



# Delridge Way SW RapidRide H Line 10% Design Outreach

# 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. Project goals
2. Project overview
3. Previous community outreach
4. 10% Design overview
  - Transit
  - Bikes
  - Pedestrians
  - Utilities
  - Parking
  - Intersections
5. Project schedule
6. What's next
7. Contact us



# Project goals

- Faster and more frequent bus service
- Improved access to transit
- Improved safety for those walking, biking, driving, and riding the bus





# Project background

- 4 mile corridor
- 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; Route 120 is one of the busiest and most productive routes in the city
- Average Daily Traffic declined about 10% since 2009



# Community summary

## NEIGHBORHOOD NUMBERS

		Delridge	Citywide
Renter households	%	40.7	53
People under 18 years of age	%	16.8	15
People age 65 and over	%	7.9	11
Persons of color	%	39.1	33
Language other than English spoken at home	%	22	22
High school or higher	%	90.4	93
Bachelor's degree or higher	%	42.7	57
Median household income	\$	64,258	65,277
Unemployed	%	9.9	7
Population below poverty level		13.1	14

Source: 2009-2013 American Community Survey



# Project overview and design features

Redesign Delridge  
Way SW to balance  
the needs of everyone  
who use the corridor



## Pedestrian



Installing crossing improvements



## Transit



New bus lanes



New RapidRide bus stations



## Street



Making drainage improvements



Adding landscaped median islands



## Bike



Adding protected bike lanes



Adding neighborhood greenway connections

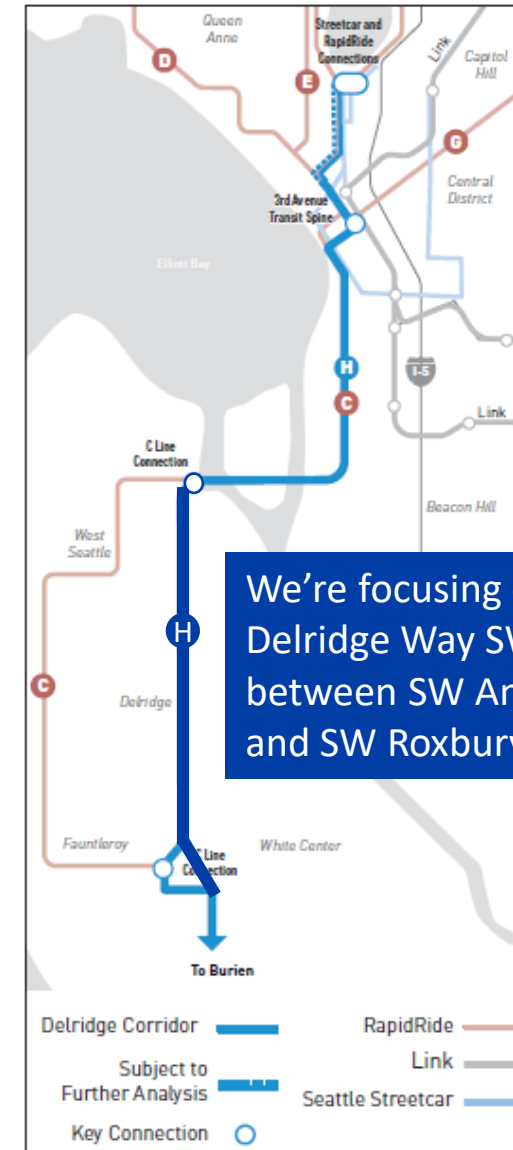


# RapidRide H Line

Partnering with King County Metro to upgrade Route 120 into the RapidRide H Line by 2021

## DELRIDGE - H LINE

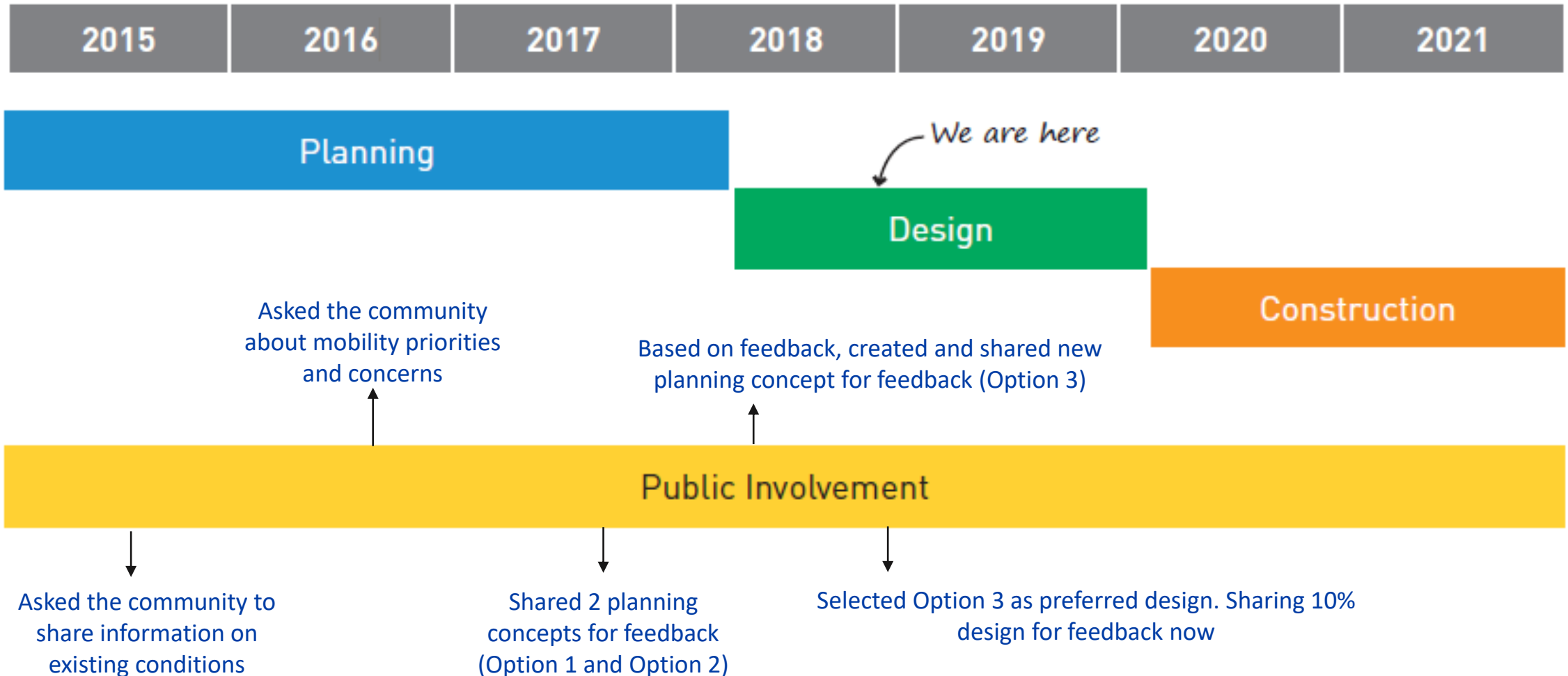
Downtown Seattle to Delridge to Burien



We're focusing on Delridge Way SW between SW Andover St and SW Roxbury St



# Project schedule



# Previous community outreach - what we've heard

Fix potholes and bad pavement

We're planning to pave between the West Seattle Bridge and Sylvan Way SW and to make minor repairs in the rest of the corridor

Make buses faster and more frequent

We're adding bus only lanes and bus signals to keep buses on time and out of traffic



Reduce speeding and create a neighborhood feel

We're adding about 2 miles of landscaped median islands and new public art



We value the bus as a neighborhood connector

We've worked with Metro to have RapidRide stations about 1/3 mile apart instead of 1/2 mile apart

