

A photograph of a city street scene, likely in Seattle, featuring a blue and yellow RapidRide bus stopped at a curb. Several people are standing on the sidewalk, waiting for the bus. The background shows residential buildings and trees. The entire image has a blue tint.

# Delridge Way SW RapidRide H Line 10% Design Outreach

Fall 2018

Seattle Department of  
Transportation



City of Seattle

# 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



Installing new lighting



## 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



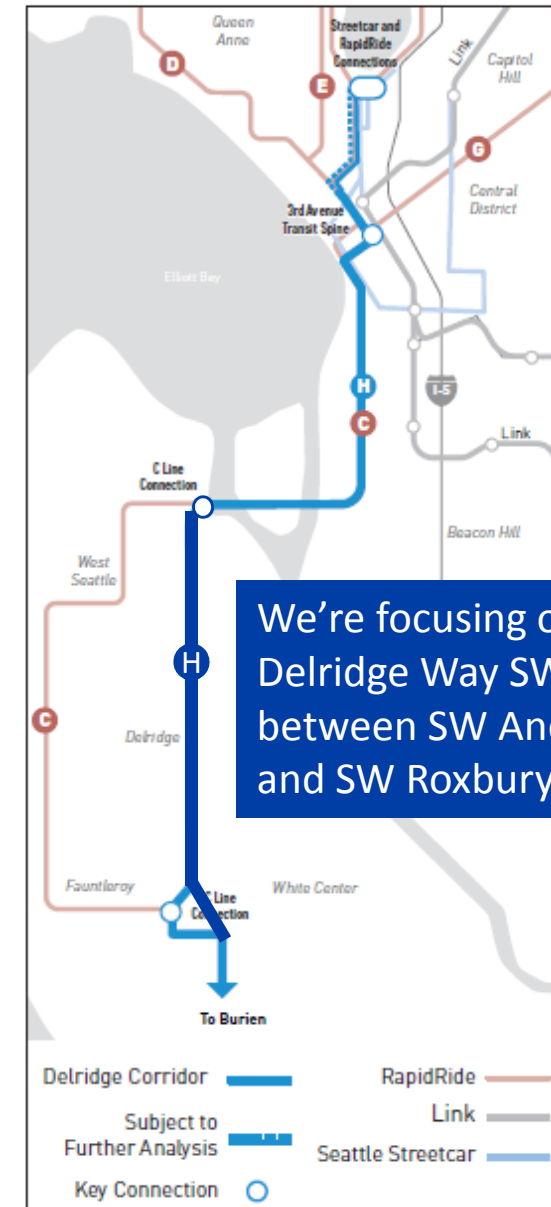


# RapidRide H Line

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

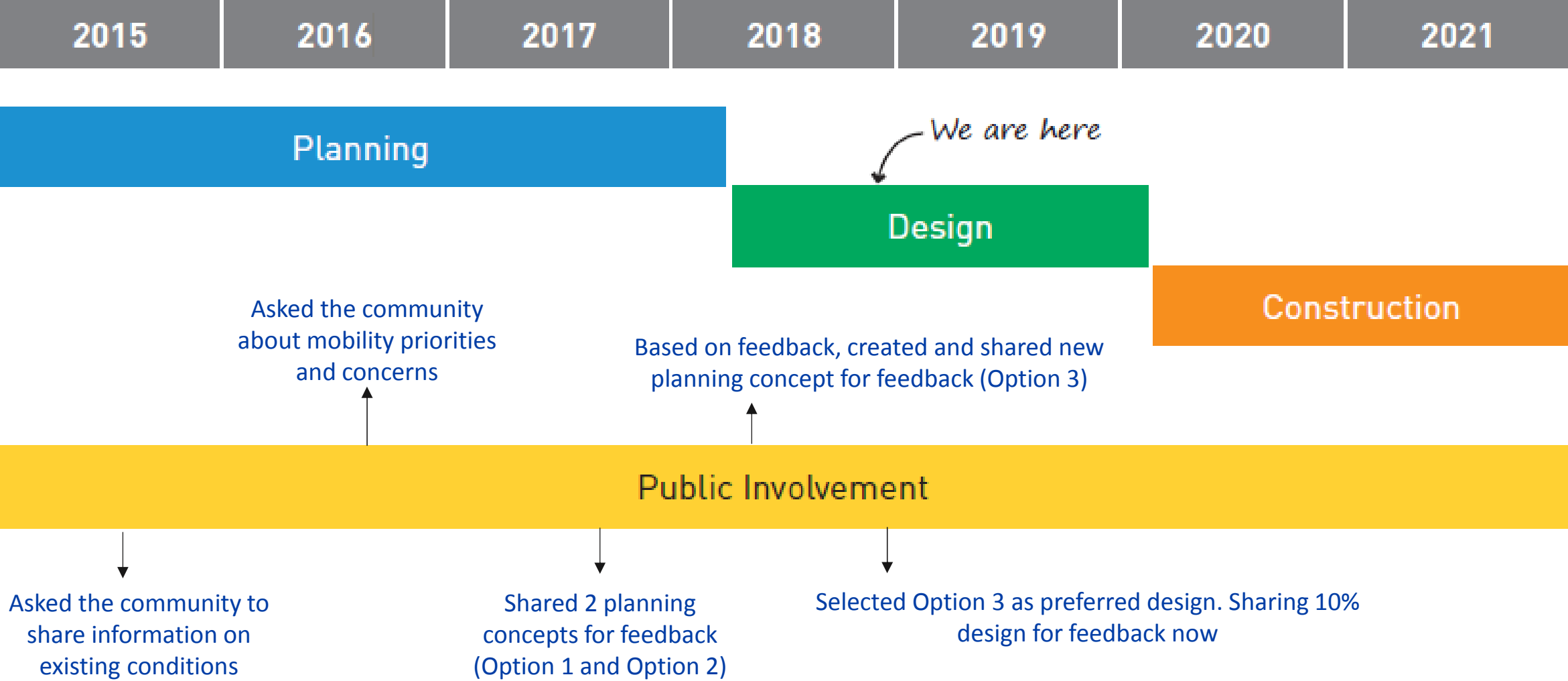
## DELDRIDGE - H LINE

Downtown Seattle to Delridge to Burien



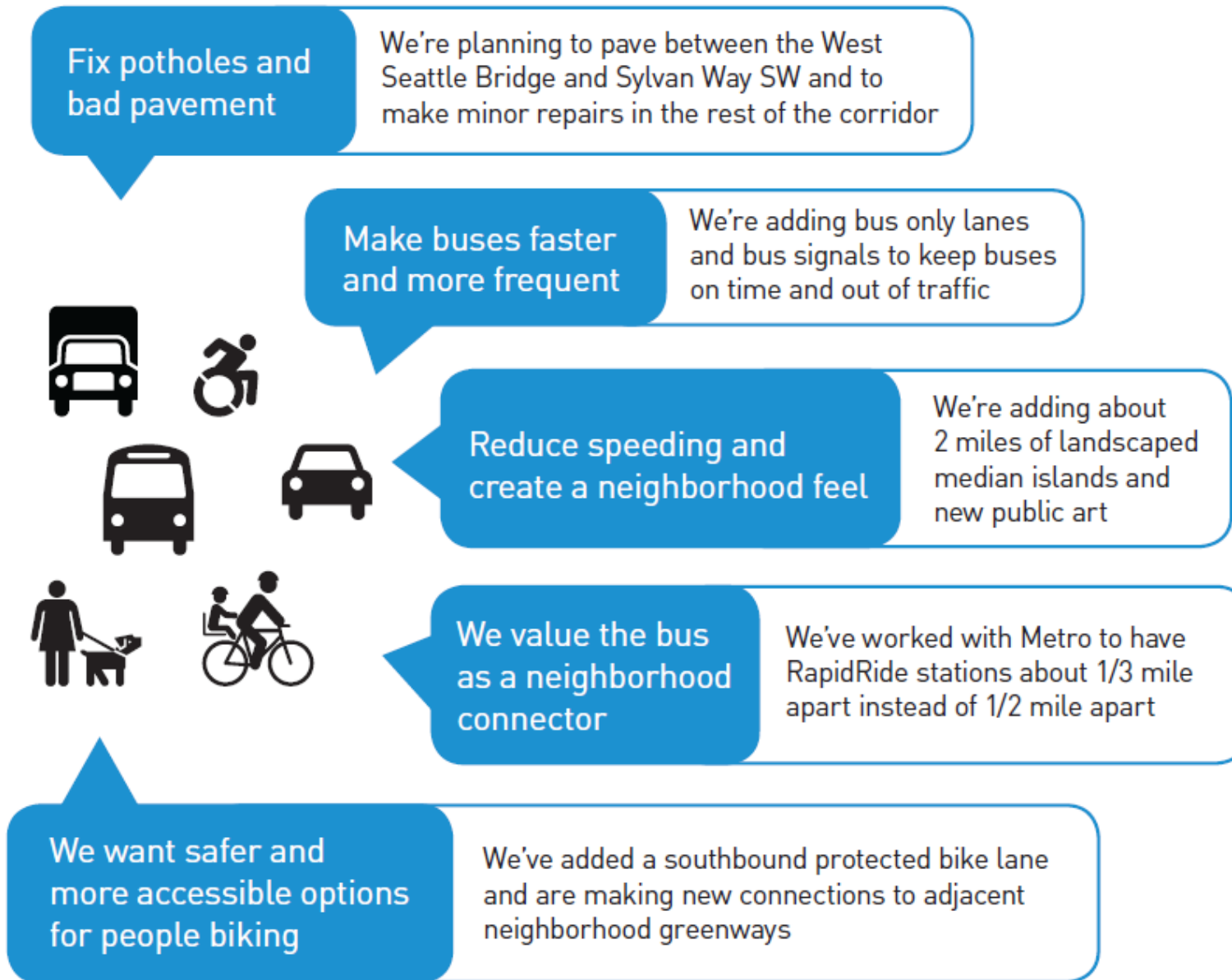
We're focusing on Delridge Way SW between SW Andover St and SW Roxbury St

