



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

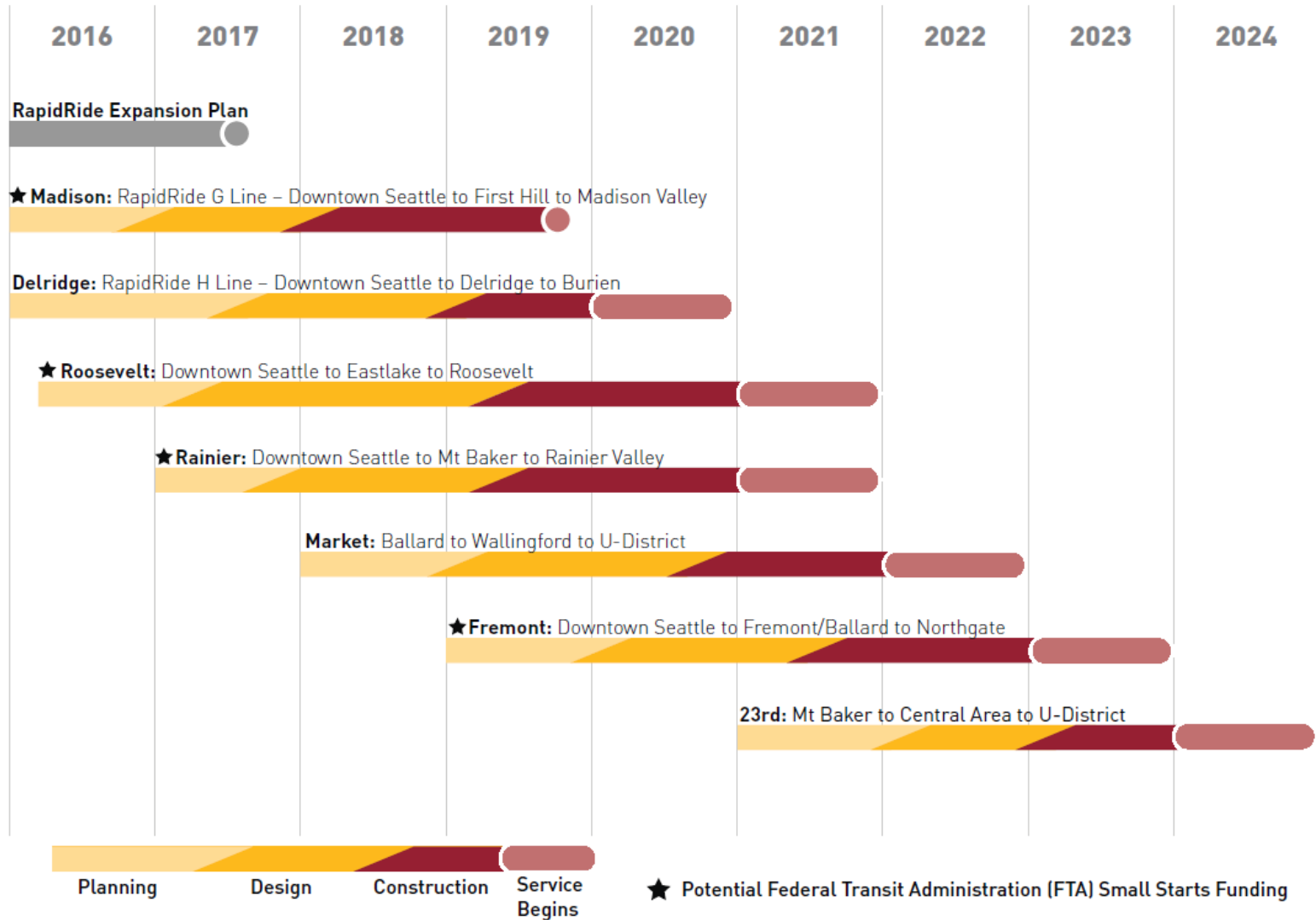


Service in Seattle

- 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

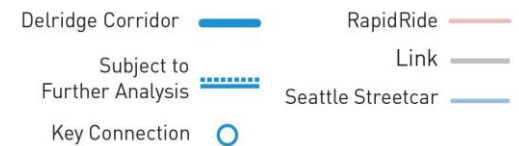
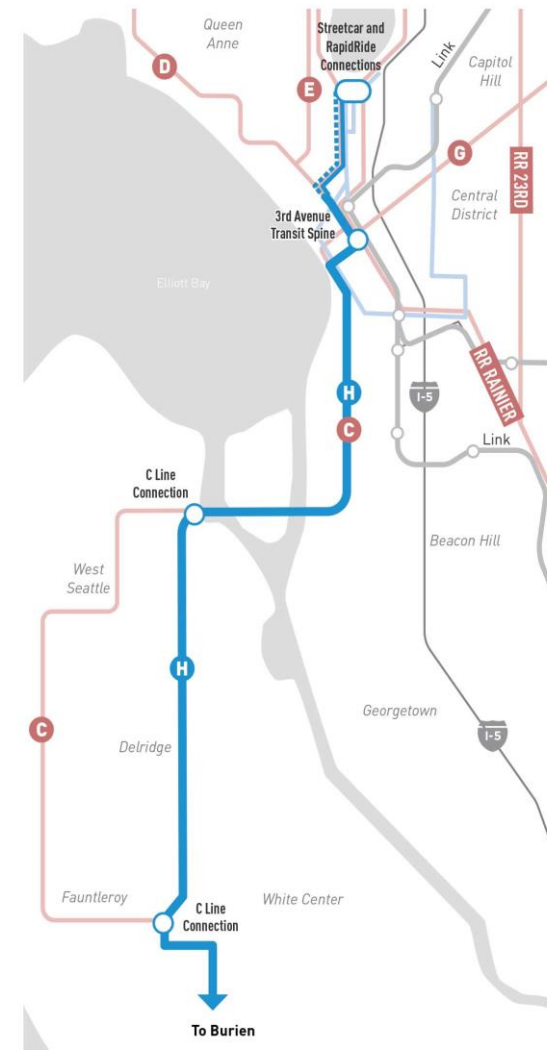
Overview

