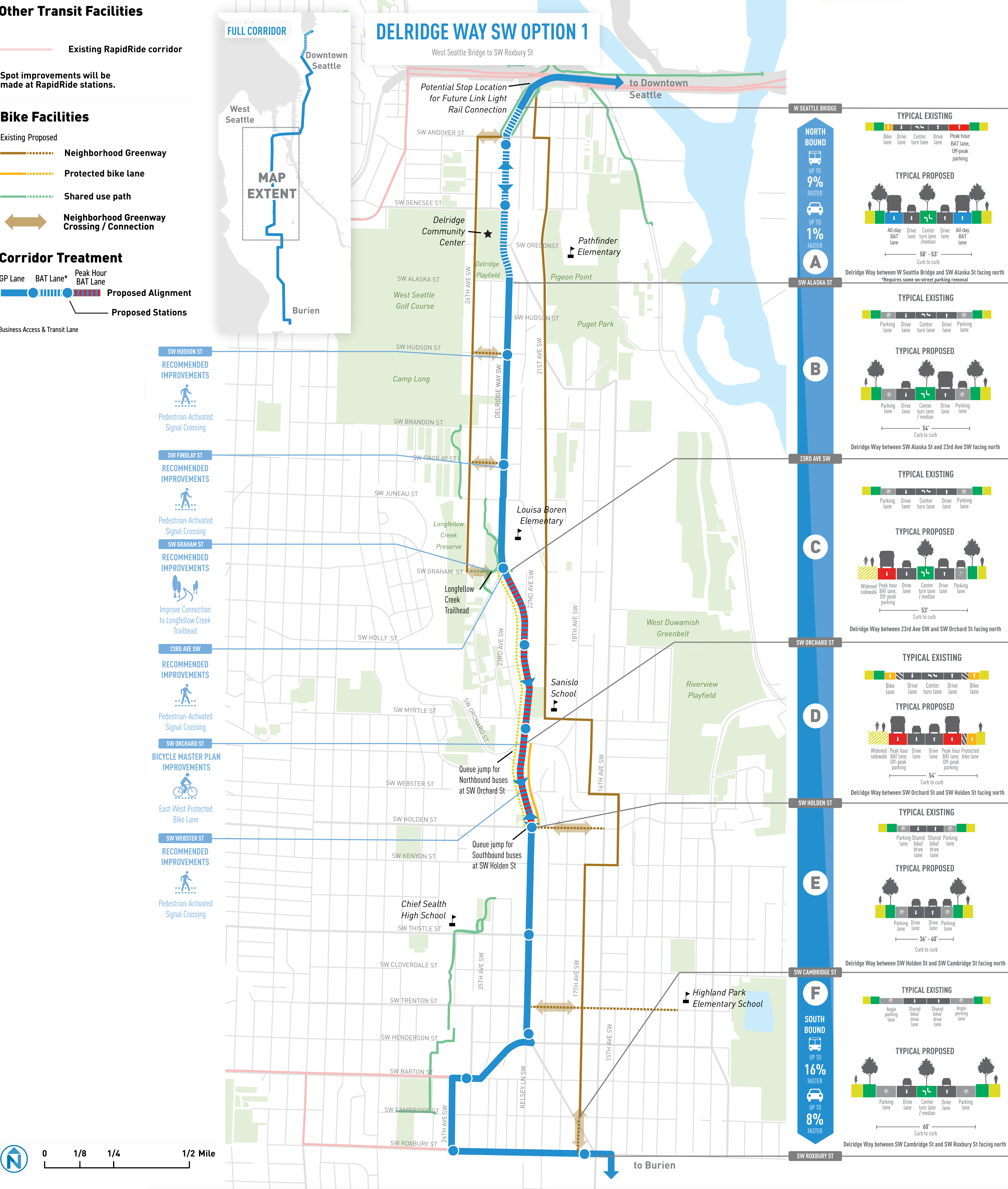


DELDRIDGE WAY SW: OPTION 1

Improving Delridge Way SW from the West Seattle Bridge to SW Roxbury St



DELDRIDGE WAY SW: OPTION 2

Improving Delridge Way SW from the West Seattle Bridge to SW Roxbury St

Other Transit Facilities

Existing RapidRide corridor

Spot improvements will be made at RapidRide stations.

