



Metro RapidRide H Line Downtown Seattle to Delridge to Burien

Seattle Bicycle Advisory Board

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March 1, 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

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

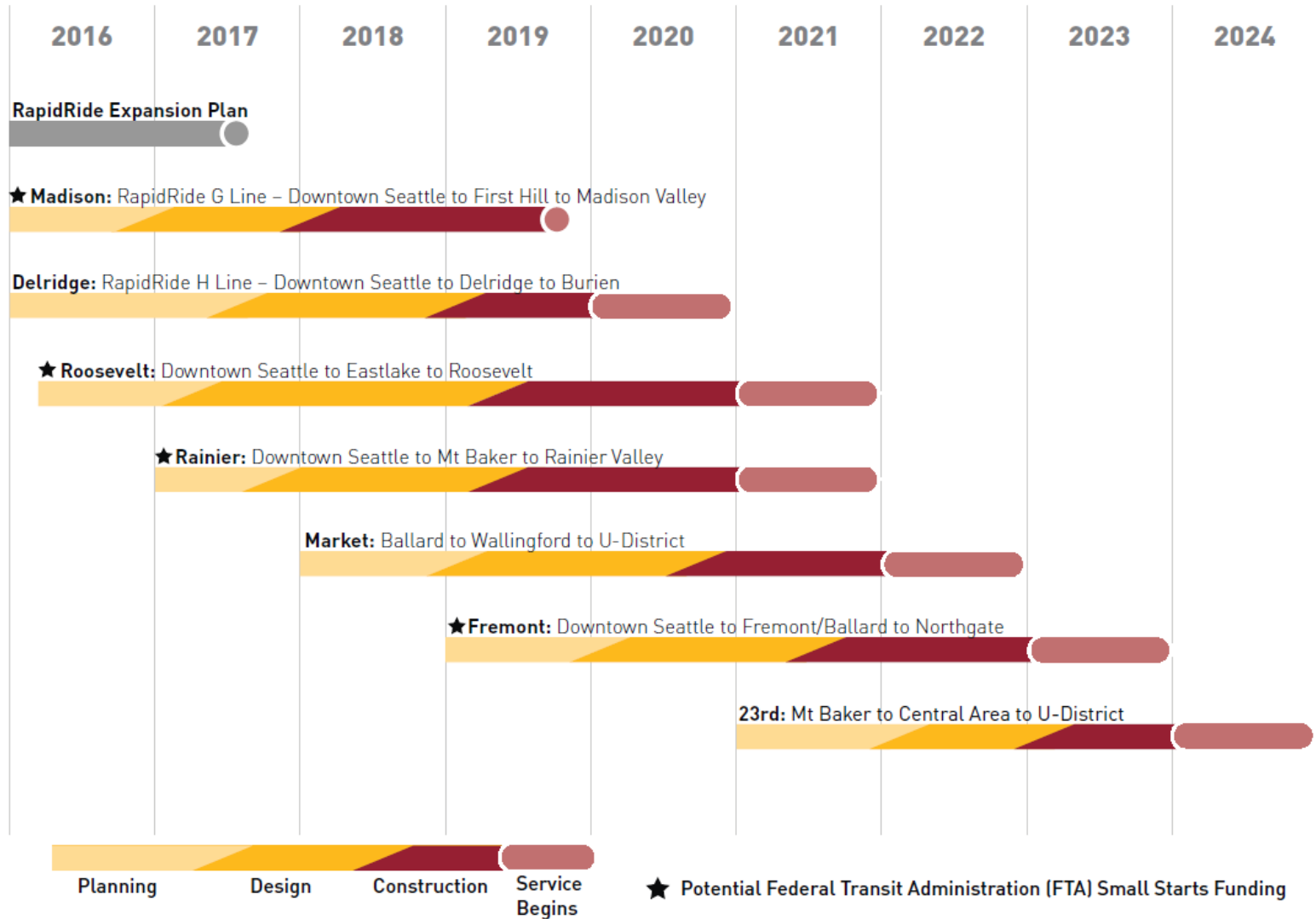


To Burien

Representative map
Lines subject to change



Seattle program timeline



Schedule subject to change

2. Metro RapidRide H Line overview

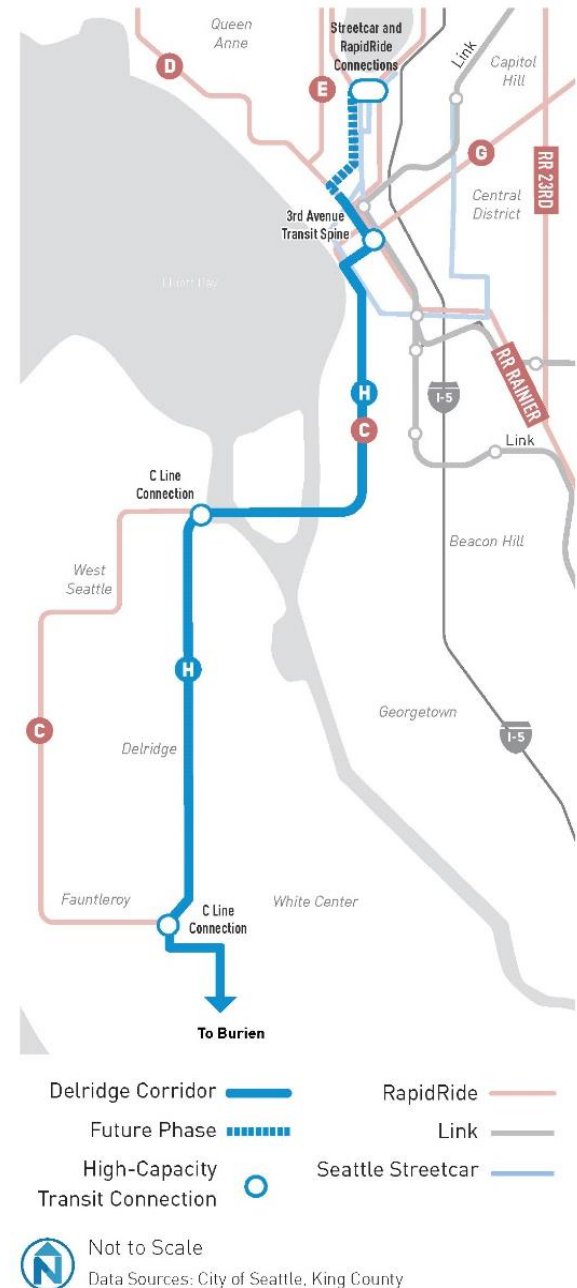
Overview

Metro RapidRide H Line will:

