

## Summary

### About the Project

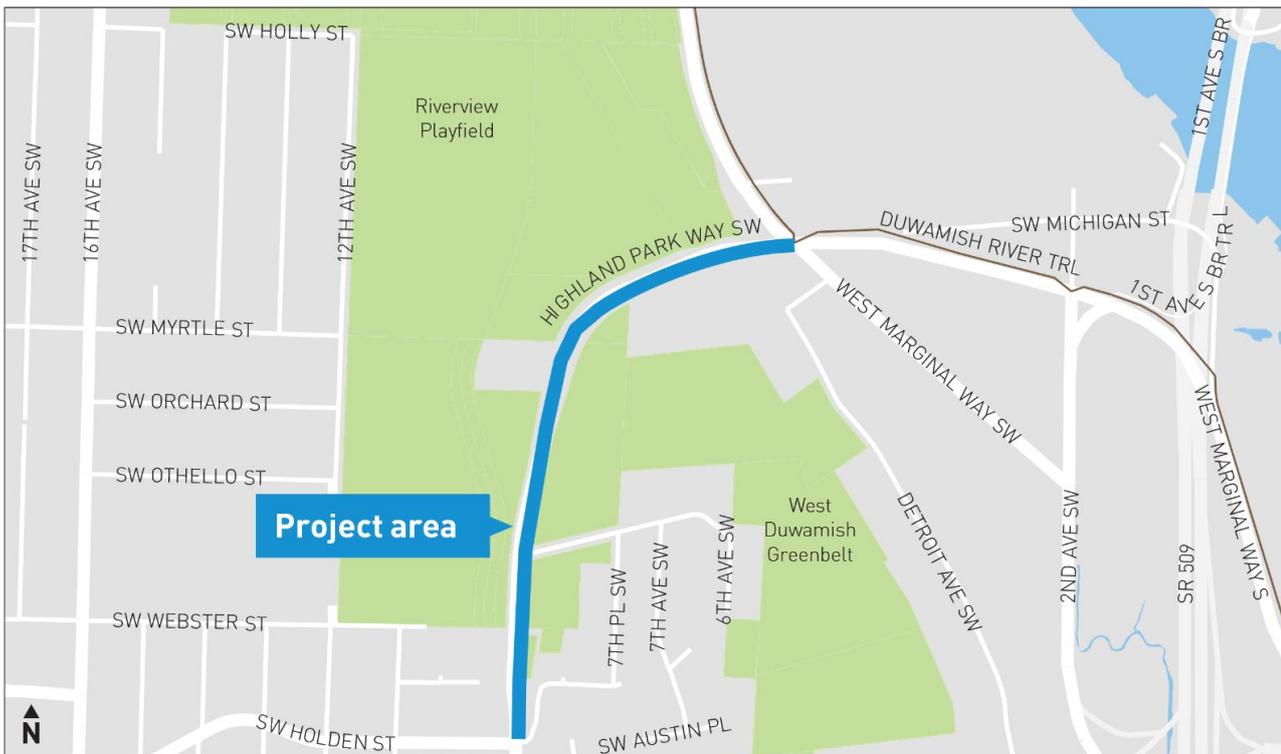
In spring 2024, the Seattle Department of Transportation (SDOT) gathered community input on three initial concepts for the [Highland Park Way SW Connection Project](#). This project was identified as a priority in the [Seattle Transportation Plan](#) and through conversations with community groups in the area. The project goals are to:

- Create a better option for people walking, rolling, biking, and taking transit in the area
- Calm traffic along Highland Park Way SW to enhance safety and reduce collisions
- Make a more comfortable connection to the Duwamish River Trail for people in Highland Park and nearby neighborhoods

SDOT presented three initial concepts:

1. Add a one-way, downhill, protected bike lane and repair the existing path
2. Build a new multi-use path for people who walk, roll, bike, and take the bus
3. A combination of Options 1 and 2: add the protected bike lane first (as it takes less time and money to build) and develop the multi-use path later when additional funding is available

Each of these concepts involves removing a northbound driving lane on Highland Park Way SW. The concepts and current conditions are described in detail in [Appendix A](#). The project area is illustrated below.



Map of project area.

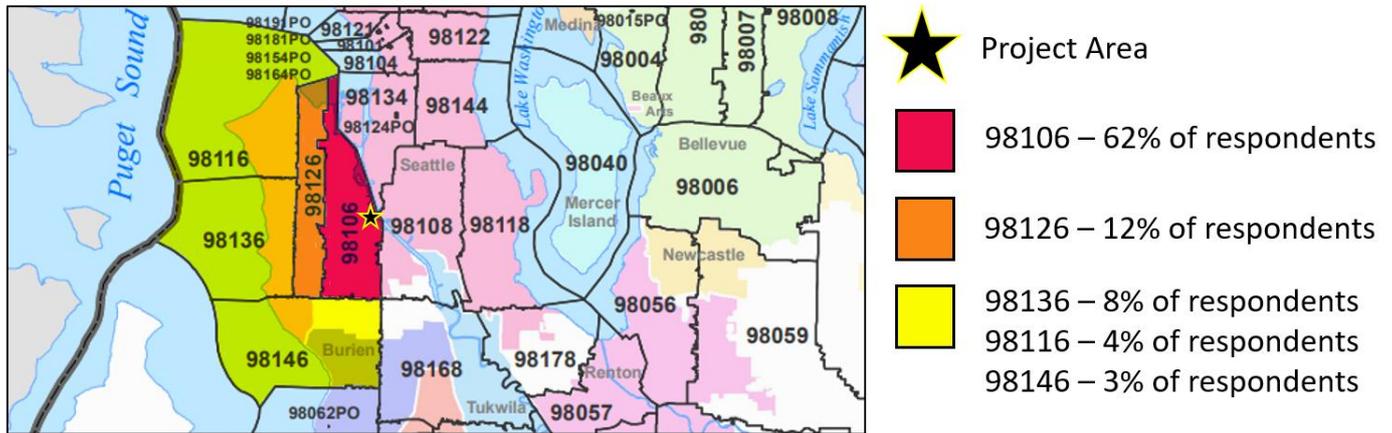
### How We Reached People

To collect input on these initial concepts we first conducted interviews with some key stakeholders in the area, which informed broader outreach efforts. We then invited community-wide input using a mailer, yard signs, email notifications, blog and social media posts, web content, media and community partner promotion, flyers at local businesses, and in-person drop-in sessions at community events. We collected input through an online and print survey, conversations at community events, our project inbox, and our project phone line.

## Who We Heard From

We heard from more than 2,000 people during our outreach. We interviewed 11 organizations, businesses, and community members in the area and 1,700+ people took the survey, 300+ talked with us at community events, and 11 sent us emails or called our project phone line. Most live near the project area (including 700+ living in the 98106 zip code), and more than half travel through the project area. Survey demographics are in the Survey Results section.

In August 2024, we also received a joint open letter from members of the Highland Park Action Coalition, West Seattle Bike Connections, and the Morgan Community Association. This letter is included in [Appendix C](#).



Map of project showing zip code demographics of survey participants.

## Key Themes

Through our interviews, survey, and community conversations, the following themes emerged:

- Many people are concerned about removing a driving lane on Highland Park Way SW. They worry it will increase congestion and make it harder to drive around, particularly if the West Seattle Bridge closes again.
- Some people feel that the existing path is sufficient and just needs repairs.
- About 40% of survey respondents use the existing path – 368 bike, 318 walk, 65 use it to get to the bus, 19 use a mobility device, 14 use a scooter. Use varies from daily to a few times a year.
- Among those who use the path, many shared that the path is bumpy, the grass is not cut regularly, and there is debris on the path. Some also mentioned that the path is dark, too close to the road, and people drive too fast. These factors contribute to some feeling that the path is not pleasant or safe.
- Among those who do not use the path, most say they prefer to drive or take the bus. Some also say the path isn't well-maintained, and it doesn't feel safe. More than half say they would not use the path if it were improved, while the rest say they would, particularly to walk and bike.
- More than half of survey respondents do not support any of the options, primarily because they would remove a driving lane. The level of support varied across demographics such as zip code, age, and gender.
- Many people feel that there are not enough people using the current path to warrant changes.
- Of the options presented, Option 2, the multi-use path, received the most support with more than a third of survey participants indicating support. People liked that it provided the most benefits for people who both walk and bike (including a two-way biking option). Some still wanted there to be a concrete barrier between the path and the street and some have concerns about people biking fast on the path, which they feel might not be safe for people walking.
- For Option 1, some people liked that there was a concrete barrier, but some others felt that a one-way bike lane was insufficient, and they did not like that buses would pull into the bike lane. Just over a quarter of survey respondents supported this option.
- For Option 3, some people liked that we could build something faster and then something better later, but others were concerned that funding would never come through and phase two would not happen. About a quarter of survey respondents supported this option.
- Some people suggested other ways to enhance safety on Highland Park Way SW including speed cameras or other enforcement and a center barrier to prevent people driving from crossing into ongoing traffic.

# Outreach Activities

## March - April 2024

We began our outreach by interviewing representatives from the following businesses and community groups:

- Amigos de Seattle
- Bethany West Seattle
- Delridge Neighborhoods Development Association
- Duwamish Longhouse & Cultural Center
- Highland Park Action Coalition
- Highland Park Corner Store
- Highland Park Public Transformation Plan
- Pioneer Industries
- South Seattle College
- West Duwamish Trails
- West Seattle Bike Connections

Interviewees provided thoughts about the project and informed our outreach approach. They helped identify events to attend and effective communication channels to use. We also asked if they would share our survey and project information with their communities and three of our interviewees reviewed our survey and provided feedback before we distributed it to help ensure it was easy to use and understand.

## May – June 2024

After these interviews, we launched a broader outreach effort with information in English and Spanish. We offered opportunities for people to take the project survey, or to share their thoughts in person by phone or via email. Our materials included the following:

- Digital communications: [three emails to 1,500+ subscribers](#), one email to local businesses, SDOT [blog post](#), [social media posts](#), and [project website](#)
- Print communications: [mailer](#) to 10,000+ households, [20 yard signs](#) distributed around the project area and near West Seattle Garage Sale hotspots, [flyer](#) delivered to dozens of local businesses and churches, [fact sheet](#) for community events
- Tabling at six community events:
  - May 16: Highland Park Corner Store: Run Club, Wine Tasting, and Food Truck
  - May 18: West Seattle Bee Festival
  - May 22: Spring Fling at South Seattle College
  - May 23: Highland Park Corner Store: Run Club, Wine Tasting, and Food Truck
  - May 25: Delridge Farmers Market
  - June 1: White Center Pride (with the Highland Park Action Coalition and Highland Park Improvement Club)
- Briefings at three virtual community meetings:
  - May 15: South Seattle College Student Government Meeting
  - May 22: Highland Park Action Coalition Monthly Meeting
  - June 5: District 1 Community Network Meeting
- Media coverage on the [Westside Seattle Blog](#) and the West Seattle Blog on [May 10](#), [May 21](#), [May 23](#), and [May 24](#)
- Partner promotion: we provided materials and ways to engage with our interviewees and they shared them with their networks through emails, meetings, flyers, social media, etc.
- Project inbox: hosted and monitored a project email inbox and phone line as another way for people to share their thoughts



People taking a survey during a tabling event.



SDOT information table at a community event.

# Interview, In-Person Outreach, & Inbox Results

## Participants

As mentioned above, we interviewed representatives from 11 local businesses and community groups. We also received nine emails and spoke with two people over the phone about the project. Between the six in-person and three virtual events, we spoke with another 300+ people.

## Key Themes

Across these different engagements, a few themes emerged. These themes were mentioned by at least four different people. You can see all the written comments from in-person events in [Appendix B](#).

### Do not remove a driving lane

The most common theme was concern about removing a driving lane. People are worried it will create traffic jams on this main arterial, particularly if the West Seattle Bridge closes again.

Some mentioned that it will be less safe because people will get frustrated and drive recklessly. Others voiced concerns for people turning left out of Pioneer Industries or from SW Othello St. Some feel there are not enough people using the path to justify the loss of a lane.

#### Selected Quotes

- “Do NOT reduce driving lanes! This is a major vehicle artery for West Seattle!”
- “Bad idea!! This is a major way out of West Seattle. Remember when the bridge was out and how much traffic traveled out this way? The grade of the hill is steep! Just fix the sidewalk!”
- “I’m a biker and would not be in support of a bike lane – access to airport and West Marginal Way are more important.”

### Support for improved options for biking and walking

There were also many comments in support of a project like this. Many liked the idea of separating people who bike and walk from vehicle traffic, creating more and safer options. Some also mentioned that people drive too fast on Highland Park Way SW, and they would like them to slow down.

#### Selected Quotes

- “Like the idea of slowing traffic, notice that people drive really fast.”
- “Yes to removing a car lane for safer streets for all.”
- “Thanks for thinking of bicycles. Please separate from cars!!”

### Of the options, more supported Option 2: Multi-Use Path

Among the people who supported the project, slightly more were in favor of Option 2. They liked that there were more improvements for people who both walk AND bike. It also felt safer, and people liked that people on bikes would not interact with buses on the path.

#### Selected Quotes

- “This would be ideal safety-wise and is worth not being able to bomb down the hill.”
- “This is amazing! I vote for this one.”
- “Promotes more walking AND biking. Plus, no interference from buses”

### A close second was Option 1: Downhill Protected Bike Lane

Among the people who supported the project, slightly fewer were in favor of Option 1. Having a concrete barrier felt safer to some, and some liked the idea of separating people biking from people walking. However, some had concerns about the bus entering the bike lane.

#### Selected Quotes

- “I bike, I drive, and I like the protected path.”
- “Well overdue – finally.”

- “Physical barriers between cyclists and motorists ... landscape and greenery is nice, but physical obstruction more important”

### Support for a compromise – improve path AND maintain all lanes

Many people asked why we couldn't keep four driving lanes and simply expand the path into the green space to the east of the existing path. Others felt the existing path is sufficient and just needs to be repaired and maintained.

#### *Selected Quotes*

- “Why take a lane? Just extend into the green space.”
- “It seems like the ideal situation for all users would be to build a path alongside the existing four lanes.”
- “Update the sidewalk instead!”

### Add a center divider to prevent collisions

A few people suggested adding a center median, raised center line, or flexible poles, to keep people driving from crossing over the center line into oncoming traffic.

#### *Selected Quotes*

- “If collisions are a concern, you could use a median to both slow vehicles and mitigate collisions.”

## Survey Results

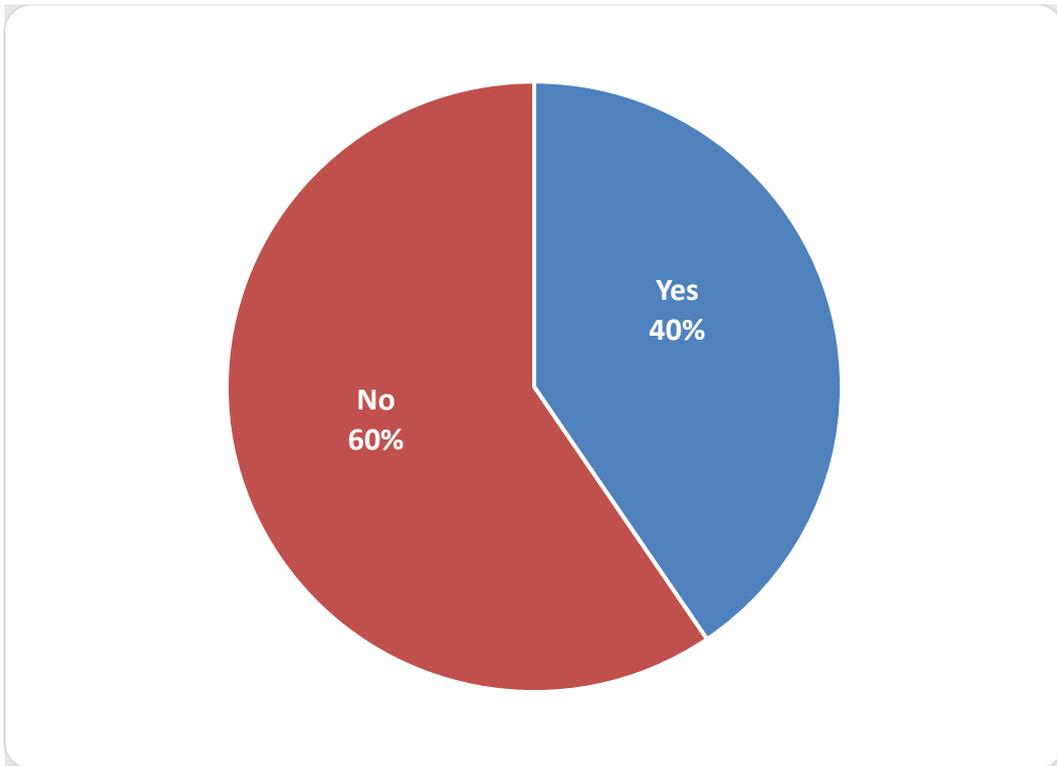
Our project survey was offered in English and Spanish and provided online and as a printed document for in-person events. The following results are from 1,751 survey respondents, including 1,363 complete and 388 partial surveys. We also did a segment analysis for each multiple-choice question using data around race, gender, age, and zip code. Any notable differences among groups are included in our segment analysis section.

Please note: Before we began gathering feedback on this project, we looked at the demographic make-up of the communities within a one-mile radius of the project area using U.S. Census data. When we compare who completed the survey with who lives in the surrounding area, we noted the following:

- People who identify as Hispanic/Latine, Black, or Asian were under-represented in the survey, respectively making up 15%, 13%, and 16% of the population and 6%, 3%, and 8% of the survey respondents.
- People who identify as White were over-represented in the survey, making up 46% of the population and 61% of the survey respondents.
- 20% of survey respondents preferred not to share their racial identity.
- Younger people, ages 18 – 24, appear to be under-represented at 2% of survey respondents, though we don't have exact census data for this age group.

We recognize that surveys are not always the most effective way to engage all communities, particularly BIPOC communities. Thus, we did in-person outreach at community events, the results of which are summarized on the previous page. In the future, we may want to further invest in in-person outreach.

1. Do you use the existing path on Highland Parkway SW?



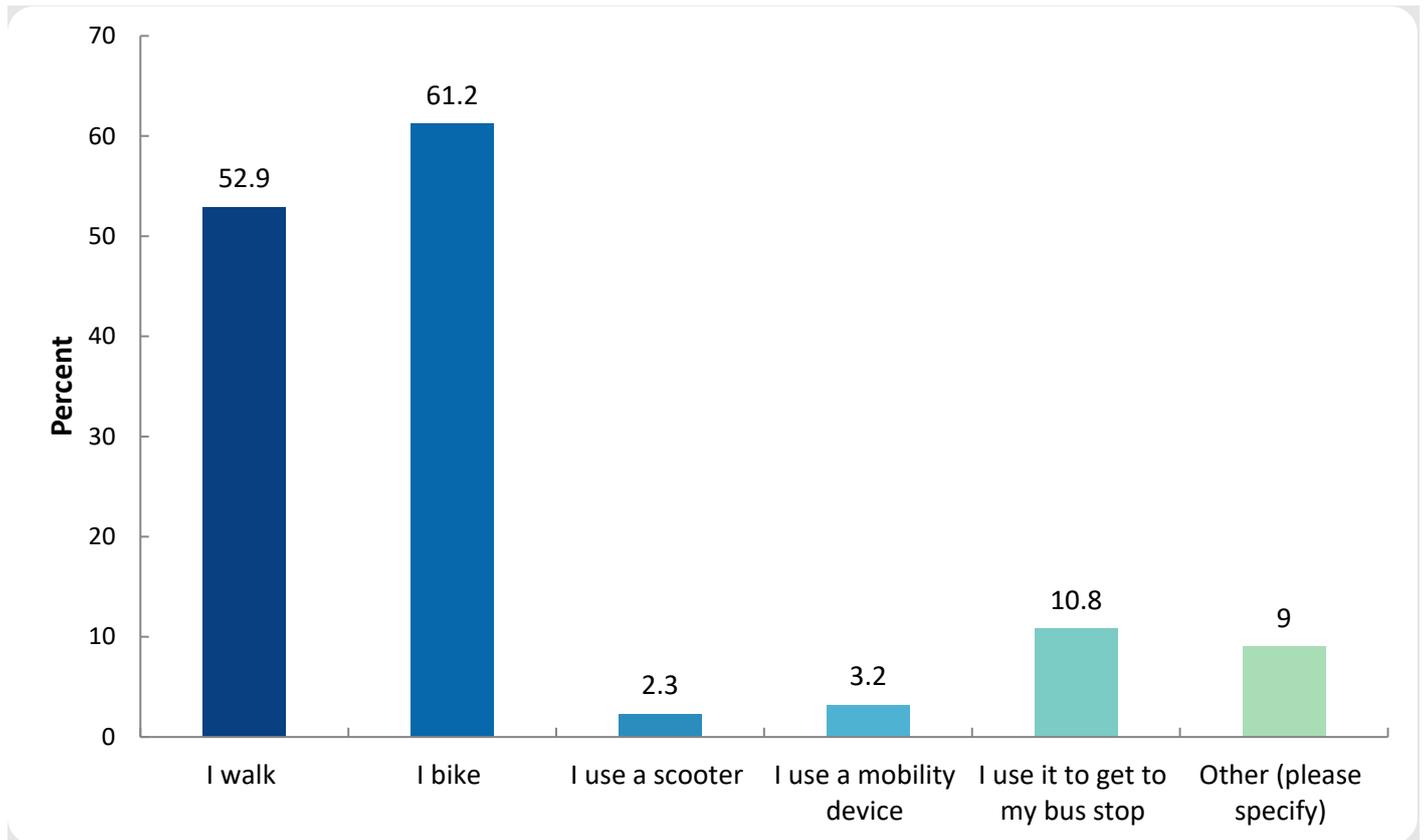
*Pie chart illustrating community members' usage of the current path: 60% of respondents indicated 'No,' while 40% indicated 'Yes.'*

Value	Percent	Count
Yes	40.5%	706
No	59.5%	1,036
<b>Totals</b>	100%	1,742

Please note although this question referred to the path along Highland Park Way SW, 33 (5%) of the people who answered “yes” said they drive along the path, which was not the intention of the question.

