



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

2024 SEATTLE RAPIDRIDE NETWORK

DRAFT - FEBRUARY 2017

2024 RapidRide Network*

- Madison - G Line
- Delridge - H Line
- Rainier
- Roosevelt
- Market
- Fremont
- 23rd

Delivery approach subject to further analysis

Major Transfer Hub

Other Transit

- Existing RapidRide
- RapidRide Extension
- Link Light Rail
- Seattle Streetcar

*To be refined during corridor development



Not to Scale

Data Sources: City of Seattle, King County



Seattle Department of Transportation

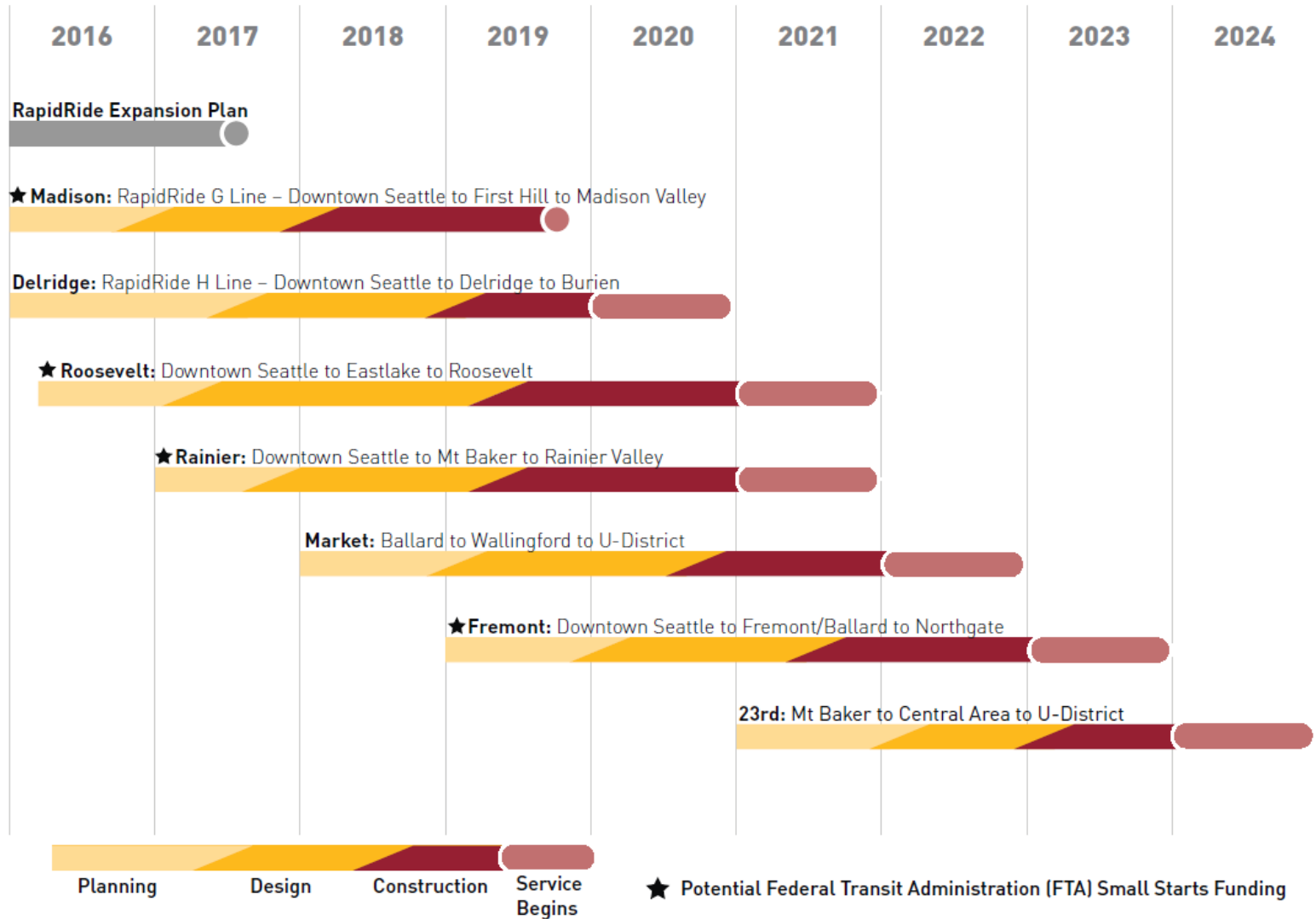


To Burien

Representative map
Lines subject to change



Seattle program timeline



Schedule subject to change

Metro RapidRide H Line overview

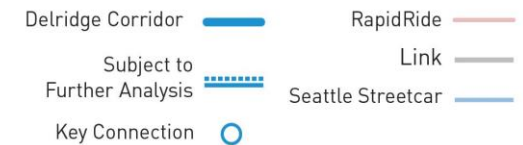
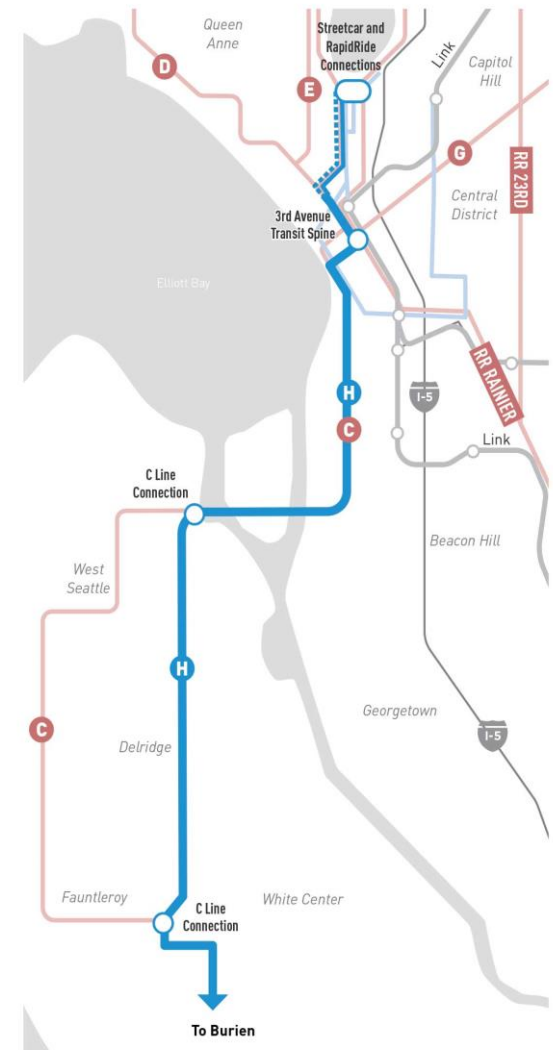
Overview

Metro RapidRide H Line:

- Serves Downtown Seattle to Delridge to Burien
- Upgrades King County Metro Route 120 to RapidRide
- Begins service in 2020

