



Delridge Way SW Corridor Study

Delridge Projects Workshop – October 8, 2016



Introduction

As part of the Multimodal Corridors Program, the Seattle Department of Transportation (SDOT) began to look at Delridge Way SW in late 2014 with the goal of making transportation safer and more comfortable for all people. Since that time, Delridge Way SW was identified as one of seven routes in Seattle's RapidRide Expansion network. The Delridge Way SW Multimodal Corridor Project will continue to incorporate and improve multimodal features while expanding the City's RapidRide network.

To ensure this project reflects the needs and desires of the community, SDOT is soliciting input using a variety of methods. One of those methods included the Delridge Projects Workshop series. The first workshop, which explored existing conditions along the corridor, was held on Saturday, June 6, 2015. The most recent workshop was held on Saturday, October 8, 2016, from 9:30 AM – 12 PM at the Southwest Teen Life Center. Both workshops were sponsored by SDOT, the Seattle Department of Neighborhoods (DON), the Seattle Department of Planning and Development (DPD) and Seattle Public Utilities (SPU).

The purpose of the October 8, 2016 workshop was to:

- Inform the public about existing conditions along the corridor
- Explore modal priorities by corridor segment
- Answer questions and take comments

SDOT is also taking public input via an online survey.

Workshop Notification

In the weeks prior to the workshop, a variety of methods were used to promote the event:

- Mailer: over 9,200 mailers were sent to addresses within one quarter of a mile from the Delridge Way SW corridor.
- Press release: a press release was sent to local media outlets.
- Email lists: the DON Delridge District Coordinator sent a message to groups representing the Delridge District/neighborhood. SDOT sent an email to a comprehensive list of citywide agencies and organizations, and to those who participated in the June 2015 workshop and survey.

Workshop Details

Approximately 50 people attended the workshop. Each department (SDOT, DON, DPD, and SPU) staffed a station that included project information. Local community organizations were also invited to display information at the event.

There were eight boards on display at the SDOT station:

- **Seattle RapidRide Expansion Program:** Delridge as one of seven RapidRide expansion corridors

- **Background and Timeline:** Project timeline and key themes from the June 2015 workshop and online survey
- **Delridge Way Conditions Today:** existing conditions information on transit, safety, walking, biking, parking and traffic
- **Transit Opportunities:** information on potential transit treatments
- **Bicycle Opportunities:** information on potential bicycle treatments
- **Walking and Parking Opportunities:** information on potential pedestrian features and parking opportunities
- **(3) Input Boards:** Vote with adhesive dots for modal preference by segment of the corridor

The boards displayed are included in Appendix A.

At the SDOT station, participants were invited to review the boards and talk with SDOT and consultant team staff. Participants were given twelve sticker dots and asked to use them to identify their top 2 preferences for five of the segments, and their primary preference for 2 of the segments. The 7 segments were:

1. South of West Seattle bridge to SW Andover St
2. SW Andover St to SW Alaska St
3. SW Alaska St to SW Juneau St
4. SW Juneau St to SW Orchard St
5. SW Orchard St to SW Holden St
6. SW Holden St to SW Kenyon St
7. SW Kenyon St to SW Cambridge St

The features included:

- Transit – faster transit
- Biking – On Delridge, protected bike lane
- Biking – Off Delridge, neighborhood greenway
- Walking – more crossings and safety improvements
- Parking – retain parking

Meeting participants were also encouraged to provide feedback through comment forms, talking with project team members and making notes on a flipchart.



Input from Meeting

Participation Exercise Summary

The results of the dot exercise are reflected in the following table.

Delridge Way SW – Results of dot “voting”					
Segment	Number of dots				
	Transit – Fast Transit	Biking – On Delridge, Protected Bike Lane	Biking – Off Delridge, Neighborhood Greenway	Walking – More Crossings and Safety Improvements	Parking – Retain Parking
South of West Seattle Bridge to Andover St	11	14	4	16	1
SW Andover St to SW Alaska St	11	21	3	13	3
SW Alaska to SW Juneau St	8	16	1	19	7
SW Juneau St to SW Orchard St	3	15	4	15	3
SW Orchard St to SW Holden St	3	16	4	12	4
SW Holden St to SW Kenyon St	3	16	3	7	6
SW Kenyon St to SW Cambridge St	3	13	3	13	6

Top Preferences – Biking on Delridge Way SW and Walking

Of the people who attended the workshop, the top preferences for features to be included in roadway layouts were biking (on Delridge Way SW) and more pedestrian improvements (crossings and safety improvements). These preferences were consistent across all segments, except for one. There was a slightly lower preference for more crossings and safety improvements in the segment from SW Holden St to SW Kenyon St. At the June 2015 outreach around existing conditions, people seemed to favor the bike facilities off-Delridge.

