



Delridge Line



90% Design Update

City Council Sustainability & Transportation Committee
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December 3, 2019



Our vision, mission, and core values



Delridge Line



Vision: Seattle is a thriving equitable community powered by dependable transportation

Mission: to deliver a transportation system that provides safe and affordable access to places and opportunities

Committed to 6 core values:

- **Equity**
- **Safety**
- **Mobility**
- **Sustainability**
- **Livability**
- **Excellence**

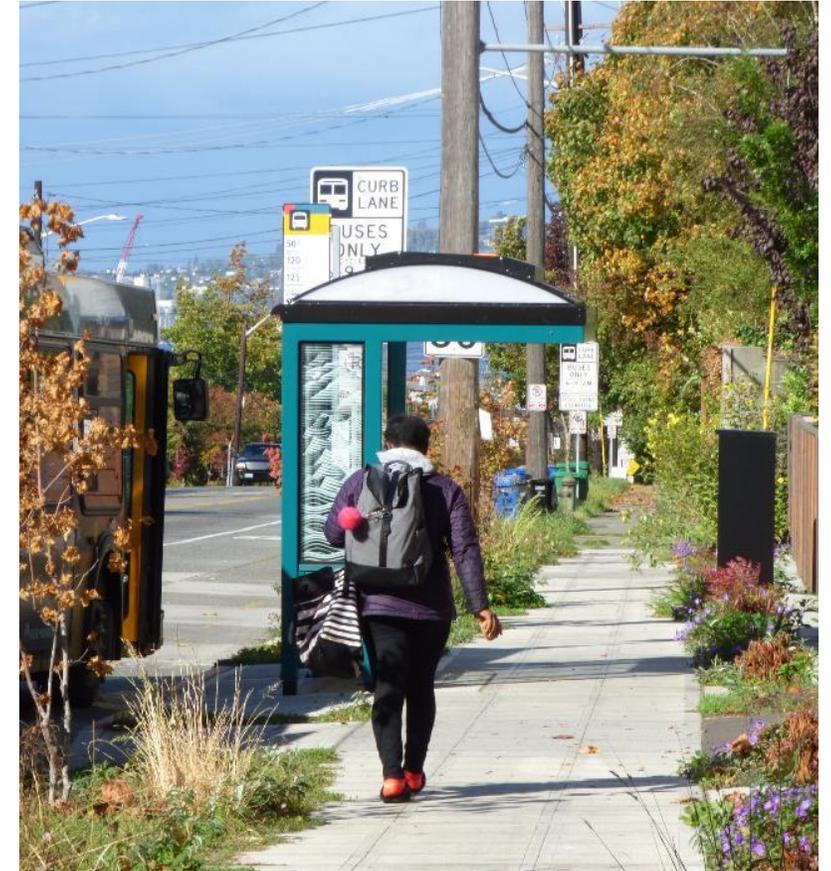
Presentation overview



Delridge Line



- Project area and goals
- Existing conditions and project metrics
- Project overview
- Schedule
- Community and business engagement
- Community and business feedback in 2019
- 90% design elements
- Funding
- Next Steps



Project area and goals

3 overlapping SDOT/Metro projects

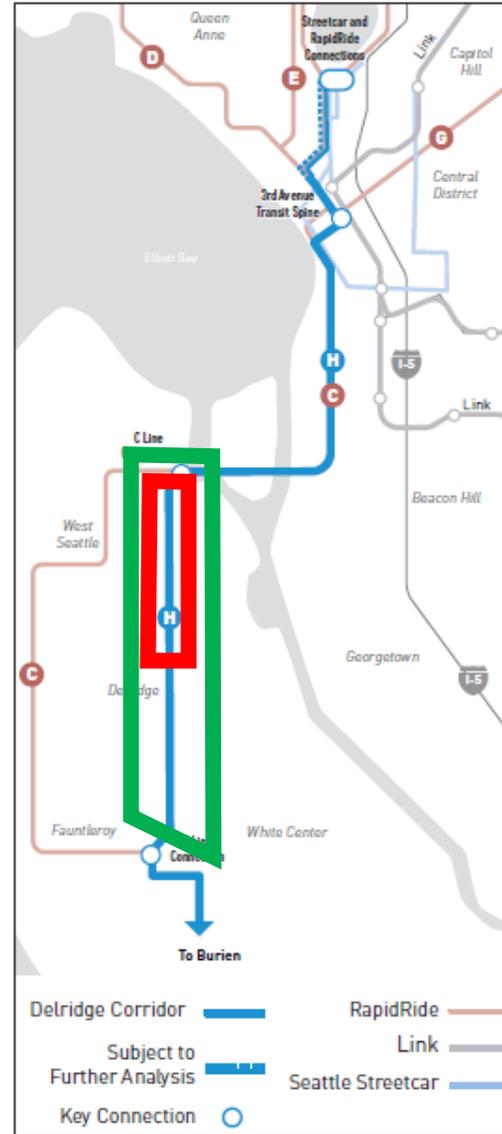
- King County Metro RapidRide H Line Implementation
- SDOT Delridge Way SW Paving
- SDOT Delridge Way SW Transit-Plus Multimodal Corridor

