Metro RapidRide H Line
Downtown Seattle to Delridge to Burien

W Seattle Transportation Coalition
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March 23, 2017
Our mission, vision, and core values

**Mission:** deliver a high-quality transportation system for Seattle

**Vision:** connected people, places, and products

Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

For **all**
Presentation overview

1. Seattle’s RapidRide Expansion Program
2. Metro RapidRide H Line overview
3. Delridge options
4. Possible bus stop change
5. What we’re hearing and next steps
Service in Seattle

- Upgrades 7 lines
- Adds 50,000 daily riders by 2035
- Creates over a 60-mile network
- Offers 10-minute or better service
Seattle program timeline

Schedule subject to change
Metro RapidRide H Line overview
Overview

Metro RapidRide H Line:
- Serves Downtown Seattle to Delridge to Burien
- Upgrades King County Metro Route 120 to RapidRide
- Begins service in 2020
Delivery process & community involvement in Seattle
What we’ve done so far

Over the last two years, we’ve:

• Gathered existing conditions
• Considered various street improvements
• Reviewed modal plans
• Gathered public feedback
Existing conditions in Seattle

- 4 miles
- 235 driveways
- At least 5 foot sidewalks on both sides of the street throughout the corridor
- Bike lanes and sharrows
- Unrestricted on-street parking and no parking zones
- 6,300 daily bus boardings
What we learned

• Unique street with a varied streetscape
• Street design is heavily oriented toward people driving
• Community wants:
  – Faster bus service
  – Better pedestrian connections and crossings
  – Safety for all users
  – 50/50 on bike facility locations (adjacent residential streets vs Delridge Way SW)
Option 1

- All day and peak period bus-only lanes
- Wider sidewalk from 23rd Ave SW to SW Holden St
- Improved pedestrian crossings
- New neighborhood greenways connections
- New landscaped median
Option 2

- All day bus-only lanes
- Keep existing protected bike lanes and more to portions of Delridge
- Improved pedestrian crossings
- New neighborhood greenways connections
- New landscaped median
## Key improvements*

<table>
<thead>
<tr>
<th></th>
<th>Option 1</th>
<th>Option 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>New greenway connections</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Improved pedestrian crossings</td>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>New ADA ramps</td>
<td>17</td>
<td>17</td>
</tr>
<tr>
<td>Bus only lanes</td>
<td>1.4 miles (all day) + 1.2 miles (peak hours only)</td>
<td>1.4 miles (all day)</td>
</tr>
<tr>
<td>Protected bike lane</td>
<td>0.3 miles</td>
<td>2.9 miles</td>
</tr>
<tr>
<td>Widened sidewalk</td>
<td>0.9 miles</td>
<td>0.0 miles</td>
</tr>
<tr>
<td>Landscaped median</td>
<td>2.5 miles</td>
<td>1.8 miles</td>
</tr>
</tbody>
</table>

*Numbers are based on concept design and are subject to change*
<table>
<thead>
<tr>
<th>Outcomes*</th>
<th>Option 1</th>
<th>Option 2</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bus travel time</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Range for north and southbound</td>
<td>Up to 9 – 16% faster</td>
<td>Up to 8 – 12% faster</td>
</tr>
<tr>
<td><strong>Traffic travel time</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Range for north and southbound</td>
<td>Up to 1 – 8% faster</td>
<td>Up to 5 – 10% slower</td>
</tr>
<tr>
<td><strong>On-street parking</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Some all-day parking converted to off-peak parking only and new off-peak parking added</td>
<td>Up to 73% of parking retained as a mix of all-day and off-peak</td>
</tr>
<tr>
<td><strong>Loading zones</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>No loading zones removed</td>
<td>Small number of loading zones relocated</td>
</tr>
<tr>
<td><strong>Street trees</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>For any street tree removed, two trees are planted within the neighborhood</td>
<td>Up to 80% of street trees retained</td>
<td>Minimal loss of street trees</td>
</tr>
</tbody>
</table>

*Numbers are based on concept design and are subject to change*
Possible bus stop changes

- **28** enhanced RapidRide Stations at 14 locations
  - Maintain 23 existing Route 120 stops
  - Remove 5 stops

- **Average Spacing**
  - Existing every **0.22 mile**
  - Proposed every **0.32 mile**
  - Adds a 2-minute walk
## Possible bus stop changes