Moderate Preference - Transit

Of the people who attended the workshop, faster transit received moderate support. Faster transit was more of a priority in the three northernmost segments of the corridor (south of West Seattle Bridge to SW Juneau St). Many of those who commented on transit indicated that they do want faster transit, but they do not want RapidRide. People expressed concern that RapidRide will result in fewer stops and smaller, less comfortable busses, and won't be faster. Some suggested that instead of adding RapidRide,

Route 120 should be improved to include more frequency and longer service times (on evenings and weekends).

While talking with project staff at the workshop, many people expressed unfavorable impressions of RapidRide and made it clear they value the Route 120 service. They want more buses and more frequent service but do not believe that can be accomplished with RapidRide. Many Delridge area residents are familiar with the development of the RapidRide C Line which consolidated multiple routes and replaced them with the RapidRide C line. This resulted in longer walking distances and slower service. Project staff explained to workshop participants that the Delridge RapidRide will not consolidate multiple bus routes, and any stop consolidation will be minimal.

Low Preferences – Retain Parking and Biking off Delridge Way SW

Retaining parking and bike facilities off Delridge Way SW received the least amount of support. People showed little preference for retaining parking along Delridge Way SW and very few specific comments were made about parking. There was also little support for putting bike facilities on streets other than Delridge Way SW. People commented that parallel side streets are not good options for biking because they are too steep and not direct routes.

Workshop Comments

The bullets below were transcribed from flip chart notes and comments forms, and also include verbal comments given to project team staff.

Transit

- Have bypasses for cars at bus stops.
- Against the 120 bus route being changed to a Rapid Transit. Rapid Ride busses hold less people and are less comfortable, and they're not faster. However, since it's going to happen regardless of what I think, I encourage KC Metro and SDOT not to eliminate any more bus stops and to get busses that seat more people like the 120 bus does.
- Keep good service at nights and weekends.
- Want the attributes of Rapid Ride (every 10 minutes, service later into the evening), but not sure about peak capacity with Rapid Ride designated busses. Faster busses does not mean they'll be able to drive faster.

Biking

- Please provide bike lanes on Delridge (extend existing). This is the best route connecting northern West Seattle and downtown to White Center. Other routes (26th, 21st) are not destination rich, and steeper elevations and unprotected crossings.
- Want the bike trail improvements on the north end of Pigeon Point to be improved between Andover down 22nd and around the corner toward the lower bridge. SDOT said they didn't have money for the 22nd Ave, 2-block stretch for bike/pedestrian improvements from the Neighborhood Greenway, but we have a disastrous corner on 22nd close to the on ramp which

they need to widen and they already own land at that corner. The bicyclists and pedestrians can't see around the narrower turn in the sidewalk.

- At intersection with SW Orchard St people turn right across the bike lane. More education is needed.
- Bike lane/route should stay on Delridge Way SW. It's the most efficient north-south way to travel because of topography. Protected bike lanes should be expanded.

Walking

- Add safer street crossings for walkers.
- Equalize pedestrian crossings of Delridge between SW Juneau and Sylvan Way. Four different pedestrian crossing styles are used. Decide which one is best and apply at every bus stop.
- Need more benches along walkways.
- There is a lack of sidewalks on cross streets adjacent to Delridge Way SW.

