

DELRIDGE WAY SW – RAPIDRIDE H LINE PROJECT

City Council Proviso Report at 100% Design

February 21, 2020

SPENDING PROVISIO (CBA SDOT-9B-2) ON THE DELRIDGE WAY SW - RAPIDRIDE H LINE (TRC0080 and TRC0363) CIP PROJECT

*Received November 12, 2019; Presented proviso answers to City Council December 3, 2019
“None of the appropriations in the 2020 budget for the Seattle Department of Transportation’s
Mobility-Capitol BSL may be spent on construction of the Delridge Way SW – RapidRide H Line
(MC-TR-C042) CIP Project until the department has provided a report to Council detailing:*

- 1. Community engagement efforts as part of 90% design;*
- 2. Community feedback on 90% design;*
- 3. Project changes from 90% design to 100% design;*
- 4. Status of project funding sources;*
- 5. Planned construction schedule;*
- 6. Outreach and engagement plan for businesses that may be affected by the project, and the role of the Office of Economic Development to address potential impacts;*
- 7. Pedestrian access and crossings at bus stops;*
- 8. Decisions regarding 24/7 dedicated bus lanes, and parking removal;*
- 9. Implementation of the Bicycle Master Plan as part of the project, as required by Chapter 15.80 of the Seattle Municipal Code; and*
- 10. SDOT’s consideration of a traffic diverter on 26th Avenue SW at SW Genesee and speed humps on 25th Ave SW north of Genesee; potential modification of the southbound protected bicycle lane (PBL) to a two-way PBLs from SW Juneau to SW Kenyon (with reduction of the double yellow line space).”*

THE FOLLOWING INFORMATION CONTAINS SDOT’S RESPONSE TO THIS PROVISIO

1. Community and business engagement at 90% design

At the 90% design milestone, the Seattle Department of Transportation (SDOT) engaged with the greater Delridge community before finalizing design. SDOT then transitioned to construction-related outreach and engagement. During our conversations, SDOT primarily shared information about project changes and new design features included since the prior 60% design milestone in 2019. SDOT highlighted how community feedback influenced design decisions and where community requests were not included – explaining why each decision was made in a comprehensive way.

To raise awareness, SDOT sent an email update to our listserv of 796 contacts, replied to questions via email, met with concerned stakeholders individually and in-person at their business, updated our website, and offered briefings to service organizations, community partners, businesses, and transportation advocacy groups.

A list of 2019-2020 community and business outreach activities is summarized in Appendix A.

A key feature of our 90% design outreach was starting the conversation around future construction and how SDOT can minimize impacts to the people who live, work, own property, and travel Delridge. That work included connecting potentially affected businesses and landlords with the Office of Economic Development (OED) after detailed, in-person, on-site briefings with those small business stakeholders by the SDOT project manager and outreach lead. SDOT also briefed key community organizations and responded to their detailed requests, and made in-language (English, Spanish, Chinese, and Vietnamese) calls to business owners, also offering follow-up meetings with translators. The project manager, outreach lead, and an interpreter will meet with the four stakeholders on-site who requested translated conversations before construction.

The next outreach push is happening in the winter and spring of 2020 for preconstruction.

2. Community and business feedback on 90% design

After sending our email update and contacting local businesses by email and phone, SDOT received several pieces of feedback on the project beyond what has been stated in earlier design phases. Overall, the community has asked for information about when the project will break ground and what construction impacts should be expected by small businesses and residences.