Goals

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

DELRIDGE - H LINE

Downtown Seattle to Delridge to Burien



Delridge Line



Metro

- RapidRide H Line implementation
- South Lake Union to Burien via Delridge

SDOT

- Paving, utility upgrades
- Delridge Way SW (north end)

SDOT

- Street rechannelization
- Transit/bike/walk corridor
- Delridge Way SW (West Seattle Bridge to SW Roxbury St)

Existing conditions and project metrics

Delridge Way SW project area

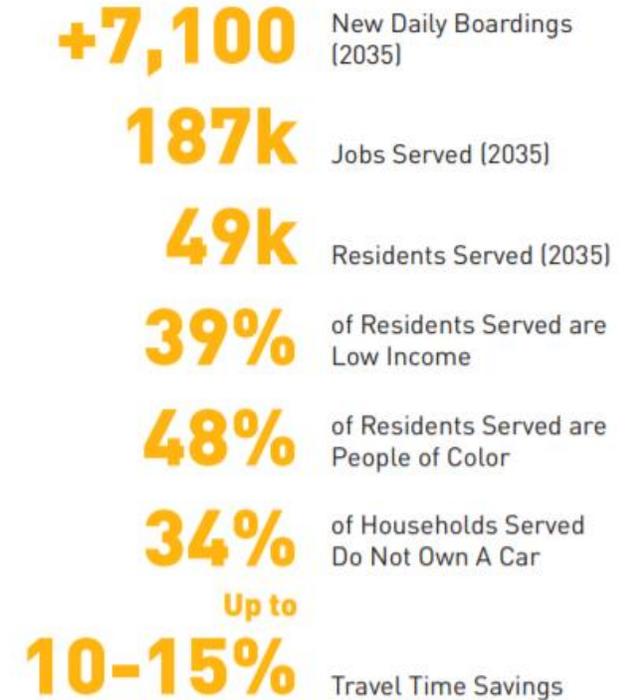
- 4 miles of principal arterial
- 5+ feet of sidewalk on both sides
- Mix of bike lanes and sharrows
- Mix of unrestricted parking and prohibited parking areas
- Average daily traffic
 - 19,000 north end
 - 9,000 south end

King County Metro Route 120

- Connects South Lake Union, downtown Seattle, Delridge, White Center, and Burien
- 9,200 trips each weekday, 5,600 on Saturdays, and 3,900 on Sundays.
- Serves 80 bus stops