DELRIDGE - H LINE

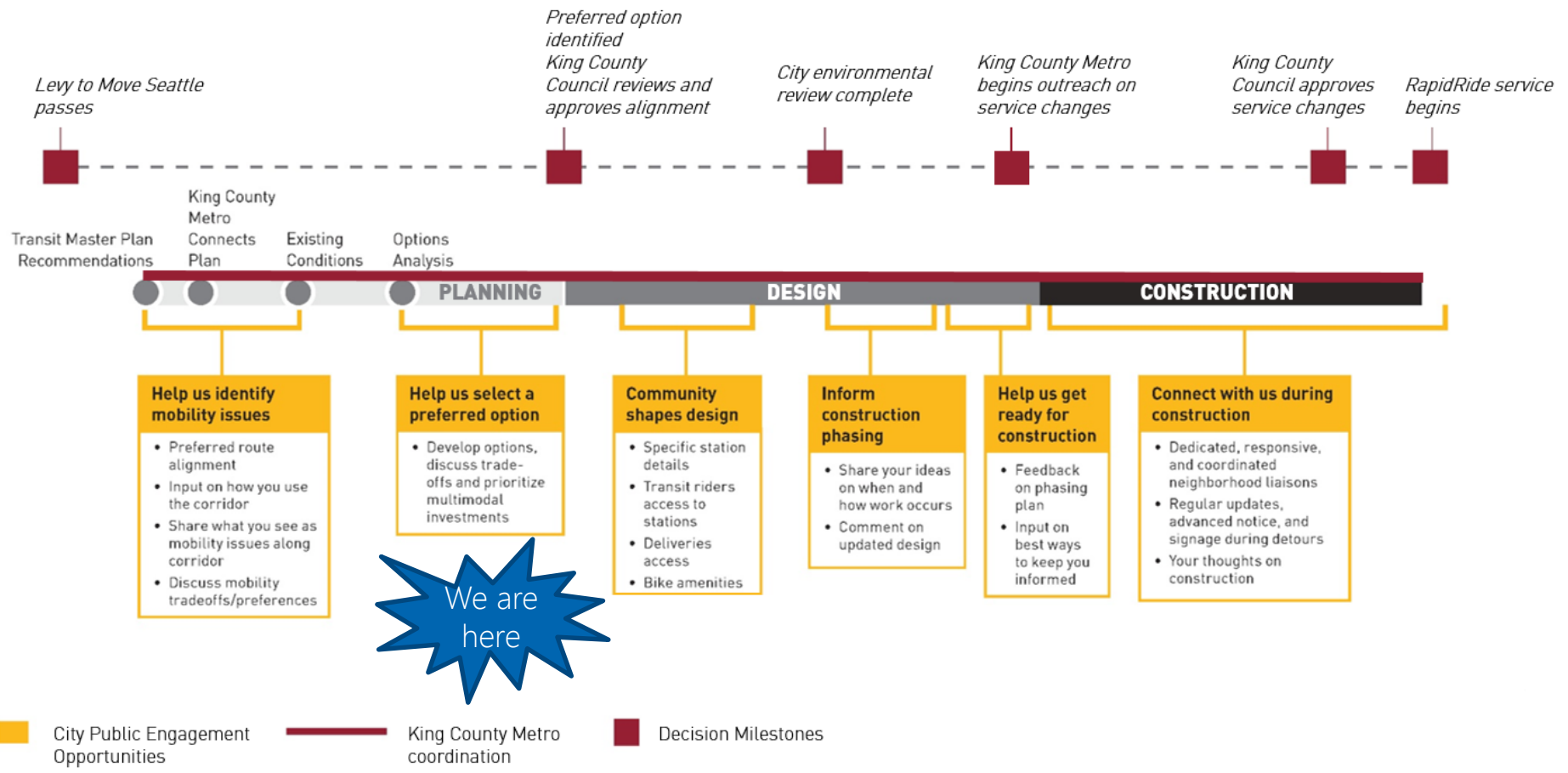
Downtown Seattle to Delridge to Burien



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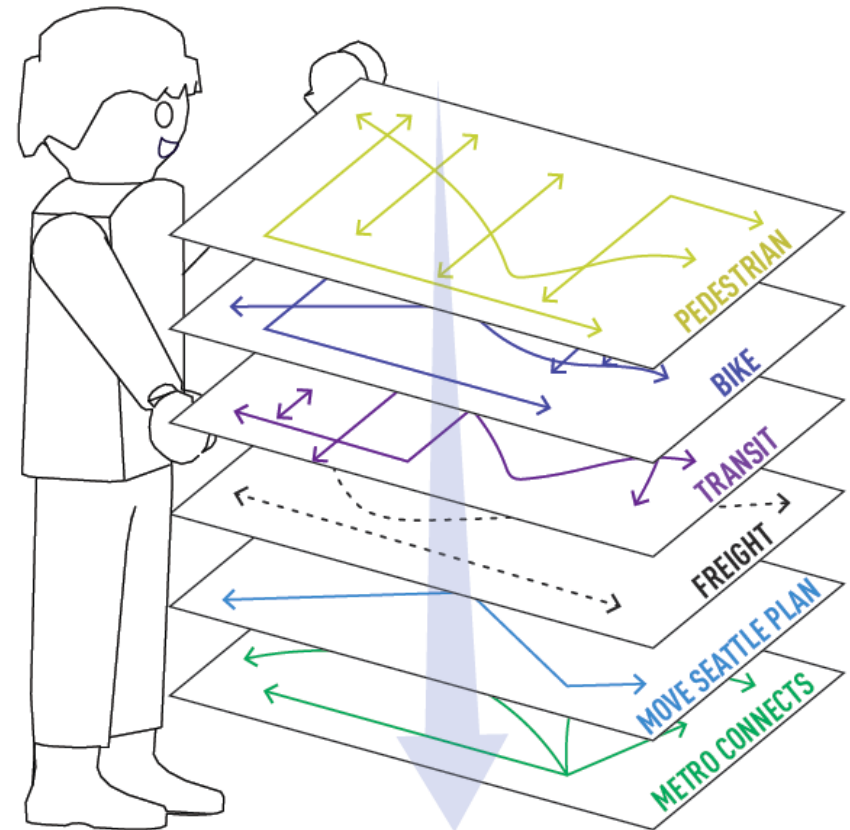
Delivery process & community involvement in Seattle