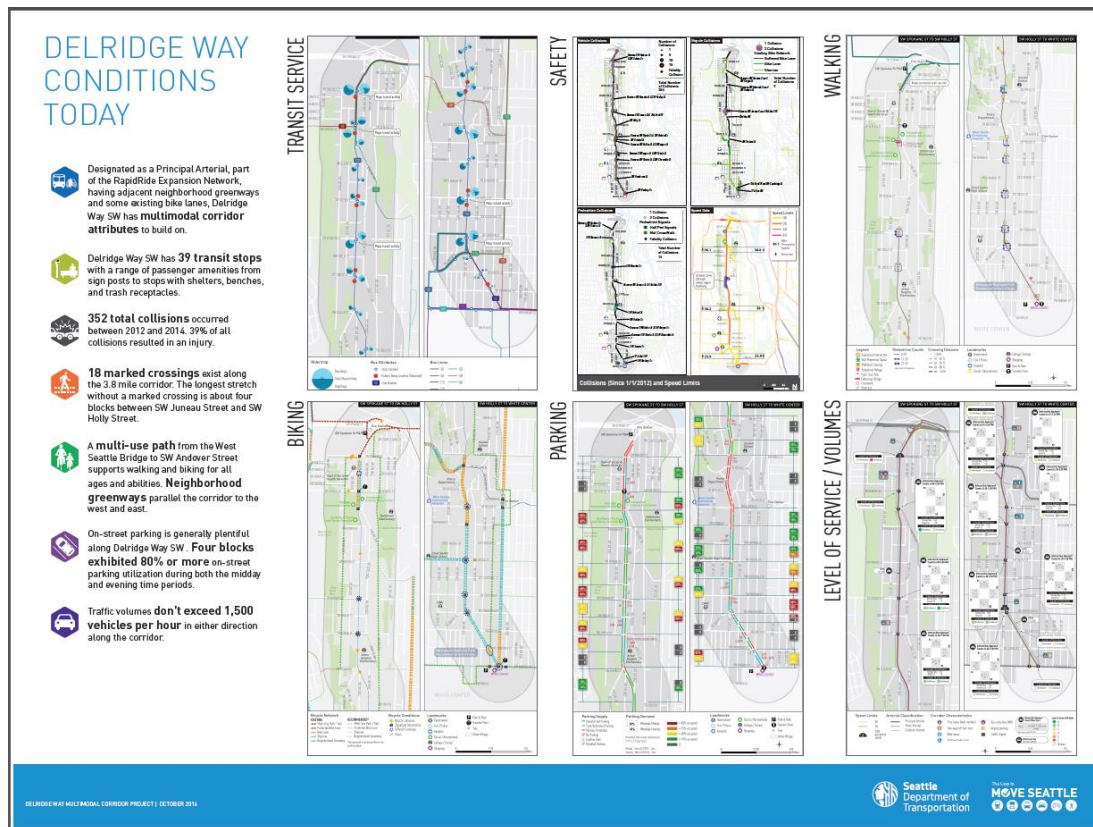
Parking

- Retain parking on Delridge Way SW.

Other

- On Delridge Way, leave the middle turn lane only where cars need to turn into parking lots and driveways.
- The "voting" boards are missing the segment from SW Cambridge St to SW Roxbury (city limits). Why aren't there drawings/boards for this segment? Cannot ignore this segment.
- Do not like Metro's transfer operation at Westwood Village in terms of layout and safety as well as perceived criminal/drug element it brought into the area.
- The C Line terminates at SW Barton and 26th Ave SW across the street from a park. When the line ends, everyone has to get off including the drug users who then go into park and surrounding neighborhoods.
- Interest in a landscaped median (not in layout options so could not select it).
- The two-way left turn lanes (TWLTL) are useful in the commercial areas where there are frequent turns into and out of driveways, but are not needed in the residential areas.
- The TWLTL is too long and continuous. Median islands should be put in to break it up. Too often people use the TWLTL to get around buses or people turning right (which is illegal).
- The area around SW Roxbury St is an urban village and is where the city and region are targeting growth. Special consideration for parking and transportation is needed in this area.
- Many mentioned the problem of new housing being built without parking.

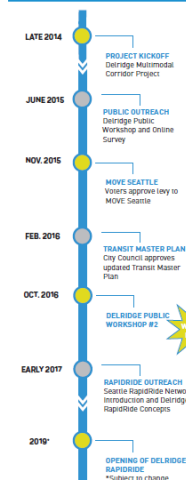
Appendix A: Workshop Boards



BACKGROUND AND TIMELINE

We began to look at Delridge Way in late 2014 as part of SDOT's Multimodal Corridors Program with the goal of making transportation safer and more comfortable for all people. Since that time Delridge was identified as one of seven routes in Seattle's RapidRide Expansion Network. Today we are here to continue our multimodal work while expanding the City's RapidRide network.

PROJECT TIMELINE



FROM JUNE 2015 PUBLIC WORKSHOP AND ONLINE SURVEY



WHAT WE HEARD YOU WANTED ON DELRIDGE WAY SW...