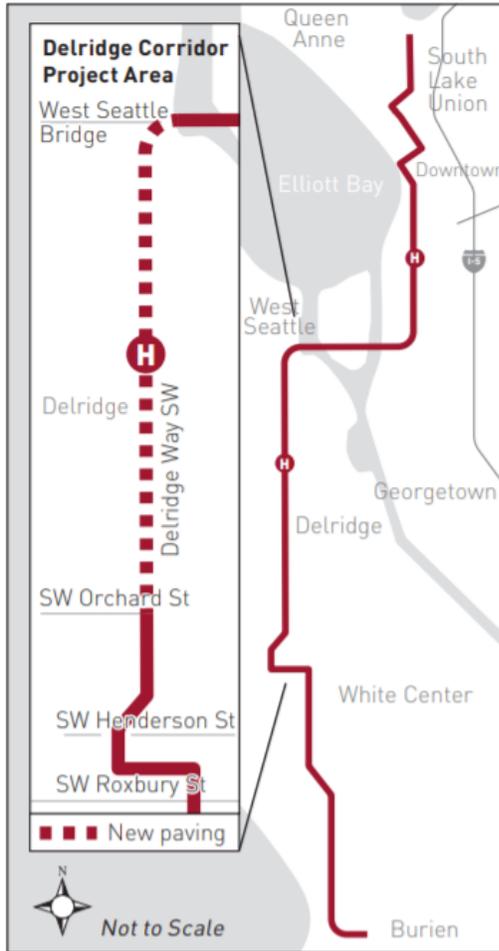
Evaluation metrics



*Evaluation based on representative concept, does not include the segment from Seattle City limits to Burien.
Data Sources: King County Metro, Puget Sound Regional Council, US Census American Community Survey 2015 5-Year Estimates

Project overview

DELDRIDGE WAY SW RAPIDRIDE H LINE



DEDICATED BUS LANES
Bus-only lanes and queue jumps separate buses from traffic, increasing speed and reliability.



SPECIALIZED BUSES
RapidRide buses offer lower floors for easier loading and unloading.



ENHANCED BUS STOPS
RapidRide stations include real-time arrival information, larger shelters, lighting, and other amenities.



SMART SIGNALS
Transit signal priority extends or activates green lights to reduce waiting times for buses at signals.



OFF-BOARD FARE COLLECTION
Off-board fare collection helps buses move faster as riders can pay fares without waiting in line.



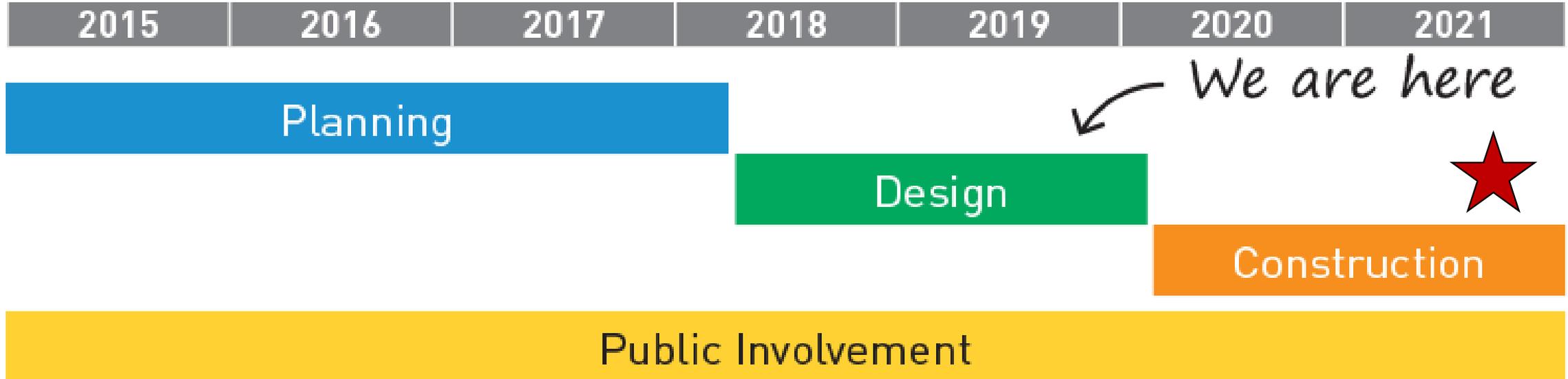
BIKE AND PEDESTRIAN CONNECTIONS
Improvements to crossings, neighborhood greenways, and bike lanes will help people access new RapidRide lines and improve safety along the corridor.



