

CORRIDOR OVERVIEW

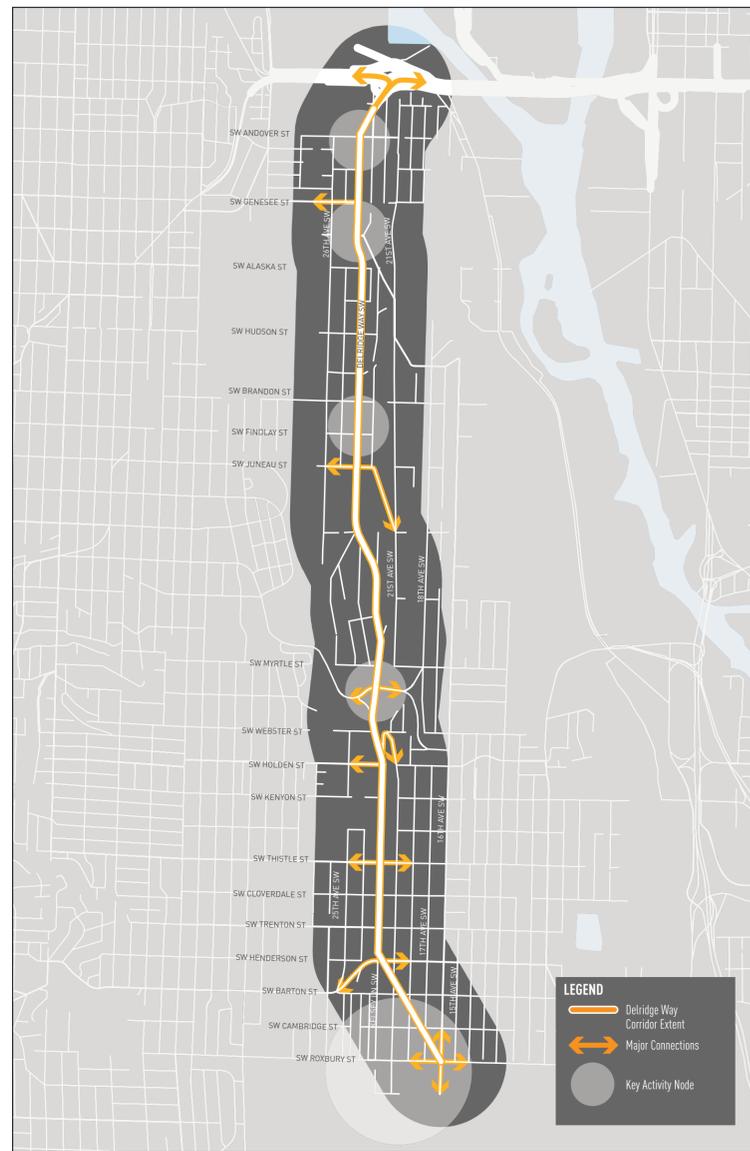


WHAT'S SO UNIQUE ABOUT DELDRIDGE WAY?

Delridge Way SW is a 3.8-mile corridor is home to some of Seattle's most diverse neighborhoods, including Cottage Grove, High Point, Highland Park, Pigeon Point, Puget Ridge, South Delridge Triangle/White Center, Sunrise Heights, Westwood (Foxhill and Arbor Heights), and Youngstown/North Delridge.

Residents living along the Delridge Way SW corridor are more diverse, earn less income, and are less healthy than the City as a whole. The corridor is also considered a food desert, meaning people living in the area lack convenient access to affordable, healthy food. Limited access to frequent transit service compounds the limited access to food.

Delridge Way SW is a critical local and regional transportation corridor in West Seattle for all travel modes. It provides access to commercial and residential land uses along the corridor and parallel facilities like California Avenue and regional through trips between Seattle City Center and White Center and points south. The corridor stretches from the West Seattle Bridge to SW Roxbury Street and White Center.



URBAN FORM

Five key activity nodes clustered near the West Seattle Bridge, the campus area, SW Brandon Street, SW Orchard Street, and White Center

85% of parcels are residential; moderate residential densities are concentrated south of SW Webster Street and north of SW Juneau Street

Moderate employment densities are located to the very south and north end of the corridor, and between SW Brandon Street and SW Juneau Street

Major **east-west connections** are limited to six streets (due to geography)

LAND USE ENVIRONMENTS



Main street (south end)



Auto-oriented commercial (interspersed)



Multi- and single-family residential (throughout)



Revitalized/mixed-use/walkable (central portion)



Civic/park (north end)



Transitional zone (north end at West Seattle Bridge)

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CORRIDOR CHARACTERISTICS



Right-of-way conditions along Delridge Way SW vary, as street channelization, striping, and curb-to-curb width change intermittently along its 3.8-mile stretch. The corridor's right-of-way (lot line-to-lot line) ranges from 56 to 90 feet (on the south end of the corridor). Delridge Way's street channelization also varies based on lane width, turn lane tapering, and curb space allocation.

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KEY ELEMENTS OF THE CORRIDOR



Designated as a Principal Arterial, a Minor Transit Street, a Transit Master Plan transit priority corridor, a BRT corridor as part of **Move Seattle**, and part of the Citywide Bicycle Network (between the bridge and SW Orchard Street only), **Delridge Way SW is a truly multimodal corridor**



At **56 feet**, the corridor is most narrow between SW Thistle Street and SW Cambridge Street



There are **12 signalized intersections** along the corridor... **five** with transit signal priority (at SW Roxbury Street, SW Henderson Street, SW Oregon Street, SW Genesee Street, and SW Andover Street)