Metro RapidRide H Line will:

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

DELRIDGE - H LINE

Downtown Seattle to Delridge to Burien



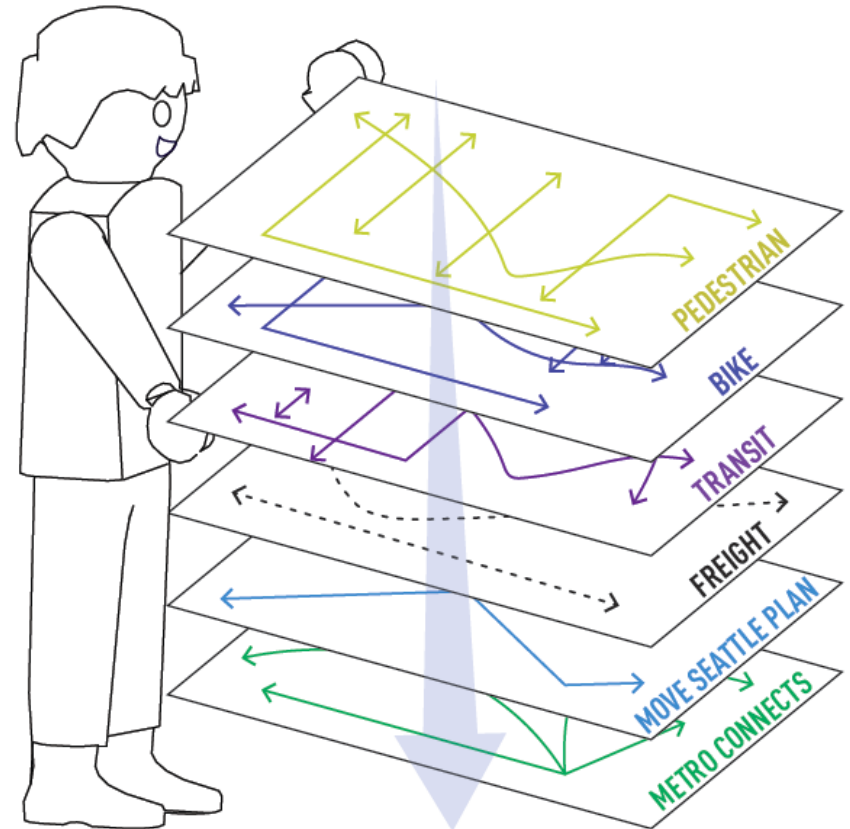
Not to Scale

Data Sources: City of Seattle, King County

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

	Delridge	Seattle
Population	20,800	624,681
Multi-family homes	42%	N/A
Single family homes	36%	N/A
Households without cars	9%	16%
Households below 200% of poverty	31%	26%