# Project schedule





# Previous community outreach - what we've heard

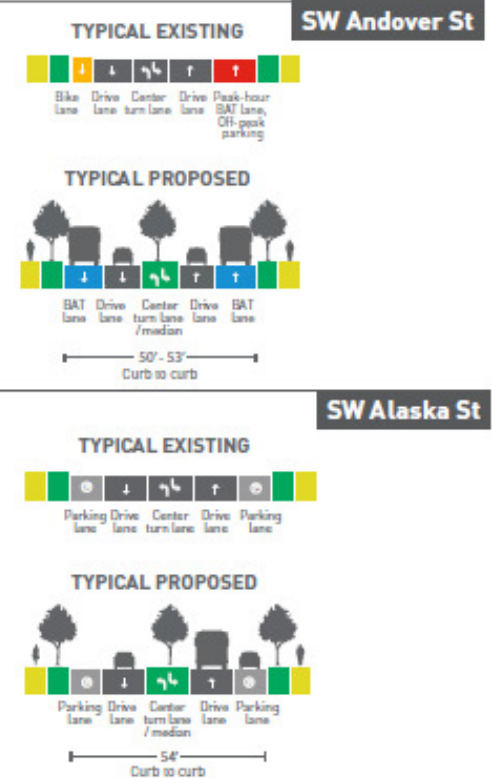
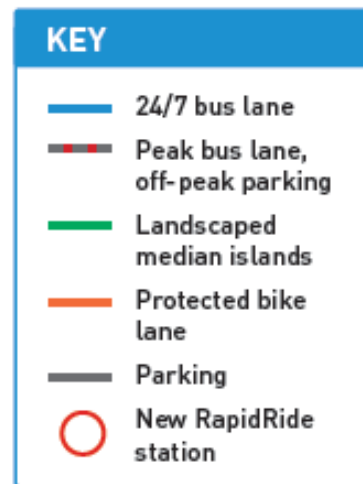


