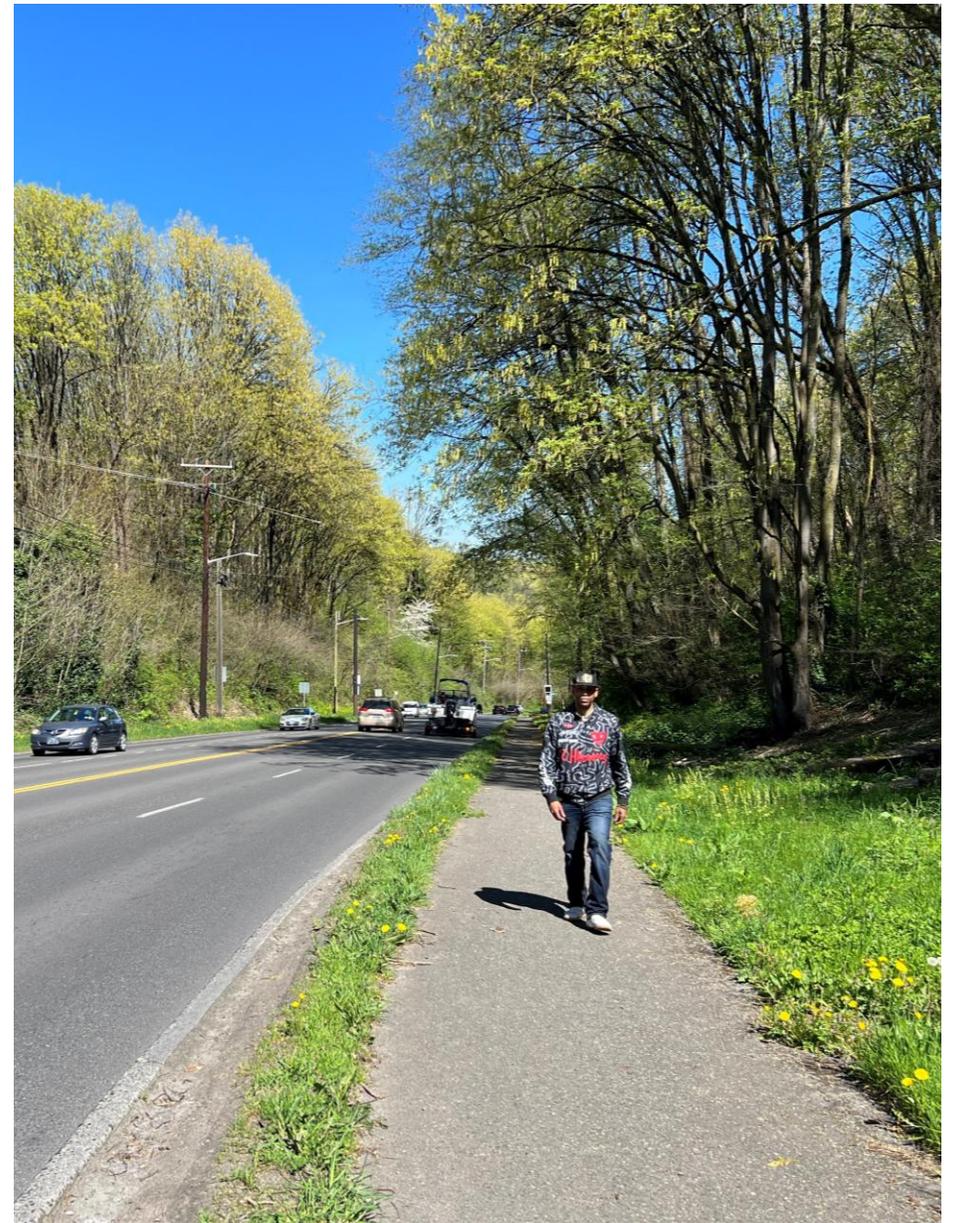


Highland Park Way SW Connection Project

Early Design Public Meeting
March 4, 2026

Agenda

- Project Background
- Existing Conditions
- Community Engagement
- Early Design Details
- Timeline
- Questions

