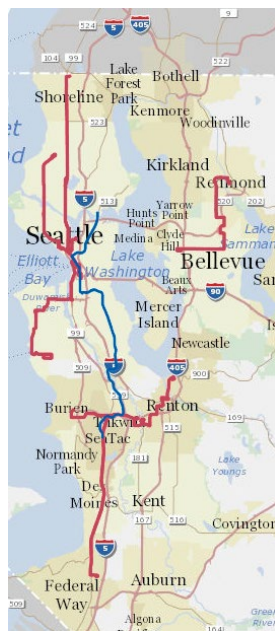




Rapid Ride H Line Phase 1 Outreach Public Engagement Report



2015 RapidRide &
Link Light Rail
Network



2025 RapidRide &
Link Light Rail
Network

King County Department of Transportation Communications

JUNE 2018

Table of Contents

Alignment Ordinance – Executive Summary	4
Engagement Goals.....	5
Timeline	5
Map of Outreach and Engagement	7
Project Summary.....	8
Engagement Overview.....	10
Equity and Social Justice	11
Project-Area Demographics and Translations/Interpretations	12
Accessibility.....	13
Community Partner Involvement.....	14
Project Promotion	14
Media	15
Traditional Earned Media	15
Digital Paid Media.....	15
Ethnic Earned and Paid Media.....	15
Outreach Methods.....	16
Needs and Priority Survey.....	16
Intercept Surveys.....	16
Online Open House	18
In-Person Open Houses.....	18
Format and Content.....	19
Community-Based Organization Outreach.....	19
What We Heard	21
Phase 1 Summary of Feedback – Needs and Priorities	21
Phase 2 Summary of Feedback – Proposed Concepts	31
Phase 3: Summary of Feedback – City of Burien	41
Outreach Results Summary	42

List of Appendix

Appendix A: Example Promotional Materials

Appendix B: Intercept Survey Materials

Appendix C: Open House Materials

Appendix D: SDOT Outreach Summary

Appendix F: Access to Transit Technical Memorandum – Demographics Maps

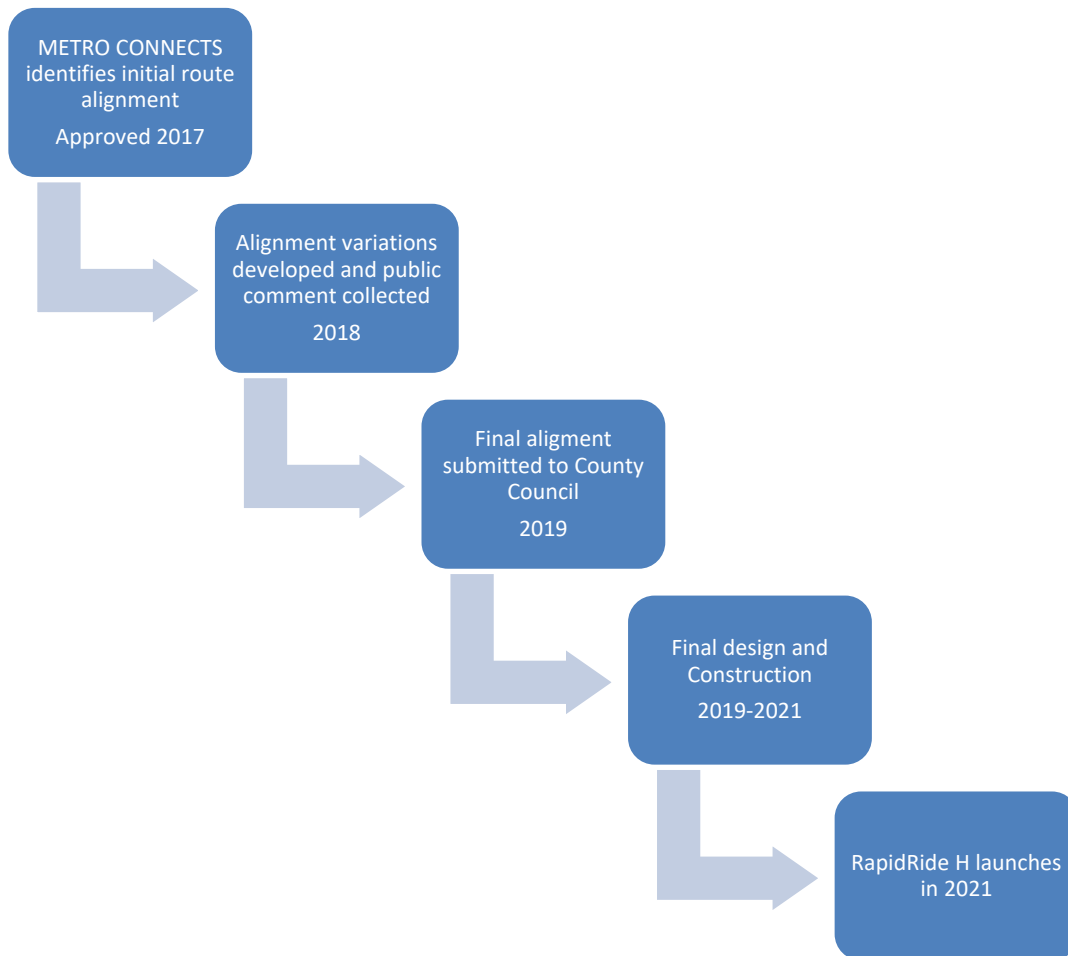
Appendix G: Community-Based Organization Outreach: Phase 1

Alignment Ordinance – Executive Summary

METRO CONNECTS, Metro’s long-range plan adopted by King County Council in 2017, was shaped by input received from transit riders and the general public, King County cities, Sound Transit and other transportation agencies, businesses and other stakeholders all working together to achieve a shared vision of better mobility in our region. This plan identified corridor 1041 as a future RapidRide line. Corridor 1041 is a pathway that follows the same routing as Route 120 serving Seattle Central Business District, Delridge and Burien.

The H Line travels through multiple jurisdictions including City of Seattle, Burien and unincorporated King County. The

Metro conducted an extensive community engagement process to identify the preferred alignment and stop locations for the RapidRide H Line using corridor 1041 and Route 120 as a basis. Metro is providing this detailed H Line Public Engagement Report, as well as a summary of outreach conducted by the City of Seattle’s Department of Transportation, as Appendix E of the H Line alignment ordinance. This summary focused on the engagement process Metro used in order to identify the alignment presented in the ordinance.



Engagement Goals

Metro is committed to robust public engagement that informs, involves, and empowers people and communities. Outreach for the RapidRide H Line project incorporated some Equity and Social Justice (ESJ) best practices identified in the ESJ Strategic Plan. A demographic analysis of the Burien and White Center neighborhoods confirmed that languages spoken throughout the corridor are Spanish, Vietnamese Khmer/Cambodian, Tagalog, Somali, Oromo, Laotian, Arabic, and Tigrinya. Of these languages, Spanish, Vietnamese, Khmer, and Somali fall into King County translation threshold of greater than 5 percent of the population. All key project materials were translated into these four languages; interpreters for these languages were present at all in-person events.

Additional analysis for demographics of the study area including ethnicity, poverty level, access to a vehicle and age were done as part of the projects Access to Transit Technical Memorandum. This analysis identified geographic areas for focused outreach. Map samples from the Access to Transit Technical Memorandum are included as part of Appendix F. Due to size the full report was not included as part of this summary but is available upon request.

Metro's engagement focused on:

- Using a variety of methods to engage the community, with a focus on inclusivity, equity, and social justice
- Building broad project awareness and understanding, and ensuring information is available to populations with limited English proficiency
- Consulting with the community to learn about their needs and priorities, identify project opportunities, and find ways to balance tradeoffs
- Collaborating with the community to explore concepts for change and influence project outcomes and decisions so they meet community interests
- Working with the community in a manner that builds trust, capacity, and fair opportunity to participate in County government practices

Timeline

The overall project schedule for the H Line is as follows:

2016-2017

- Identify corridors for upgrade to RapidRide service (in METRO CONNECTS, Metro's long range plan)

2017

- Partner outreach with City of Seattle to create the H Line

2017-2018

- Evaluate existing conditions
- Analyze environmental
- Research H Line options and their potential impacts
- Gather public input on community needs and priorities
- Gather public input on routing and stops

Rapid Ride H Line Phase 1 Outreach Public Engagement Report
King County Metro Transit

- Identify opportunities to improve transit speed, reliability, and service
- Choose routing and stops

2018-2019

- Advance design work
- Gather public input on preferred concepts and final design
- Plan construction

2020-2021

- Finalize project partner agreements
- Build infrastructure for H Line

2021

- H Line begins service

Map of Outreach and Engagement

Map of Inclusive Engagement

King County Metro's (Metro) RapidRide Program helps to ensure that riders experience fast, frequent, and reliable public transportation to get them where they need to go. The future H line will run along the current Route 120 corridor, connecting Downtown Seattle, Delridge, Westwood Village, White Center, and Burien.

Metro applied an Equity and Social Justice (ESJ) lens to engaging the community. The outreach team partnered with the White Center Community Development Association to reach underserved stakeholders along the corridor via methods such as word-of-mouth engagement, rack card and flyer distribution, and on-the-ground intercept surveying.

During intercept surveying, street teams engaged with riders along the corridor and distributed the "needs and priorities" survey, which was offered in 4 languages. This effort, combined with 3 open houses, a 28,000-piece postcard mailing, briefings with key organizations, tabling at senior facilities, and flyering at community organizations, was critical to reaching a broad audience and understanding the concerns, needs, priorities, and preferences of the diverse project area.

Outreach in this area was led by SDOT and supported by Metro



★ INTERCEPT SURVEY LOCATIONS

🏠 OPEN HOUSE LOCATIONS

- 2 Youngstown Cultural Arts Center
- 7 Mt View Elementary
- 13 Burien Community Center

📄 MATERIALS DROPOFF: KEY LOCATIONS

- 5 DSHS/Sea-Mar
- 6 Greenbridge Library
- 8 White Center Food Bank
- 12 Navos Mental Health
- 15 Burien Public Library

👤 SENIOR OUTREACH LOCATIONS

- 3 Daystar Retirement Village
- 4 Arrowhead Gardens
- 11 El Dorado West Retirement
- 14 Merrill Gardens at Burien

🗨️ BRIEFING LOCATIONS

- 1 Delridge Community Center
- 9 White Center Community Development Association
- 10 North Highline Unincorporated Community Council

POSTCARDS SENT TO 28,000 HOUSEHOLDS

Project Summary

King County Metro Transit (Metro) is working to transform the transit system so that soon riders will be able to rely on buses coming so often, they won't need a schedule. Metro's RapidRide Program provides fast, frequent, and reliable public transportation to get riders where they want to go. The RapidRide Expansion Program puts into action Metro's plan for a major expansion of frequent service.

Each new RapidRide line represents a dramatic investment in the corridor it will serve. New lines can be transformative for communities and can improve access to the broader region in ways that improve social equity for historically marginalized populations. Expansion project investments provide safe, comfortable and easy access to transit, and create service that is as fast, reliable and as efficient as possible. Roadway and bus priority improvements keep buses more reliably on time and improve connections to the regional transit system and areas where many people live, work, learn, or access health and human services.

The RapidRide H Line is one of 7 new lines being added to the RapidRide 2027 service network, and will replace the current Metro Route 120 corridor, connecting Downtown Seattle, Delridge, Westwood Village, White Center, and Burien neighborhoods to key transit hubs, and important regional destinations.

Today, the future H Line, operating as Route 120, is one of the highest-performing routes in Metro's system, with ridership on the rise. As one of Metro's ten busiest routes, Route 120, is in the top 25% of urban routes for 5 of our 6 transit productivity measures (rides/platform hour (off-peak and night), and passenger miles/platform mile (peak, off-peak, and night)). Ridership data also shows that Route 120 has higher than average utilization all day and on weekends, not only during the peak commute period. The corridor is very diverse, and communities along the route speak many languages (Vietnamese, Khmer/Cambodian, Somali, and Spanish were the most prevalent among linguistically isolated populations). Corridor demography also shows a notable population of youth and senior riders, limited income and access to personal vehicle populations, and immigrant, refugee, and disabled populations.

Route 120 carried an average of 7,147 daily weekday riders in Spring 2007. This grew to 9,239 daily weekday riders in Spring 2017, representing 29% growth in ten years. This included adding service to Westwood Village in September 2012, adding another additional regional destination on the route between Burien and downtown Seattle. By comparison, across Metro as a whole, ridership on all routes grew 20% in the same timeframe (from 385,061 daily riders in Spring 2007 to 461,333 in Spring 2017). In Spring 2017, Metro operated 14 more round trips on Route 120 on weekdays compared to Spring 2007. New trips were added to ease crowding in February 2013, September 2013, June 2015, and March 2016. Data shows that the maximum load exceeded the crowding threshold on five trips in the AM (primarily those departing Burien Transit Center between 7:00-7:30 am northbound), and on two trips in the PM (departing downtown Seattle at 4:47pm and 5:31pm, traveling toward Burien). Metro customer service regularly receives Route 120 passenger comments regarding crowding. Ridership data from the existing Metro RapidRide network (lines A through F) have shown a ridership growth of up to 70% compared to baseline service before the RapidRide service was implemented.

- This level of growth has been achieved within 2 years every time Metro has converted an existing route or collection of routes to RapidRide.

Rapid Ride H Line Phase 1 Outreach Public Engagement Report
King County Metro Transit

Since 2007, extra scheduled running time was added to Route 120 three times in order to accommodate increasing traffic delay, plus another adjustment related to the beginning of Alaskan Way Viaduct replacement project construction that impacted traffic. Scheduled travel times on Route 120 in 2017 compared to the same distances in 2007 reflect this added delay:

Scheduled trip on Route 120	Travel time (minutes)	
	2007	2017
Northbound, 7:30am		
Burien Transit Center to 16 Av SW & SW Roxbury St	17	19
Delridge Way SW & SW Orchard St to first stop in Downtown Seattle (1 & University in 2007, Seneca & 3rd in 2017)	21	25
Southbound, 5:30pm	2007	2017
Last stop in Downtown Seattle (2nd & Pike 2007, 3rd & Pike 2017) to Delridge Way SW & SW Orchard St	20	23
15/16 Av SW & SW Roxbury St to Burien Transit Center	19	27

- These delays have accrued even though Transit Signal Priority investments were made in 2013. Those speed & reliability improvements have only prevented the additional delay from being even longer.

Engagement Overview

As part of a comprehensive Equity and Social Justice (ESJ) engagement approach, Metro partnered with the City of Seattle to lead a robust outreach effort that engaged over a thousand community members. The project corridor is organized by 5 areas:

- Area 1 – Seattle (downtown)
- Area 2 – Seattle (Alaskan Way and West Seattle Bridge)
- Area 3 – Seattle (Delridge)
- Area 4 – Seattle and White Center
- Area 5 – Burien

Metro's project areas are the White Center and Burien portions of the current Route 120 corridor. This section includes a diverse range of customers, including transit-dependent people who rely on our service to get to and from late-shift jobs, people who have limited-English proficiency, and people experiencing homelessness. The Seattle Department of Transportation (SDOT) focused its outreach on the Seattle portion of the corridor. The agencies collaborated closely to coordinate efforts and create a seamless outreach experience for the public.

Route 120 ridership, service speed and reliability technical analysis, roadway safety data, and the demographic profile of the existing corridor illustrated several key points shaping outreach

- Population growth and travel choice alone across King County has contributed to a 20% increase in transit ridership in a decade
- Ridership on Route 120 has grown even faster than across the county as a whole
- Based on coach crowding, and added trips over time, the future H Line corridor would be well served by added service hours and bus frequency
- Riders and service speed and reliability would be well-served RapidRide features like all door boarding, bus priority lanes, transit signal priority treatments, and enhanced station amenities like real time rider information
- Investments in service reliability and safety also make getting to and using the bus more comfortable, these changes benefit all modes as they address things like traffic signal synchronization, crosswalk improvements and multimodal safety, and subpar sidewalk and roadway conditions.
- Westwood Village is key and desired destination in the corridor for many Route 120 riders.
 - Eliminating this destination for the sake of H Line travel time would be increasing determinants of inequity by removing access to an essential shopping and employment destination
- Equity and social justice outreach methods would be important considering the demographics of the H Line corridor



Metro's outreach team conducted inclusive engagement that reflects the principles of the county's Equity and Social Justice (ESJ) strategic plan, which seeks to ensure historically marginalized people are equitably engaged and given a voice throughout all phases of the project.

We received feedback via an online survey offered in multiple languages, on-the-ground conversations with Route 120 riders, flyer distribution, open houses, ethnic media outreach, briefings and presentations with key community groups, and a robust effort to translate materials and offer interpreters at events.

The future H line will serve three jurisdictional districts: The City of Seattle, King County's unincorporated area of White Center, and the City of Burien. The City of Seattle led outreach for the portion of the new line that will be in Seattle, with the Seattle City Council being responsible for approving that portion of the plan. Metro handled the outreach for the unincorporated White Center area, and the King County Council was responsible for approving that portion. In Burien, Metro partnered with the City of Burien to perform engagement on their behalf. Metro presented this plan with proposed concept of changes to the Burien City Council in May 2018 and was successful in gaining approval for the proposed line by a unanimous vote of consent.

Equity and Social Justice

Metro is committed to robust public engagement that informs, involves, and empowers people and communities. Outreach for the RapidRide H Line project reflected an ESJ approach. A demographic analysis of the Burien and White Center neighborhoods confirmed that languages spoken throughout the corridor are Spanish, Vietnamese Khmer/Cambodian, Tagalog, Somali, Oromo, Laotian, Arabic, and Tigrinya. Of these languages, Spanish, Vietnamese, Khmer, and Somali fall into King County translation threshold of >5% of the population. All key project materials were translated into these 4 languages; interpreters for these languages were present at all in-person events.

Additional analysis for demographics of the study area including ethnicity, poverty level, access to a vehicle and age were done as part of the projects Access to Transit Technical Memorandum. This analysis identified geographic areas for focused outreach. Map samples from the Access to Transit Technical Memorandum are included as part of Appendix F. Due to size the full report was not included as part of this summary but is available upon request.

ESJ outreach focused on:

- Using a variety of methods to engage the community, with a focus on inclusivity, equity, and social justice
- Building broad project awareness and understanding, and ensuring information is available to populations with limited English proficiency
- Consulting with the community to learn about their needs and priorities, identify project opportunities, and find ways to balance tradeoffs
- Collaborating with the community to explore concepts for change and influence project outcomes and decisions so they meet community interests

- Working with the community in a manner that builds trust, capacity, and fair opportunity to participate in County government practices

Project-Area Demographics and Translations/Interpretations

A demographic analysis of the White Center and Burien neighborhoods was conducted using data from the [U.S. Census Bureau, 2011-2015 American Community Survey 5-year estimates](#), the [White Center Community Development Association's 2017 White Center Community Survey](#), and the [City of Burien Strategic Plan 2017-2020](#).

Census tracts analyzed were: 107, 114.01, 114.02, 265, 266, 267, 268.01, 275, 276, and 279. Findings informed our recommendations for effective inclusive outreach. Key demographic characteristics were: language spoken, age (youth, seniors), income level, and educational attainment.

Demographics

Site	Census Tract(s)	Common Languages Spoken (%)	Other Characteristics Showing Significant Representation
Seattle Segment (engagement led by SDOT and supported by Metro)			
High Point	107.01	African Languages (30%) -Primary over 5% identified as Somali	<input checked="" type="checkbox"/> Senior <input checked="" type="checkbox"/> Youth <input type="checkbox"/> Disabled <input checked="" type="checkbox"/> Low Income <input checked="" type="checkbox"/> Educational Attainment
Delridge Way SW & SW Thistle St	114.01	-Spanish (16%) -Vietnamese (4%) -African Languages (4%)	<input checked="" type="checkbox"/> Senior <input checked="" type="checkbox"/> Youth <input type="checkbox"/> Disabled <input checked="" type="checkbox"/> Low Income <input checked="" type="checkbox"/> Educational Attainment
Delridge Way SW & SW Barton St	114.02	-Spanish (13%) -African Languages (7%) -Primary over 5% identified as Somali - Pacific Island Languages (5%) -No individual language over 5% -Chinese (4%)	<input checked="" type="checkbox"/> Senior <input checked="" type="checkbox"/> Youth <input type="checkbox"/> Disabled <input checked="" type="checkbox"/> Low Income <input checked="" type="checkbox"/> Educational Attainment
Unincorporated King County – White Center/North Highline (engagement led by Metro and supported by SDOT)			

Rapid Ride H Line Phase 1 Outreach Public Engagement Report
King County Metro Transit

NE White Center Greenbridge	265	-Spanish (15.5) -Vietnamese (10.2) -African Languages (6.7) -Pacific Languages (7) -No individual language over 5%	<input type="checkbox"/> Senior <input checked="" type="checkbox"/> Youth <input checked="" type="checkbox"/> Disabled <input checked="" type="checkbox"/> Low Income <input checked="" type="checkbox"/> Educational Attainment
NW White Center N. Shorewood	266	-Spanish (16.2) -Vietnamese (7.5) -African languages (8.2) -Primary over 5% identified as Somali	<input type="checkbox"/> Senior <input checked="" type="checkbox"/> Youth <input type="checkbox"/> Disabled <input type="checkbox"/> Low Income <input checked="" type="checkbox"/> Educational Attainment
SW White Center Shorewood	267	-Spanish (10.2) -Vietnamese (3.9) -Tagalog (1.8) -Pacific languages (2.7)	<input type="checkbox"/> Senior <input type="checkbox"/> Youth <input checked="" type="checkbox"/> Disabled <input type="checkbox"/> Low Income <input checked="" type="checkbox"/> Educational Attainment
SE White Center White Center Heights	268.01	-Spanish (27.2) -Vietnamese (5.3) -Pacific languages (3.8) -Chinese (2.7) -Mon-Khmer, Cambodian (2.5)	<input type="checkbox"/> Senior <input checked="" type="checkbox"/> Youth <input checked="" type="checkbox"/> Disabled <input checked="" type="checkbox"/> Low Income <input checked="" type="checkbox"/> Educational Attainment
Burien (engagement led by Metro and supported by SDOT)			
Evansville Ambaum Corridor East Burien SW 128th St to SW 146th St	275	-Spanish (17.6) -Vietnamese (9.2) -Mon-Khmer, Cambodian (2.3)	<input checked="" type="checkbox"/> Senior <input type="checkbox"/> Youth <input checked="" type="checkbox"/> Disabled <input checked="" type="checkbox"/> Low Income <input checked="" type="checkbox"/> Educational Attainment
Seahurst Park Ambaum Corridor East	276	-Spanish (37.2)	<input type="checkbox"/> Senior <input checked="" type="checkbox"/> Youth <input type="checkbox"/> Disabled <input checked="" type="checkbox"/> Low Income <input checked="" type="checkbox"/> Educational Attainment
Downtown and Lake Burien	279	-Spanish (9.8) -Tagalog (2.3) -African languages (1.7)	<input checked="" type="checkbox"/> Senior <input type="checkbox"/> Youth <input checked="" type="checkbox"/> Disabled <input type="checkbox"/> Low Income <input checked="" type="checkbox"/> Educational Attainment

Language-specific outreach

Languages spoken most commonly throughout the corridor are Spanish, Vietnamese Khmer/Cambodian, Somali, Oromo, Laotian, Arabic, Tagalog, and Tigrinya.

Accessibility

The project fact sheet, folio, and survey were translated into Spanish, Vietnamese, Khmer, and Somali. These languages fall into King County translation threshold of >5% of the population:

At events, interpreters, along with in-language public transit educators, were available for these four languages. Translation and interpretive services were offered upon request for other languages. In addition to translating all printed materials into key languages by demography, the online forums for feedback (the Needs and Priorities Survey and Online Open House) allowed for real-time translation into over 30 languages. The online forums were also accessible to visually- and hearing-impaired individuals.

Demographics analysis also identified where senior or disabled engagement were needed. This included South Burien near the Burien Transit Center as well as the Ambaum corridor.

Community Partner Involvement

Community partnerships are integral to successful project implementation. The White Center area has the highest population of ESJ communities and is the most diverse along that corridor. To maximize outreach in White Center which has the highest populations of ESJ communities along the corridor, Metro forged an early partnership with the White Center Development Association (WCCDA), which works to build a vibrant, connected, economically diverse community.

WCCDA's staff offered deep knowledge about the concerns and priorities of White Center residents. They provided bilingual staff who provided interpretation services on-the-ground during intercept surveys and at open houses, and offered consultation on optimal locations for targeted neighborhood outreach. WCCDA's support was used to develop the engagement strategies in and around their communities.

The outreach team also utilized Metro public transit educators to provide bilingual/bicultural support during intercept surveys and open houses and to ensure project materials were culturally relevant. Public transit educators are professionals located throughout King County who serve as resources to Metro and liaisons to community members.

Finally, Metro offered specific outreach to the senior community. Senior living facilities are located throughout Seattle, White Center, and Burien. The team collaborated with SDOT to provide outreach to key senior organizations throughout the corridor.

Project Promotion¹

The outreach team began engagement by raising awareness of the project through website updates, rider alerts, on-bus notices such as rack cards and coach posters, and a postcard mailed to homes and businesses within a third-mile radius of the project corridor. The team also placed English and foreign-language ads in local blogs, radio stations, and publications, conducted in-person conversations with Route 120 riders, and called and emailed community-based organizations. The community could give feedback through several channels, including a Needs and Priorities Survey (which was available online and on paper), an online open house, and three in-person open houses. Summary of engagement by the numbers:

- Postcards mailed to 28,000 addresses within a third-mile radius of the alignment
- Materials packets hand-delivered to 11 community-based organizations
- Materials delivered via email to 21 community-based organizations
- Facebook ads that generated 1,485 clicks
- Paid ethnic media campaign that generated 308,000 impressions

¹ See Appendix A for examples of promotional materials

- 476 people engaged during intercept survey effort
- 2,400 rack cards were distributed along the Metro 120 corridor
- All materials translated into Khmer, Spanish, Vietnamese, and Somali

Media

Metro used various media channels to promote the project: 1) traditional earned media 2) ethnic media 3) digital advertising. A summary of all the media coverage and all the ads placed can be found in the H line Media and Social Media Report.

Traditional Earned Media

Metro worked with neighborhood and transportation blogs to share detailed information about the planned H line upgrade to the Metro 120 route. The project was covered numerous times by these platforms. The West Seattle Blog, White Center Now, and B-Town Blogs all carried neighborhood-specific information pertaining to the H line upgrade. The Urbanist and Seattle Transit Blogs also covered the project in great detail.

Digital Paid Media

Metro invested in digital media outreach methods such as posts on Nextdoor, which is a neighbor-to-neighbor social media platform, Facebook ads, and emails and texts to the riders to promote opportunities for engagement (such as open houses and survey).

Ethnic Earned and Paid Media

Because Metro Route 120 serves one of the most economically and ethnically diverse regions in Washington State, Metro prioritized outreach through non-English traditional and social media, working with KW Media to reach communities that speak primarily Spanish, Khmer/Cambodian, Vietnamese, and Somali. We used Facebook ads and ethnic media outlets to get our translated materials to audiences. The entire paid campaign generated **308,000 impressions**.

Facebook Ads

- Primary: Spanish, Vietnamese
- Secondary: Cambodian (Khmer)
 - Note: Somali Language not available in Facebook

The Facebook campaign generated 1,485 clicks back to the landing pages.

Other Multicultural Media Outreach

- KNTS-FM (RADIO LUTZ) - *Spanish*
 - This was a 30-second ad in Spanish
- NW Vietnamese News - *Vietnamese*
 - This was a print ad in Vietnamese
- Runta News - *Somali*
 - This was a digital ad in English

Outreach Methods

Needs and Priority Survey

The purpose of the Needs and Priority Survey was to give the local community an opportunity to share concerns or needs related to the current Route 120 or to their transit experience overall. The survey, which was built on Peak Democracy and open from November 15, 2017 to January 16, 2018, resulted in 863 responses with thousands of comments. Respondents filled out the survey online, in-person, or by mail².

The survey included multiple choice questions and three interactive maps that allowed respondents to highlight issues or comments related to specific stops along the alignment. On the online version of the survey, nearly 8,000 pins were dropped across all three maps. One map, which offered a series of Access to Transit issues such as pedestrian improvements, safety needs, bus station amenities, and others, collected about 2,000 pins, most with comments attached.

The outreach team collected, organized, analyzed, and summarized the feedback from the survey.³

Intercept Surveys⁴

As a means of reaching as many current Route 120 riders as possible, Metro partnered with WCCDA to conduct intercept surveys along the corridor in White Center and Burien. Staff formed “street teams” to walk the corridor and wait at bus stops to ask riders to take the survey and share their feedback. This effort was a success, with 476 people engaged over 4 days.

Schedule

Daylong intercept surveys were conducted on three weekdays (Thursday, January 4; Friday, January 5; and Monday, January 8) and one weekend day (Saturday, January 6).



² Read the Intercept Survey section to learn more about how the team distributed the survey in person

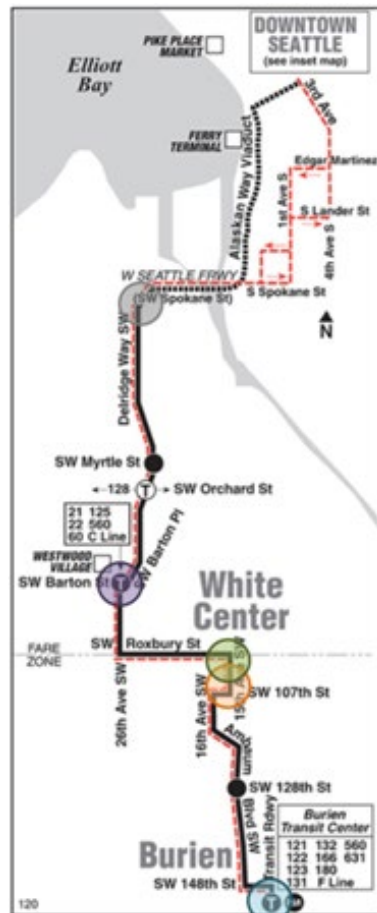
³ Read the What We Heard section for analysis of survey results

⁴ See Appendix B for Intercept Survey materials, including translated materials

Primary locations

Each location was visited three times. These locations were chosen because they are key stops along the corridor, or had significant interest to the project team either because of proposed consolidation or another reason.

1. **Burien Transit Center:**
14900 4th Ave SW, Burien, WA (blue circle on map)
2. **White Center near DSHS:**
15th Ave SW & SW Roxbury St - Bay 2 (green circle on map)
3. **Westwood Village:**
26th Ave SW & SW Barton St Bay 2 (purple circle on map)
4. **N Delridge at Andover:**
Delridge Way SW & SW Andover St (grey circle on map)
5. **15th Ave SW & SW 107th St / 15th Ave SW & SW 106th St**
6. **Ambaum Blvd SW & SW 132nd St**
7. **SW Holden & Delridge Way SW**



Secondary locations

1. **White Center Library:**
1409 SW 107th St
 - Many patrons use the 120 route to travel to and from the library. Clientele reflects a diverse mix of residents and visitors of White Center.
2. **Steve Cox Memorial Park:**
1321 SW 102nd St
 - Park offers teen programs and is a short walk from a stop on the 120. Youth often use the 120 to travel to and from the area, and the park is a hub for many of them.
3. **Dubsea Coffee:**
9910 8th Ave SW
 - This space has been used for many community events, and many teens and young adults frequent the coffee shop. Youth may be inclined to get the word out about the RapidRide changes.
4. **Burien Community Center:**
14700 6th Ave SW
 - Many patrons use the 120 to travel to and from the community center since the route runs in front of it.

Stats

- Total number of people engaged: 476
- Total number of people who completed the survey on the spot: 9
- Total number of people who said they would complete the survey later: 393
- Total number of rack cards distributed: 2,400

- Rack cards were left on 29 buses
- Total number of flyers distributed: 215
- Total number who said they'd complete the survey later, online: 17

Online Open House

In addition to offering an online survey, the outreach team provided the community with an online open house, which complimented the 3 in-person open houses, but allowed participants to engage at their own pace at any time. The open house, which was built on Peak Democracy and live Jan 5 –16, provided a summary of the project, images of the in-person open house display boards, a few questions, and an interactive map. The online open house attracted 244 visitors, 77 survey responses, and 93 comments on the interactive map.

The outreach team collected, organized, analyzed, and summarized the feedback from the online open house in an Online and In-Person Open House Summary Report.

In-Person Open Houses

Locations, Dates, and Times

The Metro outreach team planned two open house events for January outreach—one in Burien and one in White Center. In partnership with SDOT, Metro also organized a drop-in session for the Delridge community.

In May, Metro facilitated an additional in-person open house to address the concepts for change that were being presented to the Burien City Council

Burien – 48 attendees

The Burien open house took place on Wednesday, January 10, from 5 to 8 p.m. at the Burien Community Center's Shorewood Room.

White Center – 40 attendees

The White Center open house took place on Thursday, January 11, from 5 to 8 p.m. in the Mt. View Elementary School cafeteria.

Delridge – 47 attendees

Metro partnered with SDOT to host a drop-in style event at the Youngstown Cultural Center that included the Delridge Neighborhoods District Council and members of local service and community agencies. *See SDOT's summary document for more information.*

Burien (May) – 39+ attendees (sign-in not required)

Metro facilitated an additional open house to talk about the proposed changes to the H line that were being presented to the Burien City Council. *See Burien Concept for Change Summary for more information.*

Format and Content⁵

The White Center and Burien events were open house-style from 5 to 8 p.m. Each event was set up by stations so that attendees could learn about Metro's expanding RapidRide program, the Route 120 upgrade to RapidRide H Line, and plans for stop consolidation and possible Access to Transit improvements. SDOT staff were present to discuss the Delridge corridor. The events' informal formats allowed the public to have off-the-cuff and detailed conversations with project task leads and outreach staff. See *SDOT's summary document for more information about the Delridge event*.

- Event materials:
- 12 project boards (with translations in Somali, Vietnamese, Spanish, and Khmer)
- 9 tabletop maps of the entire corridor with outlines of the 2 route options for both White Center and Burien
- H Line fact sheets (with translations in Somali, Vietnamese, Spanish, and Khmer)
- RapidRide program folio (with translations in Somali, Vietnamese, Spanish, and Khmer)
- Needs and Priorities surveys (with translations in Somali, Vietnamese, Spanish, and Khmer)
- Comment cards (with translations in Somali, Vietnamese, Spanish, and Khmer)
- Metro route pamphlets
- Ride vouchers for first-time riders
- RapidRide-branded giveaways

The three events resulted in at least 143 comments submitted via hand-written comment card, hard copy needs survey, conversations with staff, and comments on table top maps.⁶

Community-Based Organization Outreach

More than 40 community organizations and facilities serving and/or representing traditionally underrepresented populations (e.g., senior centers, youth organizations, service organizations and sociocultural groups) were engaged to help inform and involve those populations. A full list of organizations can be found in Appendix G. Outreach methods included:

Email

Emails were sent to 21 community-based organizations informing them of the upcoming route change and inviting them to engage with the project by scheduling a briefing, attending an open house, participating in the survey, and sharing project information. The emails contained translated surveys, H line fact sheet, and RapidRide program folio.

In-Person Materials Delivery

Materials were dropped off to 11 community-based organizations as well as several White Center and Burien businesses located along Metro 120's route. Public transit educators dropped translated materials to businesses whose customers include high numbers of Spanish- and Vietnamese speakers.

Other community gathering locations that received materials were Dubsea Coffee, Greenbridge SW Boys and Girls Club Community Center, White Center Library, Greenbridge Library, Burien Library, and Burien Community Center.

⁵ See Appendix C for open house materials

⁶ Read the What We Heard section for analysis of open house comments



Several senior organizations received hand-delivered printed materials because technology can be a barrier to participation for many older people:

- Arrowhead Gardens, Seattle
- Daystar Retirement Village, Seattle
- El Dorado West Retirement, Burien
- Merrill Gardens at Burien, Burien
- Senior Center of West Seattle, Seattle
- Conbela Apartments, Seattle

Materials:

- Translated surveys
- H Line fact sheet
- RapidRide folio
- Rack cards
- H Line posters

Tabling

Every month, “ORCA to go” does in-person sign ups at the Burien Community Center. Our project team brought information about the H Line to a January sign-up session. The team spoke with diverse stakeholders, including a high number of seniors. Approximately 21 people were engaged, and we distributed the following materials:

- Translated surveys
- H Line fact sheet
- RapidRide folio
- Rack cards

Briefings and Presentations

The Metro community outreach team offered briefings to key community organizations and briefed the following groups:

- North Highline Unincorporated Community Council
- South King County Mobility Coalition
- Metro Transit Advisory Board
- City of Seattle Transit Advisory Board
- Delridge Community Council
- Delridge Community Development Coalition

Art Walk

The City of Seattle’s 1% for Art program requires that 1% of eligible City of Seattle capital improvement project funds be set aside for the commission, purchase, and installation of artworks in a variety of settings. By providing opportunities for individuals to encounter art in

parks, libraries, community centers, on roadways, bridges and other public venues, the City can simultaneously enrich citizens' daily lives and give voice to artists.

Metro and the City of Seattle Department of Transportation (SDOT) partnered to attend an art walk along the Seattle portion of the proposed H Line corridor. There, the outreach team provided kids and guardians with round trip transit tickets and listened to their suggestions for public art.

What We Heard

Phase 1 Summary of Feedback – Needs and Priorities

Online Survey

The Needs and Priorities Survey questions sought information about rider behaviors, travel patterns, valued origins and destinations, and current stop use and preferred future stop locations. It also offered the community a chance to weigh in on multimodal corridor and access-to-transit improvements that would make travelling through the corridor, and getting to and using the future H line easier, safer, or more comfortable.

During the official survey collection window (November 15, 2017, to January 16, 2018), 2037 people visited the online forum hosted in Peak Democracy, and a total of **797** participants (registered and unregistered) from various demographic, community, and customer groups participated; additional feedback was collected via mail-in surveys through early February 2018. An additional 66 surveys were received after the survey close date, for a total of **863** participants; these additional surveys were recorded to inform decision making; however, they may not be fully reflected in quantitative characterizations.

Survey respondents participated online, through a mail-in survey, and in person via intercept surveys and at our open houses. The survey yielded more than 10,000 individual pieces of data which were then filtered and cross tabulated to inform the development of RapidRide H Line project concepts and alternatives, route alignment, and station locations.

Note: Based on demographic language analysis, a print version of the survey and related promotional items were offered in five key languages: English, Somali, Khmer/Cambodian, Spanish, and Vietnamese; however, the online survey option offered real-time translation into 101 languages.

Structure of Survey

The Needs and Priorities Survey asked participants to answer multiple choice questions and share comments through open-ended questions. Three of the questions included interactive Route 120 maps where participants could drop location pins along the alignment and share feedback. The three maps (My Current Stop and Future Alternative Stop, My Origins and Destination, and Access to Transit Improvement Priorities and Opportunities) asked respondents to mark locations and share detailed information about their satisfaction with current bus service, desired access to transit improvements, travel patterns by various modes, use of the stops, and issues creating mobility barriers.

This summary provides detailed information about the data collected through the Needs and Priorities survey online; paper surveys collected after the closing date were summarized separately and shared with the project team.