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

DELDRIDGE - H LINE

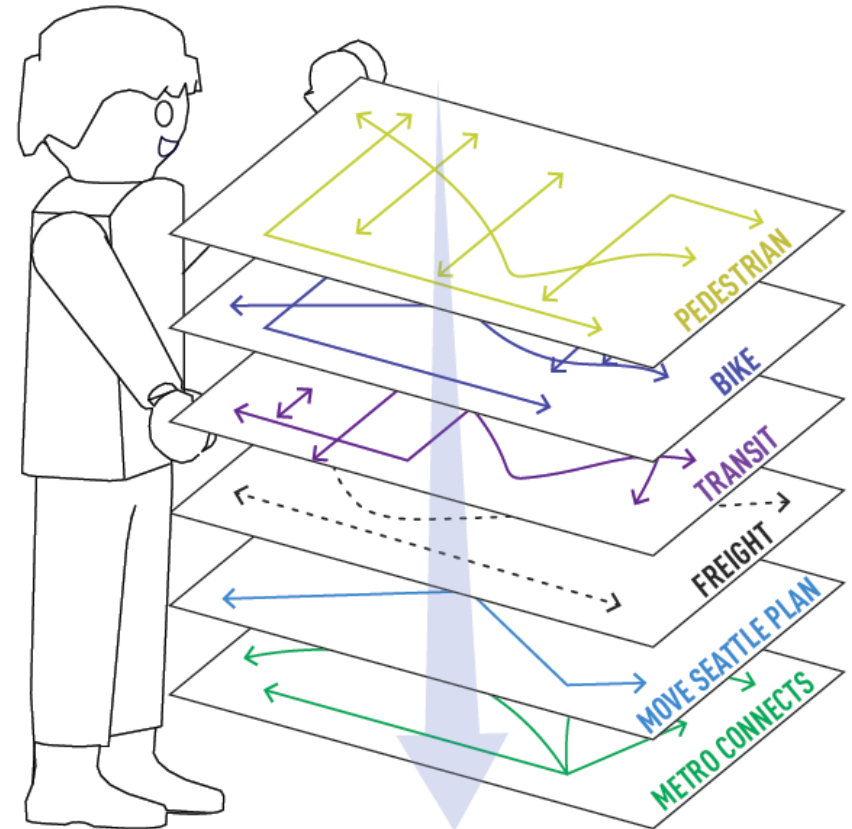
Downtown Seattle to Delridge to Burien



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

	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%

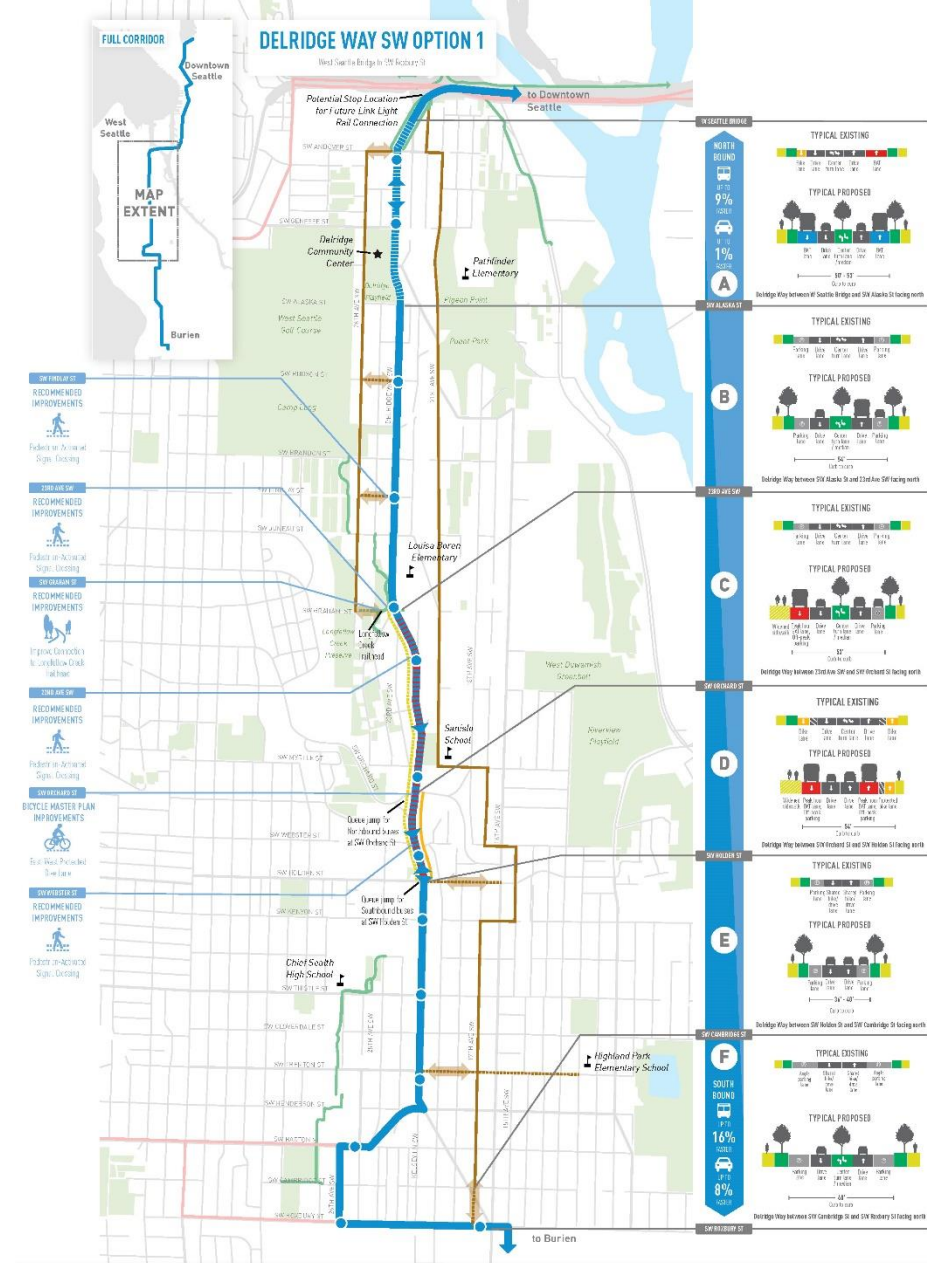
What we've learned



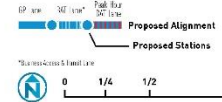
- Unique street with a varied streetscape
- Street design is heavily oriented toward people driving
- From the community:
 - want faster bus service and a safer street
 - divided on bike improvement locations (Delridge or adjacent residential streets)

