Metro RapidRide H Line
Downtown Seattle to Delridge to Burien

Seattle Pedestrian Advisory Board
Therese Casper
March 8, 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. 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
- **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
- 6,300 daily bus boardings
- 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
  - Improved safety for all users
What we’ve learned about walking in Delridge

• Currently have a variety of crossing treatments
• Key challenges :
  – Not all intersections have ADA-compliant curb ramps
  – Obstructions to sidewalks (utility poles, driveways)
  – Skewed intersections
  – Few marked crossings
• Improving connections and crossings was the community’s second highest priority
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 add new protected bike lanes on portions of Delridge
- Improved pedestrian crossings
- New neighborhood greenways connections
- New landscaped median
West Seattle Bridge to SW Alaska St

Option 1

TYPICAL EXISTING

Bike lane  Drive lane  Center turn lane  Drive lane  BAT lane

50' - 53'
Curb to curb

Option 2

TYPICAL EXISTING

Bike lane  Drive lane  Center turn lane  Drive lane  BAT lane

Protected bike lane  BAT lane  Drive lane  Drive lane  BAT lane

50' - 53'
Curb to curb
SW Alaska St to 23rd Ave SW

Option 1

**TYPICAL EXISTING**

Option 2

**TYPICAL EXISTING**

```
Parking lane  Drive lane  Center turn lane  Drive lane  Parking lane
```

```
Parking lane  Drive lane  Center turn lane / median  Drive lane  Parking lane
```

```
Protected bike lane  Drive lane  Center turn lane / median  Drive lane  Parking lane
```

54' Curb to curb
23rd Ave SW to SW Orchard St

Option 1

TYPICAL EXISTING

Option 2

TYPICAL EXISTING
SW Orchard St to SW Holden St

Option 1

TYPICAL EXISTING

Option 2

TYPICAL EXISTING
SW Holden St to SW Cambridge St

Option 1

TYPICAL EXISTING

Parking lane  Shared bike/ drive lane  Shared bike/ drive lane  Parking lane

36'-40'
Curb to curb

Option 2

TYPICAL EXISTING

Parking lane  Shared bike/ drive lane  Shared bike/ drive lane  Parking lane

36'-40'
Curb to curb
SW Cambridge St to SW Roxbury St

Option 1

Option 2
## 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>Ranges from 8 – 12 feet</td>
<td></td>
<td></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>
<th>Option 1</th>
<th>Option 2</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Bus travel time</strong></td>
<td>Up to 9 – 16% faster</td>
<td>Up to 8 – 12% faster</td>
</tr>
<tr>
<td>Range for north and southbound</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Traffic travel time</strong></td>
<td>Up to 1 – 8% faster</td>
<td>Up to 5 – 10% slower</td>
</tr>
<tr>
<td>Range for north and southbound</td>
<td></td>
<td></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></td>
<td>Up to 80% of street trees retained</td>
<td>Minimal loss of street trees</td>
</tr>
<tr>
<td>For any street tree removed, two trees are planted within the neighborhood</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

• 28 enhanced RapidRide Stations at 14 locations
  – Maintain 23 existing Route 120 stops
  – Relocating 5 stops

• **Average Spacing**
  – Existing, 0.22 mile
  – Proposed 0.32 mile
  – 0.1 miles is about a 2-minute walk
Schedule & outreach opportunities

🌟 We are here

- Help us identify mobility issues
- Help us select a preferred option
- Community shapes design
- Inform construction phasing
- Help us get ready for construction
- Connect with us during construction

Project phase:
- Planning
- Design
- Construction

Years:
- 2016
- 2017
- 2018
- 2019
- 2020

Service begins
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
Questions?

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

www.seattle.gov/transportation