



North Delridge 26th Ave SW Neighborhood Greenway
Questions & Answers

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Contents

GENERAL / BACKGROUND 3
Why is the city proposing a neighborhood greenway in North Delridge? 3
What is a neighborhood greenway? 3
What makes a good greenway? 3
What is the proposed Delridge 26th Ave SW Neighborhood Greenway route? 3
Why was this route chosen? 4
How would the proposed neighborhood greenway change the street? 4
Does the proposal call for narrowing the width of the street? 4
Does the proposal remove parking on 26th Ave SW? 4
Does the proposal include the installation of a new bike lane? 4
How is the plan consistent with the Delridge Neighborhood Plan? 4
Does the plan include natural drainage systems ("rain gardens")? 5
What's the proposed project timeline? 5
BIKING 5
How will bicycle travel be prioritized along the greenway? 5
Why is the city using sharrows on the greenway? 5
What is a crossbike? 5
How would this project improve the pavement condition? 5
How does the greenway connect with the rest of the bicycle route system? 6
Can I still ride my bicycle on the arterial streets? 6
WALKING 6
How will pedestrian traffic be prioritized along the greenway? 6
Will there be new curb ramps or crosswalks installed along the greenway? 6
Will the plan make it easier to cross busy streets along the greenway? 6
How does this project improve sidewalk and pavement conditions? 6

Will the project include new sidewalks?..... 6

WAYFINDING..... 7

 What signs will be used to indicate the greenway route?..... 7

 Will there be special neighborhood greenway signs? 7

TRAFFIC CALMING / GREEN ELEMENTS 7

 Will there be new speed humps or traffic circles installed on the greenway? 7

How effective are radar speed feedback signs? 7

STOP SIGNS 7

 Which intersections will get new stop signs? 7

NEIGHBORHOOD AND BUSINESS ACCESS..... 8

 Will delivery trucks still be able to access residents and businesses?..... 8

 Will emergency vehicles still be able to access the neighborhood? 8

OUTREACH 8

 What outreach has been done to let the neighborhood know about the greenway?..... 8

 Where can I download the project proposal and additional project materials?..... 8

 Where can I send additional questions?..... 8

GENERAL / BACKGROUND

Why is the city proposing a neighborhood greenway in North Delridge?

The North Delridge 26th Ave SW Neighborhood Greenway was originally proposed by the North Delridge Neighborhood Council, and is part of a growing greenway network in Seattle.

What is a neighborhood greenway?

Neighborhood greenways are routes on non-arterial streets that are improved for safer bicycle and pedestrian travel for all ages and abilities. By designing for lower vehicle speeds and volumes, greenways can provide more family-friendly access to schools, trails, parks, transit, and neighborhood businesses. To watch a short film about neighborhood greenways, please go to www.seattle.gov/transportation/delridgegreenway.htm.

Your neighbors requested that the neighborhood greenway meet the following goals:

- Provide neighborhood-friendly vehicle speeds - Speed humps will discourage people from driving above the 20 mph posted speed limit. They may also make 26th Ave SW less attractive as a cut-through route for drivers.
- Provide safer bicycling and pedestrian connections - Pavement markings will alert people driving to expect people bicycling; improved crossings and curb ramps make walking easier and safer.
- Prioritize non-motorized travel – Stop signs will be installed for traffic crossing the greenway at the non-arterial intersections.
- Help people cross busier streets - Crossing improvements at main streets will improve the comfort and safety of the crossing.
- Provide route and destination guidance for people along the route - Markings on the pavement and way-finding signage will identify the route and what's nearby.
- Provide more "eyes on the street" – Improvements such as those above will encourage more walking and bicycling, in turn making the street safer!

What makes a good greenway?

The most important component of a “good” greenway is how comfortable, safe, and accessible the street is for people who walk or bike along the greenway. Greenways should be designed for all ages and abilities, so those from eight to eighty will be comfortable.

Neighborhood greenway streets should have relatively low traffic speeds and volumes. Typically neighborhood greenways have fewer than 1,000 cars per day and speed limits of 20 miles per hour. They should be relatively flat (no small feat in a city like Seattle) and comfortable to walk or ride a bike on. Greenways should provide attractive connections between neighborhoods and to destinations such as schools, parks, transit, business districts and multiuse trails.

What is the proposed Delridge 26th Ave SW Neighborhood Greenway route?

The proposed 1.25 mile greenway is along 26th Ave SW from SW Graham St at the south end (at the stairs to the High Point neighborhood) to SW Andover Street at the north. The greenway then turns east toward Delridge Way SW where it will connect to a planned multi-use path on the east side of Delridge Way SW. This path will connect to the West Seattle Bridge Trail.

Why was this route chosen?