Bike Facilities

Existing Proposed

- Neighborhood Greenway
- Protected bike lane
- Shared use path
- Neighborhood Greenway Crossing / Connection

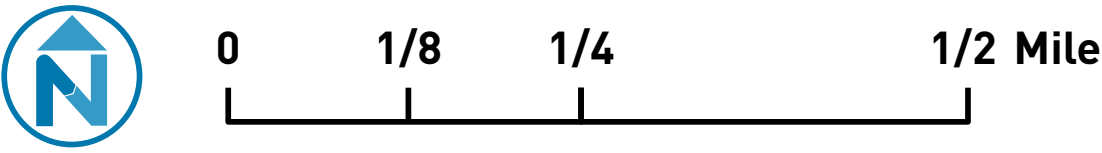
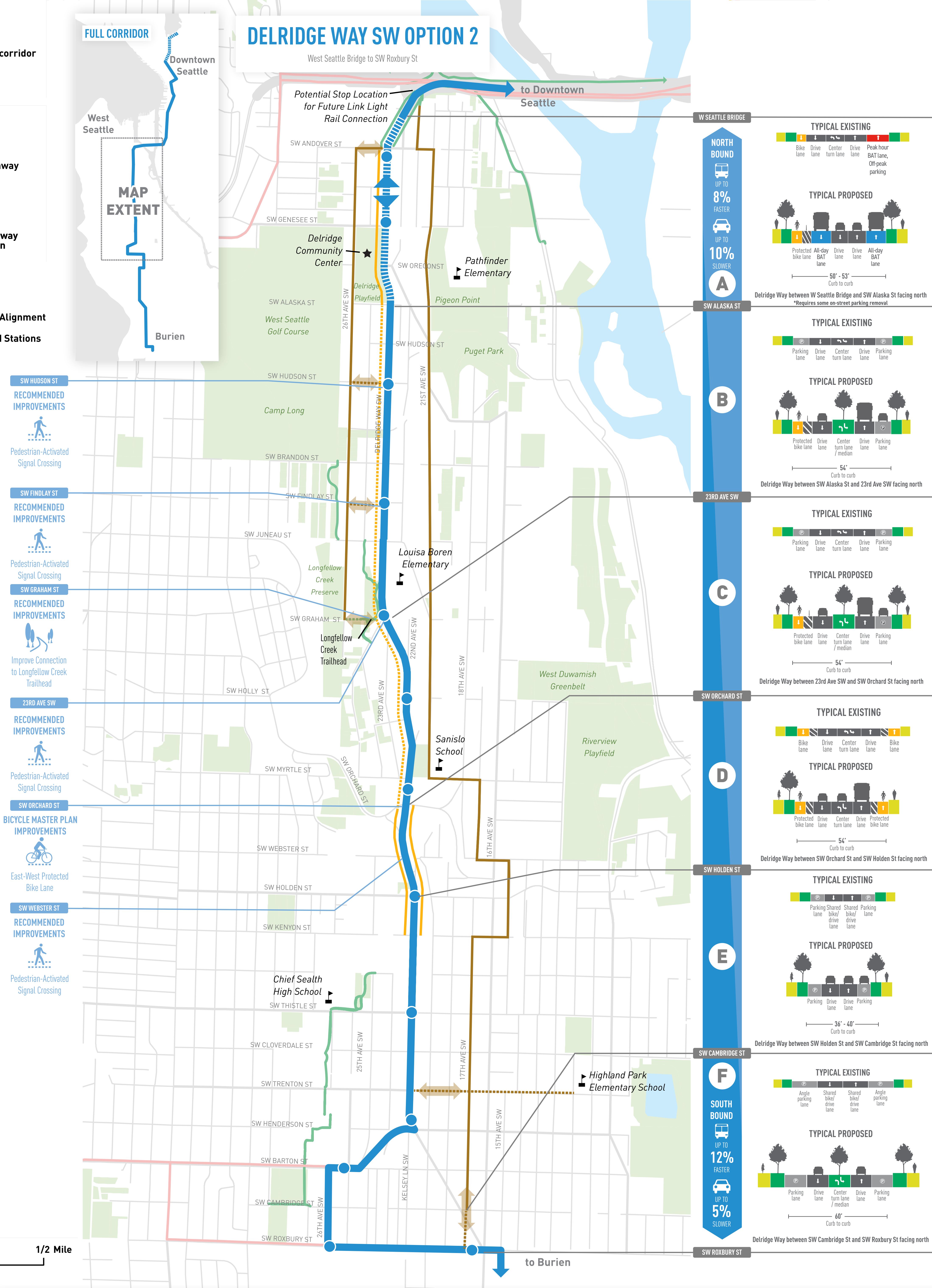
Corridor Treatment