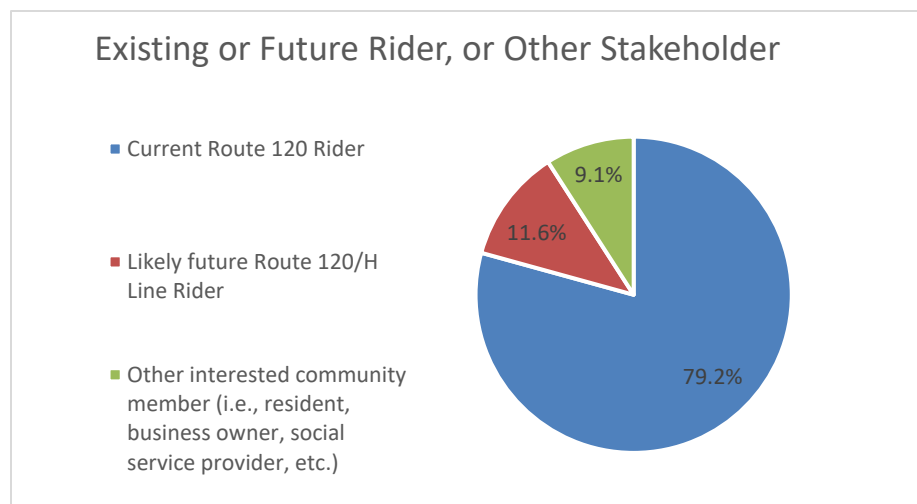
Survey Promotion

The outreach team promoted the Needs and Priorities Survey in the five key languages using a variety of methods, including website updates, rider alerts, bus stop signs, on-bus notices such as rack cards and coach posters, and a postcard mailed to homes and businesses within a third-mile radius of the project corridor. The team also placed English and foreign-language ads in local blogs, radio stations, and publications, conducted in-person conversations with Route 120 riders, and called and emailed community-based organizations. All materials translated into Khmer, Spanish, Vietnamese, and Somali.

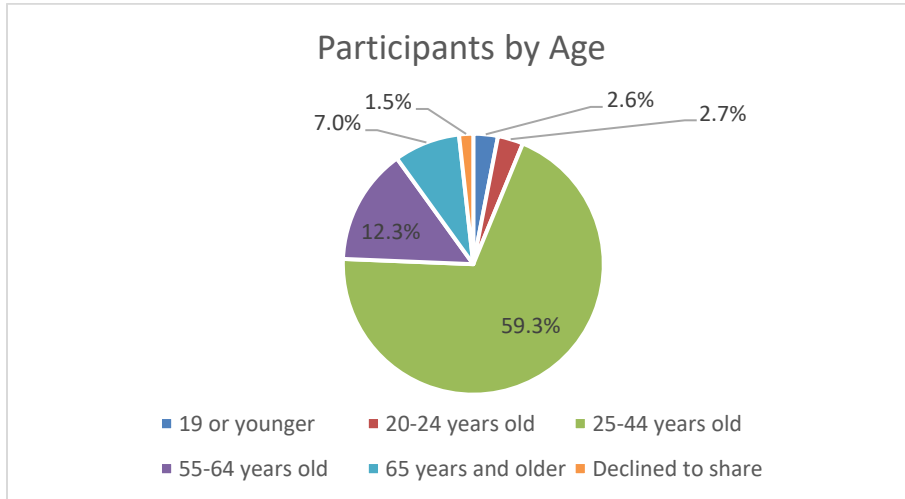
Who participated⁷

Needs and Priorities Survey data should be reviewed in concert with the other “Have a Say” community feedback gathered during this phase of community engagement. The demographic characteristics of respondents were not reflective of the corridor based on census data; and, results reflect the understanding that online surveys are not effective with historically marginalized populations who prefer more one-to-one conversations. The H Line online and in-person open houses, intercept surveys and informal conversations along the route, and project briefings focused on prioritizing inclusive measures and engaging equity and social justice populations. The added feedback collected via these other efforts represents important and relevant data, and was also used to inform project direction and identify which options, alternatives, and concepts will advance for further consideration.

Out of the total needs and priorities survey participants (863), the majority identified home zip codes of 98106, 98146, 98126, and 98166, and 81.4% of all who replied typically begin travel on the current Route 120 at home (39.1% or 591 people) or work (12.3% or 105 people).

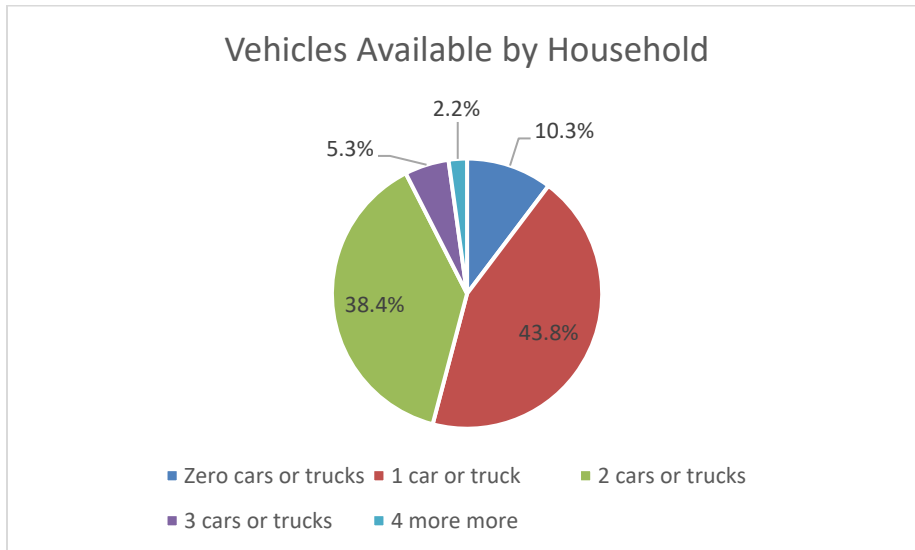


⁷ Analysis of demographic data conducted based on total survey respondents (863)



Additional survey participants characteristic

- 61.1% identified as white or Caucasian
- 92.1% speak English at home as the primary language
- 76.6% indicated they did not have a disability
- 36.3% list an annual income greater than or equal to \$100,001
- 29.5% indicated an annual income of \$55,001- \$100,000



What We Heard⁸

The Needs and Priorities Survey results will help Metro identify areas for improvement with the upgrade to a RapidRide H Line. Of the 797 online respondents, 57% said they are satisfied with the Route 120 today; and, while 48% felt travel times were satisfactory, 48.7% indicated faster

⁸Results featured in this section are of the 797 online survey respondents

travel time would improve the service. However, they also identified areas where safety, pedestrian infrastructure, and overall maintenance could be improved.

About the Riders

85% of the online survey respondents ride the bus on weekdays. Participants noted 6:01 AM – 9 AM as the most common timeframe to ride the bus during the week and weekends.

- 36% travel to work more than 20 times a month
- 35% travel home more than 20 times a month
- 70% start their travel to Route 120 from home
- Respondents rarely or almost never use Route 120 for travel to religious/cultural centers, social services or doctors’ offices, or transportation connections

The project team broke the communities along the current Route 120 into 5 areas. The survey responses from these 5 areas provide insight into the needs, priorities, and issues of riders along the entire alignment. Results of the 3 map questions are organized by area.

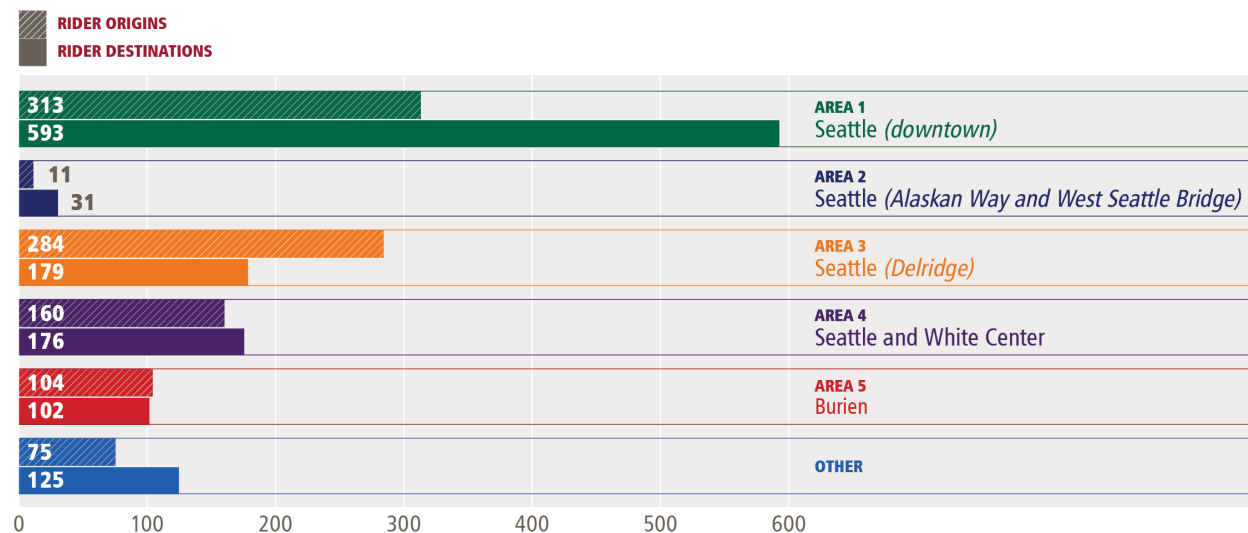
Area Reference Key:

- Area 1 – Seattle (downtown)
- Area 2 – Seattle (Alaskan Way and West Seattle Bridge)
- Area 3 – Seattle (Delridge)
- Area 4 – Seattle and White Center
- Area 5 – Burien

Origin/Destination Map: Where riders begin and end travel

One question asked participants to drop pins on a map to indicate their point of origin when they get on the bus and their destination when they get off. Of the 947 “origin pins” dropped, 313 marked Area 1 as the starting point, and 593 marked Area 1 as their destination. Other origins and destinations are graphically represented below.

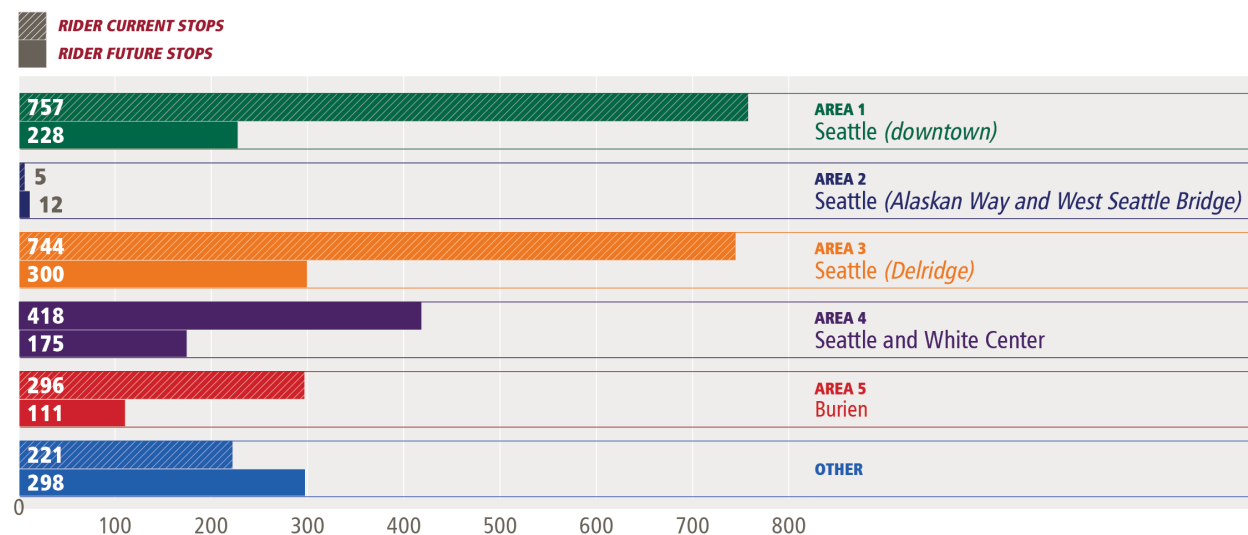
Rider Origins and Destinations



My Stop/Future Alternate Map: Riders' current and future stops

The Needs and Priorities Survey asked participants to specify which stops they currently use and which stops they'd use in the future with the upgrade to a RapidRide H Line. The bar graph below illustrates responses by area.

Rider Current and Future Stops



Once a pin was dropped, respondents could leave comments about how they use the stop, why it is important, and any ramifications of changing the location. To read the comments, please view the raw data here [LINK].

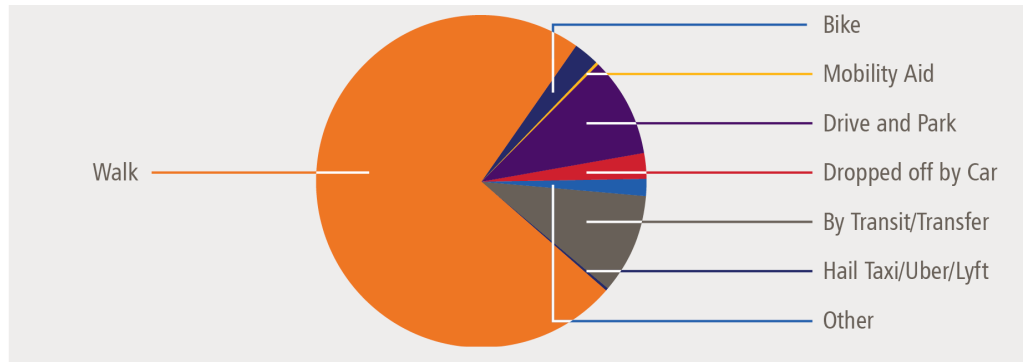
Access to Transit Map: Getting to the Route 120

As Metro transforms Route 120 to the RapidRide H Line, we want to make it convenient and safe for riders to get to and use the new line. We also want to ensure that the stops are accessible to riders and that travel through the corridor is possible via many modes. Access-to-transit improvements support multi-modal connections such as biking, walking, and other methods. To that end, some survey questions asked participants about issues related to accessing transit, such as road and sidewalk conditions or general safety. These questions helped identify locations where access-to-transit or multimodal investments should be further analyzed to make getting to the bus easier for everyone. This section highlights the feedback received and areas identified as needing improvements.

Traveling to Route 120

Understanding how Route 120 users travel to their stop is important for evaluating how accessible the route currently is. Survey participants identified walking as the most frequent mode used to arrive at their stop.

**Modes Used for
 Traveling to
 Bus Stop**



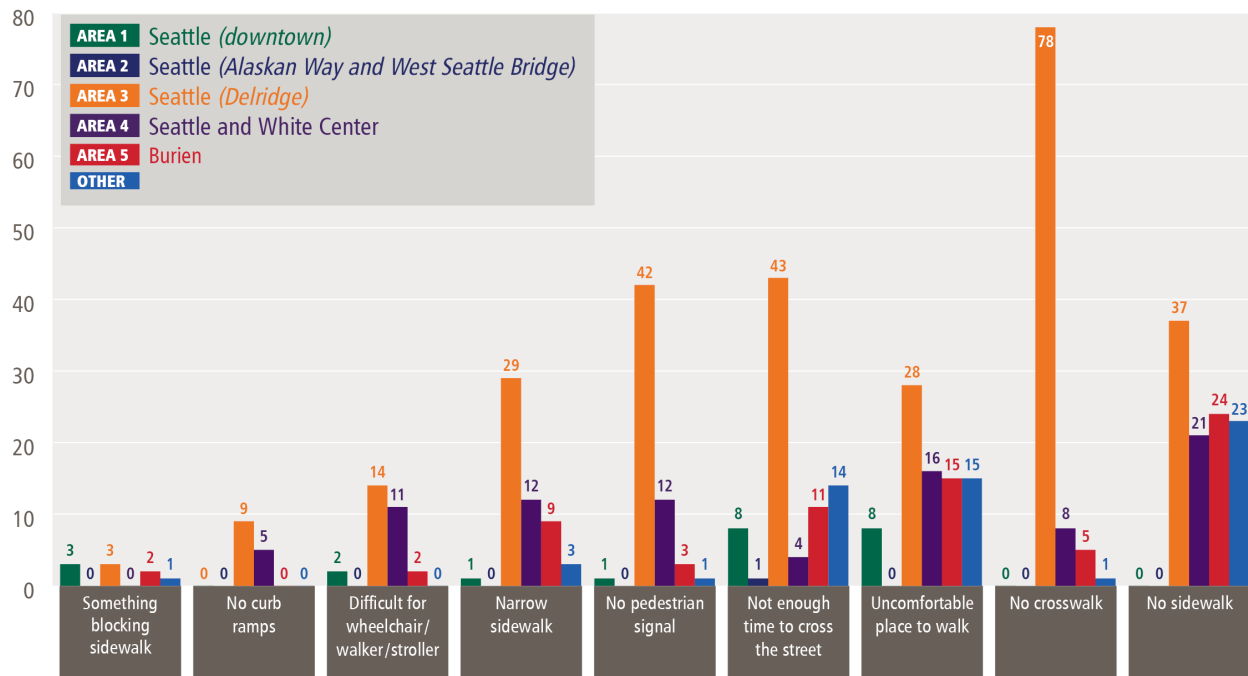
- 73.2% of participants most frequently walk to their stop
 - 83.4% of those spend 10 minutes or less getting there
 - 12.02 = average minutes the same group would walk if the bus came every 10 minutes or faster

Based on feedback, the H Line proposes one-third mile stop spacing rather than the RapidRide goal of one-half mile spacing to meet community expressed needs and priorities, and preserve ease of access while providing better bus speed and reliability. This equates to a typical 2 to 3-minute increased walk time for future H Line riders over today,

Pedestrian infrastructure

About 25% of the pins dropped on the Access to Transit map related to pedestrian and mobility issues. Area 3 stood out as a location in need of pedestrian infrastructure. Comment themes included fast traffic, frequent jaywalking, and multiple locations without sidewalks.

Pedestrian Infrastructure Concerns



Crossing signals

Crossing signals provide a dedicated amount of time for pedestrians to cross the street safely, yet when riders are walking to the bus and unable to cross within the allotted time before the signal changes, the bus may arrive and leave before a rider has reached the stop. 47% of survey participants indicated they would use transit more often if crossing signals allowed enough time to cross the street. That said, 62% of participants said they are satisfied with the amount of time signals currently allow to cross the street.

The location of crossing signals is as important as the length of time required to cross the street. 52% of participants said they would use transit more frequently if crossing signals were improved, while 60% are satisfied with current pedestrian signals at crosswalks.

Sidewalks

Sidewalks are an important piece of pedestrian infrastructure. 45% of survey respondents said they'd use transit more frequently if sidewalks were improved, while 58% said they were satisfied with sidewalks as they currently are along Route 120.

Curb ramps

Curb ramps improve accessibility for people with disabilities. 58% of survey participants said they were satisfied with current curb ramps, while 52% reported that improved curb ramps would **not** make them use transit more frequently.

Bike issues

41% of survey participants said they were satisfied with protected bike lanes; 40% said they'd use Route 120 more frequently if protected bike lanes were improved.

Service Planning

The H Line upgrades an existing route; as such, the approach to service planning focused on retaining what is best about the current alignment, stop locations, and service while considering things, such as:

- Community needs, priorities, and issues
- Jurisdictional partner concerns and requests
- Improving the routes alignment to ensure the future H Line best serves communities, neighborhood destinations, and interfaces and integrates well other modes of travel
- How bus service enhances/is enhanced by capital improvements and investments
- Ensuring balanced decision-making related to stop consolidation and future station locations
 - Preserve accessibility for all travelers and improve access to transit
 - Stop removal or relocation decisions reflect both community needs and priorities and bus service needs (i.e., speed and reliability balanced with ease of access and proximity to passenger origin or destination)
 - Improve, mitigate, or minimized personal and environmental safety and security issues
- Service targets like off-peak, reverse and span of service, frequency and headways, and maintaining desired performance in relation to speed and reliability

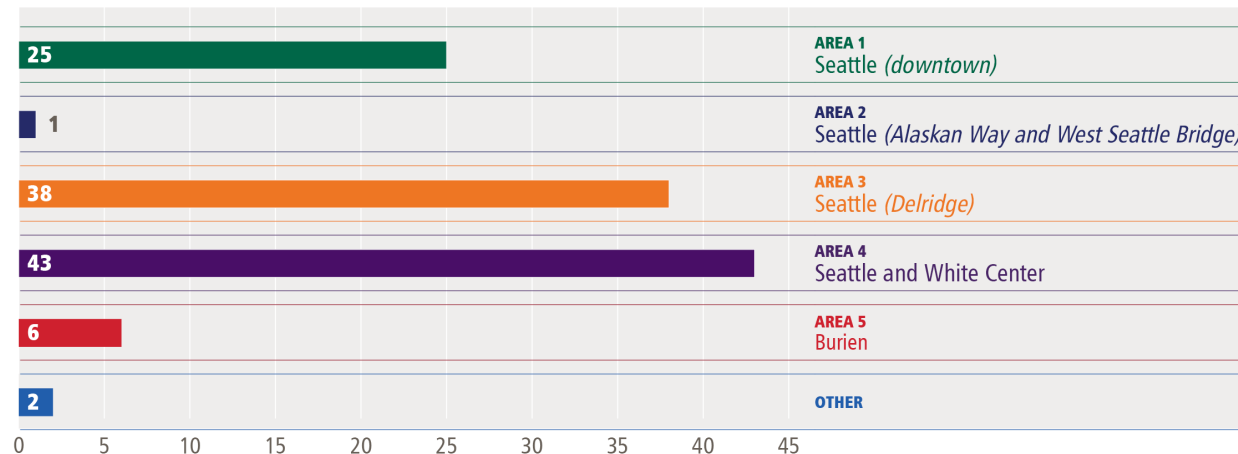
On the Access to Transit map, survey participants dropped pins at locations where they saw a need for improvements at current stops or potential future RapidRide station locations. Comments also provided details about the onboard bus amenities.

Passenger facilities and bus amenities

Maintenance

115 pins were dropped identifying key areas for improvement or maintenance at a bus stop. Comment themes included litter, broken glass, overgrown vegetation, graffiti, bad odors, and deep standing water.

Maintenance Concerns



Lighting

Survey participants noted that better lighting at bus stations would be a great improvement along Route 120. Comments focused on drivers' limited view of pedestrians waiting for the bus.

Cleanliness

Participants highlighted cleaner bus stations as a desired improvement along Route 120. Comment themes included: smell of urine, public health risk, graffiti, not enough trash bins, foliage needs to be maintained, and garbage on the ground.

Weather shelter

Participants highlighted improved weather protection at bus stations as a need along Route 120. Comments focused on better protection from rain.

On-bus amenities

Wi-Fi connection

The current Route 120 does not provide Wi-Fi on the bus; 48% of survey participants said they were not satisfied with onboard Wi-Fi service. An equal number (48% of participants) said they would use transit more frequently if Wi-Fi service were improved on the bus.

Overall comfort

On-the-bus comfort is important to transit riders. 70% of survey participants said they'd use transit more frequently if onboard comfort were improved. Half of respondents said they were currently **unsatisfied** with onboard comfort (seating, cleanliness, safety, climate control).

Speed and Reliability

Metro strives to ensure that all buses come frequently and reliably and get people where they need to go when they need to get there. The survey provided insight into how riders feel about speed and reliability issues related to Route 120.

Bus services

Frequency

75% of respondents said they would use transit more if the frequency of their bus were improved. 54% of respondents said they were currently satisfied with how frequently the Route 120 bus comes.

61% of respondents are satisfied with when the bus does and does not run, while 55% said they would use transit more if improvements were made to the route's hours of operation.

Transfers required

68% of respondents reported satisfaction with the number of transfers needed to complete their trips, while 56% of participants said they would use transit more if the number of transfers required were improved.

Reliability

When a bus is delayed, people may become frustrated and feel less inclined to use public transportation. 72% of survey participants said they would use transit more if the reliability of their bus were improved. 46% of respondents were **not** satisfied with how often the bus arrives on time.

Cost of the bus

Affordability

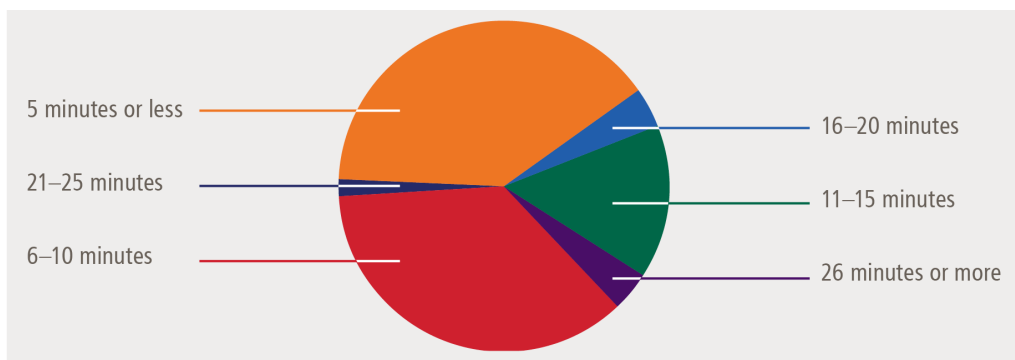
80% of survey respondents said they are satisfied with the current cost of the bus, while 41% said they would use transit more if it were more affordable.

Traveling to and from the bus

Understanding how and for how long Route 120 riders travel to or from the bus is useful when planning the future RapidRide H line stops. 40% of respondents get to their Route 120 station in less than 5 minutes, while 36% of survey respondents get to their station in 6-10 minutes. Notably, respondents said they'd be willing to travel for an average of 12 minutes to the bus stop via walking, biking, or other mode *if the bus came every 10 minutes*.

41% of respondents currently transfer to or from other transportation, such as Link light rail and other bus routes. However, 42% of respondents said they *don't* currently transfer to or from other buses, trains, or boats.

Time to Reach Bus



Length of time to destination

Nearly half (48%) of the survey participants are satisfied with the time it currently takes them to get to their destination on Route 120 and nearly half (49%) are not satisfied. With that said, 84% of participants would use transit more if the length of time to their destination were improved.

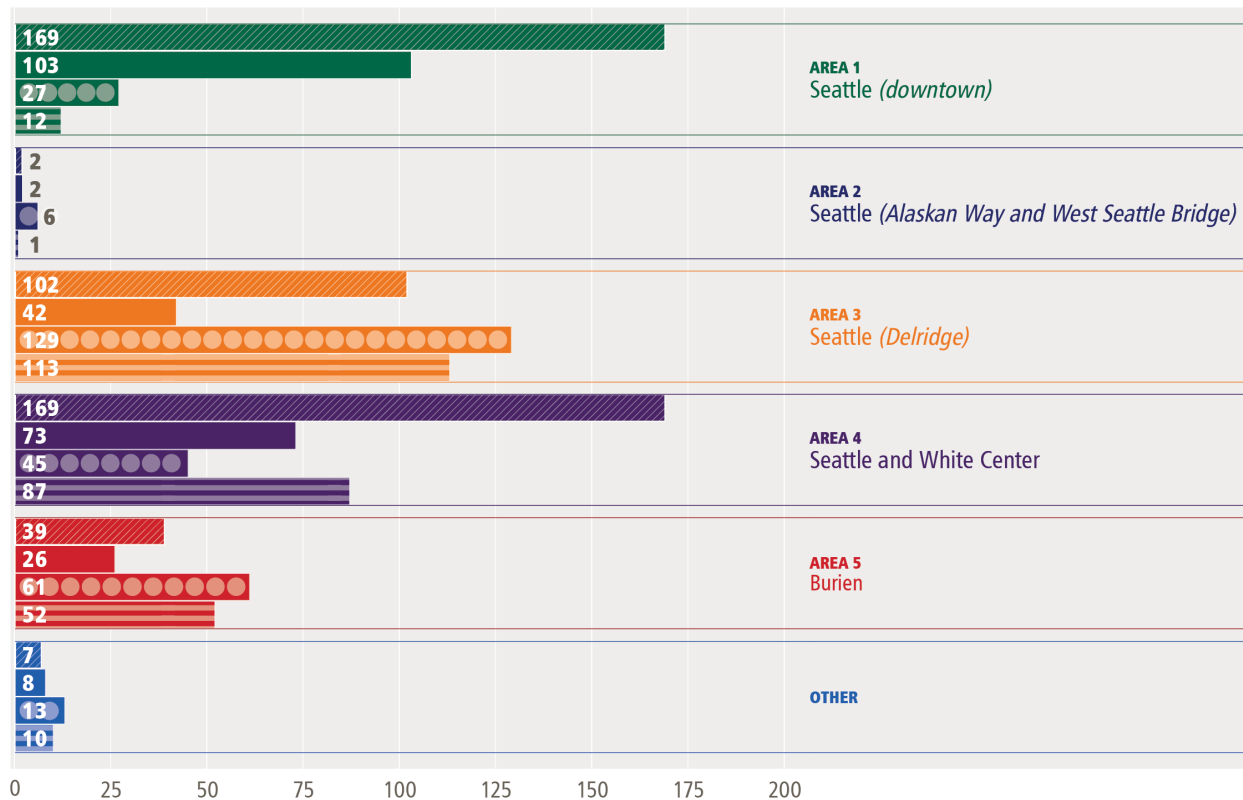
Distance between home and bus stop

70% of survey respondents said they are currently satisfied with the distance between their home and the bus stop, while 63% of respondents said they would use transit more if that distance were improved.

Safety Issues

King County Metro prioritizes safety for our customers and bus operators. The survey asked questions that measured safety along the Route 120 alignment. The survey also aimed to identify locations that people perceived as unsafe and asked participants to explain why.

Safety Concerns



The top 4 issues identified by survey respondents pertained to personal safety (total of 1,298 safety-related pins or 62% of total 2,092 pins on the Access to Transit map).

Area 1 – Seattle (Downtown)

Of the 488 pins that indicated riders feeling unsafe at night, over 80% were dropped in Area 1, which includes downtown Seattle stops; the highest number of this group were dropped in

Seattle at **3rd Ave and Pike St (toward Burien TC)** and **3rd Ave and Pine St (toward Downtown Seattle)**. Comments included concerns about drug activity, fights, and “street action.” Survey participants claimed to avoid these stops, even though they were the closest.

Area 2 – Seattle (Alaskan Way and West Seattle Bridge)

Only 2 pins were dropped at Area 2. No comments were left.

Area 3 – Seattle (Delridge)

Just 102, or 20%, of pins were dropped in Area 3, which includes Delridge stops. Comment themes included lack of lighting, a homeless presence, and multiple fights and unruly people, along with alcohol and drug activity.

Area 4 – Seattle and White Center

37 pins indicated riders feeling unsafe at night at 15th Ave SW and SW Roxbury St (toward downtown Seattle and toward Burien TC). Only one comment was left, which stated that the stop required more lighting.

Area 5 – Burien

Of the 39 pins dropped that indicated riders feeling unsafe at night in Area 5, 11 were dropped at Burien TC and SW 148th St (toward downtown Seattle and toward Burien TC). Comment themes included feelings of being unsafe and lack of lighting at the transit center.

Lighting

48% of respondents were not satisfied with lighting along paths, sidewalks, or intersections, while 62% of respondents said that they would use transit more if lighting along paths, sidewalks, or intersections were improved.

General

55% of respondents said they never change their bus stop because of safety concerns or other conditions at the stop. 41% said that they *do* change their bus stop for these reasons. Of the 41% of respondents who said they change their bus stop, 38% said they do this just a few times a year, while 33% said they do this 1-4 times a month.

Phase 2 Summary of Feedback – Proposed Concepts

In-Person:

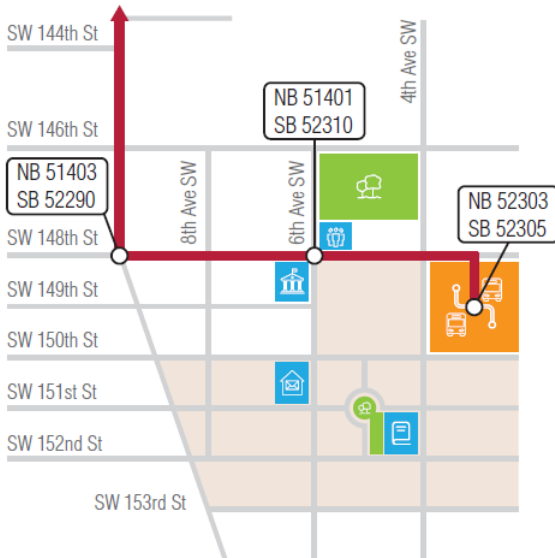
Summary: In general, in-person open house comments were neutral or supportive with no major concerns about route options or stop consolidations. Access to Transit issues make up most of the specific comments; it's clear that Route 120 riders are looking for pedestrian, lighting, and stop maintenance improvements. Just 20 comments related to the route alternatives. These route alternatives are also illustrated in Appendix B.

Of the 143 total open house comments (including 20 comments from the Delridge drop-in session):

- 99 expressed neither specific concerns nor specific support
- 27 expressed unmet need/specific concern
- 7 expressed project support with no specific concerns
- 6 expressed both support and specific concerns

Burien and White Center Alternatives

- Burien option 1:
 - 3 mentions: all positive

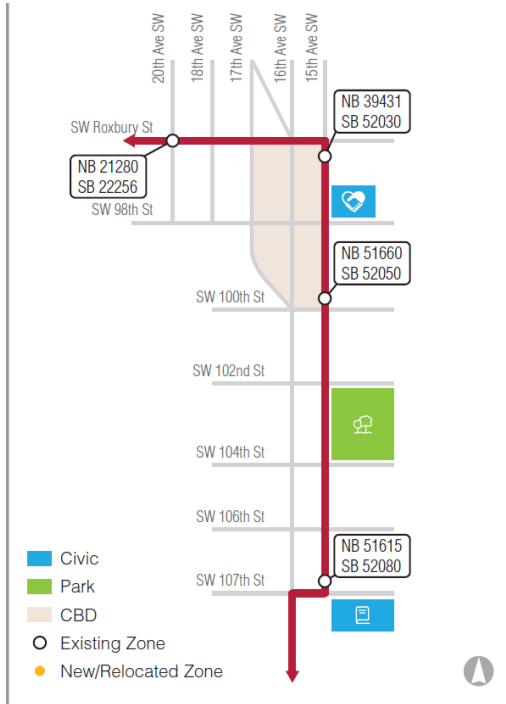


- Burien option 2:
 - 15 mentions: 6 positive; 2 neutral; 7 negative

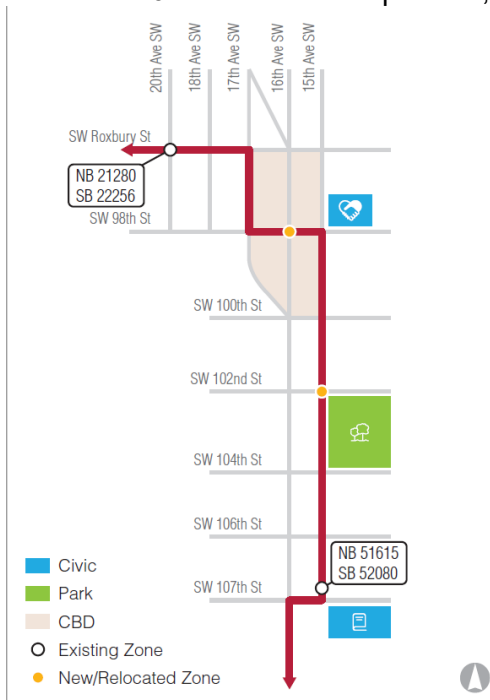


- White Center option 1:
 - No mentions

RapidRide H Line Public Engagement Report
King County Metro Transit



- White Center option 2:
 - 2 mentions: 1 positive; 1 negative



Comments relating to task areas:

- 23 – Speed and Reliability
- 25 – Passenger Facilities Upgrades
- 56 – Access to Transit
- 43 – Service Planning
- 1 – Communications and Technology

Comments related to **priority** proposed stop consolidation (17 total):

Proposed stop for consolidation	# objection	# neutral	# support	# mixed	Total
SW Oregon St (N – 21590)	1	0	0		1
SW Brandon St (S – 22070) (N – 21540)	2	0	0		2
SW 122nd St + Ambaum Blvd SW (S – 52170) (N – 51550)	3	1	0		4
SW 104th St (S – 52070) (N – 51640)	1	1	1		3
SW 148th St + 6th Ave SW (S – 52310) (N – 51401)	3	1	0		4
SW 144th St + Ambaum Blvd SW (S – 52271) (N – 51450)	2	0	0	1	3

Comments related to **priority** proposed future stops (14 total):

Proposed stop for consolidation	# objection	# neutral	# support	# mixed	Total

RapidRide H Line Public Engagement Report
King County Metro Transit

SW Genesee St (S – 22010) (N – 21600)	1	0	0	0	1
SW Findlay St	0	0	0	1	1
SW 124th St (S – 52180) (N – 51540)	0	0	0	0	0
SW 100th St (S – 52050) (N – 51660) and/or SW 106th St (S – 52080)	0	1	0	0	1
SW 150th St + 6th Ave SW (Burien Option 2/Map 7b)	1	6	3	1	11
SW 148th St + Ambaum Blvd SW	0	0	0	0	0

Trending issues/needs/priorities by number of mentions:

- Route – 17
- Traffic speed control – 15
- Bus station needs – 15
- Lighting – 15
- Maintenance/cleaning – 8
- Safety – 25
- Parking need – 5
- Bus timeliness – 2
- Bus frequency – 2
- Vegetation blocking – 2
- Need crosswalk – 3
- Crosswalk improvement – 9
- Sidewalk improvement – 17
- Need for a pedestrian signal – 7
- Longer pedestrian signal time – 3

- Route alignment – 6
- Route accessibility – 7
- Stop consolidation – 29
- Comfort on bus – 3
- Comfort at bus station – 3
- Wayfinding signage – 2
- Congestion due to bus – 3
- Access to services and amenities – 3
- Include Westwood Village in discussion – 1
- Education on how to ride the bus – 1
- Development – 3

Top Access to Transit issues, mentioned by location *(note: this information comes from comments written on comment forms, on tabletop maps, and on notes from conversations with staff. Therefore, there are variations in how locations are written).*

Summary: Issues of general safety, lighting, and sidewalk improvements were frequently tied to SW 136th and Ambaum Blvd SW and SW 150th near 6th Ave SW, which is along Burien route option 2.

Lighting

- SW 136th and Ambaum Blvd SW
- All stops along 15th Ave SW
- Baseball diamond at corner of 14th Ave and SW 107th St
- Along Ambaum Blvd SW
- 15th Ave SW between SW 114th St and SW 116th St
- SW 116th between 15th Ave SW and 14th Ave SW
- SW 116th St between 14th Ave SW and 12th Ave SW
- SW 148th St from Ambaum Blvd SW to 6th Ave SW
- SW 150th St between 8th Ave SW and 6th Ave SW

Sidewalk Improvement

- SW 136th and Ambaum Blvd SW
- Greenbridge to 15th
- At route 120 Stop 39431 (Near corner of SW Roxbury St and 15th Ave SW)
- On 14th Ave SW on East side of the library up to SW 107th St
- Along 16th Ave SW between SW 107th and SW 114th
- Corner of 15th Ave SW and SW 98th St
- SW 116th St from 16th Ave SW East to 21st Ave SW
- SW 130th St at 14th Ave SW
- SW 136th from Ambaum Blvd SW to 8th Ave SW
- SW 128th St and Ambaum Blvd SW

General Safety Improvement

- SW 144th St
- Intersection of SW 107th St and 15th Ave SW

- SW 107th St between 14th Ave SW and 16th Ave SW
- Midblock on SW 107th between 16th Ave SW and 15th Ave SW
- 15th Ave SW between SW 114th St and SW 116th St
- 16th Ave SW one block North of SW 112th St
- Intersection of SW 116th and 16th Ave SW
- Intersection of SW 150th and Ambaum Blvd SW (Burien Option 2, Map 7b)
- Intersection of 6th Ave SW and SW 150th St (Burien Option 2, Map 7b)
- SW 148th St from Ambaum Blvd SW to 6th Ave SW
- 151st St at Burien P&R AcRd
- 150th St at Burien P&R AcRd
- SW 150th St between 8th Ave SW and 6th Ave SW (Burien Option 2, Map 7b)
- Mid-block on SW 150th between 6th Ave SW and 4th Ave SW (Burien Option 2, Map 7b)
- Mid-block on SW 150th between 6th Ave SW and 4th Ave SW (Burien Option 2, Map 7b)
- Mid-block on SW 150th between 6th Ave SW and 4th Ave SW (Burien Option 2, Map 7b)

Online⁹:

Summary: The online open house was live from Jan 5 – Jan 17. Respondents overwhelmingly preferred Burien **option 1** and White Center **option 1**. Like comments from the in-person open houses, online open house comments revolved around Access to Transit issues such as improved lighting, overall safety issues, and need for pedestrian improvements.