The route was proposed by the North Delridge Neighborhood Council in 2011. It offers a comfortable alternative to Delridge Way SW because it has a lower speed and volume of vehicles, and is already used by people biking and walking. It connects the many neighborhood parks and trails within the Delridge neighborhood, including Longfellow Creek Trail, the Delridge Community Center, the Delridge Skatepark & Playfields, Greg Davis Park, The Delridge P-Patch, Camp Long, and the West Seattle Golf Course. It connects to three primary routes between the Delridge Way SW and California Ave SW corridors. Finally, it takes advantage of the existing traffic calming along the route.

How would the proposed neighborhood greenway change the street?

- Along the 26th Avenue SW Neighborhood Greenway, way-finding, neighborhood greenway and 20 mph speed limit signs will be installed. Pavement markings will also be installed.
- Approximately thirteen new speed humps will be installed along the greenway to complement the existing speed humps and traffic circles.
- Stop signs will be installed on all the residential (non-arterial) streets crossing the greenway.
- At SW Brandon St the south corners will be improved.
- At SW Genesee St crosswalks, crossbikes and curb ramps will be installed
- On SW Genesee St a 20 mph speed limit sign along with radar speed feedback signs will be installed.
- At SW Andover St a raised crosswalk on the south approach will be built to help slower bicyclists transition from the street to the wide sidewalk to avoid riding on SW Andover Street, which is heavily used by freight trucks.

The complete proposal can be viewed at

http://www.seattle.gov/transportation/docs/green/Delridge_Proposal.pdf.

Does the proposal call for narrowing the width of the street?

No.

Does the proposal remove parking on 26th Ave SW?

No. However, there will be a small change to the side streets where they cross the greenway. Currently, legal pedestrian crossings exist at these intersections, and parking is not allowed within 20' of these unmarked crosswalks. When stop signs are installed on the side streets, the parking restriction will increase by 10' to make sure the signs are visible at all times. For information on parking changes on SW Genesee Street associated with Metro Route 50 safety improvements, see http://www.seattle.gov/transportation/transit_projects.htm.

Does the proposal include the installation of a new bike lane?

No.

How is the plan consistent with the Delridge Neighborhood Plan?

The neighborhood greenway supports the Delridge Neighborhood Plan's call for "a community that provides effective, safe, and efficient bikeway access to local and regional destinations" and "inviting, safe, and interesting pedestrian sidewalks and walkways between commercial and public activity areas, and adjacent parking areas, transit stops, and residential neighborhoods."

Does the plan include natural drainage systems (“rain gardens”)?

The proposal does not include natural drainage systems. However, SDOT is working closely with Seattle Public Utilities to identify opportunities for collaboration.

What’s the proposed project timeline?

November 2012: Greenway Planning Public Meeting

February 2013: Greenway Design Review Public Meeting

Spring/Summer 2013: Final Design

Summer/Fall 2013: Project Construction

BIKING

How will bicycle travel be prioritized along the greenway?

New stop signs will be installed on all the side streets or residential streets that intersect the greenway so drivers will have to stop before turning onto or crossing the greenway. These stop signs provide people who walk and bike along the greenway priority to travel unimpeded, making the route more attractive.

Why is the city using sharrows on the greenway?

Sharrows, or shared lane markings, are bicycle symbols that are placed in the roadway lane indicating that motorists should expect to see and share the lane with bicycles.

What a motorist should know:

- Expect to see and share the roadway with bicyclists.
- Follow the rules of the road.

What a bicyclist should know:

- Use the sharrow to find your way along the greenway.
- Follow the rules of the road.

Sharrows will be used along greenway at the following locations:

1. Entering the greenway: When entering a greenway from an arterial street you will see a modified sharrow marking with chevrons offset indicating both directions of travel.
2. Along the greenway: As you are traveling along the greenway, sharrows will be placed at non-arterial intersections to let motorists know that they should expect to see bicyclists traveling along this route and to help guide bicyclists along the route.
3. When the greenway turns: Sharrows will be placed to guide you in the right direction, and there will be a confirming sharrow where to continue along the greenway. There will also be greenway signs directing you to turn.

What is a crossbike?

Crossbikes are similar to crosswalks, except they designate where people who ride bikes will be crossing the street. They also serve to remind drivers to expect to see bicyclists and will be accompanied by signs at the crossing and in advance of the crossing.

How would this project improve the pavement condition?

SDOT staff evaluated the pavement condition of the streets and sidewalks along the greenway in fall, 2012. Locations with severe pavement flaws will be patched with asphalt as an immediate improvement. The proposal also includes the paving of a small section of SW Hudson Way to keep

gravel from rolling into 26th Ave SW. Additional funding would be needed for more extensive pavement repairs.

How does the greenway connect with the rest of the bicycle route system?

This neighborhood greenway provides an alternative route for bicyclists who may not want to ride on Delridge Way SW. This route connects to the West Seattle Bridge Trail. This is the first of two potential neighborhood greenway projects in Delridge. In 2013, SDOT will be studying a potential route through the neighborhoods east of Delridge Way SW.

Can I still ride my bicycle on the arterial streets?