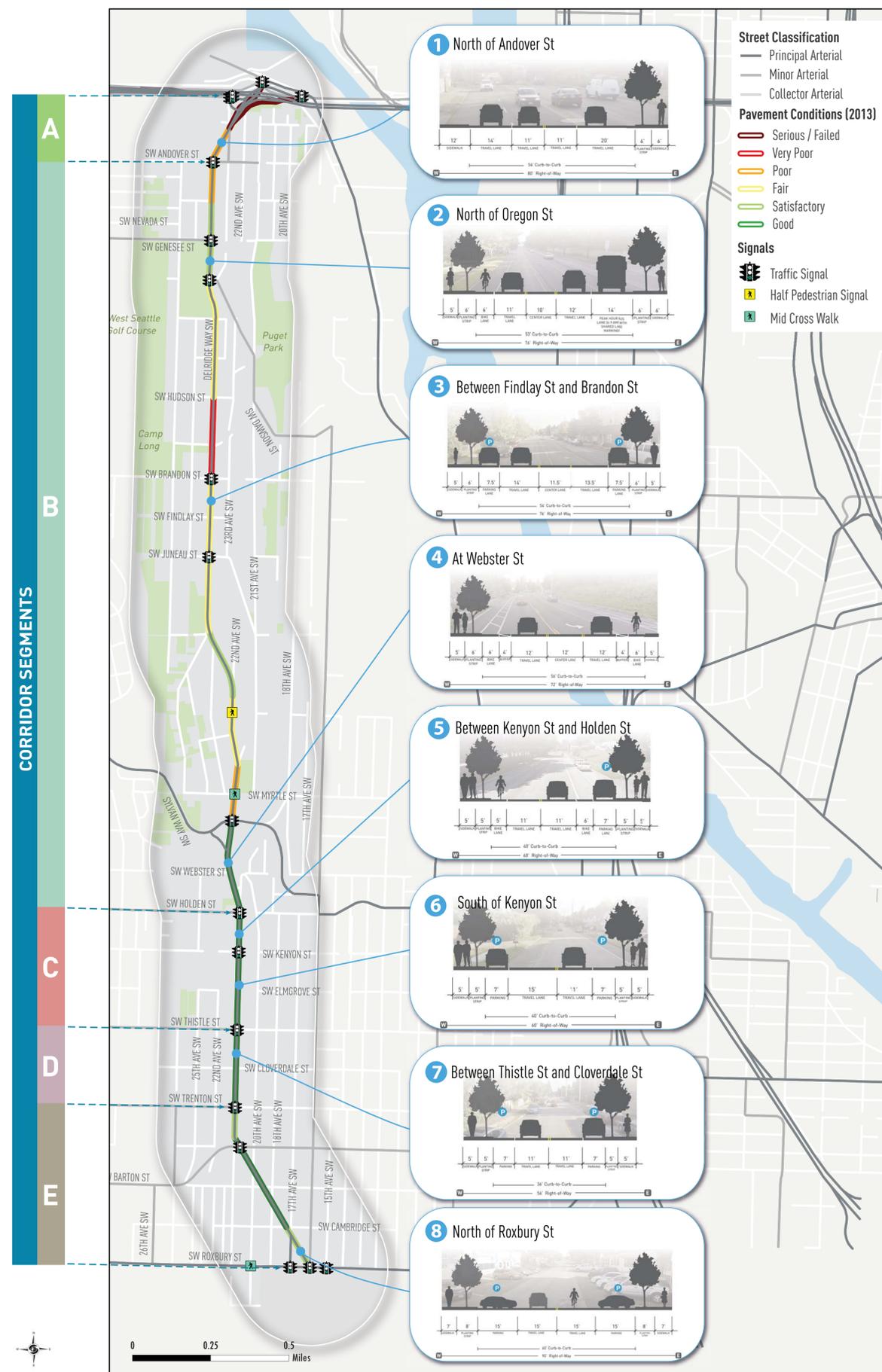
Delridge Way SW has a staggering **235 driveway accesses**, equating to four turn conflicts every 82 feet



Delridge Way SW is lined with **280 trees**, which is only one tree every 72 feet



With most of the corridor exhibiting fair to excellent **pavement conditions**, SW Holden Street to SW Brandon Street is the only segment in serious or failing condition



Corridor Profile

BIKE CONDITIONS



Delridge Way SW is currently used as a key north-south bicycle connection due to its direct alignment to the West Seattle Bridge and generally gradual grades. The quality of bicycle connections and access on Delridge Way SW varies as people riding bikes must navigate a combination of bicycle facilities. While bicycle connectivity is currently limited and major gaps are present, the recent Bicycle Master Plan Update calls for a dense network of arterial and neighborhood bicycle facilities, including a protected bike lane spanning from SW Andover Street to SW Orchard Street and a neighborhood greenway connecting south of SW Orchard Street to White Center.

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TYPES OF BIKE FACILITIES



The range of bicycle facilities provided on Delridge Way SW include shared lane markings (top left), buffered bike lanes (top right), shared bus-bike lanes (bottom left), and conventional bike lanes (bottom right).