# Street channelization details (10% Design)

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

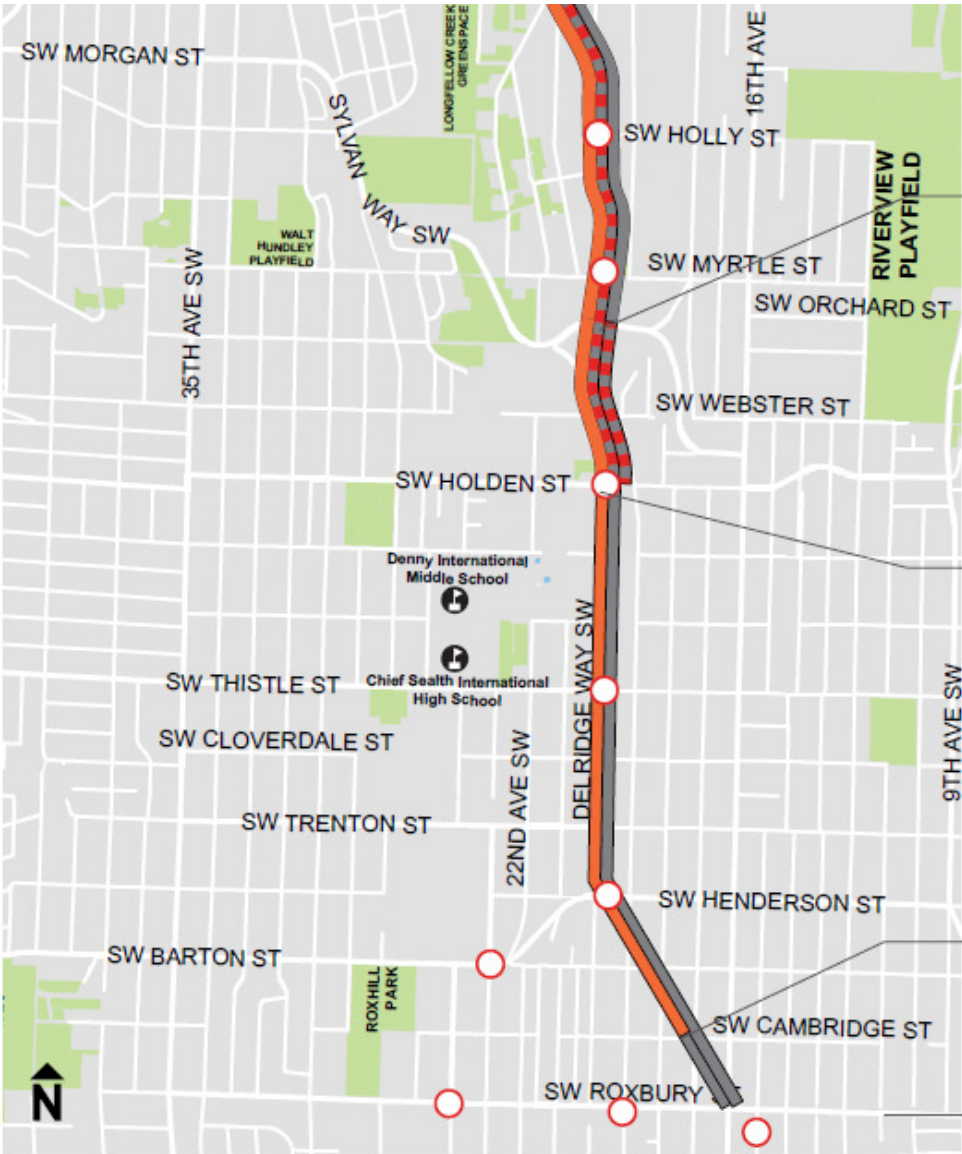
Peak bus lane,  
off-peak parking

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 bike lane

Peak hour BAT lane

Off-peak parking

Drive

Drive

Parking

lane

lane

lane

54' Curb to curb

TYPICAL EXISTING

Bike lane

Drive

Center

Drive

Bike lane

TYPICAL PROPOSED

Protected bike lane

Peak hour BAT lane

Off-peak parking

Drive

Drive

Peak hour BAT lane

Off-peak parking

lane

lane

lane

54' Curb to curb

TYPICAL EXISTING

Parking

Shared bike/drive lane

Shared bike/drive lane

Parking

TYPICAL PROPOSED

Protected bike lane

Drive

Drive