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

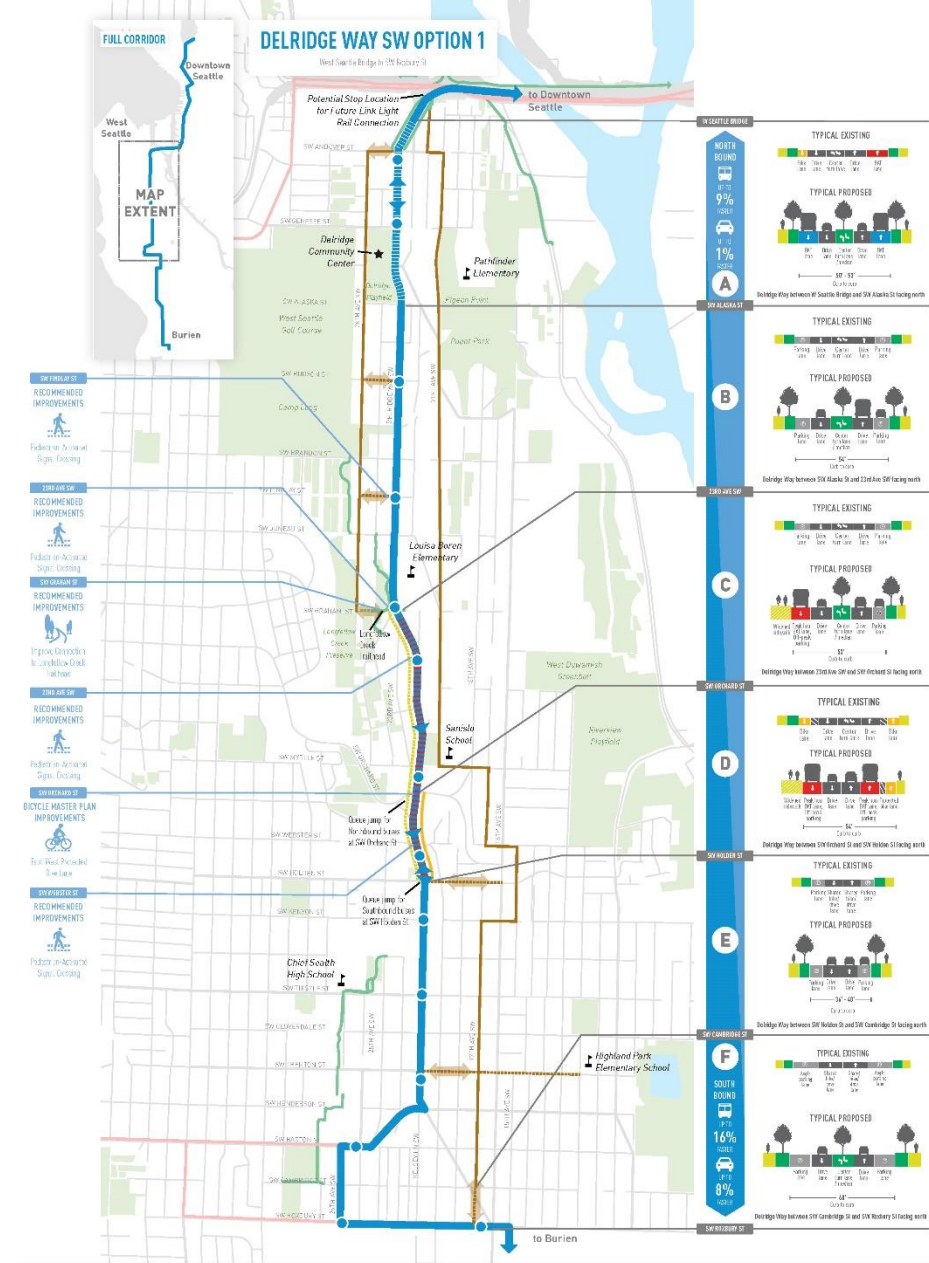
What we've learned about walking in Delridge