GP Lane BAT Lane* Peak Hour BAT Lane

Proposed Alignment

Proposed Stations

*Business Access & Transit Lane



DELDRIDGE WAY SW: OPTION 3

Improving Delridge Way SW from the West Seattle Bridge to SW Roxbury St

Other Transit Facilities

Existing RapidRide corridor

Spot improvements will be made at RapidRide stations.

Bike Facilities

Existing Proposed

- Neighborhood Greenway
- Protected bike lane
- Shared use path
- Neighborhood Greenway Crossing / Connection

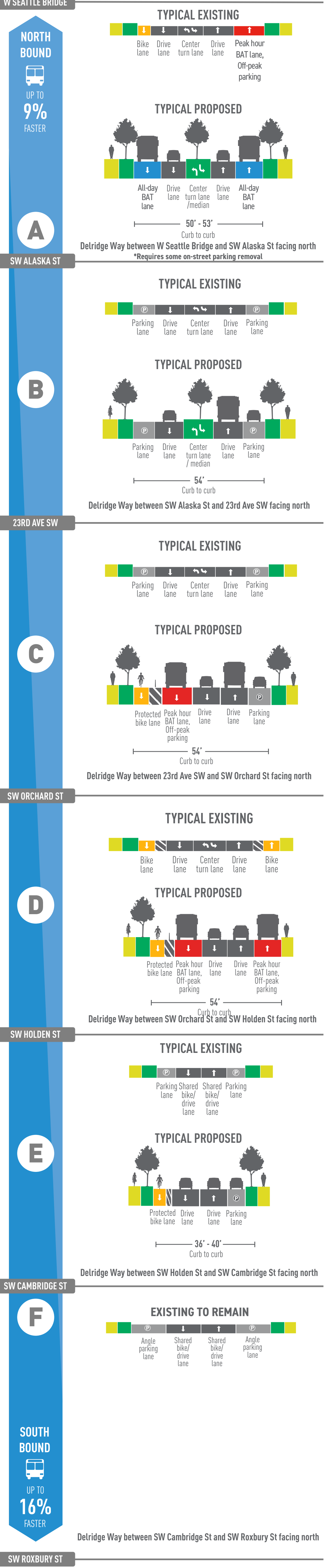
Corridor Treatment

GP Lane BAT Lane* Peak Hour BAT Lane

Proposed Alignment

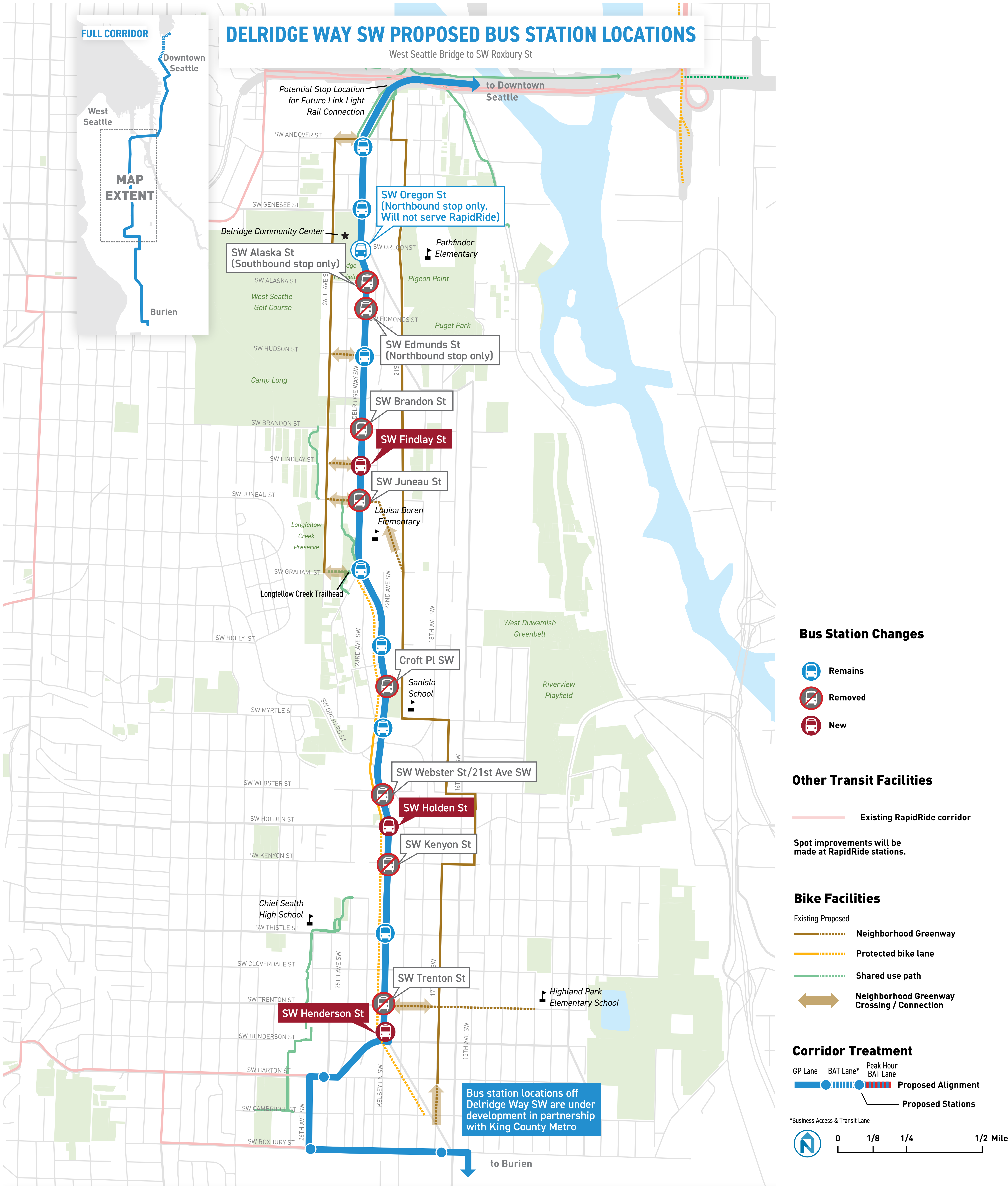
Proposed Stations

*Business Access & Transit Lane



PROPOSED BUS STATION LOCATIONS

Improving Delridge Way SW from the West Seattle Bridge to SW Roxbury St



PROPOSED BUS STATION LOCATIONS







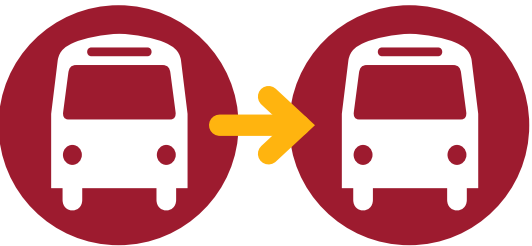
WHY CHANGE BUS STATION LOCATIONS?

- To have frequent and on time buses
- Improve access to stations
- Improve station comfort
- Make it easy to know where to get on and off buses by having northbound and southbound stations

WE HEARD METRO ROUTE 120 IS AN IMPORTANT LOCAL CIRCULATOR

- Typical RapidRide stations are 0.5 miles apart
- Stations on Delridge Way SW will be 0.3 miles apart on average (a 0.1 mile increase from what it is today)
- A 0.1 mile increase between stops is about a 2-minute walk

Below are proposed changes, all stations not mentioned are planned to remain.

