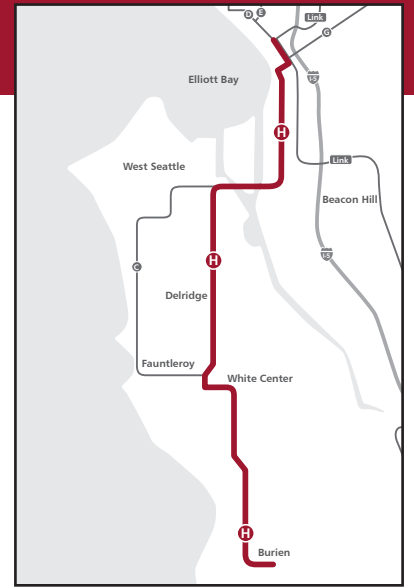
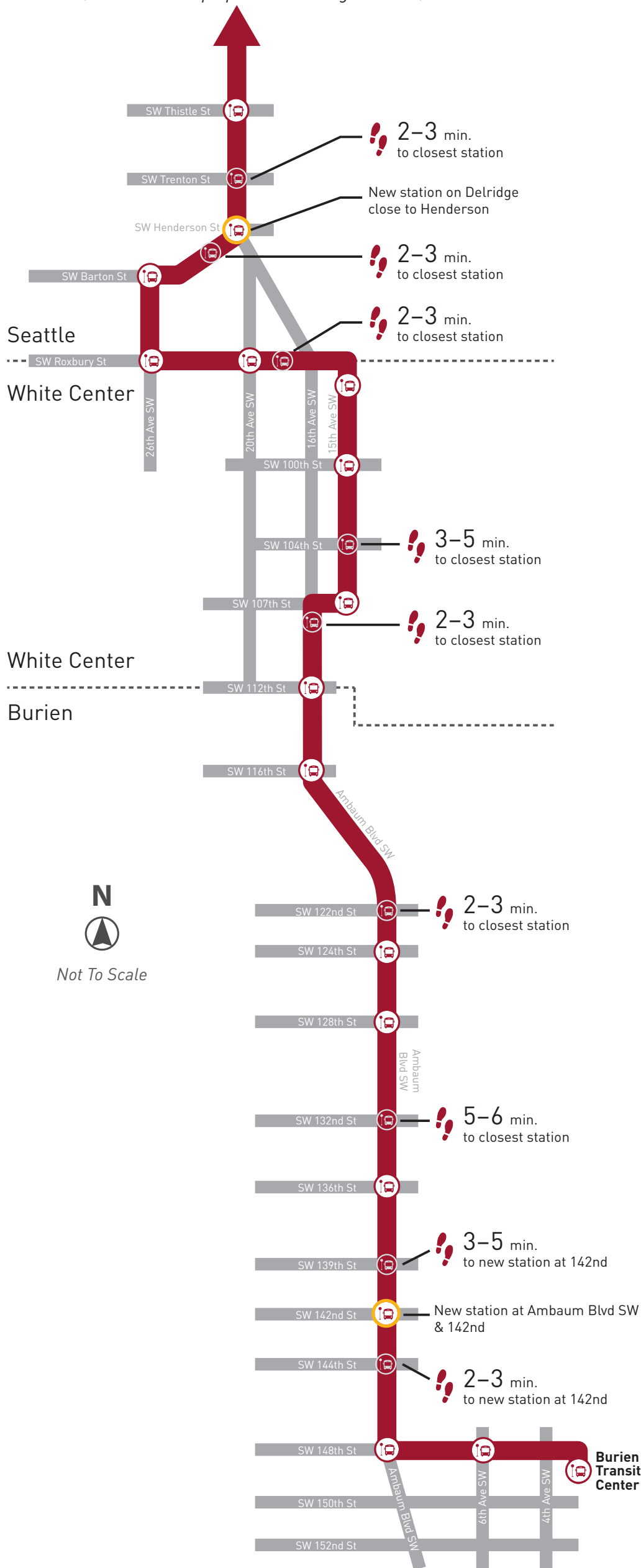


H Line Proposed Stations*

Delridge/Henderson to Burien Transit Center

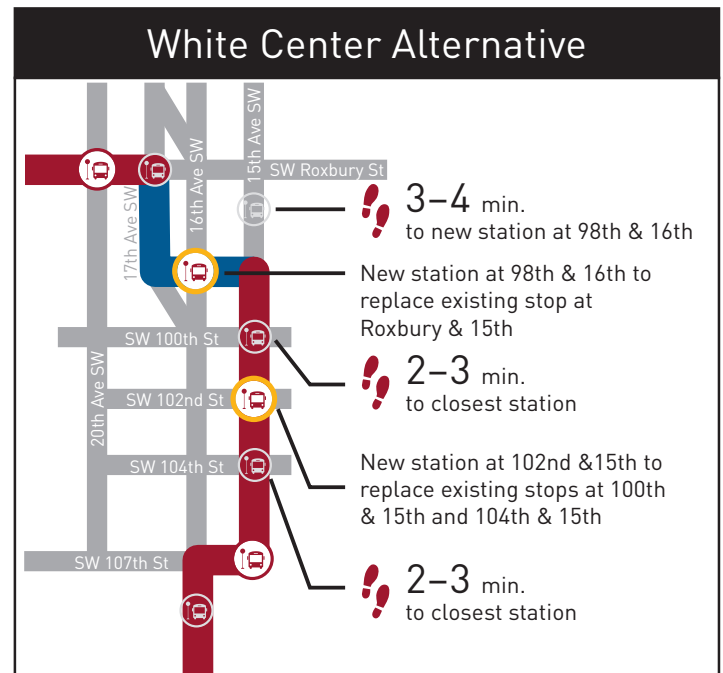


Route continues along Delridge to downtown Seattle
(refer to SDOT's proposal for Delridge stations)



