



# Multimodal Corridor Program

Delridge Way SW Corridor Study

Delridge Projects Workshop – June 6, 2015

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## **Introduction**

The Seattle Department of Transportation (SDOT) Multimodal Corridor Program will focus on transforming a street or combination of streets into safer and healthier public spaces with predictable movement of people and goods with safety being the highest priority. One of those corridors is Delridge Way SW which runs 3.8 miles north to south from the West Seattle bridge to S Roxbury Street (Seattle city limits).

To ensure the plan 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. Held on Saturday, June 6, 2015 from 9:30 AM – 12 Noon at the Southwest Teen Life Center, this workshop was jointly sponsored by SDOT, the Seattle Department of Planning and Development (DPD) and Seattle Public Utilities (SPU).

The purpose of the June 6, 2015 workshop was to:

- Inform the public about the Delridge Way SW Corridor Study and how it fits into other transportation projects
- Inform the public about existing conditions along the corridor
- Obtain input on existing conditions and suggestions for improvements
- Answer questions and take comments

SDOT is also taking public input via an online survey and an online mapping tool. All public input will be used to develop a preliminary design concept for the Delridge Way SW corridor.

## **Workshop Notification**

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

- Mailer - Over 6,000 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.
- Outreach to underserved communities - Department of Neighborhoods (DON) Public Outreach Engagement Liaisons were contracted to encourage participation from underserved communities.
- Email lists – The DON Delridge District Coordinator sent a message to groups representing the Delridge District/neighborhood.

- Website – Project and event information was posted on the SDOT Multimodal Corridor Program web page.

## Workshop Details

Approximately 70 people attended the workshop. As people entered they were greeted, asked to sign-in and informed of the agenda and oriented about the set-up of the room. The workshop was jointly hosted by the Seattle Department of Planning and Development (DPD), the Seattle Department of Transportation (SDOT) and Seattle Public Utilities (SPU). Each department staffed a station that included project information. Participants were encouraged to rotate to each of the three stations for a brief presentation and to provide input.

There were eight boards on display at the SDOT station:

- **Corridor Overview**, including information on land use and community assets
- **Corridor Characteristics**, describing key elements of the corridor.
- **Bike Conditions**, with information on existing types of bike facilities and key elements of bicycle network
- **Pedestrian Conditions**, with information on pedestrian activity and key elements of pedestrian environment
- **Transit Conditions**, describing transit service and connections
- **Motor Vehicle Conditions**, including traffic volumes and types of traffic
- **Curbspace Allocation**, which described on-site parking types and use
- **Safety** – provided collision data and speed limit information

At the SDOT station, each rotation started with a presentation by Sara Zora (SDOT). The presentation included information on SDOT's mission, vision and core values; Multimodal Corridor Program overview, need, schedule and process; existing conditions in the Delridge Way SW corridor with a focus on safety; and concluded with a request for input. At this point the group divided into two or three groups of ten to fifteen people for a small group discussion. During the small group discussions, each group was asked to respond to the following questions:

- How do you currently use the street? What works? What needs improvement?
- What are your ideas about how the street could look and function in the future?

Participant comments were recorded on flip charts and marked directly on corridor maps. Some participants also provided feedback on comment forms.

## Comment Summary

The notes from comments forms and the small group discussion flip charts are included in Appendix A. The following is a summary of the key findings of those notes:

- Transit - Participants expressed support for the addition of a Rapid Ride Line along Delridge Way SW, in addition to, but not to replace route 120. It was suggested that transit improvements are needed in the north end of the corridor to improve connections.
- Speed Limits – There was mixed reaction to reducing the speed limit from 35 to 30 mph.
- Bicycle improvements – The majority of those who commented expressed support for developing bike lanes (Greenways) on parallel streets, not on Delridge Way SW. People said that Delridge Way SW is already too crowded with other uses and the combined parking/bike lane along the street is unsafe.
- Pedestrian Environment/Connections & Safety– Many people said that the staircases connecting to Delridge Way SW need better lighting and landscaping to make them safe and attractive for users to connect to the corridor and transit.
- Pedestrian Environment/Crossings – Participants repeatedly mentioned the need to add new and improve existing crossing, particularly around schools, at bus stops and at Youngstown Cultural Arts Center. It was suggested that crossings need to be more visible, closer to bus stops and those with a pedestrian crossing button should have a faster response.
- Overall Corridor - People also suggested that additional landscaping, and more maintenance and cleanup are needed along the corridor.

## **Appendix A: Flip Chart Notes and Comment Forms**

### **Delridge Projects Workshop**

The bullets below were transcribed from flip chart notes and comments forms.