Bus Station Location	Ridership Average total ridership (on + off)	Change	Benefit	Tradeoff
SW Oregon St	117	 Remains (will not serve RapidRide)	<ul style="list-style-type: none">• Consolidate to existing stop pair at SW Genesee St	<ul style="list-style-type: none">• Walk 1 block to SW Genesee St (+2 min.) to maintain access to Community Center, Youngstown Cultural Arts Center, Delridge Playfield
SW Alaska St	85	 Removed	<ul style="list-style-type: none">• Consolidate to stop pair at SW Genesee St• Nearby stops available• New crosswalk proposed at SW Hudson St	<ul style="list-style-type: none">• Walk 2 blocks to SW Genesee St or SW Hudson St (+4 min.)
SW Edmunds St	59	 Removed	<ul style="list-style-type: none">• Removal allows for better bus speed and reliability• Nearby stops available• New crosswalk proposed at SW Hudson St	<ul style="list-style-type: none">• Walk 1 block to SW Hudson St (+2 min.)
SW Brandon St	455	 Consolidated at SW Findlay St	<ul style="list-style-type: none">• Accommodate school bus loading• Easier retail access• Closer to transit dependent community members• New crosswalk recently installed at SW Findlay St	<ul style="list-style-type: none">• Walk 1 block to SW Findlay St (+2 min.)
SW Juneau St	283			
Croft Pl SW	182	 Removed	<ul style="list-style-type: none">• Nearby stops available• Crosswalk available for people to easily get across Delridge Way SW	<ul style="list-style-type: none">• Walk 1 block to SW Myrtle St or SW Holly St (+2 min.)• Moves stop further from transit dependent community members
SW Webster St/ 21 Ave SW	474	 Consolidated at SW Holden St	<ul style="list-style-type: none">• Moving closer to high density housing• Crosswalk available for people to easily get across Delridge Way SW	<ul style="list-style-type: none">• Walk 1 block to SW Holden St (+2 min.)
SW Kenyon St	199			
SW Trenton St	505	 Moving to SW Henderson St	<ul style="list-style-type: none">• Improve spacing of stops• Easier retail access• Local service will continue to serve SW Trenton St• Closer access to south Delridge destinations	<ul style="list-style-type: none">• Walk 1 block to SW Henderson St (+2 min.)