- Safer and more walkable**
- Preserve vehicle travel time and access**
- Easier and safer to bicycle**
- Faster transit**
- Repair the roadway**

AVAILABLE TOOLS TO ADDRESS THESE NEEDS

- More marked and signalized crossings
- Sidewalk improvements
- Additional landscaping buffers
- Preserve parking in high use areas
- Preserve loading zones and local access to businesses
- Add protected bike lanes where possible
- Improve greenways and greenway connections to Delridge
- Add bus stop amenities such as off-board fare payment, real time information signs, and enhanced shelters
- Add transit only lanes
- Add in-lane bus stops and queue jumps
- Provide transit signal priority
- Repair and repave the street

TRANSIT OPPORTUNITIES | DELRIDGE WAY SW



We can make transit faster and more reliable in several ways. Different transit treatments result in tradeoffs as described below.

DESCRIPTION	BENEFITS AND CONSIDERATIONS	SAMPLE LOCATIONS
IN-LANE BUS STOPS Buses stop in travel lanes at bus bulbs	<ul style="list-style-type: none"> Faster, more reliable transit; no waiting to re-enter traffic Compatible with on-street parking, landscaping, or a protected bike lane Drivers must wait behind stopped buses 	
QUEUE JUMPS Separate lanes with signal priority for buses at congested intersections	<ul style="list-style-type: none"> Transit can bypass congested intersections Compatible with vehicle right turn lane Curb lanes at a queue jump are not available for on-street parking 	
TRANSIT-ONLY LANES Buses have dedicated lane all day or during morning and evening peak times	<ul style="list-style-type: none"> Faster, more reliable transit service can bypass congestion Bikes can share lanes with transit Reduces space for bike lanes, center turn lanes, parking or landscaping Shared bus/bike lanes are not for all ages and abilities 	

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BICYCLE OPPORTUNITIES | DELRIDGE WAY SW



Different bicycle treatments result in tradeoffs as described below.

DESCRIPTION	BENEFITS AND CONSIDERATIONS	SAMPLE LOCATIONS
PROTECTED BIKE LANE Dedicated bicycle lane on Delridge Way separated from vehicles with delineators or a median	<ul style="list-style-type: none"> All Ages and Abilities facility Achieves recommendations of the city's Bicycle Master Plan Compatible with other uses such as on-street parking and transit lanes in the wider areas of Delridge Way Can be implemented on one or both sides of Delridge Way May require bike signal phase at major intersections, increasing total signal cycle time In narrow areas of Delridge Way, reduces space for other uses 	
MULTI-USE PATH Shared bicycle/pedestrian facility at sidewalk level on Delridge Way	<ul style="list-style-type: none"> All Ages and Abilities facility Facility type already in use along Delridge Way (from the West Seattle Bridge to Andover Street) People biking share space with pedestrians 	
NEIGHBORHOOD GREENWAY Shared bicycle/pedestrian/vehicle route on low-traffic, low-speed streets parallel to Delridge Way with added connections to Delridge Way	<ul style="list-style-type: none"> Greenways extend nearly the entire length of the corridor on the east side <ul style="list-style-type: none"> 26th Ave from SW Andover St to Graham St 21st/17th Ave from SW Andover St to SW Cambridge St Improvements to the existing greenways would be required Steep grades on either side of Delridge Way All Ages and Abilities facility 	

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WALKING OPPORTUNITIES | DELRIDGE WAY SW



DESCRIPTION	BENEFITS AND CONSIDERATIONS	SAMPLE LOCATIONS
PEDESTRIAN REFUGE ISLANDS / CURB EXTENSIONS Concrete or planted spaces that can be in the middle of the street or by the curb	<ul style="list-style-type: none"> Creates shorter crossings for pedestrians Provides space for landscaping or placemaking (benches, lighting) 	
MULTI-USE PATH Shared bicycle/pedestrian facility at sidewalk level on Delridge Way	<ul style="list-style-type: none"> All Ages and Abilities facility Facility type already in use along Delridge Way (from the West Seattle Bridge to Andover Street) 	
CURB RAMPS Ramps at street crossings	<ul style="list-style-type: none"> Improves accessibility for wheelchairs and strollers 	

