

RapidRide H Line Coming to Delridge



Seattle Transit Advisory Board
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January 2018



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

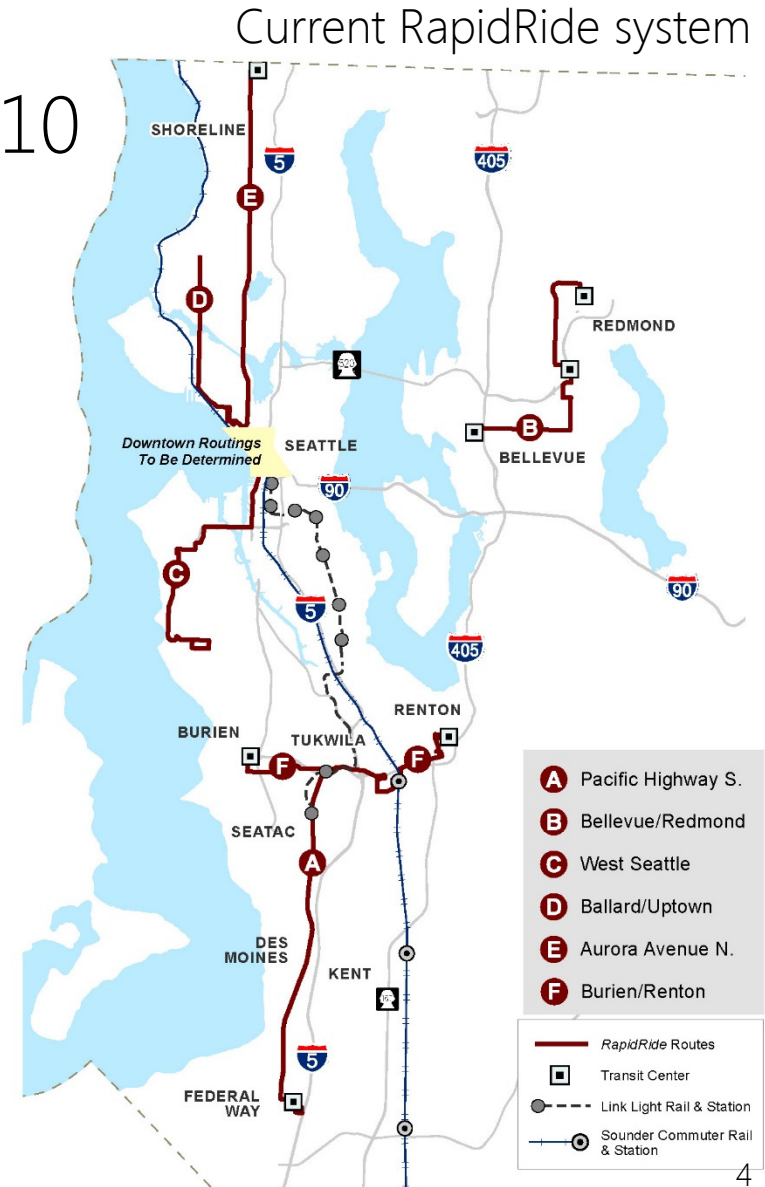
For **all**

Presentation overview

1. RapidRide network
2. Tonight's focus: RapidRide H in Delridge
3. Community involvement
4. Options being considered
5. Next steps