We want safer and more accessible options for people biking

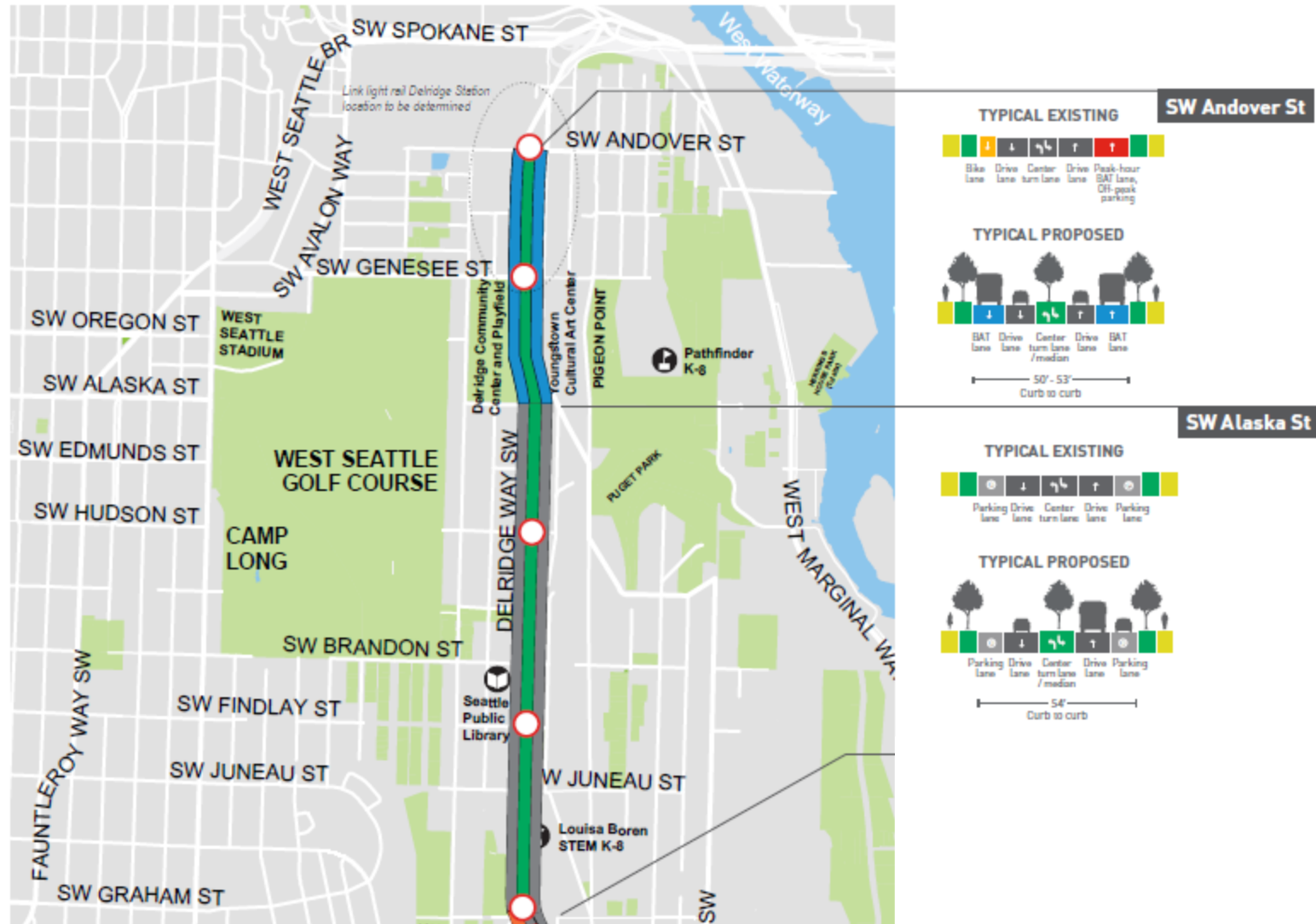
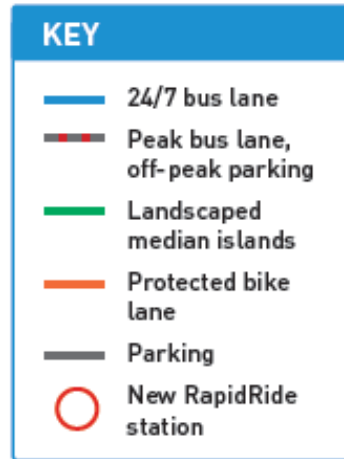
We've added a southbound protected bike lane and are making new connections to adjacent neighborhood greenways

# Street channelization details (10% Design)

SW Andover St to SW Graham St

## Key features:

- Landscaped median islands
- 24/7 bus lanes (off-peak parking removed)
- Southbound protected bike lane (parking removed)





# Street channelization details (10% Design)

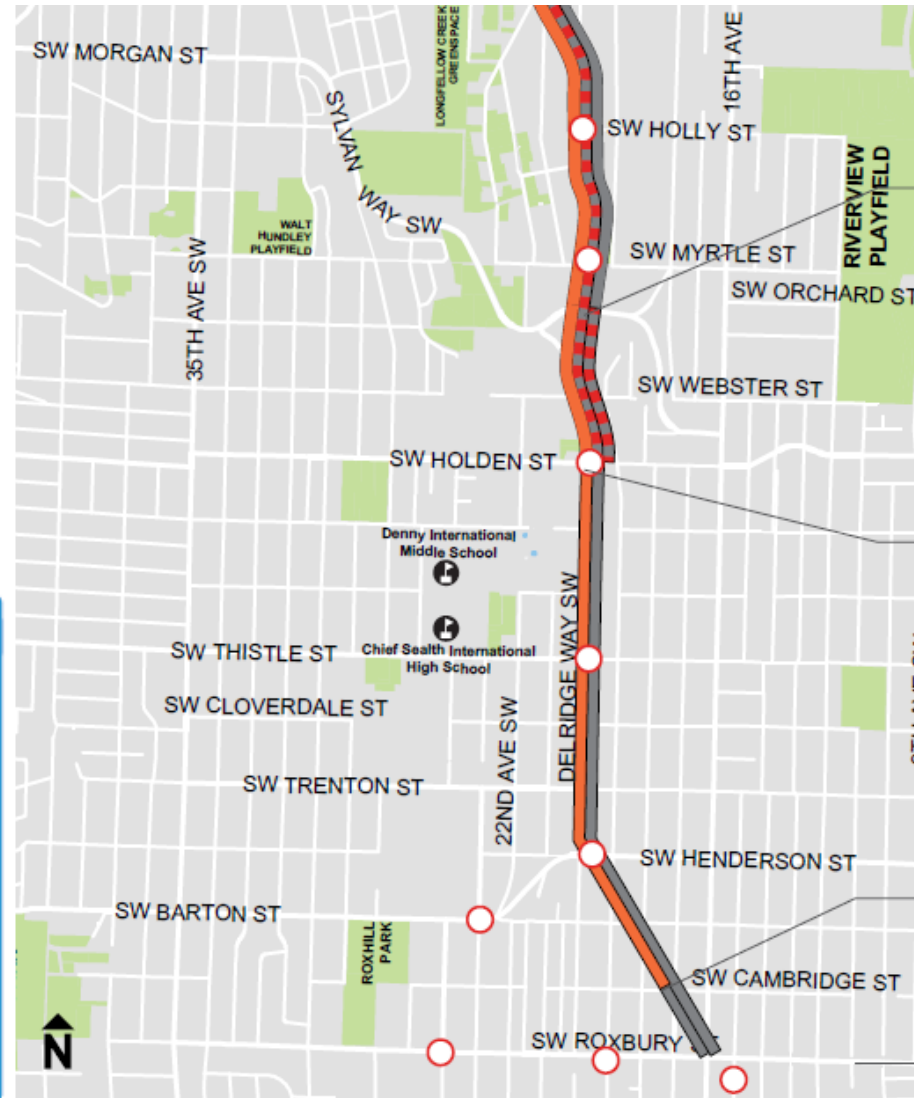
SW Graham St to SW Roxbury St

## Key features:

- Peak bus lanes, off peak parking
- Southbound protected bike lane (parking removed)

**KEY**

- 24/7 bus lane
- Peak bus lane, off-peak parking
- Landscaped median islands
- Protected bike lane
- Parking
- New RapidRide station



**TYPICAL EXISTING**

Parking Drive Center Drive Parking  
lane lane turn lane lane lane

**TYPICAL PROPOSED**

Protected Peak hour Drive Drive Parking  
bike lane BAT lane, Off-peak parking lane lane lane

54' Curb to curb

**SW Orchard St**

**TYPICAL EXISTING**

Bike Drive Center Drive Bike  
lane lane turn lane lane lane

**TYPICAL PROPOSED**

Protected Peak hour Drive Drive Peak hour  
bike lane BAT lane, Off-peak parking lane lane, Off-peak parking lane

54' Curb to curb

**SW Holden St**

**TYPICAL EXISTING**

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

**TYPICAL PROPOSED**

Protected Drive Drive Parking  
bike lane lane lane

36' - 40' Curb to curb

**SW Cambridge St**

**EXISTING TO REMAIN**

Angled Shared Shared Angled  
parking bike/drive bike/drive parking lane lane lane

**SW Roxbury St**

# Current challenges for people walking

- Not all intersections have ADA-compliant curb ramps
- Obstructions to sidewalks (utility poles, driveways)
- Skewed intersections
- Few marked crossings
- High speed, high volume arterial
- Steep, disconnected east-west street grid
- Improving connections and crossings was a community priority









# Pedestrian details (10% Design)

SW Andover St to SW Graham St

## Key features:

- New marked crosswalks
- New accessible curb ramps
- New flashing crossing beacon

 **Pedestrian key**

-  New marked crosswalk
-  New accessible curb ramps
-  New flashing crossing beacon
-  New pedestrian lighting
-  New RapidRide station