KEY ELEMENTS OF THE BICYCLE NETWORK

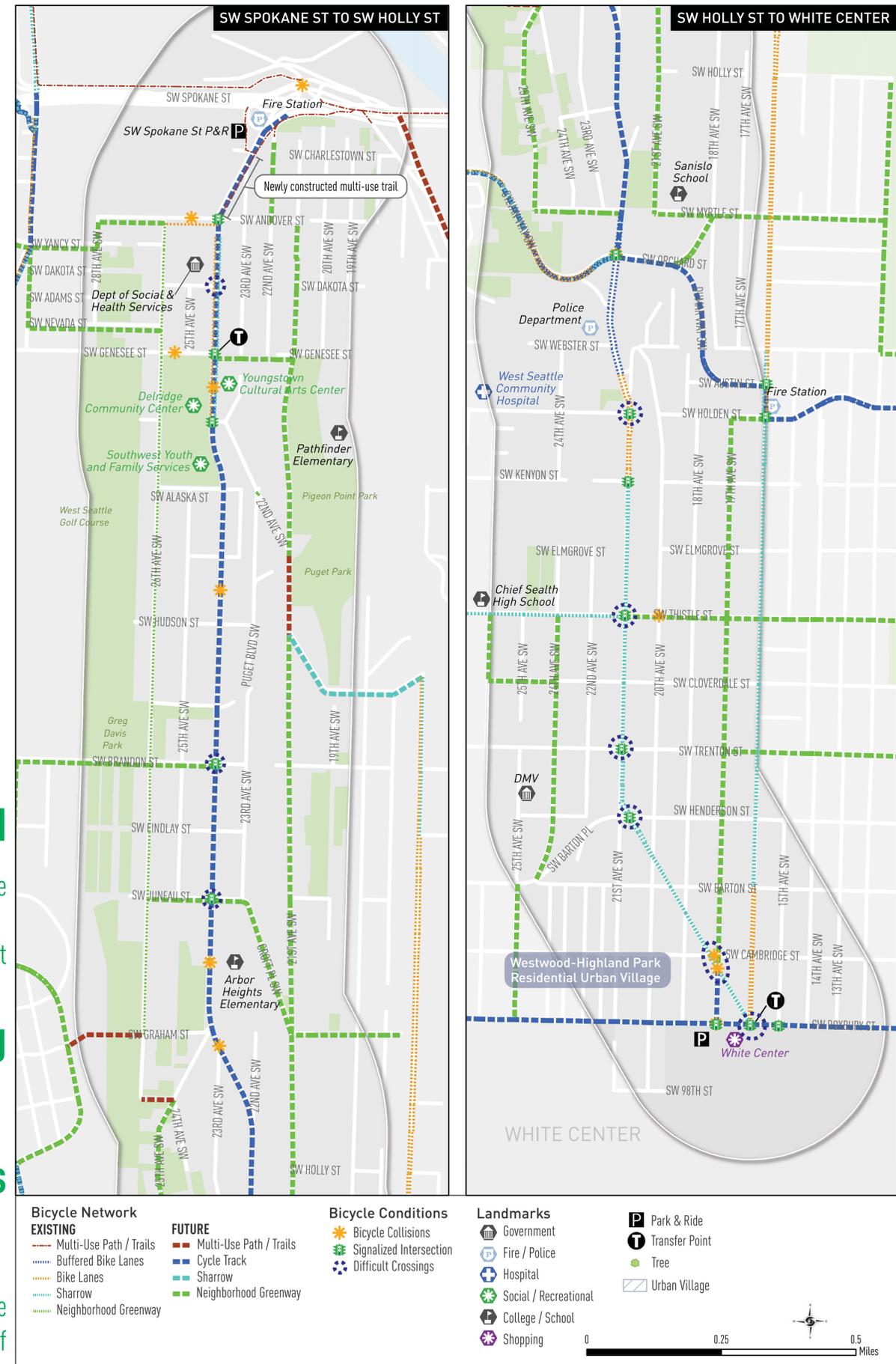
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The only stretch of Delridge Way SW suitable for **All Ages and Abilities** biking is between SW Andover Street and the West Seattle Bridge (supported by a new multi-use path); neighborhood greenways parallel the corridor to the west (north segment) and will soon parallel the corridor to the east
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Other than at the West Seattle Bridge, there is **no wayfinding signage** to direct people to destinations and bicycle connections
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Traveling southbound, people riding bikes are faced with **3-5% grades** between SW Myrtle Street and SW Holden Street
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A **limited number of comfortable crossings** are available along Delridge Way SW and a discontinuous street network, lack of wayfinding, and steep east/west grades make connections to destinations difficult



Bicycle Conditions



PEDESTRIAN CONDITIONS



Conditions for people walking along and across Delridge Way SW fluctuate depending on the roadway characteristics of each particular segment. Comfort and stress levels experienced by people walking along the corridor largely depend on three inter-related factors: number of lanes, vehicle volumes (or turn movements at intersections), and motorist speeds. Sidewalks are provided along both sides of street throughout the corridor, although many segments are substandard.

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WHERE ARE PEOPLE WALKING MOST?



The highest levels of pedestrian activity along Delridge Way SW coincide with the highest ridership transit stops and key retail nodes. PM peak period pedestrian activity along Delridge Way SW (i.e., crossing side streets) is highest at SW Brandon, SW Henderson, and SW Holden Streets. PM peak period pedestrian activity across Delridge Way SW is highest at SW Brandon, SW Thistle, SW Myrtle, and SW Henderson Streets.

KEY ELEMENTS OF THE PEDESTRIAN ENVIRONMENT



While some sidewalk corridors are designed with distinct landscaped buffers and pedestrian through zones (as shown on the left), many portions of Delridge Way SW offer **narrow sidewalks with no buffer** from motor vehicle traffic



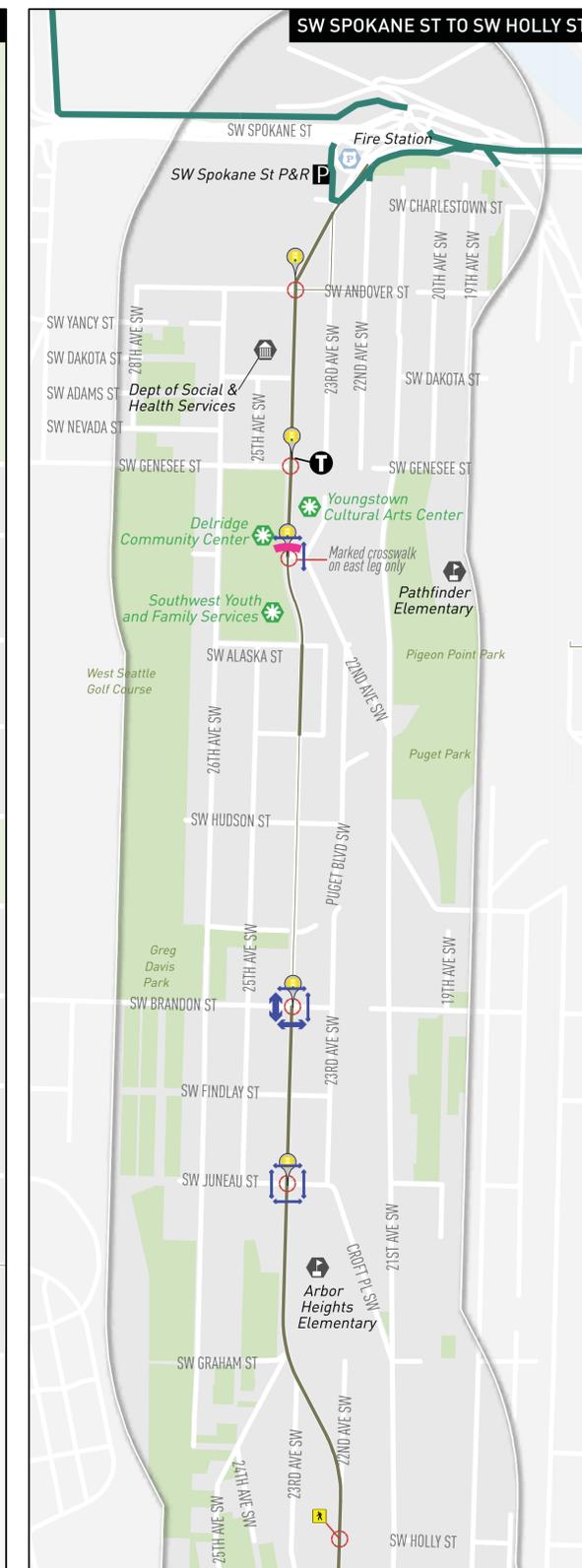
Eighteen marked crossings are provided along the 3.8 mile corridor, encouraging people to cross the street at unmarked midblock locations.