Metro RapidRide brand

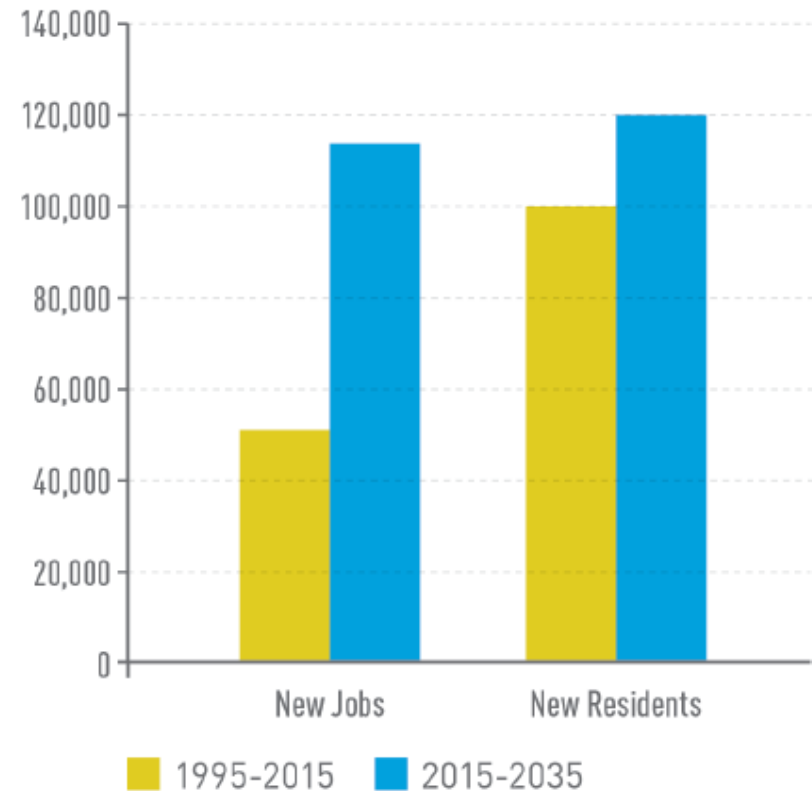
- **RAPIDRIDE** - launched 2010
- Best of Metro
 - Simple
 - Frequent service
 - Always there
- 6 current lines
- 13 new lines planned
 - 7 in Seattle
 - 6 in suburban King County
 - All open by 2025
- Even more lines by 2040



Why RapidRide?

- Population and employment growing
- In next 20 years:
 - 120,000 new residents
 - 115,000 new jobs

Population and Employment Growth



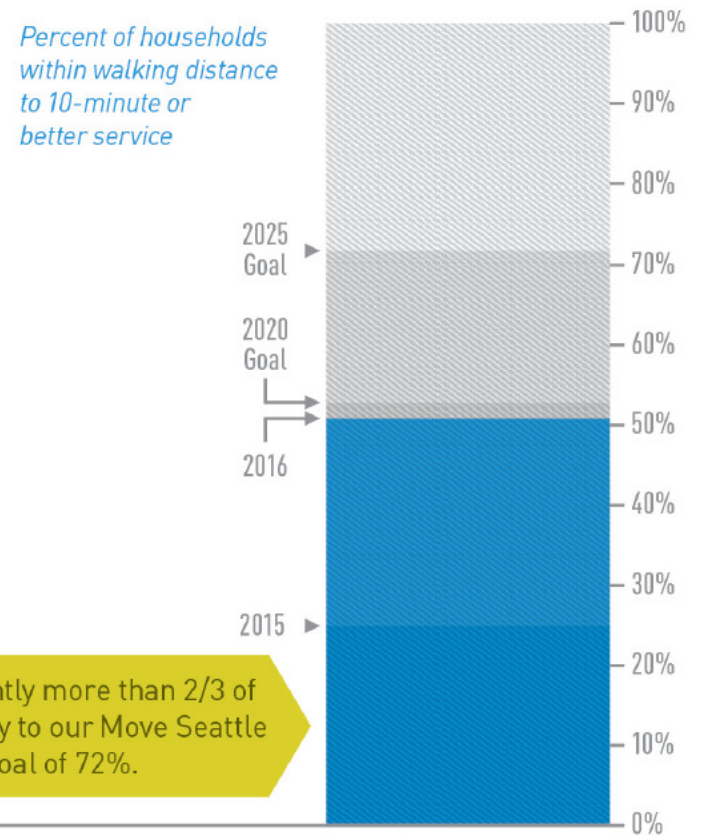
Why RapidRide?