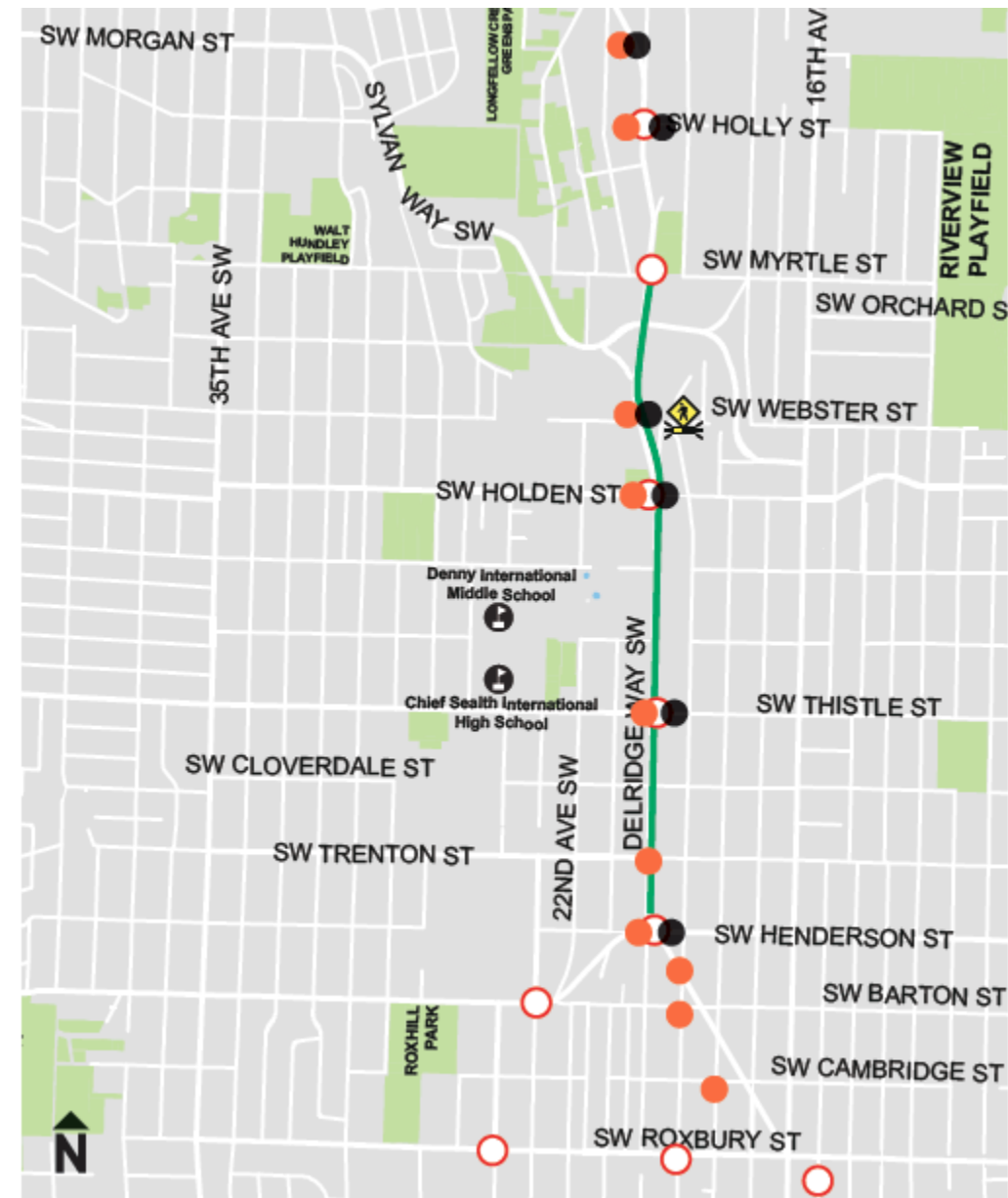
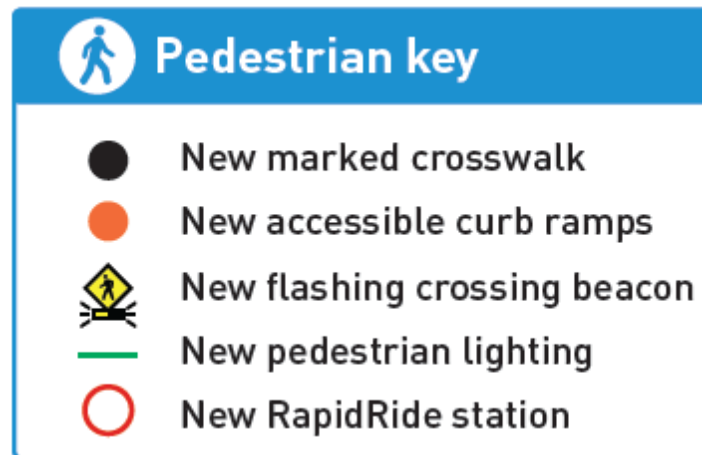


# Pedestrian details (10% Design)

SW Graham St to SW Roxbury St

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- New accessible curb ramps
- New flashing crossing beacons
- New pedestrian lighting