## 2. How do you use the path? (Please select all that apply.)

Please note only people who answered “Yes” to the question: “Do you use the path?” answered this question.

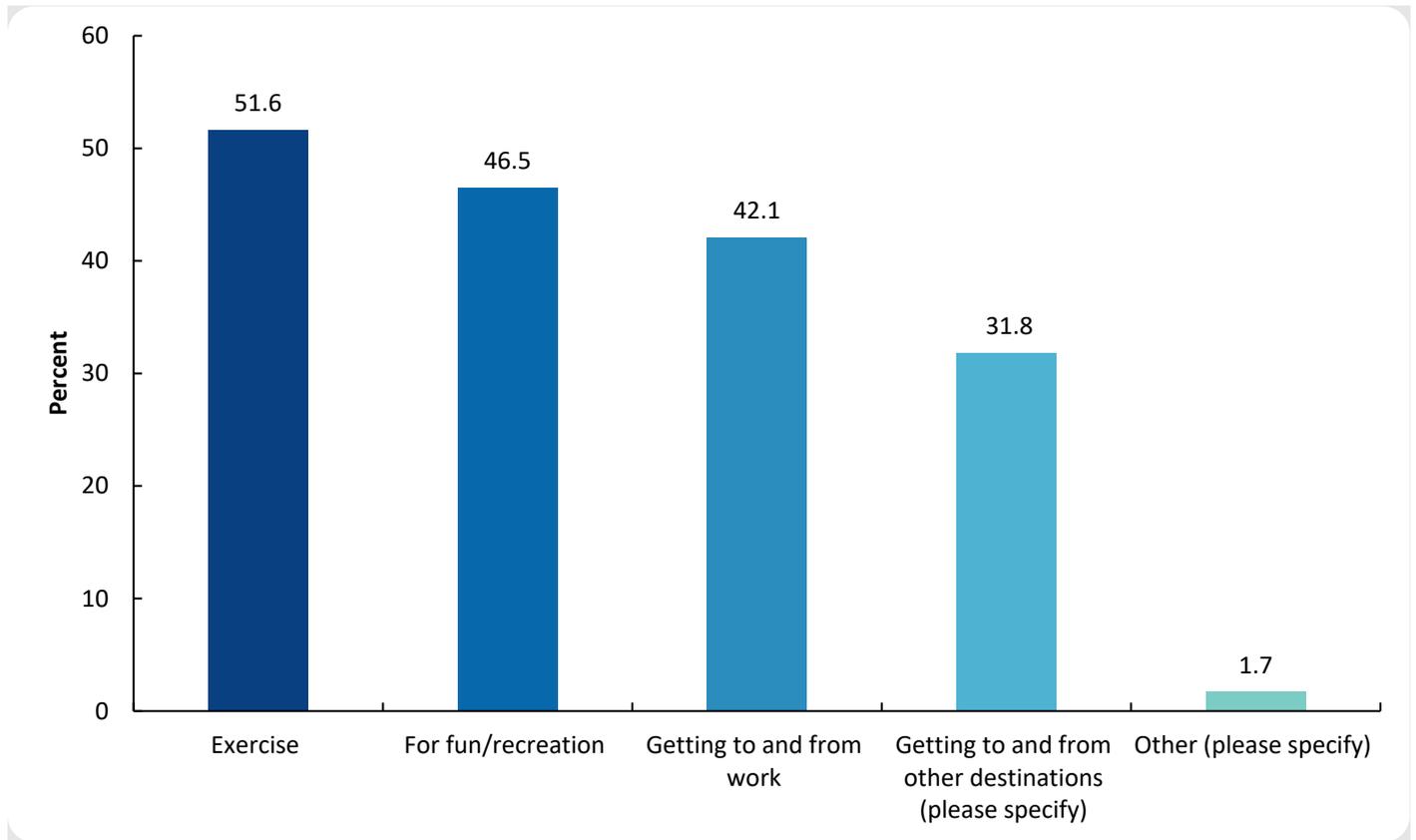


Bar chart showing how community members use the path: 61.2% bike, 52.9% walk, 10.8% use it to reach their bus stop, 9% chose 'Other,' 3.2% use a mobility device, and 2.3% use a scooter.

Value	Percent	Count
I walk	52.9%	318
I bike	61.2%	368
I use a scooter	2.3%	14
I use a mobility device	3.2%	19
I use it to get to my bus stop	10.8%	65
Other (please specify): Most common answers were drive (33) and run (8)	9.0%	54

### 3. Why do you use the path? (Please select all that apply.)

Please note only people who answered “Yes” to the question: “Do you use the path?” answered this question.

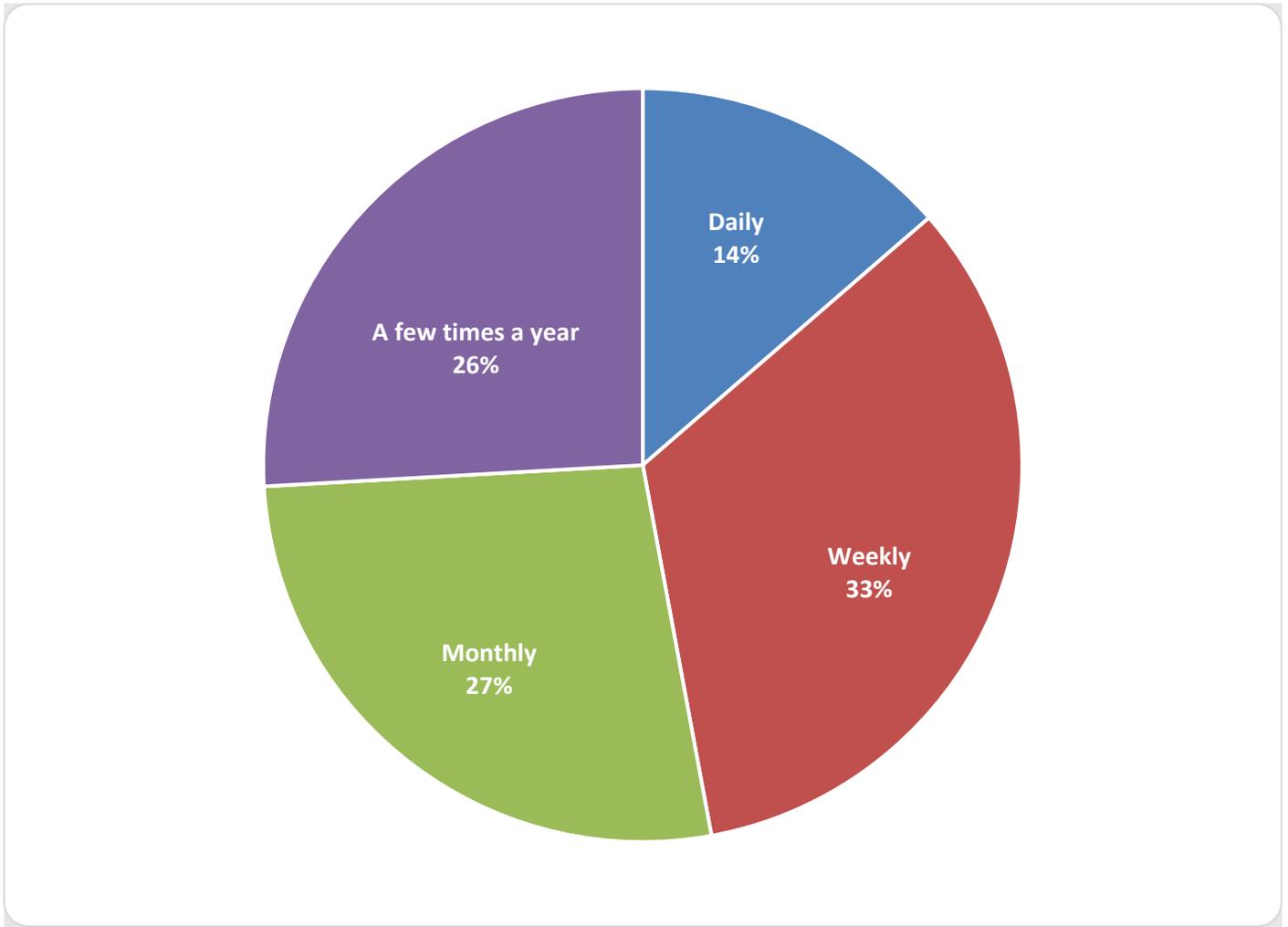


Bar chart showing reasons for path use: 51.6% use it for exercise, 46.5% for fun/recreation, 42.1% for commuting to/from work, 31.8% for traveling to/from other destinations, and 1.7% selected 'Other.'

Value	Percent	Count
Exercise	51.6%	271
For fun/recreation	46.5%	244
Getting to and from work	42.1%	221
Getting to and from other destinations (please specify): Most common answers were Georgetown and South Park, then Downtown and the Duwamish River Trail	31.8%	167
Other (please specify): Most common answers were commuting and getting to family and shopping	1.7%	9

#### 4. How often do you use the path?

Please note only people who answered “Yes” to the question: “Do you use the path?” answered this question.



*Pie chart showing how often community members use the path. 33% use it weekly, 27% use it monthly, 26% use it a few times a year and 14% use it daily.*

Value	Percent	Count
Daily	13.6%	71
Weekly	33.5%	175
Monthly	27.0%	141
A few times a year	25.9%	135
<b>Totals</b>	100%	522

Please note that 17 of the people who said they use the path daily indicated they drive along it. Thus, the daily users of the path may be closer to 54.

## 5. Would you like to share any comments about your experience using this path?

Please note only people who answered “Yes” to the question: “Do you use the path?” answered this question. More than 40 people mentioned the following themes.

### Safety concerns and maintenance issues

The most common themes were safety concerns and maintenance issues. More than 125 people shared the path is bumpy, the grass is not cut regularly, and there is debris on the path, making it unsafe and unpleasant.

More than 125 people talked about other safety concerns – the path is dark, too close to the road, and people drive too fast. Some also called out the crossing at West Marginal Way SW, which doesn’t feel safe to them. There was also some general support for improvements and a desire for better infrastructure.

### Selected quotes

- “As a pedestrian it is awful. Feels very dangerous, dark and I’m scared a car is going to hit me.”
- “Biking is nerve wracking regardless of if navigating traffic or bumpy sidewalk.”
- “The sidewalk as it is feels very dangerous and traffic moves too quickly up and down the hill. This is one of only two useful paths into West Seattle from the Duwamish, so I appreciate this project moving forward.”
- “Cars go way too fast down the road and feel way too close to the path.”
- “It could definitely be cleaned up and repaved. Lots of twigs, branches and leaves litter the path making it dangerous especially going downhill.”

### Concerns about removing a driving lane

People are concerned about removing a driving lane and worry that it will create traffic jams. Some were generally in favor of improved infrastructure but just wanted to see it done without removing a lane.

### Selected quotes

- “Fantastic the city wants to improve the path. However, I vehemently disagree with closing a lane to do so. Everything could be achieved on the existing path and/or supplementing what’s already existing.”
- “Do not take away a car lane!!!! Stop doing projects we don’t need and wasting our money!! Improve the sidewalks and bike lane and provide a barrier without removing any traffic lanes.”
- “Worst idea to close a lane. Why not improve and expand the current path, if necessary. Would be nice to have a sidewalk/path on each side to access the park entrance on the north side of the street. Don’t close a lane.”

### The path is fine as is and there is not enough use to justify changes

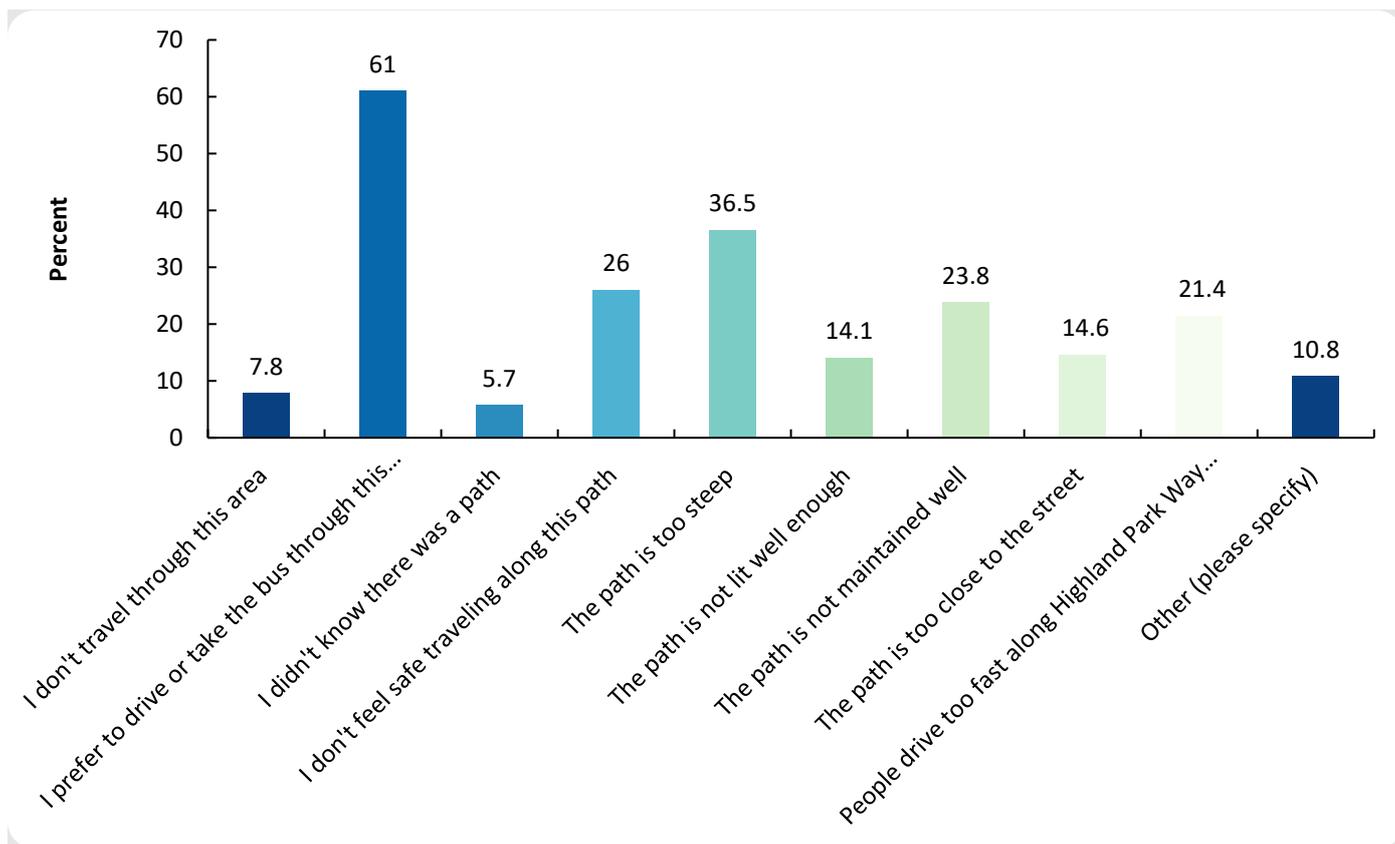
Some people feel that the existing path is sufficient – maybe with some repairs and regular maintenance. They also feel that there are not enough people using the path and that the path is too steep to warrant changes.

### Selected quotes

- “There is nothing wrong with the path, other than the lack of maintenance of the asphalt pavement path (bumpy tree roots). Please maintain the path as-is. There is no need to create another parallel path and take up a lane. Very few people use the path in the first place. It’s too steep of a hill for most people to walk or bike.”
- “This pathway is fine no need tear things up for a something that is not going to be used all year round. Create a better crosswalk at the intersection.”

## 6. Why don't you use this path? (Please select all that apply.)

Please note only people who answered "No" to the question: "Do you use the path?" answered this question.

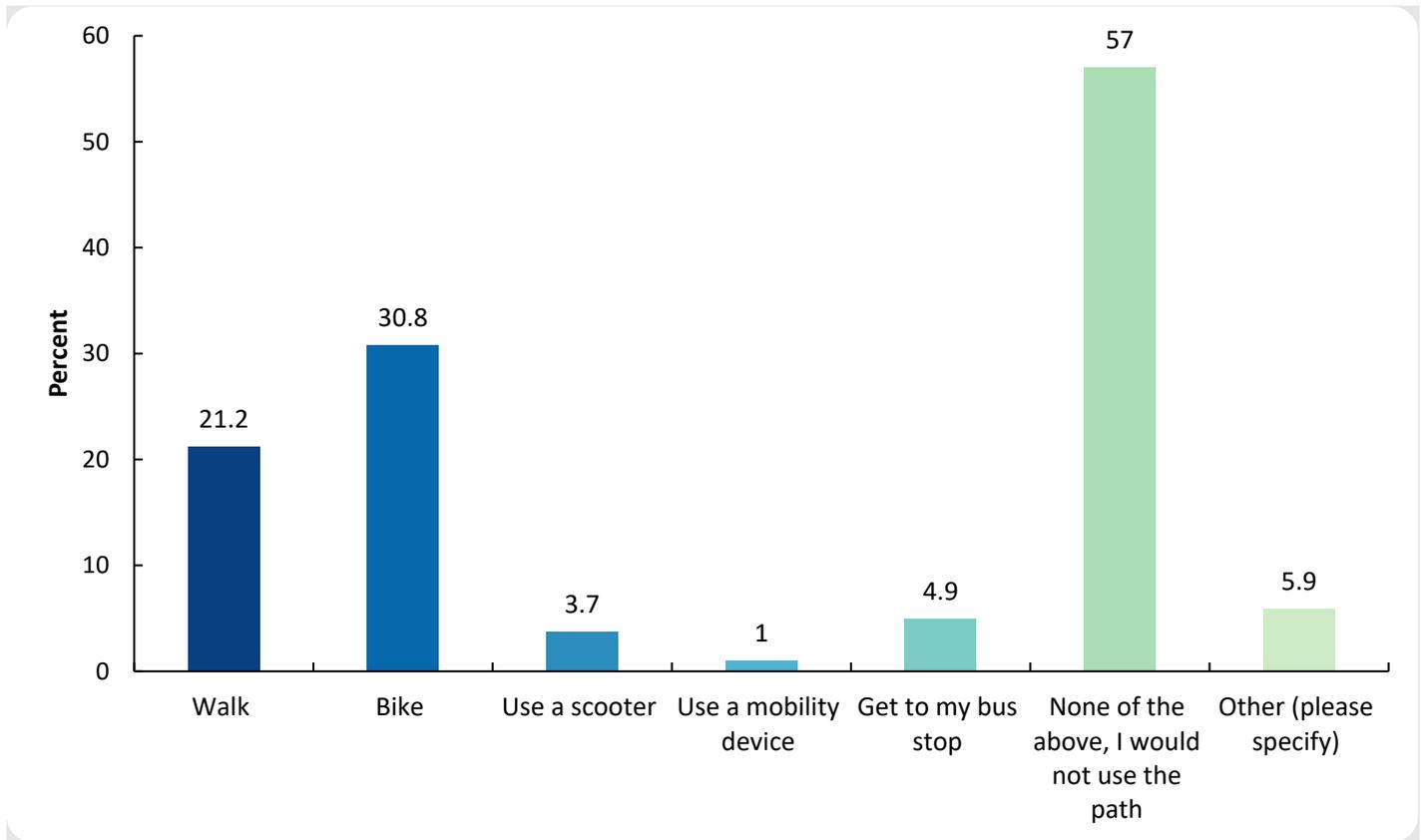


Bar chart showing reasons for not using a path: 61% didn't know there was a path, 36.5% felt it was not lit well enough, 26% found it too steep, 23.8% noted it was too close to the street, and other responses ranged from 7.8% to 5.7%.