Community feedback included continued requests for:

- A. A northbound protected bicycle lane (PBL) on Delridge Way SW (there is a southbound lane in the final design).
 - Not included in the final design. Adding a two-way protected bicycle lane would result in a narrower bike facility than SDOT standards allow because of street width constraints with new bus lanes and school parking.
- B. Upgrades to parallel neighborhood greenway facilities and improved connections between Delridge Way SW and the neighborhood greenways.
 - Included in the final design. Parallel neighborhood greenways will get additional speed humps, pavement markings, and signs to meet current standards. East-west side streets between new RapidRide stations and the parallel neighborhood greenways will get new walk/bike facilities such as crossing signals and walkways.
- C. A traffic diverter on 26th Ave SW to reduce vehicle volume on the neighborhood greenway.
 - Included in the final design. SDOT will install two traffic diverters at SW Genesee St and SW Brandon St to further calm traffic on the 26th Ave SW Neighborhood Greenway.
- D. Existing on-street parking to remain instead of the proposed 24/7 bus lane northbound at Youngstown Community Cultural Center.
 - Not included in the final design. SDOT policy places a higher priority on moving people via transit than on-street vehicle storage. 24/7 bus lanes will remain in this

segment to help buses move past general traffic queues at SW Genesee St and the on-ramp to the West Seattle Bridge.

- E. New planted medians to be regularly maintained after construction ends.
 - o Included. SDOT is committed to maintaining Delridge Way SW after this project is completed according to its available resources. New trees and vegetation will be tended with extra attention in the first few years after planting to make sure they take root and are thriving in the new planters.

Business feedback included requests from small business owners located at Delridge Way SW and SW Findlay St to eliminate the new southbound RapidRide bus stop south of SW Findlay St. Their concerns were about loss of approximately 50 feet of on-street parking for the new bus stop bulb-out, which they said would challenge their current loading/unloading and customer parking practices. SDOT also heard from a landlord of one of the buildings, asking us to make these changes on behalf of his tenants.

In response, the SDOT project manager and outreach lead met with the business owners and spoke with them on the phone and emailed with the landlord. Conversations resulted in changes to the design to widen a business driveway, a proposal to add more two-hour parking time limits in the area, and load zones to encourage business delivery and customer parking there.

SDOT asked the OED construction impacts advocate to work with the businesses to explore whether any OED resources could be made available or their consulting services would be appropriate. SDOT will continue to follow up with business owners and OED as pre-construction outreach continues.

For the business owners on Delridge Way SW who prefer to communicate with the City in a language other than English, SDOT made follow-up calls in Spanish and Vietnamese and will have the SDOT project manager and outreach lead meet with each business and an appropriate translator to discuss any feedback or construction preparation needs this spring before construction begins. At this time, SDOT is calling these businesses to scheduled meetings for March.

3. Changes to the project from 90% design to 100% design

As a result of reengaging the community and businesses at 90% design in fall 2019, SDOT made the following changes to the project design to better reflect the priorities of the surrounding community while furthering the City's goal to move people riding riders, and other vulnerable users, more safely and efficiently through the corridor.

Design updates included in 100% design:

- A) Traffic operations and safety
 - 1) Reduced posted speed limit south of SW Orchard St from 30 mph to 25 mph in compliance with citywide Vision Zero initiative to lower arterial speed limits.
 - 2) Raised the protected bike lane to curb height along the island on the northwest corner of Delridge Way SW and SW Henderson St/SW Barton St to improve visibility for people biking.