DELRIDGE WAY SW AND SW HENDERSON ST

Improving Delridge Way SW from the West Seattle Bridge to SW Roxbury St

GOAL

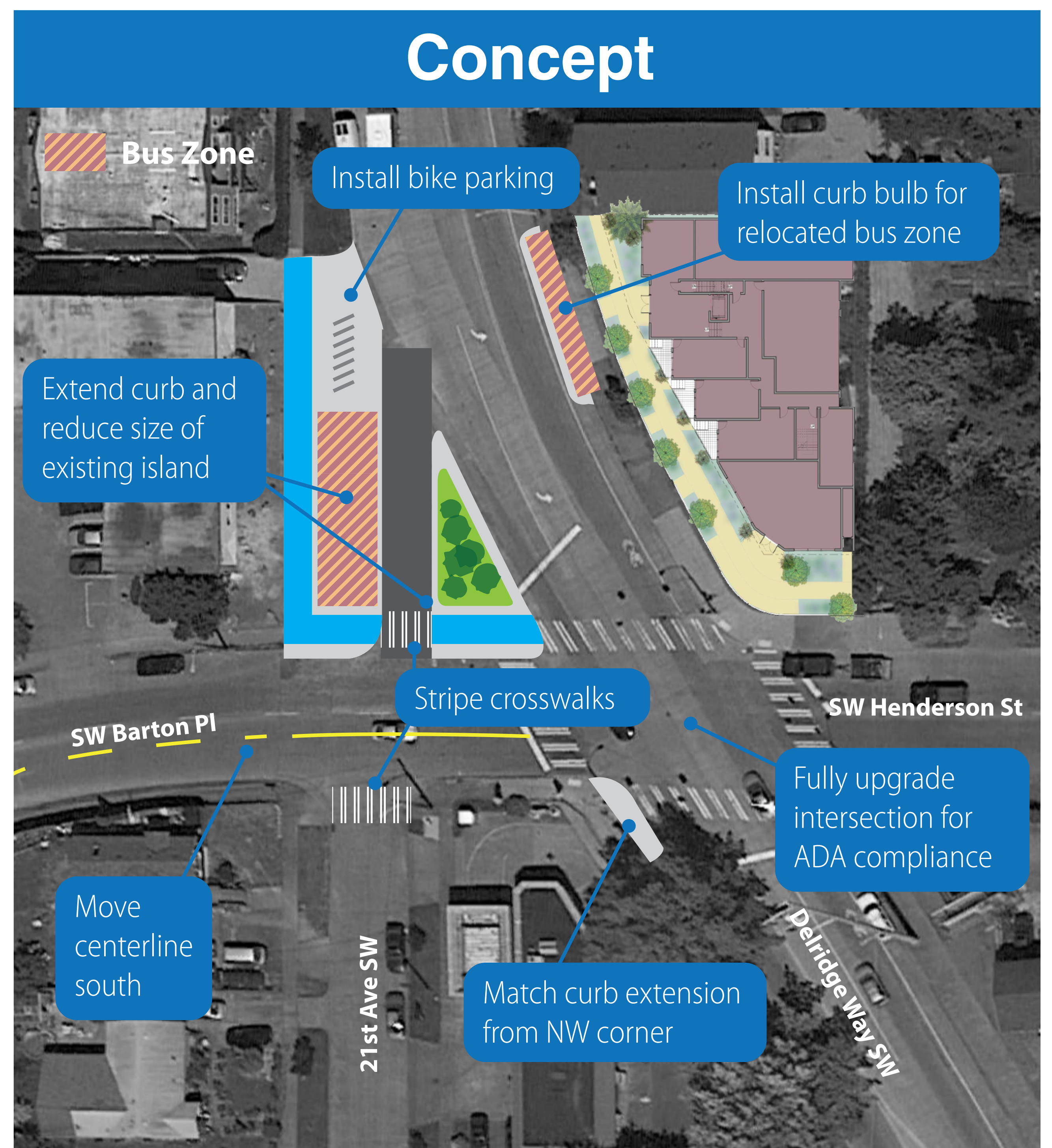