Value	Percent	Count
I don't travel through this area	7.8%	74
I prefer to drive or take the bus through this area	61.0%	575
I didn't know there was a path	5.7%	54
I don't feel safe traveling along this path	26.0%	245
The path is too steep	36.5%	344
The path is not lit well enough	14.1%	133
The path is not maintained well	23.8%	224
The path is too close to the street	14.6%	138
People drive too fast along Highland Park Way SW	21.4%	202
Other (please specify): The most common response was that the path is not well connected to or accessible from existing infrastructure	10.8%	102

7. If we improved the path, how would you like to use it? (Please select all that apply.)

Please note only people who answered “No” to the question: “Do you use the path?” answered this question.

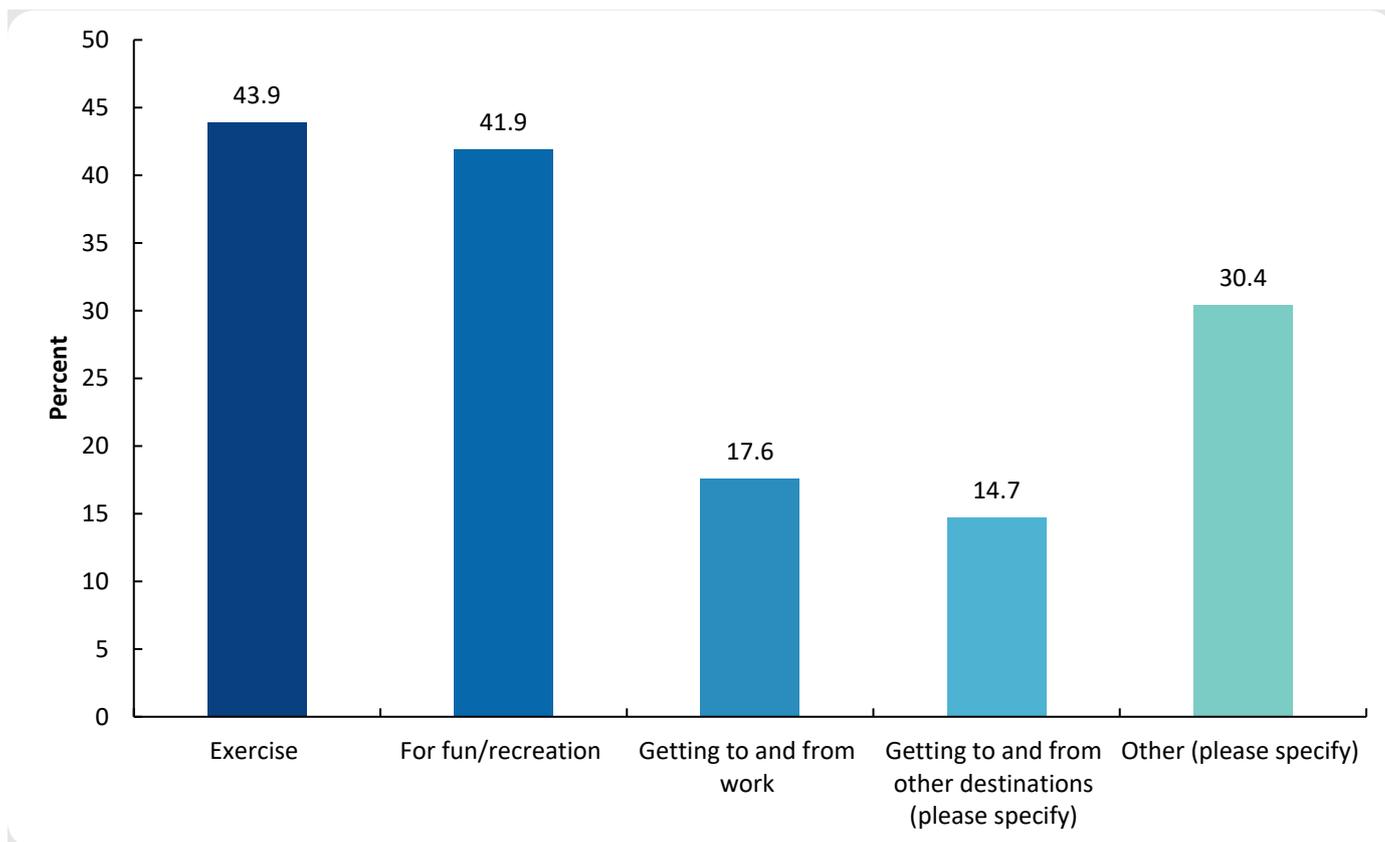


Bar chart showing how community members would use the path if it were improved. 30.8% would bike, 21.2% would walk, 4.9% would use it to reach a bus stop, 3.7% would use a scooter, and 1% would use a mobility device. However, a majority(57%) of respondents stated they would not use the path and 5.9% selected other reasons.

Value	Percent	Count
Walk	21.2%	182
Bike	30.8%	265
Use a scooter	3.7%	32
Use a mobility device	1.0%	9
Get to my bus stop	4.9%	42
None of the above, I would not use the path	57.0%	490
Other (please specify): The most common responses were about driving, requests not to close a lane, and the that the hill is too steep	5.9%	51

8. If we improved the path, why would you use it? (Please select all that apply.)

Please note only people who answered “No” to the question: “Do you use the path?” answered this question.



Bar chart showing how community members would use the path if it were improved. A majority (43.9%) of respondents stated they would use the path for exercise, 41.9% for fun/recreation, 17.6% for getting to and from work, 14.7% for getting to and from other destinations and 30.4% stated they would use it for other purposes.

Value	Percent	Count
Exercise	43.9%	254
For fun/recreation	41.9%	242
Getting to and from work	17.6%	102
Getting to and from other destinations (please specify): Most common responses included Georgetown, South Park, White Center, friends, family, and other neighborhoods	14.7%	85
Other (please specify): The most common answers were connecting to other parts of Seattle, to local neighborhoods, and to other bike infrastructure	30.4%	176

## 9. Would you like to share any additional comments?

Please note only people who answered “No” to the question: “Do you use the path?” answered this question. More than 20 people mentioned the following themes.

### Concerns about removing a driving lane

Most of the comments in this section (250+) were from people who are concerned about removing a driving lane. They worry it will create traffic jams and other issues, especially if the West Seattle Bridge closes again.

#### *Selected quotes*

- “Why, why, why would SDOT want to make traffic worse? For less than 3% of the commuters, less for those who would attempt this hill. Is it to slow traffic down? Then add speed bumps, and police patrols. I’m sure SDOT can think of other ways to slow traffic than just take a lane away.”
- “When you remove the car lanes, you create more traffic problems. Just like you have done in Burien and on Delridge. People are not going to ride the bus to go to the store to get groceries. It makes no sense. We are fairly rural and use our cars. We will not be switching to bikes or hiking to the store. Bad planning.”
- “We need to consider the effects of traffic here and the overall scale - i.e. how many people would this benefit vs. hurt? The ~100 bikers/walkers a day may love it, but the thousands of vehicles a day will not and will result in people being late to work, events, etc. Think this through and I beg you not to remove a lane here! The impacts will be crazy as traffic backs up onto SW Holden, an already tough area to get through.”
- “This route would suffer immensely by losing a lane to vehicle traffic. The community needs the lane of travel more than the revitalized path.”

### The path is fine as is and there is not enough use to justify changes

Some people feel that the existing path is sufficient – maybe with some repairs and regular maintenance. They also feel there are not enough people using the path and that the path is too steep to warrant changes.

#### *Selected quotes*

- “The path serves its purpose as-is.”
- “The existing path is more than sufficient for the volume of pedestrians and bike traffic. Spend the funds on increasing the width of the existing path but please don’t shut down a lane for another bike path that will not be utilized just like the entire path on Delridge. Spend the funds on building sidewalks instead.”
- “Very few bikes use this route because the incline is so steep. However, it is one of the main ways for cars to get in and out. People still do have to commute to work and to once again narrow roads for 5 to 10 bicycles is absolutely ridiculous.”

### Some support a compromise – improve AND maintain all lanes

Many people asked why four driving lanes can’t be maintained while also expanding the path into the green space to the east of the existing path.

#### *Selected quotes*

- “Please find a way to add a path without taking out lanes of vehicle traffic.”
- “Traffic on this road is already congested. Removing a lane will make it worse. Please do not remove a lane of traffic. If additional space is needed for pedestrians or bicyclists, please use some of the green space. There is plenty of it.”

### Modest support of the project

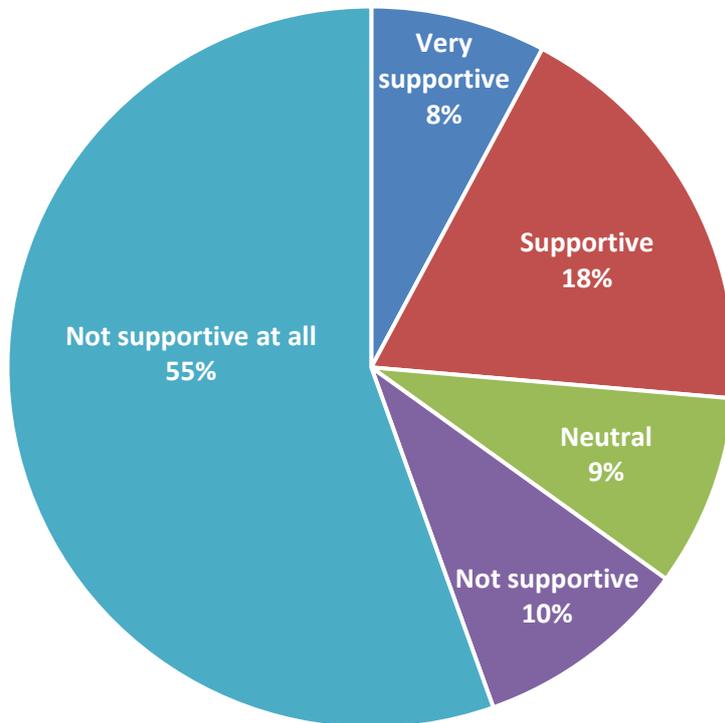
There were some (20+) supportive comments in this section. Most cited increased options and safety for people who walk and bike, plus the need to slow cars down.

#### *Selected quotes*

- “This would really open up biking options for folks in the southern part of West Seattle. Options for getting to Georgetown on a bike are limited and feel dangerous, unless you follow the paths all the way up to the low bridge and then back down again.”

- “Traffic is way too fast here. It feels very dangerous -- the roads need to be re-designed to slow the cars down.”
- “So excited to see these improvements! A multi-use path makes the most sense to me in terms of connection and would encourage multiple uses! I am thrilled to hear there are solutions for the traffic as well. I live on Holden and the traffic noise from street racing is a nightly occurrence. It feels and sounds too dangerous. I am excited at the prospect of utilizing the trail and potential path.”

10. Given what you’ve learned, how supportive are you of Option 1: A Protected Bike Lane?



Pie chart showing community support levels for the proposed project. The majority (55%) of respondents indicated they are 'Not supportive at all,' while 18% expressed support, and 8% were 'Very supportive.' Smaller portions of respondents were either 'Neutral' (9%) or 'Not supportive' (10%).

Value	Percent	Count
Very supportive	7.8%	106
Supportive	18.6%	253
Neutral	8.6%	117
Not supportive	9.6%	130
Not supportive at all	55.5%	755
<b>Totals</b>	100%	1,361

## 11. Please share more about your level of support, plus any thoughts or questions you have:

The following themes emerged in this open-ended question about Option 1: Protected Bike Lane.

### Concerns about removing a driving lane

Most of the comments in this section (300+) were from people who are concerned about removing a driving lane. They worry it will create traffic jams and other issues, especially if the West Seattle Bridge closes again.

#### *Selected quotes*

- “Please stop removing car lanes, it makes car traffic worse, leading to road rage, which causes collisions. I don't support any change that removes a lane for cars.”
- “NO! This hill is too dangerous to bike and walk because it's too steep. It's also a major street to get to the highway. We need the current lanes for cars and busses. Please do NOT take away car travel lanes for an unneeded and unwanted bike lane and /or replace perfectly functional, but dreadfully steep walkway that again doesn't go anywhere.”
- “I've lived in Highland Park since 1985 and use Highland Park Way every day. I very, very, very, strongly oppose ANY option that eliminates one of the two northbound (downhill) vehicular travel lanes of Highland Park Way SW.”

### The path is fine as is and there is not enough use to justify changes

Some people feel that the existing path is sufficient – maybe with some repairs and regular maintenance. They also feel there are not enough people using the path and that the path is too steep to warrant changes.

#### *Selected quotes*

- “Not that many people use the path. People using the path are just fine. Widen the existing path and save a lot of money for the taxpayers.”
- “Not supporting fixing something that's not really broken, there is an existing path already.”
- “Just expand and repave the existing path. I say this as a cyclist who uses the path extensively.”

### Some support a compromise – improve path AND maintain all lanes

Many people asked why we can't keep four driving lanes can't be maintained while also expanding the path into the green space to the east of the existing path.

#### *Selected quotes*

- “Nope, completely not supportive of losing a lane of traffic when there's a huge space to the side of the road for a larger path. Spend the money on retaining walls and leave the lane of traffic in place.”
- “Leave the 4 lanes alone and improve the sidewalk if necessary.”
- “Needlessly pits cyclists against drivers. Build an entire bike path beside the road. There is plenty of room.”

### Modest support of the project

There were also some (100+) supportive comments in this section. Most cited increased options and safety for people who bike, plus the need to calm traffic.

#### *Selected quotes*

- “Love the traffic calming idea! One downhill lane will improve safety for everyone.”
- “Like the concrete barriers! Paint isn't enough protection for cyclists”
- “YES. The concrete divider would make it feel a lot safer for riders going downhill, and appreciate the option to use the uphill path coming up at a slower pace.”

### Downhill bike lane is insufficient

Some people were not satisfied with the one-way protected bike lane proposed in this option.

#### *Selected quotes*

- “Love the concrete barriers, but not sure this option makes sense if the bike lane isn't even two-way.”

- “Not terrible, but the path itself should still be widened for uphill traffic to allow users to move around one another. Again, the center lanes need to be made safer for vehicle traffic as well.”

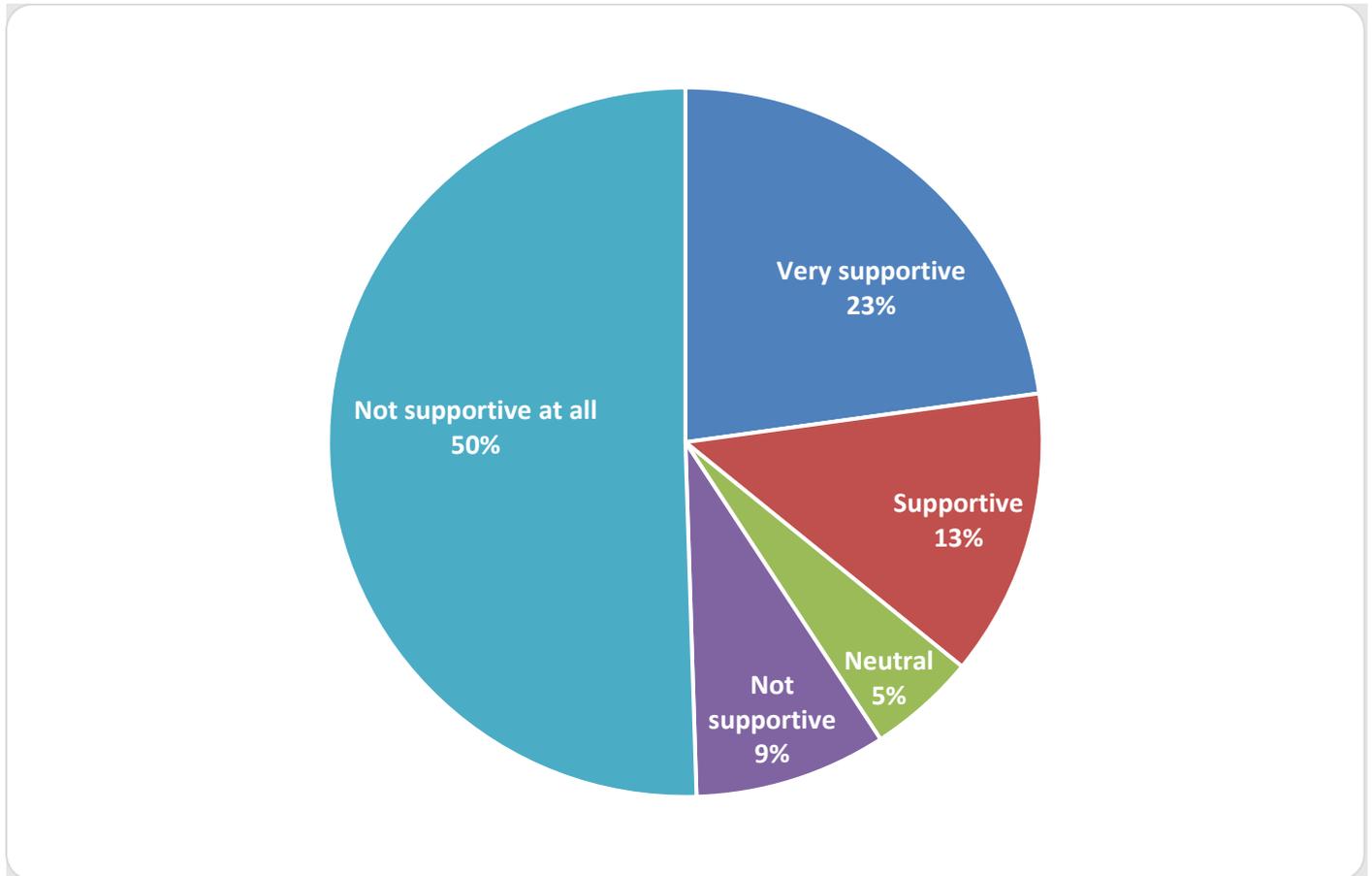
### Concerns about bike and bus interactions

Some people have concerns about a protected bike lane that has openings for buses to pull into the bike lane.

#### Selected quotes

- “Not safe to mix bikes going downhill at high speed with slow/stopping buses.”
- “My experience on Avalon with a bike lane that just stops for bus stops is not positive. I have been cut off many times by buses pulling in front of me, giving me nowhere to go. Bikes travelling downhill at speed are going to lead to panic stops or collisions with buses.”

### 12. Given what you’ve learned, how supportive are you of Option 2: Building a Multi-use Path?



Pie chart showing community support for the proposed project. Half of the respondents (50%) indicated they are 'Not supportive at all,' while 23% expressed being 'Very supportive,' 13% were 'Supportive,' 9% were 'Not supportive,' and 5% remained 'Neutral.'

Value	Percent	Count
Very supportive	22.8%	304
Supportive	13.1%	175
Neutral	4.9%	65
Not supportive	8.7%	116
Not supportive at all	50.5%	674
	Totals	1,334

### 13. Please share more about your level of support, plus any thoughts or questions you have:

The following themes emerged in this open-ended question about Option 2: Multi-Use Path.

#### Improve path AND maintain all lanes

This option had the strongest support, but many people (300+) want to see an option that builds an improved path and maintains all the driving lanes. For instance, expand the path into the green space to the east of the existing path.

#### *Selected quotes*

- “The multiuse path might work without the removal of a car lane.”
- “There needs to be a space for the bus to pull over. I drive that hill regularly. I think removing a lane downhill is going to cause a bunch of traffic and issues. There should be an option that keeps all 4 car lanes as there is enough space on the path if expanded just by a bit.”
- “There is a lot of traffic that flows both up & down this hill. I have rarely seen any bikers or walkers in this area. Leave all 4 lanes as is and fix the path, it has never been well taken care of.”

#### General support of Option 2

There were about 200 supportive comments for Option 2. People like that it benefits people who walk, bike, and take the bus. They also like that it has a two-way option for people biking.

#### *Selected quotes*

- “The path actually works better for all users, including transit riders”
- “This appears to be the safest and offers the most pleasant experience.”
- “This design well separates motorized from non-motorized traffic and creates a better buffer.”
- “The width and separation here is ideal for my uphill commuting”

#### Concerns about removing a driving lane

As with the sections above, people reiterated their objections to removing a driving lane. They worry it will create traffic jams and other issues, especially if the West Seattle Bridge closes again.

#### *Selected quotes*

- “Taking out a lane of traffic to this route out of west Seattle will increase road rage and speeding in neighborhood streets. No no.”
- “This is a terrible idea. There is too much traffic and reducing to one lane is only going to cause more traffic. Remember the West Seattle Bridge closure?! You want to reduce the detour route to one lane? Crazy.”
- “This area is too steep, too long for anyone to use on a regular basis. It is a pass through to someplace else. Taking a lane of traffic will increase the traffic issues in this area. Please listen to this!!”

#### The path is fine as is and there is not enough use to justify changes

Some people feel that the existing path is sufficient – maybe with some repairs and regular maintenance. They also feel there are not enough people using the path and that the path is too steep to warrant changes.

#### *Selected quotes*

- “All that really needs to happen is to pave a nicer path than what's there and maybe mark it for shared bike/pedestrian use. Just make the path that's there. better quality using the space it already has.”
- “The sidewalk just needs repairs. Taking away driving lanes on a shipping and commuter route is a very bad idea. The intersection at the top that was recently changed is bad enough and has only made things worse. 16 wheeler trucks shouldn't have to worry about bikes, this hill is too big for bikes anyway, please just fix the sidewalk and leave the road alone.”
- “The path is FINE the way it is. Do NOT remove a traffic lane. There is already an excessive amount of traffic in the neighborhood and this will create more backups.”