Parking

lane

lane

lane

36' - 40' Curb to curb

EXISTING TO REMAIN

Angle parking

Shared bike/drive lane

Shared bike/drive lane

Angle parking

lane

lane

lane

SW Orchard St

SW Holden St

SW Cambridge St

SW Roxbury St

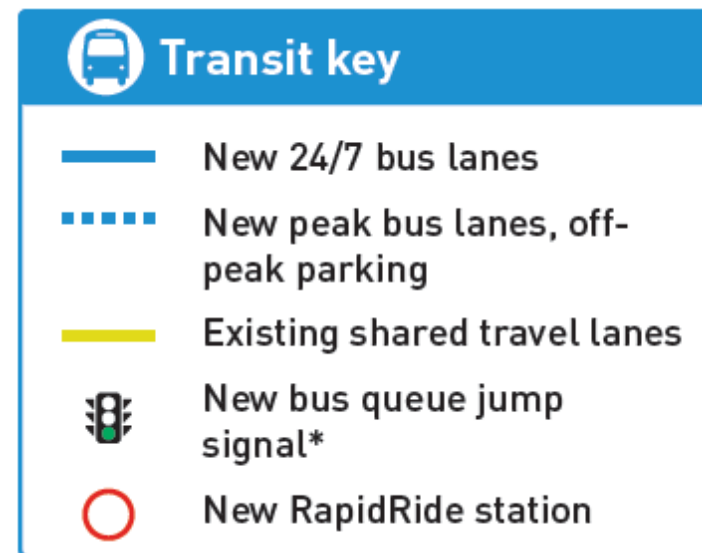


# Transit details (10% Design)

SW Andover St to SW Graham St

## Key features:

- New 24/7 bus lanes
- 5 new RapidRide stations



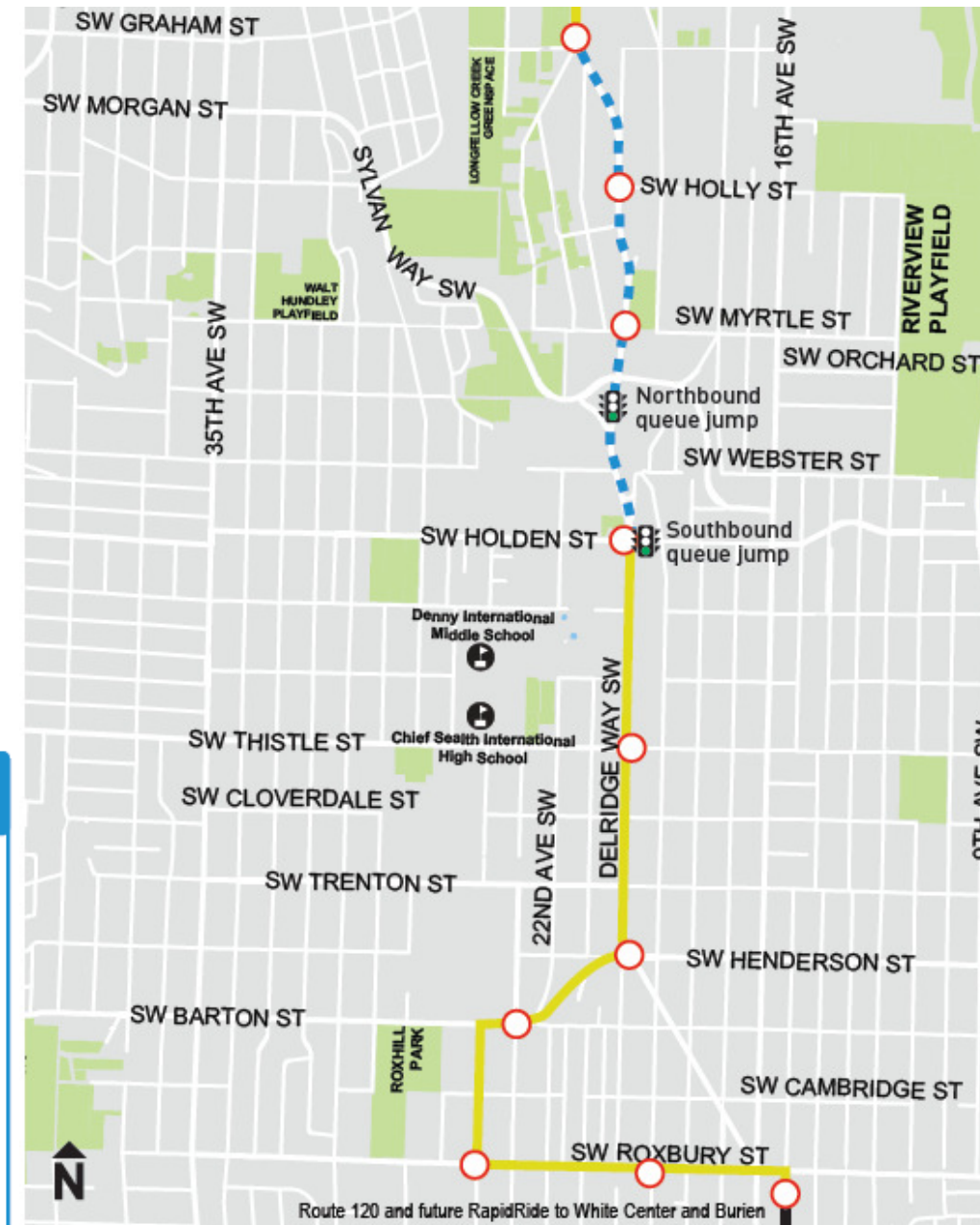
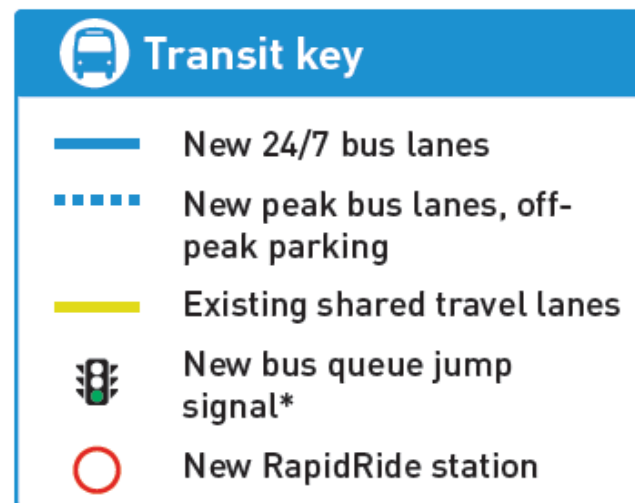


# Transit details (10% Design)

SW Graham St to SW Roxbury St

## Key features:

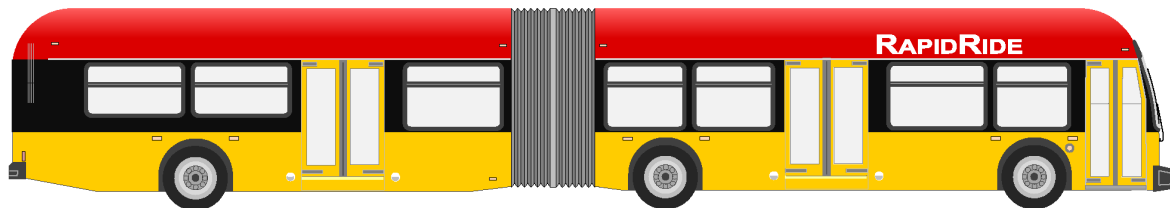
- New peak bus lanes, off-peak parking
- 2 new bus queue jump signals
- 10 new RapidRide stations