- 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



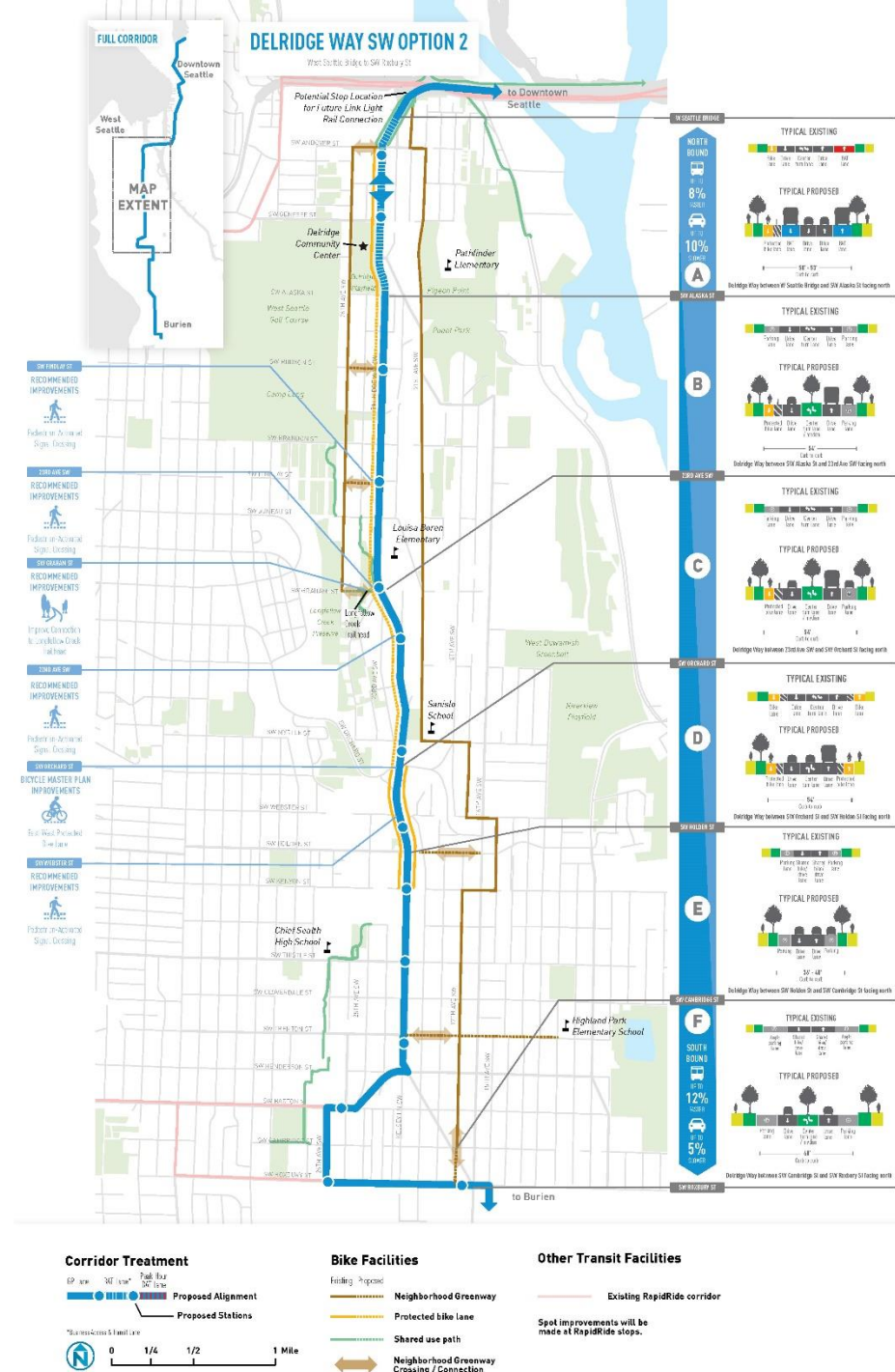
Option 1

- 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

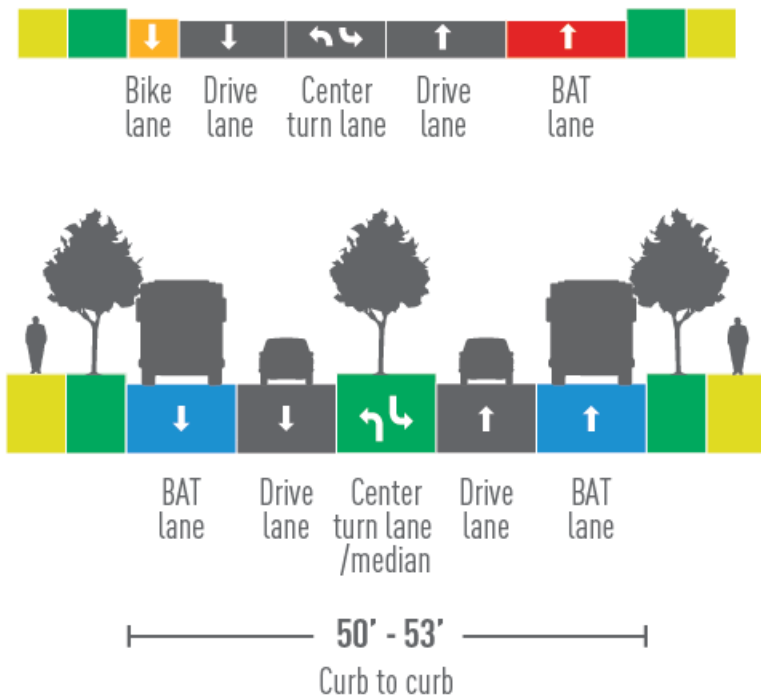
- All day bus-only lanes
- Keep existing protected bike lanes and add new protected bike lanes on portions of Delridge
- Improved pedestrian crossings
- New neighborhood greenways connections
- New landscaped median