- 3) Added a planter strip along the south side of SW Barton St at the Delridge Way SW intersection to add more protection for the sidewalk.
 - 4) Added painted curb bulbs on east legs of 21st Ave SW and SW Croft St at Delridge Way SW to reduce the intersection footprints and improve pedestrian safety.
 - 5) Added a northbound left-turn lane into SW Webster St and a small refuge island for eastbound Webster traffic turning left onto Delridge Way SW.
- B) Interagency coordination
- 1) Moved the northbound RapidRide station at SW Thistle St from the northeast corner to the southeast corner of the intersection to avoid a large existing Seattle City Light (SCL) vault.
 - 2) Reduced pavement restoration on residential side streets where not triggered by utility upgrades to reduce construction impacts in neighborhoods.
 - 3) Reduced pavement restoration on Delridge Way SW between SW Andover St and SW Genesee St to avoid the need to remove new pavement when Sound Transit builds Delridge station.
 - 4) Removed median from SW Andover St to SW Dakota St to avoid the need to remove new medians, landscaping, and irrigation when Sound Transit builds Delridge station.
 - 5) Extended storm drainage on Delridge Way SW between SW Findlay St and SW Hudson St, and on SW Hudson St between Delridge Way SW and 25th Ave SW to provide for future developments.
 - 6) Added water quality facilities at SW Holden St and SW Thistle St where existing facilities are undersized and do not meet Code.
 - 7) Altered tree planting locations in the proposed median islands to prevent tree roots from growing into existing Seattle Public Utility (SPU) pipes.
- C) Emergency response
- 1) Added an emergency median cut-thru for Seattle Fire Department (SFD) in the long island north of SW Hudson St to improve emergency response routing.
 - 2) Changed concrete curbs separating northbound and southbound traffic with painted stripes at most intersections to allow better navigation of emergency vehicles and improve emergency response routing

4. Status of secured project funding

Transit-plus Multimodal Corridor Program	
Move Seattle Levy	\$9.5 M
Local vehicle license fee	\$0.3 M
Regional Mobility Grant	\$10 M
<u>King County Metro</u>	<u>\$14 M</u>
	\$33.8
Program subtotal	M
Arterial Asphalt and Concrete Program	
	<u>\$38.5</u>
<u>Move Seattle Levy</u>	<u>M</u>

Program subtotal	\$38.5 M
Total	\$72.3 M

5. Planned construction schedule

Construction is scheduled to start in early summer 2020 and reach substantial completion by late 2021 or early 2022. Once a contractor is selected, SDOT will have additional details about the construction scheduling, which SDOT will share with the community during a pre-construction outreach period in spring 2020.

To deliver the highest level of customer service for the surrounding community during construction while delivering RapidRide H Line service on time, SDOT incorporated additional stipulations into the contract:

- A. Standard work hours will be Monday -Friday, 7am -7pm. However, weekend and night work (with a noise variance) will be allowable to ensure the project can be built efficiently
- B. One lane of traffic in each direction will be maintained throughout construction to keep traffic moving.
- C. SDOT divided the corridor into zones and will not allow the contractor to proceed to the adjacent zone until approved. This will help manage the contractor so that they are not spread thin all along the whole corridor.
- D. Intersection closures will be allowed on nights and weekends to minimize traffic disruptions on arterials streets and diversions to neighborhood streets.
- E. SDOT is working closely with King County Metro to keep buses running as efficiently as possible during construction, using detours sparingly and deploying shuttles if needed to get transit customers to bus stops.
- F. Freight and deliveries will be maintained during construction to help support business needs
- G. No two minor side streets can be closed at the same time to maintain access to communities with limited access or a single point of entry.
- H. Six-day advance notice (instead of the typical three-day notice) of street and driveway closures to the SDOT project team to allow for multilingual translation and coordination with stakeholders
- I. Contractor to write a business accommodation plan to quickly support affected businesses with access concerns during construction. Support may include a flagger to assist customers and deliveries, temporary reserved on-street parking for businesses, or custom signage.
- J. Major construction in front of Louisa Boren STEM K-8 School will be scheduled for summer months while school is on break to avoid conflicts with school pick up and drop off.
- K. For people walking and rolling, the contractor will add mid-block crossing with lights, striping, temporary Americans with Disabilities Act (ADA) compliant curb ramps, and flaggers as needed, and include pedestrian access plans in their traffic control plan (TCP) submittals to SDOT.

- L. For people biking, there will be safe and intuitive detours in place and adequate notice given to members of the bike community and advocates.
- M. Accommodations will be made for vehicular access to areas under construction for people who need to attend medical appointments.

6. Outreach and engagement plan for businesses that may be affected by the project and role of OED to address potential impacts

SDOT efforts in partnership with OED helped the project teams understand business concerns and incorporate business feedback into the final design, resulting in a better project that will provide a substantial investment in this historically underserved community.