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



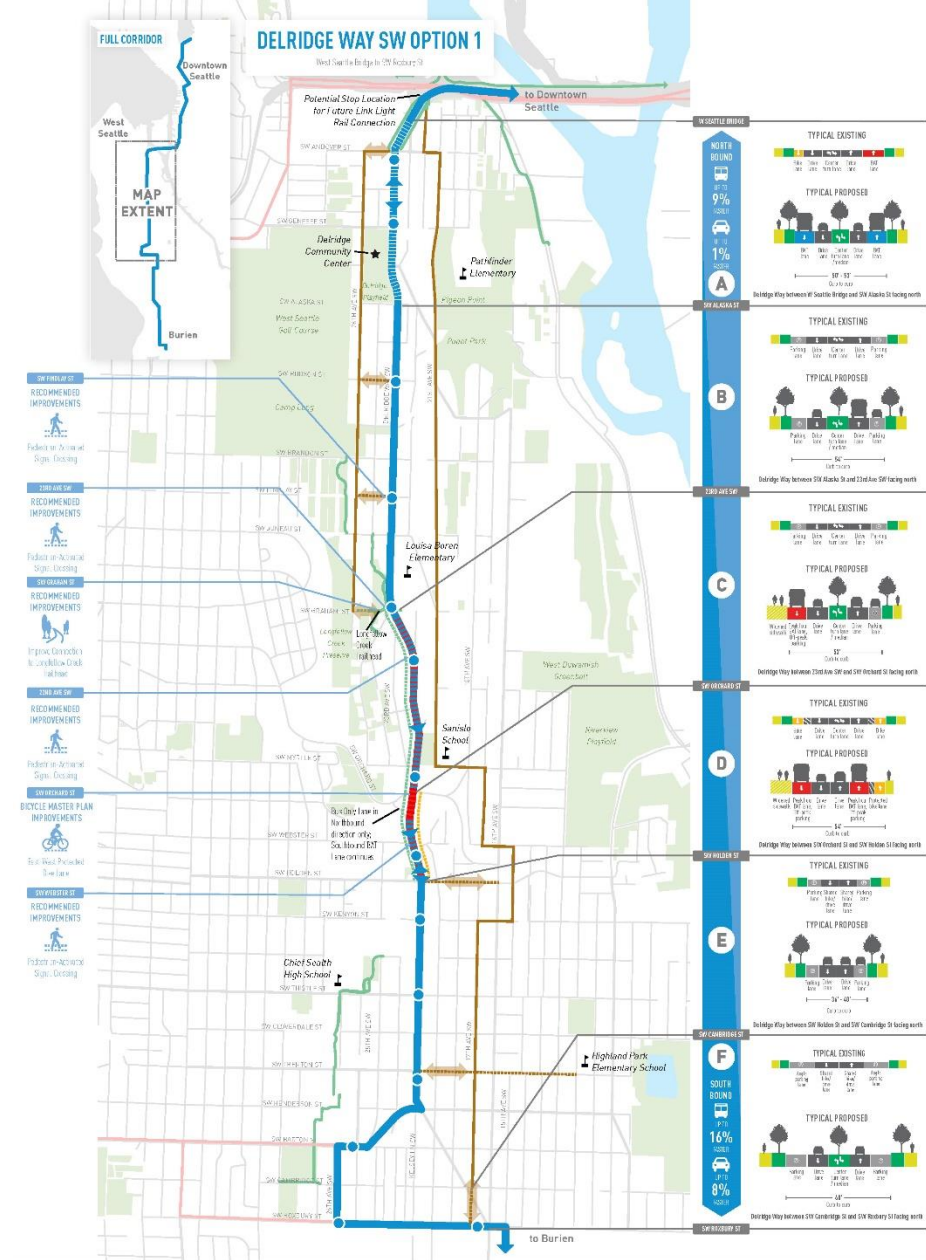
What we learned



- 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)