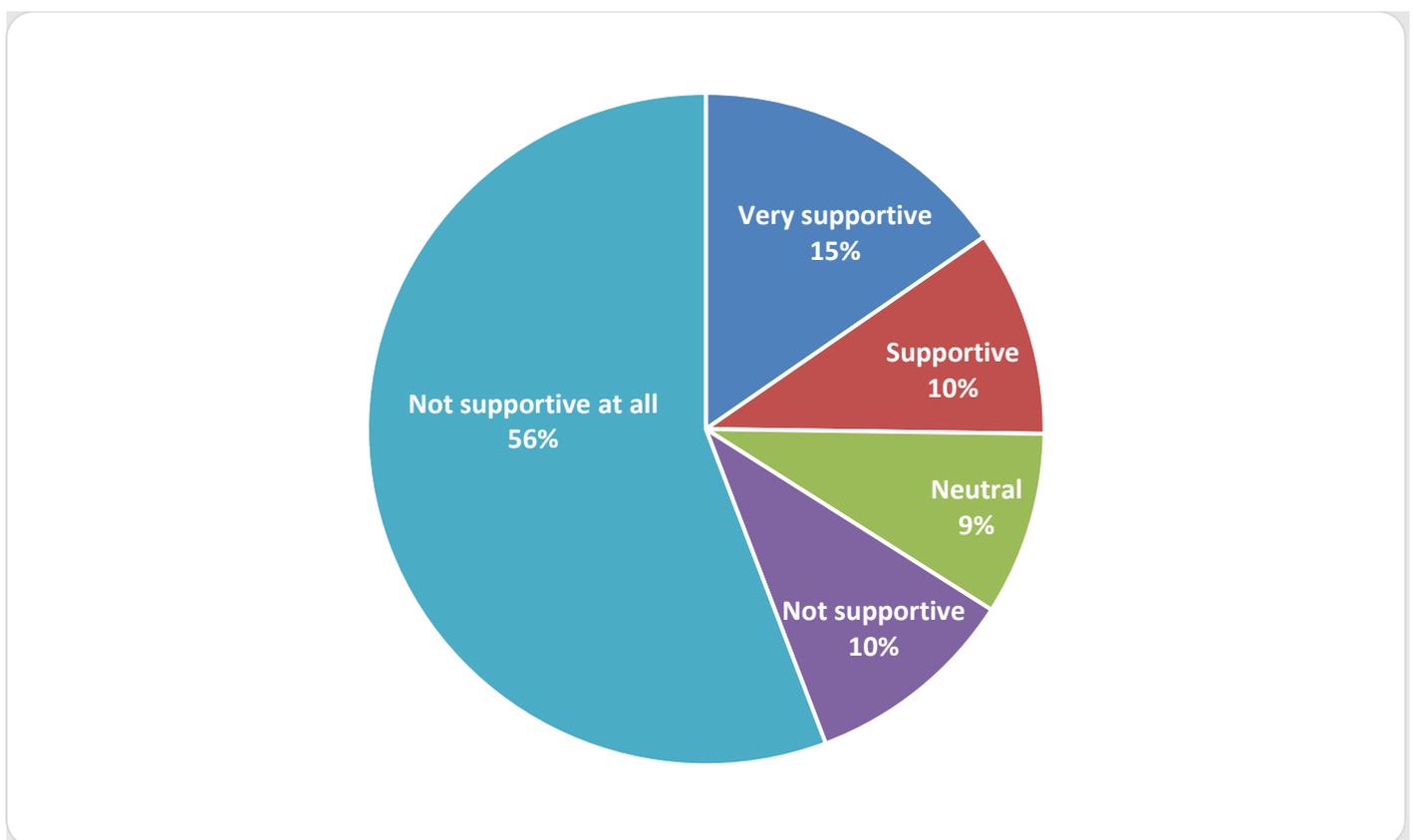
## Concerns about having a shared path with people walking and biking

Some people are concerned about a shared path, particularly because people will be biking down the hill at high speeds.

### Selected quotes

- “The path is in comically bad shape so I'd like the improvement, but I don't like the idea of biking on the sidewalk with people walking and rolling.”
- “This alternative creates a pathway for realistic two way travel and enables cyclists traveling both directions to steer around pedestrians. However, given the steepness of the route, it increases the possibility of cyclist-pedestrian and cyclist-cyclist collisions.”
- “The hill is too steep. Having cyclists and pedestrians on the same trail on such a huge hill (some walking uphill slowly, some biking down quickly) could lead to horrible crashes. Especially since there's a curve to the road, so visibility is not always the best.”

### 14. Given what you've learned, how supportive are you of Option 3: A Combo of Options 1 & 2?



Pie chart showing how supportive survey participants are of option 3. A majority (56%) of respondents are not supportive at all. 15% are very supportive, 10% supportive, 9% neutral, and 10% not supportive.

Value	Percent	Count
Very supportive	15.3%	200
Supportive	9.9%	129
Neutral	8.8%	115
Not supportive	10.2%	133
Not supportive at all	55.7%	726
	Totals	1,303

## 15. Please share more about your level of support, plus any thoughts or questions you have:

The following themes in this open-ended question about Option 3: A Combination of Options 1 and 2.

### Concerns about removing a driving lane

As with the sections above, more than 200 people reiterated their objections to the project and this option, which primarily centered around concerns about removing a driving lane.

#### *Selected quotes*

- “We cannot afford to lose a northbound lane for vehicular traffic.”
- “SDOT should not be using a bike path as a tool to curb unruly traffic here. This seems like tunnel vision where SDOT is trying to artificially create traffic snarls in order to reduce speed. It "may" reduce speed but at the cost of increased road rage. This is not a good project proposal.”
- “Terrible idea to redo for Bikes. Remember the pandemic and bridge failure and watch now too see this is a critical vehicle road. And way too steep to focus on pedestrians and bikes.”
- “The topography and economy of this hill in relation to businesses and sites to visit is negligent. This seems like a project to fix a problem that doesn't exist.”

### General support of Option 3

There were about 100 supportive comments for Option 3. Many of these comments mentioned liking the idea of getting something done sooner and then improving from there.

#### *Selected quotes*

- “Reduce car travel lanes now, save people's lives and limbs now, and keep the option for future improvements? Best option.”
- “Option 3 is a nice compromise. Get the downhill bike lane built ASAP, but build the better project as soon as funding allows.”
- “Preceding option 2 with option one seems optimal for drivers, cyclists, and pedestrians.”

### Improve path AND maintain all lanes

As with the sections above, many people want an option that builds a better path but maintains all driving lanes.

#### *Selected quotes*

- “Please find a way to add a path/bike without taking out lanes of vehicle traffic.”
- “Put the bike lane where the green area is. Don't take away the lane for cars. Put a barrier between the road and the footpath if the path is not safe.”
- “Remove sidewalk and grass area to create bike lane without impacting double car lane.”

### The path is fine as is and there is not enough use to justify changes

As with the sections above, many people feel that the existing path is sufficient – maybe with some repairs and regular maintenance. They also feel there are not enough people using the path and that the path is too steep to warrant changes.

#### *Selected quotes*

- “You need all four (4) lanes to move traffic! The hill is one of the steepest in the city and too difficult for most riders to climb without dismounting and walking. Improve the pathway and leave the road alone.”
- “The sidewalk is fine. Why waste the money and cause traffic congestion?”
- “Very few people even use this path to bike or walk. There is no need to take away a lane of traffic for something very few people would use.”

### Concerns about timing and funding for a phased project

Some people expressed concerns with a phased approach, wondering if funding would come through and if option 2 would ever get built.

### *Selected quotes*

- "When additional funding is available" in Seattle terms means the second phase of this would be completed in 20 years."
- "Option 3 is a good option in theory, but honestly I've lived too long to believe in supposed "future funding." Or that the priority for that funding, if the city has it, will be THIS particular community on that future date. Option 2 is better because it secures a commitment to a solution now with the funding available now, even if it takes longer to build."
- "SDOT should build it right the first time. And, not waste time and money returning to the same site. Not to mention SDOT does not have the money to return to the site, so it will stay in limbo for years."

## 16. Would you like to share any other general thoughts about this project?

The following themes in this open-ended question.

### Concerns about removing a driving lane

As with the sections above, more than 200 people reiterated their objections to the project and this option, which primarily centered around concerns about removing a driving lane.

#### *Selected quotes*

- “Please do due diligence on considering an alternative keeping both uphill and downhill lanes intact. One lane downhill increases traffic frustration and related incidents, and doesn’t account for disabled vehicles in high traffic volume.”
- “Listen to the community. Leave the road as-is!”
- “Not supportive of any plan that reduces traffic lanes on Highland Park Drive.”
- “Our neighborhood does NOT support any of these options. These options only increase congestion, create reckless driving, and create difficulty for the majority of commuters.”

### General support for the project

There were more than 100 supportive comments for the project.

#### *Selected quotes*

- “Please complete this project. It would make my commutes so much safer for pedestrians and vehicles, and further connect my neighborhood to the trail system.”
- “People are opposed to this because they want to continue driving too fast. They should not be able to derail safety. Please get this built.”
- “People are against it. I like it. Since only 1 lane at a time feeds it there is no reason for downhill to be 2 lanes. It will be a moot point and the extra third way off West Seattle by bike is necessary but complimentary to the traffic calming. Go go go!”
- “Please build asap! Bike infrastructure is essential to a healthy and vibrant city”

### Improve path AND maintain all lanes

As with the sections above, many people want an option that builds a better path but maintains all driving lanes. Some mention wanting a path on both sides of Highland Park Way SW.

#### *Selected quotes*

- “Please consider expanding the existing path if you really want more room for bikes and pedestrians.”
- “None of the options look like the right solution. Best option would be a multi-use path outside of the existing roadway, even if cost is greater, to have a usable route that is acceptable to the community and for transit.”
- “One car lane down will cause congestion, angry drivers, and accidents!! keep 2 lanes. Include paths on both sides of the roadway, east and west.”
- “Looks like there is plenty of space on the east side of the path if you want to expand it.”

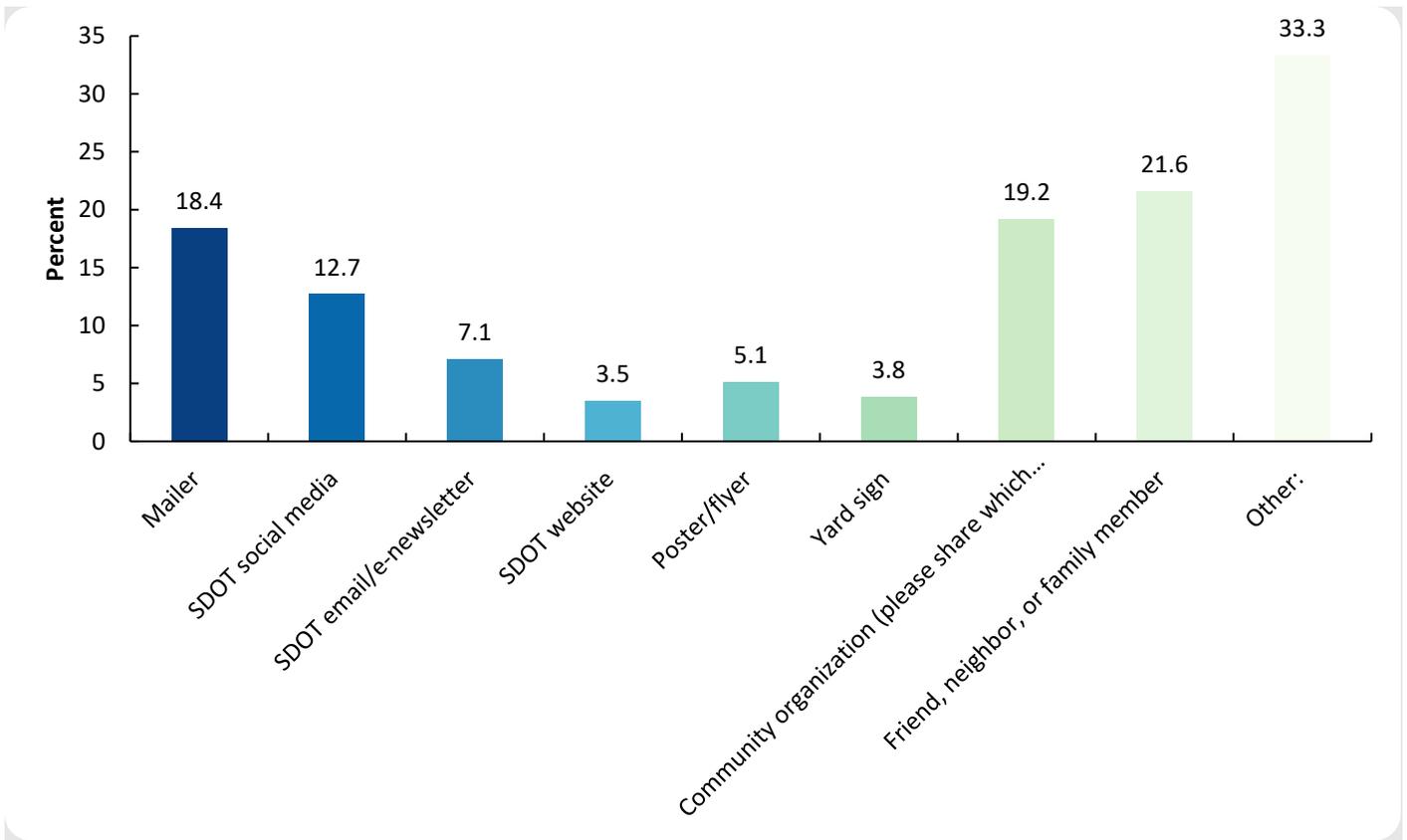
### Not enough use to justify changes

As with the sections above, some people feel there are not enough people using the path and that the path is too steep to warrant changes.

#### *Selected quotes*

- “No matter what is done, very few people will use this path. The hill is very long, very steep with nothing to go to at either end. Why would you take a lane of traffic and cause longer traffic backups for nothing.”
- “Look at the heat map see what cyclists use. I personally don't like biking on roads or 2 lane roads. This hill is too steep. Only people with e bikes will use it. Improve greenways and Delridge way before committing to this project.”

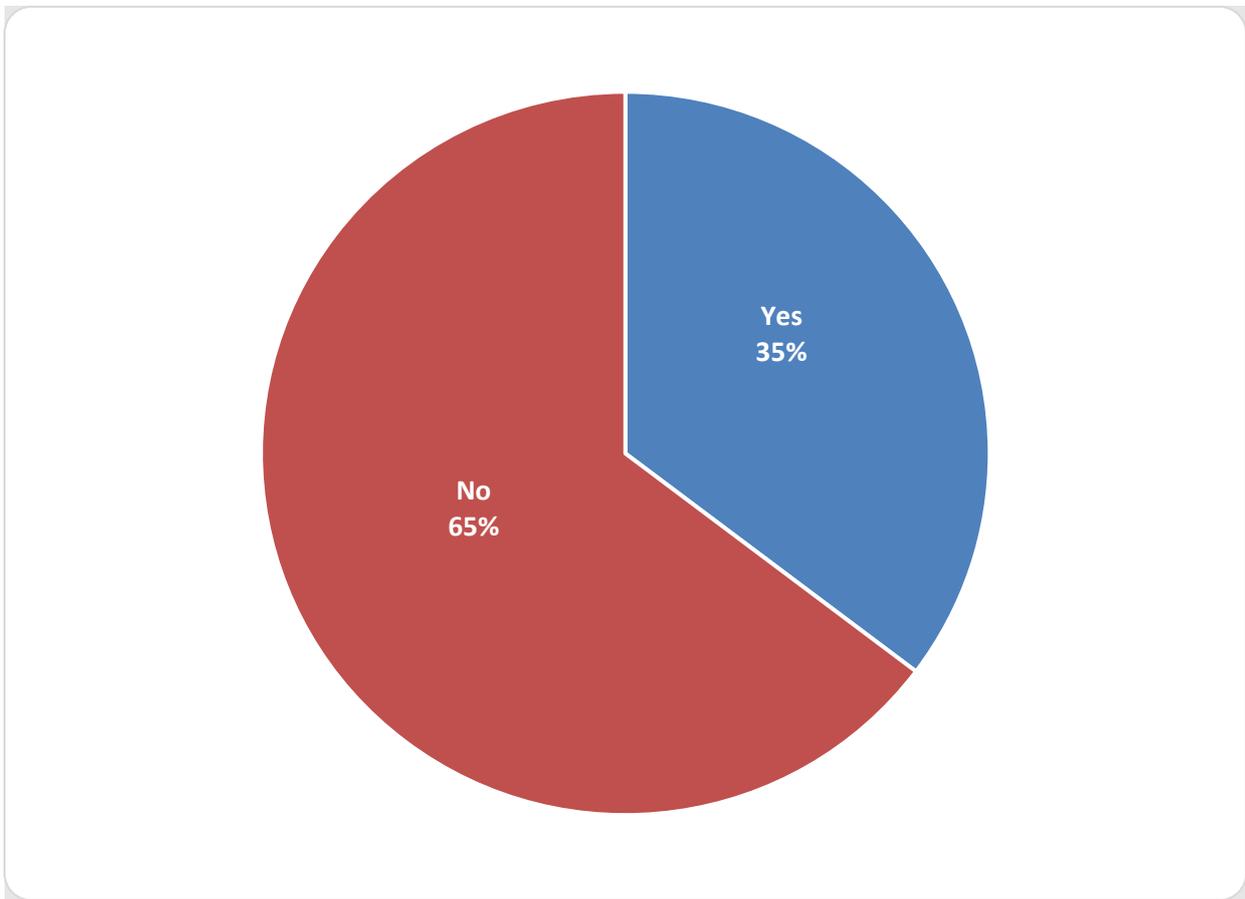
17. How did you hear about this project? (Please select all that apply.)



Bar chart showing how community members heard about the project 'Other' (33.3%) and 'Friend, neighbor, or family member' (21.6%) were the most common sources, followed by "Mailer" (18.4%) and 'Community organization' (19.2%), with smaller contributions from social media, email, websites, and posters.

Value	Percent	Count
Mailer	18.4%	244
SDOT social media	12.7%	168
SDOT email/e-newsletter	7.1%	94
SDOT website	3.5%	47
Poster/flyer	5.1%	67
Yard sign	3.8%	51
Community organization (please share which one): Most common answer was the West Seattle Blog, followed by the Highland Park Action Coalition, Highland Park Corner Store, and West Seattle Bike Connections	19.2%	254
Friend, neighbor, or family member	21.6%	287
Other: Most common answer was the West Seattle Blog (300+), followed by Reddit and the Highland Park Corner Store	33.3%	441

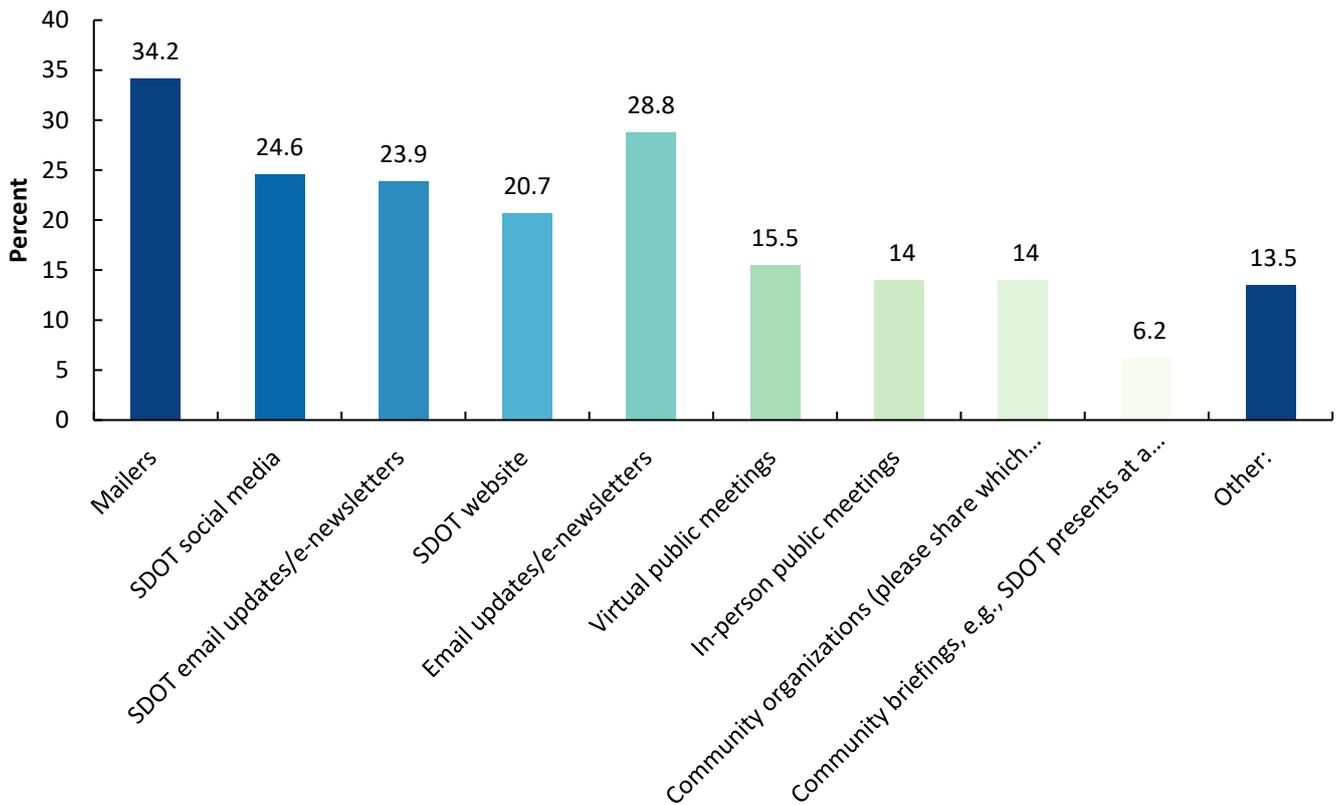
18. Would you like to receive email updates about this project?



