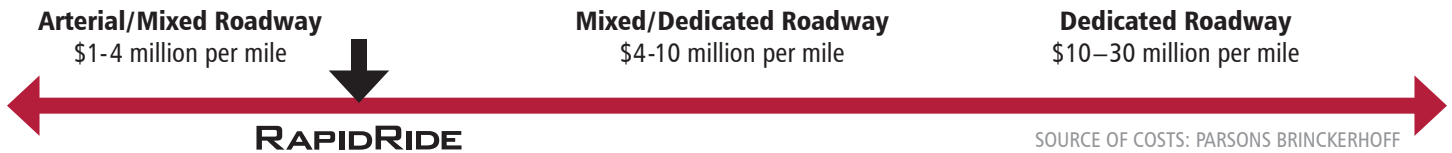
### LEGEND

- RapidRide Route
- Potential F Line Extension
- SWIFT Route
- Urban Partnership Routes
- Sounder Commuter Rail & Station
- Link Light Rail & Station
- Future Link Extension
- Transit Center
- Current Metro Bus Network

- A** Pacific Highway South
- B** Bellevue/Redmond
- C** West Seattle
- D** Ballard/Uptown
- E** Aurora Avenue North
- F** Burien/Renton

# RAPIDRIDE

King County Metro Transit's RapidRide program provides 10-15-minute service all day, seven days a week. The use of semi-dedicated right-of-way and strategic roadway improvements makes it fast, reliable, and relatively low-cost.



## Use of semi-dedicated right-of-way fits local conditions

- Targets the roadway investment where it is needed most to avoid congestion
- Serves locations where exclusive lanes are not possible due to cost, existing development, and limited street capacity or right-of-way
- Is implemented quickly—the RapidRide program went from concept to operation in under four years; service will be launched on six corridors in under seven years
- Creates opportunity to grow demand and incrementally expand capital investments
- Reduces impacts to non-transit users in the corridor
- Supports economic and community development along the corridor

## Roadway improvements, service design improve travel time and reliability

- Nearly 130 intersections have transit signal priority or “bus first” lanes at intersections
- Uses 46 miles of HOV and transit-only lanes
- Additional physical improvements that help keep buses moving
- Stop spacing is optimized
- Off-board smart-card readers and “proof of payment” system speed up fare payment
- For fast ons and offs, buses have three doors and low floors; passengers can use any door

**Goal: 20 percent overall travel-time savings** over previous bus service.



## Features that resemble rail

- Well-lit stations with weather protection, seating, map, real-time sign with next-bus arrival information
- 60' hybrid diesel-electric buses with low floors, three doors for fast, easy boarding
- Speed and capacity that exceeds most streetcar lines
- Automated stop announcements
- Free WiFi onboard

## RapidRide funding

- **Local capital investment of \$70 million**
- Successful in obtaining **\$120 million in grants** (\$93 million in FTA Very Small Starts grants).
- **Ongoing funding of approximately \$52 million annually** for operations, maintenance, and fare enforcement.