SDOT worked consistently to engage businesses and property owners throughout the planning and design phases of the project and is looking forward to continuing the engagement during the construction phases and the launch of new RapidRide H Line service. SDOT heard about how parking was used in business operations, including for staff, customers, and deliveries; ways that staff and customer use transit to get to stores and jobs; and the years-long desire for major City investment in the aging infrastructure in the community. SDOT also heard about construction-related concerns, especially from food service and retail businesses who depend on foot traffic, deliveries, and a welcoming ambience to attract customers and maintain a positive reputation.

Based on these SDOT-business conversations, and through additional multi-lingual outreach efforts, the SDOT project will locate RapidRide stations at business hubs; improve street crossings at those station intersections to help people get to both transit and the surrounding businesses; maintain parking and load zones where there is not adequate off-street or side-street parking; maintain parking where customers are coming by car to shop because of the rising cost of living and displacement of nearby customers, particularly in historic communities of color such as White Center; and add trees, shrubs, and landscaping to make business and community hubs more inviting, greener, and calm traffic. To ease concerns about construction impacts, SDOT will hold its team and contractors accountable to contract provisions that say business access is maintained, proper notice is given, and storage and staging of materials and equipment is reasonable.

Business owners, employees, and customers received information through our periodic email updates, public meetings, mailings, West Seattle Blog coverage, and the four door-to-door business outreach efforts done since 2016. This included bringing translators with us to speak Spanish, Vietnamese, and Chinese language with business owners and sending translated information.

SDOT offered briefings with businesses who requested further information and at 90% design called in-language previously identified businesses who requested translation and interpretation services with a project update and offered in-person briefings as requested.

To date, SDOT has engaged with the OED and is connecting business owners directly with OED to discuss how they can prepare for business operations during construction. OED provides small business support and has small business advocates who SDOT asked to directly work with affected business owners and managers in Delridge. OED manages various programs and pilot projects, including the Legacy Business Program, Small Business Tenant Improvement Fund Pilot, and the Stabilization Fund Pilot. OED resources fluctuate annually and are generally used for low-income eligible businesses.

OED also offers resources and support for small businesses, including: no cost 1-on-1 business consulting with a particular focus on business planning, financial management and marketing; access to classroom training and counseling, with specialized assistance available for early stage, low-income and immigrant owned entrepreneurs; business advocacy support and links with business district organizations; location assistance, including a tool that can help you identify the perfect location for your business; checklists and assistance with signing a commercial lease; and guidance on navigating City government, including permitting and business certification. SDOT will connect businesses with OED as SDOT continue to reach out through phone calls and in-person briefings about construction timing and what to expect.

7. Pedestrian access and crossings at bus stops

Pedestrian improvements are included in the project design throughout the Delridge Way SW corridor. All RapidRide stations will be fully ADA accessible there will be at least one marked crosswalk across Delridge Way SW. These crosswalks will have either a full signal, walk/bike signal, or a rapid flashing beacon to help people walking and biking cross the street. SDOT is planning sidewalk repairs at key locations to provide a continuous pedestrian environment.

SDOT is coordinating with Seattle Parks and Recreation (SPR) to create a trail and wayfinding plan between High Point and north Delridge and formalize the uphill connection to the new SW Findlay St RapidRide station – a goal outlined in the North Delridge Action Plan. The SDOT-SPR trail and wayfinding plan will include recommendations and is scheduled for public release in spring 2020.

During Delridge Way SW construction, SDOT is committed to having safe, intuitive pedestrian detours and temporary, supplemental crosswalks with lighting and signals if long lengths of sidewalks are closed. SDOT understands that the long blocks and high transit use in the Delridge community mean people are walking north-south to and from their destinations and Route 120 stops are inconvenienced by sidewalk closures and traffic signals can be far apart.