*Pie chart showing how many community members would like to receive email updates about the project: 35% of respondents indicated 'No,' while 65% indicated 'Yes.'*

Value	Percent	Count
Yes, please provide your name and email address	35.3%	450
No	64.7%	823
	Totals	1,273

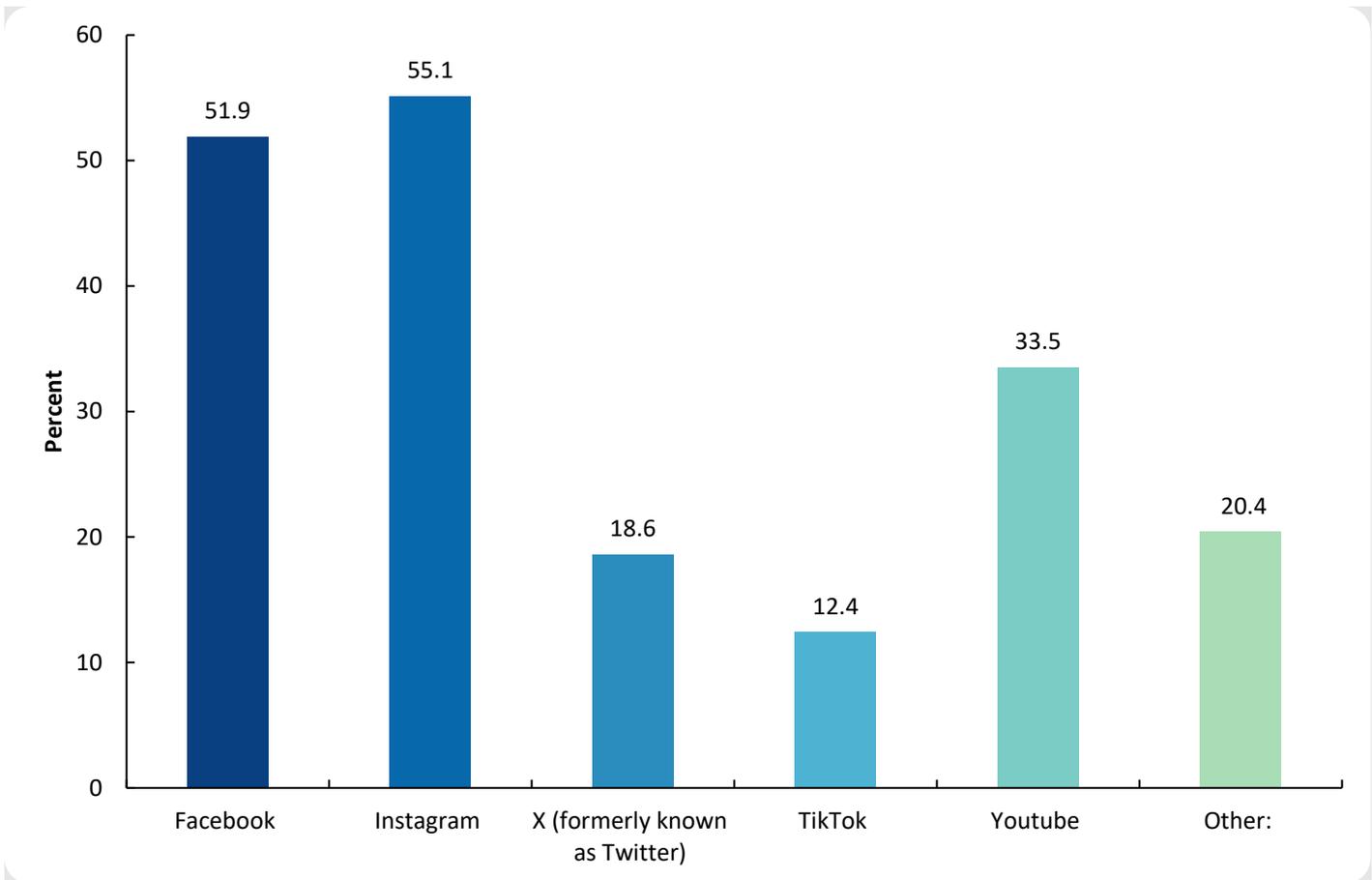
19. Going forward, how would you like to hear about transportation programs and projects? (Please select all that apply.)



Bar chart showing preferred methods of communication about transportation programs and projects. 'Mailers' (34.2%) and 'Virtual public meetings' (28.8%) were the most popular, followed by 'SDOT social media' (24.6%) and 'Email updates/e-newsletters' (23.9%).

Value	Percent	Count
Mailers	34.2%	368
SDOT social media	24.6%	265
SDOT email updates/e-newsletters	23.9%	257
SDOT website	20.7%	223
Email updates/e-newsletters	28.8%	310
Virtual public meetings	15.5%	167
In-person public meetings	14.0%	151
Community organizations (please share which one): Most common answers were the West Seattle Blog and the Highland Park Action Coalition and the Highland Park Improvement Club	14.0%	151
Community briefings, e.g., SDOT presents at a community meeting (please share which one): Most common answers were the Highland Park Action Coalition and the Highland Park Improvement Club	6.2%	67
Other: Most common answers were the West Seattle Blog	13.5%	145

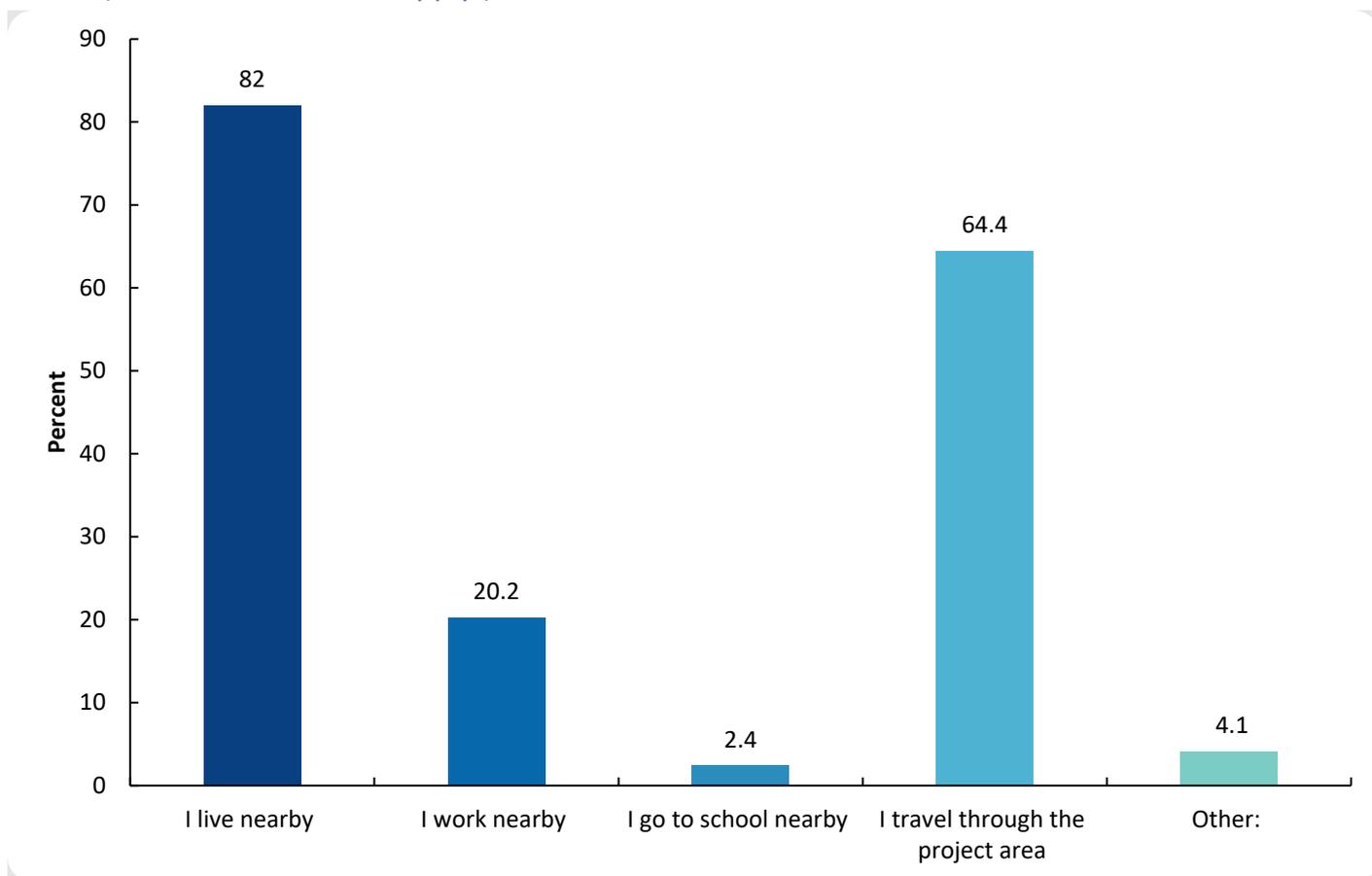
20. What social media sites do you use? (Please select all that apply.)



Bar chart showing the most commonly used social media platforms: Instagram (55.1%) and Facebook (51.9%) are the most popular, followed by YouTube (33.5%), 'Other' (20.4%), X (formerly Twitter) (18.6%), and TikTok (12.4%).

Value	Percent	Count
Facebook	51.9%	502
Instagram	55.1%	533
X (formerly known as Twitter)	18.6%	180
TikTok	12.4%	120
Youtube	33.5%	324
Other: Most common answers were the West Seattle Blog, Reddit, and none	20.4%	197

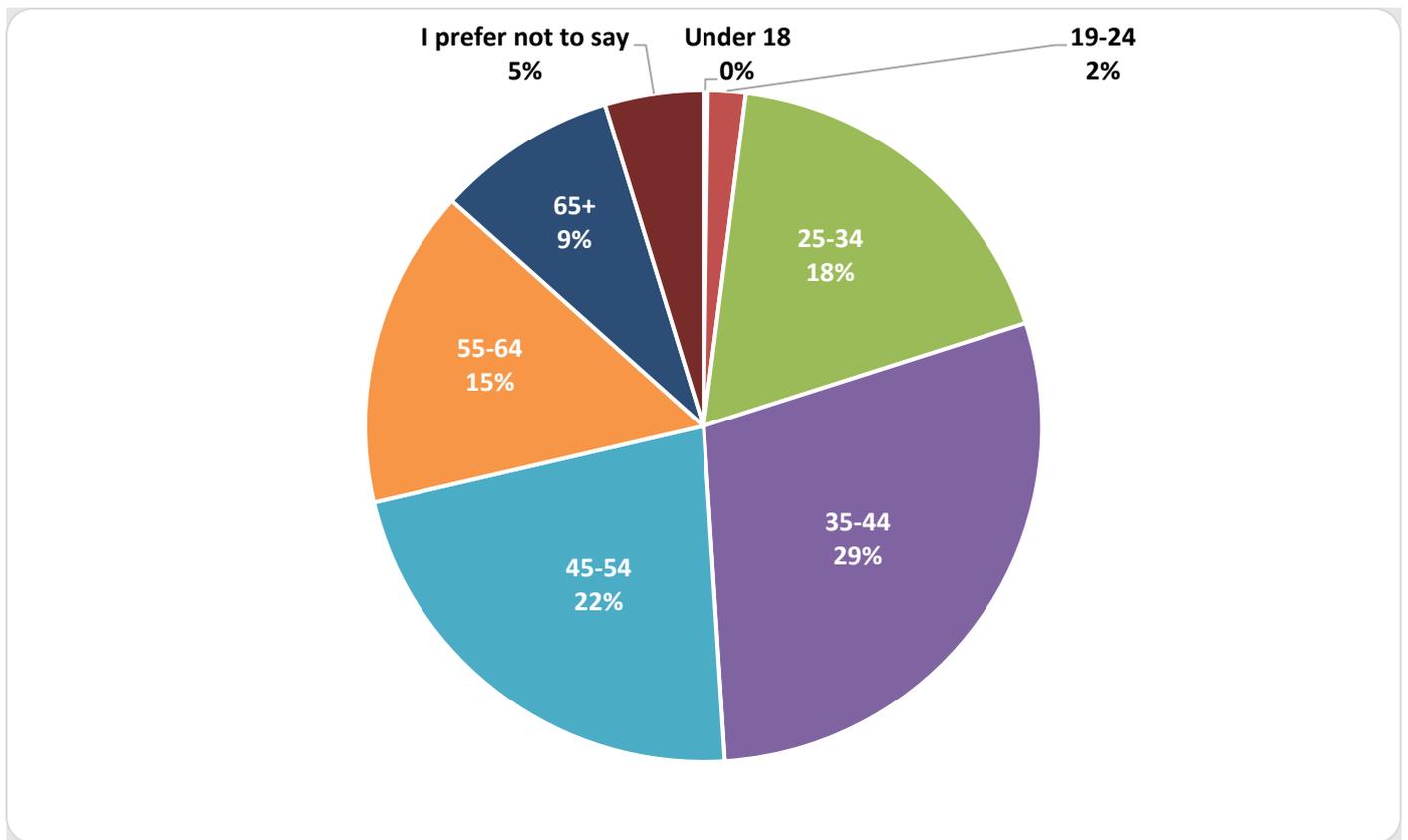
21. What best describes your interest in the Highland Park Way SW Connection Project?  
(Please select all that apply.)



Bar chart showing respondents' interest in the Highland Park Way SW Connection Project: 82% live nearby, 64.4% travel through the area, 20.2% work nearby, 2.4% go to school nearby, and 4.1% selected 'Other.'

Value	Percent	Count
I live nearby	82.0%	1,098
I work nearby	20.2%	270
I go to school nearby	2.4%	32
I travel through the project area	64.4%	862
Other: Most common answers were local community member and bike enthusiast	4.1%	55

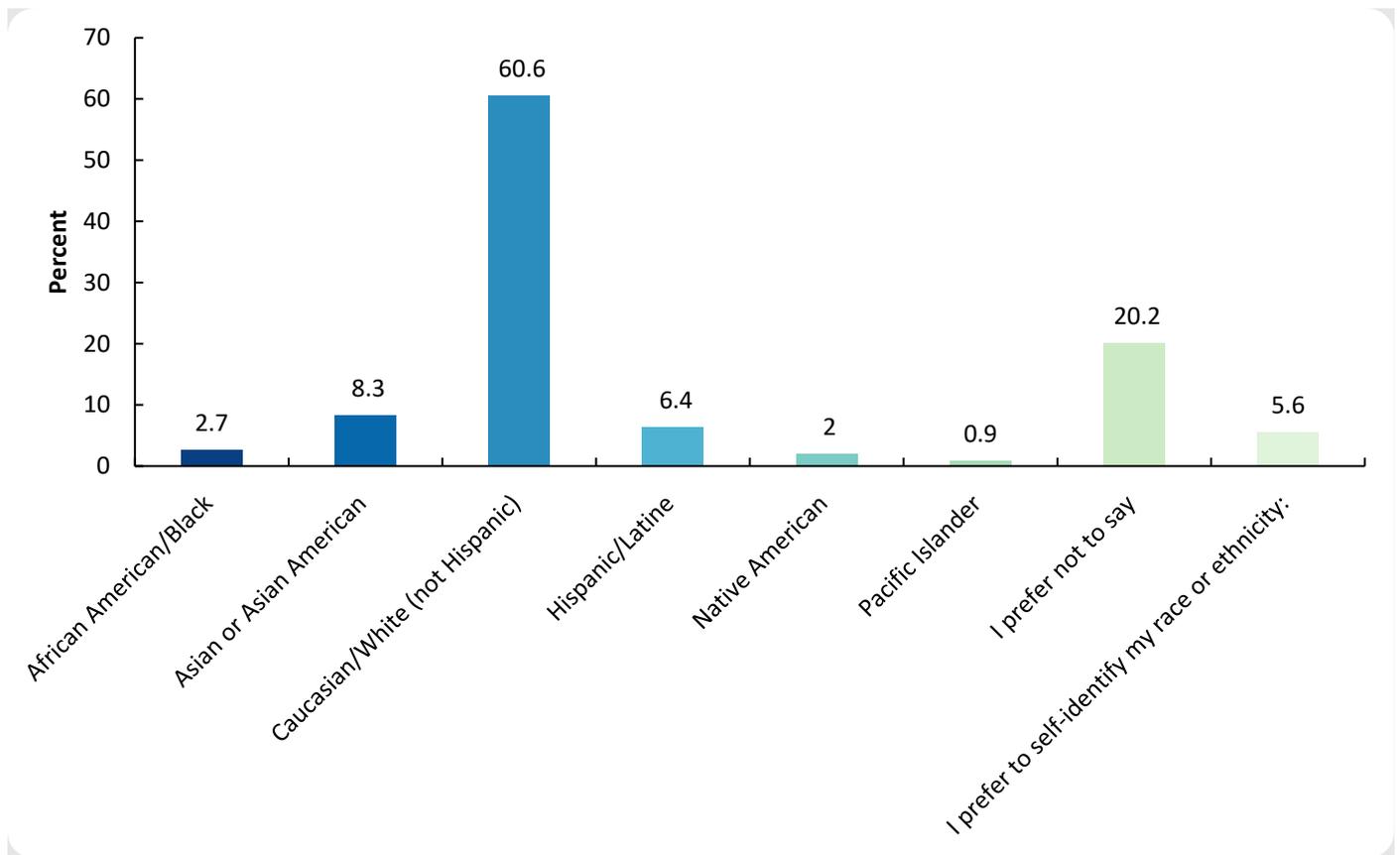
## 22. How old are you?



Pie chart illustrating age distribution: 0% under 18, 2% aged 19-24, 18% aged 25-34, 29% aged 35-44, 22% aged 45-54, 15% aged 55-64, 9% aged 65+, and 5% preferring not to disclose their age.

Value	Percent	Count
Under 18	0.2%	2
19-24	1.8%	24
25-34	18.0%	240
35-44	28.9%	385
45-54	22.3%	297
55-64	15.3%	204
65+	8.6%	115
I prefer not to say	4.7%	63
	Totals	1,330

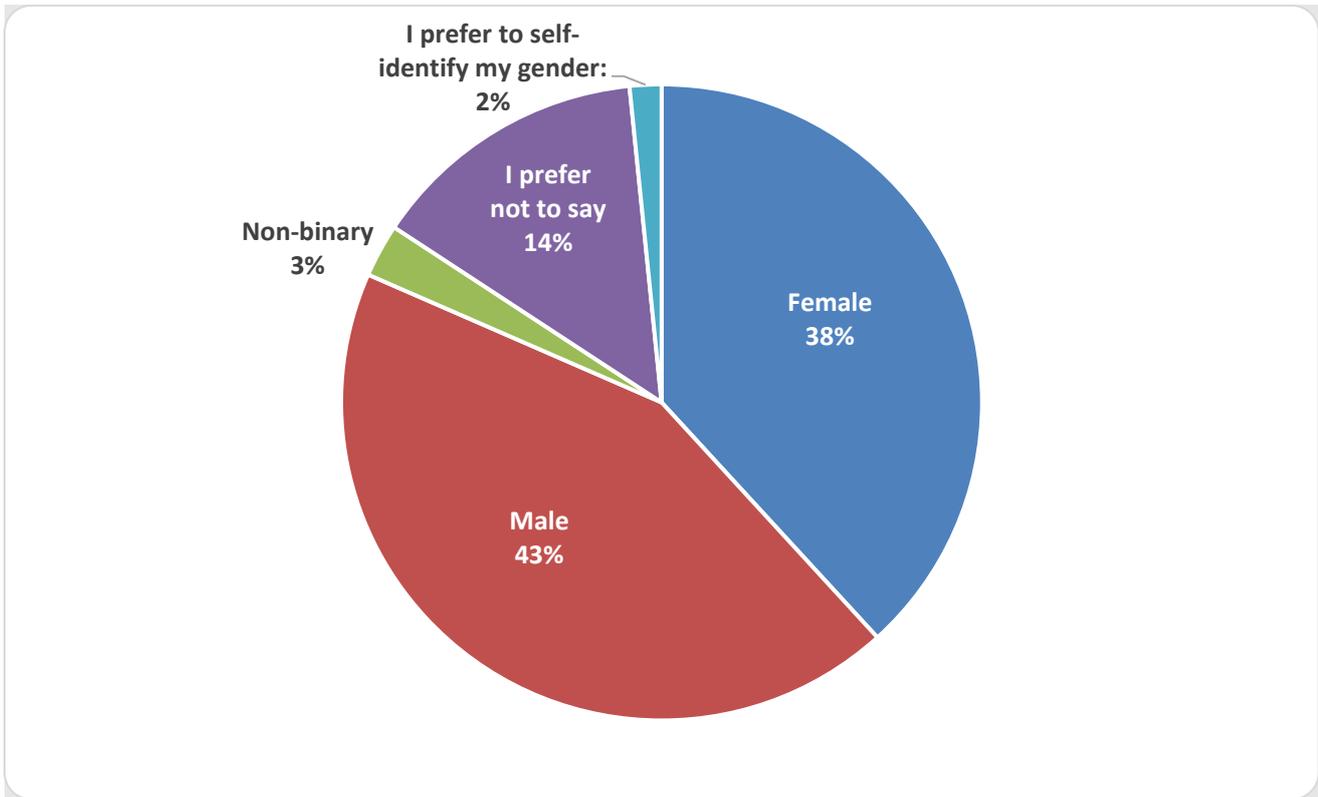
23. Most people think of themselves as belonging to a particular ethnic or racial group. How do you identify yourself? (Please select all that apply.)