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



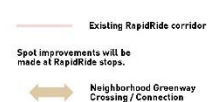
Corridor Treatment



Bike Facilities

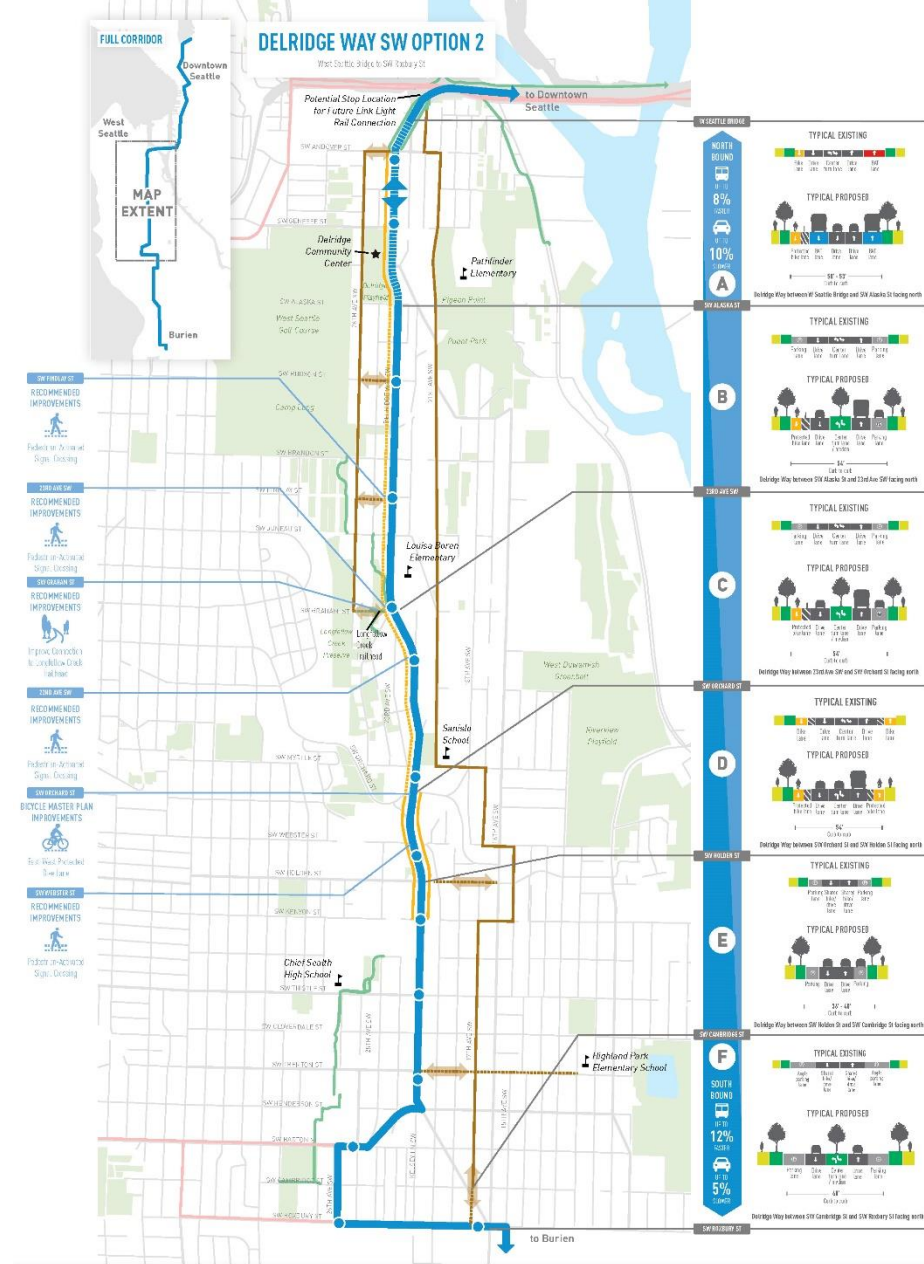


Other Transit Facilities



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



Corridor Treatment

8% Bus-Only Lane
10% Protected Bike Lane
Proposed Alignment
Proposed Stations

Scale: 0 1/4 1/2 1 Mile

Bike Facilities

Existing Proposed
Neighborhood Greenway
Protected bike lane
Shared use path
Neighborhood Greenway Crossing / Connection

Other Transit Facilities

Existing RapidRide corridor
Spot improvements will be made at RapidRide stops.

