



Dear Seattle DOT and King County Metro,

First, we want to thank you for doing another round of outreach to ensure that more people had the opportunity to provide feedback on their transportation needs. Thank you also for thinking about the corridor holistically and working towards solutions for people walking, biking, and taking transit.

Our organizations would like to offer our support for **Option 3 with** the following improvements for people walking and biking:

Walking:

- Crosswalks: All transit stops should have a safe way to cross Delridge Way, with a crosswalk within one block of each stop.
- Accessibility: Sidewalks along Delridge Way should be repaired or improved to allow for full ADA access.
- High Point Connection: Improve the walking conditions (SW Brandon St) from the High Point community to Delridge Way. There are currently no sidewalks along Brandon from 30th to 26th, presenting a serious safety hazard for pedestrians accessing the Delridge corridor from High Point.
- Louisa Boren K-8 to Parks: Add low cost pathways along 26th AVE S from SW Brandon St to SW Juneau St (2 blocks).
- Louisa Boren K-8 safety: Provide traffic calming and greenway treatment on SW Croft St and SW Juneau St, to the south and east of STEM Boren K-8 school.
- SW Andover St and Delridge: Add a leading pedestrian interval and no turn on red restriction to help decrease conflicts.

Biking:

- Start PBL at Juneau: The southbound Protected Bike Lane (PBL) must start at SW Juneau St. Starting at SW Graham St would require people to climb two large hills, and would not provide for a safe bicycle route to STEM Boren K-8 school.
- Improve 26th Ave neighborhood greenway: Speeds and volumes on the 26th neighborhood greenway are too high according to families that bikes. In order for this street to remain a reliable and safe alternative to Delridge, diverters and more aggressive speed humps should be installed to discourage drivers from using it as an alternative to Delridge.
- Make the northbound neighborhood greenway safe: The 17th Ave SW neighborhood greenway currently routes people over a staircase, which is a considerable obstacle and

safety hazard for people biking. We highly recommend adding a bikeable ramp (not tunnel) to this staircase, or providing an alternative route for people with family bikes, cargo bikes, and those riding adaptive bikes.

- ❑ Make the northbound neighborhood greenway attractive: The current 17th Ave SW greenway routing has users cross an extra arterial and go up a hill. West Seattle Bike Connections (WSBC) has proposed a re-route for this segment that would make the route safer and more comfortable. Additionally, Croft Place SW needs wayfinding to connect people to the 26th Ave SW greenway.
- ❑ Connect to White Center: Current designs have the south bound PBL stopping before White Center. We strongly recommend extending to SW Roxbury St to connect people safely between neighborhoods.

Thank you,

Vicky Clarke, Cascade Bicycle Club
John Stewart, Feet First
Beau Morton, Transit Riders Union
Hester Serebrin, Transportation Choices Coalition
Gordon Padelford, Seattle Neighborhood Greenways
Douglas Ollerenshaw, West Seattle Bike Connections
Keith Kyle, Seattle Subway

We recognize that every project has limited budget, which is why we prioritized the list above, but we also would like to relay **additional ideas** for improvements that we hope will be addressed in the future:

1. Improving/adding pedestrian infrastructure between the Route 128 and 120 stops (on Orchard between Sylvan and Delridge).
2. Signage at Delridge and 23rd to alert drivers to the trail.
3. 26th and Andover turn pocket for people biking to access the neighborhood greenway.
4. Expanding the Sanislo Elementary path
5. Improve sightlines at intersections

Letter Date: April 11th, 2018