- 244 visitors
- 77 respondents
- 127 open-ended comments/responses to open-ended questions
- 93 map comments

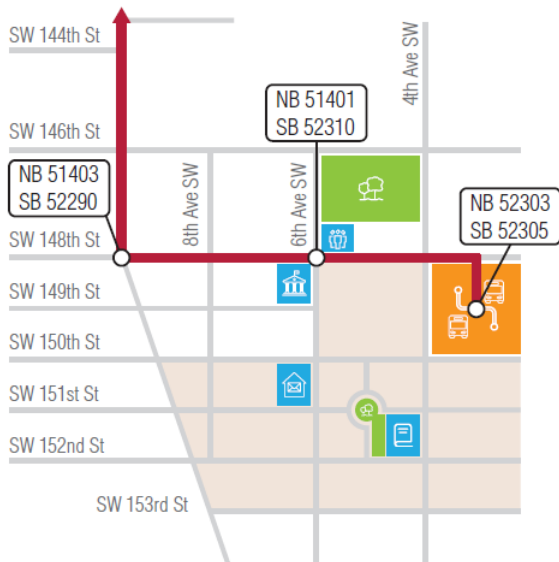
⁹Numbers in this section are based on data as of 02/02/18

Burien and White Center Alternatives

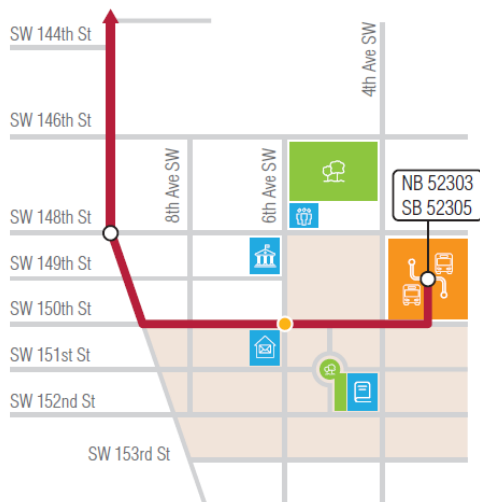
These route alternatives are also illustrated in Appendix B.

Burien Alternatives:

Option 1 – 60% of respondents prefer this option



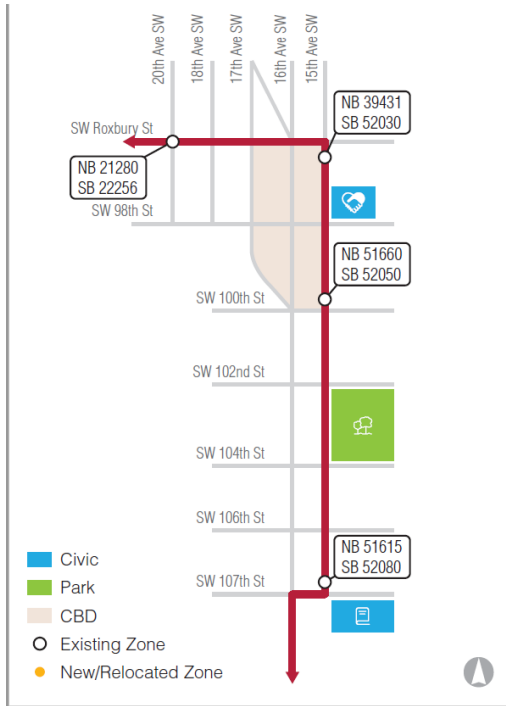
Option 2 – 40% of respondents prefer this option



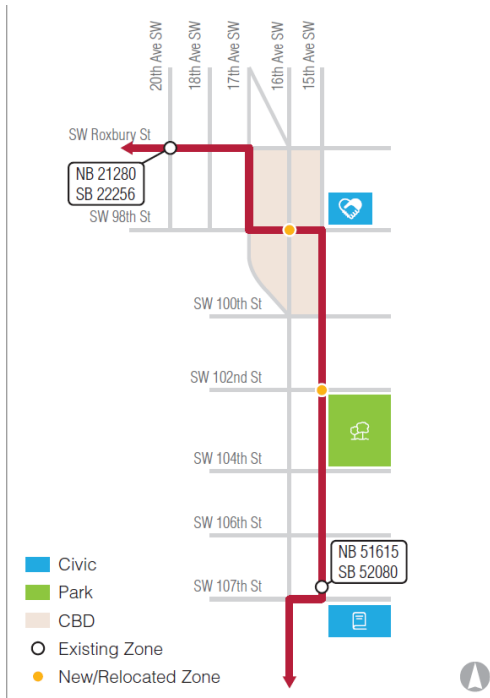
RapidRide H Line Public Engagement Report
King County Metro Transit

White Center Alternatives:

Option 1 – 62% of respondents prefer this option



Option 2 – 38% of respondents prefer this option



Route alternative impact on business, home destination, or neighborhood: 59% of respondents said that the route alternatives in both neighborhoods would *not* affect their business, home, destination, or neighborhood. Of the 24% of respondents who said that the route alternatives *would* impact their business, home, destination, or neighborhood, 100% provided a reason (see raw data for specific comments).

Comment themes:

- Positive:
 - Options get people closer to businesses
 - Options are more centralized to downtown White Center
 - White Center option 2 helps traffic flow
 - White Center option 2 gets people closer to desired destinations
 - Burien option 2 gets stops closer to business districts
- Negative:
 - White Center option 2 would increase traffic
 - White Center option 2 would make it harder to connect from other lines

Top Access to Transit issues, mentioned by location (*note: this information comes from open-ended responses to questions relating to what kinds of improvements riders would like to see. Therefore, there are variations in how locations are written*):

Lighting

- SW 136th and Ambaum Blvd SW
- SW Brandon and SW Findlay
- Delridge Way SW and SW Graham St
- Delridge and SW Genesee
- SW Orchard St
- SW 106th and 15th Ave SW
- SW Roxbury St and 26th Ave SW

Narrow or no sidewalks, no connections, lack of crossings

- 16th Ave SW and SW 112th – missing
- 16th Ave SW and SW 89th – missing connection
- SW Brandon – no sidewalks
- 21st Ave SW to Delridge Way SW – connection missing
- Delridge Way SW and SW Genesee – no sidewalks
- SW Holden and Delridge Way SW – sidewalks cluttered
- SW 136th and Ambaum Blvd SW – no sidewalks or pedestrian (ped) crossings
- SW 106th and 15th Ave SW – no sidewalk

Comment Map: The online open house included an interactive map, where respondents could drop a pin in a specific location and add a comment. Most pins were dropped in non-specific stop locations. Of the pins that were dropped on stop-specific locations, the most were dropped on Seattle stops. Of the 93 comments left with pins, most did not offer specific insights related to the project other than origin- or destination-related information. (See raw data for more information).

- 158 pins dropped

- 108 pins dropped at non-specific locations
- 93 comments – most saying simply “this is my stop” or “here” or “where I live”
- 26 pins dropped on Seattle stops
- 14 pins dropped on White Center stops
- 5 pins dropped on Burien stops

Phase 3: Summary of Feedback – City of Burien

Metro partnered with the City of Burien to perform outreach on their behalf. The Burien City Council was responsible for approving the planned route for their jurisdiction. Outreach efforts, as outlined below, helped ensure that community residents were aware of the proposed changes being brought forward by the Metro team.

Metro engaged in additional Burien-specific engagement leading up to the discussion of what proposed changes the community would favor. Equitable engagement efforts made sure that the voices most affected by these changes were heard. Metro engaged local businesses, hosted an in-person event, and continued intercept survey methods. The team solicited additional info via a postcard, email invitations, and text alerts to Metro listserv. These efforts were also covered by local media.

Metro presented the proposed H line concepts for change in Burien to the Burien City Council in May 2018. The Council approved the proposed line by a 5-2 vote.

Overview of what we heard

- Over 55% report getting to future H line stops will be somewhat easy or very easy
- Over 52% of respondents prioritize keeping existing conditions for cars
- Over 46% prioritize on-time bus service
- Over 49% prioritize how quickly the bus takes to get to their destination
- Over 46% prioritize investments along the route that make it easier, safer, or more comfortable to get to transit

The majority of people who commented were supportive of safety improvement change concepts.

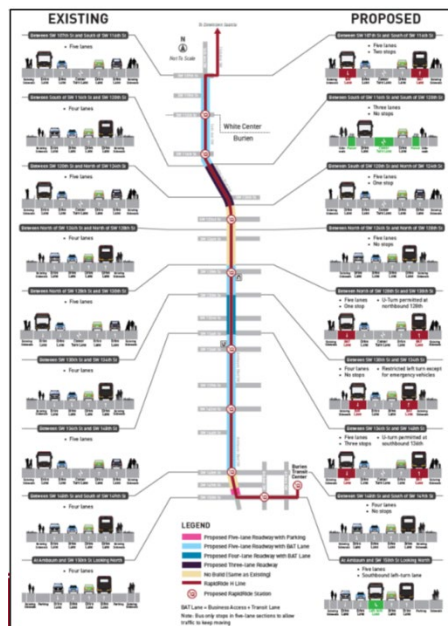
Almost two thirds of respondents said that **Alternative B best balances the need for fast and reliable public transit and general-purpose car use**, almost 40% said that alternative A did this better.

What option do people support?

Of the 262 people who shared feedback for the question of which option they preferred, 45% of people preferred Alternative A and 44% preferred Alternative B. Seven percent were undecided.

Metro took this feedback and worked with City of Burien to develop an Alternative C. Alternative C included elements of both A and B. The key elements in Alternative C are listed here:

- No changes to roadway between 121st and 127th



- No bus stops on segments with only 3 or 4 lanes (to address the community's concern of traffic backing up in such situations)
- New pedestrian crossings will include fire pre-emption where possible

Outreach Results Summary

Metro's comprehensive outreach effort resulted in rich feedback from the communities surrounding the future RapidRide H Line. Overall, the community is supportive of the upgrade of the Route 120 to the RapidRide H Line. Communities expressed positive sentiment toward the improvements that result from the upgrade, including more frequent service, upgrades to bus station amenities, and more comfortable bus rides.

The Needs and Priorities survey revealed that the community prioritizes safety at bus stations. They also noted a need for bus station amenity upgrades or additions such as weather shelters, garbage cans, lighting, and vegetation maintenance.

Throughout all means of feedback, the community expressed a desire to maintain connection through the West Seattle stops such as Westwood Village. Of the feedback provided, most reflected support for Burien Option 2, which travels onto SW 150th Street rather than SW 148th Street, and for White Center Option 1 was the preferred alternative. This route travels along SW Roxbury Street and 15th Ave SW.

In addition to the alignment and stop location decisions, Metro also utilized feedback from residents in White Center to prioritize safety and pedestrian crossing improvements in this area. These improvements are moving forward into the design phase and will provide a benefit to this community for all forms of mobility include drivers, those walking, biking and taking transit.

While the alignment portion of Metro's outreach has been completed, Metro will continue to work with the community throughout the implantation and construction of the H Line in 2021.

Appendix A: Example Promotional Materials



As we create each new RapidRide line, Metro will consider community input before making big decisions, report back about what we heard and how we incorporated public input, and keep communities informed with briefings, public meetings, and project updates.

Our partnerships

Metro is working with cities and the public to make decisions about routing, where to put stops and stations, and how to connect service to new lines and other transit options. Today, we're working with the City of Seattle on corridor studies for several new RapidRide lines.

Learn more/sign up for project updates

www.kingcounty.gov/metro/rapidride

Contact us

community.relations@kingcounty.gov
206-477-6679

Alternative formats and translations available: 206-477-6679



Learn more/sign up for project updates
www.kingcounty.gov/metro/rapidride



RapidRide expansion

RapidRide buses come so often, you don't need a schedule. Just show up and go! Metro is expanding RapidRide from 6 routes today to 26 routes by 2040, bringing fast, frequent, easy-to-use service to many more people.

We'll work with communities along each route so each new RapidRide line will reflect local needs and priorities and meet transportation demands.

Where do RapidRide lines go?

- ▶ Areas with high ridership and unmet demand
- ▶ Corridors that connect to major regional destinations
- ▶ Places where roadway improvements could increase travel speeds
- ▶ Places where cities and other partners are willing to help with roadway improvements, permitting, etc.

ACCESS TO TRANSIT

Getting to the bus

As new lines go in, we work with our partners to make it easier and/or safer to get to the bus. Improvements might include street crossings, curb ramps, lighting, and walking/biking paths.



TODAY					
A	B	C	D	E	F
					6 lines
					67,000 rides every weekday
					20% faster peak-hour travel
TO COME					
A	B	C	D	E	F
G	H	I	J	K	L
M	N	O	P	Q	R
S	T	U	V	W	X
					Y Z
13 new lines by 2025			7 more new lines by 2040		

RAPIDRIDE

King County Metro is transforming **Route 120** into the new **RapidRide H Line.**

Join us at an open house to tell us what you think.

LEARN MORE

RapidRide H Line

King County Metro está transformando la Ruta 120 al nuevo RapidRide H Line.

La nueva H Line vendrá más a menudo, será más confiable, y dará a los pasajeros en Burien y White Center mejores conexiones al centro de Seattle, vecindarios de West Seattle, y el tren ligero

King County

Únase a nosotros para un open house para decirnos lo que usted piensa.

Cuidado de menores será proporcionado durante ambas open houses.

Burien
Miércoles, 10 de enero, 5–8 p.m.
Burien Community Center,
Shorewood Room
14700 6th Avenue SW, Burien

White Center
Jueves, 11 de enero, 5–8 p.m.
Mount View Elementary School
Cafeteria/Multi-Purpose Room
10811 12th Ave SW, Seattle

Aprenda más:
www.kingcounty.gov/metro/hlineinfo

RapidRide H Line Public Engagement Report

King County Metro Transit

RAPIDRIDE Frequent – Fast – Easy

COMMUNITY INVOLVEMENT
We collaborate with communities and project partners for each RapidRide line to make sure the new service works well. We study the corridor and ask the public about their needs and priorities.

STOPS AND STATIONS
We choose where to put stops with community needs in mind. Larger stops, called stations, have features like lit shelters with seating, real-time arrival signs, system maps, and ORCA readers that allow offboard payment and faster boarding through all three doors.

GETTING TO THE BUS
RapidRide projects include improvements that make it easier and safer to use and get to the bus. Communities help by showing us where to add or improve things like street crossings, curb ramps, lighting or other safety features, and walking/biking paths.

MORE SERVICE
RapidRide is faster and more reliable and runs 7 days a week. During weekday rush hours, buses come every 10 minutes or faster, and buses are actively managed by Metro's Control Center to keep them coming when you expect them. Buses come every 15 minutes or faster during the rest of the day and on weekends, and at scheduled times late at night and in the early morning.

FREQUENT, FAST, EASY
RapidRide buses get you to your destination quickly. They move more and stop less, get a boost from bus-only lanes and smart signals that keep traffic lights green or give buses a head start, and are fully equipped for easy boarding and exiting.

RapidRide FEATURES

- MORE SERVICE
- MORE TRIPS
- ADDED SECURITY
- TRANSIT PRIORITY
- IMPROVED ACCESS

Community input helps us make the right decisions—including the new route's path and stops, plus roadway or other infrastructure improvements.

have a say

Next Arrival Information
Maps
Orca Card

FREE Wi-Fi
AIR CONDITIONING
DESTINATION SIGNS
FAST BOARDING
BIKE RACKS
EASY ACCESSIBLE DESIGN

ONLY BUS

RapidRide H Line Public Engagement Report King County Metro Transit

Appendix B: Intercept Survey Materials



Your opinions about Route 120 will help us design its replacement, the RapidRide H Line, which is coming in 2020.

We're working with the Seattle Department of Transportation to expand the frequent, reliable RapidRide network to new parts of Seattle and King County. By 2025, RapidRide will have grown from six to 19 lines. By 2040, 26 RapidRide lines will serve 70 percent of King County residents.

By taking this survey, you'll help us identify and prioritize transportation needs and opportunities around Route 120 and the future H Line. Understanding what you and other community members want will help us to decide what improvements to make, and also to measure the success of those improvements after the H Line is in service.

You can also take this survey online at www.kingcounty.gov/metro/hlinesurvey.



How to return your completed survey to us



At a meeting or public event: give it to a Metro staff member or complete it later and return it to us by mail.



If you received a postage-paid envelope, put your completed survey in the envelope and drop it in the mail.



Or mail your completed survey to us at this address:
H Line Survey
King County
Department of Transportation
KSC-TR-0824
201 S Jackson Street
Seattle, WA 98104-3856



Fikradahaaga ka saabsan baska Route 120 ayaa naga caawin doonta inaan naqshadeeyno beddelkisa, oo ah RapidRide H Line, soona socda sannadka 2020.

Waxaan kala shaqaynaynaa Seattle Department of Transportation (Waxaad Gaadidka Seattle) sidii loogu fiidn lahaa nidaamka joogtada iyo isku hallayn leh ee RapidRide qaybo cusub oo ka mid ah Seattle iyo King County. Illaa sannadka 2025, RapidRide wuxuu ka kori doonaa lix oo noqon doonaa 19 khad. Sannadka 2040, 26 khad RapidRide ayaa u adeegi doona boqolkiiba 70 deggenayaasha King County.

Markaad qaadato sahan, waxaad naga caawin doontaa inaan ogaanno oo aan kala horrayisno baahiyaha gaadidka iyo fursadaha ka jira hareeraha baska Route 120 iyo khadka H Line ee mustaqbalka. Fahanka waxaad adiga iyo xubnaha kale ee bulshada rabtaan ayaa naga caawin doonta inaan go'aaminno wixii horumarin ah ee aan samaynayno, iyo waliba sida loo qyaaso guusha horumarintaas kadib marka H Line uu adeegga bilaabo.

Waxaad waliba ka qaadan kartaa sahan internetka www.kingcounty.gov/metro/hlinesurvey.



Sida annaga la noogu soo celiyo sahanka la dhammaystiray:



Marka la joogo kulanka ama dhacdo dardardayn: sil xubnaha shaqale ee Metro ama buuxi hadsho oo boostada noogu soo dir.



Haddi aad heshay baqshad laga dixtay boosteejada, ku rid sahankaaga aad buuxisay baqshadda oo ku soo rid boostada.



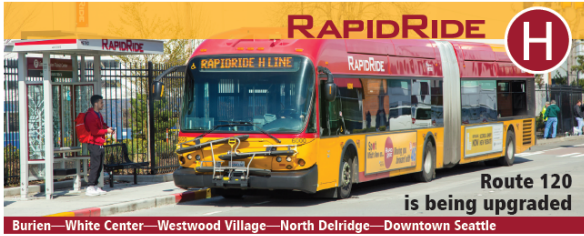
Ama boostada ku soo dir sahankaaga aad dhammaystiray diwaankan: H Line Survey
King County Department of Transportation
KSC-TR-0824
201 S Jackson Street
Seattle, WA 98104-3856



Page 1 of 14



Boqqa 1 ee 14



We're working to transform Route 120 into the new RapidRide H Line. When it begins service in 2020, the H Line will come more often and be more reliable (on-time) than Route 120. It will give riders frequent connections to several West Seattle neighborhoods, downtown Seattle along Third Avenue, many other buses, and light rail.

Today, Route 120 is one of our 10 busiest routes

- ▶ About 13 miles long
- ▶ 80 stops (northbound and southbound combined)
- ▶ High ridership:
 - ▶ 9,200 rides each weekday
 - ▶ 5,600 rides on Saturdays
 - ▶ 3,900 rides on Sundays
- ▶ Connects to major regional destinations

Investing in improvements to make getting to the bus easier

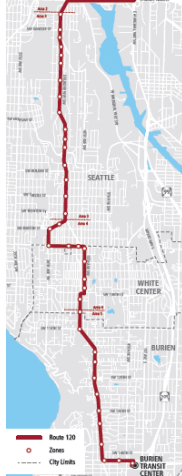
We're asking community members to tell us about improvements we can make to help riders get to the bus more easily and safely.

Here are some examples of access-to-transit improvements:

Bike lanes



Improved crosswalks and curb ramps



Existing Route 120 will become the future RapidRide H Line. SEE REVERSE FOR ALIGNMENT OPTIONS.



UPGRADING ROUTE 120 TO THE NEW RAPIDRIDE H LINE

What's already been done?

Over the past several years, the City of Seattle gathered information about existing conditions on Delridge Way SW and considered potential street improvements along the Delridge corridor. They also gathered community input to shape their early design plans.

What's happening now?

In 2017 and 2018, Metro and the City of Seattle are reaching out to Burien, White Center, and Delridge to help us understand their needs and priorities for the new H Line service. We're also gathering data about the corridor and working with our partner agencies on project design and opportunities for transit priority projects that would help the H Line move faster.

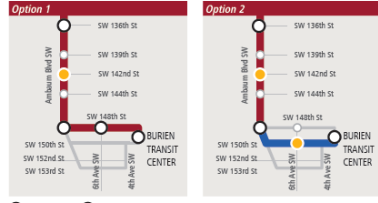
H Line timeline

- 2016-2017** Identify corridors for upgrade to RapidRide service (in METRO CONNECTS, Metro's long-range plan)
- 2017** Partner with local jurisdictions to create the H Line.
- 2017-2018** **WE ARE HERE**
 - ▶ Evaluate existing conditions
 - ▶ Environmental analysis
 - ▶ Research H Line options and their potential impacts
 - ▶ Public input on community needs and priorities
 - ▶ Public input on routing and stops
 - ▶ Identify opportunities to improve transit speed, reliability, and service
 - ▶ Choose routing and stops
- 2018-2019**
 - ▶ Advance design work
 - ▶ Public input on preferred concepts and final design
 - ▶ Construction planning
- 2019-2020**
 - ▶ Finalize project partner agreements
 - ▶ Construction
- 2020** H LINE BEGINS SERVICE

White Center Hub Routing Options



Burien Transit Center Routing Options



Existing Stop Proposed Stop Proposed Stop Removal Proposed Alternative Route



Come to an open house:

- ▶ **BURIEN:** Wednesday, January 10, 5–8 p.m.
Burien Community Center
Shorewood Room
14700 8th Avenue SW, Burien
- ▶ **WHITE CENTER:** Thursday, January 11, 5–8 p.m.
Mount View Elementary School
Multipurpose Room
10811 12th Avenue SW, Seattle

Learn more

Visit our website and sign up for email updates:
www.kingcounty.gov/metro/hlineinfo

Take our survey

www.kingcounty.gov/metro/hlinefeedback

We're asking affected communities about potential routing alternatives, stop placement, design concepts, and improvements along the future H Line corridor.



Appendix C: Open House Materials



Welcome

- ▶ Learn about RapidRide service
- ▶ Learn about the H line (replacing Route 120)
- ▶ Talk to city and county staff
- ▶ Tell us your thoughts

Who's here?



Pida un paquete informativo en español

Hãy yêu cầu nhận được tập thông tin bằng tiếng Việt

Baakadka macluumaadka ee ku qoran af Soomaali

សូមរកកញ្ចប់ព័ត៌មានជាភាសា ខ្មែរ

Appendix D: SDOT Outreach Summary



DELRIDGE WAY SW-RAPIDRIDE H LINE PLANNING OUTREACH SUMMARY

City of Seattle planning outreach for Delridge Way SW-RapidRide H Line occurred in two phases. The first phase in March 2017 where two planning options were shared with the community. Using community input, the City developed a third planning option and shared this with the community in January 2018. Summaries for both outreach efforts are included in this document.

March 2017 Outreach Summary – Page 2

March 2017 Survey Results – Page 6

January 2018 Outreach Summary and Survey Results – Page 84



OVERVIEW

SDOT conducted outreach activities in March 2017 to inform the community about the RapidRide H Line and share options for transit, bike, and pedestrian improvements along the Delridge corridor. From March 13 to 31, 2017, SDOT used a variety of engagement opportunities including: an online open house; online survey; in-person events; door-to-door flyering; briefings; and media outreach. This mix of tools was used to reach the diversity of users of Delridge Way SW, aiming to involve people living, working, taking the bus, biking, and walking along the corridor.

OVERARCHING THEMES

General

- Excitement around upgrading Metro Route 120 to the RapidRide H Line
- Desire to see transit prioritized over other travel methods along Delridge Way SW
- Support for improving bicycle and transit infrastructure
- Support to improve accessibility for the most vulnerable in the community

Improvements for people riding transit

- Most respondents supported the idea for bus-only lanes to be added on Delridge Way SW
 - Many noted these lanes would be important to improve bus speed and some suggested making the peak-only lanes all-day bus-only lanes
 - Some respondents questioned the need for a southbound peak, bus-only lane between SW Graham and SW Holden streets since they do not see buses being caught in traffic during the evening commute
 - Design the roadway so buses can get around car traffic via queue-jumps were needed and place bus stops so cars can pass buses when they are stopped to let people on and off
- Respondents noted several suggestions to improve bus service along Delridge Way SW:
 - Make buses more frequent and faster
 - Extend night hours
 - Services that benefit the elderly and disabled such as a neighborhood shuttle service or a way for the elderly or disabled to hail a bus when not at a bus stop
 - Provide improved east/west transit connections
 - Extend the route to Burien park and ride; Tukwila light rail station; South Lake Union
- Respondents noted what they wanted to see at new bus stops:
 - ORCA card readers and ticket vending machines
 - Kept clean, safe, and protected from the elements
 - Should be ADA accessible
 - Need improved lighting
- Improving bus speed on Delridge Way SW won't improve overall bus speeds into downtown if the project does not address the onramp to the West Seattle Bridge, which causes a significant bottleneck
- The layout of RapidRide buses is difficult for people with disabilities to use

Potential bus stop changes

- Most respondents were supportive of removing or relocating stops to improve bus speeds

- Desire to ensure bus stops are kept near schools, community centers, senior housing, and neighborhood services
- Concerns were raised in general about how changes to bus stops impact seniors and people with disabilities; a 10-minute walk to a bus stop is too far
- Metro Route 120 is used both for community and for people to get around in the Delridge community – changes to bus stops need to consider people getting to local services, not just to improve how fast commuters can get to Downtown Seattle

Improvements for people who bike

- People who bike were the only modal group who preferred Option 2 to Option 1 in the survey. However, this preference was very close with 45.3% preferring Option 1 and 54.7% preferring Option 2.
- Respondents were divided on whether bike facilities should be prioritized on Delridge Way SW or if people who bike could be accommodated by the neighborhood greenways. We heard things like:
 - Pro bike lanes on Delridge Way SW
 - Concern with grade and lack of connectivity via neighborhood greenways
 - Some respondents cited the Bike Master Plan and called for protected bike lanes in both directions on Delridge Way SW from the West Seattle Bridge to SW Kenyon St
 - Bike advocates asked for additional option to be considered where bus improvements were prioritized north of SW Juneau St and provides space for people biking on Delridge Way SW itself south of SW Juneau St. This would improve bike infrastructure on the west side of Delridge Way SW where the neighborhood greenway ends at SW Graham St where the east side neighborhood greenway is largely inaccessible.
 - Con bike lanes on Delridge Way SW
 - The existing bike lanes on Delridge are underutilized
 - Some people who bike noted the neighborhood greenways are useful for them and Delridge Way SW should be prioritized for transit and for bike investments to be prioritized along the neighborhood greenways
 - While the topography of Delridge Way SW makes it an accessible route for people who bike, some noted the amount of traffic, large trucks, and increasing development make riding on Delridge Way SW unpleasant and even with bike lanes they don't feel it would be a preferred route
- In general, respondents wanted to see more attention to an overall bike network connecting bike lanes, neighborhood greenways, and trails throughout the neighborhood
- Desire for additional bicycle amenities like bike racks and lockers at bus stops, and traffic lights that account for people biking on Delridge Way SW

Improvements for people living in South Delridge

- Recommendation for the RapidRide H Line route to stay on Delridge Way SW and rather than serve Westwood Village via SW Barton St and 26th Ave SW
 - Concern if the line does not run on Delridge Way SW it isolates residents east of the corridor, especially those living in Highland Park
 - Consider future development and density, especially considering HALA, which shows increasing density in White Center and east of Delridge Way SW

- Elimination of the Westwood Village loop would improve bus speeds
- Concerns with impact from buses on pavement conditions and private property along 26th Ave SW
- One suggestion was to split the route where certain buses would stay on Delridge Way SW and other buses would go to Westwood Village

Roadway conditions and changes

- Pavement conditions along Delridge Way SW. They noted:
 - Many potholes and cuts caused from development
 - The current condition of the pavement is a safety hazard to those driving, walking, and biking
- The condition of the center lane pavement should not prevent consideration of the best way to use the available space. By repaving the center turn-lane, it would create more space and remove the conflict between bus and bike lanes. This is more important than a landscaped median.
- Concerns about adding a landscaped median including a median would:
 - Make it harder for people to cross the street mid-block
 - Limit driver visibility
 - Make it harder for cars to make turns, merge into traffic, and access driveways
- Reducing the speed on Delridge would increase safety for users

Parking

- Divide on whether to remove more parking.
 - Pro additional parking removal:
 - Offer more space for transit-only lanes and bike lanes
 - Parking on Delridge is underutilized
 - People drive into the neighborhood and park their cars for easier access to bus routes
 - Cons of parking removal:
 - Not everyone can take the bus to work
 - As density increases, parking will be in high demand

Improvements for people walking

- Delridge needs more visible crosswalks
- Delridge needs improved adjacent sidewalks

OPTION PREFERENCE BY HOW PEOPLE GET AROUND THE CORRIDOR

Mode	# of respondents	Option 1	Option 2
Ride a bus	313	75.4%	24.6%
Drive a car alone	279	73.5%	26.5%
Drive in a car with others	240	76.3%	23.8%
Walk (or use some mobility device)	220	69.5%	30.5%
Bike	128	43.5%	54.7%
Carsharing	64	67.2%	32.8%
Taxi	15	86.7%	13.3%

PARTICIPATION SUMMARY

Online open house	Online survey	In-person events	Door-to-door flyering	Briefings	Media coverage
961 unique visitors	482 responses	150 attendees	40 businesses / organizations	7 presentations	8 stories

Who took the survey?

- Majority of survey takers lived within five blocks of Delridge Way SW (62.9%)
- Slight majority of survey takers had not engaged in prior outreach on the project (57.8%)
- Majority of survey takers were age 25-44 (63.6%), only 4.3% were 65 or older
- Majority of survey takers identified as White or Caucasian (67.7%)

Top ways people heard about the survey:

- Coverage on the West Seattle Blog (50.8% of survey takers)
- Email updates from SDOT (20.9% of survey takers)
- Postcard mailer (15.9% of survey takers)
- Other media (12.5% of survey takers)

NOTIFICATION REACH

Notification	Sent/posted	Recipients	Viewed
Postcard mailing	March 13	10,744	Unknown
Email 1	March 13	187	100 (open rate of 53.8%)
Email 2	March 20	320	164 (open rate of 51.9%)
Email 3	March 29	357	132 (open rate of 37.4%)
SDOT Facebook	March 16 – 27	Impressions: 10,756	Clicks: 436
International Examiner	March 13 – 27	Impressions: 59,014	Clicks: 14
Runta News	March 13 – 17	<i>No data available</i>	<i>No data available</i>
Seattle Globalist	March 13 – 15	36,813	10
Seattle Globalist Twitter	March 13	773	9

**All display ads were combined with Madison BRT*

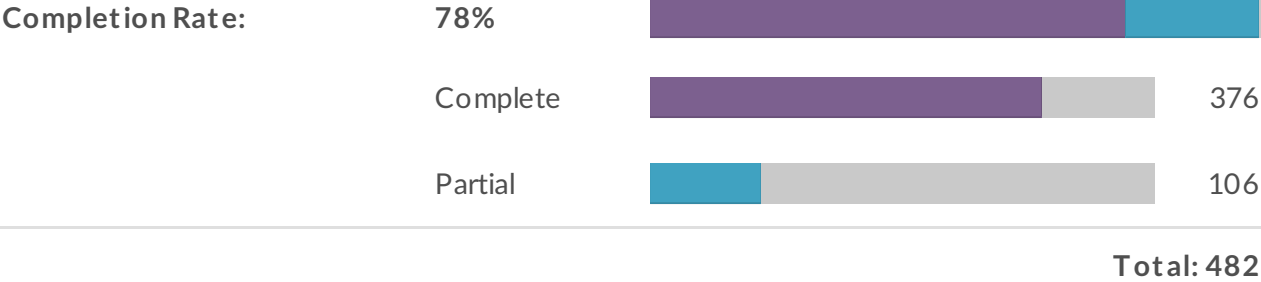
Effectiveness of notifications

Top ten sources of traffic to the online open house:

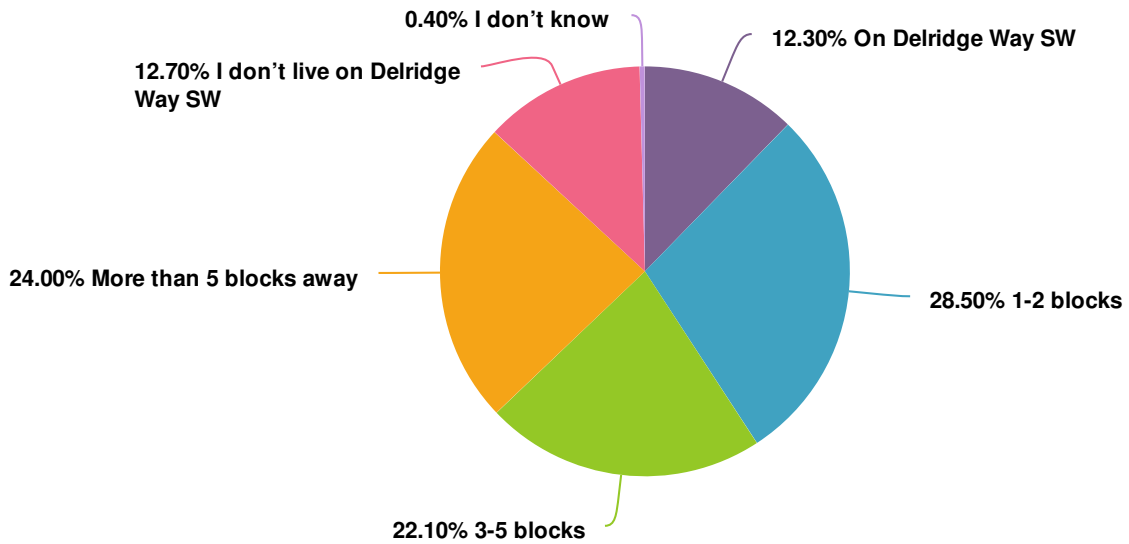
1. Direct link (RapidRideHLine.participate.online) – 25.3%
2. West Seattle Blog – 23.2%
3. SDOT website – 16.8%
4. Metro Transit Alert (email) – 5.6%
5. Seattle Transit Blog – 4.4%
6. Google search – 3.7%
7. Facebook referral – 3.7%
8. Seattle Curbed – 2.4%
9. West Seattle Herald – 2.1%
10. Twitter – 1.9%

Report for RapidRide H Line Options Survey

Response Counts



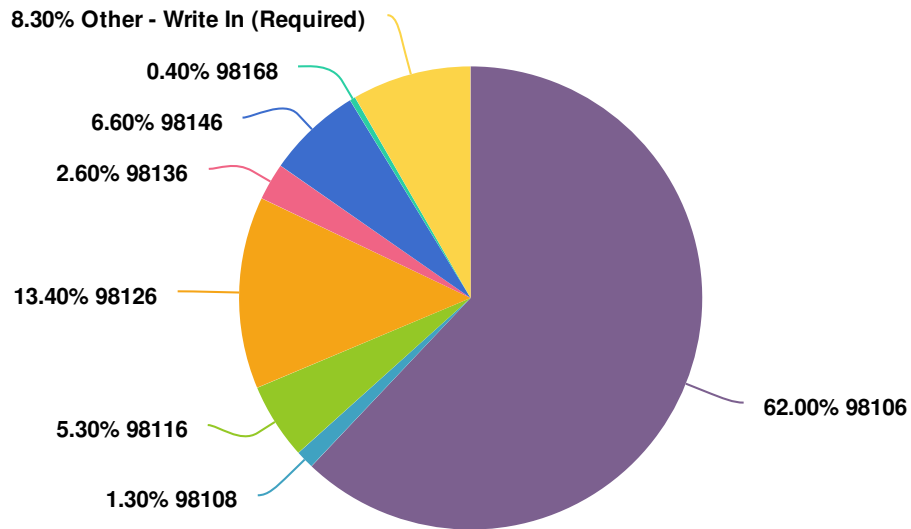
1. How far do you live from Delridge Way SW?