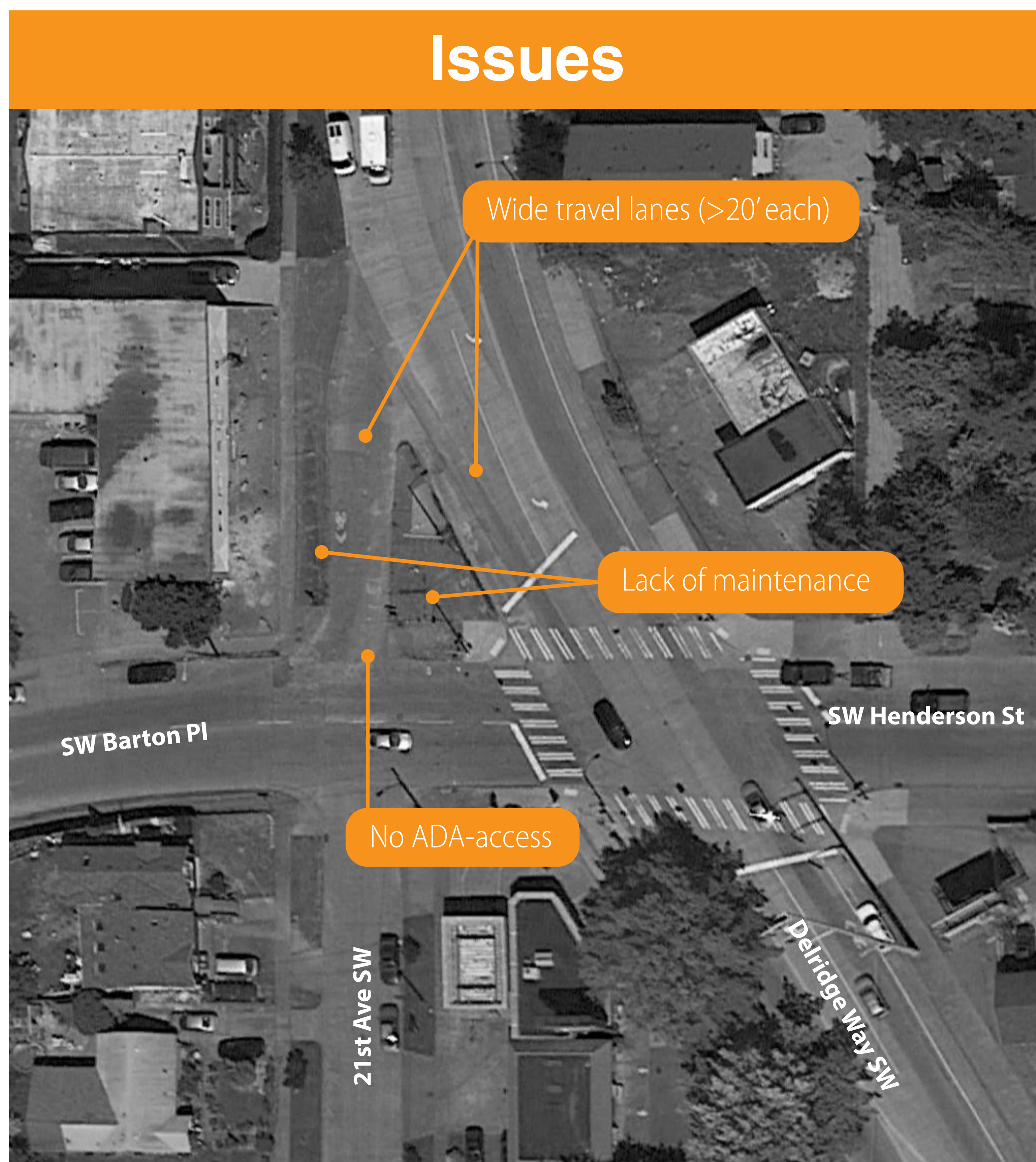
- Facilitate relocation of Delridge/Trenton zone pair to Henderson by improving pedestrian environment at Henderson/Barton