Bar chart showing racial and ethnic distribution: 2.7% African American/Black, 8.3% Asian or Asian American, 60.6% Caucasian/White (not Hispanic), 6.4% Hispanic/Latine, 2% Native American, 0.9% Pacific Islander, 20.2% prefer not to say, and 5.6% prefer to self-identify.

Value	Percent	Count
African American/Black	2.7%	34
Asian or Asian American	8.3%	106
Caucasian/White (not Hispanic)	60.6%	771
Hispanic/Latine	6.4%	82
Native American	2.0%	25
Pacific Islander	0.9%	11
I prefer not to say	20.2%	257
I prefer to self-identify my race or ethnicity	5.6%	71

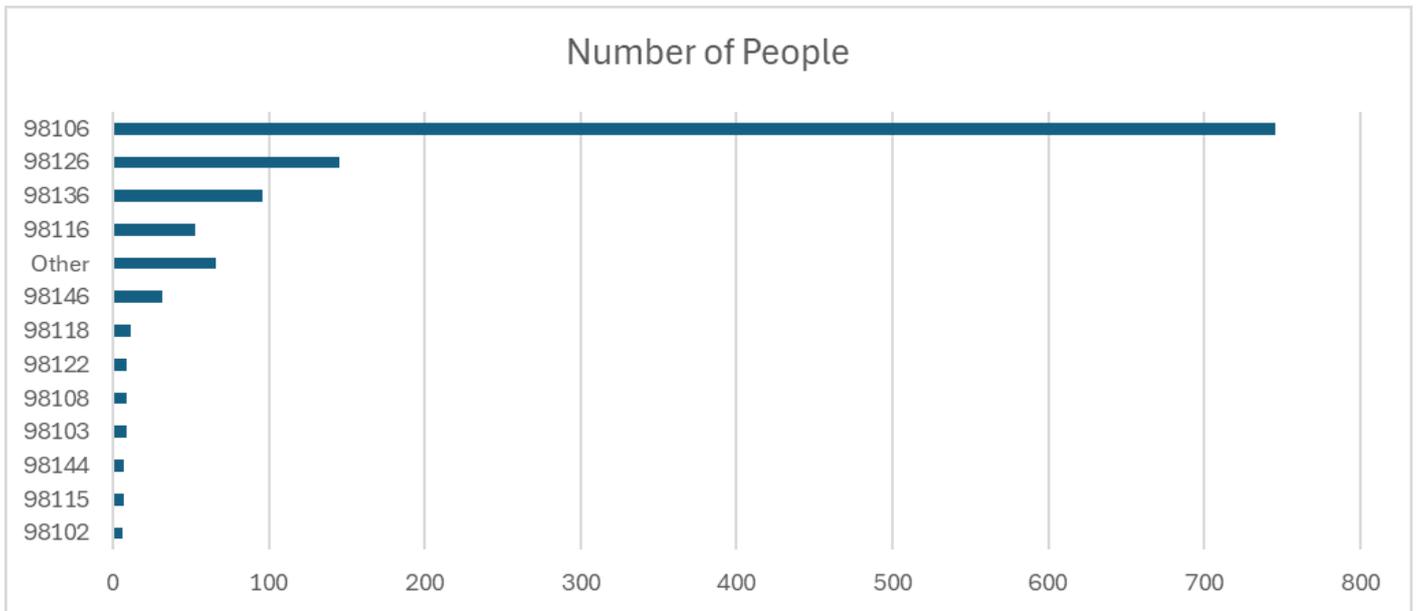
## 24. How do you identify your gender?



Pie chart showing gender distribution: 38% Female, 43% Male, 3% Non-binary, 14% prefer not to say, and 2% prefer to self-identify their gender.

Value	Percent	Count
Female	38.2%	487
Male	43.3%	552
Non-binary	2.7%	35
I prefer not to say	14.1%	180
I prefer to self-identify my gender	1.6%	21
	Totals	1,275

## 25. What is your zip code?



Bar chart showing the number of people by ZIP code. The highest count is for ZIP code 98106, followed by 98126, 98136, 98116, and 'Other' ZIP codes. The remaining ZIP codes have significantly fewer people.

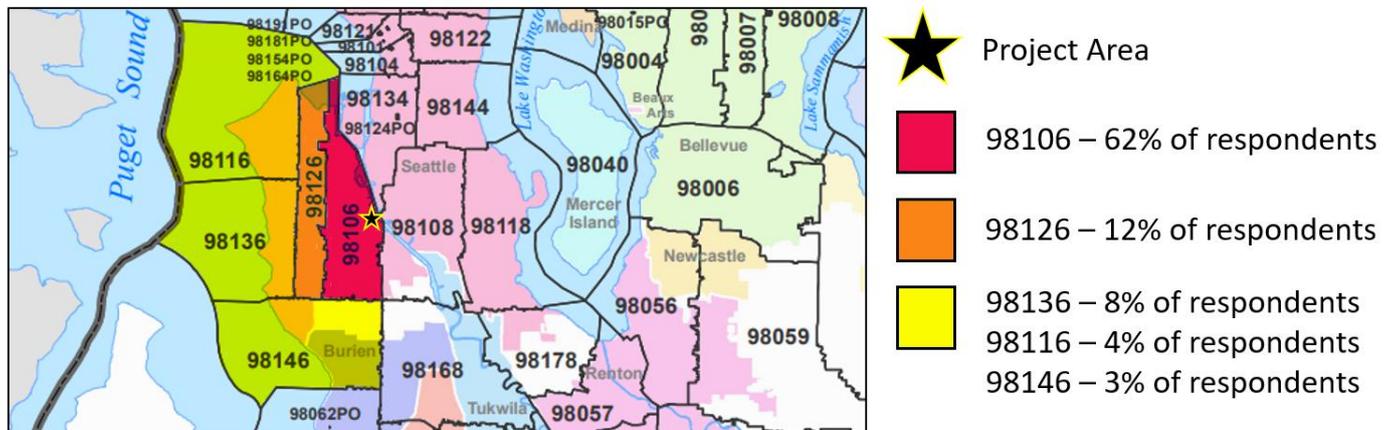
Zip Code	Percent	Number of People
98102	1%	6
98115	1%	7
98144	1%	7
98103	1%	9
98108	1%	9
98122	1%	9
98118	1%	11
98146	3%	32
Other	6%	66
98116	4%	53
98136	8%	96
98126	12%	145
98106	62%	746
	Totals	1,196

# Segment Analysis

As part of our survey analysis, we compared the results across different demographics to see if there were any notable differences. We looked at all of the responses for our multiple-choice questions segmented by zip code, race, age, and gender. We also looked at the level of support for the project among people who currently use or do not use the path. Below are some of the trends we saw, though these are not statistically significant.

## Zip Code

Below is the segment analysis by zip code (map below). You can see the [full data set by zip code here](#).



Map of project showing zip code demographics of survey participants.

Among those who say they use the path ...

- Most are from the 98106 zip code, which is where the project area is located, followed by 98116 and 98126.
- The percentage of respondents who say they walk along the path tends to be higher the closer they live to the project area, with most coming from 98106.
- The inverse is true for the percentage of people who say they bike along the path, with the highest percentages coming from 98146 and 98136. Though in raw numbers the highest number of people who say they bike along the path live closer to the project area (98106).
- People who live close to the project area report using the path most frequently (daily or weekly).

Among those who say they don't use the path currently ...

- Most prefer to drive or take the bus, and that preference is more common in zip codes closer to the project area, with the highest percentage coming from 98106, followed by 98126 and then 98136.
- Most say they won't use the path if it's improved, but that response is less common from west to east (moving towards 98106) and north and south of the project area (98116 and 98146).

The highest percentage of respondents who say they want to walk in the area are from 98106 and 98146.

The highest percentage who say they want to bike in the area are from 98116 and 98146.

All zip codes had a high percentage of people who do not support the project, but there was variation in the strength of that sentiment.

The percentage of people answering "not supportive at all" is highest in 98136 and decreases a little from west to east and as you get closer to the project area (98126 and then 98106). It further decreases to the north and south of the project area (98116 and 98146) where respondents were the least opposed.

Here are the percentages of people answering "not supportive at all" to the different options by zip code:

- 98136: 73 – 78%
- 98126: 61 – 65%

- 98106: 55 – 60%
- 98146: 39 – 42%
- 98116: 33 – 40%

## Race

Below is the segment analysis by race. You can see the [full data set by race here](#). As mentioned above, people who identify as Hispanic/Latine, Black, or Asian/Asian American were under-represented in the survey based on U.S. Census data, respectively making up 15%, 13%, and 16% of the population and 6%, 3%, and 8% of the survey respondents.

Among the people who say they use the path currently ...

- Respondents from all races walk or bike along the path. However, respondents who identify as Black, Hispanic/Latine, or Native American say they are more likely to walk along the path, while respondents who identify as Asian/Asian American or White/Caucasian, say they are more likely to bike.
- Respondents who identify as Black, Hispanic/Latine, Asian or Asian American, Native American, or Pacific Islander report using the path more frequently (more than 60% say they use the path daily or weekly).

Among those who say they do not use the path ...

- Most say they would not use an improved path, and this response was most common among respondents who identify as Pacific Islander, Black, or who preferred not to say or to self-identify.
- There was a high percentage of people who do not support the project across all racial identities, but there was some variation in the strength of that sentiment.

The percentage of people answering “not supportive at all” is highest among people who prefer not to share their race or who prefer to self-identify, followed by respondents who identify as Pacific Islander or Black (more than 60% answering “not supportive at all”).

For Option 2, which is the most favored option, the greatest support came from respondents who identify as Caucasian/White, Asian/American, and Hispanic/Latine (more than 20% answering “very supportive”).

## Age

Below is the segment analysis by age. You can see the [full data set by age here](#).

Among those who say they use the path ...

- A greater percentage are age 44 and younger.

Among those who say they do not use the path ...

- A greater percentage of people who are age 34 and younger cite safety and people driving too fast as reasons for not using it as compared to older respondents.
- A greater percentage of people who are age 34 and say they would use the path for walking or biking if it was improved as compared to older respondents.

The level of support for the project varied based on age.

The percentage of people answering “not supportive at all” is highest among people who are 45 and older and among those who preferred not to share their age (more than 64% answering “not supportive at all”). It was lowest among respondents who are 19 – 44 years old (less than 48% answering “not supportive at all”).

Among respondents who are 19 – 34 years old, the percentage of those who support Options 1 and 2 is greater than the percentage of those who do not support them, with the strongest support for Option 2.

## Gender

Below is the segment analysis by gender. You can see the [full data set by gender here](#).

Among the people who say they use the path ...

- A slightly higher percentage identify themselves as male or non-binary.
- Among people who say they do not use the path ...
- A higher percentage of those who identify as non-binary cite safety, a poorly maintained path, and people driving too fast as reasons why they do not use the path as compared to other respondents.
- A higher percentage of those who identify as non-binary say they would walk or bike on an improved path.
- A higher percentage of those who prefer to not share their gender or self-identify say they would not use an improved path.

In terms of level of support for the project ...

- Across genders, majority of respondents did not support any variation of the project, except for Option 2, the multi-use path. For that option, respondents who identify as non-binary have the highest levels of support with the majority being very supportive or supportive.
- Respondents who chose to not share their gender or to define their own gender had the lowest level of support (more than 73% answering “not supportive at all”).
- The percentage of people answering “not supportive at all” is lowest among people who identify as male or non-binary (less than 48% answered “not supportive at all”).

### Current Use of the Path

In addition to the demographic data analysis above, we also looked at differences in the level of support or opposition to the project based on whether respondents use or do not use the path currently. You can see that [full data set here](#).

There is greater support for the project among people who currently use the path.

Among people who use the path, they prefer Option 2, the multi-use path.

# Appendix A: Project Area and Initial Concepts

## Current Conditions

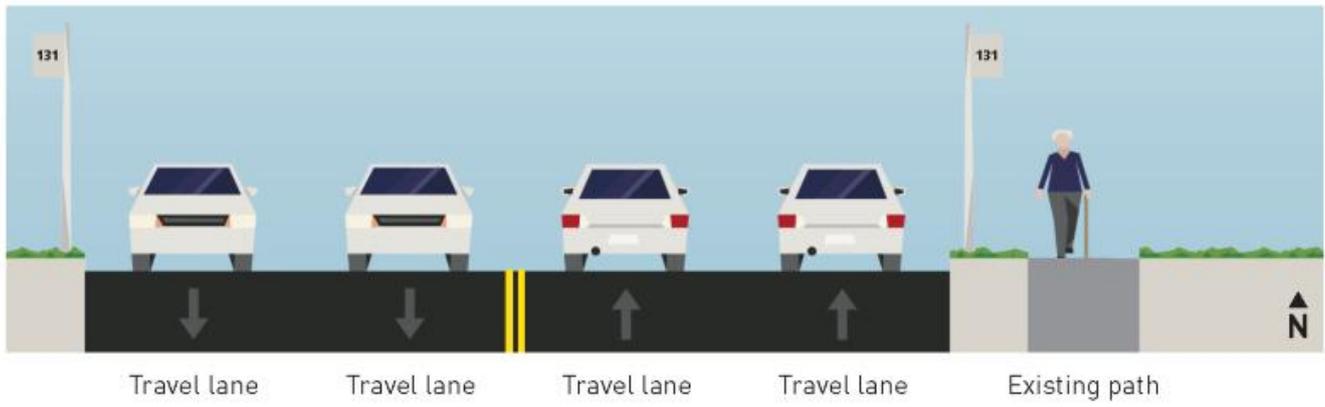
There is an existing path on the east side of Highland Park Way SW. It runs from SW Holden St to West Marginal Way SW with a section of grass serving as a landscape buffer between the path and the street. The path varies in width from 3.5 to 7 feet and the landscape buffer varies in width from 2.5 to 9.5 feet.

The path needs repairs and is very close to the street in some places, making it less comfortable for people walking, rolling, and biking – particularly when people drive over the speed limit, which happens quite often in this area. Seattle Police collision reports and recent traffic data also indicate that people have driven off the street, crossed the centerline into oncoming traffic, sideswiped other vehicles, and even crashed into a person biking.

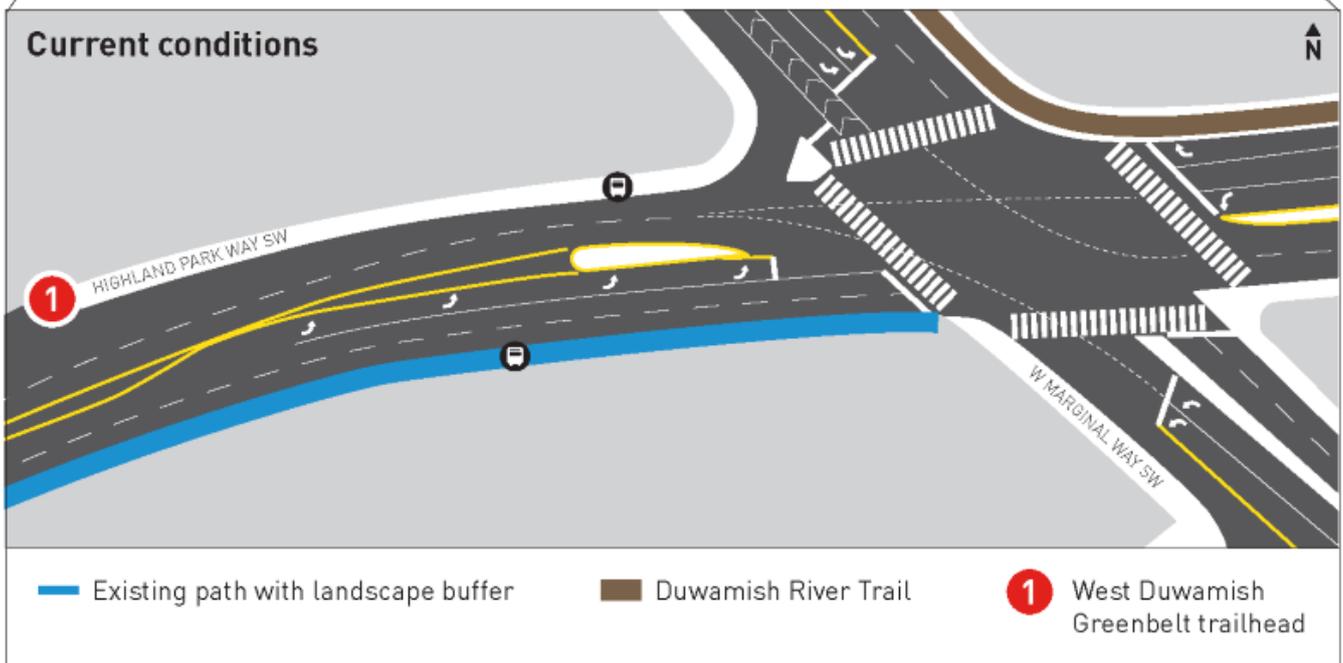
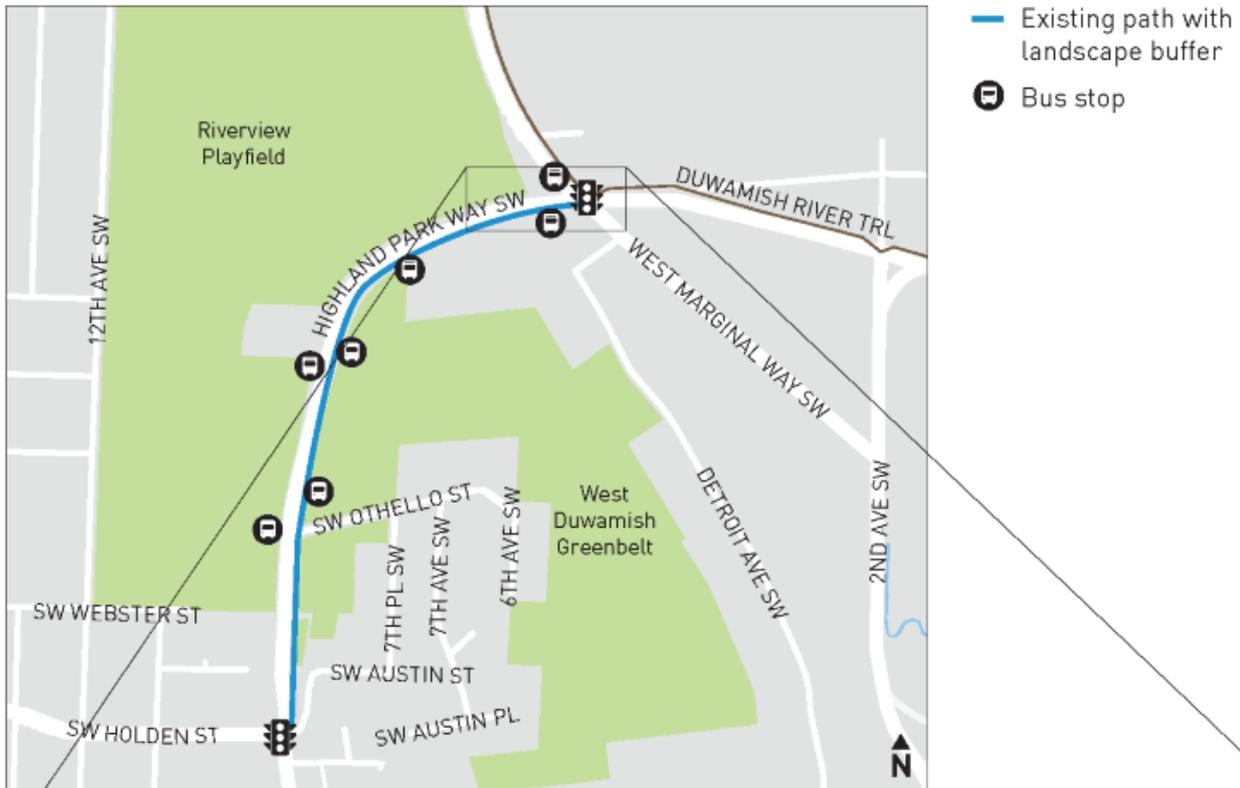


*Highland Park community member walking on the existing path along Highland Park Way SW. This section of the path just north of SW Holden St, where the path is about 6 feet wide, and the grass area is about 2.5 feet wide.*

## Illustration and Map of Current Conditions



*Street level diagram showing Highland Park Way Southwest.*



Map of Highland Park Way Southwest from Southwest Holden Street to West Marginal Way Southwest with an additional graphic below showing the zoomed in part of the project area at the intersection of Highland Park Way Southwest and West Marginal Way Southwest.