- Achieves promise of *Move Seattle*:
 - 72% of households with 10-minute all-day service within a 10-minute walk from their home



Currently more than 2/3 of the way to our Move Seattle 2025 goal of 72%.

Households Within Walking Distance to 10-Minute or Better Service



Benefits of the program

- Faster transit speed, reliability and frequency
- Multimodal network with connections to light rail, streetcar, and buses
- Diverse neighborhoods linked to downtown transit hubs, employment, and shopping districts



RapidRide H

Metro Rte. 120

- Burien to Downtown Seattle
- 13 miles long
- 80 bus stops
- Over 9,200 weekday rides
- 5,600 Saturday rides
- 3,900 Sunday rides

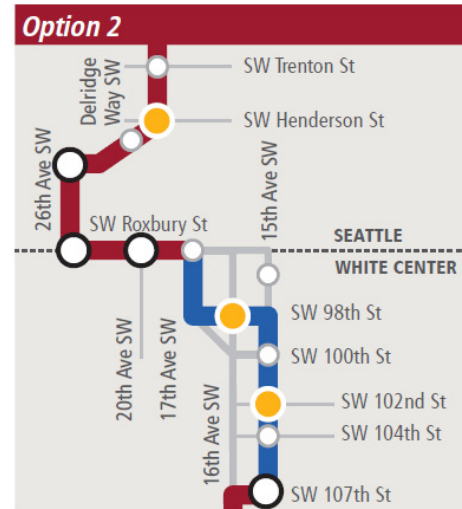
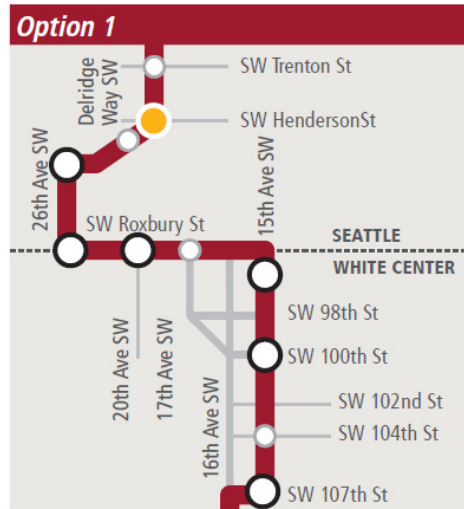
Upgrading Route 120 to RapidRide H Line

Metro and Seattle are teaming up to improve Route 120 to become the RapidRide H Line.

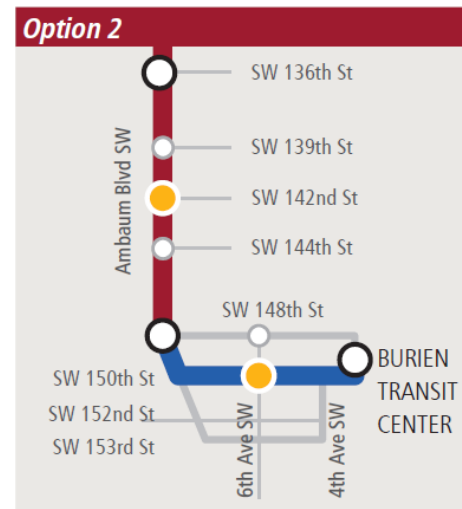
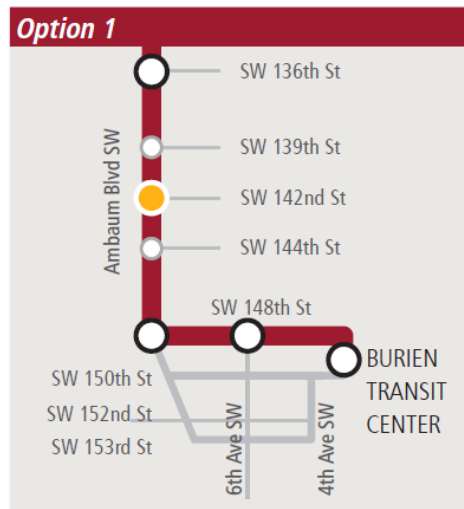