West Seattle Bridge to SW Alaska St

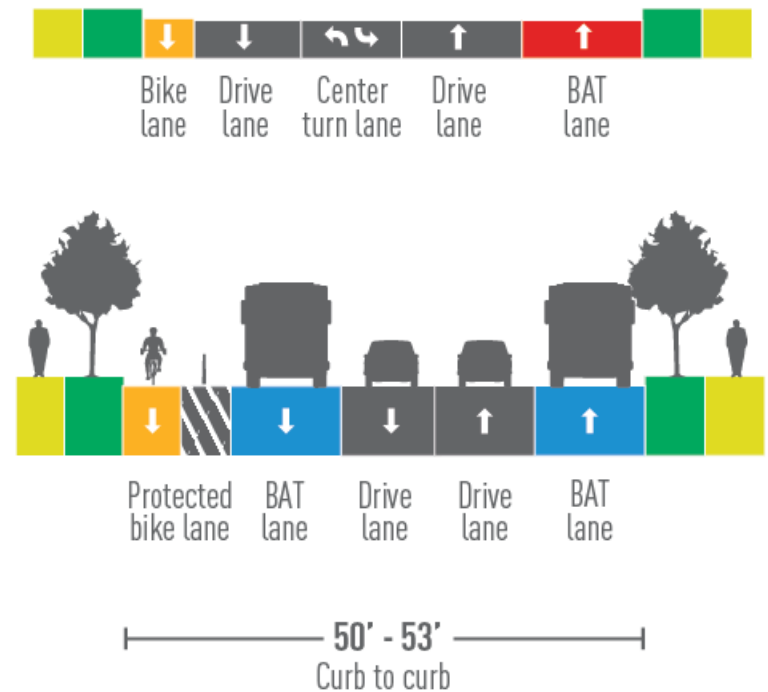
Option 1

TYPICAL EXISTING



Option 2

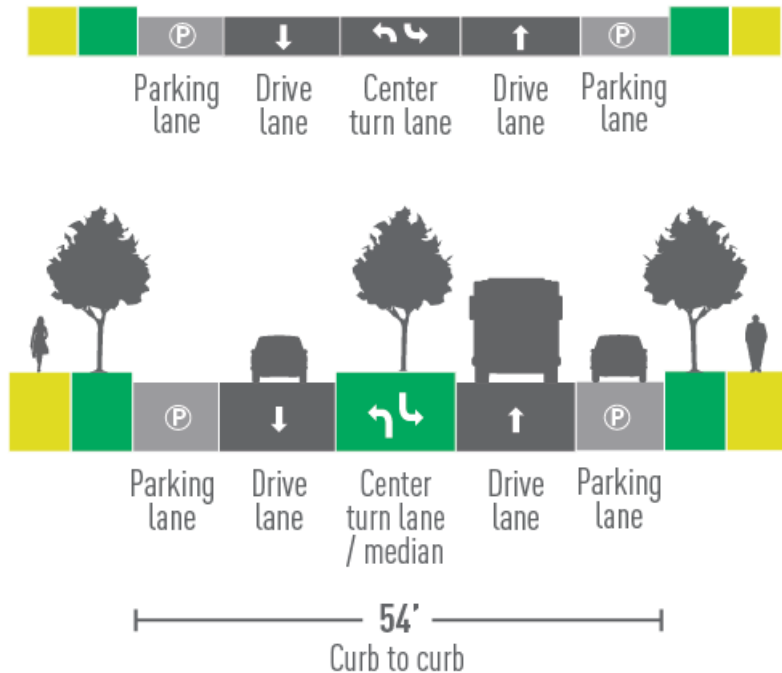
TYPICAL EXISTING



SW Alaska St to 23rd Ave SW

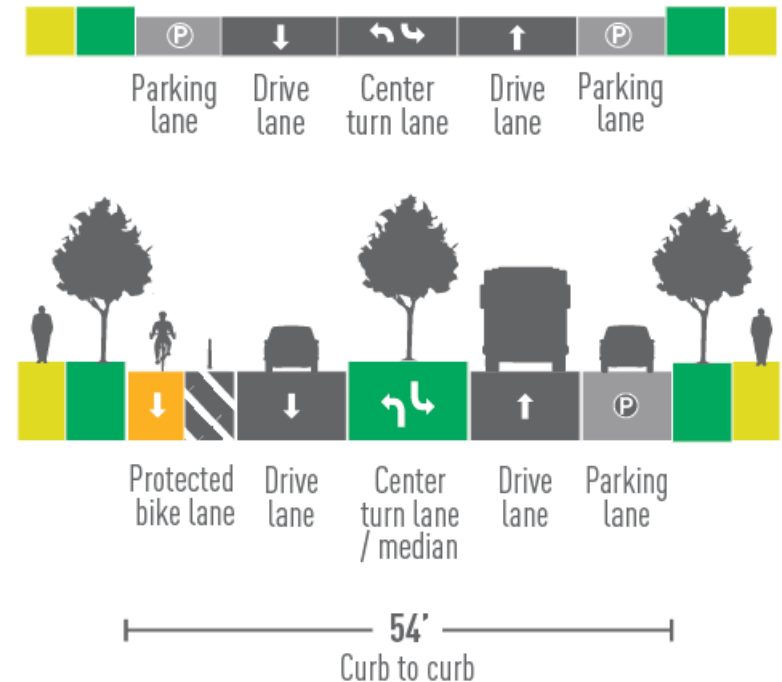
Option 1

TYPICAL EXISTING



Option 2

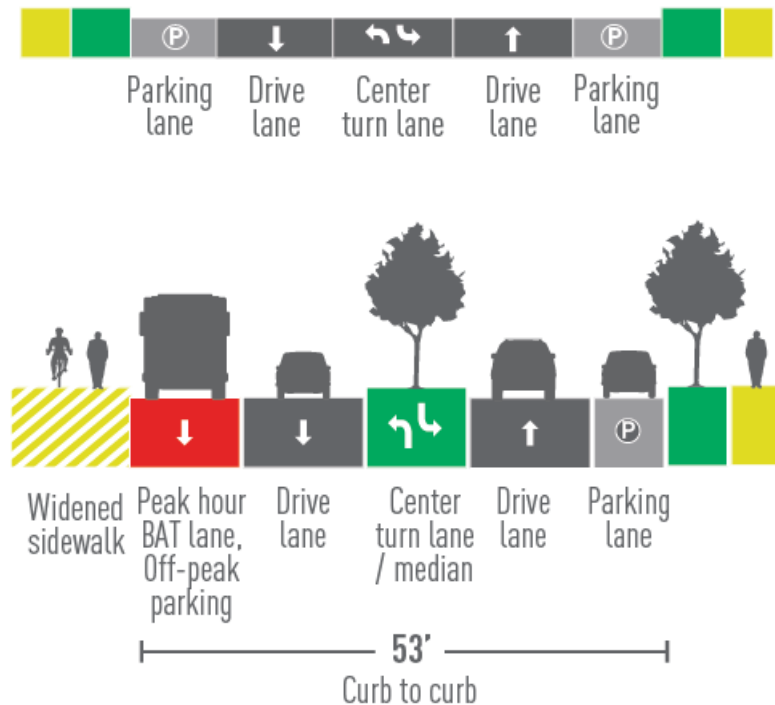
TYPICAL EXISTING



23rd Ave SW to SW Orchard St