### Proposed Improvement

To provide a better connection for people who walk, roll, bike, and take the bus between Highland Park and the Duwamish River Trail, we are exploring the following three options.

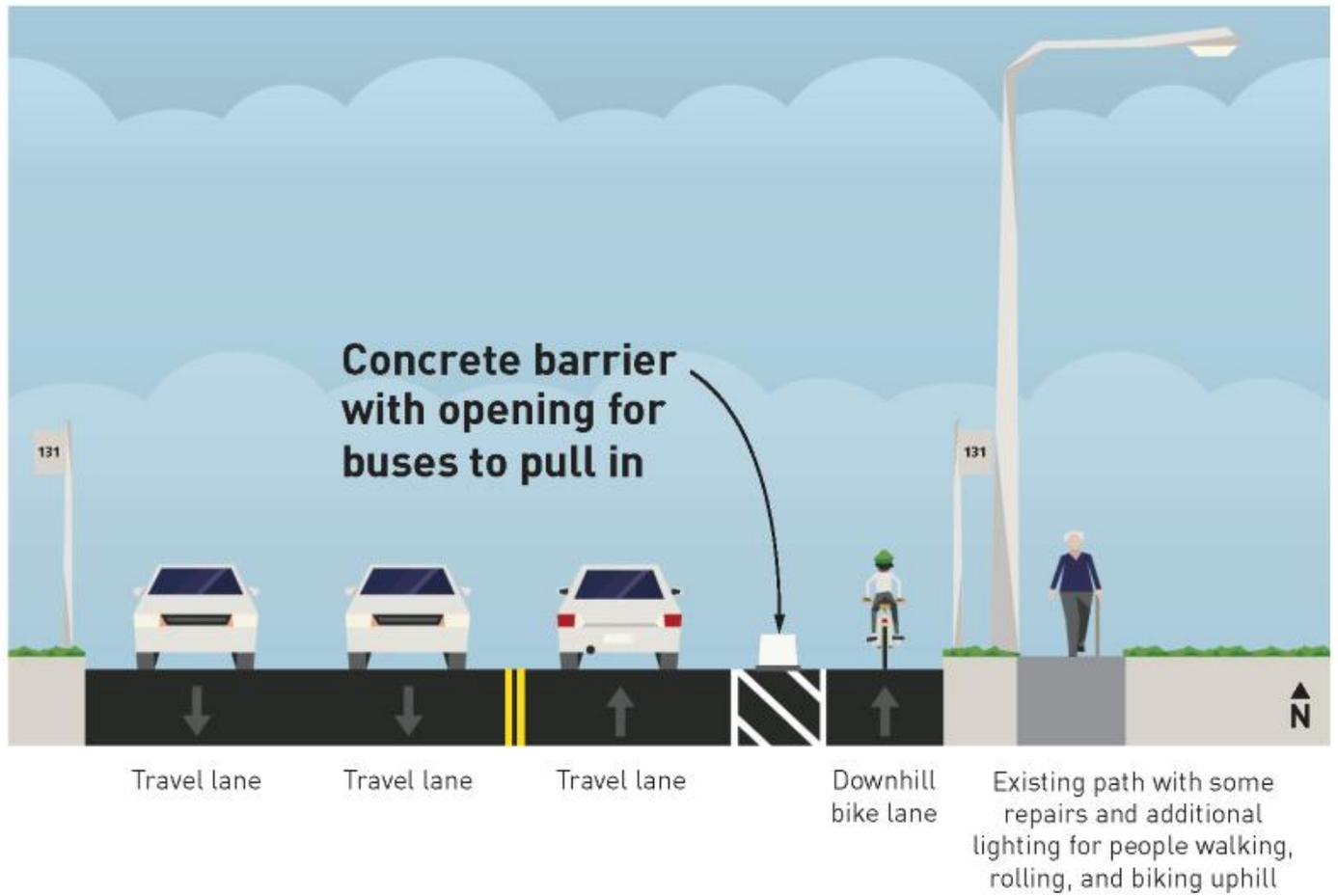
All options remove the right northbound (downhill) driving lane, which will create space for an improved path, while also calming traffic. [Narrowing streets reduces overall speeds](#), and our traffic analysis shows that a single northbound driving lane is sufficient for the number of vehicles traveling in this area.

#### Option 1: Downhill Protected Bike Lane

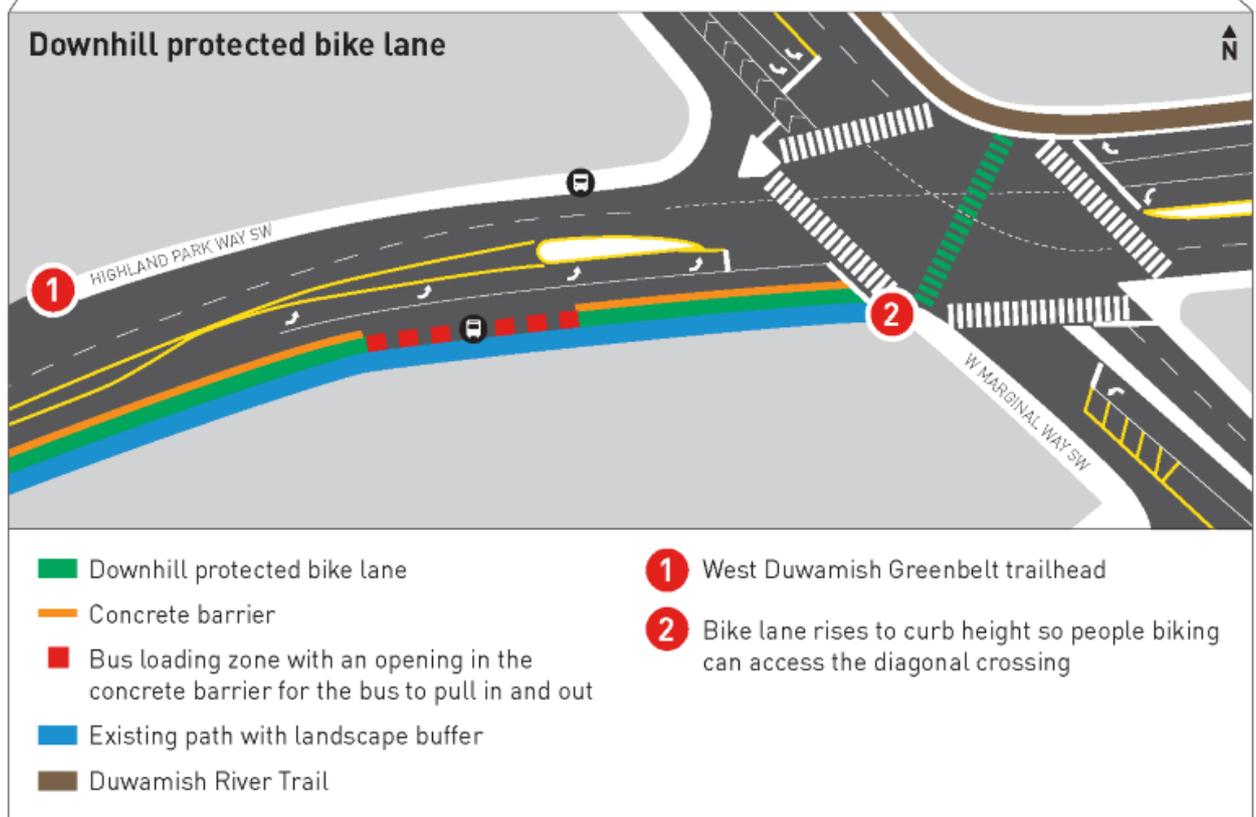
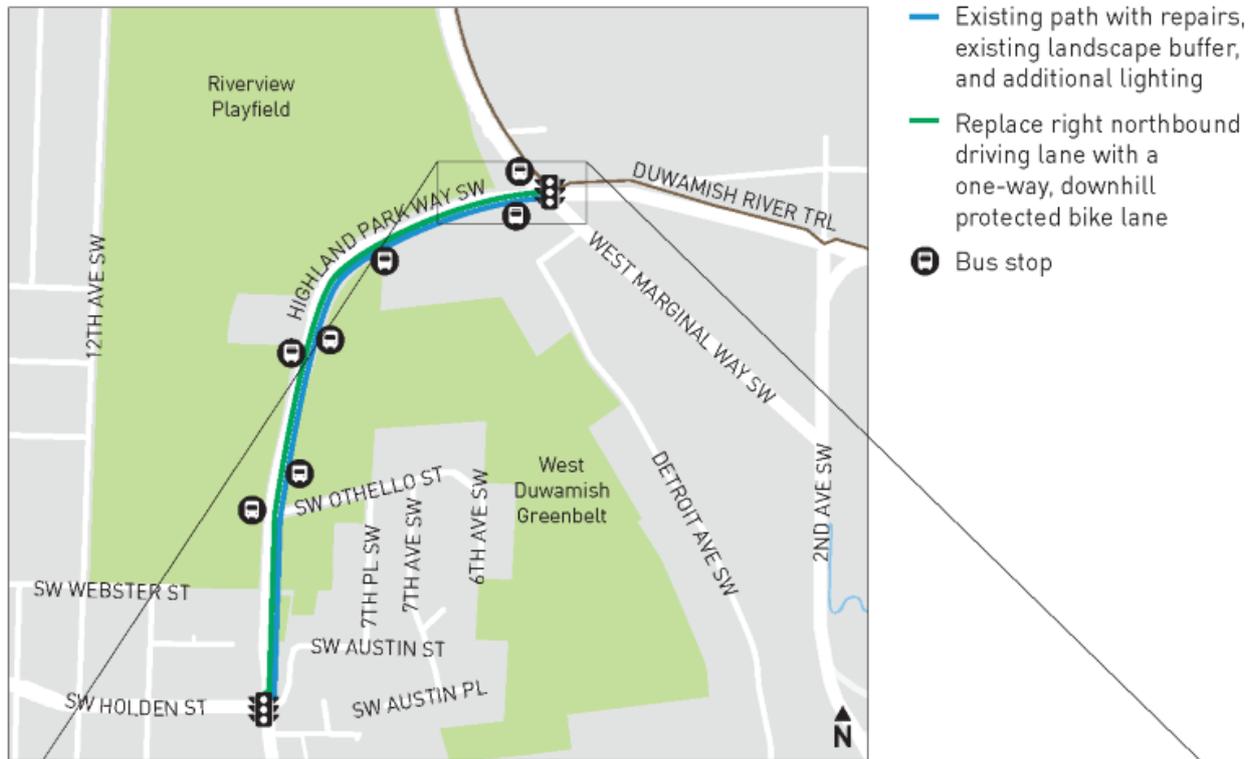
For Option 1, we propose replacing the right northbound driving lane on Highland Park Way SW with a downhill, protected bike lane. The bike lane would run parallel to the existing path and include a concrete barrier to divide the

bike lane from traffic. At the intersection of Highland Park Way SW and West Marginal Way SW, we would add a diagonal bike crossing to connect people to the Duwamish River Trail (see the map below). We would also add lighting and make some repairs to the existing path to improve accessibility for people walking and rolling.

Illustration and Map of Option 1: Downhill Protected Bike Lane



Street level diagram showing Highland Park Way Southwest.



Map of Highland Park Way Southwest that shows a new protected bike running from Southwest Holden Street to West Marginal Way Southwest with an additional graphic below showing the zoomed in part of the project area at the intersection of Highland Park Way Southwest and West Marginal Way Southwest.

### Key Points to Consider for Option 1

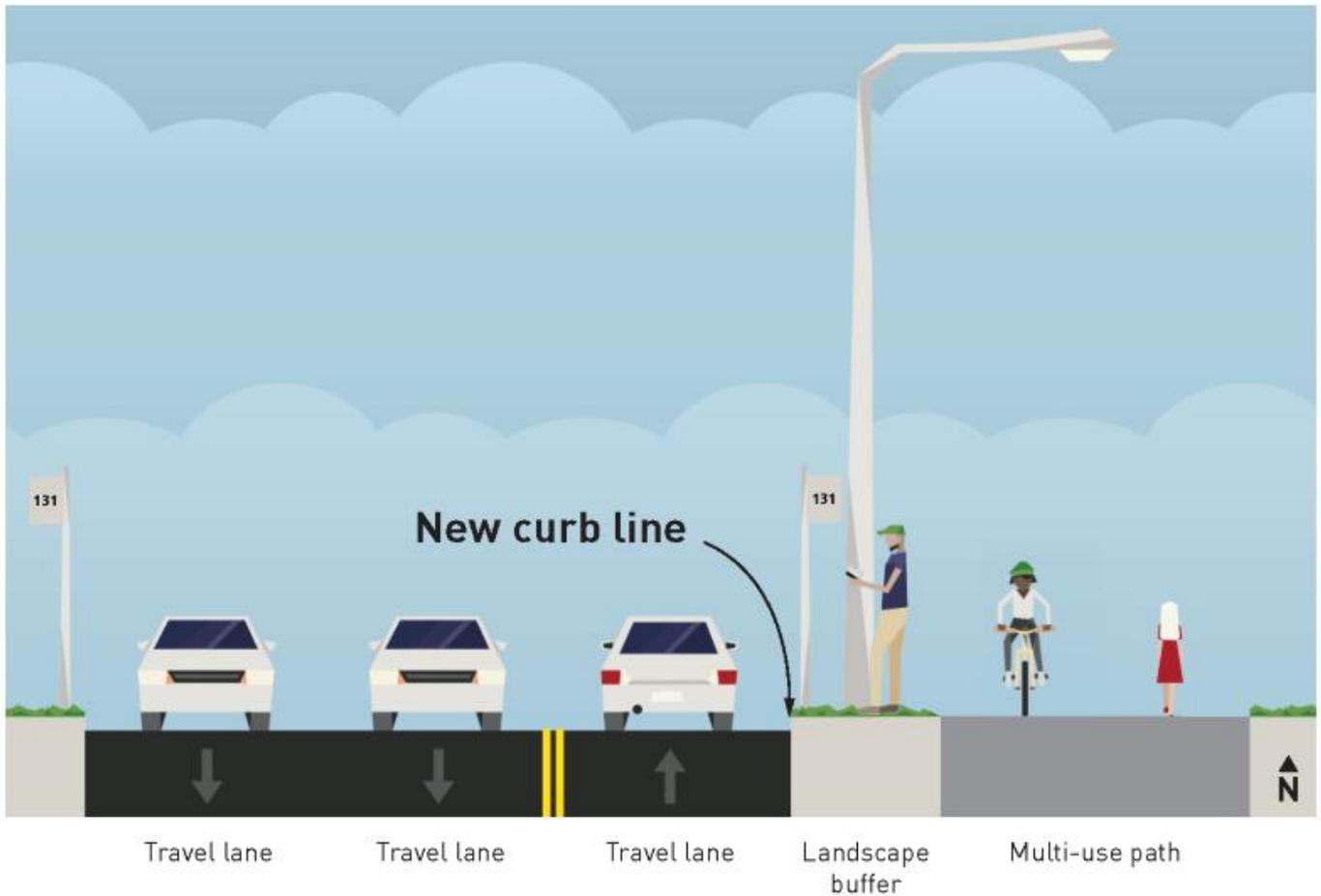
- Costs the least amount of money.
- Takes the least amount of time to design and build.
- Does not include a two-way bike lane. People biking down the hill will use the protected bike lane. People biking up the hill will share the existing path with people who are walking and rolling.

- Does not have concrete barriers for the sections of bike lane near bus stops. Buses will need to pull into the protected bike lane to pick up and drop off passengers.

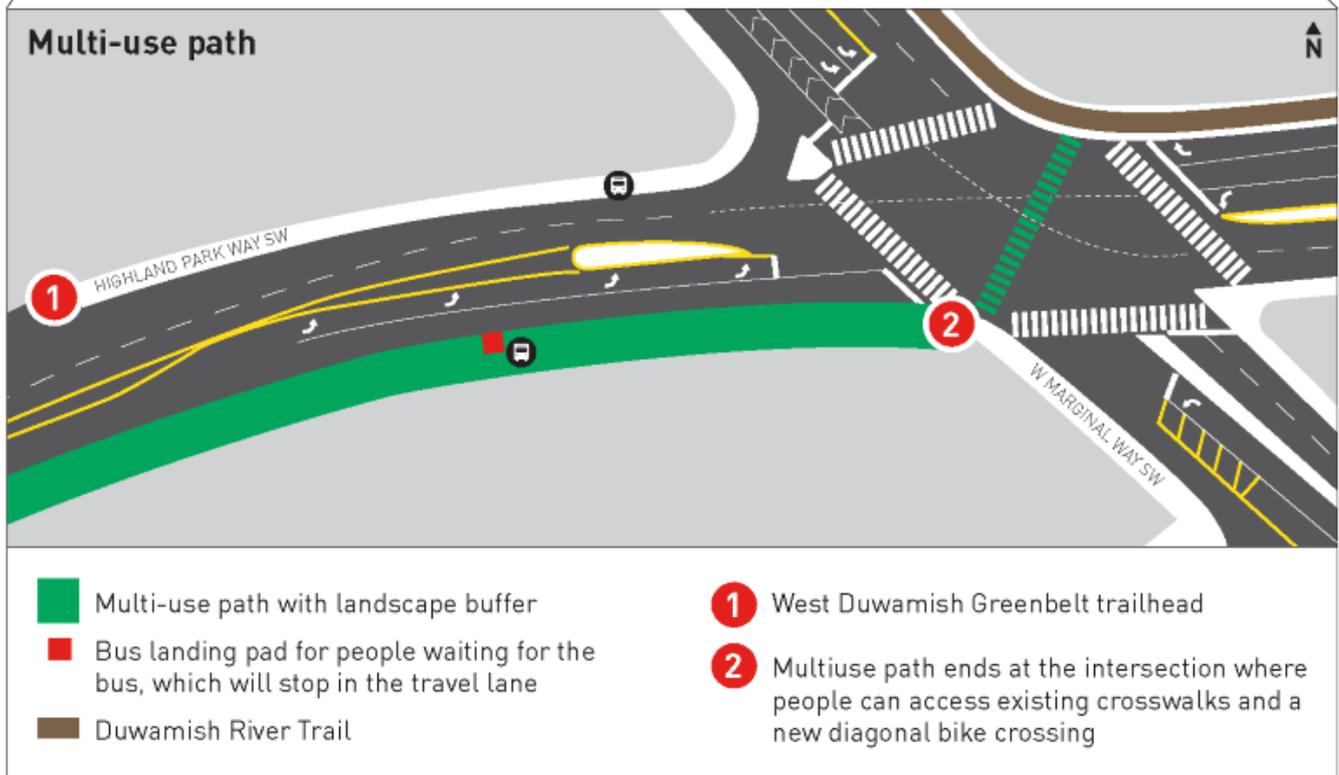
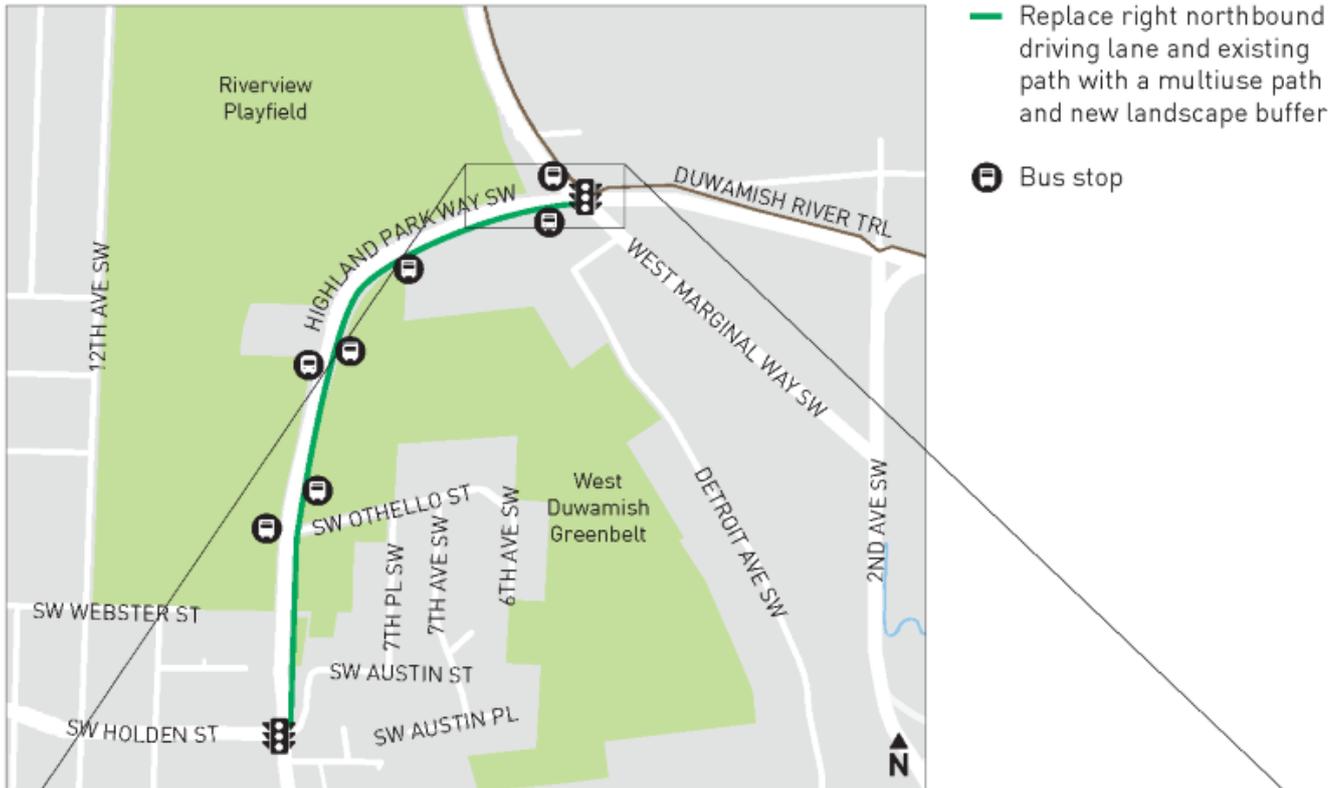
## Option 2: Multi-use Path

For Option 2, we propose replacing the existing path and the right northbound driving lane with a multi-use path. The multi-use path would include a wider landscape buffer and a wider path for people walking, rolling, and biking in both directions. This path will include bus stop landing pads in the landscape buffer, so people have a paved area to wait that is off the multi-use path. As in Option 1, we would add more lighting for people traveling along the path at night and add a diagonal bike crossing at the intersection of Highland Park Way SW and West Marginal Way SW to connect people to the Duwamish River Trail.

