

Kristi Rennebohm Franz,
Chair
Adam Bartz, Vice-Chair
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Don Brubeck, Secretary

Jeff Aken
Jed Bradley
Steve Kennedy
Riley Kimball
Lara Normand
Phyllis Porter
Michael Wong

January 20, 2016

To: SDOT Director Scott Kubly

Re: **Delridge-Highland Park Greenway**

Dear Director Kubly

As a follow-up to SBAB's January 6th meeting, we would like to take this opportunity to comment on the Delridge-Highland Park Greenway project.

We thank SDOT staff Dawn Schellenberg and CJ Holt for the follow-up meeting with SBAB member Don Brubeck, SBAB member Kristi Rennebohm Franz and West Seattle resident Mike Hendrix on Wednesday, January 13 to collaborate on concerns, especially:

- 1) Safety on the Greenway on 21st Avenue SW between the angled intersection of 22nd Avenue SW and the angled intersection of SW Dawson; and
- 2) Safety and practicality of the Greenway route at the jog from 17th Avenue SW to 15th Avenue SW for two blocks between SW Webster and SW Kenyon.

The review came in response to community concerns. We recognize that this project is nearing completion, but this was our first opportunity for review. People who live along the route came to us with both compliments and with safety concerns for the construction work and for some final design features. Feedback we have received from members of West Seattle Bike Connections illustrate the fact that there is still work to be done.

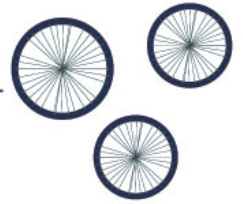
On the positive side, this is a long, valuable route for many users connecting many uses along one of West Seattle's ridges, and serving neighborhoods that have been neglected for street improvements. The design as implemented provides much-needed mobility improvements such as curb ramps for people using wheelchairs, scooters and walkers. It also provides safety improvements at major intersections with curb bulbs or simply curbs with tighter radii to slow turning traffic.

However, to make this greenway are real success, we feel it is crucial that SDOT address these concerns:

- Design and implement a high quality off-street mixed use two-way path or wide sidewalk on the west side of 21st Ave SW between the intersection of 21st and 22nd Avenues SW and SW Dawson. The Bicycle Master Plan calls for this length of 21st Ave to be an "off-street" facility for good reasons: it is on an arterial with poor vehicle sightlines at each end, narrow gravel shoulder on the east and a narrow sidewalk with no planting strip on the west. Not

The Seattle Bicycle Advisory Board shall advise the City Council, the Mayor, and all departments and offices of the city on matters related to bicycling, and the impact which actions by the city may have upon bicycling; and shall have the opportunity to contribute to all aspects of the city's planing processes insofar as they relate to bicycling.

- City Council
Resolution 25534



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implementing the master plan in this section is dangerous, and effectively cuts the greenway into two unconnected parts, with no alternative routes that work for all ages and abilities. However it is accomplished, this section needs a pedestrian and bicycle route out of traffic in order to provide true connectivity and to increase awareness and ridership.

- Revise the final Greenway route between SW Webster and SW Kenyon. The route as implemented is not practical because it unrealistic to expect people to walk or ride bikes two blocks out of their way to the east, and then after going two blocks north or south, to go two blocks back to 17th Ave SW just to avoid travel for one block on 16th and crossing at a traffic light at 16th SW and SW Holden. The two crossings of 16th are not safe for all ages and abilities because they are on an arterial with fast and busy traffic without traffic signals or flashing beacons, and cars can park nearly to the crosswalks, obscuring drivers' vision of people crossing. We recommend consideration of the community input given during design to provide a protected bike lane on the west side of 16th SW for the block from SW Webster to SW Holden, with a bike crossing at Holden, and elimination of the sweeping free right turn lane from SW Dumar to 16th SW. At a minimum, to meet Greenway standards, the crossings at Webster and Kenyon should be protected with lights triggered by bikes and pedestrians.
- Complete the southern portion of the greenway to current design standards, including protection of intersections at arterial streets.

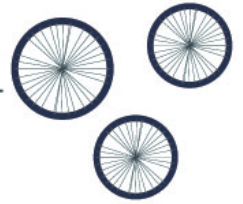
We have these recommendations for the balance of the construction period on this project, and for application to all future construction management:

- Provide construction zone protection for work in the right-of-way that is equal to what SDOT requires for street use for private construction projects. Measures such as warning signs and lights, reduced speed limits, alternate routes when necessary, and temporary bike lanes would greatly enhance safety and help meet the Vision Zero goals.
- Schedule projects to minimize long delays in repaving during months that normally have many days of inclement weather. When project duration requires that some work must happen during the wet and cold months, give priority to the areas that have the most exposure to unsafe conditions, to get them completed more quickly during drier months.

SBAB members are are ready to dedicate time more working sessions with SDOT and other stakeholders to further review this project.

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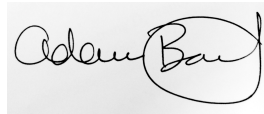
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This greenway will serve some of Seattle's most disadvantaged neighborhoods, providing access to schools, parks, shopping, services, jobs and South Seattle College. Disadvantaged areas of southeast, south, southwest and far north Seattle have lagged behind other parts of the city for too many years in terms of bicycle and pedestrian-oriented infrastructure. With a few small adjustments, the completion of this project will be a positive step in meeting Seattle's commitment to rebalance the scales and provide high quality transportation infrastructure in low-income areas that have been traditionally underserved.

Sincerely,



Kristi Rennebohm-Franz
Chair



Adam Bartz
Vice Chair



Merlin Rainwater
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Don Brubeck
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