Metro RapidRide H Line
Downtown Seattle to Delridge to Burien

Seattle Bicycle Advisory Board
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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. Options to improve riding transit, walking, and biking
4. Outreach 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
2. Metro RapidRide H Line overview
Overview

Metro RapidRide H Line will:

• Serve Downtown Seattle to Delridge to Burien
• Upgrade King County Metro Route 120 to RapidRide
• Begins service in 2020
What we’ve done so far

Over the last two years, we’ve:

• Gathered existing conditions
• Considered what types of street improvements could be made
• Reviewed modal plans
• Gathered public feedback
Existing conditions

- 4 miles
- 235 driveways
- Bike lanes and sharrows
- Unrestricted on-street parking and no parking
- 6,300 daily bus boardings
- 22% of survey respondents use transit more than 3 times per week
- Average Daily Traffic declined about 10% since 2009
## Community summary

<table>
<thead>
<tr>
<th></th>
<th>Delridge</th>
<th>Seattle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>20,800</td>
<td>624,681</td>
</tr>
<tr>
<td>Multi-family homes</td>
<td>42%</td>
<td>N/A</td>
</tr>
<tr>
<td>Single family homes</td>
<td>36%</td>
<td>N/A</td>
</tr>
<tr>
<td>Households without cars</td>
<td>9%</td>
<td>16%</td>
</tr>
<tr>
<td>Households below 200% of poverty</td>
<td>31%</td>
<td>26%</td>
</tr>
</tbody>
</table>
What we’ve learned

- Unique street with a varied streetscape
- Street design is heavily oriented toward people driving
- From the community:
  - want faster bus service and a safer street
  - divided on bike improvement locations (Delridge or adjacent residential streets)
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
Option 2

• All day bus-only lanes
• Keep existing protected bike lanes and add new protected bike lanes on portions of Delridge
• Improved pedestrian crossings
• New neighborhood greenways connections
## 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*
## Outcomes*

<table>
<thead>
<tr>
<th></th>
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<th>Option 2</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bus travel time</strong>&lt;br&gt;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>&lt;br&gt;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>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 parking</td>
</tr>
<tr>
<td><strong>Loading zones</strong></td>
<td>No loading zones removed</td>
<td>Small number of loading zones relocated</td>
</tr>
<tr>
<td><strong>Street trees</strong>&lt;br&gt;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*
Schedule & outreach opportunities

We are here
Next steps

• Solicit input on options
  – Online open house
  – Survey
  – In-person outreach to people who travel along the corridor
  – Community and advisory board briefings