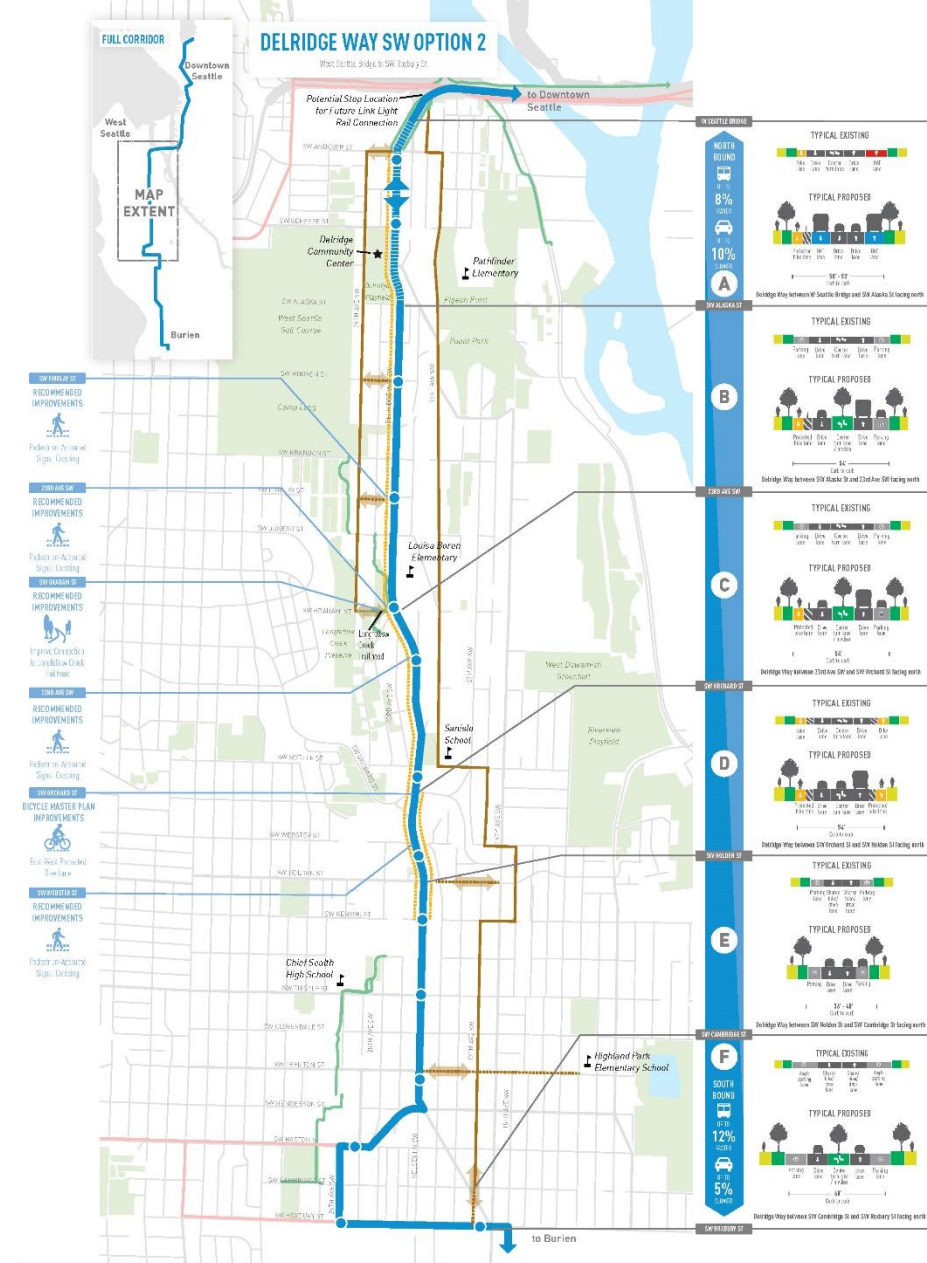
Option 1

- 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*

	Option 1	Option 2
New greenway connections	5	5
Improved pedestrian crossings	3	3
New ADA ramps	17	17
Bus only lanes	1.4 miles (all day) + 1.2 miles (peak hours only)	1.4 miles (all day)
Protected bike lane	0.3 miles	2.9 miles
Widened sidewalk Ranges from 8 – 12 feet	0.9 miles	0.0 miles
Landscaped median	2.5 miles	1.8 miles