# Transit details (10% Design)

## Proposed bus stop changes

- 28 enhanced RapidRide Stations at 14 locations
  - Maintain 23 existing Route 120 stops
  - Add 5 new stations
- Average Spacing
  - Existing, 0.22 mile
  - Proposed 0.32 mile
  - *0.1 miles is about a 2-minute walk*





# Transit details (10% Design) Proposed bus stop changes

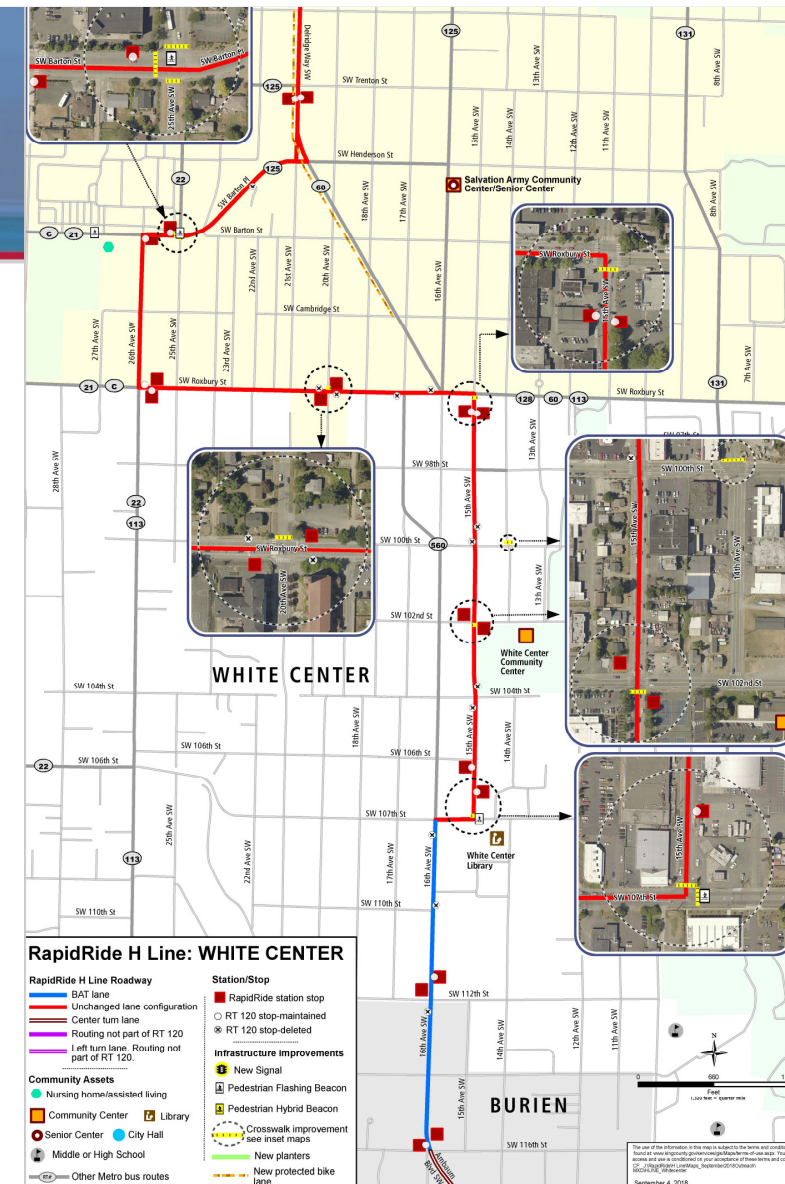
	Existing Stop Locations	Total Ridership (on + off)	Proposed Station Locations	Change from Existing
Delridge	Andover St	724	Andover St	Stop remains
	Genesee St	498	Genesee St	Stop remains
	Oregon St	117		Removed
	Alaska St	85		Removed
	Edmunds St	59		Removed
	Hudson St	161	Hudson St	Stop remains
	Brandon St	455	Findlay St SW	New (NB and SB). Stops consolidated at Findlay
	Juneau St	283		
	Graham St	119	Graham St (24th Ave)	Stop remains
	Holly St	127	22nd Ave	Move to 22nd Ave
	Croft Pl SW	182		Removed
	Myrtle St	284	Myrtle St	Stop remains
	Webster St / 21st St	474	21st Ave	Stop remains
	Kenyon St	199	Kenyon St	Stop remains
	Thistle St	450	Thistle St	Stop remains
	Trenton St	505	Trenton St	Stop remains
	Henderson St	38		Consolidate with Trenton St
	Barton St	44		Removed
	Cambridge St	9		Removed
Loop	22nd Ave (Barton St)	no data		Removed
	25th Ave (Barton St)	no data	25th Ave	Stop remains
	26th Ave (Roxbury St)	no data	26th Ave	Stop remains
	20th Ave (Roxbury St)	no data		Removed
	16th/ 17th Ave (Roxbury St)	no data	16th Ave	NB stop remains, move SB stop to 16th