Value	Percent	Responses
On Delridge Way SW	12.3%	58
1-2 blocks	28.5%	134
3-5 blocks	22.1%	104
More than 5 blocks away	24.0%	113
I don't live on Delridge Way SW	12.7%	60
I don't know	0.4%	2

Total: 471

2. What is your home zip code?



Value	Percent	Responses
98106	62.0%	291
98108	1.3%	6
98116	5.3%	25
98126	13.4%	63
98136	2.6%	12
98146	6.6%	31
98168	0.4%	2
Other - Write In (Required)	8.3%	39

Total: 469

Other - Write In (Required)	Count
Total	39

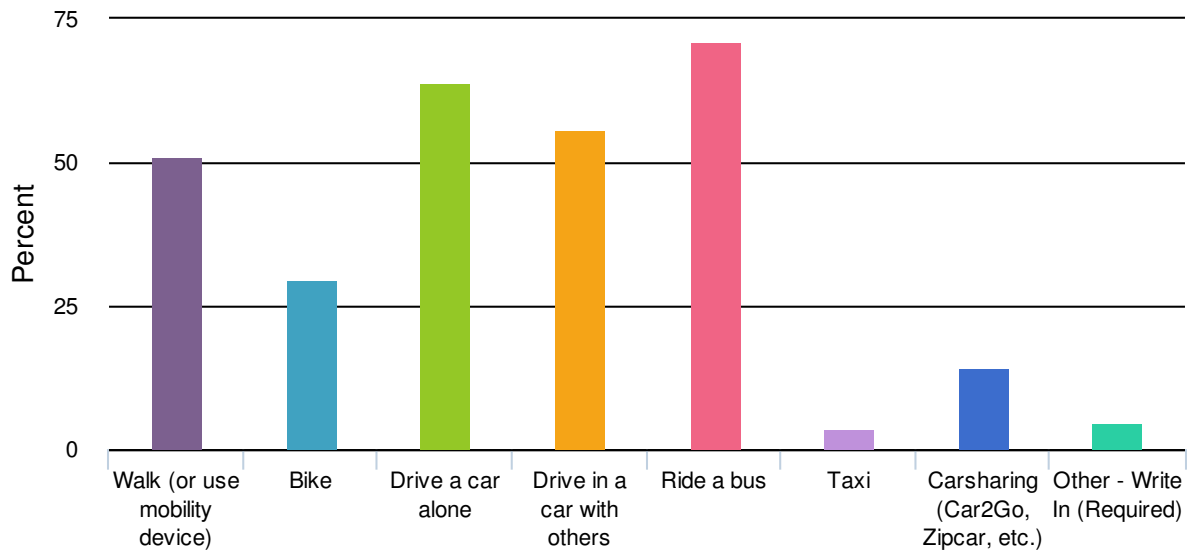
Other - Write In (Required)	Count
98109	4
98122	4
98115	3
98166	3
98103	2
98105	2
98144	2
98178	2
958105	1
97105	1
98030	1
98034	1
98101	1
98102	1
98104	1
98112	1
98117	1
98119	1
98121	1
98125	1
Total	39









Other - Write In (Required)

Count

98148	1
98164	1
98188	1
98277	1
98404	1
<hr/>	
Total	39

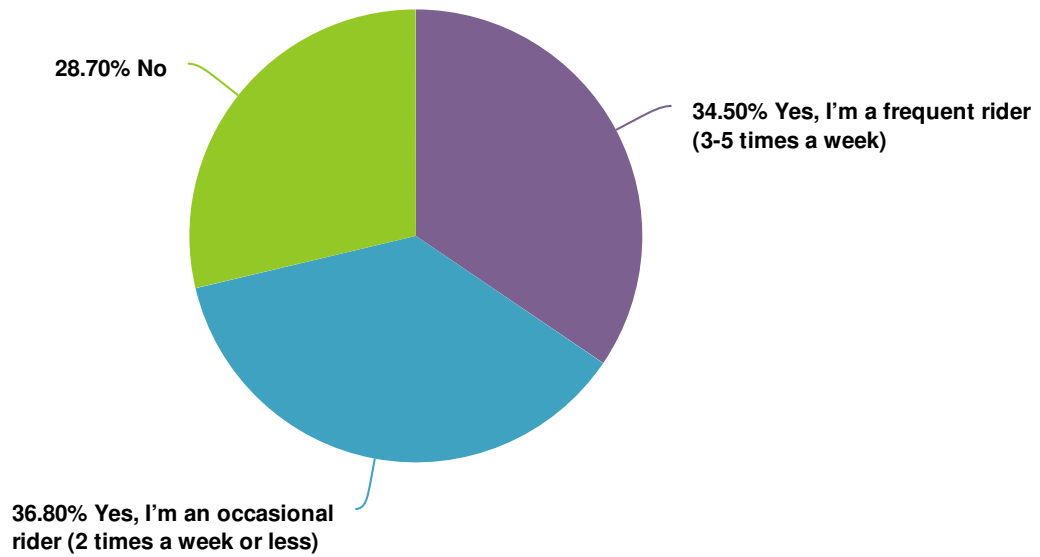
3. How do you currently get around the Delridge neighborhood? (Select all that apply)






Value		Percent	Responses
Walk (or use mobility device)		51.0%	240
Bike		29.7%	140
Drive a car alone		64.1%	302
Drive in a car with others		55.6%	262
Ride a bus		70.9%	334
Taxi		3.4%	16
Carsharing (Car2Go, Zipcar, etc.)		14.4%	68
Other - Write In (Required)		4.5%	21

Other - Write In (Required)	Count
Motorcycle	4
Lyft	3
Uber	2
access	2
run	2
I don't	1
I ride 120 through it to get downtown when there is no express bus from Burien. (off peak hours/days)	1
Run	1
Uber	1
Vanpool	1
i do not	1
lyft	1
uber or lyft	1
Total	21

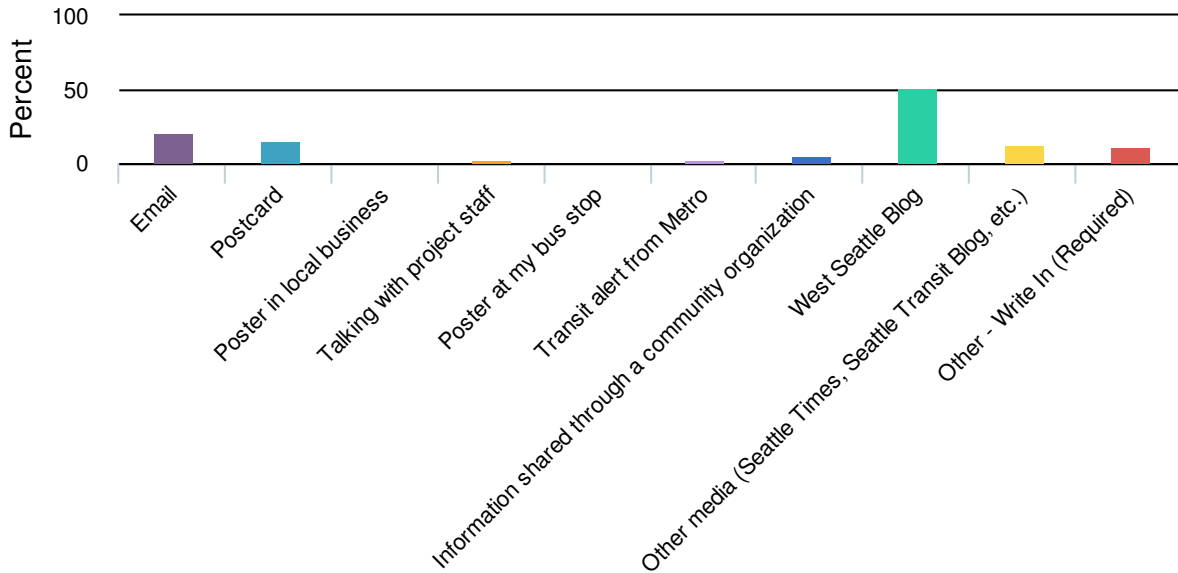
4. Do you typically ride the King County Metro Route 120 bus?



Value		Percent	Responses
Yes, I'm a frequent rider (3-5 times a week)		34.5%	162
Yes, I'm an occasional rider (2 times a week or less)		36.8%	173
No		28.7%	135

Total: 470

5. How did you learn about this survey? (Select all that apply)



Value	Percent	Responses
Email	20.9%	97
Postcard	15.9%	74
Poster in local business	0.2%	1
Talking with project staff	2.8%	13
Poster at my bus stop	0.4%	2
Transit alert from Metro	3.2%	15
Information shared through a community organization	5.8%	27
West Seattle Blog	50.8%	236
Other media (Seattle Times, Seattle Transit Blog, etc.)	12.5%	58
Other - Write In (Required)	10.8%	50

Other - Write In (Required)	Count
Facebook	7
Friend	2
Project representative at SW Andover & Delridge	2
friend	2
A neighbor	1
DON newsletter	1
EMAIL FROM MY EMPLOYER	1
Facebook	1
Facebook post	1
Facebook post by Metro	1
Friend	1
HPIC	1
Highland Park Neighborhood blog	1
I work for community organization DNDA	1
International Examiner	1
Lisa Herbold's e-mail	1
Metro staff	1
Neighbor gave me a flyer	1
NextDoor.com	1
Pigeon Point neighborhood Facebook group	1
Total	50

Other - Write In (Required)	Count
Roommate	1
SDOT	1
Seattle transit blog	1
Sent to me by my husband	1
Social media	1
Staff person at corner of Andover and Delridge	1
WWRAH, HPAC, DNDC	1
West Seattle Blair g	1
Word of mouth	1
Word of mouth (friend)	1
council person email newsletter	1
facebook	1
facebook friend	1
friend posted on facebook	1
handed card on 21st street greenway by project staff as I was commuting home	1
handed card on 21st street greenway by project staff as I was riding bike	1
highland park blog	1
my employer, Seattle Colleges	1
my supervisor at DNDA	1
text from Metro	1
Total	50

Other - Write In (Required)

Count

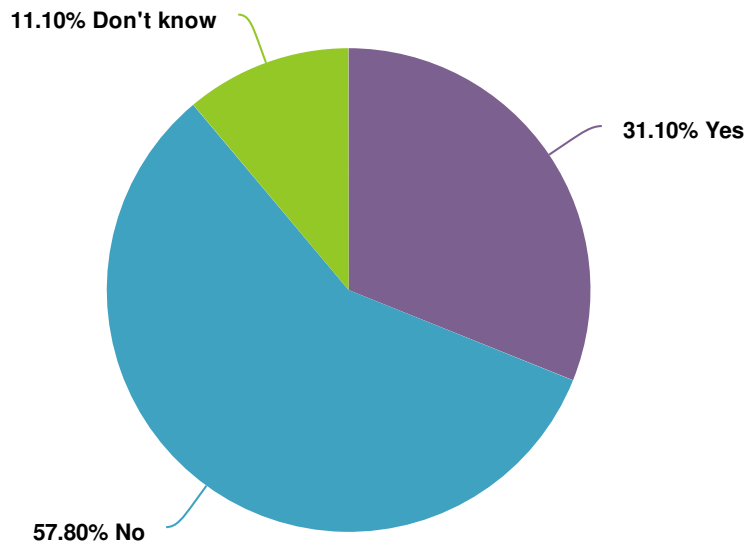
twitter




1

Total

50

6. Have you participated in prior outreach about improving transit service in the Delridge neighborhood?

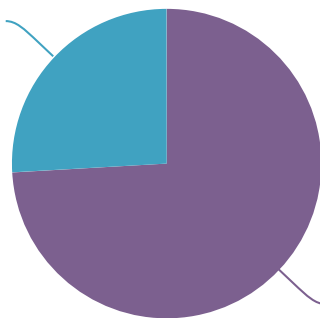


Value		Percent	Responses
Yes		31.1%	146
No		57.8%	271
Don't know		11.1%	52

Total: 469

7. When traveling on Delridge, which of these two options do you prefer:

25.90% Option 2 – Designate all-day, bus-only lanes in the north section of Delridge Way SW and adds 2.9 miles of protected bike lanes. This option would improve bus travel times but lengthen travel times for cars north and southbound along the corridor.

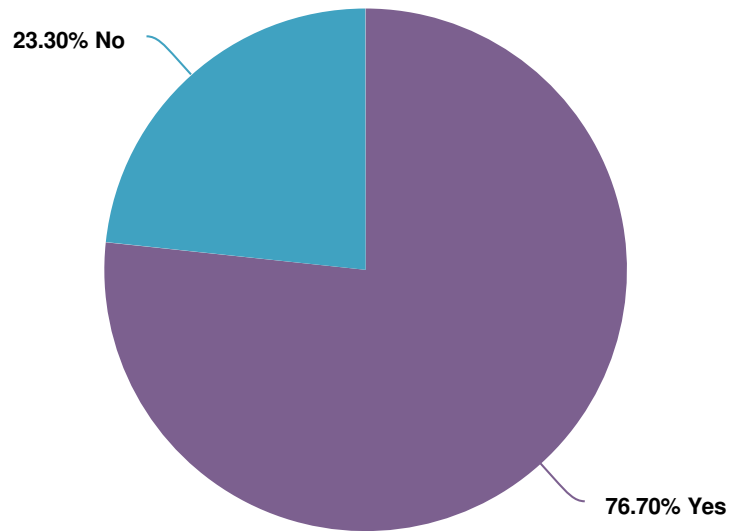


74.10% Option 1 – Designate all-day, bus-only lanes and peak bus-only lanes along sections of Delridge Way SW and add a widened sidewalk for people who walk and bike. This option

Value	Percent	Responses
Option 1 – Designate all-day, bus-only lanes and peak bus-only lanes along sections of Delridge Way SW and add a widened sidewalk for people who walk and bike. This option would improve travel times for both buses and cars along the corridor.	74.1%	317
Option 2 – Designate all-day, bus-only lanes in the north section of Delridge Way SW and adds 2.9 miles of protected bike lanes. This option would improve bus travel times but lengthen travel times for cars north and southbound along the corridor.	25.9%	111

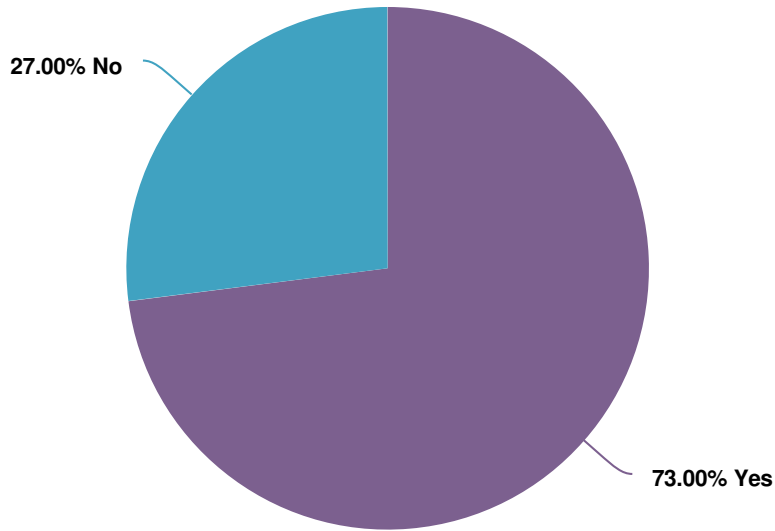
Total: 428



8. Improving bus speed by adding peak bus-only lanes would add new off-peak parking and convert some all-day parking into off-peak parking. Knowing this, do you still prefer Option 1?



Value		Percent	Responses
Yes		76.7%	316
No		23.3%	96
			Total: 412

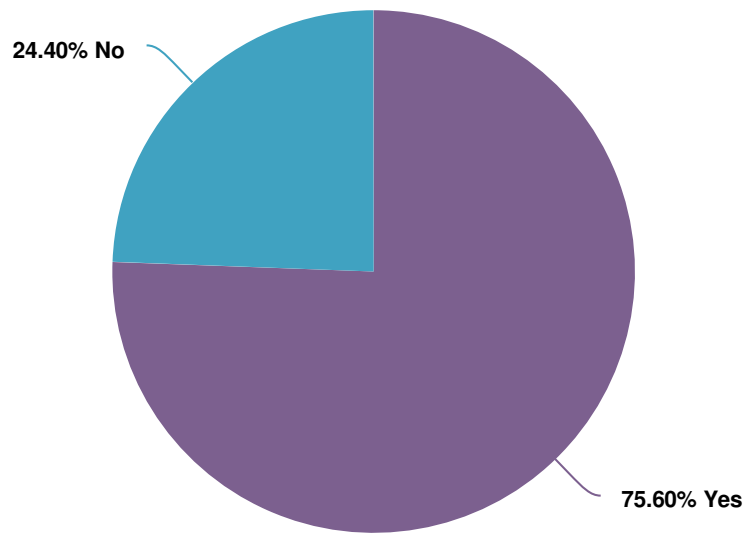
9. Designating bus-only lanes and peak-only bus lanes makes it so protected bike lanes can't be added on Delridge Way SW. Instead, people who want to bike would be encouraged to use existing neighborhood greenways east and west of Delridge Way SW. Knowing this, do you still prefer Option 1.



Value		Percent	Responses
Yes		73.0%	305
No		27.0%	113

Total: 418

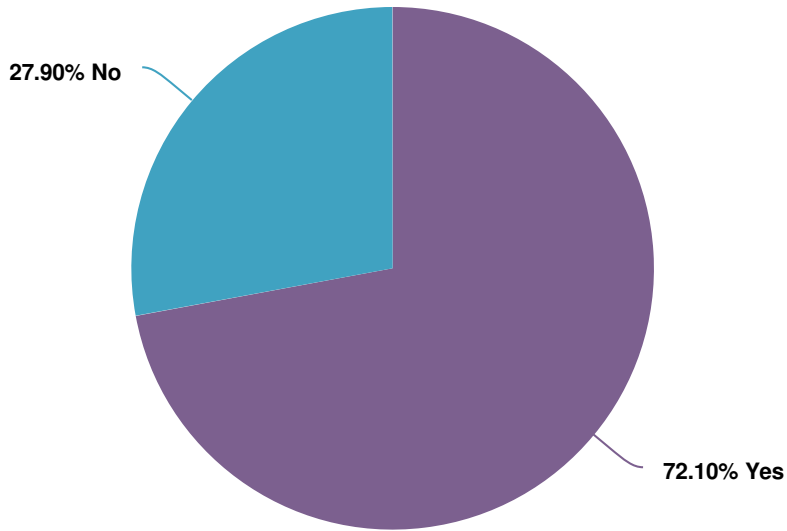
10. In the proposal to add peak bus-only lanes, we would also include an almost mile-long widened sidewalk for people who walk and bike on the west side of Delridge Way SW from 23rd Ave SW to SW Holden St. This widened sidewalk would not be a protected bike lane but would range from 8- to 12-feet wide. Knowing this, do you still prefer Option 1?



Value	Percent	Responses
Yes	75.6%	316
No	24.4%	102

Total: 418

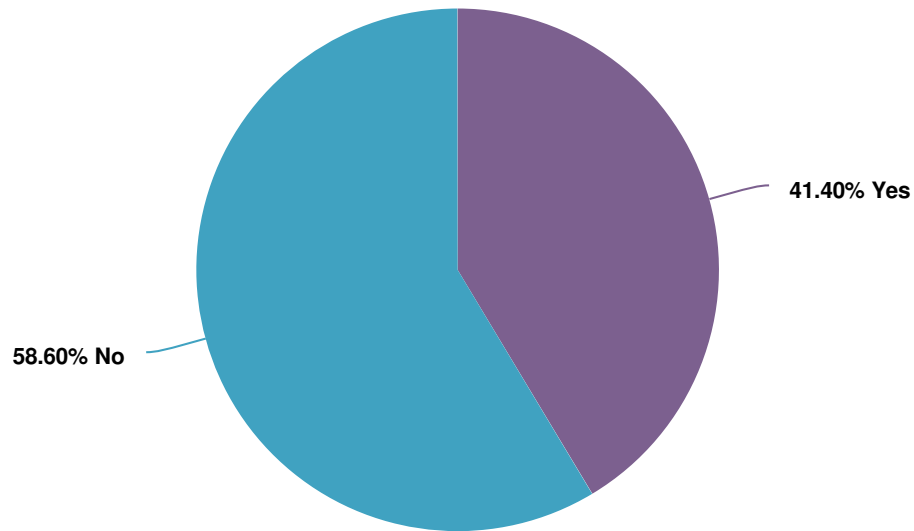
11. Adding a widened sidewalk for both people walking and biking would require the removal of up to 20% of the street trees along Delridge Way SW*. Knowing this, do you still prefer Option 1? (*For any one street tree removed, two trees will be planted within the neighborhood)





Value		Percent	Responses
Yes		72.1%	302
No		27.9%	117

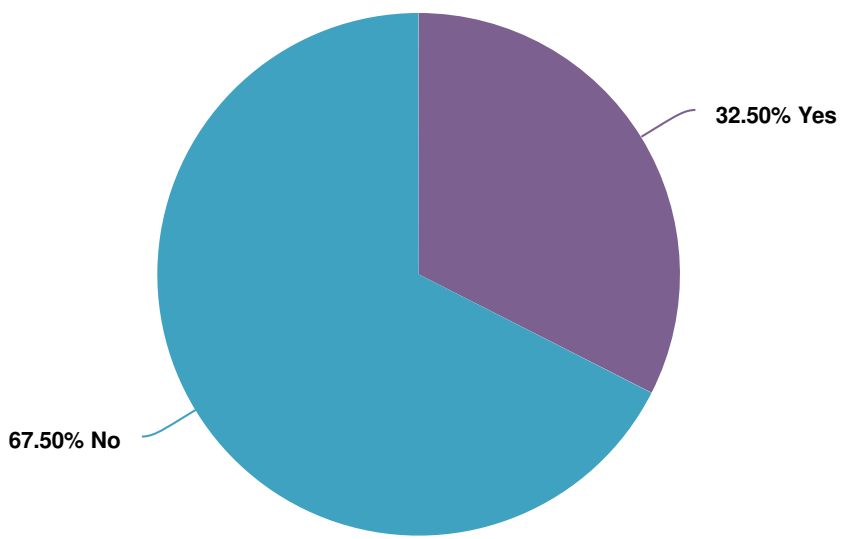
Total: 419



12. Adding 2.9 miles of protected bike lanes would improve safety by organizing the street so everyone has a designated space. Knowing this, do you still prefer Option 2?



Value		Percent	Responses
Yes		41.4%	153
No		58.6%	217
			Total: 370

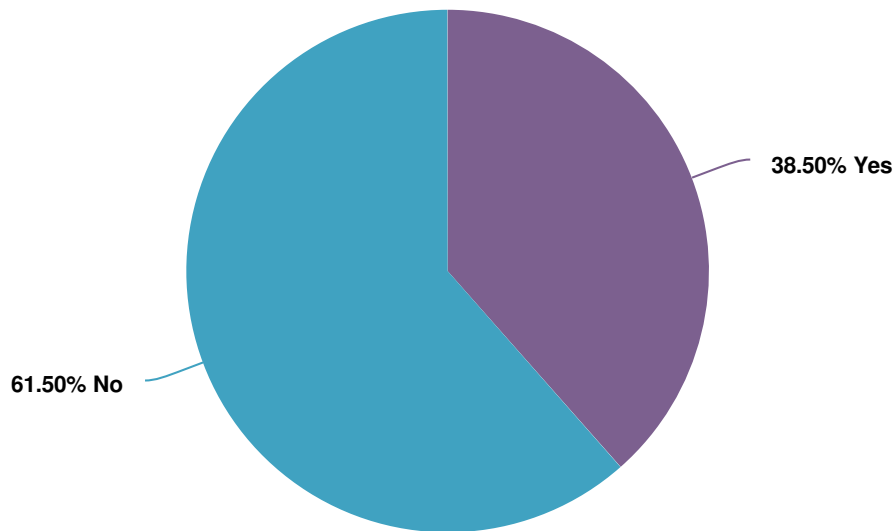
13. Of the 2.9 miles of protected bike lanes that would be added, 2.6 miles would be for a southbound bike lane. People biking northbound (towards Downtown Seattle) would be encouraged to use neighborhood greenways off Delridge Way SW. Knowing this, do you still prefer Option 2?





Value		Percent	Responses
Yes		32.5%	118
No		67.5%	245

Total: 363

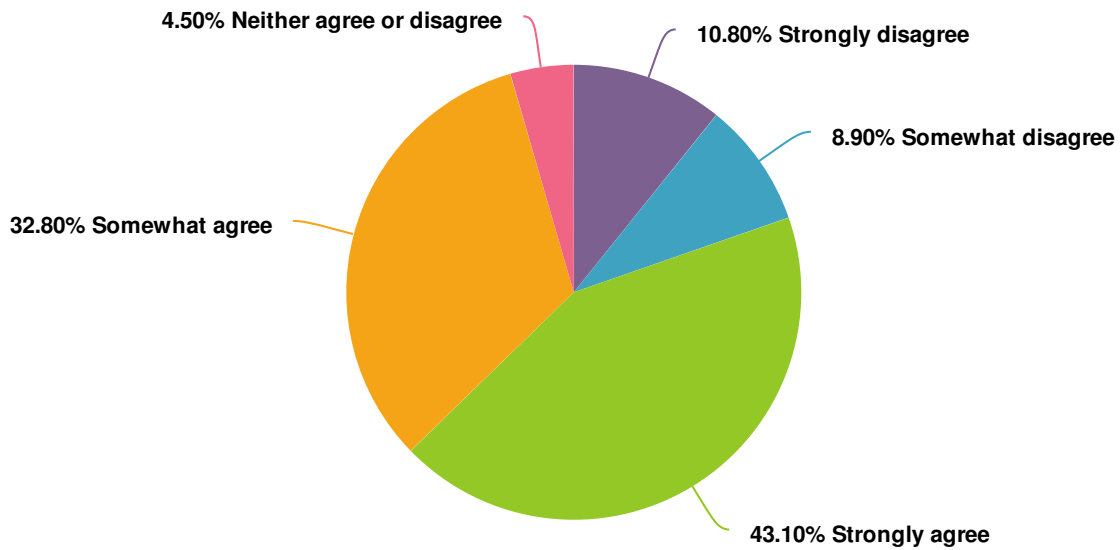
14. Adding protected bike lanes on Delridge Way SW would remove up to 10% of all-day on-street parking and 50% of off-peak only on-street parking along the corridor. Knowing this, do you still prefer Option 2?



Value		Percent	Responses
Yes		38.5%	141
No		61.5%	225

Total: 366

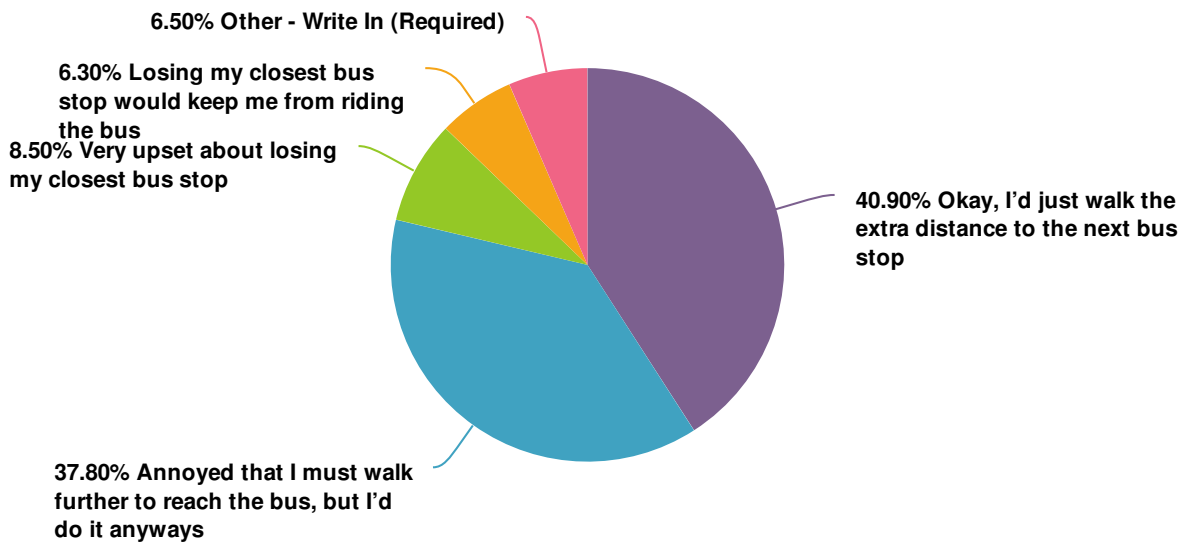
15. Do you agree or disagree with the following statement: I am okay with moving or removing some bus stops on Delridge Way SW to make buses faster and arrive on time.



Value	Percent	Responses
Strongly disagree	10.8%	45
Somewhat disagree	8.9%	37
Strongly agree	43.1%	180
Somewhat agree	32.8%	137
Neither agree or disagree	4.5%	19

Total: 418

16. If the bus stop you use the most was removed, but you could still get to a bus stop within a 10-minute walk, how would you feel?



Value	Percent	Responses
Okay, I'd just walk the extra distance to the next bus stop	40.9%	169
Annoyed that I must walk further to reach the bus, but I'd do it anyways	37.8%	156
Very upset about losing my closest bus stop	8.5%	35
Losing my closest bus stop would keep me from riding the bus	6.3%	26
Other - Write In (Required)	6.5%	27

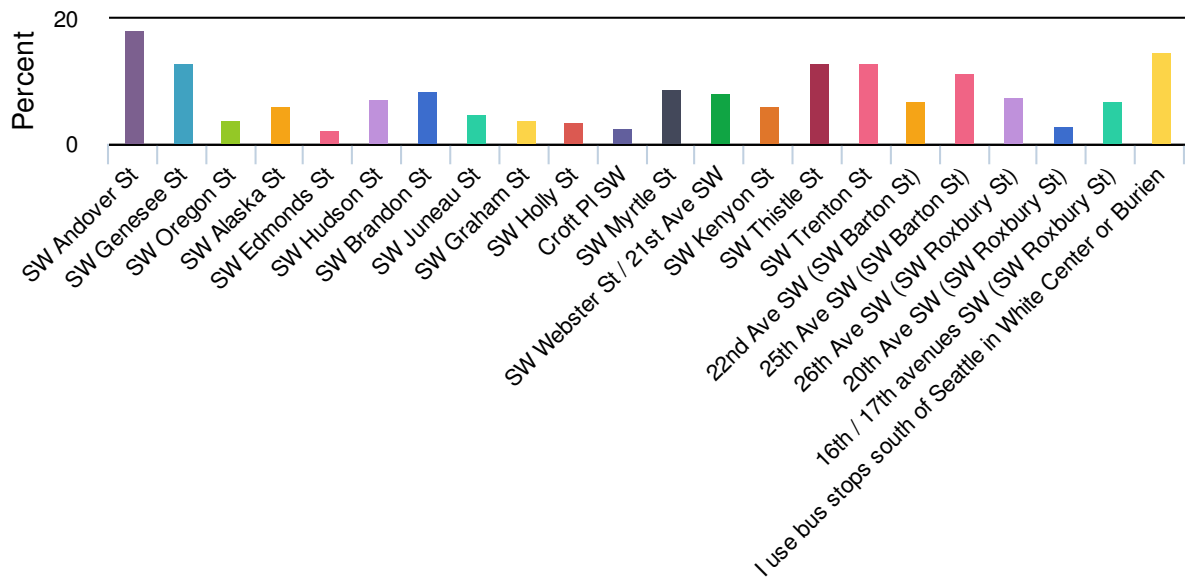
Total: 413





















Other - Write In (Required)	Count
10 mnnutes is too much.	1
Difficult for elderly	1
Total	27

Other - Write In (Required)	Count
Doesn't apply because I board in Burien, but if it happened to me I'd be very upset/ might stop riding/ would drive to a transit center.	1
Don't have a bus stop	1
I advocate for people who cannot walk and depend on the bus being close.	1
I already have to drive and park to take the 120 anyhow, so parking is more the issue for me, not walking futher	1
I already walk 15 minutes due to inadequate bus service east of Delridge. Giving me a longer walk would not make this fesable. What is going to be done to address the inequity in bus service East of Delridge? T his survey seems biased in favor of bike lanes. Delridge is too dangerous of an arterial for bikes.	1
I already walk 7 blocks to get to the closest 120 bus stop.	1
I drive a car	1
I have to walk 15 minutes to get to my existing stop on Delridge. I do not want to walk an additional 10 minutes.	1
I need the bus stop on Kenyon. It's already a 12 minute walk for me and longer would be prohibitive and I need this bus to get to work on time.	1
I only drive Delridge.	1
I think it would be a huge mistake to remove the bus stop at Brandon because of the public library being there and the concentration of low income housing.	1
I would drive more often	1
I would ride my bike instead and skip the bus	1
I would walk to 35th and take the 21, which I prefer	1
I'd be ok with it, but I'd worry about a few neighbors who can't walk very far.	1
It would not impact me, but there are many people with mobility issues that will face new challenges using public transportation	1
Total	27

Other - Write In (Required)	Count
Right now I'd just be annoyed; as my mobility is increasingly challenged, I'd have to stop using the bus.	1
SDOT is planning to remove two bus stops on the route south of Henderson without publishing use data. This isn't acceptable.	1
The hill prevents me from walking to Delridge	1
This would not affect as I ride through the neighborhood but do not live there.	1
Understandable but do you remove the stop at park and ride also?	1
Upset, but when the bus is my family's ONLY option, you've made that decision for us. Groceries are heavy even for your proposed "2 min" extra. The sidewalks are terrible in areas up and down Delridge as well.	1
While I could walk the extra distance, I'd be concerned for neighbors who were unable or unwilling to walk further	1
i don't ride that bus.	1
while i would be ok walking to a further stop, 10 minutes seems excessive. for mall kids and the elderly 10 minutes walk is comparable to a 30 minute walk for an able person.	1
Total	27

17. What bus stops do you use most often to ride Metro Route 120?
 (Select all that apply)



Value		Percent	Responses
SW Andover St		18.3%	69
SW Genesee St		13.0%	49
SW Oregon St		4.0%	15
SW Alaska St		6.3%	24
SW Hudson St		7.1%	27
SW Brandon St		8.5%	32
SW Juneau St		5.0%	19
SW Graham St		4.0%	15
SW Holly St		3.7%	14
SW Myrtle St		8.7%	33
SW Webster St / 21st Ave SW		8.2%	31
SW Kenyon St		6.3%	24
SW Thistle St		13.0%	49
SW Trenton St		13.0%	49
22nd Ave SW (SW Barton St)		6.9%	26
25th Ave SW (SW Barton St)		11.4%	43
26th Ave SW (SW Roxbury St)		7.7%	29
16th / 17th avenues SW (SW Roxbury St)		6.9%	26
I use bus stops south of Seattle in White Center or Burien		14.6%	55
All Others (click to expand) ▾		7.9%	30

18. Do you have any other thoughts about potential bus stop changes?

Count	Response
1	<p>-Why does the H line not serve the South Eastern corner of the urban village? The H line has ignored South Delridge? My walk to the 120 is currently 7 minutes. Why does it not serve the bus stop at Barton and Delridge? What happened to the frequent transit that the dense zoning of the Urban village needs? Larger buildings are built without parking assuming that the transit will be there. -With respect to stop removal, if you remove stops making the bus faster by 2-4 minutes but add 2-4 minutes to the person's walk what have we gained? It adds uncertainty due to variations in walk time or street crossings. I'm not so bothered by stop removals in the north because they are significantly closer to downtown so their overall travel time is better than the south end. -120 Northbound is already nearly standing room by the time it hits Seattle limits. Its the same way heading southbound even outside of peak hours. -It is unfair to the people in the majority of people who come from the south</p>
1	<p>10 min walk is too far, even for those who opt to prefer the bus over driving. Bus stops should be only 5- 6 min walk away.</p>
1	<p>26th Ave SW (SW Barton St.) stop is not listed in the above list. This one is pass the SW Roxbury St. towards the Westwood Village Shopping Center. This is a keeper. Must keep a stop that will connect to the 50. Stops at the Westwood Village which is a transfer site for a lot of buses. White Center and Burien are also very important for shopping alternatives for people without cars.</p>
1	<p>A lot of us catch the 120 at Andover, so certainly would not want it removed! There are 24 new housing units going up north of Andover on Pigeon Pt. This will add to the ridership. There is a huge apartment building with many rentals half a block south and west of the stop, too. We also have the large Tom Stewart business bldg. with flag at our intersection, an architectural office building, and a small but frequented shopping mall at the Andover intersection. This includes a therapy business that many people frequent by bus (I was a patient there and saw this). There are just too many housing units and businesses by the Andover stop to even consider moving it.</p>
1	<p>Again, SDOT is proposing to remove the stops at 22nd/Barton Place (not street) and 20th/Roxbury without ridership data for these stops. However, the data shows that the very heavily used stop is at Trenton/Delridge. The cut at 20th/Roxbury increases the walkshed for everyone east of Delridge from Henderson south to Roxbury to go to Trenton. This makes no sense without ridership data, and is MHA/HALA upzone for the South Delridge corridor from Henderson to Roxbury isn't being taken into account.</p>

Count Response

1	All stops shall include complete rebuild of bus stop and install max thickness concrete roadway adjacent to stop. Every existing bus stop along the route 120 has broken pavement from the loads buses apply with heavy braking when pulling into bus stop.
1	All stops should have ORCA readers and ticket vending machines to eliminate onboard fare payment. If not possible, SDOT should ask Metro to install rear door ORCA readers so most riders can board from all doors at all stops.
1	All stops should have ORCA readers and ticket vending machines.
1	Andover is already mobbed with people at AM peak northbound. How will you address this issue? Also most days it's just miserable getting to work. I've lived here for 12 years and never seen it so packed. More buses please.
1	As a bus rider, I will walk a great distance to catch a high frequency bus. I hate arriving at a stop only to find the bus is 30 min. out. I currently walk from 29th to California to catch the C because the 21 frequency is awful. Do NOT put bus only lanes that lead to right turn only lanes at intersections. Drivers ignore the bus only lanes (see 35th and Avalon and Avalon and west seattle bridge) and no amount of enforcement can make up for bad design. Do not let the NIMBY's discourage you from removing on street parking. The day-time parking spots hurt the frequency of the RapidRides by forcing buses to wait for merge chances. As a frequent C rider, the bus is Tokyo FULL (no personal space left) by the Junction. It feels like there could be further stop reductions on the C, don't be tempted to put outlier stops every other block too close to the WSB. By the time this line goes in Delridge will be all zoned LR3 and built up- don't think small. As a (fast) cyclist I don't
1	As a frequent bicyclist, I'm still willing to prefer the option that moves the most cars the most effectively. Bicyclists have a lot more options for moving around than do cars. Just please keep us safe!
1	As a property owner on Delridge and a daily 120 rider, it is strange to be requesting fewer improvements, but... 1. I don't understand the proposed BAT lanes between Orchard and Graham. There isn't typically traffic congestion in this section. Queue jumps at Orchard and Holden stoplights would be useful, but beyond that there is no need. 2. Building a southbound protected bike without a northbound one is a literal half measure, without much value. The parallel greenways to the east and west are actually pretty good and I wouldn't recommend adding bike infrastructure to Delridge, except... 3. The west sidewalk between Graham and Elmgrove should be widened to create a true two-way multi-use path, to fill gaps in the 26th Ave greenway and the Longfellow Creek trail. (not shown on the provided maps, but there is a trail in the SW Elmgrove St ROW connecting Delridge to the street to the west, which connects walkers/bikers to the Longfellow Creek trail - a safe bike facility bet

Count Response

1 As someone who typically rides a bike N down Delridge, the addition of the greenway (while not perfect) has been beneficial; however, the speed of the bus service more than triples my time to work and quadruples it home which prevents me from using it more often. This H line, depending on how far it goes downtown and how many transfers I'll require to get to SLU, would get me out of my car five days a week. Option 1 in my opinion is the only reasonable choice.

1 Better security at bus stops, especially at night, is needed, especially in South Delridge. Also, if buses come less frequently at night, that means more time standing alone at a bus stop in the dark, leaving one exposed to potential criminal activity. More frequent service means more security. Otherwise, other security measures need to be improved.

1 Both local service (slower with frequent stops) and express service (faster, with fewer stops) provide different benefits for bus commuters and can work together to provide comprehensive transit service. I lived in West Seattle during the replacement of the 54 by the C and appreciate that the RapidRide branded lines have helped bring faster, more frequent service to many transit riders along their corridors, but a comprehensive transit network needs to balance the needs of commuters for frequent service and local access. Continuing to eliminate or reduce the frequency of local routes in favor of express trunk routes over the long term will eventually result in an erosion of access to public transportation for those out of reach of the system's major arteries. I'd also point out that the 120 line is one of Metro's more successful routes - it provides frequent, reliable service to a large number of commuters - and changes to the line should consider what's already working and may not need

1 Both of these options aren't very good. Although the proposed RapidRide H line is promising in terms of overall transportation improvements, there must also be a protected bike lane on the full length of Delridge Way for the people who already use this corridor and ride bicycles, and perhaps more importantly for people who may be enticed to do so in the future. Seattle's Comprehensive Plan calls for much greater use of bicycles for transportation. The City's Climate Action Plan goals depend upon a significant increases in bicycle use. We are not yet on track to meet the 2035 goals. The Seattle Bicycle Master Plan calls for protected bike lanes on Delridge to meet these transportation and climate action goals. Provisions for safe bike riding are by far the least expensive way to add capacity to our streets and absorb population growth without adding to traffic congestion. The public health and safety benefits are obvious.

1 Bus frequency, reliability, and speed are more important than having frequent stops.

Count Response

1	Bus service in South Delridge needs to be addressed holistically. This caters to the needs of the North and not to the underserved South. We are in desperate need of sidewalks and curb cuts for people with disabilities. This survey is biased in favor of bicycles. It is obvious from this survey that this is what you want to do and you are using this as a rubber stamp. Delridge should NOT be the corridor for bikes. People travel at an excessive rate of speed on this road. It should be noted that many roads don't cut through in the South Delridge so cutting a stop may increase the walk by more than you think.
1	Can this Extend to Burien park & ride and Tukwila light rail station
1	Check for lighting.
1	Conduct SIGNIFICANT PUBLIC OUT REACH, in multiple languages, before making decisions as connections throughout the neighborhood are very difficult under the present circumstances. Also consider the numbers of riders coming down from the hills above to access the 120 on Delridge.
1	Crossing Delridge to get to the bus stop is often dangerous. Would really like well-lit crosswalks that drivers would honor
1	Crossing delridge currently involves waiting for a break in car traffic, or taking my chances and walking out hoping cars will stop. There should be more crosswalks to signify to drivers that pedestrians have the right of way. Id prefer crosswalks to additional traffic light.
1	DO NOT REMOVE ANY! Parking, there already is a lack of all day parking, and having to move cars during peak hours and then rush back to get a parking spot is not very lean. While it would be great to be able to use transit for work everyday the reality is most do not have that luxury because of Seattle lack of affordable options for families to live or work in the city, so most of us need to commute and drive for work to be able to afford a life. And please move the bus stop on Delridge Way SW @ Trenton, it is too noisy and constant years of crime that makes it unsafe. Moving that stop to a location by the gas stop & garage businesses on Delridge Way SW & SW Henderson St would make it faster since by the triangle by the stop light already has a pul off so a stop there would not back up traffic on Delridge. Please stop punishing car owners and making them the bad guys, some of of us have no option for work and need to drive. And since car taxes pay for a lot of this, tax bike riders and
1	DO NOT move the Brandon stop to Finlay. Brandon is key to this area.