The longest stretch without a marked crossing is **2,700 feet** between SW Juneau Street to SW Holly Street



Many intersection along Delridge Way SW have been upgraded with **ADA-compliant curb ramps**



Legend Signalized Intersection Half Pedestrian Signal Midblock Crossing Pedestrian Refuge Multi-Use Path Pedestrian Bridge Crosswalk	Pedestrian Counts 0-10 11-20 21-39 <small>Note: Counts for PM peak hour</small>	Crossing Distance < 30 ft 31 - 45 ft 46 - 65 ft 66 - 85 ft 86 - 140 ft	Landmarks Government Fire / Police Hospital Social / Recreational College / School Shopping Park & Ride Transfer Point
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Pedestrian Conditions



TRANSIT CONDITIONS



The Delridge Way SW corridor is well served by north-south and east-west transit options. As displayed to the right, the corridor is served by seven King County Metro routes. Route 120, a frequent all-day route operating along Delridge Way SW, provides the majority of ridership along the corridor. This route serves downtown Seattle, Westwood Village Shopping Center, commercial establishments near SW Brandon Street and SW Andover Street, and White Center, eventually connecting users south to Burien Transit Center.

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ACCESSING TRANSIT ALONG DELRIDGE WAY SW



Some stops have direct pedestrian connections with marked crossings, while others require a long walk to the nearest signalized intersection to safely cross the street. This stop at SW Croft Place offers transit users a pedestrian refuge island, but does not include crosswalk markings

KEY ELEMENTS OF TRANSIT SERVICE ON DELRIDGE WAY SW



Boarding and alighting activity is highest at SW Andover Street with **724 boardings/alightings** with SW Trenton Street having the next highest transit activity (505 boardings/alightings) providing service to the Westwood Village Shopping Center



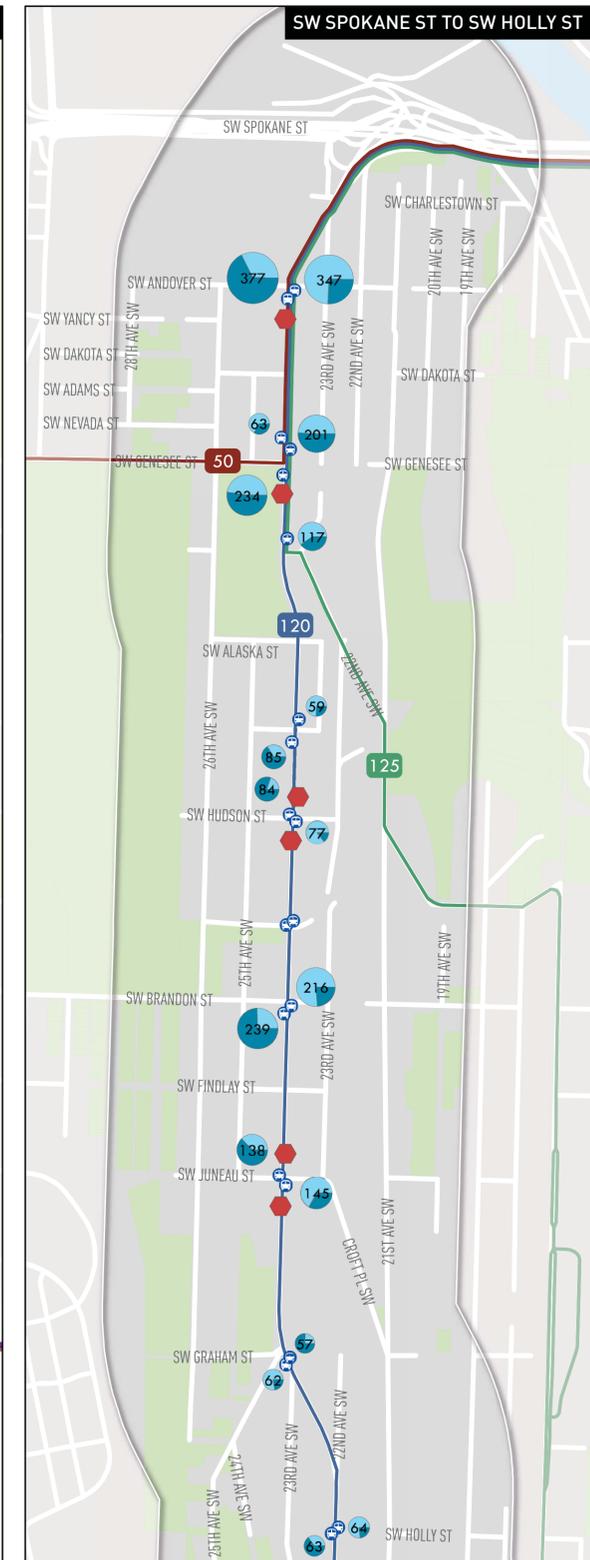
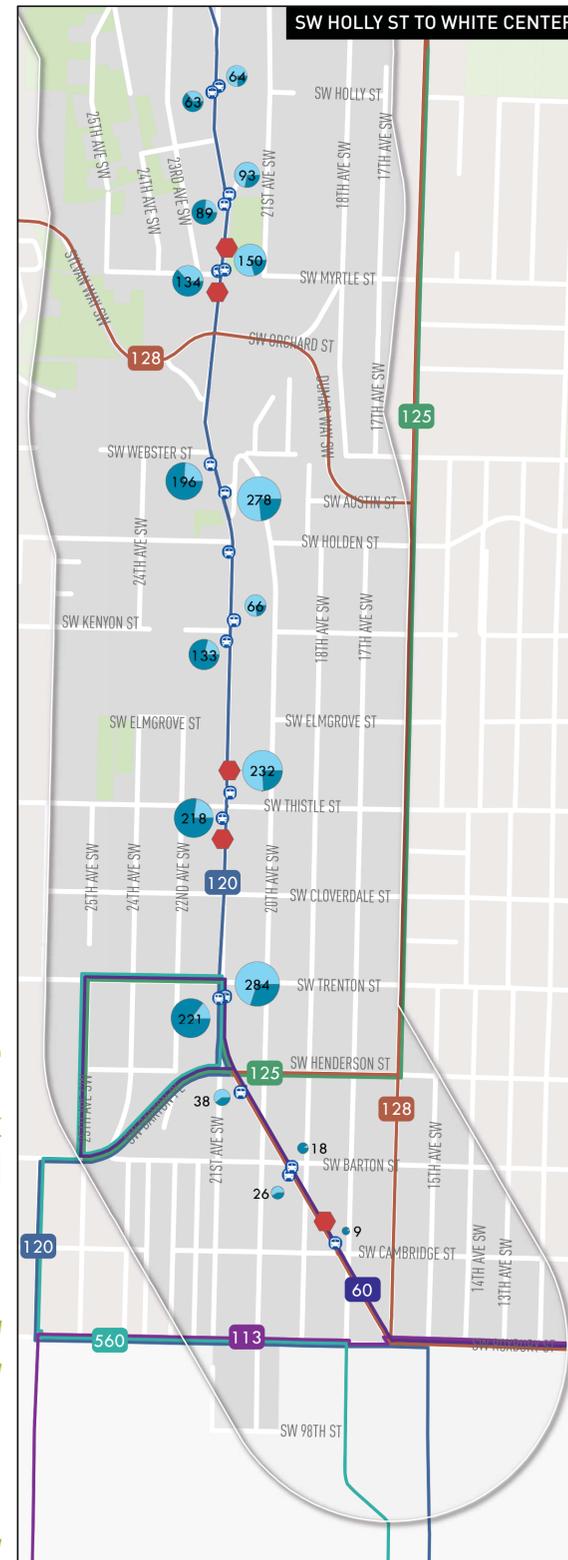
The corridor's **two major transfer points** are located at SW Genesee Street/SW 22nd Avenue (Routes 50, 120, and 125) and Delridge Way SW/SW Roxbury Street/SW 16th Avenue (Routes 60, 113, 120, and 128)