# RAPIDRIDE

## Metro Project Update

### Westwood Village & White Center

- Improvement to Westwood Village hub area
- White Center hub improvements
- White Center pathway enhancements
- Non motorized access improvements



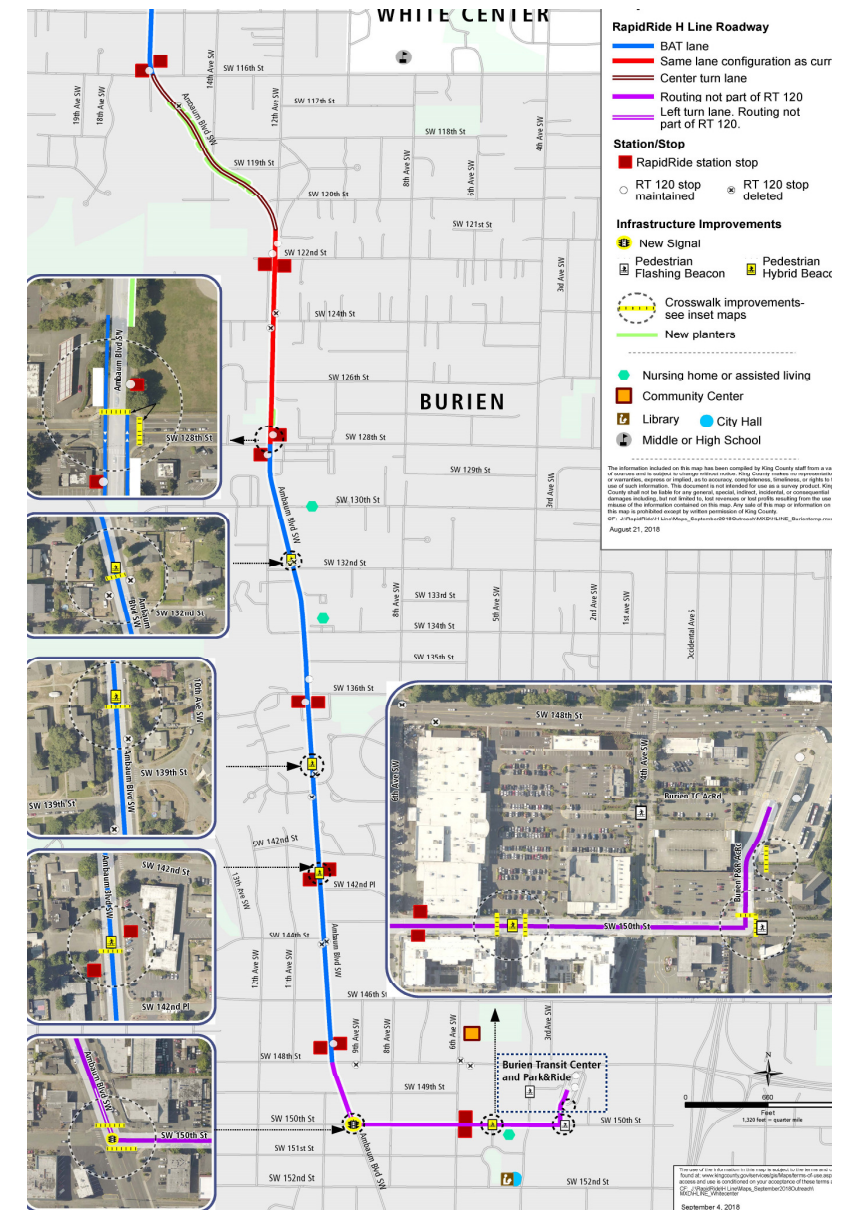


# RAPIDRIDE

## Metro Project Update

### Burien

- Stop consolidation
- Improve connection to Downtown Seattle for Burien residents (speed and reliability)
- Non-motorized access improvements
- BAT Lanes