Count Response

1	Delridge is mostly residential so legally shouldn't the speed be 25 mph? Add roundabouts to fix the traffic issues and repave the road. More people would bike if it was safer.
1	Don't think it is appropriate to eliminate stops on Delridge.
1	Don't want to lose the stops close to my house.
1	Eliminate all parking on Delridge for the benefit of transit
1	Eliminate the Westwood Village loop and service it with the 125 or another route to town. Not fair that people riding from Burien/White Center have to have 10 minutes added to their trip.
1	Enough with the traffic calming. Nobody is fooled by this branding. Families still need both options of transit and owning/using a car for kids activities.
1	Ensure the bus can load and unload without blocking traffic. Transit drivers already force their way back into the traffic flow so don't worry about nobody letting them merge. The current situation of RapidRide stops designed to block traffic during loading is intolerable.
1	Every stop should have a shelter.
1	Every time you make the bus stops further apart and/or take away bus benches it means that I can no longer take the bus. In recent years this has severely limited my travel to downtown. I used to go downtown 5 or 6 days a week. Not so much anymore. But if things change I would go more often again. And what on earth is with the southbound bus stop on Third just south of Pike. This stop is unsafe at any hour of the day, reeks of urine, is filthy and there is no bench at all. Really disgusting. And can you get us some less time between buses during rush hour on the 125?
1	Excited to see improvements! I already appreciate the efficiency and reliability of the 120 line, and I appreciate the extra attention.
1	Genesee and Andover are really close, you could eliminate one and doesn't change my walk time to the bus stop.
1	Genesee street Northbound bus stop should be closer to the cross walk/community center.

Count Response

1	Going south, the bus often gets stopped by light by Andover on the north side of the intersection (bus stop is on south side). When Delridge light is red that is when people can cross, but the bus is sitting at the light until it can make it to the bus stop which is just on the other side of the light. We then get off the bus to a green light for Delridge, so we wait again for the light to turn red. So, we wait at the light in the bus, then we wait at the corner for the light to turn again. This is a pretty long light. Maybe the bus can have a yellow caution light to advance through the intersection if there are no cars going east/west? Or, maybe the southbound bus stop can be on the north side of the intersection? The bus has to merge into one southbound lane on the other side of the intersection anyways. Not sure moving the bus stop to the north of the intersection would be a huge problem for traffic.
1	How are the results of question 17 being used? Is it to gage how many people use certain stops on the route? I just want to request the results of this question not be used to determine future stops, but rather plan the route around actual ridership data (is data collected on how many people take the bus when they scan their bus passes or pay for a transfer? I'm not totally familiar with what data is collected and analyzed by various transit services...)
1	I already walk 10-15 minutes to get to my stop. I would not be happy about adding another 10 minutes. I assume this is true for many others on this (seemingly) already highly functional route. If stops are to be moved or dropped it should be done with an over-abundance of thought and care.
1	I am a townhouse owner on Delridge. The bus blocks the only entrance/exit to our driveway. A bus broke down once at the stop and I was trapped for hours. Since there will be alterations made to this stop, I suggest moving the bus stop to the corner of Harrison/Barton on Delridge. Since the bus turns on Barton, this would greatly improve traffic and parking. I don't think removing parking is a good option since Delridge way sw, mainly houses apartments and townhouses. My partner works for King County Parks in Carnation so riding a bus is not an option.
1	I am very concerned that you want to open up everything for bikers! Some people do have to drive their cars and park on the street. I am against anything in which you take away convenient bus stop locations for me and am against you taking away parking locations. Where are there park & rides conveniently located near the bus stops? What about handicapped people & people who have trouble walking far distances? You are not making it convenient for them to drive, park, and catch a bus! I do not want to spend 25 minutes walking to the nearest bus stop from my house! I pay taxes, I pay car insurance, I pay car tabs; --> what are you charging the bikers? Why don't you start charging them a fee to cover all the "so-called" improvements that you are making for the convenience of bikers? There are many more cars on the road than bikers; why don't you do some things that are not along the vein of "war against car drivers". I am sick of everything being proposed that more or less is meant to disc

Count Response

1	I am very disappointed you did not include anything South of Roxbury in this proposal. That's like 1/2 the route!
1	I hope we keep the stops by schools (Chlef Sealth, Boren, and by Home Depot
1	I just really need the bus stop on Kenyon.
1	I like bus stop consolidation. It speeds up trips and is good design. On the other hand, I don't live in the neighborhood.
1	I moved close to a bus stop because I frequently carry a heavy bag for work. I would be devastated if my stop closed.
1	I normally take the C to Bradford, but take the 120 if the C is full. It's great to have additional options.
1	I strongly approve of omitting/relocating the Juneau stop because the current location of the stop causes a safety hazard for the bus loading zone at K-8 STEM. We (I am a staff member who has helped managed the curb for 4 years) currently use all of the school's designated curb space and daily squeeze the metro zone by some twenty feet during departure. Moving metro would support school safety at Boren.
1	I take the bus 2 xa day . T he first at 5:57am. People always have to stand. I take it a second time between 4 and 6pm. Again, people always have to stand. T he route along Delridge Way is too long. Eliminating some stops would be the best thing. I've considered taking the Rapid C line or the #131 just so I wouldn't have to take so many stops and be in a crowded bus. I'm looking forward to a Rapid Ride H line.
1	I think it's strange to move the Brandon stop considering how many people use Brandon to go up to High Point.
1	I think the change in distance between stops should be in the middle of the current proposed change as I see quite a few elderly and disabled persons riding this line at all times of the day and if the stop is moved too far from them it could affect their ability to access transportation and therefore their quality of life.
1	I think this sounds amazing.
1	I think you are not thinking about the upzoning that will happen in the Westwood Highland Park Urban Village. Nor are you proposing ANY pedestrian improvements that will have TWO RapidRides running through it. How can you focus on bike lanes when pedestrians can't even walk safely around the "transit hub" at Westwood Village?

Count Response

Count	Response
1	I think you need to take into consideration more the walk people have to take just to get to Delridge Way. Not everyone lives within a quick 2 min walk, and it's a 2 min walk for an able bodied person. Correct? What about strollers? Groceries? Walkers? Wheelchairs? Injuries? Look at the demographics and the hills around the Delridge corridor and please reconsider adding 2 more minutes to those walks. Please reconsider removing these stops.
1	I understand the lose of some stops will be hard, but we need to make Delridge a safer street for bikers and walkers. The currently greenway on the West side of Delridge is too steep for many to bike or walk up to Highpoint.
1	I understand the necessity, but please keep in mind the high number of elderly/disabled people in the neighborhood due to the income bracket this route serves. I care more about more frequent bus trips to serve more people than getting there faster.
1	I would like there to be a consideration for those with mobility issues so that people who use wheelchairs, crutches, walkers, and canes could more easily ride the busses along the corridor. Perhaps the sidewalks need to be redone so that sidewalk surfaces would be smooth without tripping hazards. My husband must get around by wheelchair and crutches; Seattle streets are difficult to navigate.
1	I'm interested in bike lockers added to stops near white center or shcool/library hubs along Delridge. My commute usually involves biking my son to school, then going to work. It would be convenient to park our large family bike near a bus stop. Also - niether proposed option meets the needs of bicyclists. The map is misleading, showing the route along 16th/21st as very near Delridge, but the elevation change is significant and this is not a viable route for many trips and many bike users. Because it is the flattest route, and because the parallel side streets do not connect through the neighborhood, bikes use Delridge. Efforts to re-direct bike riders away from Delridge may fail simply because the alternate routes do not meet our needs. Bike lanes along all of delridge need to be in place for everyone's safety and city funds should be directed towards this.
1	If capacity is high enough from south of Roxbury, it would be INCREDIBLE to have a few express busses from Westwood (26th/Barton) to Downtown!
1	If people have to walk farther between stops, it would be a good idea to extend bus stop canopies more than the rapid ride canopies that have already been completed.
1	If this will really improve travel time (the C takes longer than the 54x used to take), then I would consider this bus as a new option. I feel it won't increase time, then maybe it should just stay a 120.
1	Keep Brandon St.

Count Response

1	Keep stops near side streets that connect E/W. For instance, Brandon is the only nearby street that connects directly to High Point. Pedestrians walking from High Point shouldn't have to walk further than they already do.
1	Kill Croft bus stop
1	Less stops the better!
1	Let's get this done sooner! 2020 is far away!
1	Level boarding at all stops and buses like Community Transit Swift which allow bikes to be rolled on board and stood in a rack. This helps senior citizens who have trouble boarding and trouble lifting a heavy bicycle onto the front racks. Also, do not make any cramped crappy bus stops like California and Alaska on the RRC Line. That bus stop is a disgrace.
1	Lighting at the stops would be great in order to help people feel safer and more visible at night and on darker days.
1	Make it so there's no parking on DELRIDGE. The new apartments and condos need on site parking or should not be built. West Seattle needs parking permits.
1	Make them so they don't block thru traffic for private vehicles like they do at Westwood village. My time is worth just as much as metro. Do not make any more residential bus holdovers like at Westwood village. That Street was not made to handle all those metro busses. Don't care how you do it do not block people who do not use buses. While I'm at it Roxbury has some bus lanes that busses do not even use. And the stops there block traffic. FIX IT YOU HAVE THE FUNDING!!!!
1	Many people who ride buses on any route have mobility difficulties with extended walking. The stated "2 minute extra walk" is way wrong for people with walking difficulties. Taking away bus stops is just another of the many ways this city discriminates against mobility impair citizens.
1	More frequent stop spacing in North Delridge. Less frequent stops between Thistle and Home Depot.
1	More people use the Juneau stop than the Graham stop. The Juneau stop provides more reliable access to 21st Ave up the hill in rainy months. To access Graham from the hill, you have to walk across the school field, which can get impassably swampy. I also wish the 120 would connect with SODO station. My commute downtown was actually much faster when the viaduct was closed and the bus was routed via SODO.

Count Response

1 Most metro buses stop way too frequently. I would rather walk more and get there quicker. Of course, half the city doesn't have adequate sidewalks so accessibility issues for the disabled come into play. In my old city, every other bus was an "express". Unlike the so called express buses in Seattle, express buses would only stop at every other stop in the designated neighborhood (bypassing a lot of neighborhoods). You would walk one or two blocks extra but be home 20 minutes earlier. If you were willing trade time for walking, you caught a local which stopped at all stops and got you home 20 minutes later. This would operate like the old 21 local and 21 express (way back when both used to serve Arbor Heights), except the 21 express would only stop at every-other stop even after it zipped to Arbor Heights..

1 Most people value shorter walking distance over minute or two or travel time.

1 My sister and I have been looking for a house. We like Delridge and it's one of the few affordable neighborhoods left in Seattle, but one of the reasons we keep looking at other neighborhoods instead is that Delridge doesn't get frequent-enough bus service. It'll take us longer to save for a house in another neighborhood, but we really rely on the bus and need to be able to live somewhere with good public transit.

1 Need to take into account whether there are specific demographics that live on Delridge who may not be able to easily walk to another stop; for example senior living and other similar facilities.

1 No

1 No on potential bus stops. There aren't too many bikes because they have to cross the lower west seattle bridge and go through SODO. Given the weather, hills, and terrain, I don't think Delridge should be necessarily optimized for bikes. Parking is critical as most people in the area have 2 cars given the location to other parts of Seattle and the cost of living (most of the area has been non-Amazon residents who work in the DT core).

1 Nope.

1 Not at this point... but improved re-routed parking will be an essential if "on Delridge" parking is removed or reduced. I saw the effects on single family homes and side streets when the C Rapidride was launched. The wholesale "stripping off" of bus corridor parking was not ameliorated on that project and it was devastating for the "off-corridor" neighborhoods. Please give this some thought as folks from outside of Seattle-proper drive in, then park their cars in surrounding neighborhoods to access the new speedy route. This also effects workers whose parking is suddenly either gone or greatly reduced as others compete for the most convenient spots! The reality of the years to come is that people still love and/or need cars. Let's keep this in mind before we wholesale "slaughter" the parking situation in Seattle's SW neighborhoods

Count Response

1	On 35th Ave. SW, there are express buses and local buses. Why not have H buses with limited stops and local 120 buses that utilize all the existing stops? Why does this have to be an "all-or-nothing" type of choice?
1	Please add in as much bike lanes as possible.
1	Please consider "straightening" out the future H Line to continue along Delridge into White Center, rather than serving Westwood Village. The detour adds significant travel time to southern destinations. Westwood Village has alternate service from downtown (C line), White Center (60) and Burien (560). WWV is otherwise a 10 minute walk from Delridge. This may leave a system gap that needs addressing and maybe bus parking issues. However, the current route adds 4-7 minutes for every rider going to points White Center and south. The current 120 route doesn't fit the mode of "Rapid Ride" with that out-of-direction jog, especially when compared to other RR lines that appear more direct. There are potential route impacts from One Center City, too, so any additional time savings is appreciated. Please consider the overall demand for WWV service and opportunities to meet this using other lines. The current focus of this regional route is on Delridge to Roxbury, but please look at the functioni
1	Please consider putting a stop at the bus park triangle @ Delridge/18th/Barton. Our neighborhood group is working on redevelopment plans for the triangle and a Rapid Ride stop there would be fit well with our vision. We were told by a SDOT representative at a meeting that the Rapid Ride H line would likely stop there.
1	Please do not delete stops on SW 148th St. or on Ambaum SW
1	Please don't remove the on-street parking in front of my home, 4736 Delridge Way SW. My car (a small SUV) does not fit in the compact space in the back of our parcel along Cottage Road. If my on-street parking were to go away, I will consider moving. (I have been here 10 years, as I have been the original owner of my town home unit. Living along Delridge has not always been the most pleasant experience. A lot of noise, crime, constant roadwork, etc.)
1	Please keep Brandon street stop instead moving to Findlay due to proximity to library, low income housing and also keep a stop very close to Boren Elementary.
1	Please keep a stop within 1 block of the Delridge/Genessee intersection to serve the community center and playfields!
1	Please space out the stops further, to help the busses run on time
1	Prioritize transit.

Count Response

1	Provide bus shelters at all locations. The Trenton bus stop, in the southbound direction, does not have a proper stop location and riders are often dropped off into a tree on the curb or into muddy areas.
1	Quarter mile is too far to walk. 3 blocks max is good.
1	Reducing the number of stops on the C line as compared with the 54 didn't make the commute any faster. The walk to and from the bus stop has to be factored in. For our neighborhood losing the stop near us means that route is 20 minutes slower than it used to be. I'd hate to see that happen to the 120. What makes it slow now is traffic, not the number of stops.
1	Removal/consolidation of some bus stop will do more than anything else in speeding up travel time on the 120. Even if the 120 were not being converted to H Line, I would still strongly encourage consolidation of bus stops along Delridge.
1	Remove at least half of the bus stops so that the bus is faster. People can walk an extra 2-3 minutes. It would probably affect me in that way and I am OK with it.
1	Removing bus stops benefits commuters at the expense of people making short trips, and it burdens people who use strollers and have difficulty walking. The existing bus is good we just need more of them
1	Removing lanes would make it a very long walk for people living between delridge and 35th or delridge and 16th, the two other main bus routes.
1	Removing the stop and associated crosswalk/protected median at Croft Pl SW in place of one at SW Myrtle is not effective for promoting safe crossing for children traveling northbound from the Lam Bow Apartments, which is occupied by low-income families, to Louisa Boren K-8. If the bus stop is removed there, people will not walk south to Myrtle and will likely jaywalk across Delridge to catch a bus before they get to the crosswalk at SW Holly St if they see a northbound bus coming.
1	Retain neighborhood stops in the 15th Avenue and Ambaum corridors.
1	Some bus stops should include safe bicycle parking to accommodate those who must travel farther.
1	Space them out evenly.
1	Stops near SW Orchard St would be the closest stop (without having to climb stairs) to South Seattle College. And (currently) the 128 stops at Delridge and Orchard.

Count Response

1 Suggest keeping Delridge and Thistle, Andover and Genesee stops regardless of changes. They are heavily used.

1 Thank you for serving Westwood Village. I live south of the Burien Transit Center. I would like to see more service to the 5 Corners area of Burien. It is hard for me to walk to SW 156th St & 4th Ave SW so I often must drive to Burien Transit Center. I also have safety concerns when walking/ using the BTC.

1 Thanks for doing all that you can to make things better for everyone. I know it can be difficult to make everyone happy. Thank you for your effort. I appreciate it. Thanks!

1 The 120 was fine. 8 minutes shorter ride is nothing when I have to walk 5 minutes more to bus stop.

1 The bus stop should NOT cause other vehicle traffic to wait behind and/or not be able to pass a bus that is picking up/dropping off passengers. Also, these large, oversize buses are destroying the pavement causing potholes everywhere along their route and at pick up/ drop off locations. Its a well known fact, and the City (the tax payers) has to pay reimbursement for vehicle repairs.

1 The city should work harder to improve adjacent sidewalks to Delridge. For example: there are no sidewalks for 2 blocks on Hudson Street SW between Delridge Way and 26th Avenue SW.

1 The current bike lanes are hardly utilized. I ride the 120 bus twice daily and see 1-2 bikes a day, if that. Do not add bike lanes. Current lanes limit ability for cars to make free right turns at some intersections on delridge which creates more congestion

1 The current northbound BAT lane is not long enough, it needs to be extended at least one block further south of Alaska. Rush hour buses can wait several light cycles to get across Alaska. ...In the "C" section, what is most needed is a northbound queue jump from Holden to Orchard, but the bus moves pretty smoothly southbound. Is there a way to provide bike lanes in both directions and a bus lane southbound only? Could buses and bikes share a lane southbound? ...The southbound bus stop at Brandon is terrible - the back doors of the bus open onto either bark landscaping or a shrub, and the paved area around the shelter is laid out in a way that makes ramp deployment extremely awkward; I've seen drivers/riders pull forward in order to put the ramp down on the landscaping instead of dealing with the geometry of that stop.

1 The fare will be changed also?

Count Response

1	The only way to get from Riverview/Boeing hill to delridge way is by the Myrtle stairway or the Holly path. If you take either one away it will cause many to drive their car to wherever they care to go.
1	The proposed bus stop at SW Trenton St is absurdly convenient for me, so I hope you keep it.
1	The stop at SW Myrtle St should be a priority because it is the closest stop to Rt. 128 (currently goes to SSC campus) AND most importantly, the safest and most accessible (no stairs) walking/biking route from Delridge to the South Seattle College campus.
1	There are housing locations that cater to the elderly. Keep bus stops near them.
1	There is a Southbound bus stop at Delridge Way SW & 21st Ave SW. Why is that not an option in question 17? I have questions why Rapid Ride has been delayed for the Delridge section while other West Settle neighborhoods have had multiple Rapid Ride stops for several years.
1	There needs to be better access to High Point. We have lots of downtown commuters and are a steep walk to both Rapid Ride C and H.
1	There should be a neighborhood shuttle bus added to either choice that moves people to limited bus stops so they don't have to use a car or walk too far. This can be an airport type 16 passenger unit that doesn't need ADA equipment. A contract with Uber could manage the call for service aspect needed for this to be successful. Stream people to the Rapid Ride river to increase ridership and decrease traffic congestion.
1	They need to be set back and accommodate more than 4 or 5 people, and provide weather protection, and be kept spotlessly clean.
1	This is a great idea - I strongly support the change. Buses are too slow along this corridor with too many stops.
1	This whole thing is not going to work. As a transportation engineer and frustrated 120 rider, you need to either separate the line at Roxbury or add express lanes. Adding fancy bus shelters without any additional buses during peak times is NOT GOING TO WORK. This is a waste of money and resources. You can't add a plethora of multi-family housing (and btw contributing to gentrification) AND take away parking. Please stop this plan. No one likes the RapidRide systems.

Count Response

1	Turn entire section of road from SW Oregon St to SW Andover St into a 4 lane road. do this by taking out the shared center turn lane and allow for the outer 2 lanes to have off-peak parking. The congestion and back up of buses isn't due to lack of bus-only lanes, it is due to the commuter vehicle traffic.
1	We need pavement improvements BADLY, more early morning busses (before 6am it's standing room only), speed up the time frame (multifamily homes are quickly replacing single family homes in this neighborhood)
1	Whatever it takes to make trips faster and more frequent I am a fan of.
1	When you say ten minute walk, who is doing the walking???? An NBA player 6"10" tall and long stride or a short, 65 year old that doesn't walk fast? The RaBid Ride C has too few stops! you need one at California and Dawson.too. I don't know of anybody that can walk from Alaska to Findlay in ten minutes. This same distance will apply on Delridge as well if you make it fast for the motor vehicles and slow for pedestrians.
1	Why move the stop from Holly? That is a long stretch between Orchard and Graham served currently by 2 stops and you want to remove both of them and make a stop closer to Graham. If I have to walk 10 minutes to a bus stop I might as well drive.
1	Why would you add a dedicated lane southbound when traffic is only bad in the mornings? It would make logical sense to have the dedicated bus lane for the mornings going NORTH bound to downtown Seattle.
1	Would appreciate this as an option to quickly get from downtown to Westwood Village or Roxbury.
1	Would it be possible to have some of the stops be express stops and some be local stop sort of like what is done with the 21 and the 21x rather than RapidRide and moving the stops?
1	Would like to see more changes/updates on the south end of this project as well.
1	Would lot to see Holden stop. Since Holden is one of few east-west crossings having a stop there greatly improves access.
1	Yes. The Bus stop at the East side of Delridge at Andover is in a terrible spot. It should be further off of the corner. I live on pigeon point. Turning to Andover heading south on delridge there has bin several times when the bus is sitting there and I go to make a turn, then it takes off. Its also a problem coming North bound. Should I turn from the second lane over and take a right in front of the bus to Andover, when the bus is sitting?

Count Response

1 Yes. Do not merge Juneau and Brandon at Findlay. Juneau serves an elementary school Brandon serves a library. These a kid friendly spaces Flndaly serves a kwik e mart and a homeless drug addict recovery house and a used tire lot. Let little kids and their families have easy and safe access to their favorite places. Do not close the Oregon stop for the same reason. That stop serves the community center and Youngstown. When you calculate the 10 min walk - did you use a circular zone around each stop to determine a 10 min "as the crow flies" or did you also consider the very limited access from streets east of Delridge. My home appears to be close, but I have a long walk to reach a staircase that leads to Delridge.

1 Yes. ISTRONGLY SUPPORT adding bus bulbs and median obstructions at bus stops so that cars are FORCED to STOP behind the bus when it's making a stop. This is the only way that we will be able to ensure transit priority for lanes that do not have BAT Lanes. I would prefer that every single bus stop FORCE every car to WAIT behind it, and I do not care one bit how whiny or how much they complain about having to wait in internet comments sections. MAKE THEM WAIT.

1 You need to fix pavement, not just repaint lines. Fix the "poor center lane pavement" You guys have been using this as an excuse for the last decade, at least! Also, the pavement at almost all of the bus stops has large cracks in the concrete, And all along Delridge the pavement has bicycle tire trap cracks parallel to the street in the part of the lane that bicycles use. Fix the pavement as its very dangerous.

1 buses need their own dedicated lane if you want RAPID transit, Nuff said

1 concerned about disabled having access to the bus they are used to catching. Plus what ever amenities that they have need to be retained, i.e., covered shelter or bench.

1 gaining 8 minutes does not justify taking away bus stops. Since a good part of travel time is via freeway, taking away bus stops has little impact--except to make it harder to ride the bus. Totally opposed to your plan--and HATE THIS SURVEY. All your options are horrible. I didn't want to answer ANY of your questions because I didn't like any of your options. Leave us alone.

1 i think this is a needed change. the 120 is PACKED peak nights coming back to the peninsula. We need more buses, and faster buses.

1 it would be nice if there were so systems that elderly and or disabled persons could hail the bus, even if they aren't at the bus stop.

1 no, this should come from folks who live in this area

Count Response

1	the only free part and ride spaces in west seattle are under the w. sea. bridge and some people park there and walk the long block south to the andover bus stop. Also, some people park their cars on my street, 22nd ave sw, in the summer and disconnect their bikes and ride them to town from here. If it's raining on their return they put their bikes on a bus and ride to Andover, get off, and come up with their bikes to their car. I've also seen them remove bikes from cars under the bridge, but not many.
1	we need more covered bus stops, my stop typically has 10-20 people waiting in the rain most days!
1	your going to screw us over no matter what you do. your taking space that was designed 60 years ago and trying to fit a square into a round hole.

19. Please share any information, feedback, or comments that you think we should know about your community or our project.

Count	Response
1	1) In the West Seattle Bridge to Alaska section, consider peak-only BAT lanes as the loss of parking along the section next to the athletic playfields, community center, and cultural arts center will have a significant impact on the neighborhood during off-peak periods. 2) In the same section, consider the design of the landscaped median to restrict left-turning vehicles from Eastbound Dakota to Northbound Delridge Way as it can affect traffic backups in the morning peak hours.
1	25th Ave SW and or 26th Ave SW are excellent routes for bicycles. Where there is a parallel route only 2 blocks away, I do NOT approve of modifications on Delridge to accommodate bicycle riders.
1	A problem with Option 2: Removing the center turn lane in the northernmost section would clog northbound traffic in that section during the morning commute even worse than it is now. Delridge Community Center has a before school program. Parents need to be able to drop their children off there. If you remove the center turn lane, then northbound parents needing to turn left into the Community Center driveway will block traffic indefinitely. Also, parents need to be able to pull out of that drive to go to work downtown. Without a middle turn lane to pull into, they would never be able to turn left out of that lot. That strip of Delridge is bumper-to-bumper every morning since the conversion of one of the lanes at Andover to a bus-only lane several years ago.
1	Although bike lanes are admirable, has anyone ever done a survey to see how many people actually bike along Delridge Way? I hardly EVER see bikers n Delridge and think buses deserve much more priority than they have. Forget bike lanes and restrict them to parks and less busy commuter routes. Be practical and encourage more bus transport please!

Count Response

1	As a daily 120 rider, it is strange to be requesting fewer improvements, but... 1. I don't understand the proposed BAT lanes between Orchard and Graham. There isn't typically traffic congestion in this section. Queue jumps at Orchard and Holden stoplights would be useful, but beyond that there is no need. 2. Building a southbound protected bike without a northbound one is a literal half measure, without much value. The parallel greenways to the east and west are actually pretty good and I wouldn't recommend adding bike infrastructure to Delridge, except... 3. The west sidewalk between Graham and Elmgrove should be widened to create a true two-way multi-use path, to fill gaps in the 26th Ave greenway and the Longfellow Creek trail. (not shown on the attached maps, but there is a trail in the SW Elmgrove St ROW connecting Delridge to the street to the west, which connects walkers/bikers to the Longfellow Creek trail - a safe bike facility between Holden and Elmgrove is a must)
1	As noted, the current road conditions, especially the center lane need repaving for safety and durability. Please make this a priority.
1	Assuming the 120 will disappear with the new rapid ride line, when these changes combined with introduction of a Link light rail stop in West Seattle affect any other southbound route from downtown like the 125/131?
1	At what point do we prioritize investments for an anticipated 12,000+ daily transit riders over a few hundred people who ride bikes? Roosevelt High Capacity T transit has morphed from a transit project to a bike project with some transit elements. Prioritize modes that move high volumes of people year-round and move people biking to enhanced greenways. It's unrealistic to expect every road to accommodate every type of user and we simply don't have the right-of-way to shoehorn every mode onto every street.
1	Bike lanes on Delridge are a waste of time & money, so preferably not only should no lanes be added, the existing protected lanes should be eliminated to facilitate faster car & transit travel.
1	Both options are not correctly representing the current parking situation between Alaska and Genesee. Tons of cars park there to access the park and community center and the "current" map shows that there isn't any parking on that section- which is not accurate. This is frustrating because people do not realize that the parking on those two blocks will be lost. This is going to have a huge impact on that area and the community.
1	Build the light rail system as quickly as possible. Extend it all the way to Burien.
1	Buses need to be kept spotlessly clean and smell-free.

Count Response

1	Cutting stops is good. Think about cross streets though.
1	Delridge at Kenyon is rife with car accidents, medical emergencies, police emergencies, loitering, drug abuse, casing of property, illegal parking, and graffiti that is regularly removed by concerned residents.
1	Delridge is the most convenient bike route for most people in this part of the city. The neighborhood greenways are poorly signed and often hilly. I STRONGLY support separated bike lanes on Delridge, in both directions if possible.
1	Delridge really needs to be re-paved. Numerous community members have submitted requests. I hope this is also addressed with the changes. It causes a lot of dodging and weaving driving hazards along a much-travelled streets. It is compounded by all of the large construction trucks building new homes along the Delridge corridor.
1	Do not bring rapid ride to Delridge! We want to keep our bus stops!
1	Don't block thru traffic like you do on Barton and Roxbury streets. Don't make thru lanes part of the bus stop lane. As a tax payer I have places to go in a timely matter like busses have their schedule. Thanks.
1	Enough catering to cyclists already. Roads are for the efficient movement of VEHICLES, you know, the ones paying to use them. Can we register cyclists over 18 and have them pay a little if they want special lanes? I voted for option 1 because it had the least amount of bike lanes while improving travel times for cars and buses. I'd really like Option 3: Fix the drainage, repave, add turn lanes where helpful, add pullouts for the bus stops, and leave the rest alone. Also, can we demand that developers restore the pavement to spec when they excavate for utilities? Seattle is clearly at war with motorists. I wish I'd never bought a house within it's borders. (I've re-written this paragraph repeatedly over the last hour and this is the most polite I can make it.)
1	Excited - route 120 is slow. Give the new H-Line priority at stop-lights, remove the excessive bus stops (some are currently only a block apart), allow boarding at all doors, increase frequency and reliability, remove cars from 3rd Avenue, and get the bus moving!
1	Excited for the improvements!
1	Excited for this. the 120 needs increased capacity during rush hour.
1	Expanding transit and pedestrian / bike access along this corridor is fantastic! It is currently very noisy and has fast-moving traffic that makes it intimidating for pedestrians. I feel the neighborhood will be more vibrant with either of these options.

Count Response

1	Extend bus to SLU
1	Fix the pavement and install PBLs! Its dangerous for bicycles!
1	Fix the roads! Broken pavement and potholes have been neglected by the city in the Westwood area.
1	Fixing the pot holes on Delridge would also help improve traffic times.
1	H Line sounds like a good alternative when express buses are not running between Burien and downtown. I also might ride between BTC and Greenbridge in White Center Heights.
1	Horrible potholes on North delridge.
1	I already filled out this survey once, but I have more comments to add: In conjunction with this project, King County needs to seriously consider creating a real transit hub in White Center like they have in Burien or Bellevue. The current transit hub near Westwood Village is very poor with buses spread out all over the place. KC needs to find some real estate in White Center where people can easily transfer between the major lines, especially the C line, the H line and the ST 560. This would make it much easier to get to the airport, from West Seattle (with out having to walk blocks between buses), and it would provide connectivity between the commercial districts for people from all parts of the peninsula, helping to reduce traffic. Also, I would reiterate, there needs to be a bike lane (not necessarily protected) on both sides of Delridge Way between 23rd Ave SW and SW Holden Street. There are no feasible alternative "greenway" routes for people biking through this stretch of
1	I am a cyclist. I do not want to see PBL's on Delridge.
1	I am disappointed you did not include anything South of Roxbury. White Center & Burien matter too!
1	I am excited at all the progress, please don't let the haters get you down. Find ways to make the bus lanes contiguous and all day. Allowing a few cranky neighbors street parking at the cost of route consistency is frustrating and selfish, don't go down without a fight.

Count Response

1	I am excited to here we will be receiving a Rapid Ride but disappointed in the fact we will still only have one bus running the full length of Delridge and still no easy access going east to west and west to east (yes I am aware of the 50 and the 128 but they do not always line up with the 120 schedule, will that change with the Hline change?). Why do we not have a bus that runs a loop i.e. Delridge to Thistle up to California to Admiral and down Admiral to Delridge. It would give us all much easier access to shopping considering there is no shopping in the Delridge neighborhood!!
1	I am happy that the speed limit was lowered, and happy that you are seeking to improve the corridor. I'm very disappointed in the lack of facilities for biking. I primarily bike to work and for some errands, and for fun. I participated in the development of the bicycle master plan, voted for the move Seattle levy and the 53 billion dollar light rail expansion. So my question is, why do we spend all this time and money developing a bicycle master plan, and then when the time comes to make major changes that plan is not implemented or even mentioned? I expect a cycle track or protected bike lanes both north and south bound on Delridge. Greenways mean biking with cars - they don't cut it. If we get anything less I will never again vote for any transportation tax increases. Feel free to contact me if you wish. Bryan Paetsch 5217 23rd Ave SW Seattle WA 98106 206.245.3079
1	I am in favor of adding bike lanes all the way from Juneau south!
1	I appreciate the frequency of Rapid ride, but do not see the efficiency that was promised. I don't like that there are limited 55s and feel it's slower than the 54 & 54x.
1	I believe this project is great, however it must provide ease of transportation for those of us who live on the eastside and work in West Seattle. As long as the main stops are not taken away that help us to get to West Seattle I believe everything will be just fine.
1	I bike on Delridge most days, rain or shine. In my experience in other metro areas, direct routes & separated bike lanes are most comfortable for casual bike commuters. Congestion will only get worse by car -- incentivize cycle and transit modes by providing us a better commute experience!
1	I can't help but notice that Third Avenue in downtown Seattle has quite a bit of crime on it. The elite people that board buses on Fourth Avenue do not have nearly the problems. And I don't like the "improvements???" you made at Third and Pike. The pimps and prostitutes and drug dealers and all their customers are still there but you make people waiting for the bus stand in the rain with all seating removed! Make bus stops friendly for the users too!

Count Response

1 I do not commute to this area but I used to. As the income gap in this city widens, I appreciate the effort to improve access in south Seattle. Delridge can really use the pavement, sidewalk and greenery improvement in addition to more public transit. Some more east-west access in West Seattle would be nice but this is a good step forward regardless.

1 I do not live in Seattle, but I have biked extensively in South Seattle and West Seattle including along Delridge. Improved transit must be a number 1 priority, but the bicycle is an efficient and cost effective way for Delridge residents to travel and should be promoted there. I am concerned about options that decrease travel time for personal vehicles. Prioritizing parking and vehicle travel time will decrease the safety and appeal of this residential corridor. I am not fond of shared use sidewalks other than for young children. Bicycles move quickly and sidewalk users are also dog walkers and headphone users, and otherwise exist in a different travel space from cyclists. It is important to get the perspective of a wide range of users. Ask the kids, too. I have seen many kids playing near that busy route.

1 I don't currently use the 120 (my closest bus is 131) but with the improvements to 120 to make it a Rapid Ride, it would become another option for me to use, especially since the 131 traveling from Downtown to West Seattle is frequently very late to non-existent.

1 I don't think either of these plans do enough for cyclists. Especially while headed on north bound Delridge p. It would be phenomenal for protected bike lanes that go both north and south. Please also fix all the pot holes, it's really hard to be a predictable cyclist when I'm constantly dodging potholes. Thank you

1 I don't want bus only lanes. The ones at the north end of Delridge are already problematic. I'd prefer that they are eliminated. If not eliminated, do NOT add more bus only lanes. Also, I am furious about you using my tax money for bike lanes. I am completely opposed to more bike lanes. I don't want mature street trees removed either. I want an option without bike lanes, no tree removal, no elimination of bus stops and no more bus-only travel lanes. Do not eliminate existing parking. You do these projects without asking us what we want--and when you do ask, you provide us bad options to choose from.

1 I don't want to lose parking spots. It is not clear how many will be lost and where. Can you include that information? I'm interested at the south end of Delridge. Will the parking be reduced near the shops nearest Roxbury on Delridge?

Count Response

1 I have a network suggestion. With the TBD funding, in 2016, SDOT split the C and D lines at an approximate cost of 50K annual bus hours. When the H line is branded, it should extend to the SLU terminal of the C Line and lines C and D could be through routed again. The H line should have an activity center at both ends for better productivity. The hours saved by restoring the through route of lines C and D would yield hours to add trips and reduce wait times and add capacity. Lines C and D need more capacity between today and ST 3 Link in 203X. The capacity and frequency are more important than the modest reliability improvement gained by splitting them.

1 I highly approve of moving strongly towards a transit future. It doesn't seem like there are enough park and ride options. These are extremely useful in Boulder, CO in order to get people out of their cars and easily find their way to where they need to get. In 20 years, when we've got much more complete transit coverage, we can figure out what to do with the park and rides, but currently a lot of people are awkwardly far from easy transit stops, or they may drive a bit in order to not have to transfer multiple times. Anything can help with this, but more park and rides near main lines at least would be quite helpful. I would recommend looking into changing materials and heights for crosswalk materials to differentiate them and make them far clearer to drivers. A crosswalk that is raised in height above the roadway and is in a different material, say, brick, makes it far more likely that drivers will slow down and give right of way to a pedestrian. It's also in less need of frequ

1 I like the bus only lanes. I still feel the route between burien and white center to downtown known as the 120 is too congested for 1 route. I feel it would make sense to start a route at whitecenter and travel down delridge to downtown. Unless its a light rail type situation

1 I like the idea of BRT , but the interior layout of the Raid Ride buses ST INKS! I have a physical condition that makes it so that I can not ride a bus facing sideways or standing up. I fear that if the 120 gets converted to the Rapid Ride buses, I will no longer be able to ride unless I happen to get a bus that is nearly empty. Please consider adding more forward-facing seats on the buses than the current painful design.

1 I like the pedestrian activated stops BUT the signal for pedestrian crossing should also turn when the appropriate light changes for cars. If a person does not get to the signal in time to hit the button before the light changes they must wait a full cycle to cross with the pedestrian crossing signal. This happens a lot at T renton and Thistle. I used to wait but am fed up with waiting the full cycle in those cases and now jay walk as others do. Luckily most cars still yield.