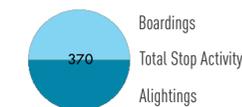
Delridge Way SW provides **39 transit stops** with of passenger amenity levels ranging from sign posts with basic stop signs to stops with shelters, benches, and trash receptacles



Long distances between marked crossings encourage some transit users to make potentially unsafe, **direct midblock crossings to stops**



Ridership



Bus Attributes

- Stop Location
- Pullout Delay Location (Observed)
- Line Number



Transit Service



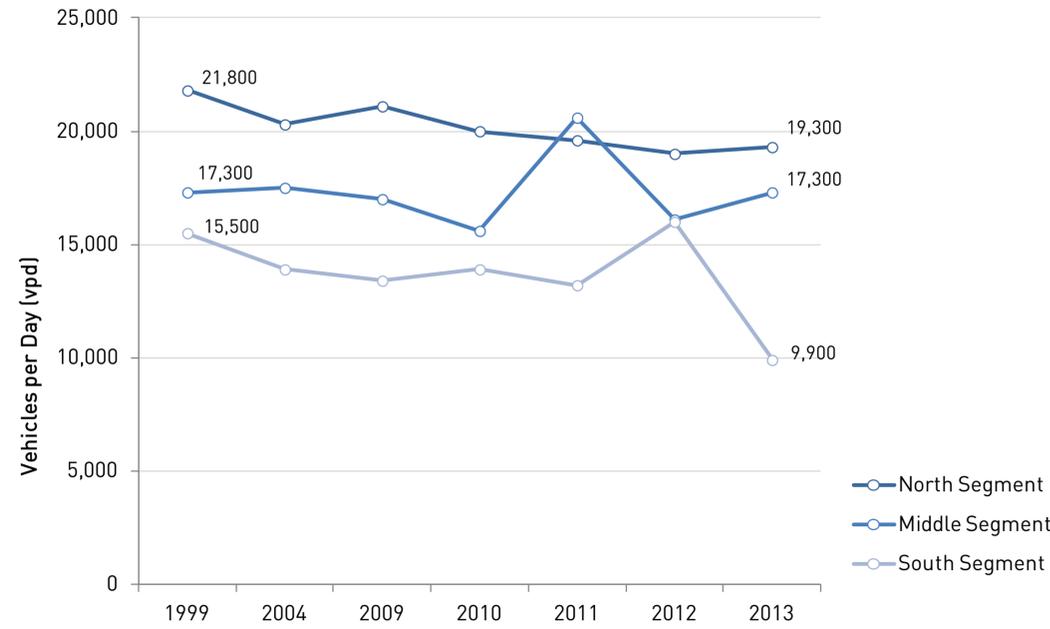
MOTOR VEHICLE CONDITIONS



With relatively free-flowing traffic conditions and many segments with wide travel lanes (over 14 feet) that facilitate speeding, driving a car on Delridge Way SW is an easy option for traveling throughout the corridor. While the number of people driving on Delridge Way SW is decreasing, personal vehicles are the most heavily used vehicle along the corridor. Delridge Way SW is not designated as a Major Truck Street by the City of Seattle. However, commercial nodes and industrial activity along the corridor bring local freight traffic.

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DRIVING ALONG DELRIDGE WAY SW IS DECREASING



Since 1999, average weekday traffic volumes on Delridge Way SW have followed a downward trend, similar to many other corridors in Seattle. At SW Spokane Street and the West Seattle Bridge, traffic volumes have decreased 3.5% over this time period even as population has increased.

WHAT IS IT LIKE TO DRIVING ON DELRIDGE WAY SW?