H Line route changes considered

White Center Hub Routing Options



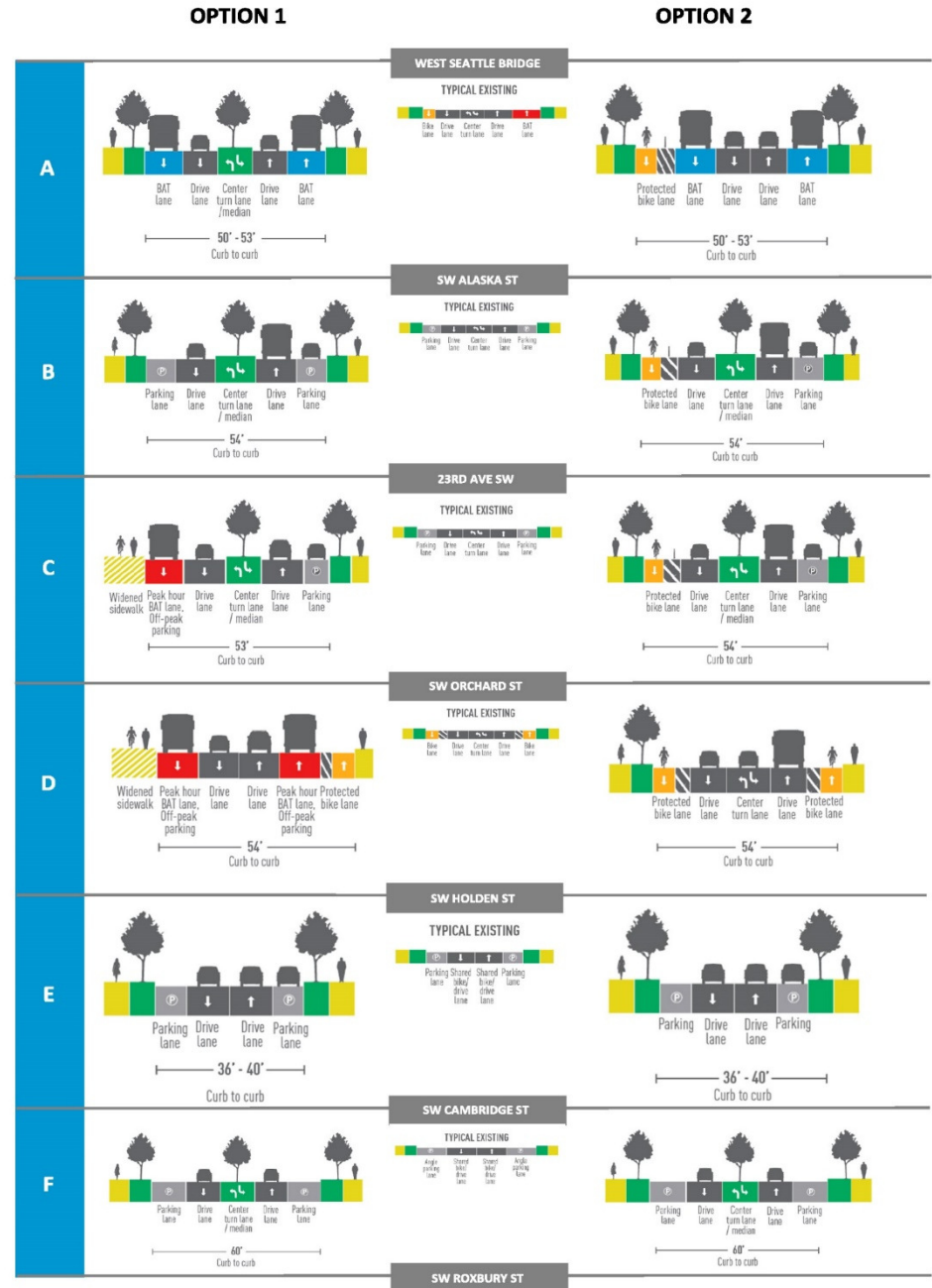
Burien Transit Center Routing Options



Existing Stop
 Proposed Stop
 Proposed Stop Removal
 Proposed Alternative Route

Redesigning Delridge Way SW

- 2 options unveiled in March 2017
- Offered different ways to organize the street

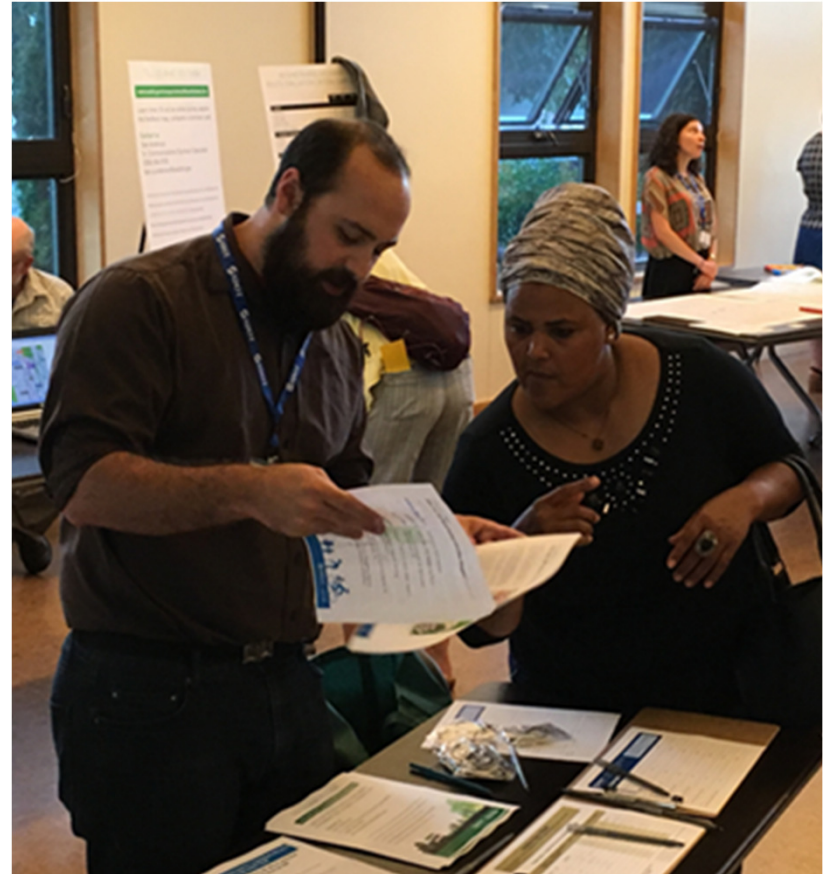


Outreach overview

- 13,430 postcards were mailed
- 961 individuals visited the online open house
- 482 individuals took the online survey
- 150 people talked to us about biking and riding buses on Delridge Way SW
- Over 40 businesses were provided information
- 8 presentations were given to community groups and advisory boards

Who took the survey?

- Majority lived within five blocks of Delridge Way SW (63%)
- Slight majority had not engaged in prior outreach on the project (58%)
- Majority were age 25-44 (64%), only 4% were 65 or older
- Majority identified as White or Caucasian (68%)



What we heard

Consider the community's vision of incorporating boulevard treatments along Delridge Ave SW

Strong support for prioritizing buses on Delridge Way SW

Keep and improve bus access for the most vulnerable people in the community

Metro Route 120 is an important neighborhood connector in addition to getting people downtown for work

What we heard:

Should there be a protected bike lane on Delridge Way SW?