Count Response

1	I live along a section of Delridge that is zoned for townhomes. We are already limited on parking. If we lose street parking between Alaska and Edmunds (and surrounding blocks) it has a direct and adverse impact on our lives. Not everyone here works downtown. I work in south king county and do not have the luxury of taking a bus to work. I do carpool, but I would like you to consider that these plans are only factoring in a portion of residents--those who work downtown. Also, as an avid cyclist I've always been impressed with the bicycle greenway. Even before I moved here I was impressed. Why do we need to build a parallel bike path. If someone is willing to ride their bike, then hopefully they aren't so lazy that they can't just cut over a block. A bike bike lane paralleling the existing bike way is a waste of resources. Thank you for your attention to medians. As a pedestrian with a baby we have horror stories about trying to cross Delridge!
1	I live in Arbor Heights and the bus stop at 106th and 35th is terrible. You have to step down from the bus onto gravel. I've had cars make a tight turn from 106th to North on 35th and nearly hit me at the stop.
1	I live in Highland Park just of 9th Avenue SW. The 120 is a bit of walk for us, but often do walk because the 131 service is dismal. Crowded, often late (especially on food bank days at St. Vincent de Paul on Tuesdays & Thursdays, with lots of additional passengers, many in in wheel chairs or with carts, with makes loading a challenge). Please don't forget about us.
1	I live in the Riverside neighborhood. Andover and Delridge is my neighborhood's stop for all transit
1	I live right on the Longfellow creek greenbelt and the bus stops on Delridge & 21st, and Delridge & SW Webster are essential to the neighborhood. Also, while I love the idea of the widened sidewalk, there are some very old growth trees that supposedly would need to be cut down (or preferably worked around). This aspect concerns me and potentially could impact trees on or very close to my property.
1	I rarely see people biking on Delridge. Maybe it's because there are no real designated lanes. Maybe it's because the road surface is a hideous mess in many places, for all - bikes, buses and cars. Come watch and bump along with all of us who live out here in what appears to me to be second-class land, according to city planners in all phases. Take a look at Delridge and 35th. People swerve to avoid potholes and other road damage in many places, and it's simply worse after this winter. Go ahead - fill the potholes. They sink within a year of bad weather. Tell me how this is cost-effective? What are we supposed to do with cars that sustain damage over time from hitting potholes we can't avoid and that sit there for months, if not years? Been this way for a long time. Any plans to take care of that? Talk about safety needs. Replace all of the surface, then plan for the future. In the areas where the left-turn lane will be eliminated on Delridge, what kind of accommodation will be in pla

Count Response

1	I really don't want to see the link light rail come over here. I just want better bus service. The 120 and 125 are often full by the time they go north and stop at andover.
1	I really urge you to make all transit lanes 24/7. Congestion doesn't follow a clock, making the peak-only lanes pretty ineffective. Make the transit lanes 24/7 in the middle of the corridor and eliminate parking where needed. Most people along Delridge have other options to park off-street or on smaller neighborhood streets. Major streets like Delridge are for moving people (hopefully lots of them on the H Line), not for letting a handful of people store their cars for free.
1	I rode a bike in Los Angeles years ago (1970s through 1980s) back before most people did. I never ever saw women like me out on bicycles. I regularly did 125+ miles per week. Six days a week. It is always safer to go on non-arterial routes. The bicycle riders in Seattle are unsafe more often than safe. They take stupid chances. Please get them off the arterial roads. Thanks for all your great drivers.
1	I spent the first 23 years of my life living a few blocks off of delridge. That was only a handful of years ago and still return pretty often. I believe that the safety of commuters while wait for and walking to/from transit must not be put on the back burner. I like the options you put forth and agree with them but I think that in this neighborhood the (feel of) safety for the riders will improve the ridership and satisfaction with the H line more than other Seattle routes.
1	I think keeping the bs stop near school is important to Chief Sealth and Denny
1	I think protected bike lanes are unnecessary where they can be relatively equally served by pedestrian/bike lanes, and especially at the expense of slower travel times for standard vehicle traffic. Let's make a decision that brings everyone on board with a contentious tax expenditure.
1	I think that the condition of the center lane pavement should not prevent us from considering the best way to use the available space. New public right of way is next to impossible to obtain; we should not give up the use of valuable right of way simply because of maintenance foot-dragging.

Count Response

1	I understand that one-way climbing-direction bike lanes are a bit of a pattern in Seattle, but that's mostly for shorter, steeper hills. The Option 2 design is silly. Delridge is the only way across Sylvan for all modes, bikes need to use it in both directions, and when riding northbound we are effectively stuck on Delridge until we get to Juneau or maybe Graham (heading toward 26th on Myrtle would require meaningful connector improvements that have not been proposed in any form). Trapping us between parking and a landscaped median for that distance, with cars bearing down behind, is a recipe for dangerous passes! Furthermore, the parking in Section C is across the street from where most of the houses are -- those people will have to cross the street, and the landscaped median will make it harder to do so. If crosswalks are added through the median, consider the visibility difficulties the landscaping will cause. A comparison is the mid-block crosswalk across Pacific west of Brookly
1	I use Delridge to travel from 35 SW to get to McLendon's in White Center - so need to use a car for big and heavy items, too big for any transit.
1	I used to commute by bicycle on Delridge from White Center to the West Seattle Bridge every day, both directions. The biggest concerns that made me shift my route to 21st street greenway were (in order): 1. large cracks in pavement that can grab bicycle wheel and cause catastrophic crash and possible death; 2. large sinkholes in pavement that widened and went unrepaired for over a year--especially dangerous on downhill side (northbound) where a rider is at speed and can be thrown from bike and fatally injured; 3. Left turn from southbound lanes at rush hour was dangerous on a bicycle--typically at Orchard, but also at Henderson--using pedestrian crossings is cumbersome and requires several changes of the signal to manage a left turn on a bike, but using the left turn lane with car traffic was difficult due to fast-moving traffic overtaking on through-traffic lanes. Lights could be adjusted to first halt through traffic lanes and then allow bikes to merge into left-turn lanes and make t
1	I wish you would frame the questions about preferences by showing the trade off...this vs. that...and then add up at the end "it appears you prefer option 2", for example, otherwise one can get lost in the argument for one or the other.
1	I wish there was a way to accommodate all use cases: bus, car, and bicycle. I do not support option 2 because it is up to 10% slower for cars, which is painful when Delridge Way SW is already so slow.
1	I would be interested in finding out more about the potential feasibility of using Option 2 for segments A & B, and Option 1 for segments C-F. That seems like it would provide most of the bike benefits while still retaining the peak-hour BAT lane in the central portion of the corridor. (Or alternately, using Option 2 just for segment B if the center turn lane in segment A is important for maintaining car mobility.)

Count Response

1 I would definitely like to see safer bus stops in the White Center area. The more frequent and on-time the buses are the safer it is to wait for them.

1 I would like to ride my bike to commute downtown occasionally, but find the Delridge Way SW corridor too off-putting. The lack of bike lanes, combined with regular debris in the outside lanes, keeps me in my car. Also, it makes no sense that there is a so-called "greenway" for bike traffic that goes through ridiculously steep terrain through Pigeon Point.

1 I would prefer that Delridge Way be converted to bus and bike use ONLY and that cars and private automobiles be forced to find other routes. Alternatively, I might recommend that cars pay a \$50 per block toll for driving on Delridge. I assure you that more people would take the bus. More seriously: PLEASE do EVERYTHING POSSIBLE to make it substantially WORSE to drive your own personal, private car alone through this road. PLEASE show car drivers that they are making a poor choice by forcing them to go slower and to be inconvenienced. If they don't like that and it hurts their feelings, then they can GET ON THE BUS.

1 I wrote some thoughts in the previous section

1 I'd love for all-day dedicated bus lanes to run the entire length of Delridge Way, and not be limited to certain sections.

1 I'd love to see as many median trees incorporated as possible, especially if sidewalk trees are being eliminated. Would also love to see some more interesting/visually appealing features such as stamped brick or concrete crossings, etc. I think this is an opportunity to add some character back into this corridor. Thanks!

1 I'm incredibly excited for a RapidRide in Delridge! My main concern is in repaving the north end of the street

1 I'm looking forward to the changes and improvements along Delridge Way. A Rapid Ride H line is a great improvement.

1 I'm not encouraged by the other Rapid Ride lines. They are always packed beyond capacity at peak, and many have slower travel times than their "express" predecessors. The coaches themselves are not well suited for standing as the hand straps are bolted in place. The accordion area is impossible to stand in. Do you guys ever ride the busses at peak hour? Maybe you can't get on? They don't always stop. The 120 is a zoo but it's an incredibly effective line. Don't screw it up like you did the C!!!

Count Response

1	I'm really disappointed with the bike plans in this project. Parallel routes should be viewed as complementary to the bike network as a whole, not as a substitute for flat and direct routes along arterials. Option 2 is only a little bit more friendly to giving a safe space for people to bike. Even in Option 2 it looks like you guys still care far more about providing parking spots than helping people get around safely by biking. You need an Option 3 that provides a safe path for families to bike in that go the entire length of Delridge, both north and south.
1	If the bike lanes are lost could you provide a reduced fare for the biker to get on, only to travel Delridge then exit before the bus gets on the West Seattle bridge.
1	In addition, why don't you send out better communication on some of these proposals? I just happened to see something on the Delridge project and proposed changes to Bus #120 but I don't recall getting a mailer at my house or anything advising me on your prospective changes.
1	It is extremely difficult for disabled riders to cross at Graham or Holly. I have seen a blind rider dangerously crossing the street to pick up his child at daycare in the Graham neighborhood. For a school and general children's area it is an extremely hazardous part of Delridge. Additionally, there was previously a stop at 22nd Ave & Delridge Way previously. There is already a stop along Juneau serving the school area, it may be better suited to move the Graham stops closer to 22nd Ave again. This is because I see frequently senior citizens making a difficult walk up the incline towards Holly. Although the stops may be more equidistant as they are today, the terrain may be difficult for those who are not able-bodied. Thank you, Devin
1	It is imperative to increase accessibility to south Seattle via mass transit. With the light rail inaccessible for us, we need everything we can get.
1	It is unfortunate that the protected bike lane is not going in both directions on Delridge. If Option 2 gets approved I hope you show a clear and safe path for those biking northbound through the greenways
1	It should be done earlier than 2020.

Count Response

1 It's important to consider all modes of transportation - transit, car, bike, walking. The pedestrian improvements will greatly facilitate transit use. By including protected bike lanes, it provides safety for people who bike. It can be scary for folks to bike on Delridge; I find it difficult to ride south from Juneau because of the incessant traffic and narrowness of the lanes. Even though there are greenways parallel to Delridge; they don't necessarily provide the most direct route to South Delridge or White Center for a person biking. To get to the 21st Ave greenway, people who bike need to climb a fairly steep hill from Delridge. The 26th Ave greenway only accounts for north Delridge. There are no parallel streets available south of Juneau to extend the 26th greenway. The shared sidewalk idea is interesting. It does work just north of Avalon where the WS Bridge T rail makes its way to Delridge. However, there are many areas with narrow sidewalks that barely have room for 2 people wal

1 It's not clear to me why pavement condition in the turn lanes prevents them from being converted to travel lanes. Why can't the road be rebuilt, in the hopes of removing the conflict between bus lanes and bike lanes? Northbound delridge at Thistle is often subjected to backup as cars attempt to turn left for the school. A turn signal may help alleviate this and allow busses through. Is it possible to replace parking on both sides of delridge with back in angle parking on one side in order to gain an extra travel lanes, especially in the narrower parts? A southbound protected bike lane from Kenyon to Trenton would be awesome

1 Just walk down 3rd Ave downtown during the lunch hour: Protected bike lanes are not being used by many of those they were created to serve. I'm fine with them where there is space, but on a corridor used predominantly by transit and car commuters, impacting the area's limited parking and slowing car/bus travel times to support a tiny fraction of the community just doesn't make sense. No matter how many bike lanes you create, this is a cold and wet climate that the vast majority of commuters will never want to bike in. Keep Seattle moving: Prioritize the modes of transport used by the majority of our residents.

1 Keep cars and bikes separate on Delridge Wy SW. The street is not wide enough and lowering the speed limit is not a fix!

1 Keep the new Rapid Ride line "Rapid". Don't be like the "C" line and make it go through the Junction just to pick up people and add 20 minutes to the trip. You may lose some riders but people can walk and you will increase the ridership of those who are willing to trade some footwork for time. Do not run the "H" line through Westwood Village and add 10 minutes. The urban village needs support on the east side as the west side has the "C" line. If you actually fix the "C" line by bypassing the Junction and running it on Fautleroy, you will probably get people to Westwood just as fast as if they caught the "H" line.

Count Response

1	LEAVE THE CENTER TURN LANE ALONE . . . too hard to make turns. or merge into traffic without a center turn lane . . . hopefully money won't be wasted on planting trees in the center turn lane where there isn't already an island but it's already hard enough to see traffic, we don't need anything else impeding our view
1	Long overdue attention to an underserved community. This could be a game changer if done correctly which means finding a balance between auto and bus traffic. The speed and lane reduction on 35th fails because the bus sits in the same traffic now which renders any advantage mute- without designated bus lanes, what is the point of any of this?
1	Lower the speed limit, prioritize people walking and biking, and provide transit priority in allocation of ROW and via queue jumps.
1	Make the bus lanes all day - not peak only. The 'peaks' keep growing. The city must build new bike lanes - do not eliminate them. Eliminate parking, as cars can park on any side street.
1	Money outreach and time have already been spent making safe bike trails to the east and west of Delridge. Almost no one rides a bike on Delridge. If you want to make things safer for the bikers, improve the corner on the north end of 22nd Ave SW where we live and there is a sharp turn with no visibility around the corner and accidents with bikes have happened. I was walking my grandson and leashed dog around this corner on the sidewalk and a bicyclist hit my dog from behind. The city owns the adjacent triangle lot and could widen the bike/sidewalk at this corner or move it further west for safety. Lots of bikers come down Andover to 22nd and down/up 22nd to the bridge. It would be about 4 extra blocks for them to ride Andover to Delridge and around to the bridge or back so they don't. It's also less steep to use 22nd. I'd be happy to walk the space and discuss it with you. We've been here 20 years. Sharon Price 206-935-1532, 3624 22nd Ave SW
1	More crosswalks! Maybe one by Pearls!
1	My commute to downtown Seattle is usually done on bicycle. However, the condition of Delridge and the nearby side-streets are in such a state of disrepair that it is often unsafe. There are large potholes and cracks in the road surface where a tire can get stuck. There are also dedicated northbound bike lanes from Kenyon to Orchard; however, they are not maintained with sweeping and have turned into a gutter for road debris to collect. Similarly, just south of Oregon St on Delridge there is a lot of loose gravel on the roadway which also causes unsafe riding conditions. Please do not hesitate to reach out to me with any questions (947) 361-3888. Thank you - Stuart

Count Response

1 Neither of these options seem to change much from what exists already - we have all day bus only lanes currently between the West Seattle Bridge and Avalon and peak times between Alaska and Avalon which is working. The bus lanes by Myrtle to Holden also already exist if I'm not mistaken so I'm not sure what the money would be spent on improving. As someone who lives here and travels on Delridge regularly I don't know what the benefit of adding "green" spaces to the median is - outside of maybe making people drive slower because the street will be more narrow and it will make it more difficult for people to use the turn lane to get into drive ways, etc. The 120 currently runs about every 7 - 10 minutes peak time and 15 - 30 minutes non-peak time and the bus is full regularly and full even outside of peak times so I could encourage those involved in creating this project to actually ride the 120 at different times and days to see what the true ridership is like. The route leaving

1 Neither option #1 or #2 is acceptable to me. My family lives in Highpoint and we use Delridge to get to shopping (Westwood) and school (Lousia Boren STEM K-8.) We try to bike to as many destinations as we can but it is simply not safe to bike along Delridge in some places. Delridge is flat so it is an ideal North/South bike route. But there are too many places where it is too narrow to safely bike. And while parts of Delridge have an alternative safe biking option (like the 26th ave greenway) there are parts of Delridge with absolutely no alternative but to bike on the arterial. Please, please, please for the safety of my family and the long-term success of this neighborhood build protected bike lanes (or at least painted bike lanes) along the entire length of Delridge. The street is owned by the city and the people. It is crazy to allow people to park their private cars on public property instead of using that space to provide a safe biking route for families. Thank you.

1 Neither option is acceptable. The Seattle Bicycle Master Plan includes protected bike lanes the full length of Delridge as part of the city wide network. The alternative neighborhood greenway routes, especially south of Brandon, are not really parallel, and do not serve the same destinations. The 21st Ave / 17th Ave greenway is up a very steep slope, not accessible for all ages and abilities from Delridge and neighborhoods to the west. Claiming that these greeways are "parallel" is a false claim, and does not meet the Complete Streets ordinance. We need bike lanes on Delridge.

1 Neither option is good, there should be a bike lane on both sides of the roadway from White Center to the bridge. It's unbelievable how the city has abandoned the bike master plan - who's getting paid off? Furthermore, remove all the on-street parking, if people can't park in their driveway/garage then too bad. Just another example of how transit, the city, and the WADOT do whatever they want regardless of the people's opinions.

1 No more bike lanes on the road. We need more road space for buses and cars.

Count Response

Count	Response
1	No on potential bus stops. There aren't too many bikes because they have to cross the lower west seattle bridge and go through SODO. Given the weather, hills, and terrain, I don't think Delridge should be necessarily optimized for bikes. Parking is critical as most people in the area have 2 cars given the location to other parts of Seattle and the cost of living (most of the area has been non-Amazon residents who work in the DT core).
1	Not right now.
1	On street parking is very limited on Delridge north of Oregon. Removing parking, even non-peak parking, would be very bad, especially with all of the new construction that has zero or limited parking in the neighborhood. As a resident in North Delridge I see as many people ride their bikes on sidewalks than they do in the bike lanes. Adding wider bike lanes and eliminating parking will not change this.
1	Once again, the south Delridge Urban Village is being left out of the city's plans. This despite the upzoning through HALA planned for this area. Density will be increasing yet we may be facing fewer bus stops and no specific plan for the needs of south Delridge when this happens?
1	Our neighborhood would welcome the H line. It would be a great improvement. But, even option 2 does not go far enough in providing bicycle facilities. A climbing lane is needed beyond Kenyon heading south. Even a few more blocks would make a huge difference. Seems that we should be able to get this, even knowing that we'd have to lose a bit more parking there.
1	PLEASE HAVE SOME WORK CREWS COME PICK UP TRASH. DELRIDGE IS LITTERED!
1	Parking has been disappearing on Delridge way and we need to maintain all existing parking and find new places for people to park their cars. I disagree that there is fewer cars using Delridge way, the traffic on Delridge way has never been worse. There are huge backups from 35th and Avalon to Delridge way and Spokane street and from the intersection of 21st ave sw and 22nd ave sw to Spokane ST; and along Delridge way south to Hudson street. every morning this area becomes gridlocked with cars. And in the evening there is a steady stream of cars and makes it hard to drive anywhere. Taking away parking and car lanes is not the right answer. We need another bridge to take the traffic from Spokane street across the river and Delridge way could remain as is.
1	Parking should be the first thing to go in this corridor to improve transit times for all modes. Hybrid lanes of peak bus/parking seem to bring issues of enforcement/delays of parking during peak hours.
1	Please add sidewalks on SW Hudson St (East of Delridge)

Count Response

1 Please consider improving cross walks as well and adding on near the stop light at Delridge and Barton. If you get off at Trenton and have to walk south on delridge and cross Barton, it is dangerous to cross at the moment without a cross walk. Also brighter bulbs in the street lamps along delridge at night. I'm a petite woman that takes the bus home from work downtown. When I get home it's dark and walking the few blocks home in the dark is uncomfortable and a little nerve wracking. Better street lighting would help greatly.

1 Please do move the Juneau stop to support school safety. Please find a way to add turn lanes (by removing parking?)to keep traffic flowing especially where current bottlenecks occur such as we now see at Orchard, and Thistle, Trenton, and Henderson. Lastly, Please find a way to support bikers in the Sealth HS area heading north and connecting with the greenway to the north of Orchard. - in other words link planned widened sidewalk improvements at Home Depot with existing greenway to the southwest.

1 Please don't add a dedicated southbound bus lane on Delridge. That is a horrible idea...

1 Please don't cut down our old growth trees on delridge.

1 Please hurry I am excited about the rapid ride on delridge!

1 Please invest in infrastructure and transportation in South Delridge, Highpoint and Highland Park. I don't think you realize how many people you are forcing into cars by lack of bus service and safe routes to buses. I didn't realize how prevalent it was until the HPWay slide. I was giving people a heads up about the lack of 131 bus. I was told by numerous ppl that they drive now. I am afraid your plan will do the same without real community input.

1 Please make the maps and graphics clearer to read and understand

1 Please see answer for #18

1 Prioritize this corridor for electric buses! The Delridge corridor is a perfect application for battery buses it's flat, meets some social justice concerns, and is in a poor air quality area.

1 Protected bike lanes are needed both ways. Only southbound is not a solution.

1 Protected bike lanes need to go on both directions. Where is that option?

Count Response

1	<p>Protected bike lanes should have a cast in place curb as separation from motor vehicles or raise grade of bike lanes. Current post installed along existing protected bike lanes do not hold up well and have restricted the street sweeper from being able to maintain the bike lanes. I would prefer to have the north delridge bus lanes to be peak hour only. This would lessen the burden to the adjacent property owners provide over flow parking when the delridge play field is busy and the Youngstown center is maxed out of parking. The current parking restrictions are working just needs the bus lanes extended. As for alternatives for bikes and people walking there should be a very strong and comfortable connection for the long fellow creek trail. The trail has a section that runs along delridge from Myrtle south to thistle st. Improving that connection could be part of a compromise. Thanks and please keep project on schedule as I want to enjoy what we all contribute to.</p>
1	<p>Questions 13 and 14 switched my "preferred option" from Option 1 to Option 2. This is either a glitch in your survey or an attempt to trick the people taking the survey.</p>
1	<p>Removing on-street parking is a great idea, parking limits of 72 hours are abused on this roadway, and we cannot expect "off-peak" parking rules to be respected with limited resources for enforcement. Please don't confuse the drivers of Seattle any more with conditional parking/travel rules. We also need the protected bike lane to connect with the upcoming Westwood/Gatewood/Sunrise Heights Greenway as well, which is slated for 30th Ave SW, 34th Ave SW or 37th Ave SW.</p>
1	<p>Right now the 120 isn't that long or bad of a commute. Even if you just added a couple more buses or made them go later into the evening. At times I want to ride the bus to go downtown in the evening, only getting home is a pain with them only every hour. You miss one and bummer. So I drive and pay to park. That sucks.</p>
1	<p>Safety should be the highest priority. Safety for people in cars, on the bus, on foot, and on bicycles. Don't sacrifice bicycle safety. Delridge needs to be treated as the primary bicycle route due to it being the most direct and flattest route through the region. You wouldn't consider 26th a route equal to Delridge for cars and buses. Don't pretend that it is for bicycles either.</p>

Count Response

1 Screw parking. I'm done having my precious tax dollars subsidizing driving. We need to promote the use of transit too, so in an ideal world we'd straight up remove all the parking and pave a bus lane through it all. Unfortunately, that is unpractical. I prefer option 1 for sections C and D, but otherwise I prefer option 2. My reasoning is that A) transit is way more accessible than biking, as in not everyone can bike but everyone can ride the bus, and B) transit can move many more people much easier than biking, and C) I honestly don't think the demand for biking is great enough to warrant shafting transit. Ideally we could accommodate both transit users and bikers, but... parking, I guess. Honestly I get that parking can have a moderating effect on traffic as well as making it safer for pedestrians, but we've already got a bike lane to moderate traffic and the bike lane and trees can probably do what the on street parking did. With respect to RapidRide, in my experience riding Rapi

1 See #18.

1 See my comments in the previous section on bus stops. I am concerned that this plan with its removal of bus stops is biased against senior and disabled persons.

1 See question 18

1 Stop retaining on-street parking instead of providing transit-only lanes. Make transit-only lanes the case for the entire route and remove on-street parking. When will Seattle have true BRT with these projects continuing to preserve parking>people?

1 Stopped using the C line when it change from the 54 when we lived in a different part of West Seattle. Stops are too far apart and the buses have less seating. Probably give up using the bus when the 120 is gone.

1 Thank you for moving to transition Route 120 into a Rapidshare line. That bus is CONSTANTLY packed on almost every ride during peak hours. It's arguably one of the most under-served routes in the city. (Let's admit it, wealthier neighborhoods are better served with Metro bus routes. I am a Seattle native, and I well know how View Ridge, Magnolia, etc. are served with nicer routes with less congestion and riff-raff. And by riff-raff, I mean the kind who take advantage of the D Line. And I know you know what I'm talking about. Right? Right.)

Count Response

1	<p>Thank you for the opportunity to comment on the design options. The Delridge-Highland greenway has a staircase, which does not meet the City's Bicycle Master Plan vision stipulating that "people of all ages and abilities feel comfortable riding a bicycle for any trip purpose." In particular, riders of e-bikes, which weigh 50 pounds or more, will be unable or unwilling to carry their bikes down the stairs. In addition, there are several stretches of the greenway that simply do not adequately protect bicyclists. If after installing bike lanes on Delridge (in whatever configuration) the City utilizes the greenway as a primary north-bound route, the route's existing conditions will certainly dissuade riders from taking it, and the new south-bound route will languish, unused. I urge the City to therefore revisit and revise the greenway design, to maximize the success of the south-bound elements on Delridge.</p>
1	<p>Thank you!</p>
1	<p>The 120 buses are extremely packed in comparison to other buses and seem much more infrequent. Thank you Metro for the survey!</p>
1	<p>The 120 is great because it comes often and provides a lot of stops. It's aggravating because it is slow. Our neighborhood might be better served by retaining the 120 and converting some rush hour routes to a 120 express (for example no stops between Myrtle and downtown). That way many commuters save time, many travelers still get great access and it reduces costs.</p>
1	<p>The bicycle master plan calls for two way protected bike lanes on Delridge. The current options are not good enough. Remove parking where necessary to make bike lanes in both directions possible.</p>
1	<p>The biggest problem: there is no improvement to the West Seattle Bridge. That's the worst part of the commute today. My bus often wastes 5-10 minutes slogging up the northbound 99 ramp. The best thing SDOT could do for the H Line and the C Line would be to focus on that chokepoint. It's my understanding that ST 3 included 20-30 million to improve the C Line... spend it on that ramp. Also work with the state legislature to allow buses to have enforcement cameras to issue tickets to drivers who use the bus lane. On Delridge itself, there is still way too much emphasis on keeping parking. Be bold. Eliminate parking to make this a truly great street for everyone. Major avenues like Delridge should be used to move people (in cars, in buses, on bikes, and on sidewalks) and not to allow people to store their vehicles. Many people have access to off-street parking (but instead use it for other uses) or can park on less important neighborhood streets.</p>

Count Response

1	<p>The bike plans in both options are woefully inadequate. The city's own bicycle master plan calls for two-way protected bike lanes on Delridge (map: http://www.seattle.gov/transportation/docs/bmp/apr14/SW_Sector.pdf). The parallel greenways are not a substitute for these lanes. The existing greenway to the east of Delridge does not connect with destinations on Delridge and is separated by a large hill from Delridge itself. This climb cannot be managed when riding with children. The 26th Avenue greenway dead ends just past Juneau, so it isn't useful for travel to the south of Juneau (though it is very nice to the north of Juneau). Adding a one-way bicycle lane is not sufficient. Would anyone on the project team suggest that I would be safe riding with my 3-year old son in the northbound lanes with traffic? We need protected lanes in both directions on Delridge, as called for in the bicycle master plan. The bicycle master plan reflects the output of a long process of public feedback. T</p>
1	<p>The bus must be speeded up to make it more productive for downtown-White Center and downtown-Burien trips. I chose option A but I don't feel strongly about the details between A and B as long as travel time improves significantly. As much as I like the aesthetics of street medians, if the planted median is displacing improvements for either buses or bikes, then get rid of the planted median.</p>
1	<p>The buses closest to my house aren't the 120 and I don't know if the switch to Rapid Ride would make me give up my regular buses. However, the proposed changes will make a big difference for my commute when I bicycle.</p>
1	<p>The city has already damaged driving in the near delridge corridor with speed bumps and 4way stops plus traffic circles. The percentage of bicycles does not support the current massive spending and inconvenience as is and the creation of yet another bike project that still puts bikes in conflict with traffic is just dumb.</p>
1	<p>The greenways have already been upgrading for bikes, please don't add more bike lanes to Delridge. The pavement on Delridge is crumbling and riding bikes along this corridor is challenging especially with the constant construction digging up the roads for new housing. Making the 120 run later at night and more frequently would allow me to bus more to work for my evening shift.</p>
1	<p>The greenways parallel to Delridge are absolute garbage: they are not easily accessible, lack full sidewalks and are inconveniently off-corridor. Plus, they do not deter auto traffic from speeding on them-- particularly during commute hours as people try to avoid gridlock near the WS Bridge. A couple of traffic circles, ineffective speed bumps and some sharrow paint do not equal safe infrastructure for walkers or cyclists. Make the 2.9 miles of bikelane in plan B 2-way (like 2nd ave downtown) to accommodate both north and south trips. Bam, I just solved your planning problem.</p>

Count Response

1	The main issue with the 120 was it has too many people getting on and off at every stop and the fact that every stop is so close to each other makes it slower. So Yeah having limited stops/express service would help.
1	The more bike lanes the better! Also, you have a couple typos in this open house: "Daiy" and "aon."
1	The neighborhood is quickly gentrifying and pushing lower income families out. A transit plan that serves everyone can help keep longterm residents here - bus service for late night and early morning trips to and from work (not everyone works 9-5) and viable bike routes for car-less commuters will make our neighborhood better for everyone while serving the needs of our more vulnerable neighbors
1	The north section of Delridge has high commuter traffic now a days, thus needing to be not treated like a residential street.
1	The number of potholes and poor road conditions on Delridge need to be addressed now; they can't wait until whenever this project will get underway.
1	The project needs to add PBLs in both directions. Remove parking
1	The reason I chose Option 1 is that many more people ride the bus on Delridge than bike on Delridge. The 120 is slow and is always crowded - RapidRide is a definite community need! We already have two neighborhood greenways very close to Delridge. There is no need for another bike lane on this street. It would be a waste of ratepayer funds and, moreover, I think it would be dangerous in this neighborhood - too many drivers speed or do not pay attention to cyclists. I am of this opinion despite the fact that I am a summertime bike commuter. Improving pedestrian and bus access would have much greater overall benefit to this community.
1	The section asking which plan I prefer seems very biased towards bike lanes, and I found it very confusing. A constrained corridor such as this one has no room for parking. Movement of people should take utmost priority. I also found it strange that in many places there was only a bicycle lane one way. This only tends to work if the street is steep, otherwise accommodations should be offered both directions or none should be offered at all.
1	The sidewalk you all built across from the Skylark is great for bikes and if that's the design for the sidewalk on the rest of Delridge it would be great and better than halfway constructed bike lane on the street.

Count Response

1 There are no reasonable alternative bicycle routes between 23rd and Holden on Delridge Way. I will continue to use Delridge Way to bike between business districts in the valley, including White Center. The greenways on 21st and 26th are good for connecting residential destinations but they provide limited access to commercial destinations. They are full of steep hills with many elevation gains and losses and dead ends. There is an extremely dangerous crossing at 26th and Genessee. I will be riding my bicycle on Delridge and using the general travel lane if there is no bike lane. I am sure I am not the only one who will be doing this. That means that the "Rapid" Ride H and the cars will have to travel at bicycle speed in that area - about 13 miles per hour or less on the uphill. As for putting bike travel lanes along Longfellow Creek, is that even legal or possible? There are many dead ends and elevation gains and losses along that route, too. I suggest you start immediately putting pai

1 There is a lack of SDOT communicating any intentions to address the lack of access for residents east of Delridge, between Henderson and Roxbury. This zone is slated for increased density under MHA/HALA. Topography between Delridge down to Westwood Village is a known accessibility issue. The proposed bus stop cut on 22nd/Roxbury isn't data driven. "No data" available. There is a stark and obvious lack of equity in this plan for residents south of Henderson, and the unintended consequences of cutting south of Henderson stops without a thoughtful plan is increased marginalization for access to downtown for current residents, and future residents in newly upzoned developments. Surely this is not the city's intention?

1 There is a lot of diversity in the languages spoken in our community. Please do all you can to explain this proposal to as many community members as possible.

1 There should be protected bike lanes along the entire length of Delridge Way. Promoting biking is a key way of moving car traffic off of the streets and Delridge is an important and reasonably flat corridor.

1 There's no point in a protected bike lane south of Andover; the bikes all know to go to Andover and over to the greenway where it's *much* safer, and the turn lane on the north end gets used a LOT for both turning onto and turning off of Delridge. I would devote the lane space to the buses, which get short shrift in this corridor, and give the bikes their own private space off-corridor.

1 These questions are oddly worded - the "still prefer Option X" formulation sounds like a trick question. Neither option seems to solve many issues - I can't select a preferred alternative with this information. I primarily bike on Delridge and only Option 2 slightly improves the biking situation (and only southbound). Why not have a two way protected lane on one side of the street? Also - parking seems prioritized over actually improving mobility through the corridor. Certainly there are a lot of cars along Delridge, so that is a consideration, but I think it is overweighted in both options here.

Count Response

1 This is a great project and I'm so excited it's finally happening. I wish it was later this year!

1 This is not the way to go. As a transportation engineer and frustrated 120 rider, you either need to split the route at Roxbury or add express buses. You also need to increase the number of buses during peak hour times. Installing fancy bus shelters helps no one. NO ONE. Are you in tune that riders do not think RapidRide installations help in any way? You can't replace single family housing with multi-family housing along a long corridor AND take away parking. Go speak to the Roosevelt community and see how they feel about that. I'm a bike commuter as well and I don't care about protected bike lanes. There is enough room to share. I do not support this effort in anyway. This is not going to help those unfortunate riders who have to ride from the depths of Burien all the way to downtown. It's ridiculous. Have you heard of the Racial and Social Justice Initiative? Split the route.

1 Walking further to a bus stop is much more tolerable when you know busses will arrive on schedule and frequently.

1 We better see trees replaced in our neighborhood. That is imperative.

1 We expect full implementation of the Bicycle Master Plan with protected bike lanes on Delridge. Riding a bicycle to and through West Seattle can be challenging due to limited safety provisions for people on bikes, and many hills. Delridge Way Southwest is one of the few north-south connections through West Seattle (along with 35th and Fautleroy). It is the only major connection for the eastern portion of West Seattle. Delridge Way connects the West Seattle Bridge on the north to White Center on the south, while providing access to other important destinations including the Delridge Library, Boren STEM K-8 school, Southwest Pool, Chief Sealth High School, Denny Middle School, and Westwood Village. It is the only reasonably flat and evenly graded valley route connecting these destinations. Although the proposed RapidRide H line is promising in terms of overall transportation improvements, there must also be a protected bike lane on the full length of Delridge Way for the people who a

1 We really need a protected bike lane in both directions! Delridge is the quickest, flattest route to White Center by far and it is ridiculous to think the city expects bikers of all ages and abilities to use sharrows on Delridge.

1 West Seattle can not tolerate any more traffic flow reductions/restrictions. Don't do this project. Bike lanes should Never be on arterials.

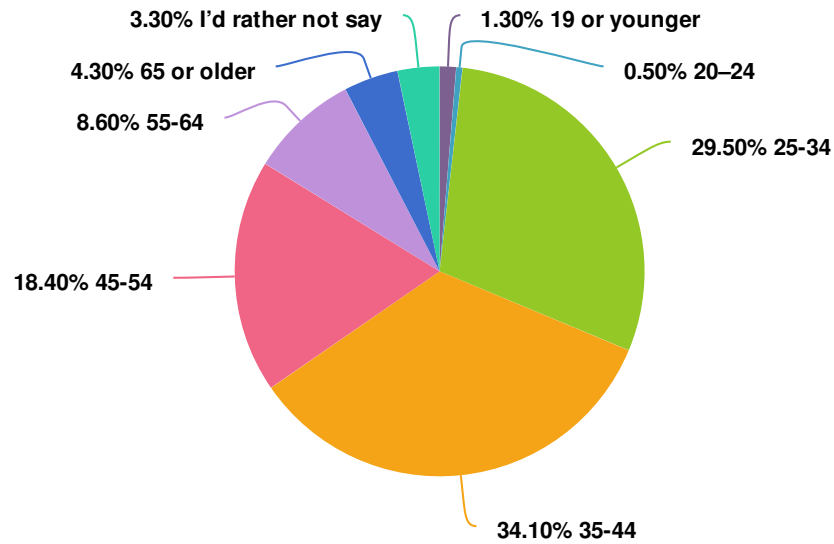
Count Response

1	<p>What happened to the earlier planning effort where you were going to look at all modes? Now it's rapid ride - which just replaces what we already have. When are you going to add sidewalks on the side streets so we can get to delridge and to the bus? We can afford to lose parking on delridge way, the businesses are struggling as it is and we want to attract more so we don't have to drive to the junction. There's never going to be enough density to support businesses by bus or walking, but at least some can walk and others just drive a little way to meet friends!</p>
1	<p>When traffic is backed up on delridge, many cars try to cut through on 26th (coming down on Hudson and turning back on Andover). This makes the bike greenway less safe in the morning and angers homeowners on that street (I've seen drivers get yelled at). Doing something to seriously discourage cut-throughs would be appreciated.</p>
1	<p>While I support putting RapidRide H on the Delridge corridor, I would like to see that the road is actually widened (extra lanes) to support car traffic. Particularly south of Holden, Delridge Way does not support the volume of traffic during peak hours. (an alternative arterial going N-S between Delridge and 35th would be great, to offload traffic from Delridge, if widening is not an option)</p>
1	<p>Why a RapidRide H and not the model it after the 21 and 21x while offering the bus more often especially on the weekend. Respond can be sent to BuyerBeNguyen@gmail.com</p>
1	<p>With rapid transit so frequent and poor road conditions, Deleidege must be repaved. It has too many dangerous potholes and it in such a sad state for a major city.</p>
1	<p>Would like to see all-day bus lane. How is enforcement of bus lane violations planned? Oh that's right, nothing in Seattle gets enforced so it is going to turn into a farce.</p>
1	<p>You need to extend the comment period and do more outreach.</p>
1	<p>Your own data shows that 9% or less of local residents do not drive. Why make life harder for the folks that live here?</p>
1	<p>bicycle lanes serve very few and should not be a priority over turn lanes or sidewalks. Please do not remove the center turn lanes, they are used very often by many people turning onto side streets and driveways. Traffic would be backed up for miles if they were removed.</p>
1	<p>bring back the route (136) that went east/west on Roxbury to and from downtown. Now I live to far away to even walk to a stop.</p>

Count Response

1	i am a bit dismayed regarding how difficult it was to access the online survey and be savvy about how to navigate tabs on the website to arrive at it. for those people who are daily riders and have valuable input, this may exclude them from providing info.
1	please don't add a median with trees, etc. we need all the driving space even if it is to swerve out of the way of a pothole. plus a turning lane would help.
1	protected bike lanes both ways- we need a system not pieces
1	rapid h line now, not in 2 years. until then, the 120 should split to cover delridge Westwood to downtown only, give burien it's own bus
1	resurface all of delridge. Dedicated bus lane, bike path, added to lanes for cars. Remove parking. done. we all get to get where we need to go.
1	thank you for your hard work.
1	the planted medians are not needed/do nothing to speed buses. tradeoffs between bus lane and bike lane is a false choice when we could have both and not have a planted median. Why not have a narrow divider or just a wide double yellow to discourage left turns and then remove parking by major intersections to make space for a left turn pocket, kind of like the new 23rd only has left turn pockets at intersections. Delridge needs to have bike infrastructure along the entire route. will bikes be allowed to go in the transit lanes? Bikes will continue to use delride. Delridge is a natural bike route in spite of lacking in bike improvements because it is a gentle grade and direct route. I'm in favor of having bike infrastructure on arterial streets, but that's just me. the parallel routes are never as good; steep grades, hard to cross major streets, many turns. Sometimes you just want to ride your bike somewhere quickly and nothing beats the arterial streets. I'm opposed to trading off bi

20. What is your age?



Value	Percent	Responses
19 or younger	1.3%	5
20-24	0.5%	2
25-34	29.5%	117
35-44	34.1%	135
45-54	18.4%	73
55-64	8.6%	34
65 or older	4.3%	17
I'd rather not say	3.3%	13

Total: 396

21. Do you have any impairments to walking, biking, or driving?

Count	Response
116	No
76	no
12	No.
5	Yes
3	none
3	yes
2	Nope
1	?
1	Biking - do not feel safe on streets. Would prefer on sidewalk/own lane
1	Cannot bike
1	Cannot walk too far or ride a bicycle
1	Currently I can't afford to own a car.
1	Difficulty walking
1	Had s bike crash on delridge so have emotional impairment
1	Heart patient
1	I can't afford a car so I bike or take the bus
1	I can't bike because I am half-deaf (left ear, which is traffic side if riding with traffic as it's suggested for safety and legality)
1	I can't bike, but still drive and walk.