Schedule



Delridge Line



 New RapidRide H Line service launches at September 2021
Metro service change



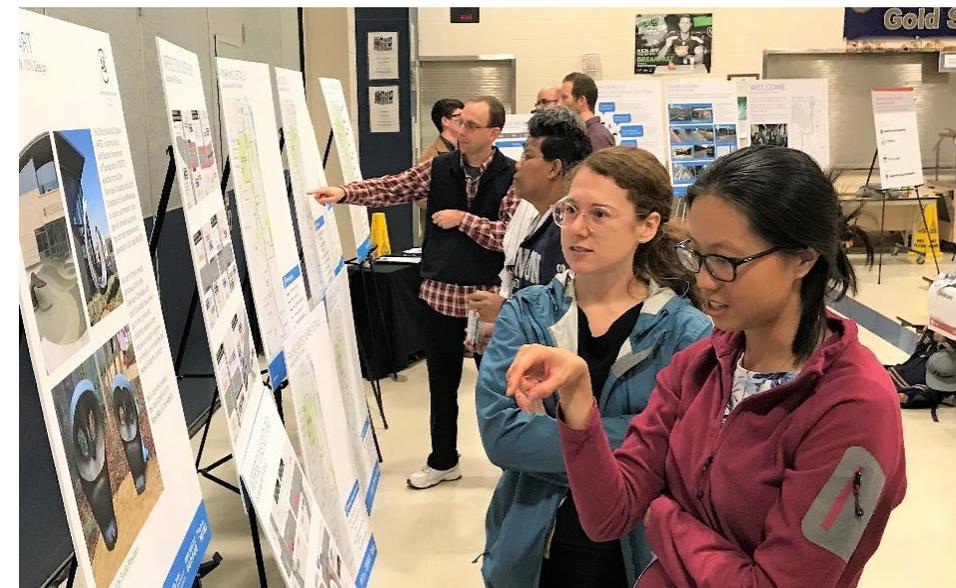
Community and business engagement

Notification and outreach

- Mailings, social media ads, email listserv updates, flyers, door-to-door outreach, SDOT advisory board briefings
- Public meetings, workshops, open houses, drop-in sessions, online and paper surveys, phone conversations, email correspondence, website updates
- West Seattle Blog, Seattle Transit Blog, Seattle Bike Blog

Equity approach

- Outreach subconsultants: The Vida Agency, G3 Associates, Rule 7, and Latina Creative bring expertise to the team
- In-language: Materials, face-to-face meetings, business discussions, social media postings, digital ads, project phone line
- Translators/interpreters at public events co-hosted with Metro in Seattle and Burien