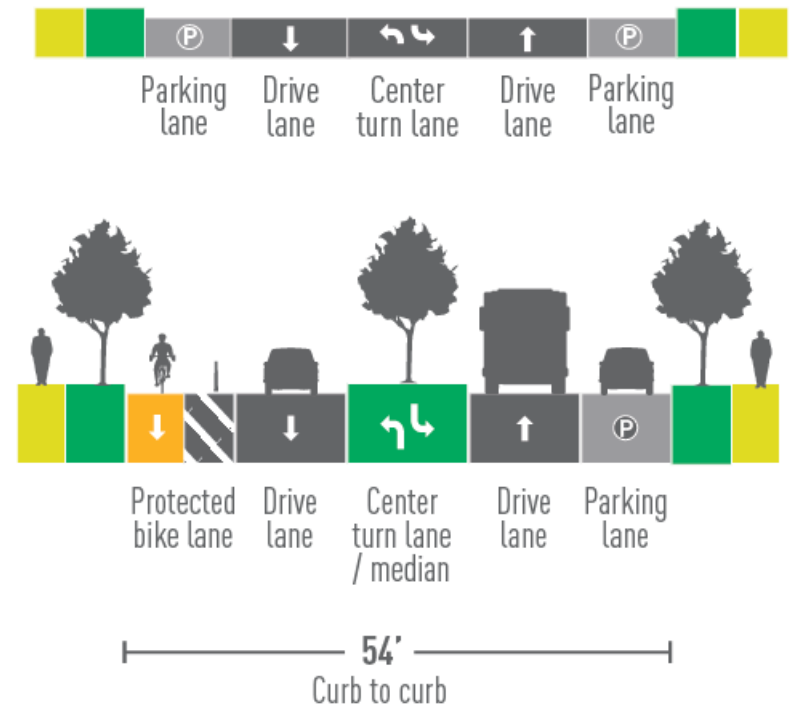
Option 1

TYPICAL EXISTING



Option 2

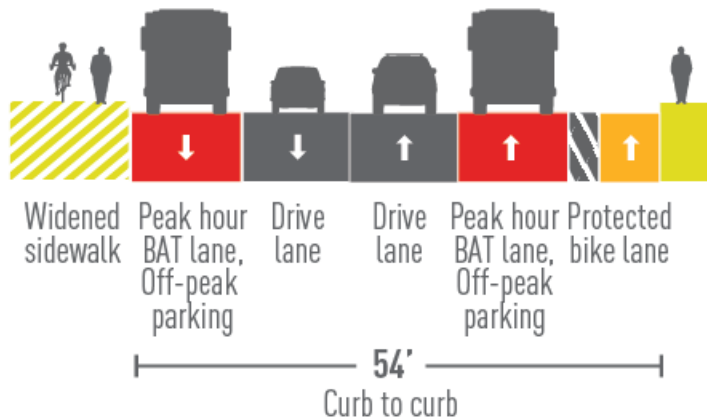
TYPICAL EXISTING



SW Orchard St to SW Holden St

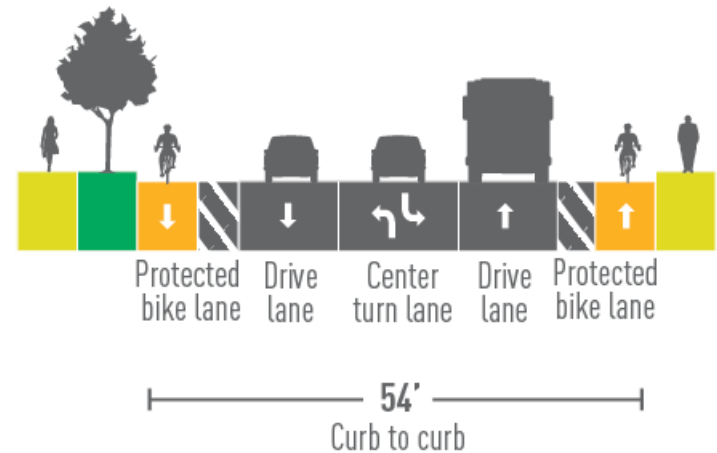
Option 1

TYPICAL EXISTING



Option 2

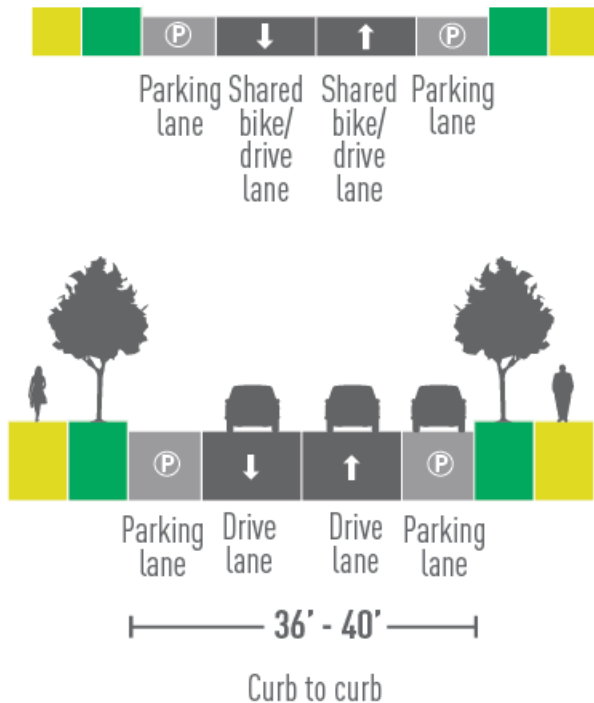
TYPICAL EXISTING



SW Holden St to SW Cambridge St

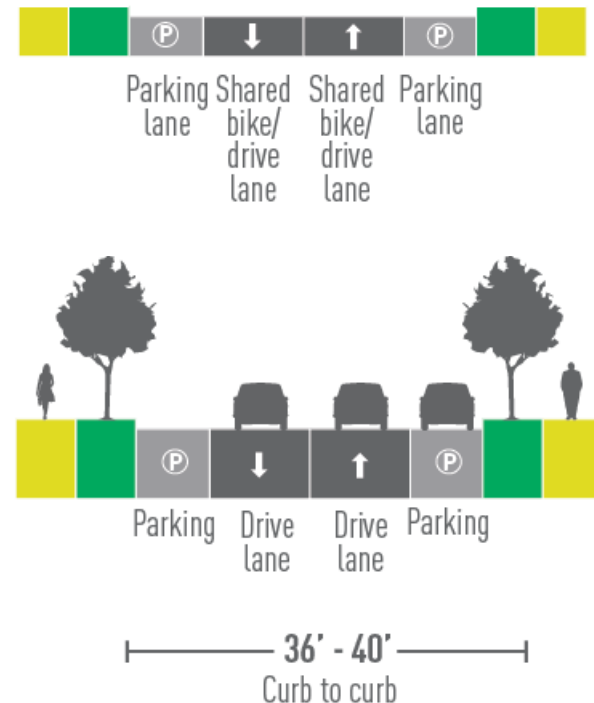