54%*

Bike lanes should be ON Delridge

*Survey respondents

45%*

Bike lanes should be OFF Delridge

*Survey respondents

Face to face and survey respondents



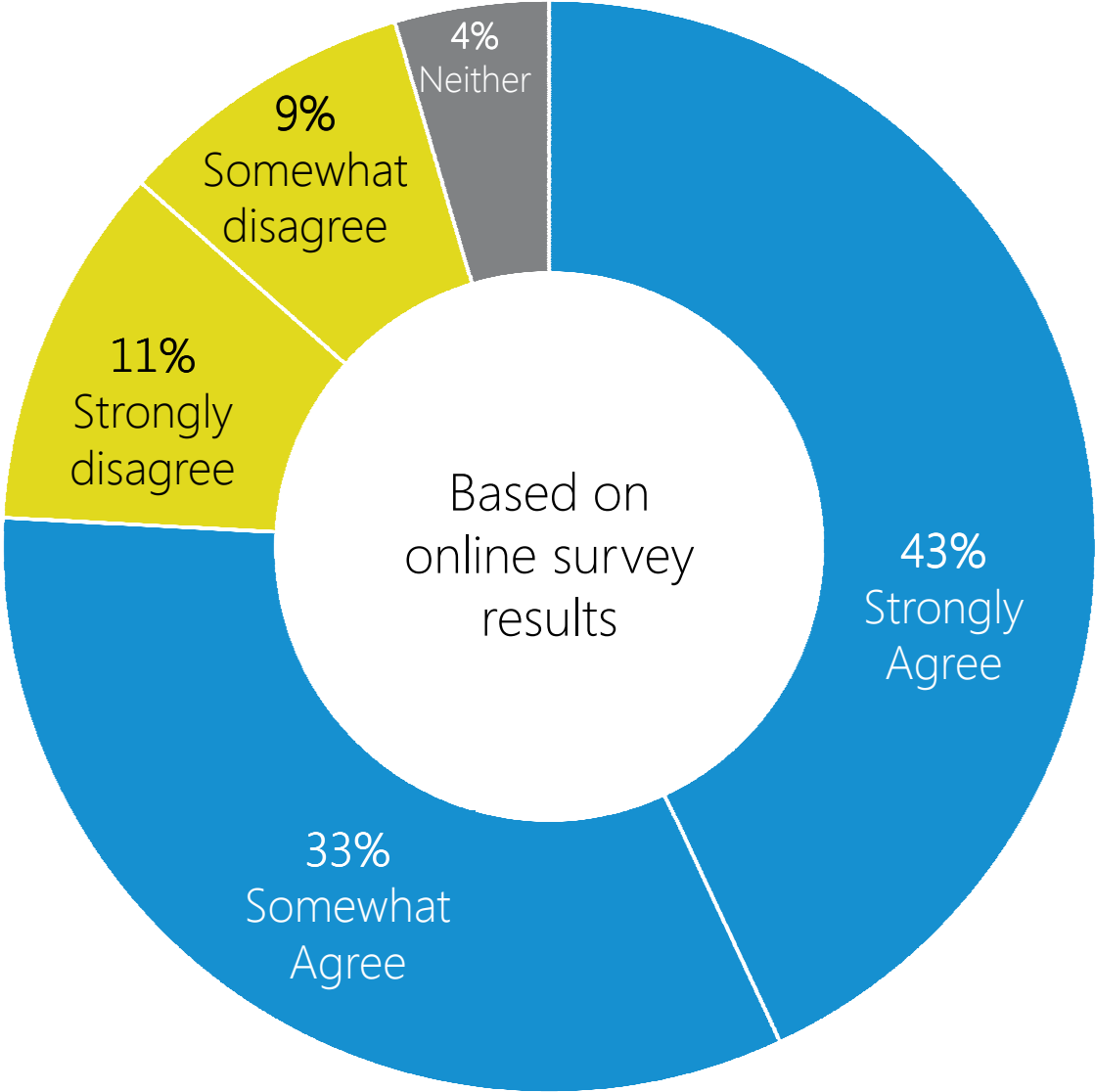
Need to better connect neighborhood greenways to Delridge Way SW



If adding a bike lane to Delridge Way SW it should span the length, especially where neighborhood greenways are not a good option due to steep grades

What we heard: Bus stop changes

Are you okay with moving or removing some bus stops to make buses faster and arrive on time?