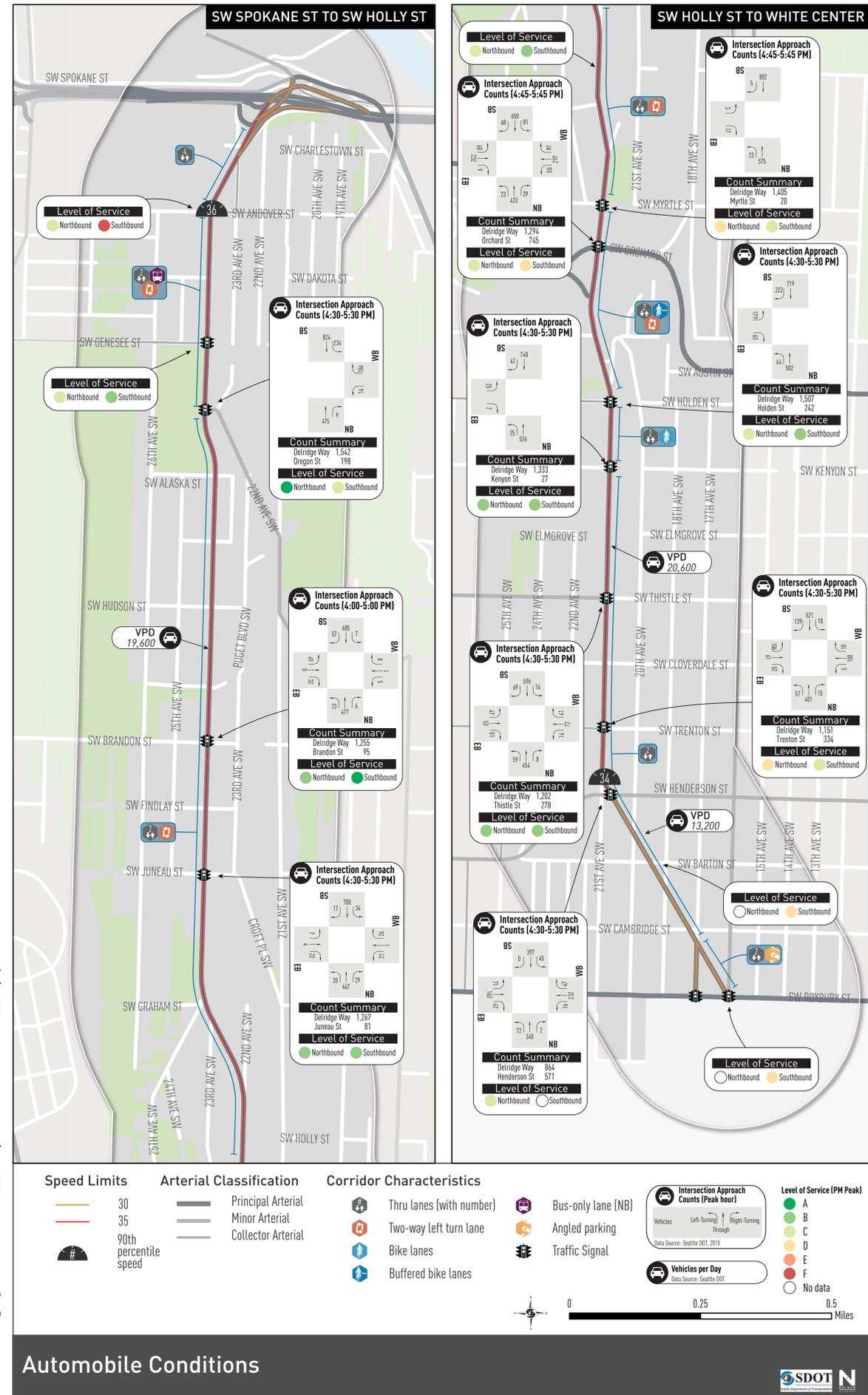
High **PM peak hour turn volumes** in the are concentrated at three intersections on Delridge Way SW. The most concentrated PM peak period turn movements occur at **SW Oregon Street**



Traffic volumes never exceed **1,500 vehicles per hour** in either direction along the corridor, signaling that traffic volumes are well distributed throughout the day



Roughly **1,000 commercial vehicles and freight trucks** use the corridor on a daily basis



CURBSPACE ALLOCATION



On-street parking is generally plentiful along Delridge Way SW. Depending on the curb-to-curb width, parking is available on one or both sides of the street. Nearly all commercial locations, regardless of size, offer dedicated off-street parking. Commercial centers along the corridor with large parking lots include the Home Depot at SW Sylvan Way and the office park located between SW Andover Street and SW Dakota Street.

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KEY ELEMENTS OF CURBSPACE



Two types of parking stalls are available along the corridor: parallel and back-in parking designs. Back-in parking stalls are only provided in the southern portion of the corridor between SW Cambridge Street and SW Roxbury Street