PARKING OPPORTUNITIES | DELRIDGE WAY SW



DESCRIPTION	BENEFITS AND CONSIDERATIONS	SAMPLE LOCATIONS
ON-STREET PARKING Space along the curb for parking vehicles	<ul style="list-style-type: none"> Provides vehicle access to destinations Buffers pedestrians on sidewalks from traffic Compatible with bike lanes and transit stops Provides freight loading and unloading space Can be designated for different uses during peak travel times (bus lanes, etc) 	

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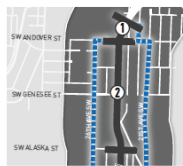
DELRIDGE WAY SW | FROM SOUTH OF WEST SEATTLE BRIDGE TO SW ALASKA ST

We are considering different layouts for each section of Delridge Way. Indicate your **TOP TWO** preferences per segment for the northern end of Delridge Way by placing a sticker in the empty box.

WHAT'S ON DELRIDGE WAY SW TODAY

WHAT WOULD YOU LIKE TO SEE?

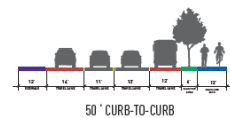
NORTH - BRIDGE TO SW ALASKA ST



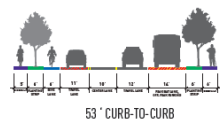
KEY

--- NEIGHBORHOOD GREENWAY

1 - SOUTH OF WEST SEATTLE BRIDGE TO ANDOVER ST



2 - SW ANDOVER ST TO SW ALASKA ST



TRANSIT

Faster Transit

BIKING

On Delridge
Protected Bike Lane

Off Delridge
Neighborhood Greenway

WALKING

More Crossings and
Safety Improvements

PARKING

Retain Parking

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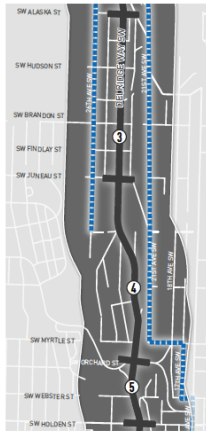


DELRIDGE WAY SW | FROM SW ALASKA ST TO SW HOLDEN ST

We are considering different layouts for each section of Delridge Way. Indicate your TOP TWO preferences per segment for the central section of Delridge Way by placing a sticker in the empty box.

WHAT'S ON DELRIDGE WAY SW TODAY

CENTRAL - SW ALASKA ST TO SW HOLDEN ST



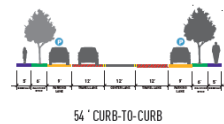
KEY

--- NEIGHBORHOOD
GREENWAY

WHAT WOULD YOU LIKE TO SEE?

TRANSIT	BIKING	WALKING	PARKING
Faster Transit	On Delridge Protected Bike Lane Off Delridge Neighborhood Greenway	More Crossings and Safety Improvements	Retain Parking

3 - SW ALASKA ST TO SW JUNEAU ST



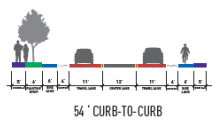
54' CURB-TO-CURB

4 - SW JUNEAU ST TO SW ORCHARD ST



54' CURB-TO-CURB

5 - SW ORCHARD ST TO SW HOLDEN ST



54' CURB-TO-CURB

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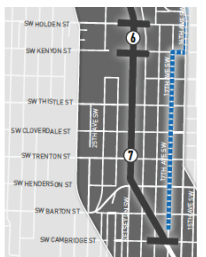
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DELRIDGE WAY SW | FROM SW HOLDEN ST TO SW CAMBRIDGE ST

We are considering different layouts for each section of Delridge Way. Indicate your TOP ONE preference per segment for the southern end of Delridge Way by placing a sticker in the empty box.

WHAT'S ON DELRIDGE WAY SW TODAY

SOUTH - SW HOLDEN ST TO SW CAMBRIDGE ST



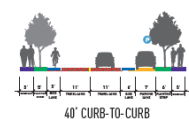
KEY

--- NEIGHBORHOOD
GREENWAY

WHAT WOULD YOU LIKE TO SEE?

TRANSIT	BIKING	WALKING	PARKING
Faster Transit	On Delridge Protected Bike Lane Off Delridge Neighborhood Greenway	More Crossings and Safety Improvements	Retain Parking

6 - SW HOLDEN ST TO SW KENYON ST



40' CURB-TO-CURB

7 - SW KENYON ST TO SW CAMBRIDGE ST



36' CURB-TO-CURB

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