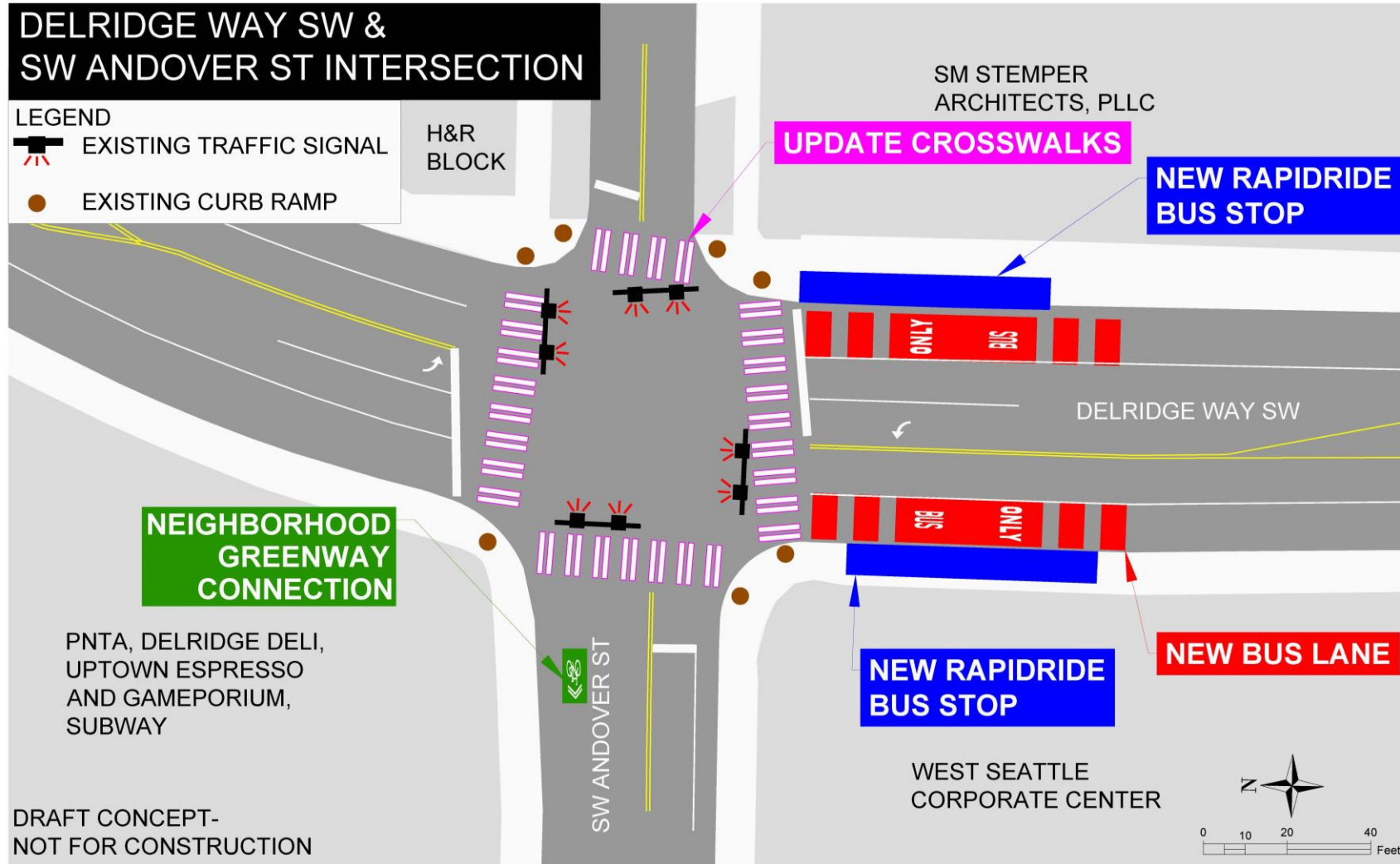


# Intersection designs



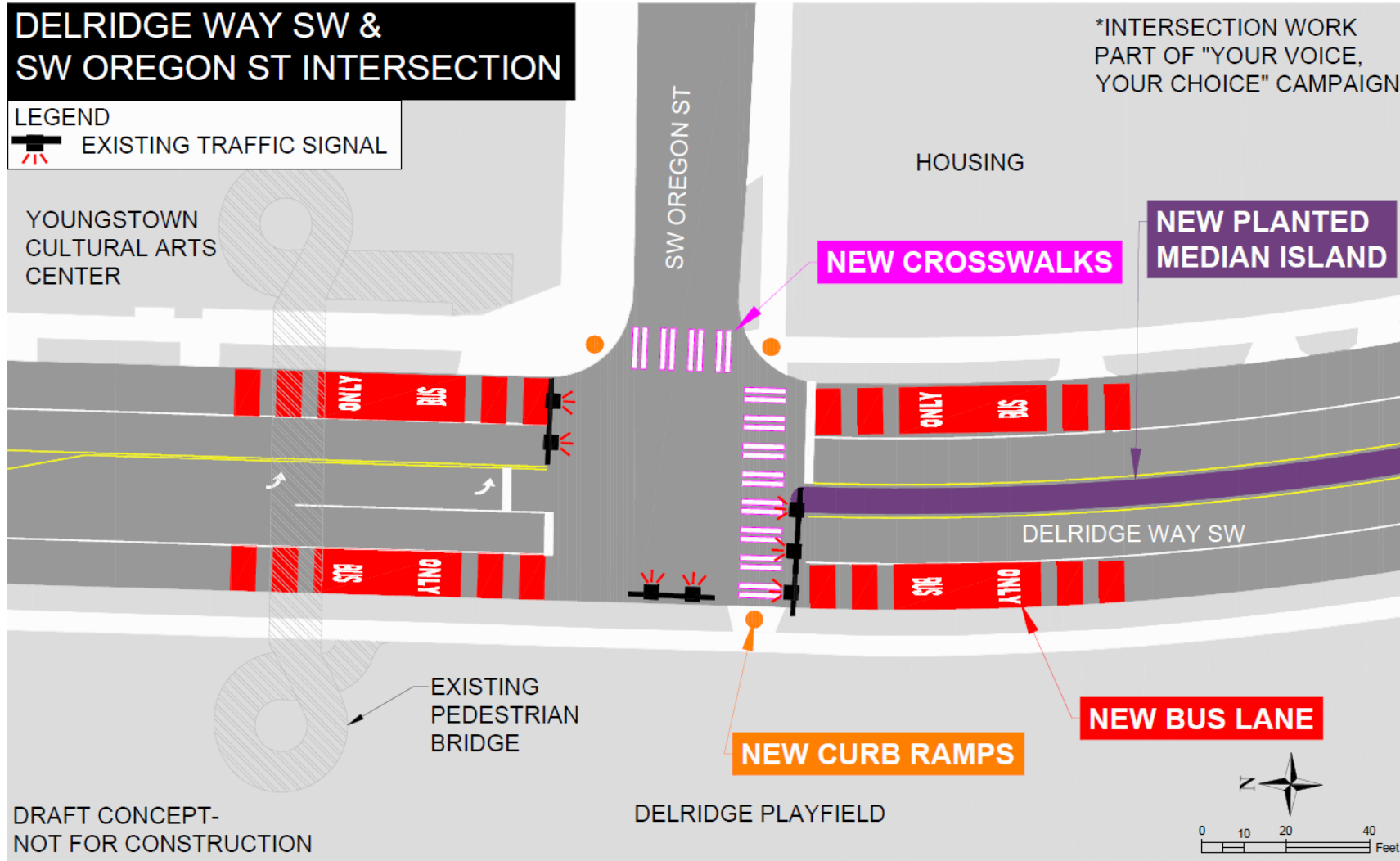