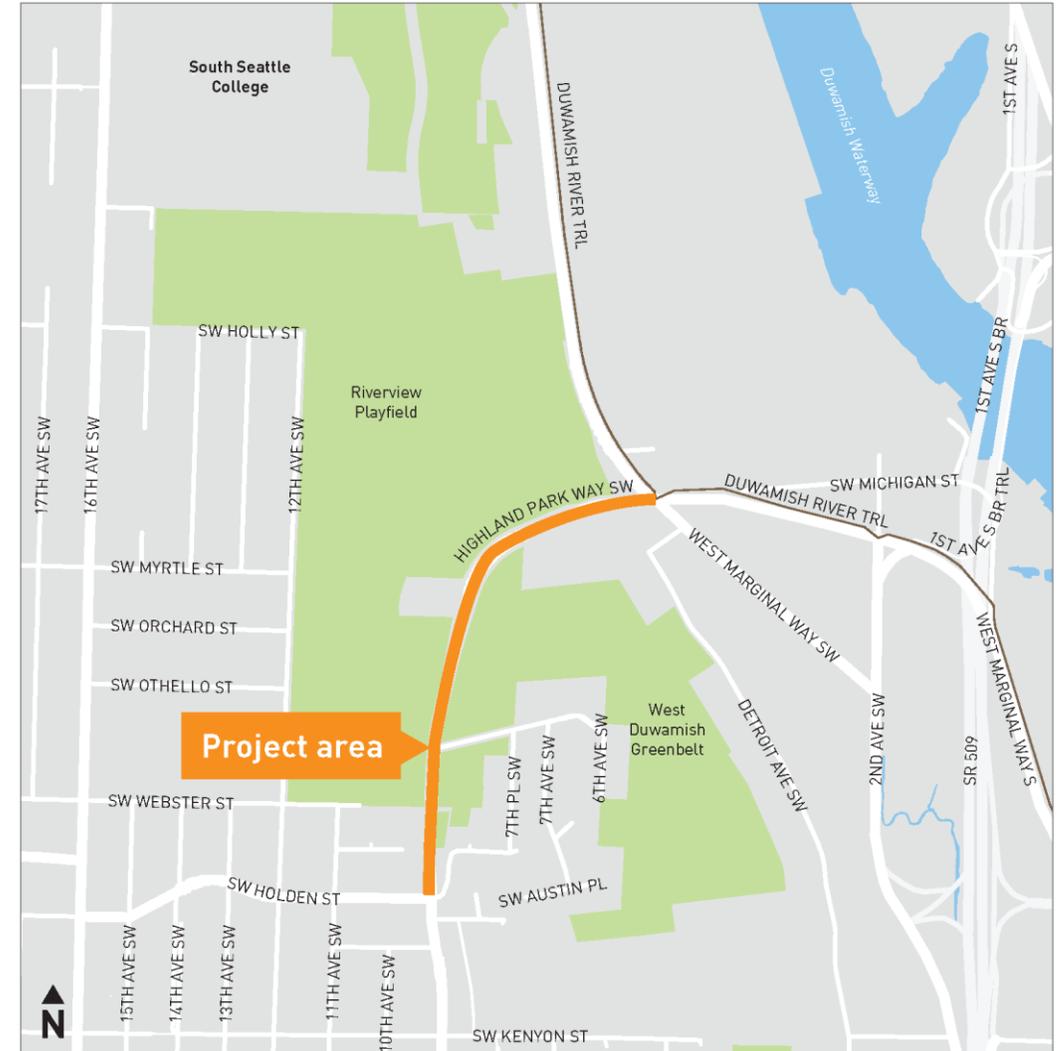


Project Background

- Project identified as a priority in the Seattle Transportation Plan
- Priority corridor for Vision Zero investment
- Investment corridor for Bike program, as well as the community