What we heard: Bus stop changes

Even with 76% of online survey respondents okay with changing bus stops...

- Concern about impacts to seniors and people with disabilities; increased walking distances combined with steep grades; and maintaining access to neighborhood destinations



What we heard: Street paving

Survey takers and others raised the importance of repaving Delridge Way SW.

Current road conditions, especially the center lane, need repaving for safety and durability.

The number of potholes and poor road conditions on Delridge need to be addressed



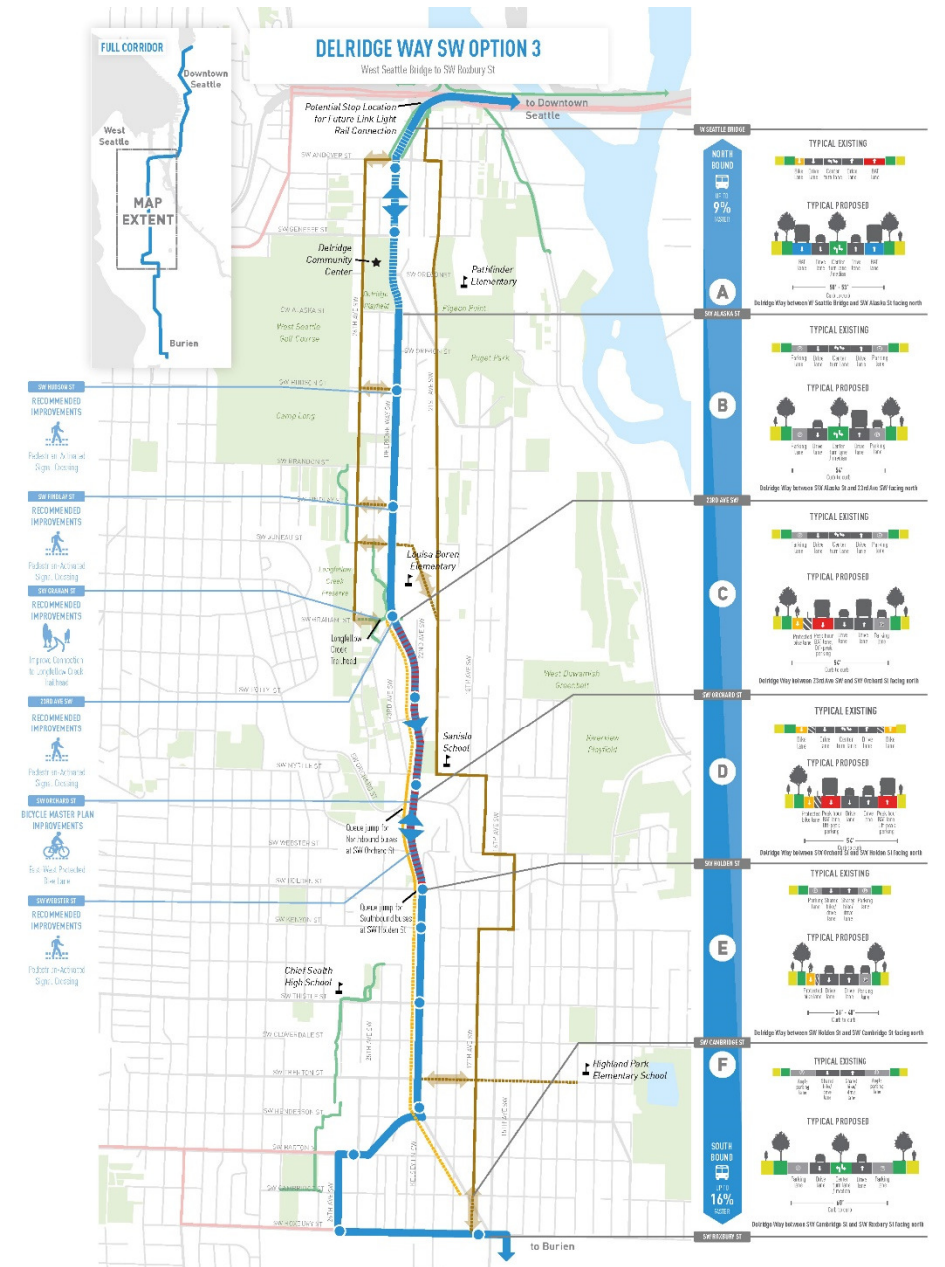
How we're responding to feedback

Bus stops	<ul style="list-style-type: none">• Balance desire for fast and on-time bus service with concerns about increased walking distances• Stops go from an average of 0.2 to 0.3 miles apart<ul style="list-style-type: none">• Adds about 2-minutes to walk times*• Typical RapidRide stop distance about 0.5 miles• 9 bus stops moved, consolidated or removed
Street paving	We want to pave as much of Delridge Way SW as possible and are working on options
Partnership opportunities	Partnering with King County Metro Transit & Department of Neighborhoods to work with Westwood-Roxhill-South Delridge community on travel needs near transit center

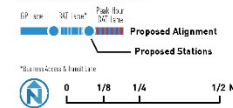
** Actual time depends on rider's origin, grades and walking ability*

Came up with Option 3

- Adds bus-only lanes
- Adds new neighborhood greenway connections and a southbound protected bike lane south of SW Graham St



Corridor Treatment



Bike Facilities



Other Transit Facilities



Key improvements



	Option 1	Option 2	New Option
New greenway connections	6	6	7
Improved pedestrian crossings	4	4	4
New ADA ramps	17	17	17
