Welcome

What's RapidRide?

Delridge Corridor

Opportunities and Constraints

Options

Tradeoffs

Survey

What's Next

Welcome

Next

In 2020, King County Metro Route 120 becomes the RapidRide H Line! SDOT and King County Metro are collaborating to best identify needed street improvements to support a reliable Metro RapidRide system. We're working to balance the needs of everyone who uses the corridor, whether they're in a bus, a car, walking, or riding a bike.

Upgrading Route 120 into the Metro RapidRide H Line will keep people moving by:

- Keeping buses frequent and on-time
- · Adding more buses at night and on weekends
- · Upgrading RapidRide bus stops with lighting, real-time arrival info, and more
- · Improving sidewalks and paths for people walking and people riding bikes

Thanks for visiting the RapidRide H Line online open house. Click through the tabs at the top to learn more about the project and provide your feedback.

RapidRide H Line is one of seven new RapidRide lines coming to Seattle! Learn more about the other lines at our RapidRide Program website.

Next page



From King County Metro Riders on RapidRide
"The new RapidRide lines are well thought-out, traveling
natural transportation corridors with good connections to
Link and other RapidRide lines."

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Welcome

What's RapidRide?

Delridge Corridor

Opportunities and Constraints

Options

Tradeoffs

Survey

What's Next

What's RapidRide?

Next

RapidRide offers the best of King County Metro's bus service. It's always there, with RapidRide buses coming so often you don't need a timetable.

Metro RapidRide:

- Is simple and easy to use
- · Offers faster boarding for everyone
- · Moves more and stops less
- Increases safety and security
- Integrates intelligent transportation systems (e.g. smart signal technology)
- Improves how people who bike and walk get to the bus





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History of RapidRide

King County Metro launched the first RapidRide line in 2011. Currently, six lines operate across King County, with three lines inside Seattle.

Expanding RapidRide

Seattle, working with Metro, plans to add seven new RapidRide Lines across the city that will:

- Bring faster transit speed, reliability, and frequency to riders
- · Provide a comprehensive transit network
- Link diverse neighborhoods
- Provide 72% of Seattle residents with transit service that runs every 10 minutes or better all-day, within a 10-minute walk from their home

These future RapidRide lines will benefit from the close coordination effort between SDOT and Metro – who are working together through an efficient, streamlined, and comprehensive planning process to best identify the needed roadway improvements to support a reliable RapidRide system.

Learn more about these seven new RapidRide lines at our website.

Next page

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Welcome

What's RapidRide?

Delridge Corridor

Opportunities and Constraints

Options > Tr

Tradeoffs Survey

What's Next

Delridge Corridor

Next

The new RapidRide H Line will follow the same route as King County Metro's Route 120, going from Downtown Seattle through Delridge and into Burien. We are working to plan and design transit, pedestrian, and bicycle improvements along the part of the route that runs in Seattle. King County Metro is leading RapidRide improvements and outreach for the part of the route running south from Seattle to Burien.

What have we done so far?

Over the last two years, we've:

- · Gathered information on the existing conditions of Delridge Way SW
- · Considered what types of street improvements could be made
- Reviewed the City's Pedestrian, Bike, Transit, and Freight Master Plans along with the Move Seattle Plan and King County's Metro Connects Plan to identify potential improvements
- · Gathered community feedback to shape options we're sharing with you today

What have we learned?

- Delridge Way SW is a unique corridor with a varied streetscape and features that constrain what types of improvements can be considered
- While people walk, access transit, drive, and bike along this corridor, Delridge Way SW's current design does not reflect the diverse needs of its users
- With exception of a few segments, Delridge Way SW is heavily oriented toward motor vehicle travel, creating challenging conditions for people walking, biking, and riding transit
- The Delridge community wants a safer Delridge Way SW with better and more pedestrian crossings, faster and more reliable transit service, and safer bicycle facilities

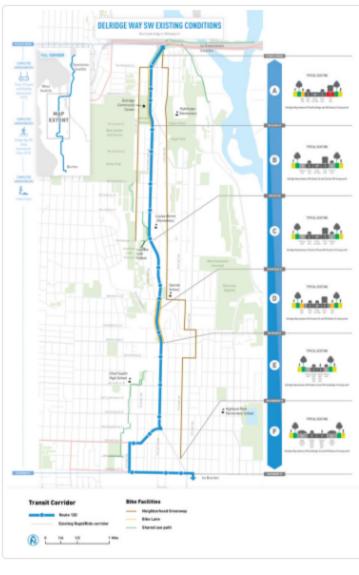
Connecting with other area improvements

In 2012-2013, King County Metro added smart signals along Delridge Way SW at five key intersections. These allow buses to bypass congestion instead of waiting long periods at red lights.