# SW Andover St (10% Design)

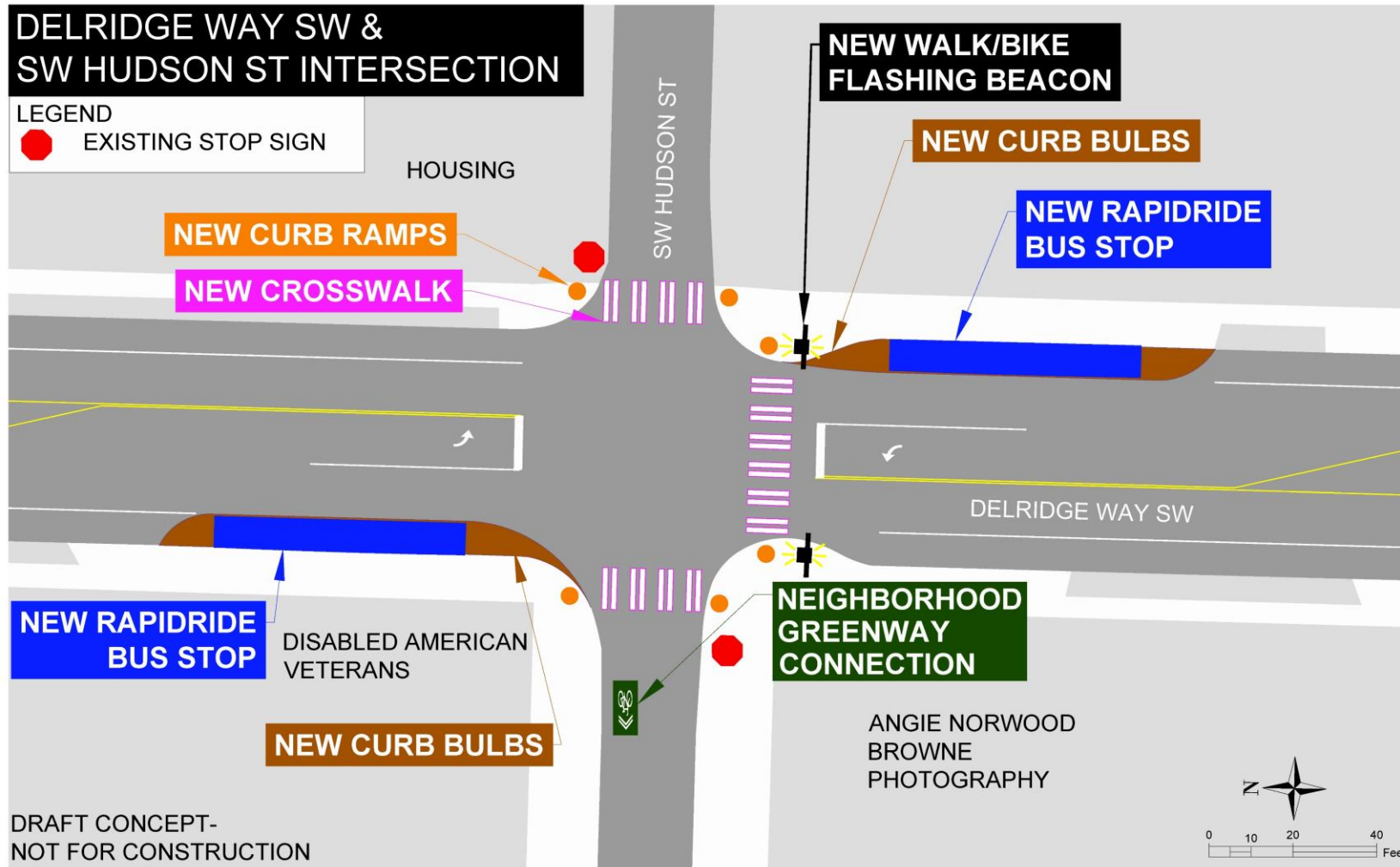




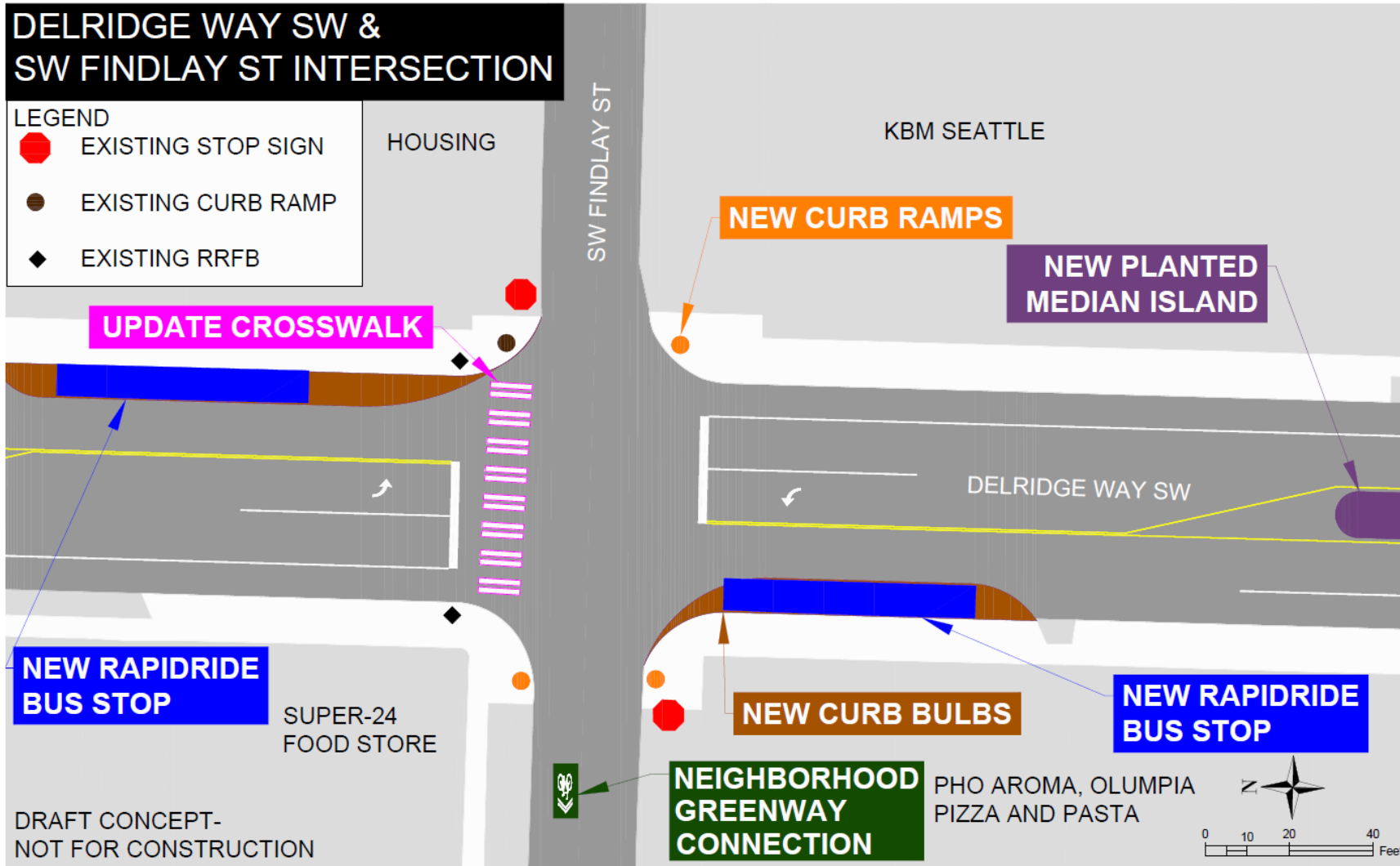
# SW Oregon St (10% Design)