Count Response

1	I cannot bike and elevation descents when I walk are painful.
1	I cannot drive the freeway due to severe anxiety. Walking long distances is sometimes an issue. I also have personal safety concerns.
1	I do not drive.
1	I do not. But we have community members that do.
1	I don't drive
1	I don't have a liscense to drive
1	I don't own a car, too expensive
1	I don't own a car, which prevents me from driving
1	I hate rain
1	I have a baby...makes it difficult to make the mad dash across Delridge when trying to get from one side to the next.
1	I have arthritis and can't always walk quickly.
1	I have arthritis but it doesn't stop me.
1	I like to drive fast..
1	I prefer driving or riding to walking and walking to cycling.
1	I walk slowly and tire easily.
1	I'm fat, but otherwise unimpaired.
1	NO
1	No, but my spouse does.
1	No. But the lighting on Delridge could be so much better. Seriously, now.
1	None

Count	Response
1	Nope.
1	Orthopedic brace. can't bike at all, sometimes need a cane for walking.
1	Scared to bike. Don't have impairments yet but who knows what the future holds
1	Slight walking impairment
1	Temporary, not permanent
1	Trouble walking uphill.
1	Walk slow, always missing my bus. no bike, no driving.
1	Walking.
1	Yeah. 2 kids. ;) Mostly makes it near impossible to bike.
1	Yes I am disabled
1	Yes don't drive
1	Yes, mobility
1	Yes, physical- often need to carry heavy things to work
1	Yes, walking and biking are difficult for me. I use an electric assist bike
1	Yes. I have an aversion to an extraordinarily long commute from Westwood to the University District. Bus/train combo is miserably long. Even with all of the problems, driving is half that time, nearly all of the time. Sorry, but I'm not willing to waste another hour to two of my day waiting.
1	driving a night is tough for me.
1	i don't own a car
1	no, and my husband bikes a lot
1	nope
1	nope.

Count Response

1 o

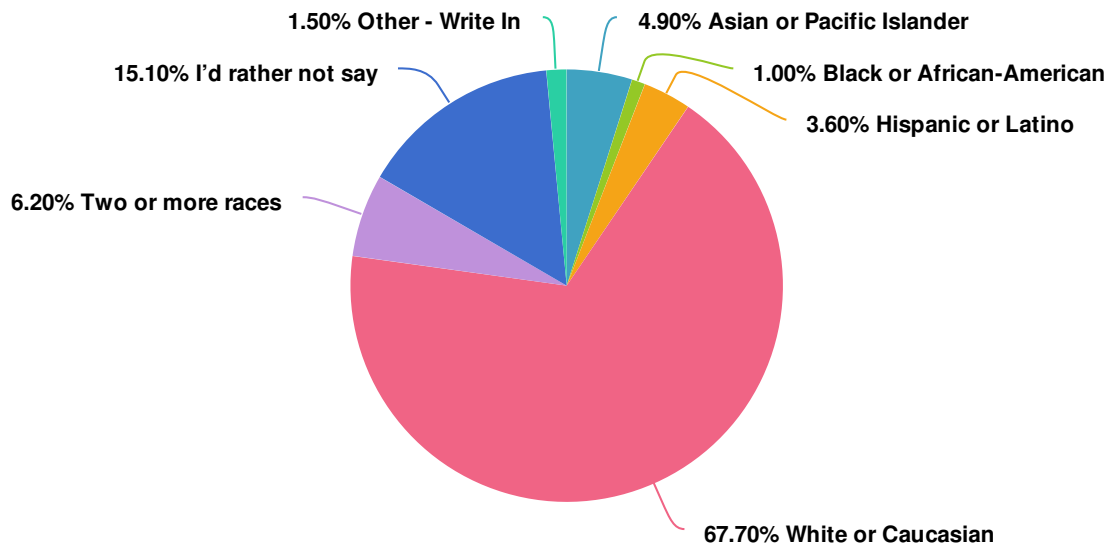
1 walking too far hurts my previous back injury.

1 yes can not ride a bike. can not walk in the cold and rain.

1 yes, I am worried I will be hit by a car while I ride my bike.

1 yes, at night.

22. What race/ethnicity best describes you?

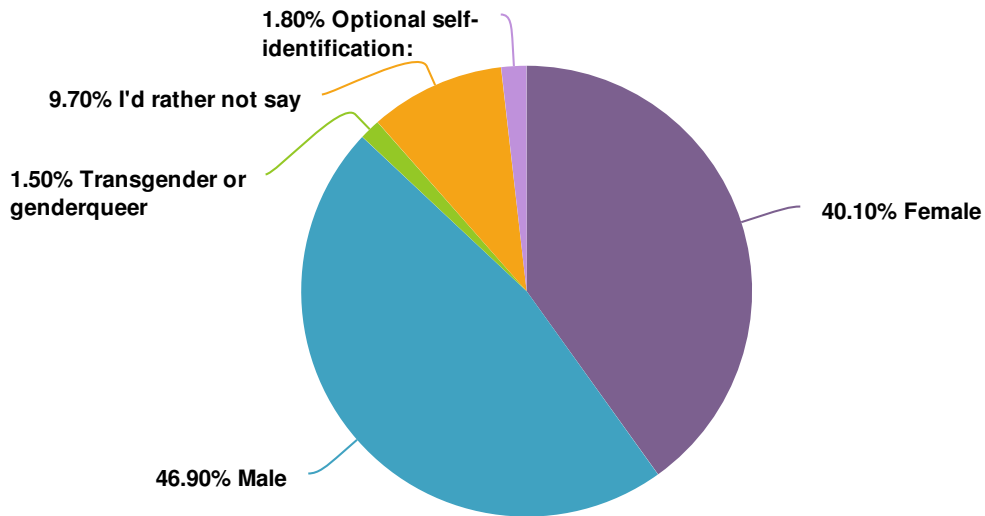


Value	Percent	Responses
Asian or Pacific Islander	4.9%	19
Black or African-American	1.0%	4
Hispanic or Latino	3.6%	14
White or Caucasian	67.7%	264
Two or more races	6.2%	24
I'd rather not say	15.1%	59
Other - Write In	1.5%	6

Total: 390

Other - Write In	Count
African	1
Human	1
Latvian American	1
Whatever I identify with at the time.	1
Why is this important?	1
it doesn't matter . . . i am a tax paying citizen of this city	1
Total	6

23. What gender do you identify with?



Value	Percent	Responses
Female	40.1%	157
Male	46.9%	184
Transgender or genderqueer	1.5%	6
I'd rather not say	9.7%	38
Optional self-identification:	1.8%	7

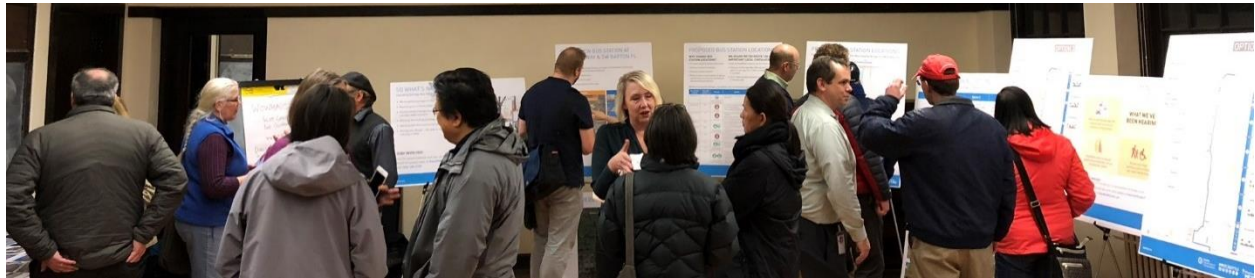
Total: 392

Other - Write In (Required)	Count
Total	0

Optional self-identification:	Count
Advocate	1
Androgynous	1
Are you kidding with this question. What difference does it make?	1
Gay (queer is a stupid word!)	1
Please change this - I identify as transgender man	1
Ridiculous question	1
i don't identify with any of these descriptors. they have too much baggage	1
Total	7

RapidRide H Line

Option 3 Winter 2018 Outreach Summary



Option 3 overview

[Option 3](#) was developed after gathering community feedback on Option 1 and 2 in March 2017. Option 3:

- Incorporates bus priority lanes in the north and central sections of the corridor
- Adds a southbound protected bike lane (PBL) from SW Graham St to SW Roxbury St. People biking southbound can use the Neighborhood Greenway on 26th Ave NW and then transition to the new PBL at SW Graham St. People biking northbound can use the Neighborhood Greenway on 17th Ave SW. The southern portion of the Delridge corridor gets very narrow, so there is not enough room for both a southbound and northbound PBL on Delridge Way SW. Additional wayfinding is planned to help people biking circulate on the new southbound PBL and Neighborhood Greenways.
- Creates a landscaped median in the north section of the corridor all the way to the Louisa Boren-STEM school

In person outreach

Seattle Drop-in

January 17, 2018 from 5 to 6:30 PM
Youngstown Cultural Arts Center
4408 Delridge Way SW

DNDC Workshop

January 17, 2018 from 7 to 9 PM
Youngstown Cultural Arts Center
4408 Delridge Way SW

Bike Ride with West Seattle Bike Connections

January 19, 2018
Along Delridge corridor

Outreach overview

In January and February 2018, SDOT, partnering with King County Metro, shared a new planning option for upgrading Route 120 to the RapidRide H Line. The new option was shared online and in-person with various opportunities to the community to provide feedback.

Outreach objectives

- Release and gather input on the new Option 3 and hear specific community concerns and questions
- Report out what we heard during March 2017 outreach and illustrate how public feedback informed Option 3

Option 3 Drop-in & Delridge Neighborhood District Council Workshop

- Share details about proposed bus station changes and spacing
- Hear local stories to support project art
- Clarify next steps for the project

Outreach tactics

- Postcard mailer to more than 13,680 addresses
- Email and website updates
- Hosted drop-in session
- Attended Delridge Neighborhood District Council (DNDC) workshop
- Briefings with local area schools
- Participated in a bike ride along the Delridge corridor with West Seattle Bike Connections
- Online survey (also available at in-person events)

Drop-in and Delridge Neighborhood District Council workshop

The drop-in format was open house style, with display boards set up around the room [display boards from the event can be viewed [here](#)]. Community members who attended were able to review information and ask questions and articulate comments to project staff. The DNDC workshop was an open discussion focused on overarching principles for SDOT and King County Metro to consider in planning and designing the RapidRide H Line ([Appendix A](#)). The group also provided feedback by marking up Option 3 maps ([Appendix B](#)).

Online survey

An online and print survey was offered at in-person events and online. In total, 90 community members took the survey. Responses are captured in [Appendix C](#).

Participation summary

Drop-in attendance	DNDC workshop attendance	School briefings	Bike ride	Survey takers	Emails received
34 attendees signed in	15 attendees	2 briefings	1 ride	90 respondents	19 emails

Community feedback: overarching themes

The following summarizes community feedback collected from the drop-in, DNDC workshop, bike ride, online survey, and received emails.

General

- Desire for clarity on planned improvements along the Westwood Village route deviation: Several attendees noted the need for improvements along the section of the RapidRide H Line route that deviates off Delridge Way SW to Westwood Village. They noted it was unclear if this project would be looking to make improvements in this area and the need to equitably distribute improvements along the corridor. They felt if the project is planning improvements in south Delridge, it needs to be better communicated. They also asked for a clear overview of the analysis used to support keeping the RapidRide H Line route deviation to Westwood Village rather than running the route on Delridge Way SW between SW Henderson St and SW Roxbury St.
- Need to account for future maintenance needs of planned improvements: Community members discussed improvements, such as the landscaped median, will require ongoing and long-term maintenance. They felt it important to know up front who will be responsible for maintaining these improvements and have a plan in place before the project is implemented.
- Adding lending libraries along Delridge Way SW: One idea community members raised was installing lending libraries or “Bookstops” to offer art/free books throughout the corridor.
- Strong concern about losing Metro Route 120 as a way for the community to get around within the Delridge corridor: Many community members articulated concern about Metro Route 120 becoming the RapidRide H Line related to the increase in distance between stops. They noted many local residents rely on Route 120 to get to grocery stores and other local destinations, and do not just ride the bus to get to Downtown Seattle or Burien. Community members strongly asked to retain some local bus service for intra-corridor riders when the RapidRide H Line begins running. The community asked King County Metro to provide analysis of the cost of keeping the Route 120 service in addition to the future RapidRide H Line and the service level both would offer.
- Desire for additional commercial development in the Delridge corridor: Several community members expressed interest in bringing new commercial development along Delridge Way SW.
- Business district signage: There is a desire for the Delridge Neighborhood Development Association to work with the Office of Economic Development to receive a grant to add signs to business districts. While this effort would occur before the RapidRide H Line, there may be opportunities for coordination.
- Coordinate with Seattle Public Utilities (SPU) on landscaped median: Several community members noted the importance of ensuring SPU inspects infrastructure in Delridge and determines if it needs upgrades. They requested the RapidRide H Line project coordinate with SPU.
- Need for additional outreach to underrepresented communities: Community members raised concerns SDOT and King County Metro have not been hearing from seniors, non-English speakers, and people with disabilities. They urged the need to conduct outreach

specifically to engage these groups to ensure the project addresses their needs and concerns.

- Community guiding principles for SDOT and King County Metro in moving forward with the RapidRide H Line: The DNDC discussed overarching comments they've heard from the community and asked SDOT and Metro to consider these comments as things the community would like to see them incorporate and or address through the project:
 - Develop stop spacing that works for all needs and addresses concerns about elimination/relocation of stops harming east-west access for people walking long distances to get to Delridge Way SW
 - Recognize that not everyone who gets on a bus in Delridge is going to Downtown Seattle or Burien; there are also local needs
 - Take steps to improve personal safety at bus stops
 - Improve access to buses such as increasing safety at public stairways
 - Ensure continued flow of traffic and alleviate traffic bottlenecks
 - Make Delridge Way SW work for multiple travel modes
 - Install improvements that can be maintained long-term
 - Address issue of full buses passing people waiting at bus stops
 - Address water/drainage pooling on the roadway
 - Analyze impacts of parking loss in south Delridge
 - Beautify the corridor
 - Incorporate bike infrastructure to take advantage of investments in Neighborhood Greenways running parallel to Delridge Way SW
 - Improve overall bus speed

Improvements for people riding buses

Community members raised several ideas for how the project could improve people's experience riding the bus, including:

- Designing bus stations in a way that doesn't stop traffic behind the bus as people get on and off
- Adding service hours and frequency to other routes in the Delridge Corridor, including Metro Route 125
- Adding bus service along the southern portion of the Delridge corridor

- Making improvements around Westwood Village to address safety concerns for people walking to access the bus
- Adding more buses to the RapidRide H Line so they come more often since the consolidation of stops are negated by the extra time it takes to get to the next stop
- Addressing the issue of constantly full buses passing people waiting at stops and working to ensure people getting on can find seats on the bus
 - One suggestion was to maintain a local bus service in addition to the H Line that starts at SW Roxbury St, and could run infrequently (2 times an hour) for people getting around the neighborhood
- Addressing community member's concerns that RapidRide will ultimately be detrimental to them. Some see RapidRide as determinantal to seniors, low-income populations who are heavily reliant on transit, and people with disabilities because it reduces accessibility to transit by making stops further apart.

At the DNDC workshop, SDOT and King County Metro responded to several questions regarding bus service and RapidRide H Line, sharing the following information:

- King County's service guidelines dictate how service is provided for fixed-route buses, like RapidRide and Route 120. The service guidelines make it clear that King County should not duplicate service and/or compete with other transit service providers.
- The RapidRide level of service will allow for more frequent bus service, and by using stop spacing, speed up bus travel times. If a stop location is creating a challenge or not serving people, this is something we can look at as we move forward.
- Through outreach, we are trying to access those who are not often at the table. We did a robust outreach in March 2017 where we asked about how people felt about RapidRide and proposed bus stop changes. We heard a lot of excitement for RapidRide along Delridge. We also heard people say, in general, they were okay with the stop spacing. At the same time, we agree more outreach can always be done, and more voices need to be a part of this conversation.
- Typical stop spacing for RapidRide is 1/2-mile. For Delridge we are looking at a 1/3-mile stop spacing. This is partly due to the feedback we've heard from the community. We want to understand if the concern is about the 1/3-mile spacing in general or specific stops we're proposing changes to are the real issue.

Improvements for people walking

All the planning options for Delridge Way SW include improvements for people walking in the neighborhood. Community members noted the following about walking along the corridor:

- The proposed crosswalk and crossing beacon at SW Graham St is not needed as it would not effectively slow drivers and the bus stop has low ridership

Option 3 Drop-in & Delridge Neighborhood District Council Workshop

- Desire to add a roundabout at Delridge Way SW and SW Holden St to slow traffic and improve safety for people walking. Community members noted they've been discussing this option for several years and the lack of progress is impacting their and other residents' desire to engage with SDOT.
- Interest in knowing what is happening with the Neighborhood Street Fund project along SW Trenton St
- Request to make it easier for people walking to cross Delridge Way SW at 26th Ave SW and 25th Ave SW
- The sidewalk near SW Hudson St needs repairs
- Make safety improvements to stairways connecting neighborhoods on the hills to Delridge Way SW
- General interest in how the increasing number of bus commuters would safely cross Delridge Way SW after disembarking

Improvements for people biking

Community members noted the following about biking along the Delridge corridor:

- Suggest moving the north end of the protected bike lane to SW Juneau St rather than SW Graham St to better connect to the 26th Ave SW Neighborhood Greenway
- Consider how to include bike facilities on Delridge Way SW between 17th Ave SW and SW Roxbury St
- Revise eastside Neighborhood Greenway to continue along 17th Ave SW between SW Kenyon and SW Holden streets
- Study whether a switchback ramp can be added or replace the stairway on 17th Ave SW between SW Webster and SW Myrtle streets; consider additional improvements to stairway for safety
- Add diverters on 26th Ave SW Neighborhood Greenway to dissuade people from driving from using 26th Ave SW for through traffic
- Restrict right-turns on red for westbound traffic at SW Andover St and Delridge Way SW intersection
- At SW Andover St and Delridge Way SW, add a leading walk signal for eastbound/westbound bike and pedestrian crossings of Delridge Way SW
- Add wayfinding at Croft Pl SW for people biking northbound to know how to connect to the 26th Ave SW Neighborhood Greenway
- Review sidewalk conditions and identify potential areas suitable for people biking to use, particularly the area between SW Juneau and SW Graham streets

Option 3 Drop-in & Delridge Neighborhood District Council Workshop

- Investigate the possibility of creating a restricted, peak only parking area which operates as a PBL at other times, this discussion focused on area between SW Juneau and SW Graham streets to accommodate school parking needs at key periods of the day
- Review data on side street parking capacity to support messaging why parking is needed on Delridge Way SW, particularly in Section E
- Check the possibility for adding a 2-way PBL on Delridge Way SW in the south portion of the corridor
- People may not realize they can use 21st Ave SW as a Neighborhood Greenway; adding wayfinding and ensuring upkeep of signs is important
- Biking northbound on the 17th Ave SW Neighborhood Greenway works well as it is mostly downhill. Adding the southbound protected bike lane near the Louisa Boren-STEM school is important to make it safe for children to bike.

Parking

Community members noted the following about parking along the Delridge corridor:

- Concern about the proposed loss of parking on Delridge Way SW and its impacts to residents
- Request to look at using some form of peak-only BAT lanes from SW Andover St to SW Alaska St instead of all-day BAT lanes. Community members noted there are a lot of nighttime and weekend activities at the Delridge Playfield and Youngstown Cultural Art Center that often require parking accommodations that cannot be met by other parking options in the vicinity. Losing the on-street parking all-day would impact people's access to these types of events. A suggestion was made to look at ways to allow parking after 7 PM and on weekends.
- Parking next to Southwest Youth and Family Services could be retained if the BAT lanes were moved one block south

Construction impacts

Several community members raised concerns about impacts to traffic flow during construction of improvements. They noted there needs to be a strong plan to sequence the work and mitigate issues to keep people moving in the neighborhood during construction.

Proposed bus station changes and stop spacing

As Metro Route 120 is upgraded to the RapidRide H Line, bus stops will be upgraded to new RapidRide stations. Additionally, some current bus stops will be removed or moved to space bus stops in a way that improves bus speed and reliability. Community members had the following comments regarding the proposed bus station changes:

- General concern about moving stops and impacts to vulnerable populations

- Suggestion to move proposed station pair from SW Genesee St to SW Oregon St/23rd Ave SW to:
 - Provide a more consistent spacing between stops
 - Create a more direct connection with Route 125
 - Keep a transfer point between the RapidRide H Line and Route 50
- Reconsider proposed consolidation of the SW Juneau St stop pair to SW Findley St:
 - The consolidation reduces access from the Puget Ridge Neighborhood
 - The consolidation raises personal safety concerns due to activities near this location
 - There's an existing signal at SW Brandon St
 - Even with crosswalk at SW Findley St, cars only stop 20% of the time
 - SW Brandon St is the through street connecting High Point and Delridge
 - The library and other businesses are located conveniently at SW Brandon St
- Strong desire to retain the SW Brandon St stop for several reasons:
 - The Delridge Action Committee has already completed community fundraising and projects to improve sidewalks in this location. Additionally, it is important for adjacent neighborhood businesses and amenities to have easy access to the RapidRide H Line.
 - Concern for comfort and safety if moving the bus stop to SW Findley St as it is not a full intersection
 - The SW Brandon St stops offer better connectivity to the westside of Delridge Way SW
- Changes in stop spacing should consider east/west topography and grades especially for the High Point community
- Maximize weather protection and amenities at bus shelters
- Work to address personal safety concerns at bus stops
- Request for more detailed map and explanation of which stops will be consolidated from West Seattle into downtown.

Appendix A – DNDC workshop transcribed flip charts

As part of the DNDC workshop, community members wrote down specific elements they wanted to be considered as part of the RapidRide H Line project. Comments were captured on a flip chart, which is transcribed below.

Flip Chart #1

1. Stop spacing
 - a. Elimination/relocation
 - b. East/west access
2. Local
3. Safety (personal)
4. Off-route travel
5. Traffic flow
6. Maintenance

Flip Chart #2

7. Full buses
8. Trouble spots
 - a. e.g. n of Andover
9. Water
10. Parking
 - a. Local and imported
11. Beautification and function

Appendix B – DNDC workshop comments on Option 3 map

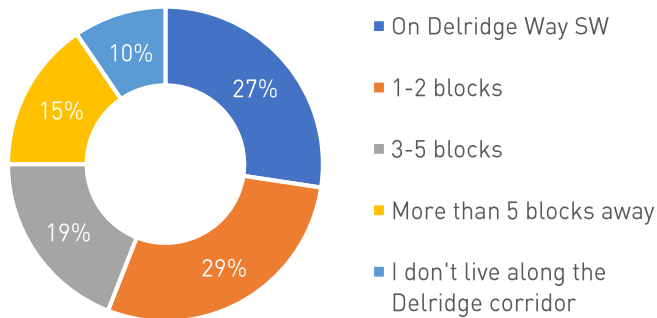
As part of the DNDC workshop, attendees made comments directly on Option 3 maps. Below are transcribed comments from these maps referenced by corridor section and identified location.

Location	Comment
Corridor wide	Themed stops that reflect cultural diversity of corridor
Section A – W Seattle Bridge to SW Alaska St	
Between SW Andover St and 23rd Ave SW	Crazy crossers
SW Oregon St	Access from hill
SW Alaska St	SWYFS needs engagement
	“Event” parking needs by the Community Campus node. Instead of choice between Peak-only or All-Day BAT bus lanes can we have Peak-Peak bus lanes? Leaving parking on nights and weekends.
	Center turn lane/median in Typical Proposed – I’d prefer no medians, just center turn lanes. Garbage trucks and construction often block up the streets.
	I like this more BAT is great
Section B – SW Alaska St to 23rd Ave SW	
SW Brandon St	What about a stop here? This is the main bug for the area with connections
SW Brandon St	Existing signalized crosswalk
SW Brandon St along Camp Long	Sidewalk improved already, needs more
SW Juneau St Neighborhood Greenway connection	Yes
SW Juneau St	Existing signalized crosswalk near Louisa Boren
SW Graham St Neighborhood Greenway connection	Less yes
Next to proposed PBL south of SW Graham St	Happy bikers! I like this as a system
SW Findlay St	Access from High Point
SW Findlay St	Stairs to High Point don’t feel safe to walk
SW Findlay St	[bus stop x’d out] -1/+2 stops?
Just south of Louisa Boren Elem	Another signalized xwalk?
Just south of Louisa Boren Elem and SW Graham St/Delridge	Backup with two signalized xwalks?

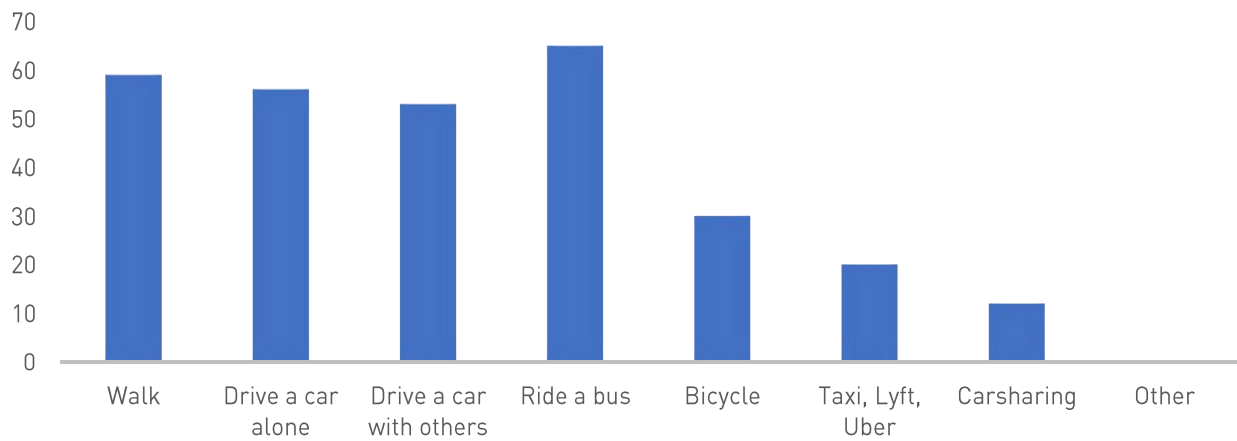
Location	Comment
	Center turn lane/center median in Typical Proposed – Definitely NO median all along STEM, what a pain!
	Large Somali community needs engagement
	Vietnamese Cultural Center needs outreach
Section C – 23rd Ave SW to SW Orchard St	
Peak hour BAT lanes	Neighborhood only accessible from Delridge. Removing median turn lane means that everyone traveling north and entering the neighborhood has the potential to delay traffic. With how bad traffic (southbound) is already, crossing will only be more difficult.
	Protected bike lane in Typical Proposed – [smiley face] Yay! I <3 PBLs!
Section D – SW Orchard St to SW Holden St	
Peak hour BAT lanes	Neighborhood only accessible from Delridge. Removing median turn lane means that everyone traveling north and entering the neighborhood has the potential to delay traffic. With how bad traffic (southbound) is already, crossing will only be more difficult.
SW Orchard St	Southbound RH turn lane?
Section E – SW Holden St to SW Cambridge St	
SW Trenton St	Provide space for bus to pass left turn NB
SW Henderson St	I like this stop. Me too!
SW Henderson St between Delridge and east-side Greenway	More accessible sidewalks and ADA curb ramps
Between SW Henderson St and SW Barton St	Park and Ride? Maybe a lease from Westwood Village?
Trenton	There needs to be an offset to the loss of turn at Henderson
	Sealth/Denny needs engagement
Section F – SW Cambridge St to SW Roxbury St	
25 th Ave SW and SW Cambridge St	This loss of parking will need an offset
1st bus stop on SW Roxbury St	Start of a “Delridge H”
	Burien’s story [does not equal] Seattle story

Appendix C – Option 3 survey responses

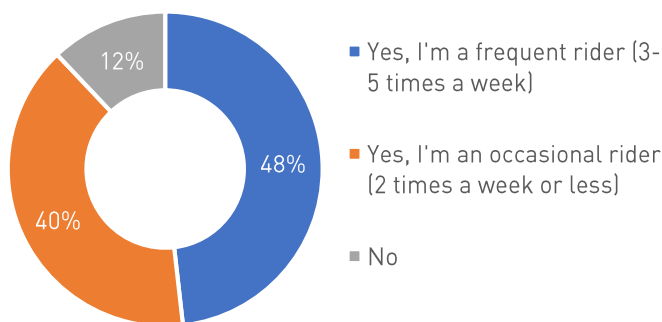
1. How far do you live from Delridge Way SW?



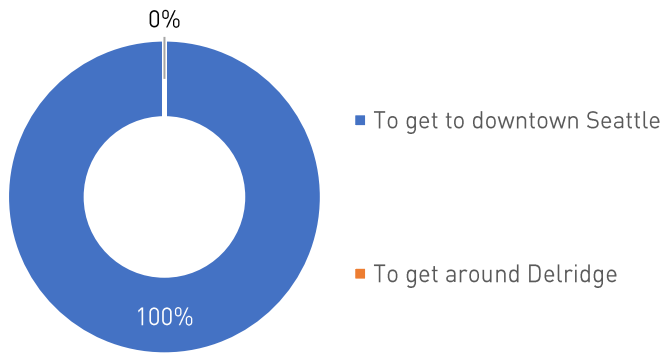
2. How do you currently get around the Delridge neighborhood? (Select all that apply)



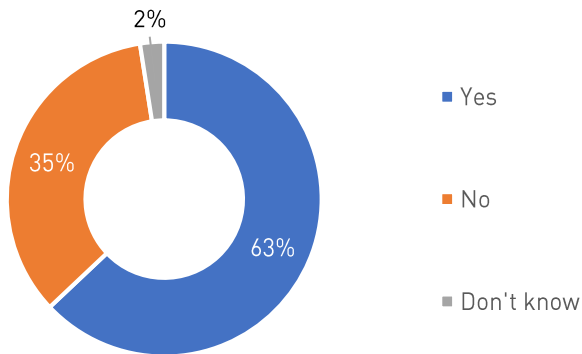
3. Do you typically ride the King County Metro Route 120 bus?



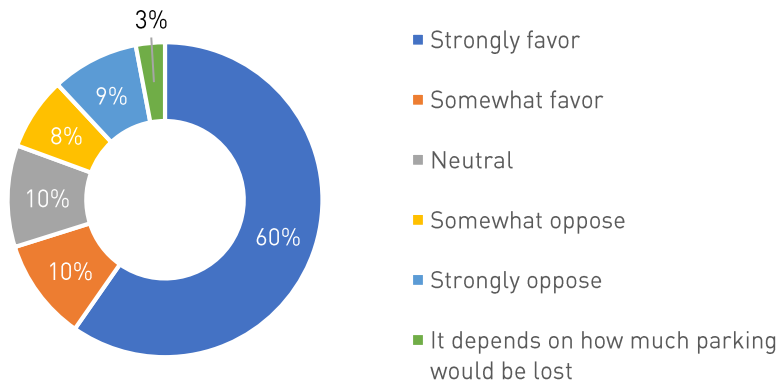
4. If you are a rider of Metro Route 120, what do you primarily use the bus for?



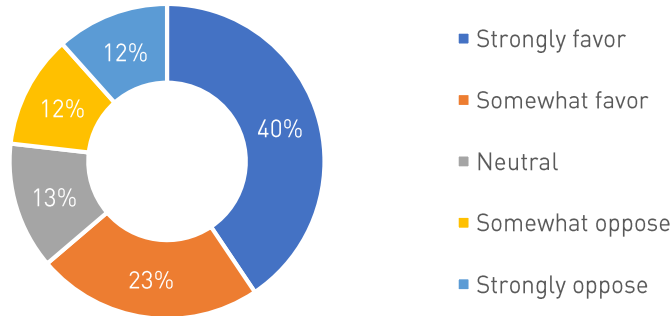
5. Have you participated in prior outreach about improving Delridge Way SW?



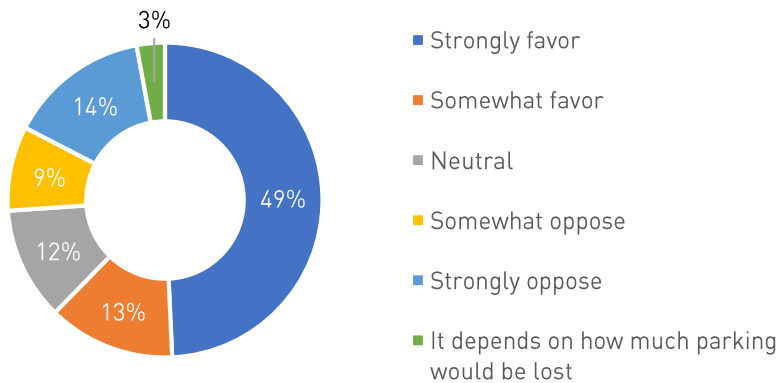
6. Option 3 improves bus speeds by adding all-day, bus-only lanes from the West Seattle Bridge to SW Alaska St and peak bus-only lanes from SW Graham St to SW Holden St. Adding bus-only lanes in these areas requires some loss of on-street parking. Knowing this, how do you feel about Option 3?



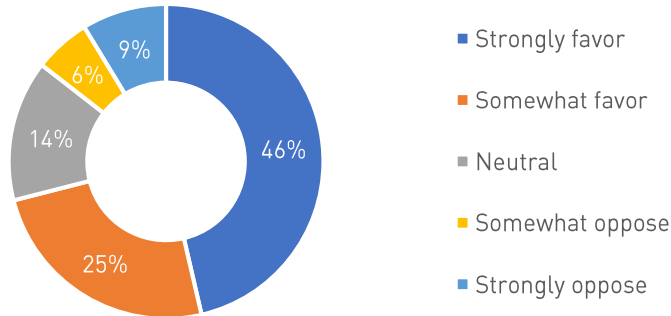
7. We're limited in how we can redesign Delridge Way SW by how wide the street is. Adding bus-only lanes to improve bus speeds means we are not able to also add protected bike lanes on both sides of the street for the whole corridor. Knowing this, how do you feel about Option 3?



8. Option 3 proposes a new southbound protected bike lane on Delridge Way SW from SW Graham St to SW Cambridge St. Adding the protected bike lane requires some loss of on-street parking. Parking occupancy varies from 10-50% throughout the day. Knowing this, how do you feel about Option 3?



9. Option 3 does not add a northbound protected bike lane on Delridge Way SW. Instead, people biking would use the Neighborhood Greenway which runs on 17th Ave SW, 16th Ave SW, and 21st Ave SW. We'll explore options for making the greenway even more bike friendly. Knowing this, how do you feel about Option 3?