Other improvements are also coming to Delridge, including:

- Keeping water clean by adding natural drainage systems in the Longfellow Creek basin learn more here
- Increasing mobility for people walking, biking, and driving on Fauntleroy Way SW between 35th Ave
 SW and SW Alaska St learn more here
- Replacing street lights with new LED lights to support visibility and safety learn more here
- Planning to support a healthy neighborhood through the Delridge Action Plan learn more <u>here</u>
- Establishing a new Sound Transit Light Rail Station as part of the Downtown Seattle to West Seattle Light Rail project learn more here

The street today



Click to view larger map

Existing Conditions

Length of corridor	4 miles
Number of driveways	235
Parking	Mix of unrestricted on-street parking and no parking zones
Daily bus boardings	6,300
Bike facilities	Some bike lanes and sharrows
Average Daiy Traffic	Declined about 10% since 2009
Population	20,800
Multi-family homes	42%
Single family homes	36%
Households without cars	9%

Next page

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Welcome

What's RapidRide?

Delridge Corridor

Opportunities and Constraints

Options \ Tradeoffs

Survey

What's Next

Opportunities and Constraints

Next

Delridge Way SW presents opportunities and constraints when planning for street and transit improvements. We considered these when developing early concepts to balance the needs of everyone who uses the corridor, whether they're in a bus, a car, walking, or riding a bike.

Opportunities

- Walkable business areas Sidewalks along Delridge Way SW are generally walkable. Additional
 improvements could build off what already exists to transform the corridor into a walkable
 destination.
- Connections to trails and nature There are multiple connections from Delridge Way SW to the Longfellow Legacy Creek Trail. Enhancing connections to the trail could leverage the trail network as a supplemental route for people walking and biking along the corridor.
- Vehicle speeds Current street conditions and intersections enable higher speeds that can create
 conflicts between motorized vehicles and the corridor's most vulnerable users, including people
 walking and biking. Improving intersections throughout the corridor can help manage speeding and
 conflicts.
- Existing neighborhood greenways There are two neighborhood greenways parallel to Delridge Way SW. There are opportunities to strengthen connections to these greenways and Delridge Way SW.

Constraints

- Narrow street width Delridge Way SW narrows considerably at the south end of the corridor. This
 presents challenges as we look to integrate facilities for people who bike and walk, along with
 adding improvements to speed up bus travel.
- **Disconnected street grid** Limited street connections and steep hills limit links into neighborhoods and make it difficult for people to walk or bike to businesses and transit.
- Utility poles Seattle City Light runs a high capacity electric line along certain portions of Delridge Way SW. Potential improvements will need to accommodate the current location and size of these poles, which may limit our ability to accommodate travel lanes, bike facilities, and sidewalks in certain areas along the corridor.
- Poor centerline pavement A good portion of Delridge Way SW has a center turn lane. During our
 review of the pavement, we found that the center turn lane could not withstand high volumes of
 traffic due to its current condition. This meant we could not convert the center turn lane into a
 general travel lane.



A protected bike lane on Delridge Way SW



Utility poles on the sidewalk along Delridge Way SW



A photo of a neighborhood greenway sign on one of two neighborhood greenways running parallel to Delridge Way SW.

Next page

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Welcome

What's RapidRide?