# SW Hudson St (10% Design)

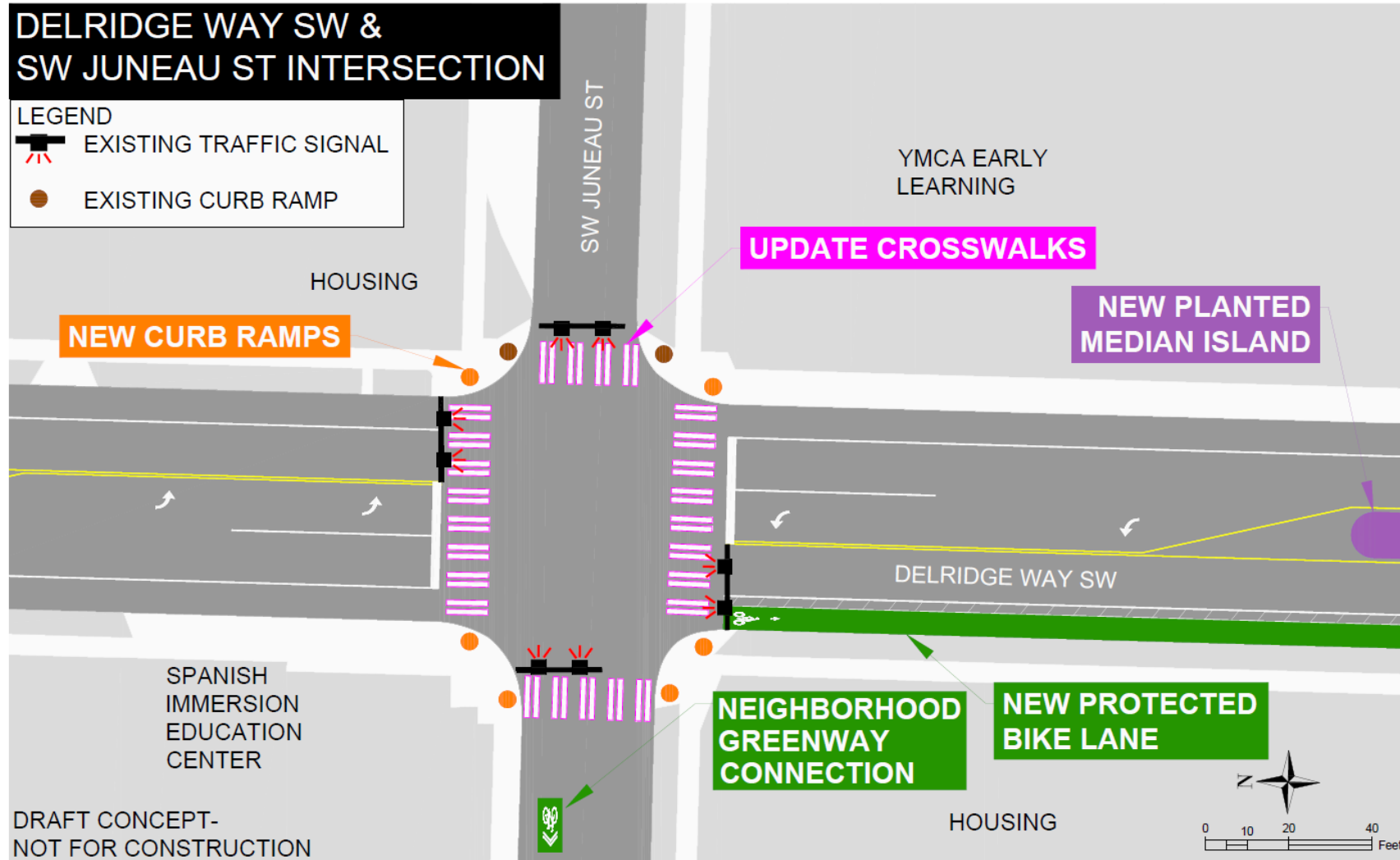


# SW Findlay St (10% Design)

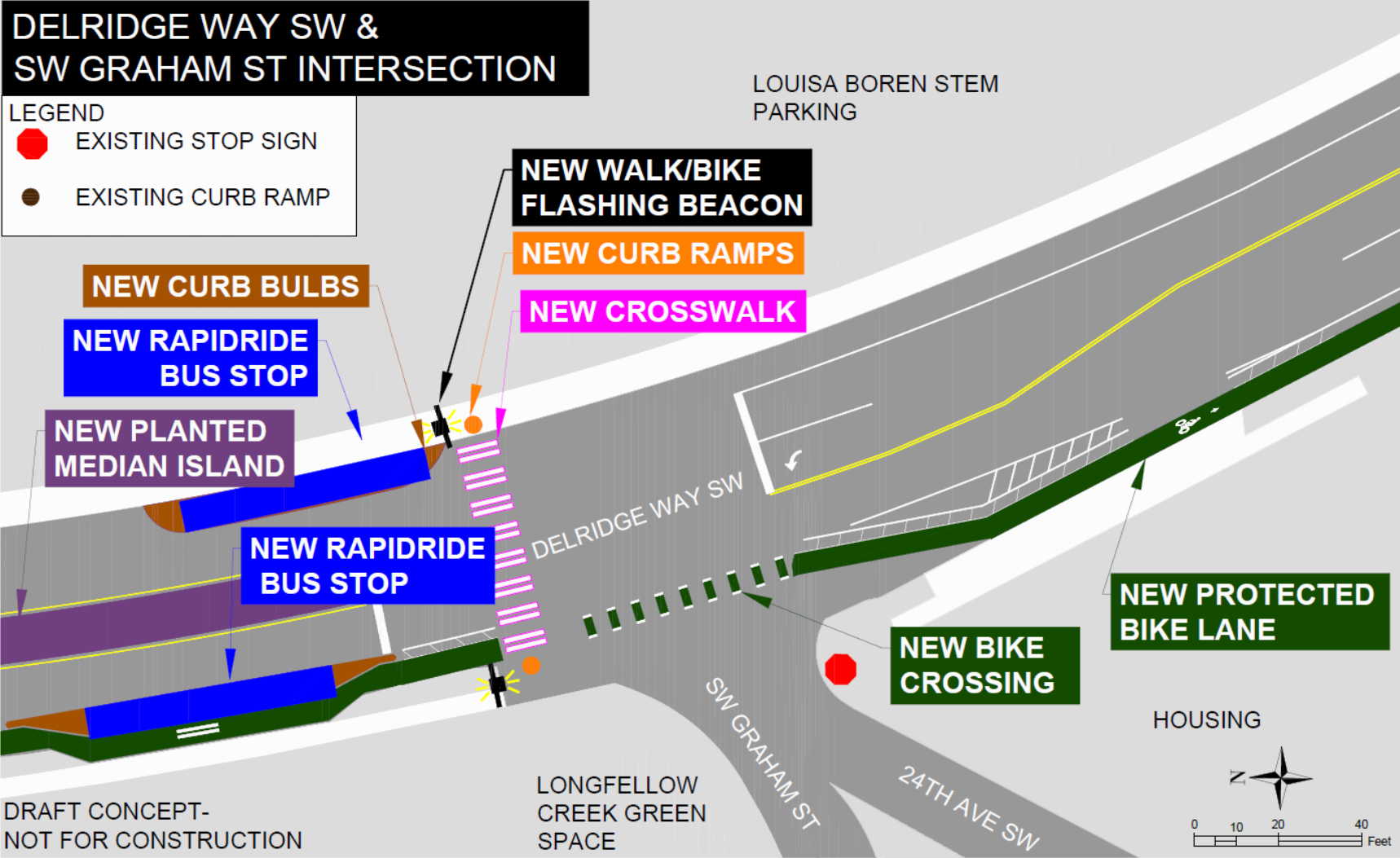




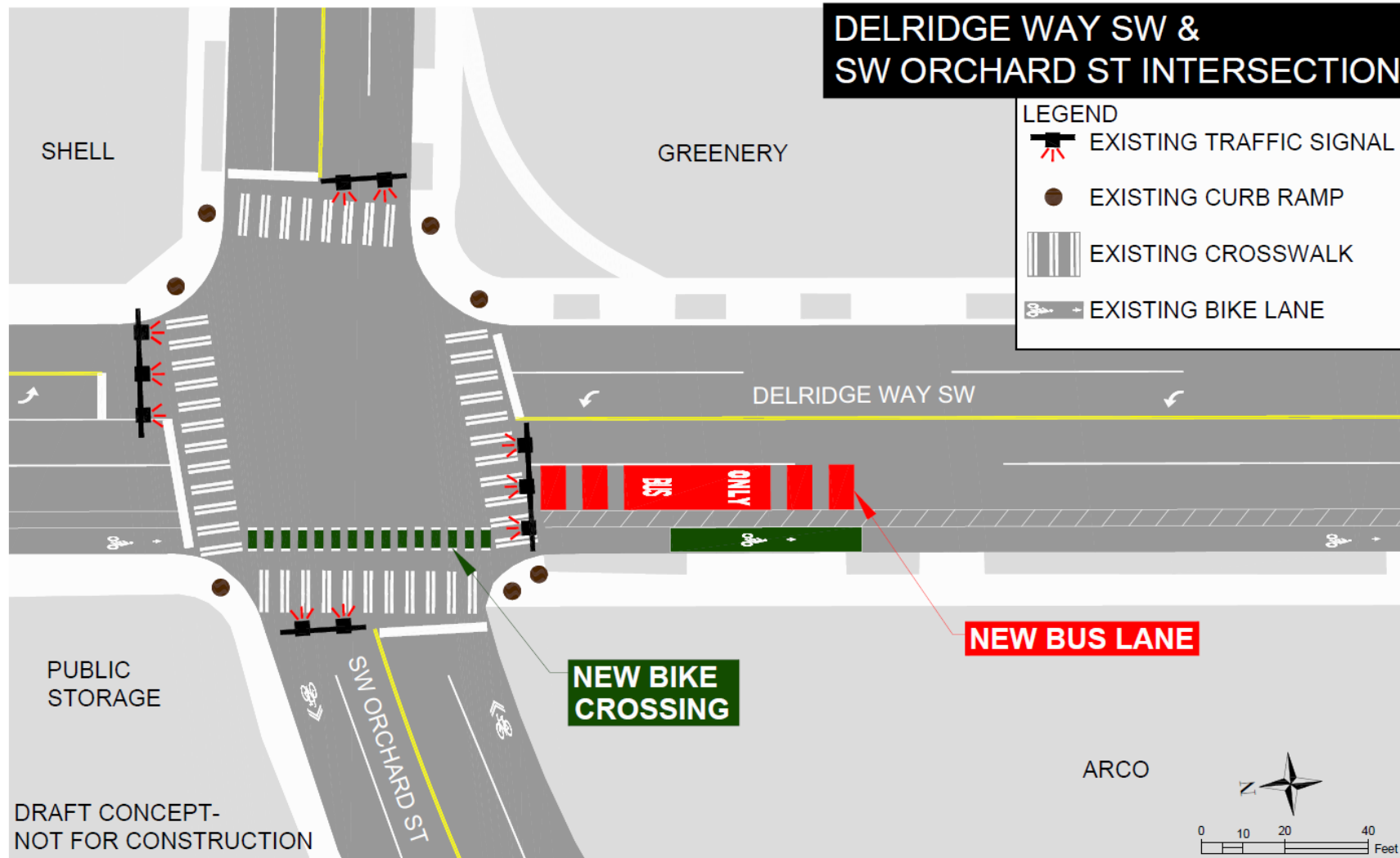
# SW Juneau St (10% Design)