Bus only lanes	1.4 miles (all day) + 1.2 miles (peak hours only)	1.4 miles (all day)	1.4 miles (all day) + 1.2 miles (peak hours only)
Protected bike lane	0.3 miles	2.9 miles	2.1 miles
Widened sidewalk <small>Ranges from 8 – 12 feet</small>	0.9 miles	0.0 miles	0.0 miles
Landscaped median	2.5 miles	1.8 miles	1.9 miles

Numbers are based on concept design and are subject to change

Outcomes



	Option 1	Option 2	New Option
Bus travel time Range for north and southbound	Up to 9 – 16% faster	Up to 8 – 12% faster	Up to 9 – 16% faster
Traffic travel time Range for north and southbound	Up to 1 – 8% faster	Up to 5 – 10% slower	TBD
On-street parking	Some all-day parking converted to off-peak parking and new off-peak parking added	Up to 73% of parking retained as a mix of all-day and off-peak	Up to 71% of parking retained as a mix of all-day and off-peak
Loading zones	No loading zones removed	Small number of loading zones relocated	No loading zones removed
Street trees For any street tree removed, two trees are planted within the neighborhood	Up to 80% of street trees retained	Up to 100% of street trees retained	Up to 100% of street trees retained

Numbers are based on concepts and are subject to change

So now what?

- Gather input on the new option and bus station spacing (Delridge comments due February 9, 2018)
- Focus on underserved populations and seniors
- Identify transportation needs near Westwood Village
- Incorporate Metro corridor-wide outreach results
- Refine funding strategy and paving plan
- Work with the community on project artwork

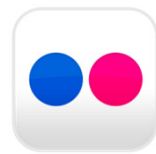


Stay involved!

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www.seattle.gov/transportation/rapidrideexpansion.htm

www.seattle.gov/transportation



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