Delridge Corridor

Opportunities and Constraints

Options

Tradeoffs

Survey

What's Next

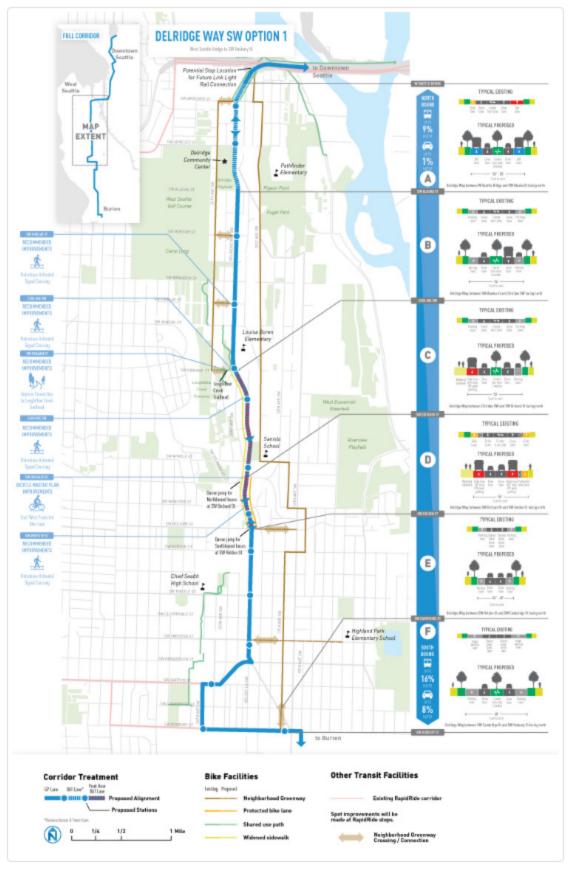
Options

Next

Option 1

- Adds all-day bus-only lanes from the West Seattle Bridge to SW Alaska St
- Adds peak bus-only lanes from 23rd Ave SW to SW Holden St
- Widens the west sidewalk from 23rd Ave SW to SW Holden St
- · Improves pedestrian crossings
- Adds new neighborhood greenway connections
- · Changes bus stop locations to increase bus speeds
- · Adds a landscaped median in some sections of the corridor

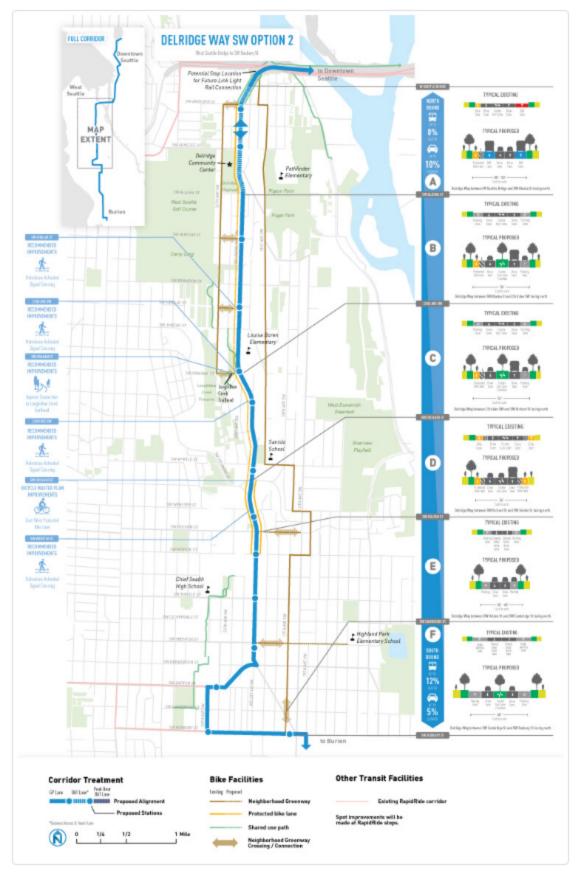
Click on the map below to see the full details of Option 1.



Option 2

- · Adds all-day bus-only lanes from the West Seattle Bridge to SW Alaska St
- Keeps existing protected bike lanes on Delridge Way SW and adds a new southbound protected bike lane from SW Andover St to SW Kenyon St
- · Improves pedestrian crossings
- · Adds new neighborhood greenway connections
- Changes bus stop locations to increase bus speeds
- Adds a landscaped median in some sections of the corridor

Click on the map below to see the full details of Option 2.



Next page

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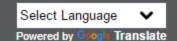
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Welcome \ What

What's RapidRide?

Delridge Corridor

Opportunities and Constraints

Options

Tradeoffs

What's Next

Tradeoffs

Next

Using the same street to move more people

The options we are considering balance the needs of everyone who uses the corridor, whether they're in a bus, a car, walking or riding a bike. The below tables compare the options to highlight key improvements and their outcomes.

Key Improvements

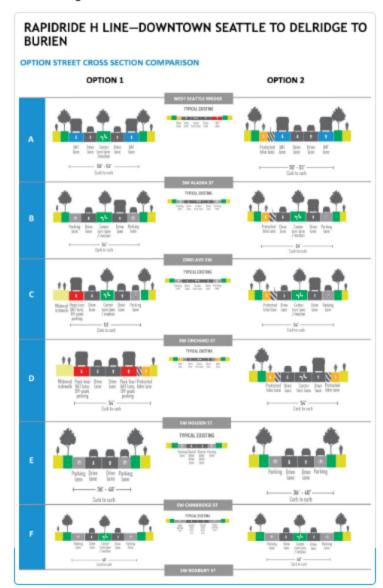
	Option 1	Option 2
New greenway connections	5 3 17	
Improved pedestrian crossings		
New ADA ramps		
Bus only lanes	1.4 miles (all day) + 1.2 miles (peak hours only)	1.4 miles (all day)
Bus stops	28 stations at 14 locations	
Protected bike lanes	0.3 miles	2.9 miles
Widened sidewalk	0.9 miles	0.0 miles
Landscaped median	2.5 miles	1.8 miles