Goals

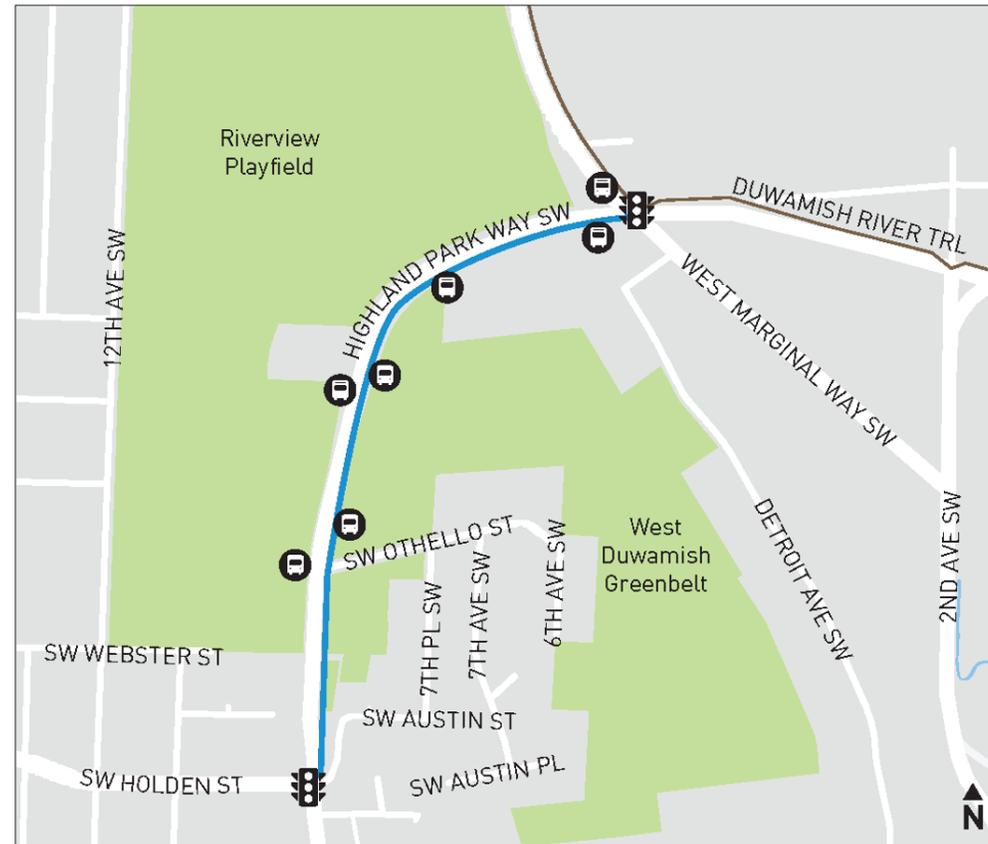
- Make street safer and calm traffic to reduce speeding and crashes
- Modernize street design to create separate spaces for people driving, walking, biking, and taking transit
- Better connect neighborhoods to Duwamish River Trail



Existing Conditions

Highland Park Way: SW Holden St to West Marginal Way

- Length: 2,700 feet
- Cross section: 4 general purpose travel lanes and path
- Grade: 11%
- Traffic volume: 17,100 vehicles per day
- Speed limit: 25 mph
- Average speed: 43 mph
- Reported crashes (2019-2023):
 - 41 total (1 bike)
 - 2 serious injury
- Transit: Metro Route 131



- Existing path with landscape buffer
- 🚏 Bus stop



Travel lane Travel lane Travel lane Travel lane Existing path

Existing Conditions

- Wide, high-speed arterial
- Curve in the road reduces visibility
- Narrow path in need of maintenance
- Little separation amongst drivers and between path and traffic
- No bike lanes
- Crash history
- High level of "traffic stress"



Community Engagement

- Mailer to residents near the project area
- Interviews with local advocates
- Door-to-door outreach to nearby businesses
- Community tabling, drop-in sessions, and presentations at events
- Online and paper surveys
- Community walk
- Local media



Community Feedback and Design

What we heard

- Support for traffic calming and safer bike and walking path
- Concerns about congestion at the bottom of the hill near W Marginal Way SW

What's changing in early project design

- We are no longer shifting the curb along the full downhill section as the earlier concepts proposed
- The updated design uses semi-permanent concrete bike barriers instead
- New lane channelization options to maintain traffic flow, make the bike and pedestrian connection, and discussion of trade-offs at W Marginal Way SW to reduce congestion