<table>
<thead>
<tr>
<th>Existing Stop Locations</th>
<th>Total Ridership (on + off)</th>
<th>Proposed Station Locations</th>
<th>Change from Existing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Andover St</td>
<td>724</td>
<td>Andover St</td>
<td>Stop remains</td>
</tr>
<tr>
<td>Genesee St</td>
<td>498</td>
<td>Genesee St</td>
<td>Stop remains</td>
</tr>
<tr>
<td>Oregon St</td>
<td>117</td>
<td></td>
<td>Removed</td>
</tr>
<tr>
<td>Alaska St</td>
<td>85</td>
<td></td>
<td>Removed</td>
</tr>
<tr>
<td>Edmunds St</td>
<td>59</td>
<td></td>
<td>Removed</td>
</tr>
<tr>
<td>Hudson St</td>
<td>161</td>
<td>Hudson St</td>
<td>Stop remains</td>
</tr>
<tr>
<td>Brandon St</td>
<td>455</td>
<td>Findlay St SW</td>
<td>New (NB and SB). Stops consolidated at Findlay</td>
</tr>
<tr>
<td>Juneau St</td>
<td>283</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Graham St</td>
<td>119</td>
<td>Graham St (24th Ave)</td>
<td>Stop remains</td>
</tr>
<tr>
<td>Holly St</td>
<td>127</td>
<td>22nd Ave</td>
<td>Move to 22nd Ave</td>
</tr>
<tr>
<td>Croft Pl SW</td>
<td>182</td>
<td></td>
<td>Removed</td>
</tr>
<tr>
<td>Myrtle St</td>
<td>284</td>
<td>Myrtle St</td>
<td>Stop remains</td>
</tr>
<tr>
<td>Webster St / 21st St</td>
<td>474</td>
<td>21st Ave</td>
<td>Stop remains</td>
</tr>
<tr>
<td>Kenyon St</td>
<td>199</td>
<td>Kenyon St</td>
<td>Stop remains</td>
</tr>
<tr>
<td>Thistle St</td>
<td>450</td>
<td>Thistle St</td>
<td>Stop remains</td>
</tr>
<tr>
<td>Trenton St</td>
<td>505</td>
<td>Trenton St</td>
<td>Stop remains</td>
</tr>
<tr>
<td>22nd Ave (Barton St)</td>
<td>no data</td>
<td></td>
<td>Removed</td>
</tr>
<tr>
<td>25th Ave (Barton St)</td>
<td>no data</td>
<td>25th Ave</td>
<td>Stop remains</td>
</tr>
<tr>
<td>26th Ave (Roxbury St)</td>
<td>no data</td>
<td>26th Ave</td>
<td>Stop remains</td>
</tr>
<tr>
<td>20th Ave (Roxbury St)</td>
<td>no data</td>
<td></td>
<td>Removed</td>
</tr>
<tr>
<td>16th/ 17th Ave (Roxbury St)</td>
<td>no data</td>
<td>16th Ave</td>
<td>NB stop remains, move SB stop to 16th</td>
</tr>
</tbody>
</table>

Bus stop locations are important to the community and SDOT and King County Metro will continue discussing changes as the project moves forward.
What we’re hearing so far

- **749** online open house visitors
- In-person, met with:
  - **83** people biking & riding buses on the corridor
  - **40** businesses and organizations
  - **4** presentations
- **348** survey responses

Responses to “How people currently get around Delridge?”
What we’re hearing so far

- Support for improvements along Delridge Way SW
- Overwhelming positive response for improved transit
- 73% of survey takers prefer Option 1
- Request for protected bike lanes the entire length
- Interest in upgrading Westwood Village area
- 54% of survey participants are new to engaging in the project
What we’re hearing so far

• Trade offs: Want faster buses, but concern over losing bus stops and on-street parking
  – 77% of survey takers strongly, or somewhat agree that moving/removing stops to make buses faster is okay
  – Delridge District Council encouraged less stop consolidation, because Route 120 serves people moving within Delridge, not just commuters
Schedule & outreach opportunities

We are here
Near-term next steps

Solicit input on Delridge design options
- Online open house
- In-person outreach to travelers on Delridge
- Community and advisory board briefings

Comment period ends March 31
Questions?

RapidRide@seattle.gov | 206-684-5189
www.seattle.gov/transportation/rapidrideexpansion.htm

www.seattle.gov/transportation