CHALLENGES

- Existing utilities on island at northwest corner
- Facilitate large truck movements
- Need enough space for people turning right to queue

DESIGN CONCEPT

- Narrow and shift existing southbound slip lane to the east
- Maintain perpendicular geometry between slip lane and Barton
- Use expanded curb as large southbound bus zone with bicycle parking
- Leverage new development at northeast corner and construct curb bulb for large northbound bus zone
- Provide space for up to two large vehicles turning right to queue



CONCEPT D: CONSOLIDATE WEBSTER & KENYON STATIONS

Improving Delridge Way SW from the West Seattle Bridge to SW Roxbury St



COMPARISON OF PLANNING OPTIONS

Improving Delridge Way SW from the West Seattle Bridge to SW Roxbury St

	Option 1	Option 2	Option 3
Bus only lanes	<ul style="list-style-type: none">• 1.4 miles all-day BAT lane from West Seattle Bridge to SW Alaska St• 1.2 miles peak only BAT lane from SW Graham St to SW Holden St	<ul style="list-style-type: none">• 1.4 miles all-day BAT lane from West Seattle Bridge to SW Alaska St	<ul style="list-style-type: none">• 1.4 miles all-day BAT lane from West Seattle Bridge to SW Alaska St• 1.2 miles peak only BAT lane from SW Graham St to SW Holden St
Bus travel time improvements	<ul style="list-style-type: none">• Up to 9 – 16% faster	<ul style="list-style-type: none">• Up to 8 – 12% faster	<ul style="list-style-type: none">• Up to 9-16% faster
Protected bike lane	<ul style="list-style-type: none">• 0.3 miles southbound from SW Graham St to SW Holden St	<ul style="list-style-type: none">• 2.9 miles northbound and southbound from SW Alaska St to SW Orchard St	<ul style="list-style-type: none">• 2.1 miles southbound from SW Graham St to SW Cambridge St
On-street parking	<ul style="list-style-type: none">• Some all-day parking converted to off-peak parking• New off-peak parking added	<ul style="list-style-type: none">• Up to 73% of parking retained as a mix of all-day and off-peak parking	<ul style="list-style-type: none">• Up to 71% of parking retained as a mix of all-day and off-peak parking
Landscaped median	<ul style="list-style-type: none">• 2.5 miles	<ul style="list-style-type: none">• 1.8 miles	<ul style="list-style-type: none">• 1.9 miles

Numbers are based on concept design and are subject to change

SO WHAT'S NEXT?

Improving Delridge Way SW from the West Seattle Bridge to SW Roxbury St

- We're gathering input on the new option and bus station spacing
- Reaching out to historically underserved populations and seniors
- Incorporating findings from King County Metro corridor-wide outreach
- Refining the funding strategy and paving plan
- Working with the community on project artwork
- Moving into design – the goal is to have the RapidRide H Line running in 2020



STAY INVOLVED!

Visit the project website and sign up for email updates at www.seattle.gov/Transportation/RapidRideH

Email the project team at RapidRide@seattle.gov

Call [\(206\) 684-5189](tel:2066845189)