# SW Graham St (10% Design)

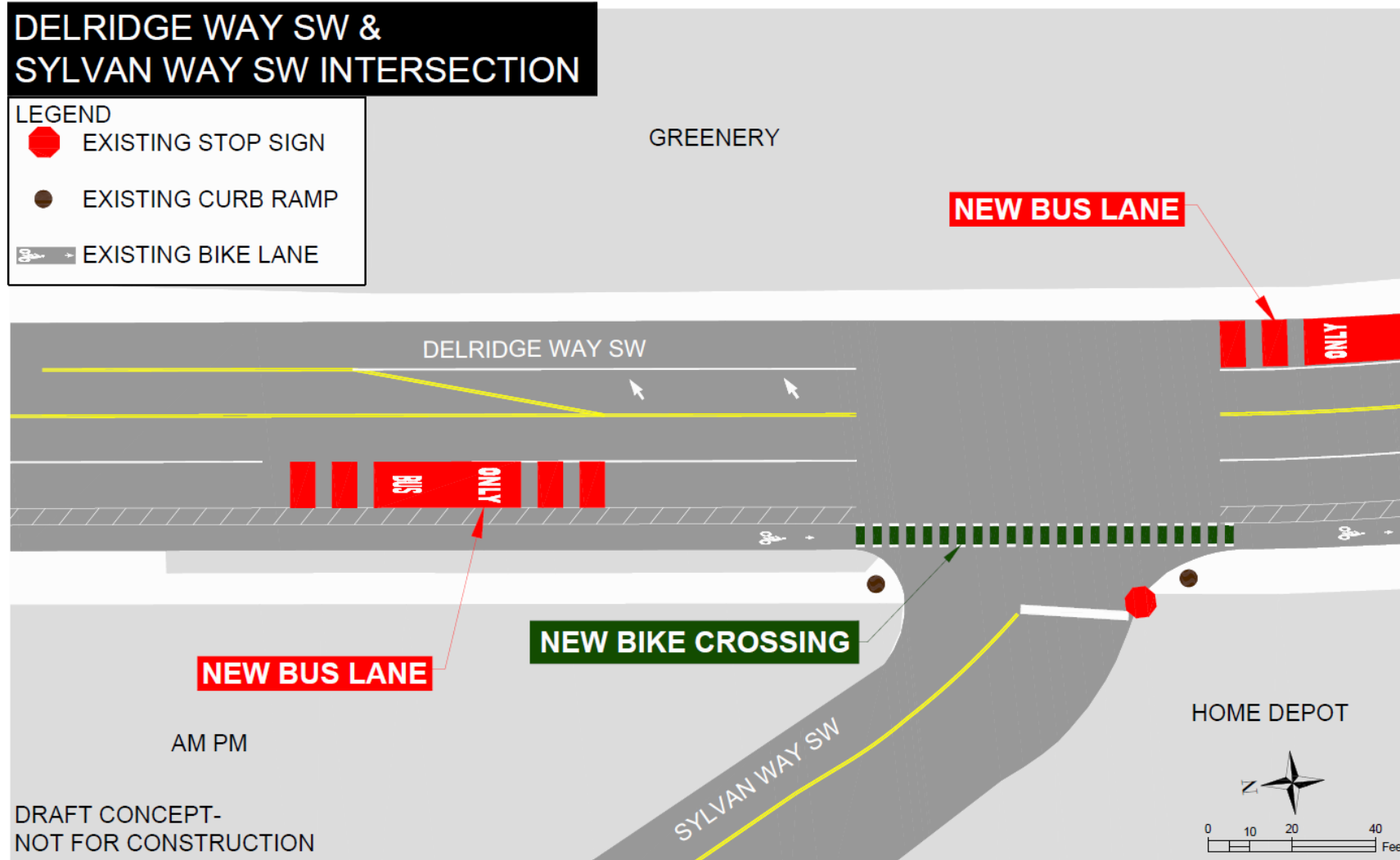


# SW Orchard St (10% Design)

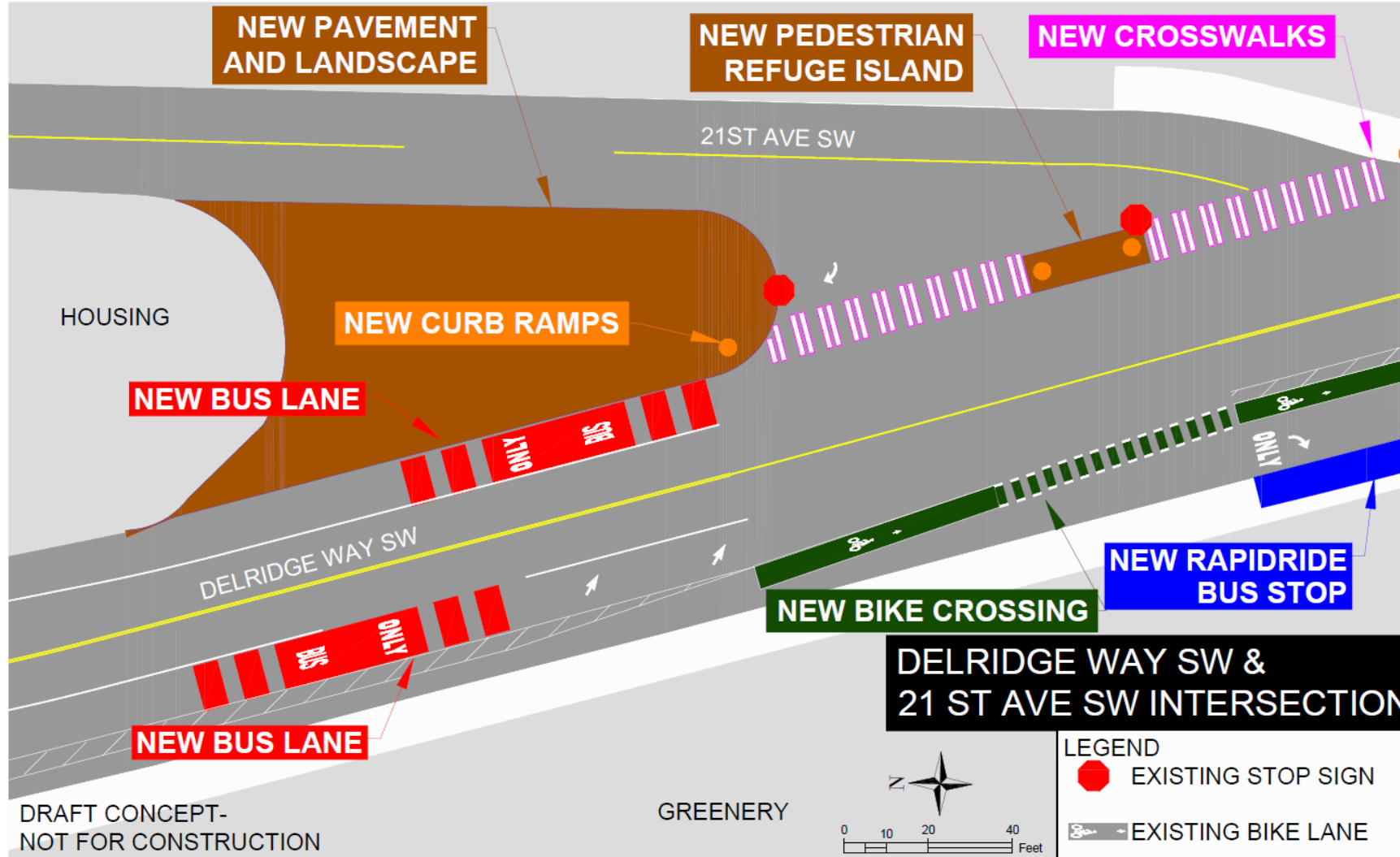




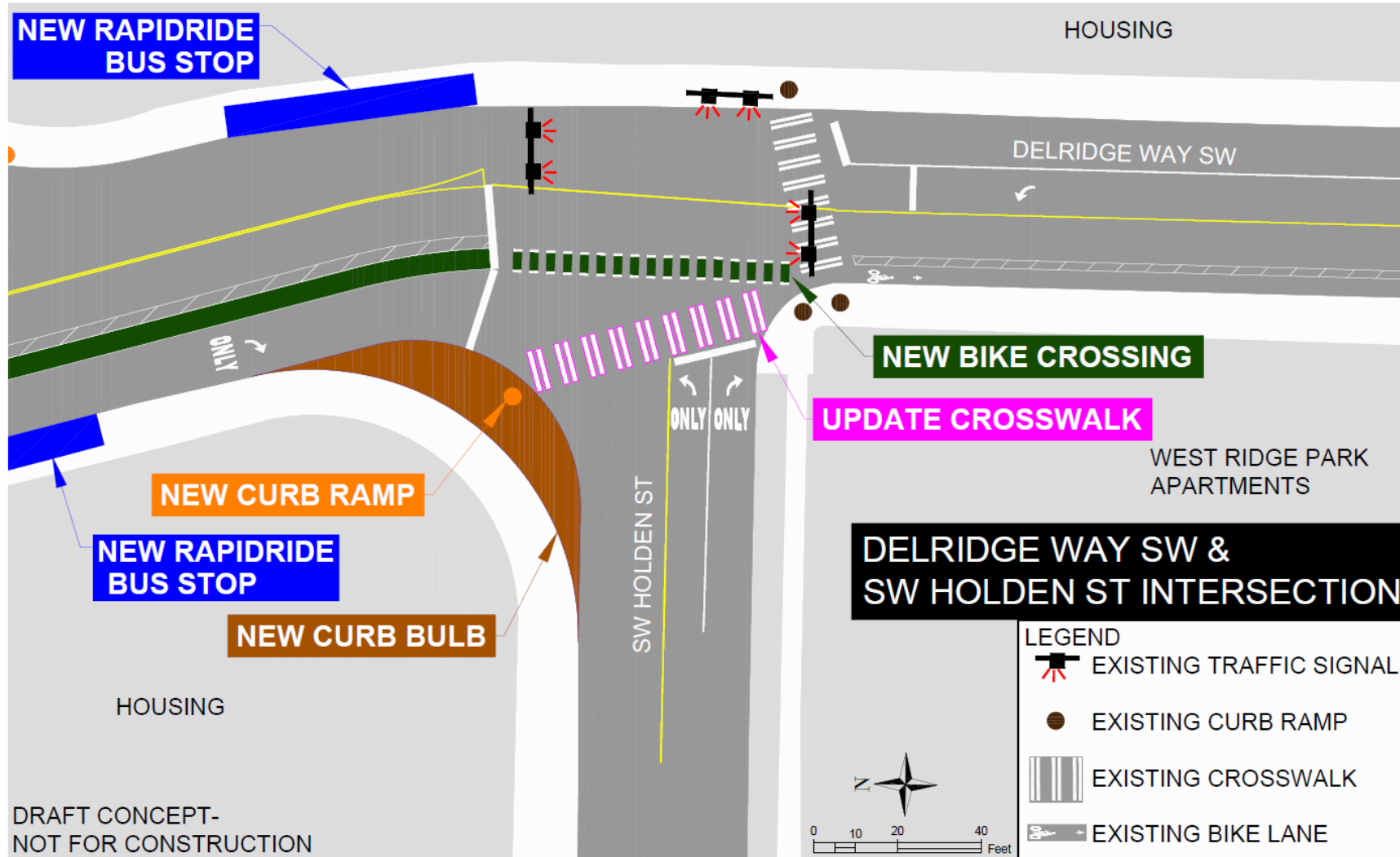
# Sylvan Way SW (10% Design)