SDOT encourages all bicyclists to exercise their own judgment regarding roadways where they feel most comfortable riding a bicycle. To accommodate bicyclists of varying comfort levels, the Seattle Bicycle Master Plan identifies both on- and off-arterial routes.

WALKING

How will pedestrian traffic be prioritized along the greenway?

The city is installing new stop signs on all the side streets or residential streets that intersect the greenway so drivers will have to stop before turning onto or crossing the greenway. These stop signs provide people who walk and bike along the greenway priority to travel unimpeded, making the route more attractive.

Will there be new curb ramps or crosswalks installed along the greenway?

The Americans with Disabilities Act (ADA) requires that any new pedestrian crossing improvement, such as a marked crosswalk, include curb ramps. Adding new curb ramps at every intersection is beyond the scope of this project. However at specific arterial crossings, SDOT is making these improvements, such as at the marked crosswalks proposed at 26th Ave SW & SW Genesee St.

SDOT primarily prioritizes new curb ramps at locations that are requested by individuals with disabilities. Individuals with disabilities can request curb ramps by using the online form at the following website: http://www.seattle.gov/transportation/ada_request.htm

Will the plan make it easier to cross busy streets along the greenway?

At the arterial crossing of SW Genesee St, improvements will be made to reinforce to motorists that they will see people who walk or ride bikes along this route. These improvements include a 20mph playground zone, radar speed feedback signs, signs identifying 26th Ave SW as a neighborhood greenway, new curb ramps, crosswalks, advance warning signs that pedestrians and bicyclists will be crossing ahead and bicycle legends on the pavement (or “crossbikes”).

How does this project improve sidewalk and pavement conditions?

SDOT has evaluated the sidewalk and pavement conditions and identified locations where spot improvements are needed. These repairs will be completed as part of the project.

Will the project include new sidewalks?

Unfortunately, greenway budgets are not large enough to include new sidewalk construction. However, SDOT is exploring a pedestrian path concept that could provide a dedicated space for pedestrians on

26th Ave SW between SW Brandon St and SW Findlay Street. The concept can be viewed here: http://www.seattle.gov/transportation/docs/green/Delridge_Proposal.pdf.

WAYFINDING

What signs will be used to indicate the greenway route?

The wayfinding signs let people know the direction and distance to neighborhood connections such as the library, community center, and parks.

Will there be special neighborhood greenway signs?

Yes. Seattle has a standard neighborhood greenway sign. These signs will be installed along the greenway so that people will know they are on the greenway. These signs will also be installed on streets with bicycle facilities to let them know they are about to cross a greenway.



TRAFFIC CALMING / GREEN ELEMENTS

Will there be new speed humps or traffic circles installed on the greenway?

The proposal includes the installation of approximately thirteen speed humps in locations where higher speeds have been observed. SDOT will do a follow up study after implementation to determine if the greenway traffic speeds and volumes have increased. At such time, if the data reveals that corrective actions are necessary, SDOT will consider installing additional traffic calming measures.

How effective are radar speed feedback signs?

SDOT has used radar speed feedback signs effectively throughout Seattle, although their effectiveness may vary by location. A recent study of radar speed signs by the City of Bellevue found that the signs typically decreased the 85th percentile speeds by at least 5%, and that the speed reductions were maintained over time.

STOP SIGNS

Which intersections will get new stop signs?

SDOT is installing new stop signs on all the side streets or residential streets that intersect the greenway so drivers will have to stop before turning onto or crossing the greenway. These stop signs provide people who walk and bike along the greenway priority to travel unimpeded making the route more attractive.

NEIGHBORHOOD AND BUSINESS ACCESS

Will delivery trucks still be able to access residents and businesses?

Yes. Deliveries and truck traffic will still be able to access the area as usual.

Will emergency vehicles still be able to access the neighborhood?

SDOT coordinates with the Seattle Fire Department to ensure emergency vehicle access.

OUTREACH

What outreach has been done to let the neighborhood know about the greenway?

Below is the list of outreach tools we utilized to announce the open houses and solicit feedback:

- Open House flyers invited 3,000 properties and businesses throughout North Delridge.
- Fliers posted at Delridge Community Center, Delridge Library, Delridge P-Patch, Greg Davis Park, Uptown Espresso, High Point Community Center, Camp Long, and along proposed route.
- Presentation at North Delridge Neighborhood Council.
- Door-to-door outreach along the proposed route.
- E-mail notice sent to North Delridge Neighborhood Council, West Seattle Blog, Delridge Neighborhood Development Association/Youngstown, Sustainable West Seattle, Feet First, West Seattle Bike Connections, West Seattle Spokespeople, Cascade Bicycle Club, Seattle Greenways, West Seattle Community Safety Partnership, and others.
- Greenway Planning Public Meeting held on November 15, 2012.
- Greenway Design Review Public Meeting held on February 19, 2013.
- Open house presentation and materials available to download on the project web site

Where can I download the project proposal and additional project materials?

<http://www.seattle.gov/transportation/delridgegreenway.htm>

Where can I send additional questions?

walkandbike@seattle.gov