10. Please share any additional thoughts you have about Option 3:

<p>I work at Southwest Youth and Family Services. Between SWYFS and South West Plumbing and Delridge Playfield visitors, street parking is at a premium. I would like to suggest adjusting the all day bus only line to end at Oregon St. on the West side of the street to peak only. That would allow staff at SWYFS and South West Plumbing adequate parking during the day.</p>
<p>Sorry to be so neutral on Option 3, but this option has little or no impact on my commute into downtown seattle from the North Delridge area</p>
<p>Please keep in mind the 120 is used by neighbors not along the corridor. Neighbors from High Point, 5600 block of 30th, 31st, 32 and 33rd also walk down to use it. Findley is not a good option for bus stop location. Super 24 is location on that corner. Lots of crime, drug deals and shoots at the store. Check the police reports.</p>
<p>North end of protected bike lane needs to move one block north to SW Juneau to connect to 26th Ave SW Greenway. There is no connection at SW Graham St.</p>
<p>Parking next to SW Youth & Family Services could be retained by moving the restricted lane one block south.</p>
<p>Let's look ahead since the density in this part of the corridor [SW Graham St to SW Cambridge St] will likely increase as more condos/high-density units go up. Making Delridge bike friendly is a big challenge! Will there really be space to include environmental enhancements (via SPU) that protect our watersheds - Puget Creek, Longfellow Creek</p>
<p>For the sake of a 6 minute average improvement, stops are being eliminated that serve elders + disabled riders who will now increasingly be pushed to the expensive Access program. The project cost is not justified. What we need is a combo of a RapidRide H + local 120 to serve everyone's needs.</p>
<p>Living on the east side of Delridge and being a biker make it desirable to have a PBL right on my street. But I get there are tradeoffs and Opt 3 doesn't lose much parking. Enhance east-west connections</p>

<p>significantly. Make it easier for me on a bike to cross Delridge and access the greenway and I will be a much bigger fan.</p>
<p>Riding on Delridge will always be miserable! Leave the arterial for its purpose and support neighborhood bike routes. Do not agree with moving Brandon stop to Findlay: 1) Already a signal @ Brandon 2) Crosswalk @ Findlay is a joke; even with new striping, cars only stop about 20% of the time 3) Brandon is the through-street connecting High Point and Delridge 4) Library and more biz @ Brandon</p>
<p>Option 3 bike lane should extend 1 block further north to connect to 26th Ave Greenway at Juneau. It should also extend south one more block to Roxbury to connect with White Center commercial area and Roxbury bike lanes. Also, please find a way to slow/limit motor vehicle traffic on 26th Ave Greenway. Cars use it as a Delridge bypass during commute hours.</p>
<p>Bikes use the greenway anyway. Bike fix stations? Drinking fountains? Electric hill assist up the steep hill right after entering W Seattle! Fewer stops, make the trip farther Don't jog around Westwood Village, go straight down Delridge Faster implementation, so many people use the 120!</p>
<p>25th and Trenton Street crossing improvement needed by [illegible]</p>
<p>For all options: Bike lanes/corridors should be separated from vehicle and pedestrian traffic. Neighborhood Greenways are great! Please consider the finer design details that allow cyclists to travel and max speed/efficiency along the entire route (curb cuts, stop/yield locations, path width to allow side-by-side riding and passing, etc.)</p>
<p>It would be great if the pedestrian improvements south of Holden could be known to the community.</p>
<p>Section A - need to retain parking in the "Community Campus" area along Delridge Community Center, Delridge Playfield, Delridge Skatepark, and Youngstown Cultural Arts Center for event parking evenings and weekends. Instead of BAT lanes or peak-only bus lanes, we'd like Peek-to-Peek bus lanes.</p>
<p>It's a great way to clean up Delridge and get a Greenway that is visible, even if its only one-way.</p>
<p>Southbound is steeper, so it's better to have it on the flatter Delridge. I like the connections between the Greenways and the PBLs, especially where the PBL goes by STEM school, making it safer for students to ride to school and families to bike together.</p>
<p>There will be more development in this area along Delridge [SW Graham St to SW Cambridge St] I am very concerned about the change to Findlay as the designated stop for RR. It should be Brandon where this is already a light and the stop at Graham instead of Juneau, where there is already a light make NOT SENSE. I don't think there is anything much housing-wise at Graham yet there is significant neighborhood access east and west at Juneau. Let's not spend more \$ on less useful crossings. Having fewer stops will lead some people to take their cars rather than take the bus for local purposes.</p>
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Option 3 Drop-in & Delridge Neighborhood District Council Workshop

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<p>Living on the east side of Delridge and being a biker make it desirable to have a PBL right on my street. But I get there are tradeoffs and Opt 3 doesn't lose much parking. Enhance east-west connections significantly. Make it easier for me on a bike to cross Delridge and access the greenway and I will be a much bigger fan.</p>
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Option 3 Drop-in & Delridge Neighborhood District Council Workshop

<p>It would be great if the pedestrian improvements south of Holden could be known to the community.</p>
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<p>There will be more development in this area along Delridge [SW Graham St to SW Cambridge St] I am very concerned about the change to Findlay as the designated stop for RR. It should be Brandon where this is already a light and the stop at Graham instead of Juneau, where there is already a light make NOT SENSE. I don't think there is anything much housing-wise at Graham yet there is significant neighborhood access east and west at Juneau. Let's not spend more \$ on less useful crossings. Having fewer stops will lead some people to take their cars rather than take the bus for local purposes.</p>
<p>I like the connection to Westwood Village and would consider it as an option from downtown to West Seattle. Currently I sometimes take the 125.</p>
<p>Option 3 is the best option we have</p>
<p>Big improvement over Options 1 and 2. There will be tradeoffs, but the improved connections to existing greenways and the addition of a protected bike lane connecting the existing bike lane at orchard will be very helpful. However, I wonder if it would be possible to put a northbound protected bike lane from Holden or Orchard up to SW Graham and the improved connection to the 26th Ave greenbelt? Much of the parallel parking on the east side of Delridge gere is underutilized, and connections for bikers heading north from the Home Depot are hard (getting up the hill to 21st Ave SW, for example).</p>
<p>I heavily support better roads and space for transit and biking. Parking won't be needed within the next 10 years as automated vehicles / transit will be picking up people and dropping them off where they need to be. There won't be as much of a need for parking along heavy corridors such as this.</p>
<p>Option 3 should have dedicated all-day bus lanes from Roxbury to the bridge. The loss of parking and bike lanes is insignificant to the improvements we'd see in traffic congestion, travel times, and public safety. Additionally, bicyclists would be safer on side streets and shared use paths.</p>
<p>this is not san diego, enough with bike lanes</p>
<p>Anything to get more transit and biking in Seattle</p>
<p>I bicycle. I want the H line. I don't want a pbl on Delridge. I do plan on continuing to ride on Delridge. The Greenway is too impractical and steep.</p>

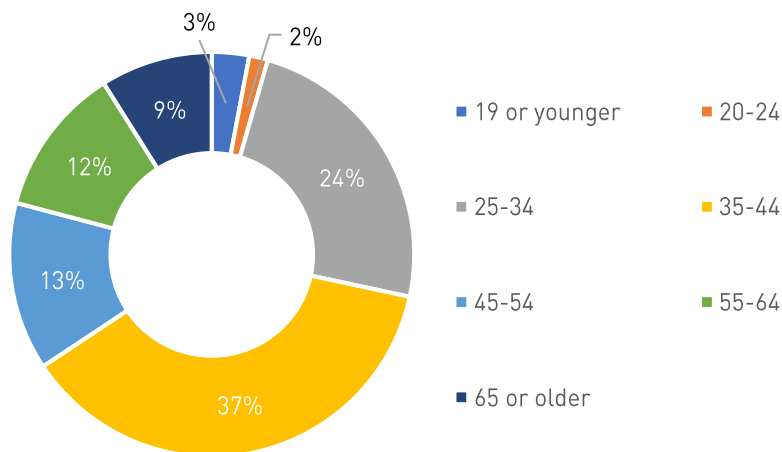
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<p>I would be much more in favor of this plan if improvements were made to the greenways, including clearer signage of the greenway route. If that happens, having the bike improvements on Delridge is less important.</p>
<p>Ultimately I would love for more frequent buses.</p>
<p>This all sounds good, but do really make sure to improve the greenway for bicyclists and pedestrians. My daughter bikes to Sanislo every morning on 21st, and there are always cars whizzing by at 30mph+. The huge puddles on both sides of the street (especially by the Delridge totlot) mean there's even less room for bikers to avoid cars. I noticed gravel was added to some of these puddles-- it actually just moved them further into the road and made them wider. 21st needs a real drainage/rain retention system to be safe.</p>
<p>What is the purpose of adding a landscaped median? Especially considering that you say the street is too narrow for dedicated bike lanes. Wouldn't it make more sense to improve pedestrian safety on Hudson which is a highly pedestrian utilized street that doesn't have sidewalks? Or to further lengthen the bus only lane going northbound?</p>
<p>who cares about bikes. bikes. bikes. bikes. blah enough already about catering to all the bikes.</p>
<p>Glad to see some improvements coming</p>
<p>Please do not remove left turn lanes or the ability for cars and buses to get around the trash and recycling pickup trucks. Being stuck behind them the whole way down delridge would create a major traffic jam. Please also be considerate of people along delridge who rely on cars because they work unusual shifts or have to travel late at night when they may not feel safe on the bus. People who park along delridge do not have other options for parking around the surrounding area and losing the street parking could be detrimental, possibly requiring them to move out of the homes they've been in for years or decades which would likely push the further out of the city because rents are so high now. Some people think everyone who drives can just give up their car but it's not easy when you have to work multiple jobs or a job requiring you to haul equipment/tools, or if you have mobility issues, or are a single parent working lots of hours or multiple jobs. Parking shouldn't be removed because most of the houses along that street do not have space for the cars.</p>
<p>move genessee stop back to oregon to get more even spacing between stops</p>
<p>I haven't reviewed it in detail, but it sounds like a good compromise. Honestly, I ride the bus much, much more than I bike, and when I do bike I use the greenway route, not Delridge. I'm scared to bike on Delridge as are many people I know. Overall I think many, many more people would benefit from bus improvements than from bike improvements on Delridge.</p>
<p>Northbound means I'm heading in to work, which probably means I have a schedule, which probably means I am in a hurry. I will probably take my chances on a straight shot downhill dodging Delridge traffic and potholes, rather than meandering along the streets greenway and losing 5-15 minutes.</p>
<p>There is absolutely no need for the southbound protected bike lane. Traffic needs to accomodate cars/trucks/buses...bikes should be on the Greenway only where possible.</p>
<p>As someone who's been impacted by the death of someone hit by a car on Delridge Way SW right outside where I live, and seeing how many drivers use the median lane to swerve pass other vehicles</p>

Option 3 Drop-in & Delridge Neighborhood District Council Workshop

<p>regularly going 40 MPH; My biggest concern is SAFETY. There's childcare centers, group-homes, a skate park, and schools directly on Delridge Way SW. Even though we are a low income area, we should have safe roads to walk on and bike on. We shouldn't have to think about every time we get on Delridge Way SW that with how fast drivers speed or use the median lane for speeding, that one reckless driver could kill someone else. Please add safety medians and lower the speed limit to 25mph so that we can feel safe walking or biking in our own neighborhood.</p>
<p>I'm very disappointed that the bus will completely bypass the South Delridge neighborhood by turning west on Henderson to go to Westwood Village instead of continuing on Delridge all the way to Roxbury.</p>
<p>The 120 should continue to exist for riders that use it to travel Delridge. The H line should be a downtown only bus.</p>
<p>I can hardly wait to have this Rapid Ride service!! Less stops, and it helps those of us that live further south.</p>
<p>I understand not being able to add both bus and bike facilities due to width. The southbound bike lanes are the most important, as many cyclists cannot maintain a 20 mph pace while climbing uphill. If option 3 proceeds, I would encourage you to create clear signage showing the bikes may share bus lanes at all hours. Adding additional miles to an already long bike commute, by diverting to a side street/greenway, isn't going to happen. Crossing from the West Seattle peninsula via the Spokane bridge already adds miles and I'm not going to use an even-more-indirect route to get to downtown. Additionally, the side streets feel WAY less safe with uncontrolled intersections and a very small volume of cyclists. Most of my close calls while riding have happened on 26th SW and I will never choose an unsafe route over a main arterial with cyclist volume and clear visibility.</p>
<p>This seems like a good balance. However saying that bikes will use the 17th ave greenway makes me look at the portion of the greenway between kenyon and webster and think maybe that needs to be revisited. Realistically I'll ride downhill on delridge instead of on rolling hills and snaking roads that represent the 17th ave greenway.</p>
<p>Really happy hearing that my daily bus is upgraded, so just do it as soon as possible.</p>
<p>Please add protected median planters and narrow the road size to control traffic.</p>
<p>I'm concerned about how it would change the sidewalks, existing trees and whether there would be harsh overly bright lighting for people who live on Delridge and have windows facing Delridge.</p>
<p>Do not sacrifice protected bike lanes. Repave North Delridge!!! Provide better connections to 125 and Puget Ridge.</p>

11. What is your age?

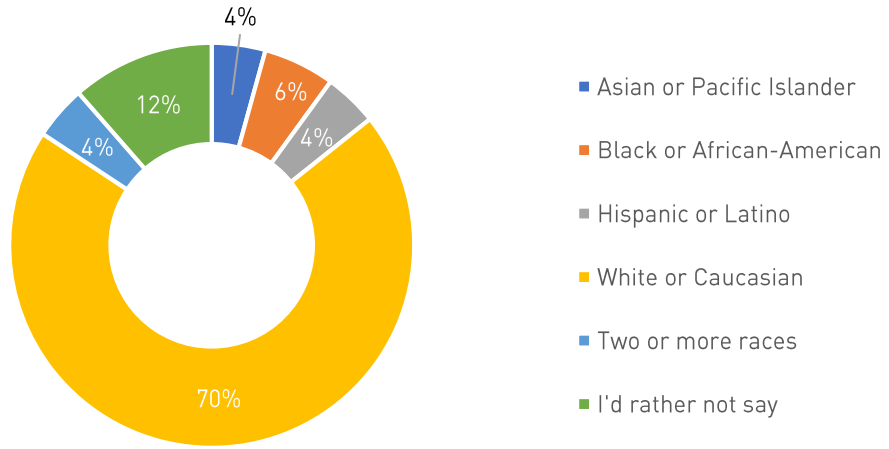


12. Do you have any impairments to walking, biking, or driving?

Biking yes bad hip
Limitations: Children
Can't bike
No, but a lot of people who use the 120 do (seems like more than most buses)
low night vision
bad back and knees
I don't have a car
night blindness
No yet I still feel like the 8 minute hike up thistle to delridge from 25th is a long, frustrating walk to do to get to the nearest bus stop heading downtown. I don't know how people with mobility issues could do it everyday.
I'm getting arthritic but it hasn't stopped me yet.
Yes.
No. I just prefer to walk less when it is dark and rainy.
Sometimes I have knee/leg/foot injuries preventing walking/biking
Sports related injuries and periodic sciatica have semi-regularly impeded my walking speed and distance

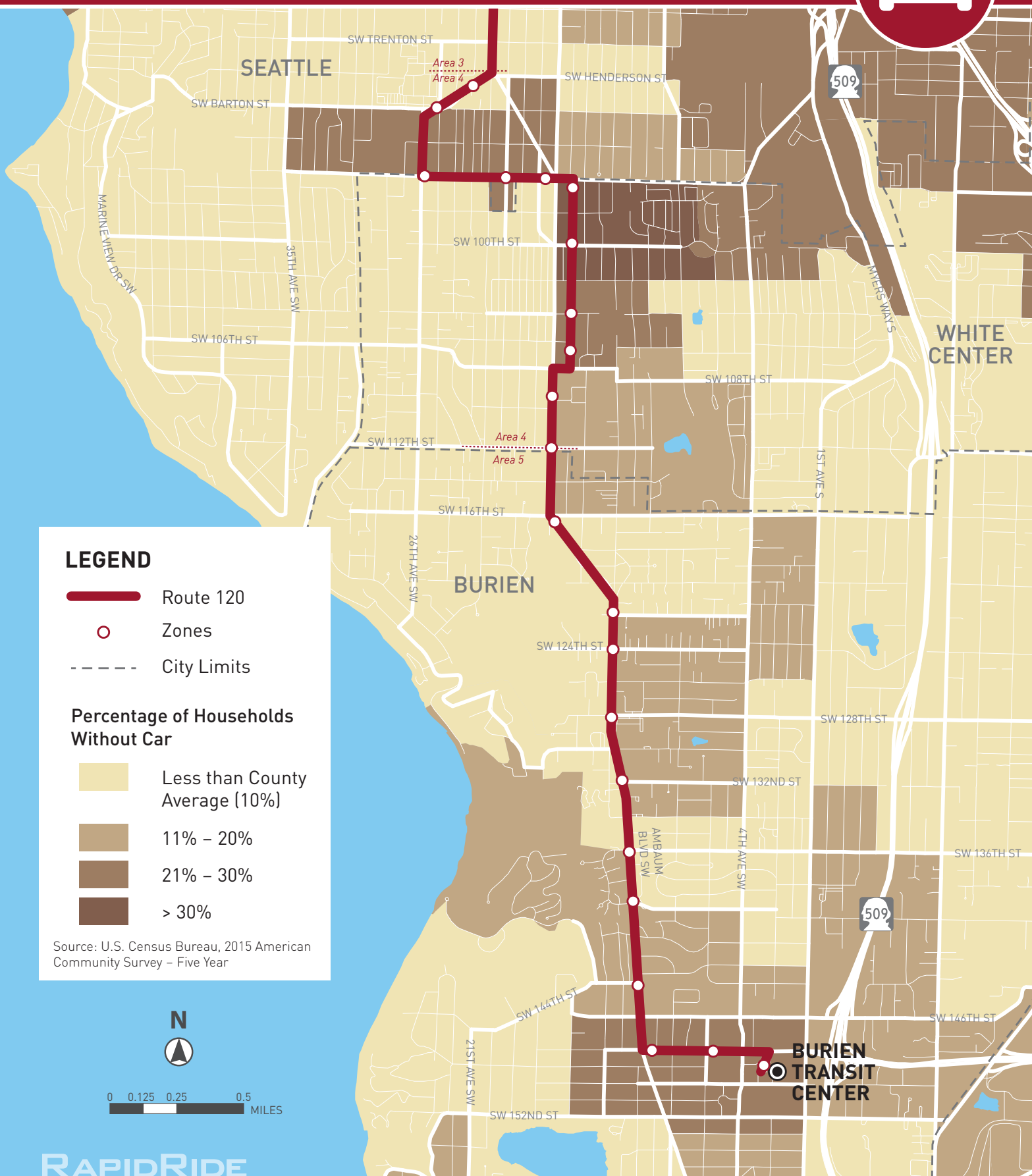
Herniated discs. Bone spurs and arthritis in feet.

13. What race/ethnicity best describes you?



Appendix F: Access to Transit Technical Memorandum – Demographics Maps

Households Without Car



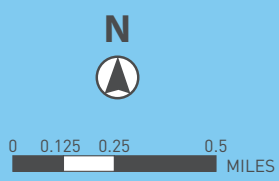
LEGEND

- Route 120
- Zones
- City Limits

Percentage of Households Without Car

- Less than County Average (10%)
- 11% - 20%
- 21% - 30%
- > 30%

Source: U.S. Census Bureau, 2015 American Community Survey - Five Year



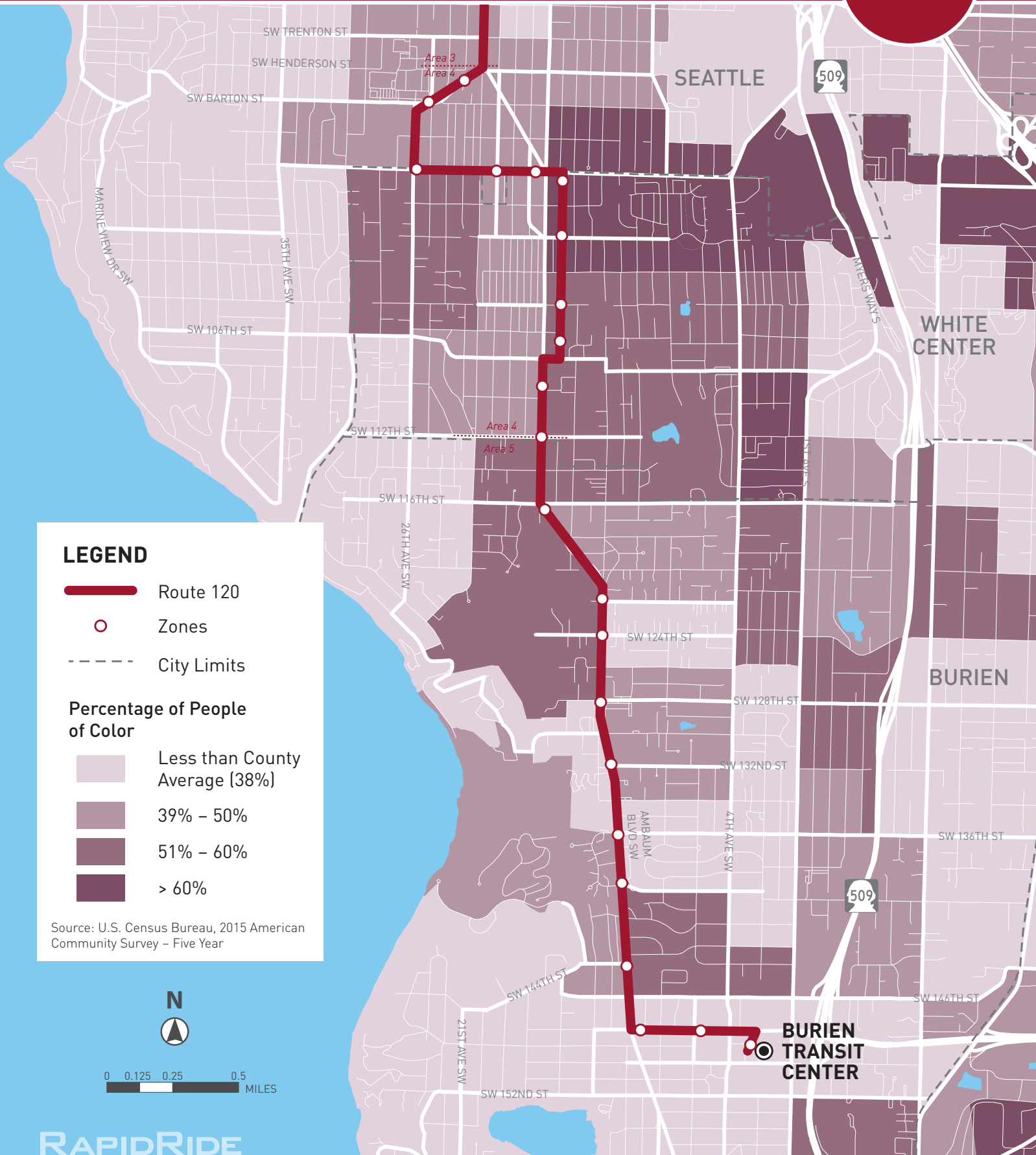
RAPID RIDE



DRAFT 10-20-2017



People of Color



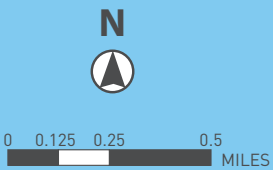
LEGEND

- Route 120
- Zones
- City Limits

Percentage of People of Color

- Less than County Average (38%)
- 39% - 50%
- 51% - 60%
- > 60%

Source: U.S. Census Bureau, 2015 American Community Survey - Five Year



RAPIDRIDE






DRAFT 10-20-2017







Households with Limited English Proficiency



LEGEND

-  Route 120
-  Zones
-  City Limits

Percentage of Households With Limited English Proficiency

-  Less than County Average (6%)
-  7% – 10%
-  11% – 20%
-  > 20%

Source: U.S. Census Bureau, 2015 American Community Survey – Five Year

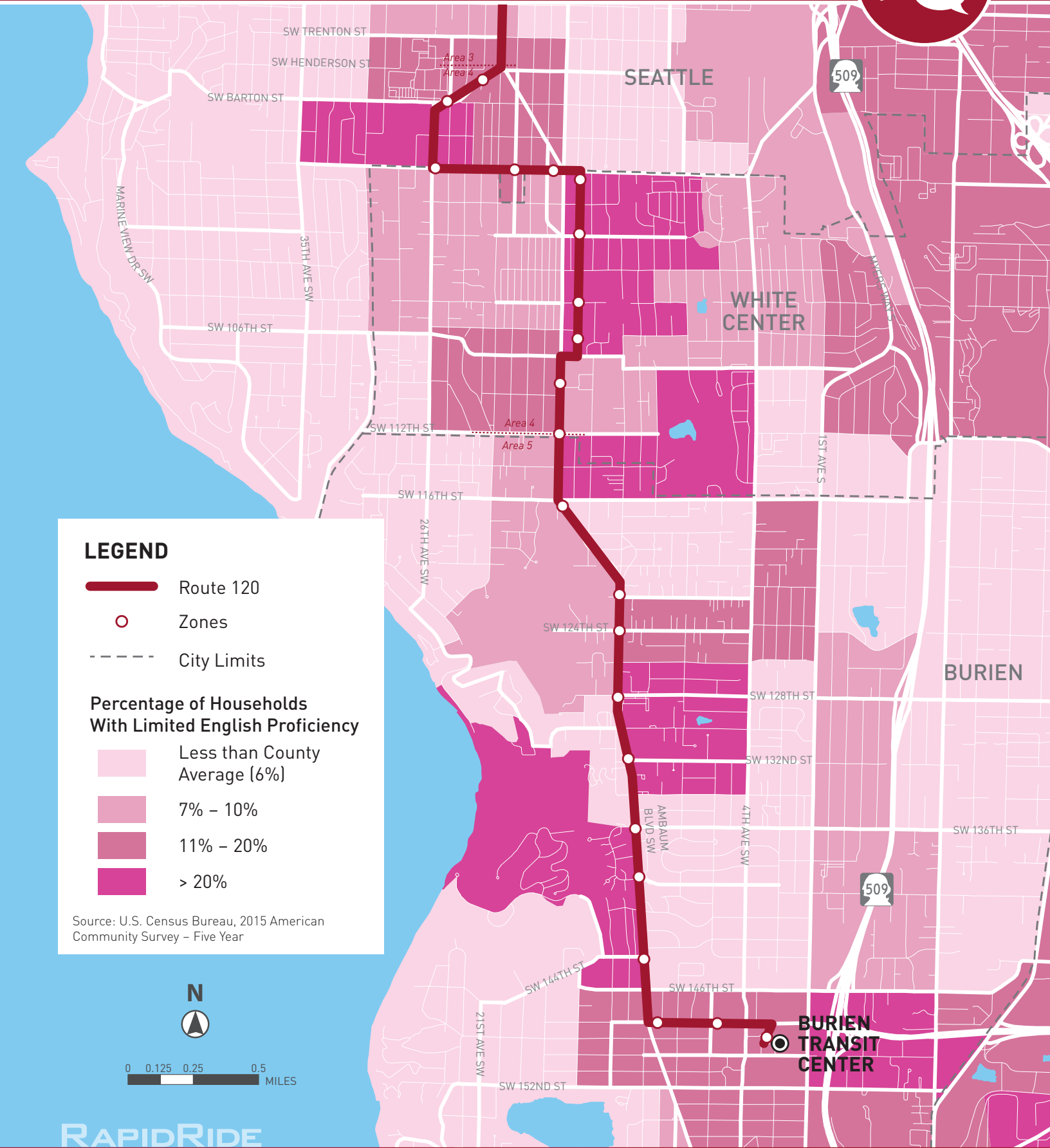


0 0.125 0.25 0.5 MILES

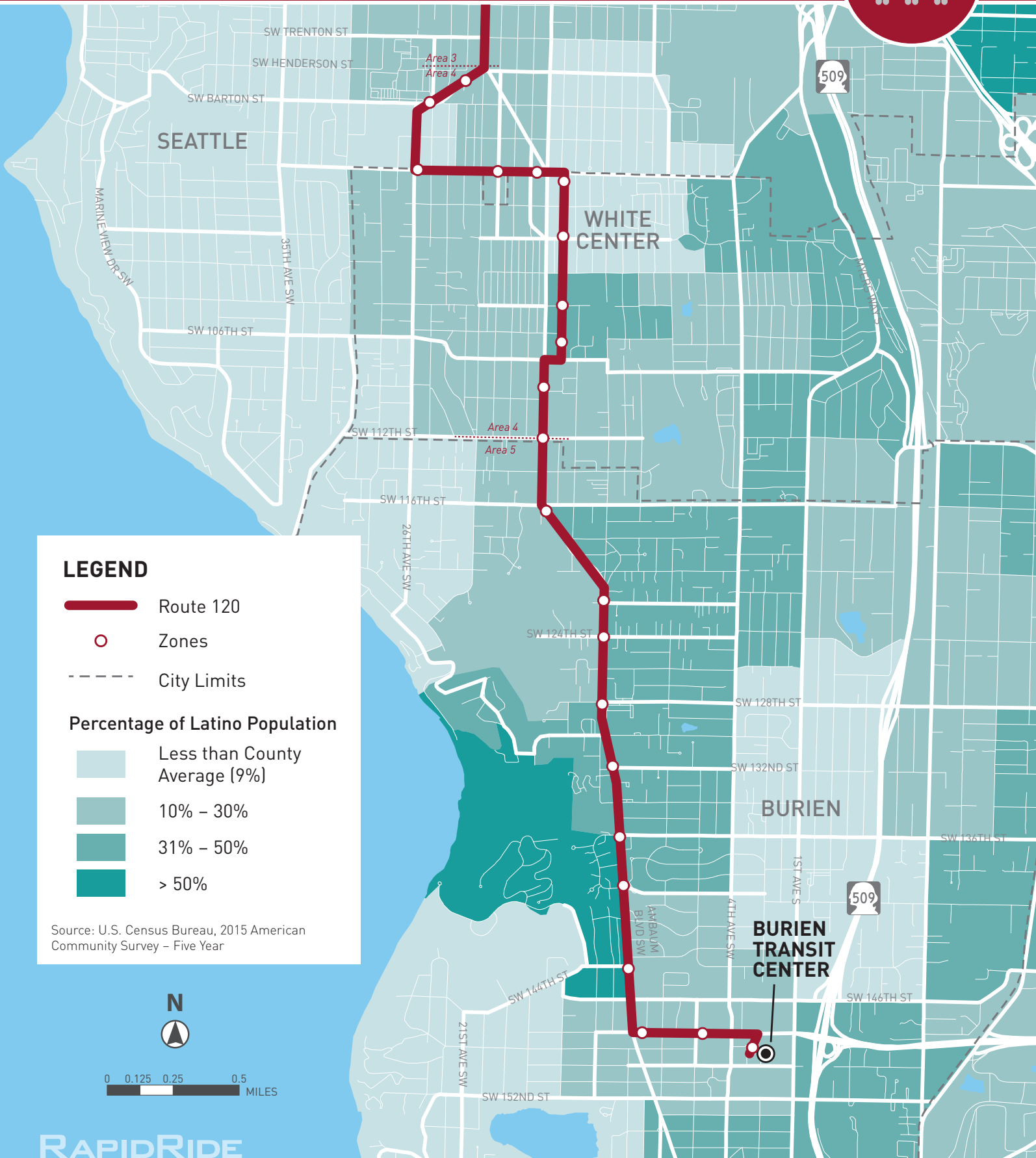
RAPIDRIDE



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Latino Population



LEGEND

- Route 120
- Zones
- City Limits

Percentage of Latino Population

- Less than County Average (9%)
- 10% – 30%
- 31% – 50%
- > 50%

Source: U.S. Census Bureau, 2015 American Community Survey – Five Year



0 0.125 0.25 0.5 MILES

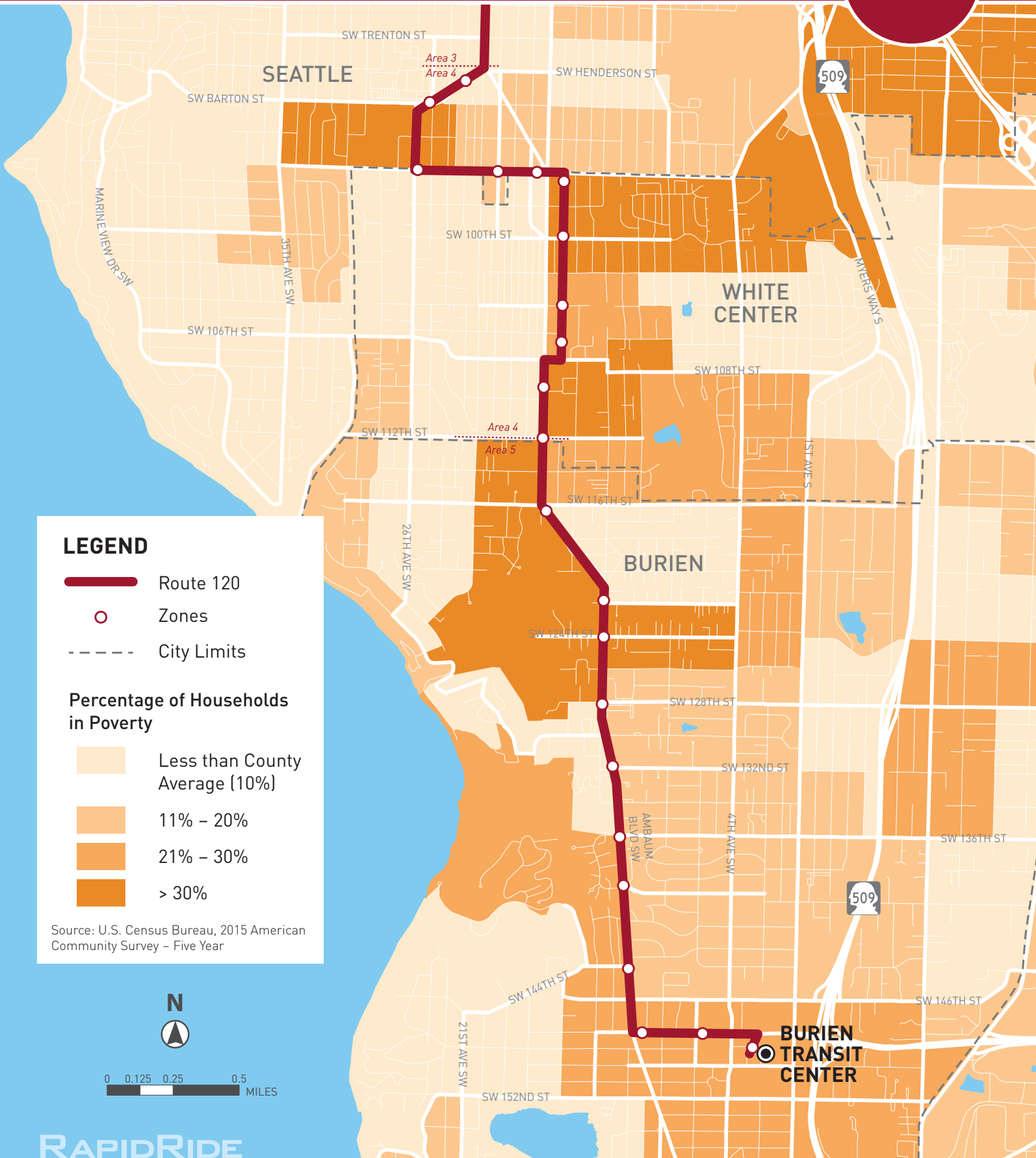
RAPIDRIDE



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Households in Poverty



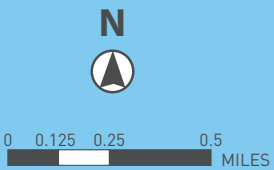
LEGEND

- Route 120
- Zones
- City Limits

Percentage of Households in Poverty

- Less than County Average (10%)
- 11% - 20%
- 21% - 30%
- > 30%

Source: U.S. Census Bureau, 2015 American Community Survey - Five Year



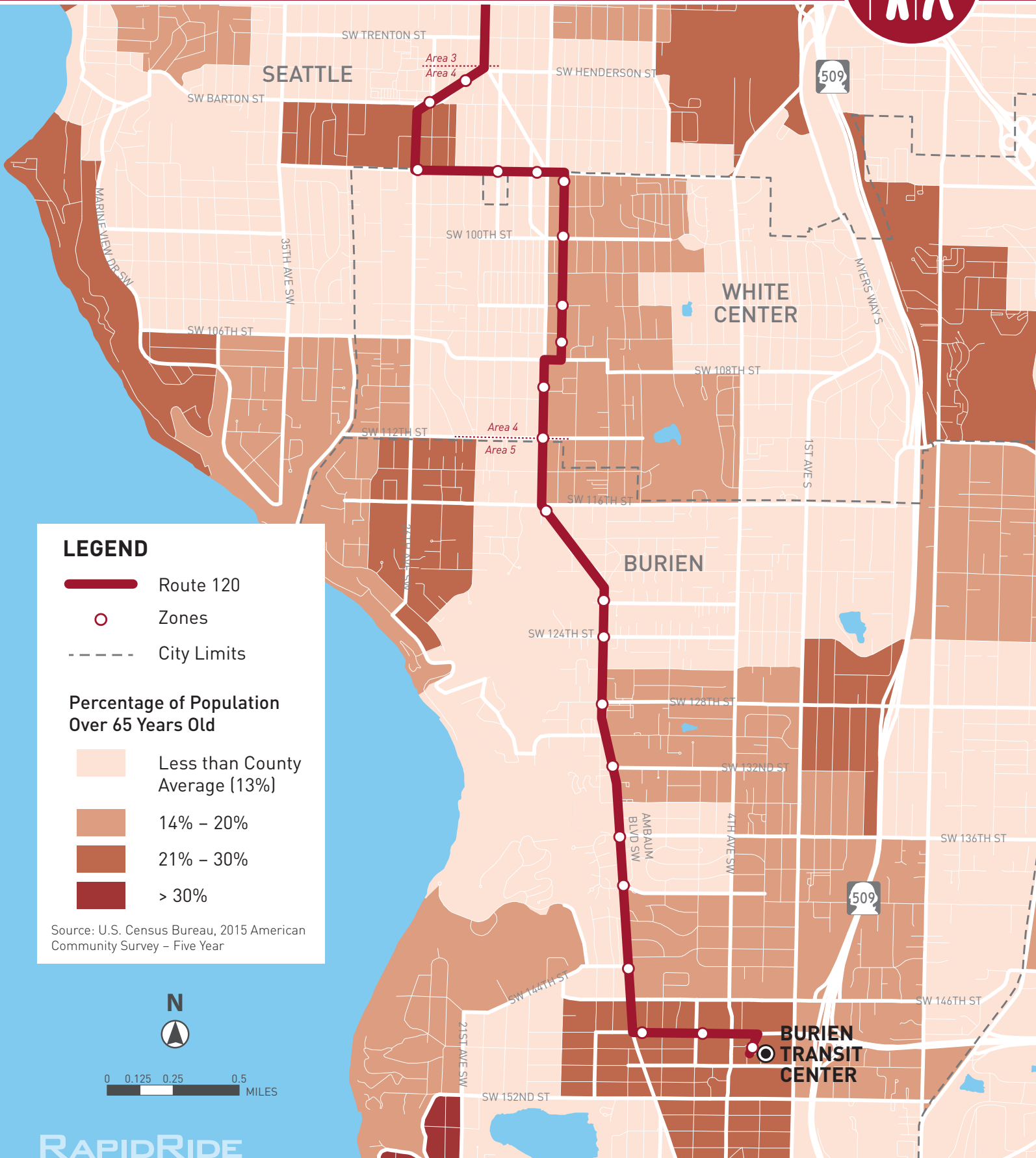
RAPIDRIDE



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Population Over 65 Years Old



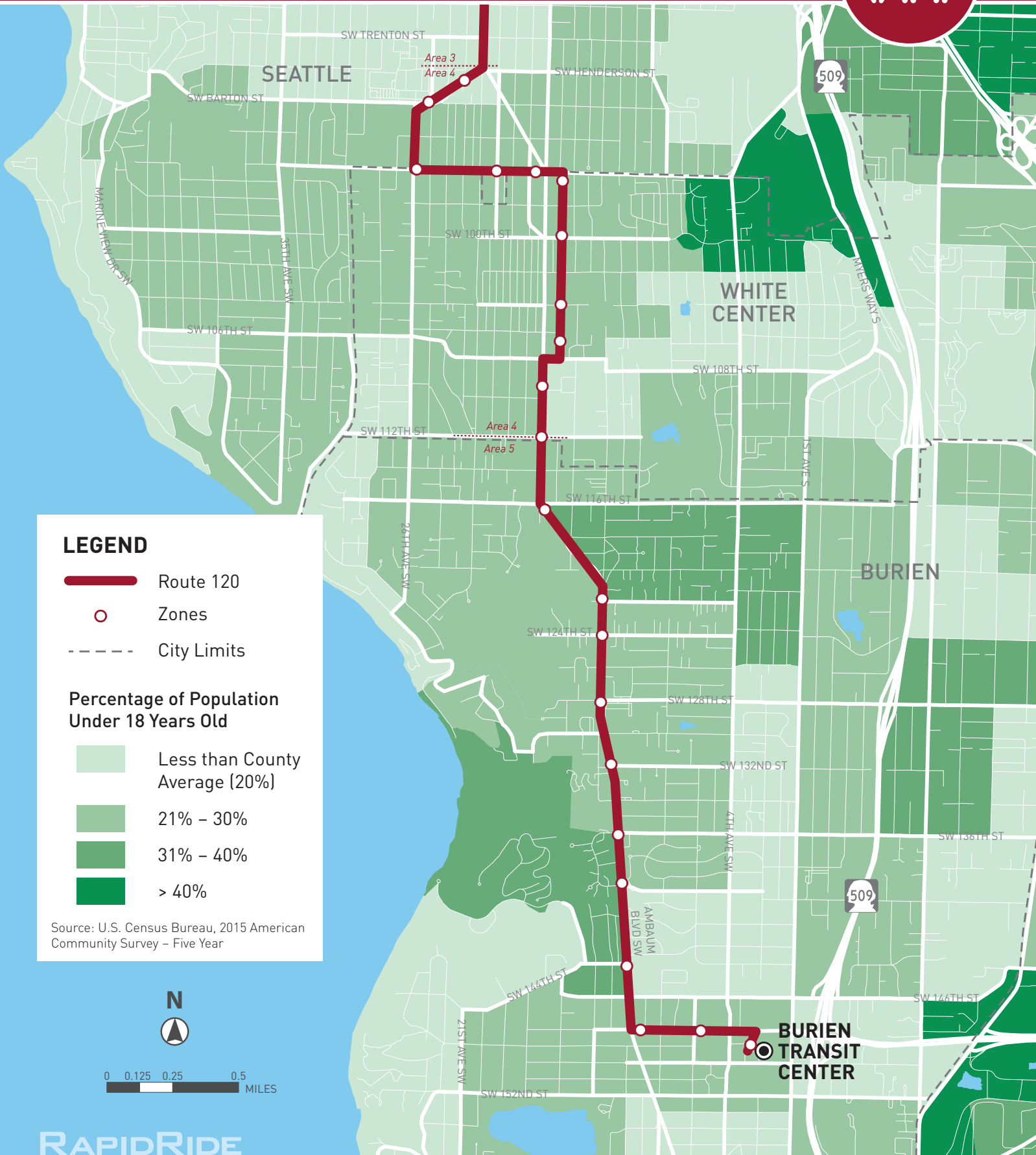
RAPIDRIDE



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Population Under 18 Years Old



0 0.125 0.25 0.5 MILES

RAPIDRIDE



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Appendix G: Community-Based Organization Outreach: Phase 1

Metro contracted with the White Center Community Development Association to conduct feedback gathering and project promotion.

Received email communication throughout the engagement offering briefings and with materials to share with those they serve:

- Alliance of People with disAbilities
- Cambodian Cultural Alliance of Washington
- Disability Rights Washington
- Discover Burien
- Filipino Community Center of Seattle
- Northwest Center
- Para Los Niños
- Pigeon Point Community Council
- Puget Sound Sage (SouthCORE)
- Refugee Federation Service Center
- Salvation Army of White Center
- Seattle Southside Chamber of Commerce
- Somali Community Service Coalition
- Somali Youth and Family Services
- Sound Generations
- South King County Cultural Coalition
- Southwest Youth and Family Services
- The Lighthouse for the Blind, Inc.
- Vietnamese Friendship Association
- Village of Hope Community Center
- El Centro de la Raza

Received hand-delivered printed materials to mitigate any access-to-technology barriers. Those organization include:

- Arrowhead Gardens, Seattle
- Daystar Retirement Village, Seattle

RapidRide H Line Public Engagement Report
King County Metro Transit

- El Dorado West Retirement, Burien
- Merrill Gardens at Burien, Burien
- Senior Center of West Seattle, Seattle
- Conbela Apartments, Seattle

Received a briefing or presentation:

- North Highline Unincorporated Community Council
- South King County Mobility Coalition
- Metro Transit Advisory Board
- City of Seattle Transit Advisory Board
- Delridge Community Council
- Delridge Community Development Coalition