# 21st Ave SW (10% Design)

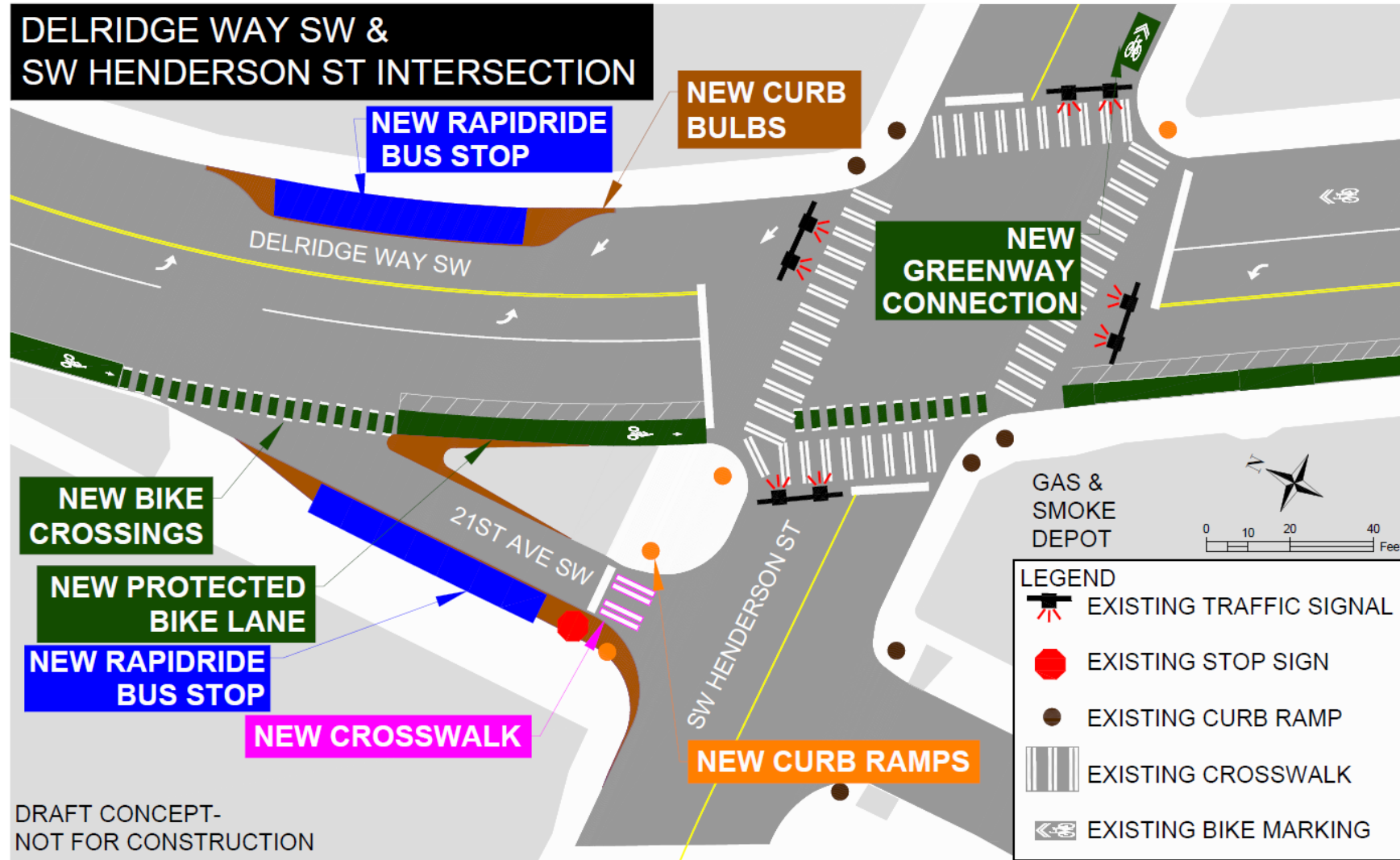


# SW Holden St (10% Design)

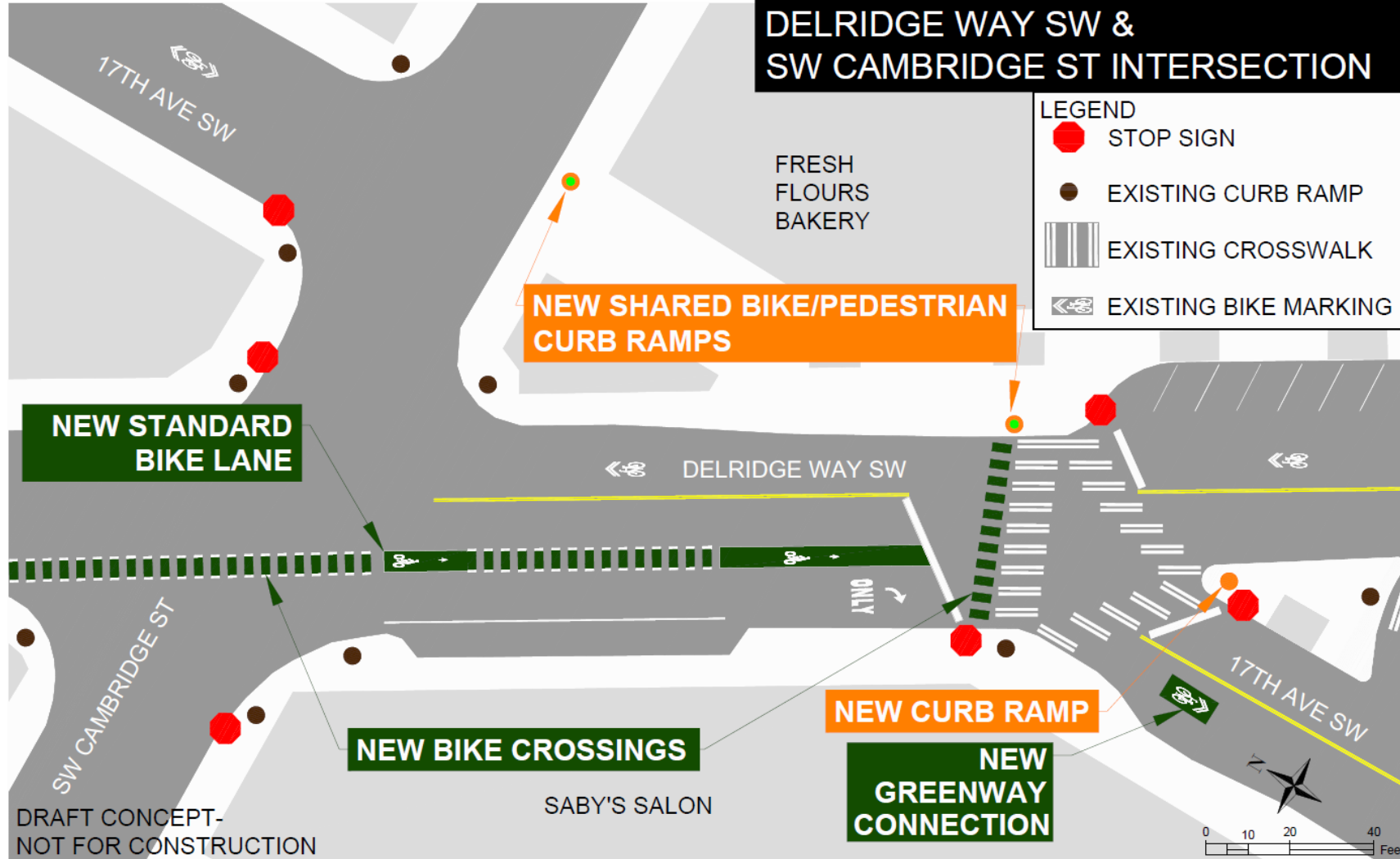




# SW Henderson St (10% Design)

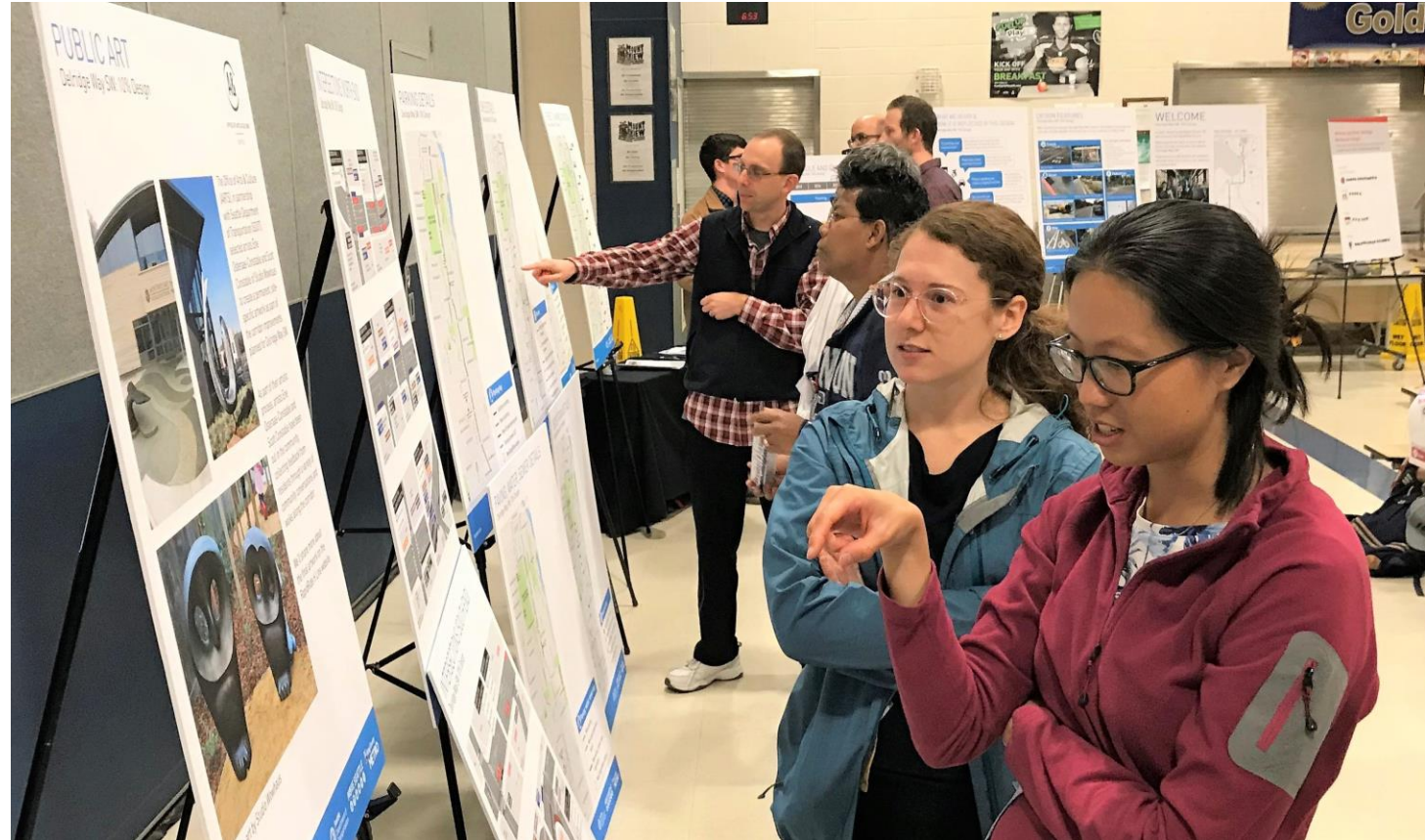


# SW Cambridge St (10% Design)



# Next steps

- Review community feedback on 10% Design
- Develop 30% Design
- Anticipate further community outreach and engagement in Spring 2019





# Contact us

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