#### **Comments on bus service**

- Don't replace Bus 120 with Rapid Ride. If Rapid Ride developed, do in addition to the 120.
- Keep the 120 bus!!!
- Improve/increase Bus 22 times
- Rapid Ride + 120 – yes!
- Bus stop amenities needed
- Bus stop relocation @ Graham/24<sup>th</sup> – sight line issues
- Bus overcrowding at north end
- Transit connections in north
- Transit Center on Delridge
- Bus should run in exclusive lanes
- ITS (similar to Rapid Ride) @ major destinations (eg Westbrook Village)
- BAT lanes
- Need to recognize that good connections are needed not just to downtown, but to other destinations

#### **Comments on speed limits**

- Do not reduce speed from 35 to 30 mph

- Have a public awareness campaign to slow down traffic
- Scrap 35 mph reduction – 99% yes
- 35 sign at end of N Seattle Bridge
- Lowering speed limits won't prevent people who speed for speeding – will just lead to further congestion
- Enforce current speeds – or implement design features to slow down traffic – lighting (imp for safety), landscaping, etc.

#### **Comments on bicycle improvements**

- Develop bikeways/lanes off Delridge (at least to south of Sylvan on 16<sup>th</sup>, 17<sup>th</sup> or 26<sup>th</sup>)
- 21<sup>st</sup> Ave SW - between Myrtle & Dawson – (well-travelled bikeway) is without sidewalks. It's planned to be a Greenway. 21<sup>st</sup> is adjacent to the Puget Creek watershed, important to (salmon) the Duwamish Tribe. We need storm water filtration on the east side of the street when/if sidewalks or permeable path gets installed.
- Get bike lanes off Delridge – move them to secondary parallel streets and make signage clear/more of it
- Encourage cyclists to get off Delridge – move to Greenways
- 21<sup>st</sup> Greenway – ped & bike mobility
- Invest in existing 26<sup>th</sup> Neighborhood Greenway, for bikes, not Delridge Way (keep for other modes)
- When Delridge Way is backed up, drivers are 26<sup>th</sup> – dangerous for cyclists
- And + Delridge – no safe way for bikes/peds to get onto new path – heavy trucks
- Keep grade separated (Pigeon Point) and bypass Andover – link Alki trail

#### **General comments about Delridge Way SW**

- Walking, bussing, parking on street (by owners, visitors & service people) works just fine now. (I'm at Delridge & Thistle)
- Only change would be getting rid of graffiti & making sure owners keep their properties up – clean up litter, now parking strip, keep sidewalks clear.
- And repairing pot holes as they occur.
- Not bus bulbs along Delridge!!
- Keep on street parking!!
- We would like the street safety & light at night.
- Clean up the sidewalk.
- Trim the trees
- Safety in area & clean.
- Traffic circles
- Traffic flow important
- Combined bike/parking lane does not work, not safe
- Add right turn lanes @ Delridge and Orchard – left turn pocket @ Thistle
- Need to repave!

- Add more beauty!
- Better way finding signs
- Maintain trees/landscaping
- Give examples of road diets that worked to convince those who are afraid of road diets leading to further congestion
- School flashing signs – not visible if driver is turning onto Delridge from 24<sup>th</sup>
- Need sign to show the West Seattle Free way
- Appreciate the improvement (recently)
- Need more clean up the sidewalk

#### **Comments on staircase connections to Delridge Way SW**

- To connect Puget Ridge to Delridge Business District (grocery), we need a stairway on SW Brandon between 23<sup>rd</sup> SW and 21<sup>st</sup> SW. And between 17<sup>th</sup> and 16<sup>th</sup> (Brandon also). This would connect West Seattle (Camp Long) walkways to South CC arboretum, Chinese Garden, even a nature trail to Duwamish Longhouse...east/west walkway all the way to Duwamish River.
- Stairways need low maintenance native plantings, like sword fern and fringe cup, so please improve soil during construction. This means woodchips in and on soil, then planted. Thx!
- Please tie together additional signals at the existing staircases.
- Holly staircase – needs lighting and landscaping (cut back weeds)
- Genessee right of way staircase needs more lighting
- Clear stop signs at the section of Delridge Way & 17<sup>th</sup> Ave SW to 16<sup>th</sup> Ave SW (right at the corner where the Korean fruit stand)

#### **Comments on pedestrian issues and suggested improvements**

- Youngstown youth crossing needs improvement
- Crossings for bus stops needed – no safe way to cross – large sidewalks needed
- Add frequent ped. Islands in center lane of Delridge Way to discourage dangerous center lane passing
- Ped crossing push button needs faster response
- Peds not visible along Delridge – no culture of crossing, cars don't stop, peds wait a long time to cross
- Widen sidewalks around parks & other major destinations

#### **Miscellaneous comments**

- New development needs parking (process did not allow comment on development & lack of parking)
- SDOT & park management
- Need the rainwater drained at the section of Delridge Way & 17<sup>th</sup> Ave SW & Roxbury when heavy rain.