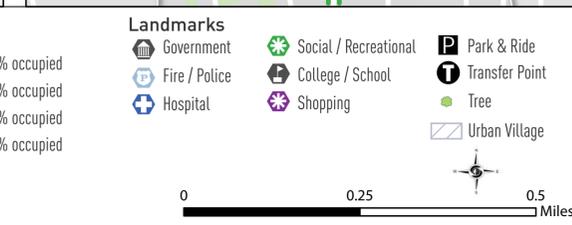
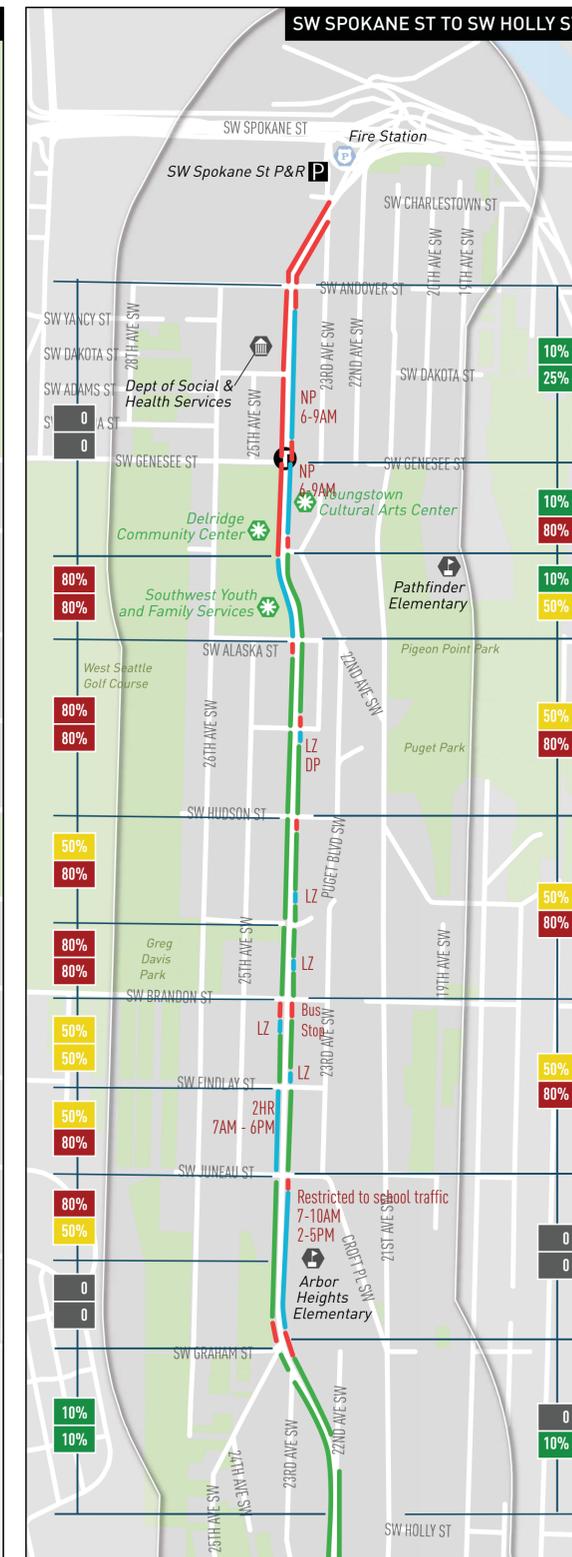
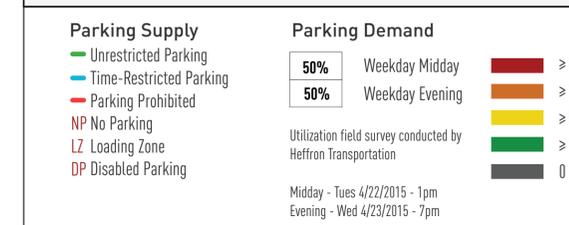
Only **three blocks** exhibited 80% or more on-street parking utilization during both the midday and evening time periods



The longest stretches of **prohibited parking** restrictions are located on the west side of the street, from the West Seattle Bridge to SW Oregon and from SW Myrtle to SW Kenyon



Loading zones are located throughout the corridor including commercial zones, school bus only, and Metro bus stops; the longest continuous stretch of loading zone is located at Arbor Heights Elementary School (for bus loading)



Existing Parking Conditions

SAFETY



Safety concerns, both real and perceived, affect how people use Delridge Way SW. Depending on whether you walk, ride a bike, take transit, or drive a motor vehicle, safety conditions can influence routing, mode choice, and level of traffic-related stress. A street like Delridge Way SW with narrow sidewalks, discontinuous bicycle facilities, and motor vehicle speeds in excess of 35 mph can feel unsafe and uncomfortable for people walking and riding bikes. All collision data shown is for the time period between January 2012 and December 2014.

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SAFETY...BY THE NUMBERS

 **352 total collisions** occurred along the Delridge Way SW corridor between 2012 and 2014

 **39%** of all collisions resulted in an injury and **two lives were lost** on Delridge Way SW...one person driving and one person walking

 **82%** of all motor vehicle collisions involved a motorists striking each other (either front end, angle, or rear-end collisions)