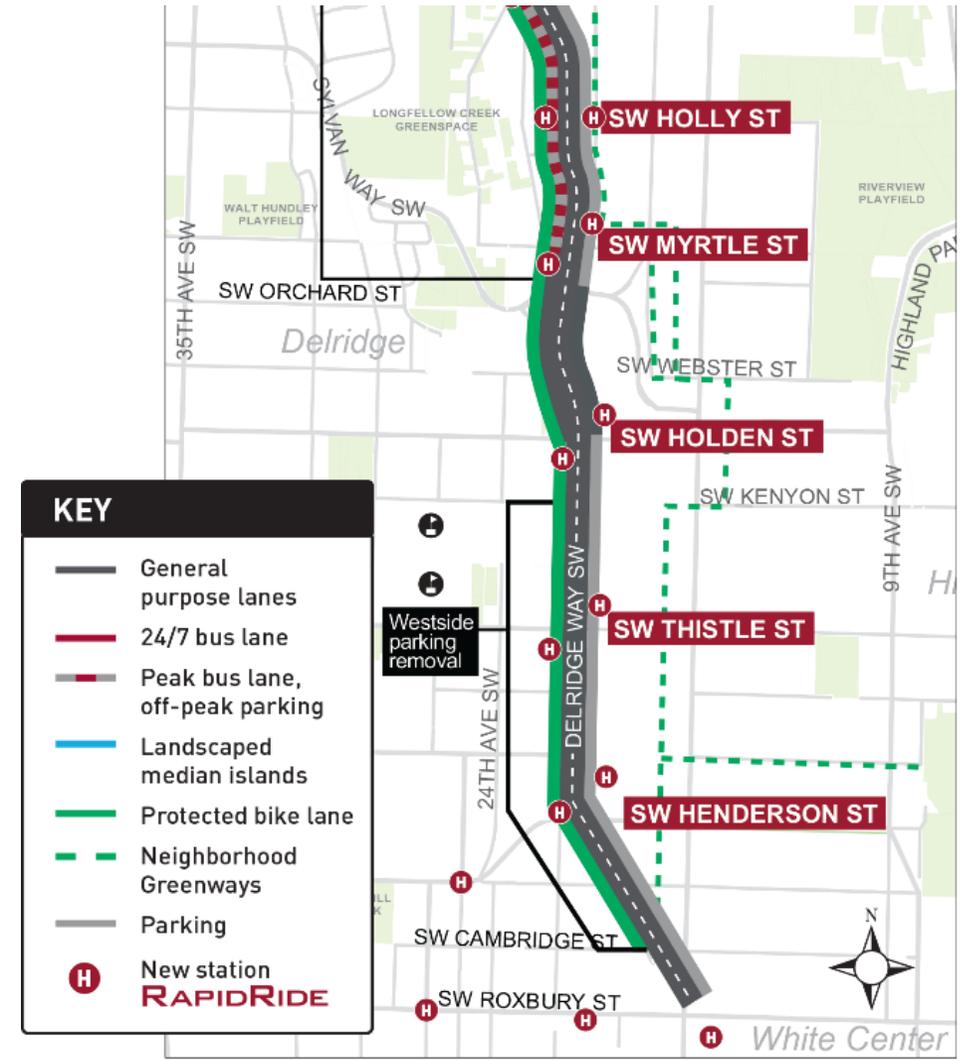
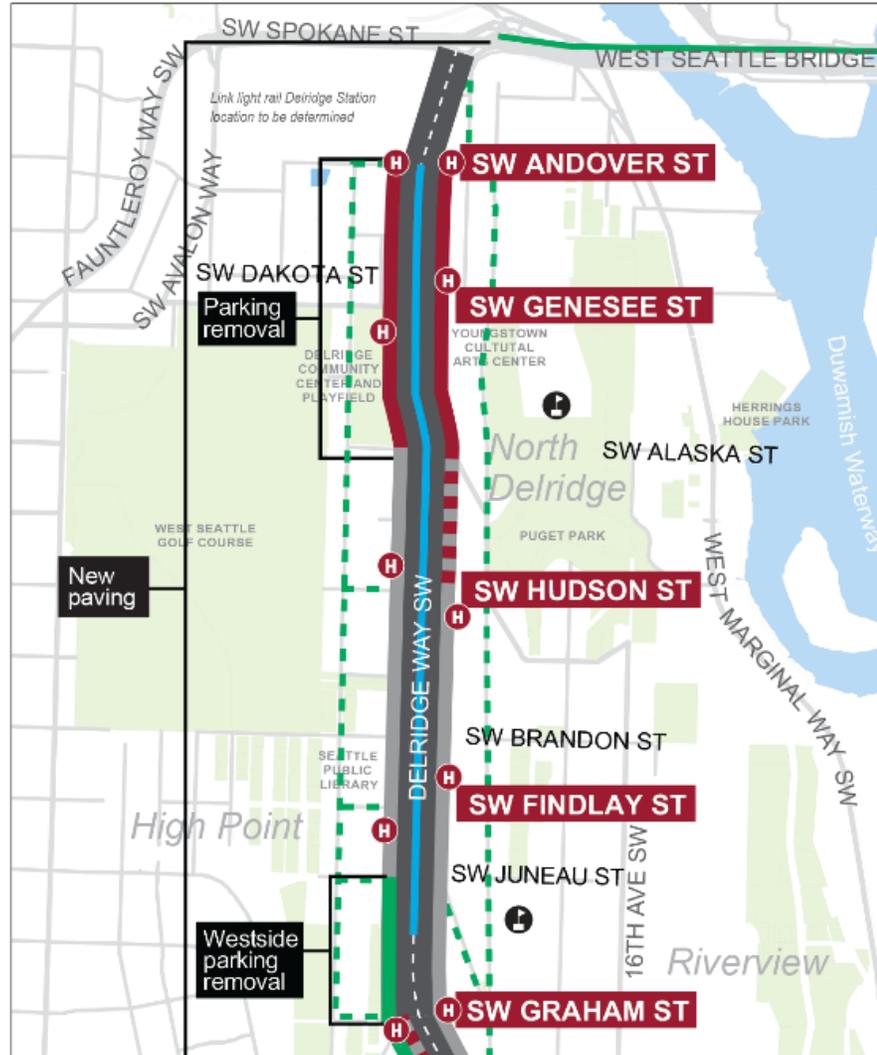
Themes from last phase of outreach

- Add more bike lanes and upgrades to existing neighborhood greenways
- Keep turn lane for Youngstown Cultural Center
- Improve crossing at new SW Findlay St station
- Work with businesses where parking is changing
- Reduce street flooding