Option 1

TYPICAL EXISTING



Option 2

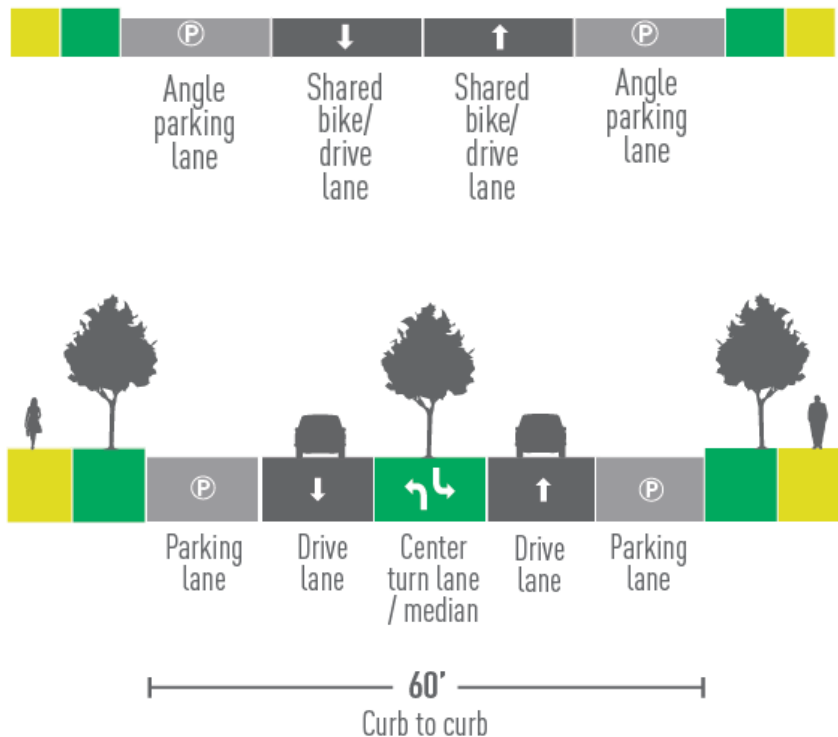
TYPICAL EXISTING



SW Cambridge St to SW Roxbury St

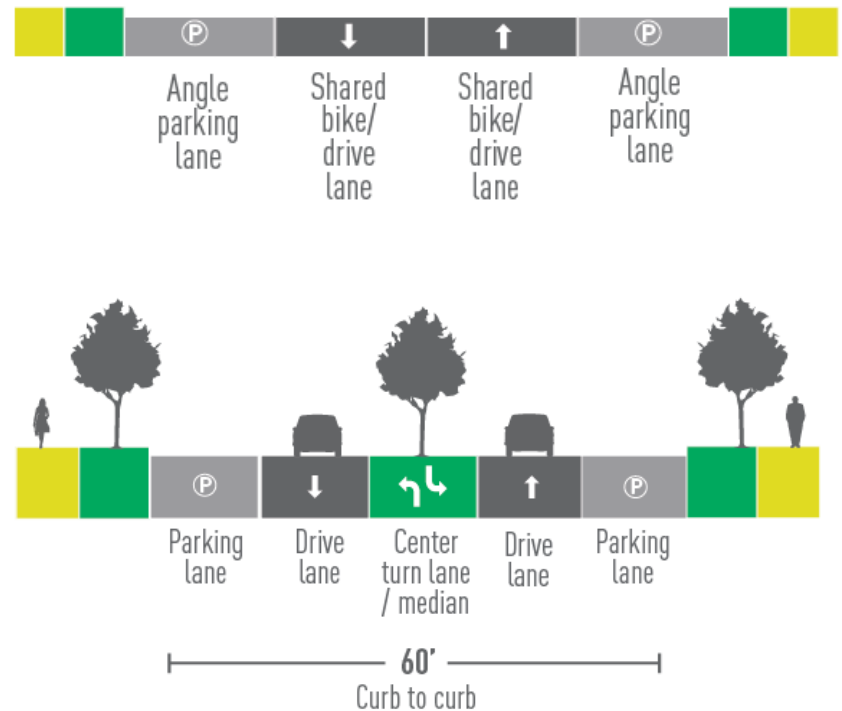
Option 1

TYPICAL EXISTING



Option 2

TYPICAL EXISTING



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 <small>Ranges from 8 – 12 feet</small>	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*