**Numbers are based on concept design and are subject to change*

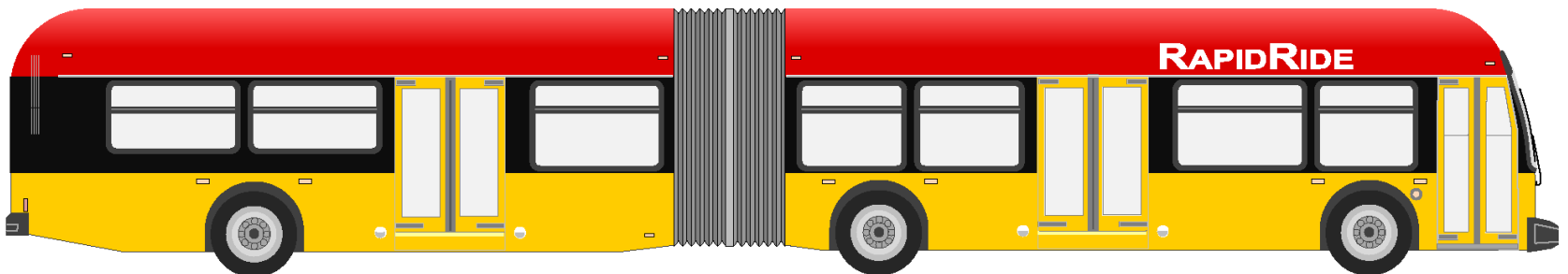
Outcomes*

	Option 1	Option 2
Bus travel time Range for north and southbound	Up to 9 – 16% faster	Up to 8 – 12% faster
Traffic travel time Range for north and southbound	Up to 1 – 8% faster	Up to 5 – 10% slower
On-street parking	Some all-day parking converted to off-peak parking only and new off-peak parking added	Up to 73% of parking retained as a mix of all-day and off-peak
Loading zones	No loading zones removed	Small number of loading zones relocated
Street trees For any street tree removed, two trees are planted within the neighborhood	Up to 80% of street trees retained	Minimal loss of street trees

**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

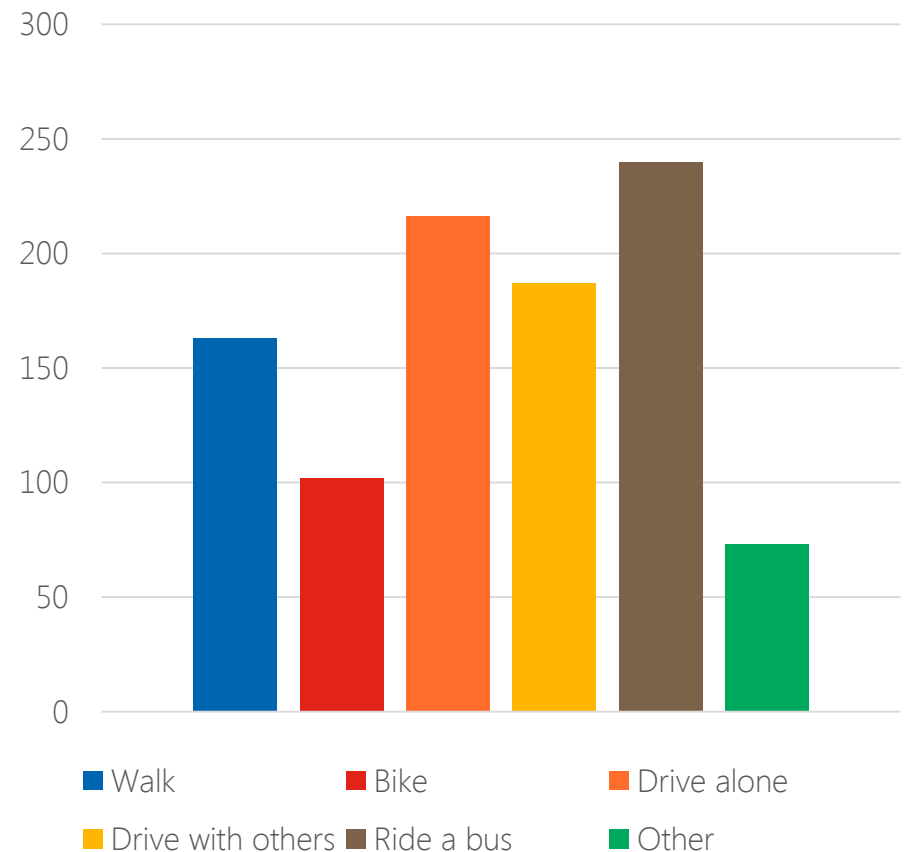
	Existing Stop Locations	Total Ridership (on + off)	Proposed Station Locations	Change from Existing
Delridge	Andover St	724	Andover St	Stop remains
	Genesee St	498	Genesee St	Stop remains
	Oregon St	117		Removed
	Alaska St	85		Removed
	Edmunds St	59		Removed
	Hudson St	161	Hudson St	Stop remains
	Brandon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

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?"