8. Decisions regarding 24/7 dedicated bus lanes and parking removal

Since the 60% design milestone in fall 2019, the decision to add 24/7 bus lanes between the West Seattle Bridge and SW Alaska St in both directions and peak-only bus lanes northbound between SW Alaska St and SW Hudson St and southbound between 24th Ave SW and Orchard Way SW has not changed. Parking is not allowed in active bus lanes.

SDOT hired a consultant to evaluate parking inventory and utilization in the corridor to help with decision-making. The data showed adequate parking supply available on Delridge Way SW and within one block of it to accommodate people shifting their parking from the future bus lane areas to the remaining parking spaces.

SDOT heard concern from the Youngstown Cultural Arts Center about this decision – as mentioned in the 30% design proviso – and was asked to allow on-street parking during off-peak hours. SDOT also heard from residents and transit riders who shared positive feedback about new bus lanes to allow transit to get out of traffic and increase speed and reliability. The concern from those riders was about buses being stuck behind cars not moved by 6 a.m. if people were allowed to park overnight, and about the utility of consistently available bus lanes to keep transit moving through an area with traffic queuing at intersections and the entrance to the West Seattle Bridge.

9. Implementation of the Bicycle Master Plan as part of the project

In 2014, the Council approved the Bicycle Master Plan (BMP), which provided the framework for bicycle investments throughout the City. The BMP recommended a two-way protected bicycle lane on Delridge Way SW from the West Seattle Bridge to Orchard Way SW for approximately 2.5 miles. This recommendation overlapped with about half of the corridor identified in the Transit Master Plan (TMP) between the West Seattle Bridge and SW Orchard St.

The following are references in the BMP that provide guidance moving forward with implementation of bicycle connectivity if the recommendations in the BMP were not practical:

- P.52 - Strategy 4.2.2 - Discusses the process for using a parallel greenway to provide bicycle connections if unable to move forward with a cycle track or protected bicycle lane. According to the BMP “If through the process SDOT determines that a proposed cycle track is not feasible, implement a neighborhood greenway on a parallel street to provide an all ages and abilities bicycle connection to destinations”.
- P. 70 - Under Multimodal Corridors the BMP provides context on treating bike facilities when implementing multimodal corridors. According to the BMP: “while all efforts will be made to implement the recommended bicycle network on the multimodal corridors, people riding bicycles can more easily be accommodated on parallel non-arterial streets than other modes.”
- P. 95 - Strategy 7.1.1 - Discusses the project delivery process and what to do if a protected bicycle lane is not practical. The strategy states that through public engagement, data collection and technical analysis SDOT can develop concept design alternatives. Once there is a preferred design: “if it has been determined that a recommended cycle track (protected bicycle lane) is not feasible on the arterial street, then the project team would incorporate an adjacent neighborhood greenway to ensure people of all ages and abilities can ride to their destinations on all ages and abilities bicycle facility”.

SDOT considered these strategies throughout the planning and design phase of the Delridge Way SW RapidRide H Line project.

Given that both the TMP and the BMP identified the Delridge corridor as priority corridors for plan implementation, the project team worked to identify ways to provide frequent and reliable transit service along the corridor, while providing connectivity to the bicycle network. In 2016, SDOT developed five concept options that balanced modal priorities. Based on internal evaluation, two options were selected to move forward into project definition, which would implement corridor bicycle facilities using different approaches.

SDOT recognized early on that the design would include trade-offs between the travel modes due to the physical limitations and usage of the street. Adding bus lanes separate from the general travel lanes to keep the most people moving made it technically infeasible to add new protected bicycle lanes both northbound and southbound for the full length of the project area because of width constraints.