### Illustration and Map of Option 2: Multi-use Path



Street level diagram showing Highland Park Way Southwest.



A map of Highland Park Way Southwest that shows a new multiuse path with a landscape buffer running from Southwest Holden Street to West Marginal Way Southwest with an additional graphic below showing the zoomed in part of the project area at the intersection of Highland Park Way Southwest and West Marginal Way Southwest.

### Key Points to Consider for Option 2

- Costs more money than Option 1.
- Will take longer than Option 1 to design and build.
- Provides the most travel options for people (e.g., two-way bike path, wider path for people walking and rolling).
- Provides a wider landscape buffer between driving lanes and people biking, walking, and rolling.
- Provides bus stop landing pads so people can wait for the bus without standing on the multiuse path.

### Option 3: Combination of Options 1 and 2

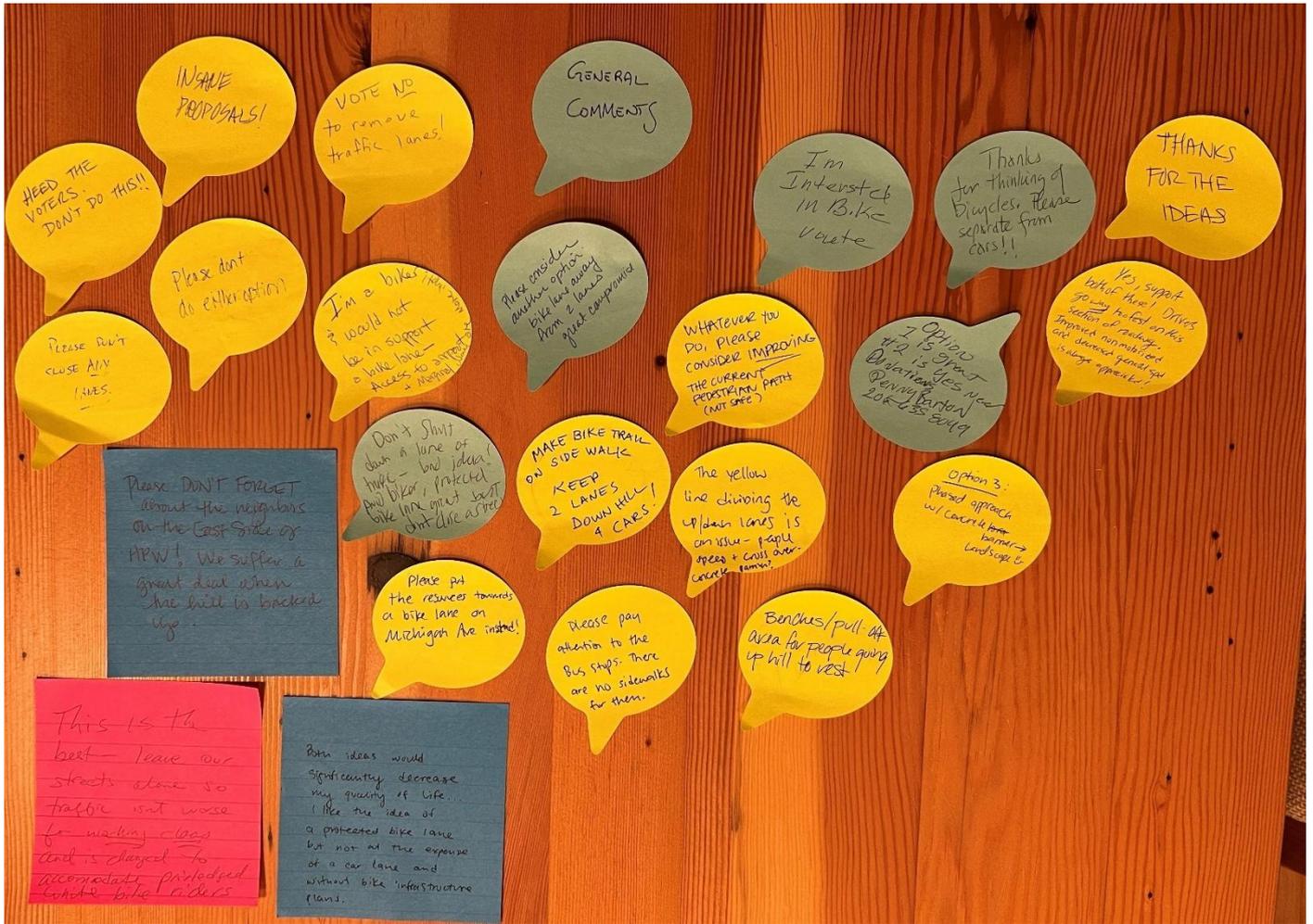
Option 3 is a combination of Options 1 and 2. In this approach, we would build the protected bike lane first – as it takes less time and less money to build – and then develop the new multi-use path later when additional funding is available.

#### Key Points to Consider for Option 3

- Costs the most money of the three options because of the phasing.
- Provides additional travel options sooner by building the protected bike lane and repairing the existing path first, and then providing more travel options later when we build the multi-use path.

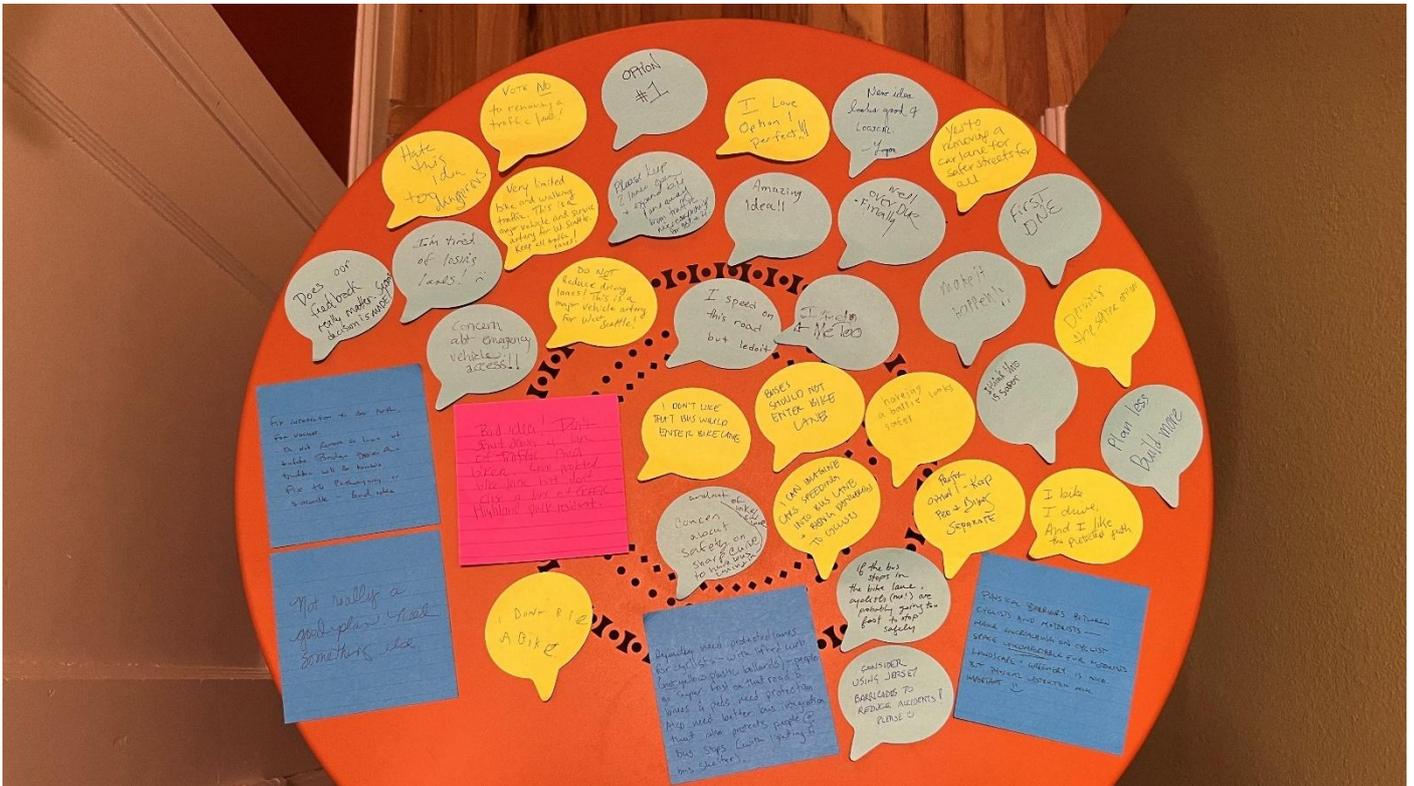
# Appendix B: Community Notes from In-Person Events

## General Project Notes



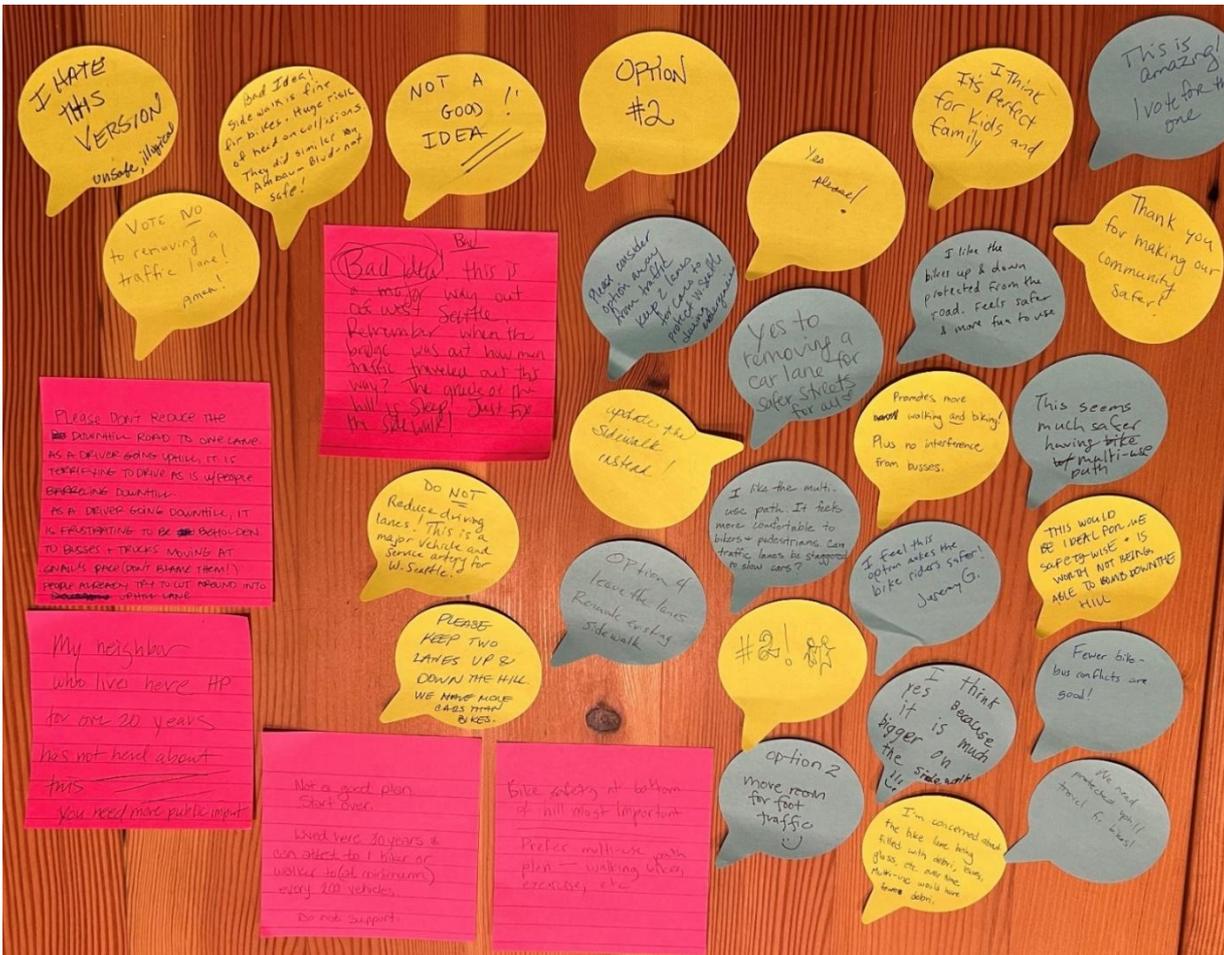
Collection of sticky notes with public comments shared during tabling event.

## Option 1 Notes



Collection of sticky notes with public comments on Option 1.

## Option 2 Notes



Collection of sticky notes with public comments on Option 2.

# Appendix C: Letter from HPAC, WSBC, and MoCA



July 1, 2024

Dear Highland Park Connection Team, SDOT, & Seattle City Council Transportation Committee Members -

Thank you for the initial round of presentations aimed to improve public safety infrastructure on Highland Park Way SW, AKA Boeing Hill. We appreciate the robust effort you all made to get out into the community of users of this route.

Highland Park Way SW is a major transportation route from West Seattle. Capacity and transportation options for travel by bus, car, truck and bike are critical for resiliency of the transportation network, as we have painfully learned from the recent extended closure of the West Seattle high bridge. Added to the corridor is increasing Single Occupancy Vehicle traffic from the Vashon/Southworth/Fauntleroy ferry route and growing housing density in the region.

Highland Park Way SW is also a key segment of a potential mid-peninsula east-west bike route over the ridges and valleys connecting Morgan Junction, High Point, Delridge, Highland Park and the Duwamish Trail and South Park.

From speaking with SDOT staff and our constituencies over the last month of outreach we all agree with the perception that the hill:

- Encourages vehicle speeding and unsafe driving practices due to the 11% grade.
- Needs better facilities separated from vehicle traffic for those walking, biking and rolling.

We also heard numerous remarks regarding the lack of solutions offered by SDOT for improvements. All options put to the public so far were variations of a single idea. **Will the agency be listening to the feedback from the public and pivoting to responsive design options, or just checking the “outreach completed” box in their workplan?** Working in true partnership with community is a two-way communication.

Concerns we have heard about the design to date:

- Loss of vehicle carrying capacity and lanes needed to stack vehicles at the bottom of the hill as drivers self-sort to access West Marginal, the First Ave South Bridge, SR599 and SR509.
- Unsafe bus/bike/vehicle interactions as coaches stop to serve transit riders.
- Driver fear of head on interactions with opposing traffic.
- Loss of capacity for large semi-trucks, garbage trucks, emergency vehicles, snowplows, tandem gravel trucks, and the like. While not designated as a “freight route”, the fact of the matter is that it is frequently used as such by delivery vehicles of all sorts and sizes.
- Reduction in resiliency of the route (which is prone to interruption by landslides, downed trees, accidents, etc.) The five lanes at the base of the hill are needed to route traffic around these short and historically long term interruptions as noted by Seattle Police Department.
- As has been stated numerous times in public conversations, this route is an essential option for folks living on the West Seattle peninsula at large to access the rest of the City, providing redundancy in emergency situations such as the closure of the West Seattle High Bridge, low bridge maintenance, etc.
- Pedestrians and drivers fear of road rage incidents from choked off traffic produced in a single lane of downhill traffic.
- Adverse Impacts to egress/ingress for residents on the east side of Highland Park Way who rely on SW Othello St. There are at least 79 households currently that rely on that route to get out of the neighborhood.
- High volumes of runoff water on the roadway surface during rain events causing unsafe conditions for bike-riders.
- Non-intuitive bike riding on the “wrong side”, riding on the left of oncoming bike riders instead of on the right in two-way bike lanes.

General concerns:

- This type of roadway design should not be considered as 'one size fits all.' The improvements should be related to the unique hillside conditions as well as the needs of the project.

- We have seen multiple examples of this sort of bicycle mitigation done as “paint-and-post” protected bike lanes on other city streets. Protection for cyclists is minimal, and much of it appears as clutter to our city, with frequent vehicle damage breaking off white poles and creating garbage in the roadway. This is an entry portal into our area, a beautiful greenspace and natural corridor. Any work done should complement this in design and materials and provide robust protection for people biking and walking.
- Our area has been overlooked for decades by the City and lacks infrastructure taken for granted elsewhere. We expect this project to be a step to rectify this in a quality manner.

**In conclusion, given these concerns, we are not satisfied that this is the best solution that can be attained for the two problems above. We urge SDOT to go back to the drawing board,** and suggest study of the following ideas:

Option 4:

- Replace the existing narrow asphalt sidewalk with a wide multi-use path on south side, outside of existing roadway, with a curb separating downhill bike from uphill bike/pedestrian traffic. Unlike the SDOT concepts, put the downhill bike lane on the right of uphill lane (as is the custom in the US).
- Avoid the dangers of bus pullouts into a downhill bike lane as in SDOT concepts. There is plenty of right-of-way width for a good design. Toward the top and at the base of the hill some retaining walls will be needed, some poles will need to be relocated and a small number of trees would need to be removed. It is worth funding a project that meets safety standards and is intuitive, comfortable, and predictable for all users.
- Maintain existing vehicle lane configurations. Enforce speed limits with enforcement cameras and police patrols.

Option 5:

- Narrow HP Way SW to one vehicle lane at the top of the hill as cars start downhill from the Highland /Holden intersection. Convert the right-hand lane for downhill bike traffic and replace the existing sidewalk with a multi-use path for uphill bike and uphill and downhill pedestrian use.
- As traffic reaches Othello St, move all bike and pedestrian traffic off road to the right onto a widened and improved off-road bike/pedestrian pathway. This allows the bus coaches to pull over to serve the Othello bus stop while letting vehicle drivers pass them to the left. It also keeps this area wider where the most active landslide slopes are on the uphill side.
- As the roadway opens up into two downhill lanes, vehicles will be approaching the curve, where most drivers naturally slow down, keeping traffic speeds down.
- The right of way below Othello Street is much wider at this point and can support a widened bike path without retaining walls until near the base of the hill.

Note that Option 5 would cost less than option 4, but is less intuitive for bike riders, requiring either a bike crossover at Othello, or riding on the “wrong side” on the lower section as in SDOT’s options.

We understand that solutions retaining the lower three eastbound downhill traffic lanes may require more work like drainage and retaining walls on the trail, but feel that the option should be studied. We also suggest consideration of automated camera enforcement of the speed limit in any solution proposed.

We also suggest a pilot of any design(s) chosen to go forward that would reduce vehicle roadway width. By installing temporary orange traffic buffers like those recently placed on the 4th Avenue South Bridge drivers can experience the conditions and make further improvement suggestions.

We look forward working together in authentic collaboration to develop a safer route for all.

Highland Park, Riverview & South Delridge Action Coalition (HPAC)  
 West Seattle Bike Connections (WSBC)  
 Morgan Community Association (MoCA)