Outcomes

	Option 1	Option 2	
Bus travel time	Up to 9 - 16% faster	Up to 8 - 12% faster	
Traffic travel time	Up to 1 - 8% faster	Up to 5 - 10% slower	
Bus stop spacing	Increases average bus stop spacing by 0.1 miles (about a 2-minut		
On-street parking	Some all-day parking converted to off-peak parking only and new off-peak parking added Up to 73% of parking a mix of all-day and		
Loading zones	No loading zones removed	Small number of loading zones relocated	
Street trees*	Up to 80% of street trees retained	Minimal loss of street trees	

Street Cross Section Comparison

Survey



See how the street might change based on the proposed options – click to view larger version

These numbers are based on concept designs and are subject to change

*For any street tree removed, two trees are planted within the neighborhood

Next page

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Survey

Next

We want to know what you think! Please take the below survey to share your thoughts on the project and the two options for Delridge Way SW. The survey will be open from March 13 to 31.

- Giúp chúng tôi làm xe buýt phục vụ tốt hơn. Gọi 206-684-5189 để biết thông tin hoặc trả lời khảo sát qua điện thoại.
- Ayúdenos a mejorar el servicio de autobuses. Para obtener información o participar en una encuesta llame al 206-684-5189.
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Introduction Questions
1. How far do you live from Delridge Way SW?
On Delridge Way SW
1-2 blocks
3-5 blocks
More than 5 blocks away
○ I don't live on Delridge Way SW
☐ I don't know
2. What is your home zip code?
98106
98108
98116
98126
98136
98134
98146
98168
Other - Write In (Required)
3. How do you currently get around the Delridge neighborhood? (Select all that apply) Walk (or use mobility device)
Bike
Drive a car alone
Drive in a car with others
Ride a bus
☐ Taxi
Carsharing (Car2Go, Zipcar, etc.)

Other - Write In (Required)
4. Do you typically ride the King County Metro Route 120 bus?
Yes, I'm a frequent rider (3-5 times a week)
Yes, I'm an occasional rider (2 times a week or less)
○ No
On't know
5. How did you learn about this survey? (Select all that apply) Email
Postcard
Poster in local business
Talking with project staff
Poster at my bus stop
Transit alert from Metro
Information shared through a community organization
West Seattle Blog
Other media (Seattle Times, Seattle Transit Blog, etc.)
Other - Write In (Required)
6. Have you participated in prior outreach about improving transit service in the Delridge neighborhood?
Yes
○ No
On't know
Next

Next page

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Delridge Corridor

Opportunities and Constraints

Options)

Tradeoffs Survey

What's Next

What's Next

Other ways to provide feedback

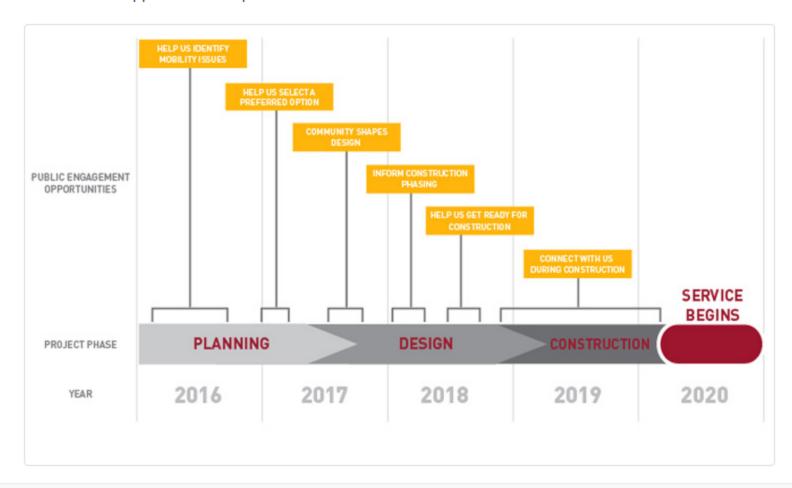
Visit us in person as we spend time out on the corridor the week of March 20. We hope to see you!

- 3/20 from 7 8 AM at the southwest corner of Delridge Way SW and SW Andover St
- 3/20 from 11 AM 1 PM at bus stops along Delridge Way SW
- 3/21 from 7 9 AM at bus stops along Delridge Way SW
- 3/22 from 5 6 PM at 21st Ave SW and SW Dawson St along the neighborhood greenway east of Delridge Way SW
- 3/23 from 4:30 6:30 PM at bus stops along Delridge Way SW
- 3/24 from 8 10 AM on the east sidewalk at the intersection of Delridge Way SW and 17th Ave SW



Additional engagement opportunities during design

Thank you for sharing your feedback on the two early concepts for the RapidRide H Line improvements. Your input will help us develop a preferred concept that will kick-off the design phase. During design, you will also have opportunities to provide feedback.



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