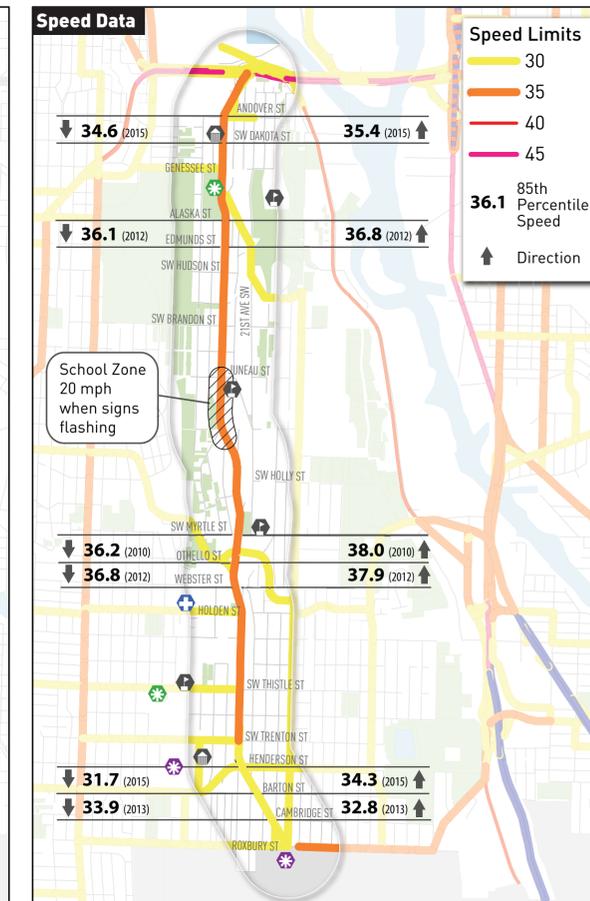
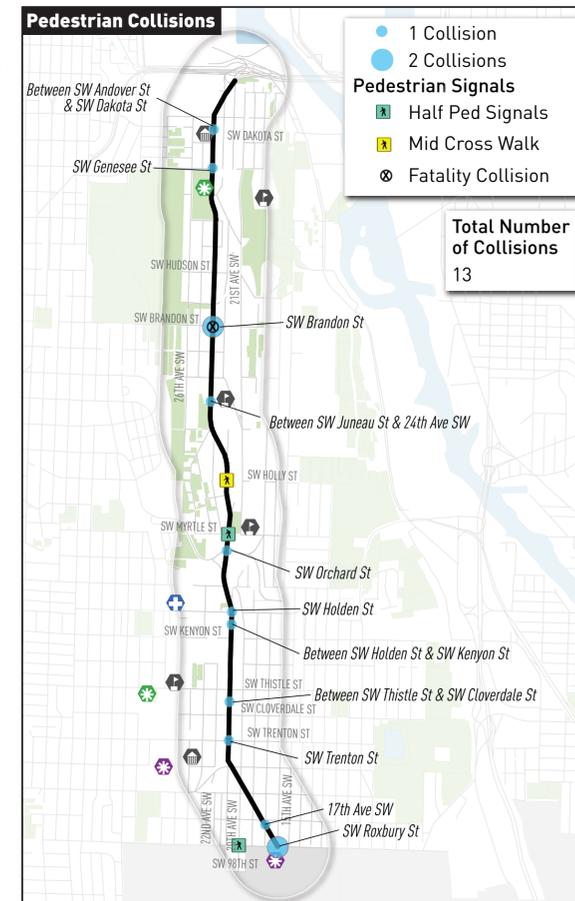
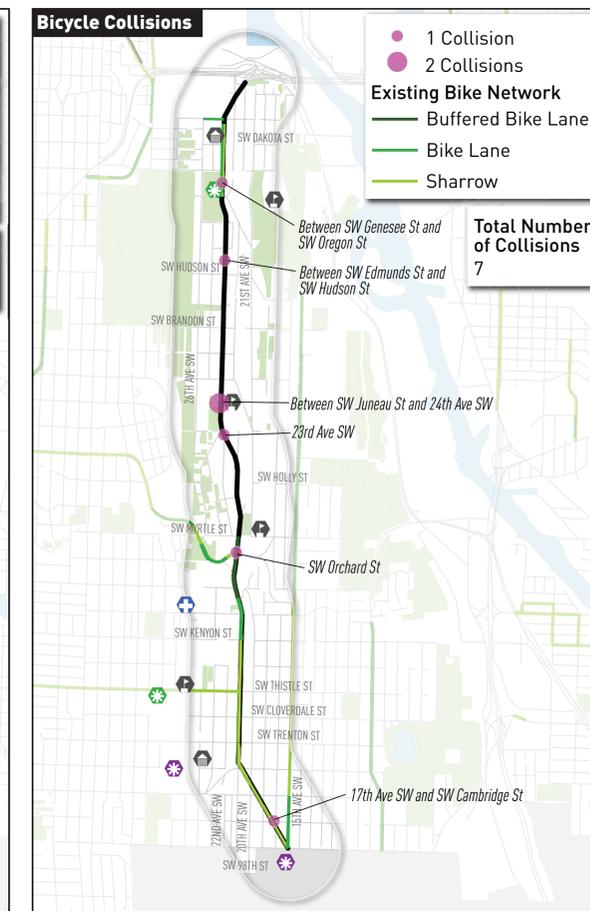
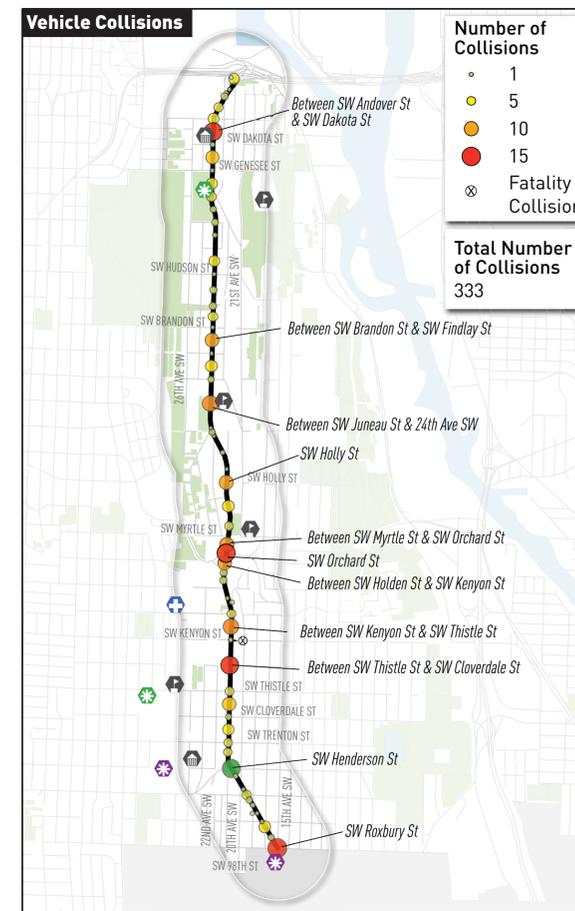
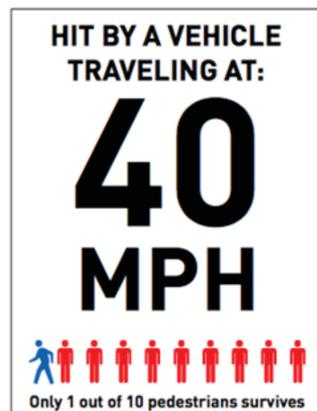
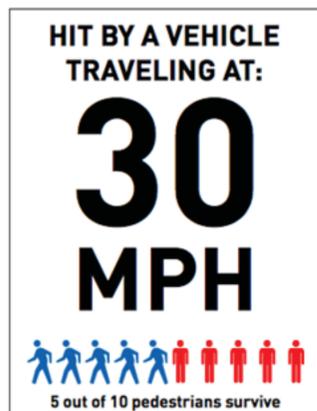
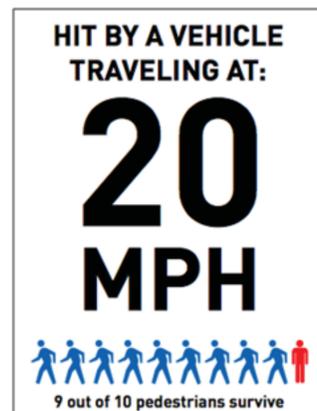
 **Seven** collisions involved people riding bikes, four of which resulted in injury

 Of the **13 pedestrian collisions** occurring between 2012 and 2014, nine collisions occurred at intersections

 **Speed matters...** Along the segment from 18th Avenue SW to Cambridge Street, 41% of northbound vehicles and 51% of southbound vehicles exceeded the 30 mph speed limit

THE FACTS ABOUT SPEEDING

Did you know that higher speeds increase the chances of collision? The higher the speed, the longer the reaction and braking distances. But also, the severity of the injury rises as speed increases.



Collisions (2012 - 2014) and Speed Limits