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	0.9 miles	0.0 miles
Landscaped median	2.5 miles	1.8 miles

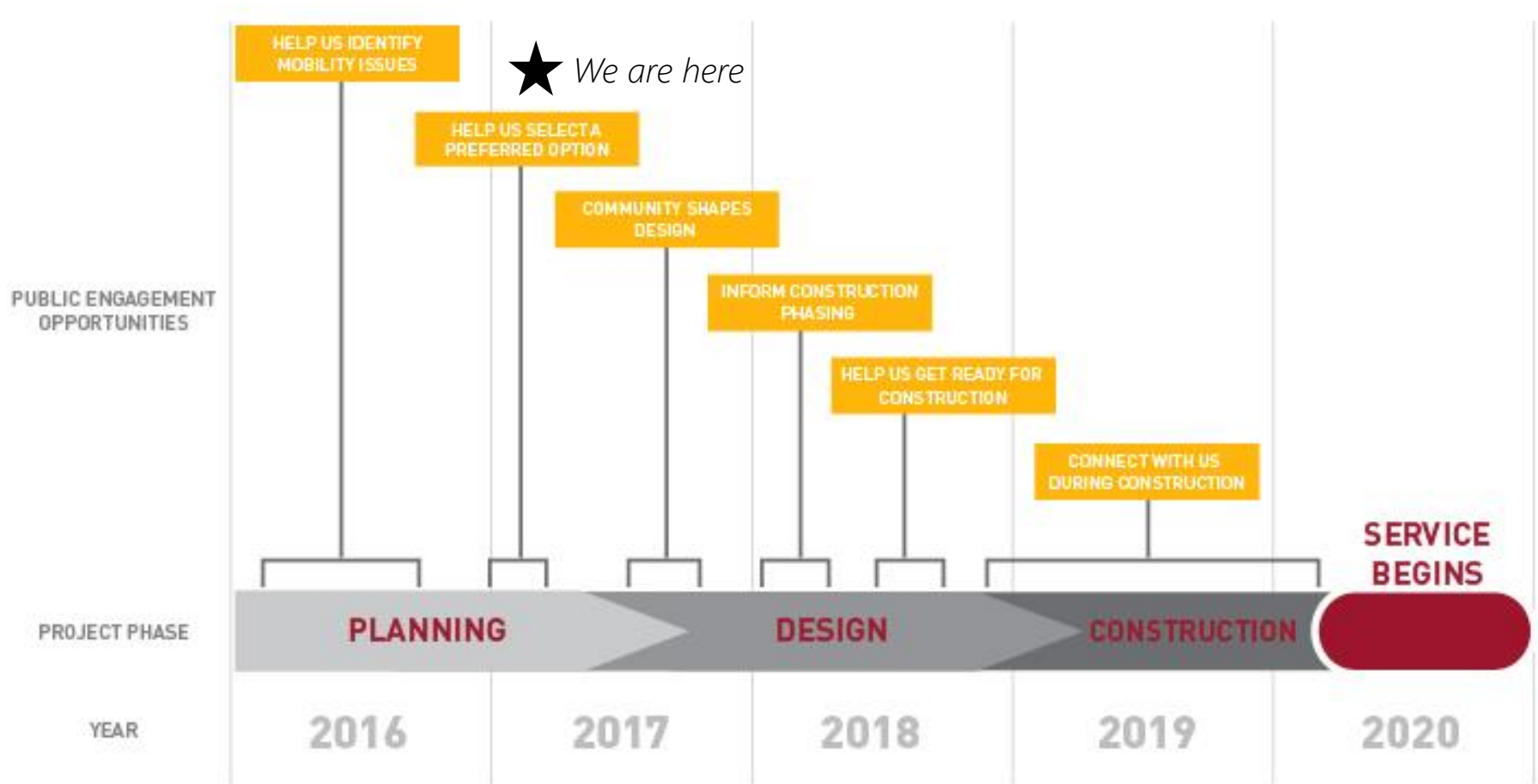
**Numbers are based on concept design and are subject to change*

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*

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