SDOT reached out to the surrounding community during the initial planning phase to learn what improvements they would like along the Delridge corridor. Community feedback included:

- Support for prioritizing buses on Delridge Way SW
- Interest in a safer and connected bicycle route through the Delridge corridor, but a lack of consensus on the preferred route
- Acknowledgment of Route 120 as an important neighborhood connector, not just as a way to
- get people to and from downtown Seattle
- Desire to keep and improve bus access for the most vulnerable people in the community
- Desire to see Delridge Way SW repaved and restored to a smoother surface

Regarding bicycle lanes, responses were split on whether bicycle lanes should be on or off of Delridge Way SW. Face-to-face outreach as well as survey responses indicated that respondents desired better connectivity between existing neighborhood greenways and Delridge Way SW, and if adding a bicycle lane to Delridge Way SW, it should span the full length, especially in areas where the neighborhood greenways have a steep grade (particularly between Delridge Way SW and 21st Ave SW on Croft Pl SW). It should be noted that the 2014 BMP recommendation only recommended protected bicycle lanes between the West Seattle Bridge and SW Orchard St, not the full length of Delridge Way SW.

In parallel with broader community engagement on the project, SDOT also worked closely with the bicycle community and transit advocates in 2017 and 2018 to develop a project that would address the transit and bicycle goals in the corridor. SDOT had several meetings with West Seattle Bike Connections, Transportation Choices Coalition, Cascade Bicycle Club, and Seattle Neighborhood Greenways.

After much discussion, these organizations conditionally supported a design that would include the southbound protected bicycle lane in the southern section of Delridge Way SW with requests to start the southbound lane at SW Juneau St (not SW Graham St as initially proposed) to connect to the existing neighborhood greenway and to make improvements to the

existing parallel neighborhood greenways. A letter dated April 11, 2018, outlined the support of advocates that participated in this process.

Based on the additional work with community groups and bicycle advocates, SDOT developed an Option 3 (Preferred Alternative), which combined elements from the original two options and includes both on- and off-Delridge Way SW bicycle facilities offering both northbound and southbound bicycle facilities between hubs. This option was adopted as the preferred alternative that SDOT carried into design development.

If the design was updated to include standard protected bicycle lanes on Delridge Way SW from SW Andover St to Sylvan Way SW per the BMP recommendation, the change would negatively impact transit speed and reliability which is a primary goal for the project. This would occur at the north end between SW Andover St and SW Alaska St and in the south between SW Myrtle St and SW Sylvan St where bus only lanes would need to be removed because of lane width constraints in this area. In additional areas, parking would need to be removed due to similar lane width restrictions.

The final design for the project includes the upgrades to existing greenway routes with Option 3, including installation of a southbound protected bicycle lane on Delridge Way SW from SW Juneau St to SW Cambridge St.

In summary, The Delridge Way SW RapidRide H Line project is expected to be constructed by the end of 2021 and will include:

- New dedicated Bus Lanes- Bus-only lanes and queue jumps separate buses from traffic, increasing speed and reliability
- New enhanced Bus Stops- RapidRide stations include real-time arrival information, larger shelters, lighting, and other amenities
- New off-Board Fare Collection- Off-board fare collection helps buses move faster as riders can pay fares without waiting in line
- Providing specialized Buses- RapidRide buses offer lower floors for easier loading and unloading
- New Smart Signals on Delridge Way SW - Transit signal priority extends or activities green lights to reduce waiting times for buses at signals
- Improved Bike and Pedestrian Connections- Improvements to crossings, neighborhood greenways, and bicycle lanes will help people access new RapidRide lines and improve safety along the corridor
- Increased ridership from 5,200 daily boardings today to a predicted +7,100 new daily boardings by (2035)
- 187k jobs served and 49k residence served by 2035
- An anticipated outcome of up to 10-15% time travel savings on the new RapidRide H Line
- Street Improvements on Delridge Way SW such as:
 - New planted medians to green Delridge and calm traffic
 - New art sculptures for community placemaking
 - New paving for a smoother ride and long-lasting street
 - New sewer and water pipes for drinking water and wastewater