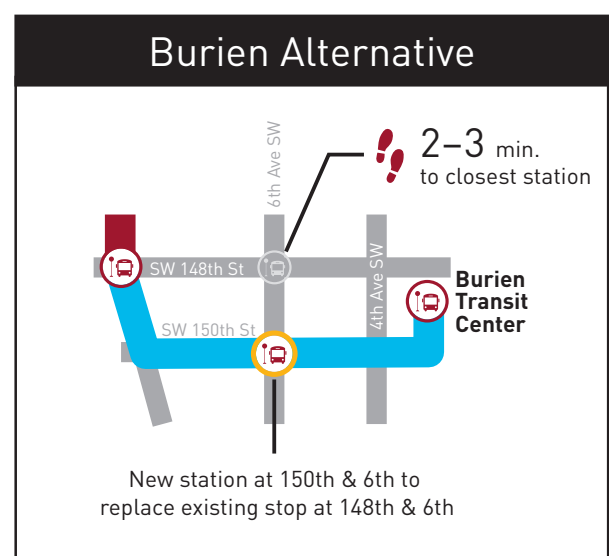
N

Not To Scale



LEGEND

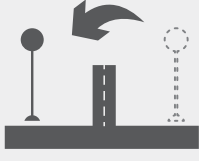
- █ RapidRide H Line
- █ White Center Alternative Route
- █ Burien Alternative Route
- Existing Stop (Proposed Convert to Station)
- Consolidated/Removed Stop (Proposed)
- New Station (Proposed)
- Walk Time



*Route 120 stops will be upgraded to RapidRide station standards. References to "stops" indicate the geographic location of where passengers may board / alight the bus

PROPOSED H LINE STATION CHANGES

While most of the Route 120 stops will remain in their existing locations, there will be some changes, including:



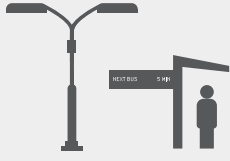
Relocating existing stops
for safety and to improve bus speed and reliability



Adding new stations
where needed



Consolidating (removing)
some existing bus stops



Upgrading stops to stations,
may include new shelters, lighting, real-time arrival information, ORCA card reader, and bike racks



Improving access to stations,
may include new sidewalks, crosswalks, pedestrian signals, and bike lanes

WHY CHANGE BUS STOPS?

» Existing stops are too close together, which slows down the bus

Existing distance between Route 120 stops $\frac{1}{4}$ mile

RapidRide spacing goal $\frac{1}{2}$ mile

Proposed H Line station spacing $\frac{1}{3}$ mile

» Existing stops lack some RapidRide-level facilities

Refer to the map on the other side of this handout to see proposed station locations.

BENEFITS OF BUS STOP CHANGES



Faster ride from fewer stops



More reliable from fewer stops



More comfortable and safer from upgraded stations

IMPACTS OF BUS STOP CHANGES



Farther walk to some stations



Stations may be busier

WHAT FACTORS DID KING COUNTY METRO USE IN PROPOSING CHANGES TO BUS STOPS?

Factor	Keep stop if...	Consider removing stop if...
HOW FAR APART BUS STOPS ARE	» Adjacent stops are spaced so that the bus can operate quickly and efficiently (generally more than $\frac{1}{4}$ mile to the next stop)	» Adjacent stops are too close (generally less than $\frac{1}{4}$ mile) and riders could walk safely to an adjacent stop in a few minutes
RIDERSHIP COMPARED TO ADJACENT STOPS	<ul style="list-style-type: none"> » Riders get on or off the bus more than 150 times on an average weekday » Stop is located near major points of interest such as healthcare facilities or multi-family housing » Stop is frequently used by riders with mobility challenges 	<ul style="list-style-type: none"> » Few riders getting on or off the bus at the stop » Stop is not near major points of interest » Stop is not frequently used by riders with mobility challenges
GETTING TO THE BUS	<ul style="list-style-type: none"> » Riders have safe ways to reach the bus, such as sidewalks, crosswalks, and lighting are present or could be added by the H Line project » Stop is at or near a transfer point to other current or future transit 	<ul style="list-style-type: none"> » Area feels unsafe and it is difficult to improve ways to get to the bus » Stop is not near a transfer point to other bus routes

HOW TO MAKE COMMENTS ON THE PROPOSED BUS STOP CHANGES?



Talk to us at this open house



Fill out and turn in a comment card



Add your comments to the map at the center of the room



Send email to the H Line public involvement team: community.relations@kingcounty.gov



Visit the project website at: <http://kingcounty.gov/metro/hlineinfo>