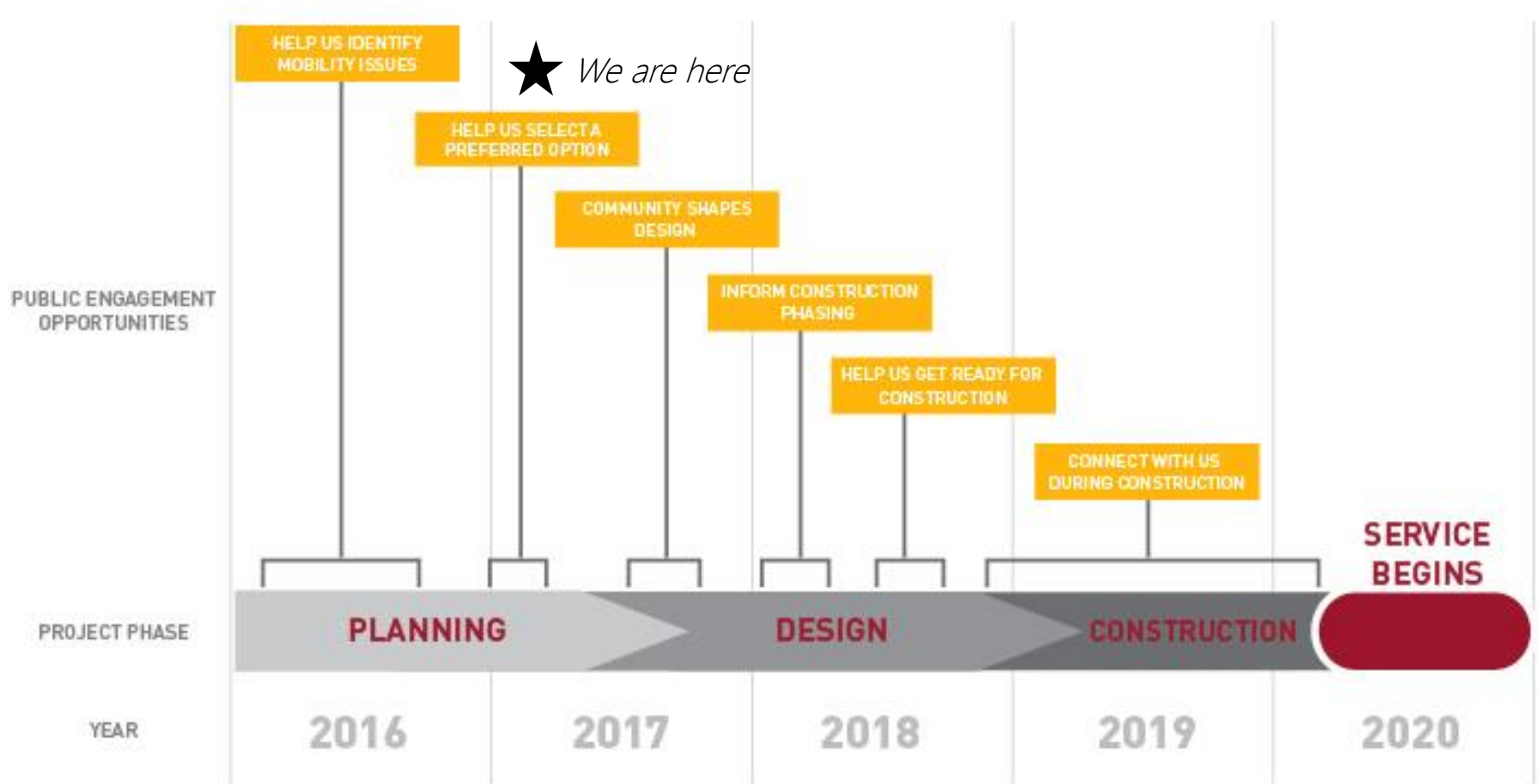
What we're hearing so far

- 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



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



Seattle
Department of
Transportation



King County
METRO