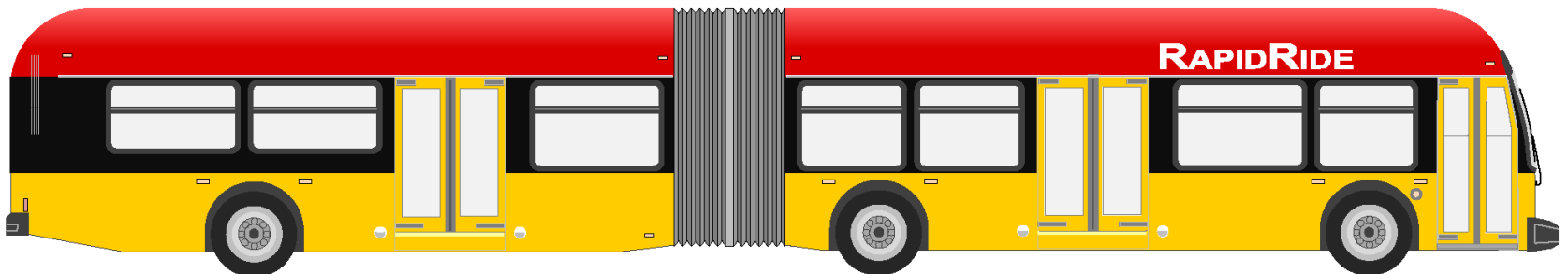
Outcomes*

	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

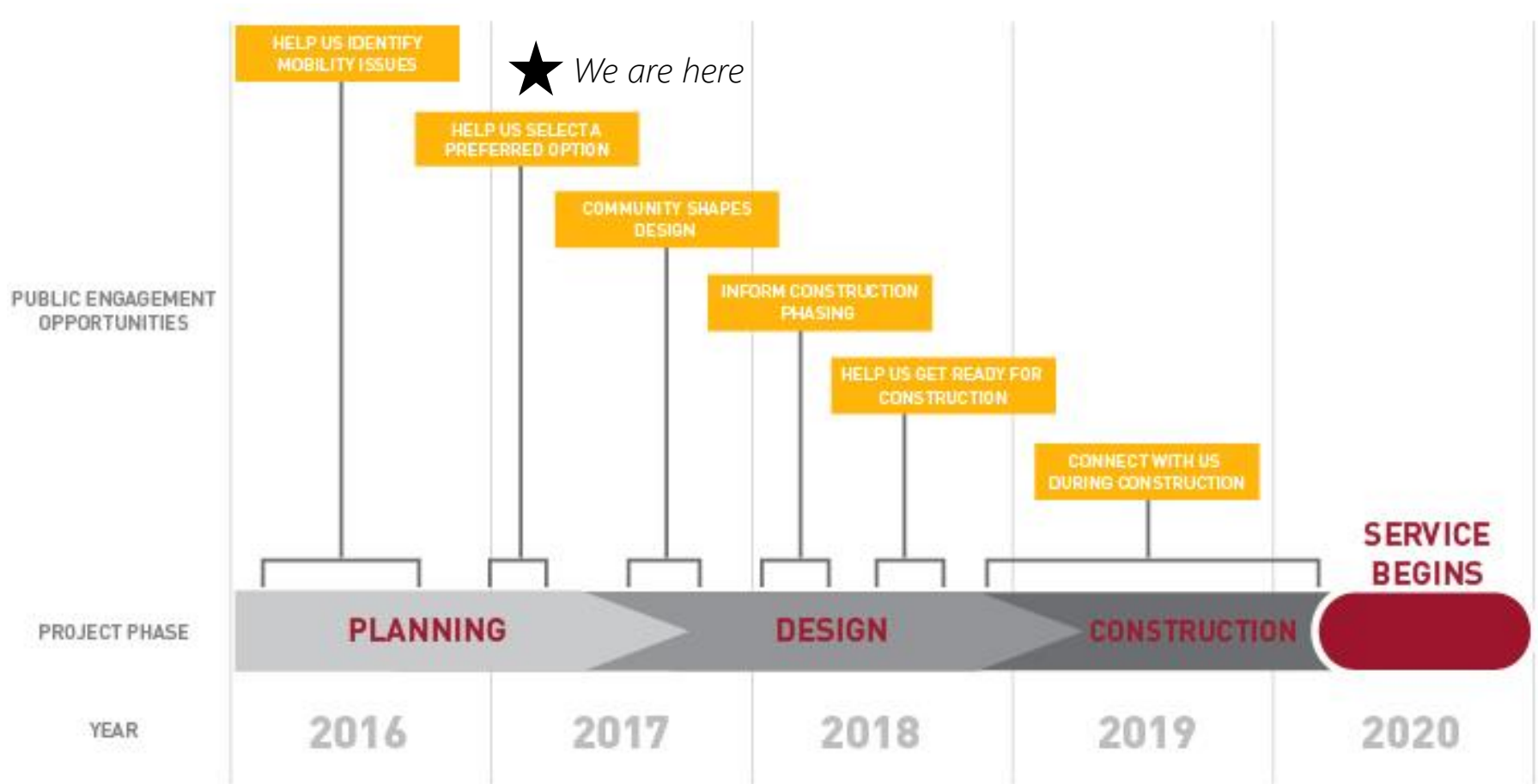
**Numbers are based on concept design and are subject to change*

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



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

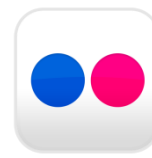


Questions?

RapidRide@seattle.gov | 206-684-5189

www.seattle.gov/transportation/rapidrideexpansion.htm

www.seattle.gov/transportation



Seattle
Department of
Transportation



King County
METRO