- Increasing bus service on nights and weekends
- Consolidates, or removes 9 bus stops, RapidRide stations are now about 1/3 mile apart rather than 1/2

10. Consideration of a traffic diverter on 26th Ave SW at SW Genesee St, speed humps on 26th Ave S, and potential modification of PBL to a two-way PBL from SW Juneau to SW Kenyon St

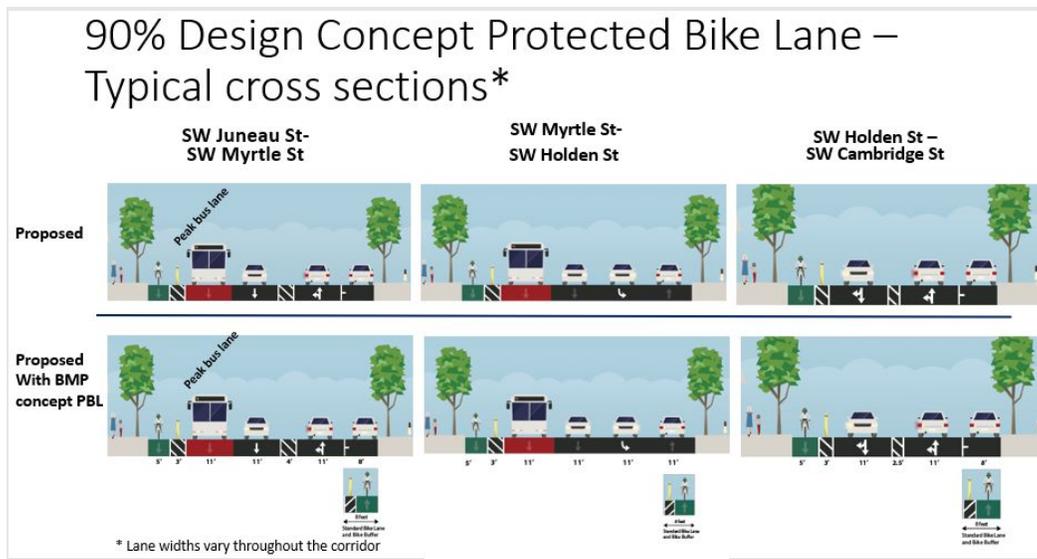
In response to community requests for additional traffic calming on the 26th Ave SW neighborhood greenway, SDOT performed traffic and speed counts on the route. The data showed an increase in traffic volumes from less than 1,000 vehicles per day in 2016 to more than 1,790 vehicles per day in 2019 in the area of SW Genesee St, including 64% of vehicles staying on 26th Ave SW while crossing SW Genesee St.

Given the SDOT construction nearby on 35th Ave SW and SW Avalon Way and upcoming construction for the Delridge Way SW - RapidRide H Line project, it was determined that 26th Ave SW was serving as an alternative route to avoid construction traffic slowdowns and intervention was needed to maintain a comfortable neighborhood walk/bike street.

To further calm traffic and reduce traffic volumes, SDOT will install two traffic diverters on 26th Ave SW – one at SW Genesee St and one at SW Brandon St. The diverters will prohibit people driving from traveling north-south on the neighborhood greenway, while allowing right-in, right-out movements at the intersections.

The following summarizes the design process, changes and general implications of implementing standard 8-foot protected bicycle lanes per the BMP recommendation by section as shown in the typical cross sections:

- SW Andover St – SW Alaska St (approx. 0.5 miles): This cross section would require elimination of the planned bus lanes on both sides of the street to incorporate a standard two-way protected bicycle lane.
- SW Alaska St – SW Hudson St (approx. 0.3 miles): This cross section would require elimination of the planned bus lane on one side of the street and existing on-street parking to incorporate a standard two-way protected bicycle lane.
- SW Hudson St – SW Juneau St (approx. 0.5 miles): This cross section would require removal of existing on-street parking on both sides of the street to incorporate a standard two-way protected bicycle lane.
- SW Juneau St – SW Myrtle St (approx. 0.8 miles): This cross section would require removal of existing parking on one side of the street to incorporate a standard northbound protected bicycle lane (southbound protected bicycle lane is already planned for and parking for that side is being removed). Also note that there is parking in this location that is dedicated for school bus pick-up and drop-off for the Louisa Boren Stem K-8 School which was retained as part of community outreach with the school.
- SW Myrtle St – SW Holden St (approx. 0.4 miles): This cross section would require removal of a future southbound bus lane to incorporate a standard northbound protected bicycle lane (southbound protected bicycle lane is already planned for).



Due to varying lane widths throughout the corridor, a continuous protected north and south bicycle lane as called for in the BMP is not possible without impacting bus lanes, which will improve transit for an estimated 7,100 daily riders; SDOT has chosen to prioritize the bus lanes over a two-way protected bicycle lane facility on Delridge. It could be provided in some sections of the corridor by removing parking, however, the start and stop of the facility is not ideal, which is why the current approach was chosen.

Appendix A: 2019-2020 Community and business outreach activities summary

The following community and business outreach activities were done at the 60% design milestone to solicit feedback for consideration in both the 90% and 100% design processes.

Outreach took the form of in-person briefings, phone briefings, door-to-door flyering, individual emails, listserv emails, website updates, and media relations.

Organization Name	Date of activity	Activity Type	Language
Seattle Neighborhood greenways Re: neighborhood greenway update	2/14/2020	Phone briefing	English
West Seattle Bike Connections re: neighborhood greenway update	2/14/2020	Phone briefing	English
Beijing Massage and Spa	Week of 12/16/2019	Interpreted phone call	Mandarin
Salon Nueva Imagen	Week of 12/16/2019	Interpreted phone call	Spanish
Carniceria El Paisano	Week of 12/16/2019	Interpreted phone call	Spanish
Los Potrillos	Week of 12/16/2019	Interpreted phone call	Spanish
Alberston Used Tires	Week of 12/16/2019	Interpreted phone call	Spanish
Delridge Auto Repair	Week of 12/16/2019	Interpreted phone call	Vietnamese
Cat Tuong Herb	Week of 12/16/2019	Interpreted phone call	Vietnamese
MD Auto Repair	Week of 12/16/2019	Interpreted phone call	Vietnamese
Tam Thanh Cafe	Week of 12/16/2019	Interpreted phone call	Vietnamese
Ty's Auto Repair	Week of 12/16/2019	Interpreted phone call	Vietnamese
Invitation for Delridge Way SW- RapidRide H Briefing (90% design)	12/18/2019	Email	English
DON Site Walk for SW Brandon Street and SW Findlay Street	12/7/2019	Field visit	English
SDOT Press Release: Input needed for Trail Improvements & Wayfinding	12/2/2019	Press release	English
Meeting with Bike Community Stakeholders	11/21/2019	Stakeholder meeting	English
Business Briefing Invitation	11/11/2019	Email invite for briefings before 90%	English
90% Design Listserv	11/7/2019	Email update	English
90% Design update to the West Seattle Blog	11/6/2019	Email update	English
90% Design website update	11/6/2019	Website update	English

Constituent briefing	10/14/2019	Phone briefing	English
Olympic Pizza (Delridge) Briefing	9/27/2019	Briefing	English
Delridge Days	8/10/2019	Festival tabling	Spanish, Vietnamese
West Seattle Transportation Coalition briefing	7/25/2019	Briefing	English
Arts in Nature Festival	6/29/2019	Festival tabling	Spanish, Vietnamese
Business Outreach Walk	6/28/2019	Flyering	Vietnamese
HPAC Briefing	6/26/2019	Briefing	English
Wetlands Block Party	6/15/2019	Festival	English
Vietnamese Cultural Center	6/5/2019	Briefing	English