90% design elements

- Transit
- Bicycle
- Pedestrian
- Paving
- Parking
- Utilities

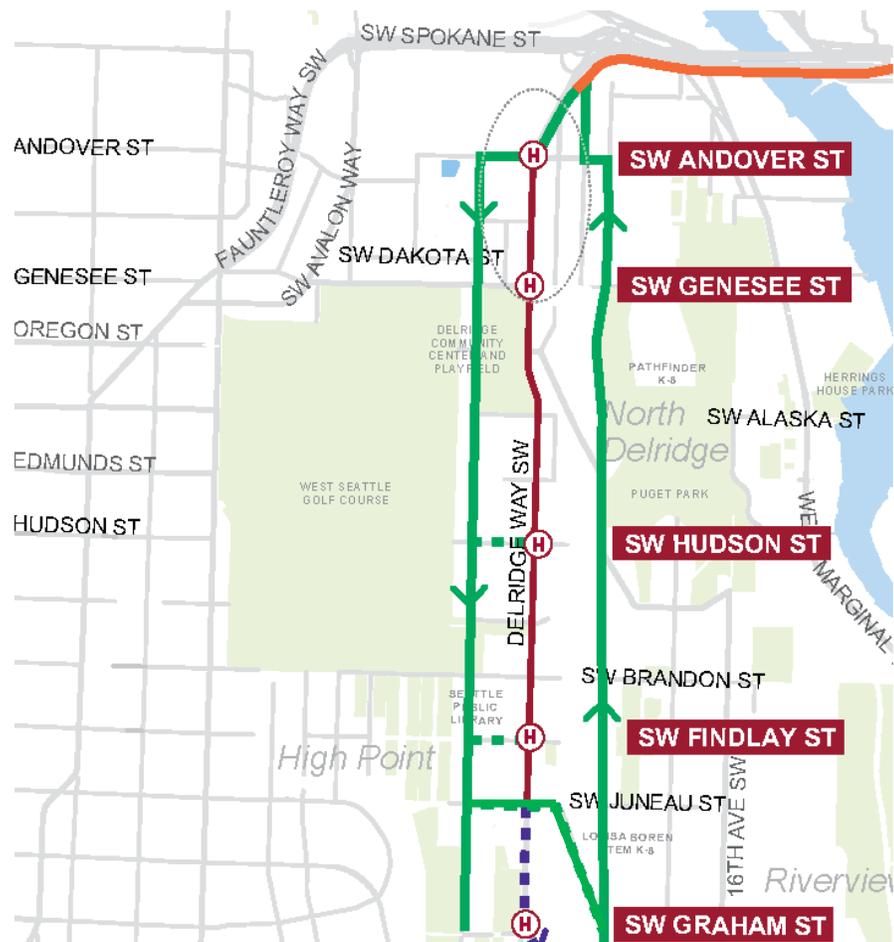


KEY

- General purpose lanes
- 24/7 bus lane
- Peak bus lane, off-peak parking
- Landscaped median islands
- Protected bike lane
- Neighborhood Greenways
- Parking
- (H) New station **RAPIDRIDE**



90% design: Bike facilities



 **Bike key**

-  Existing Neighborhood Greenway
-  New Neighborhood Greenway
-  Existing protected bike lane
-  New protected bike lane
-  Bike lane removed
-  West Seattle Bridge Trail
-  New RapidRide station



90% design: Pedestrian facilities

- At all RapidRide Stations:
 - Curb ramps will be upgraded to Americans with Disabilities Act standards
 - There will be at least one marked crosswalk across Delridge Way SW
 - Crosswalks will have either full signal, walk/bike signal, or rapid flashing beacon
- Sidewalk repair at key locations and trouble spots
- Coordination with Seattle Parks & Recreation to create a trail and wayfinding plan to High Point from SW Findlay St station

Funding



Delridge Line



Move Seattle Levy: Transit-plus Multimodal	\$9.5 M
Move Seattle Levy: Paving	\$38.5 M
Local vehicle license fee	\$0.3 M
TIB Complete Streets grant	\$0.5 M
WSDOT Regional Mobility Grant	\$10 M
King County Metro	\$14 M
TOTAL	\$72.8 M

Next steps



Delridge Line



Date	Milestone
Q4 2019	90% design
Q1 2020	Final design
Q2/Q3 2020	Construction starts
Q3 2021	RapidRide H Line service starts
Q4 2021	Construction ends



Delridge Line



Contact us

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