## Current Designed Improvements

- Pedestrian safety improvements
- ADA improvements
- Larger passenger waiting areas at stations
- Priority signals for buses
- Designated bus-only lanes
- Roadway changes to promote safer vehicle speeds and better traffic flow
- Roadway pavement repairs
- Route alignment to provide better access to downtown Burien and the Burien Transit Center (BTC)
- Easier ways to transfer between buses and RapidRide lines



## Phase 2 Outreach

- The outreach will help prioritize which amenities residents would most like to see at their station.
- The outreach included an open house (October 10<sup>th</sup>) and in person meetings at community centers and bus stops through mid November 2018, asking riders to prioritize the following amenities at their station:
  - Real-time arrival information
  - Seating
  - Shelter
  - Lighting

### Next Phase

- Spring 2019: Present more detailed design and discuss construction impact with residents and businesses





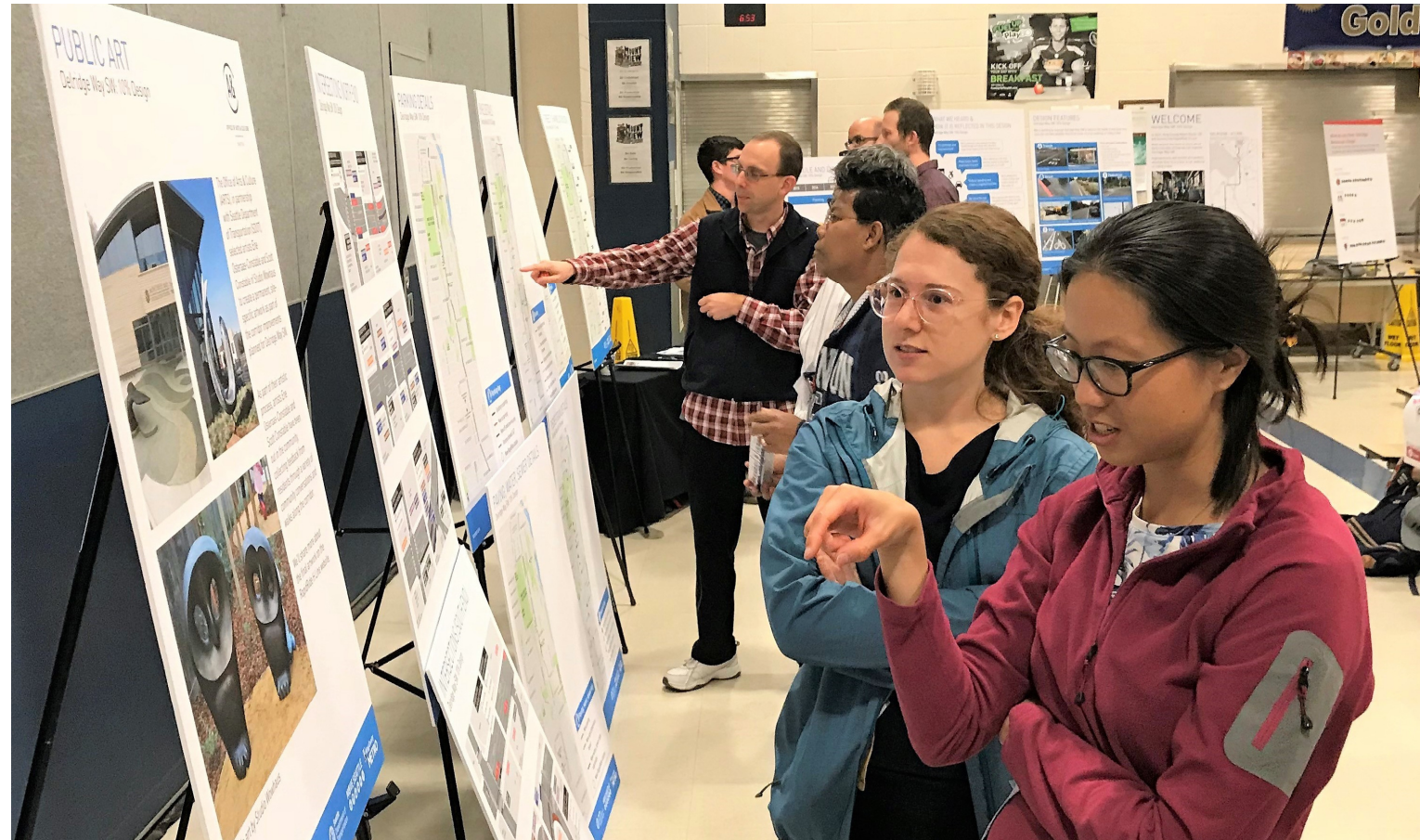
## Metro Next Steps

- **Currently:** Reviewing 30% design
- **Spring 2019:** Complete 60% design and continue community engagement in coordination with SDOT
- **2019:** Plan for construction
- **2020:** Begin construction
- **2021:** H Line service begins



# 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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