What's not changing in early project design

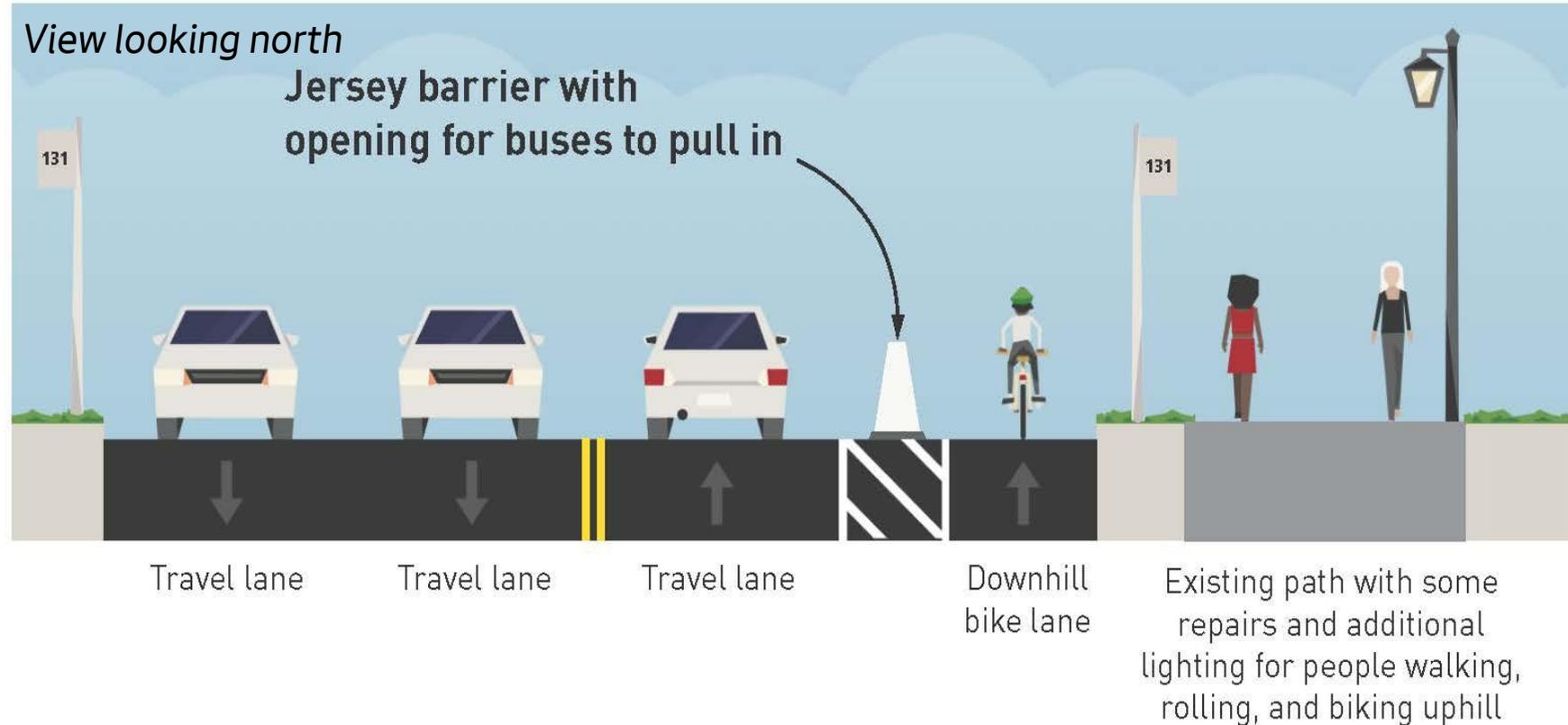
- One downhill driving lane removed beginning at SW Holden St

Timeline

- Early Design: Winter 2026
- Final Design: Summer 2026
- Construction: As early as winter 2026/2027
- Substantial Completion: 2027
- Continued project outreach

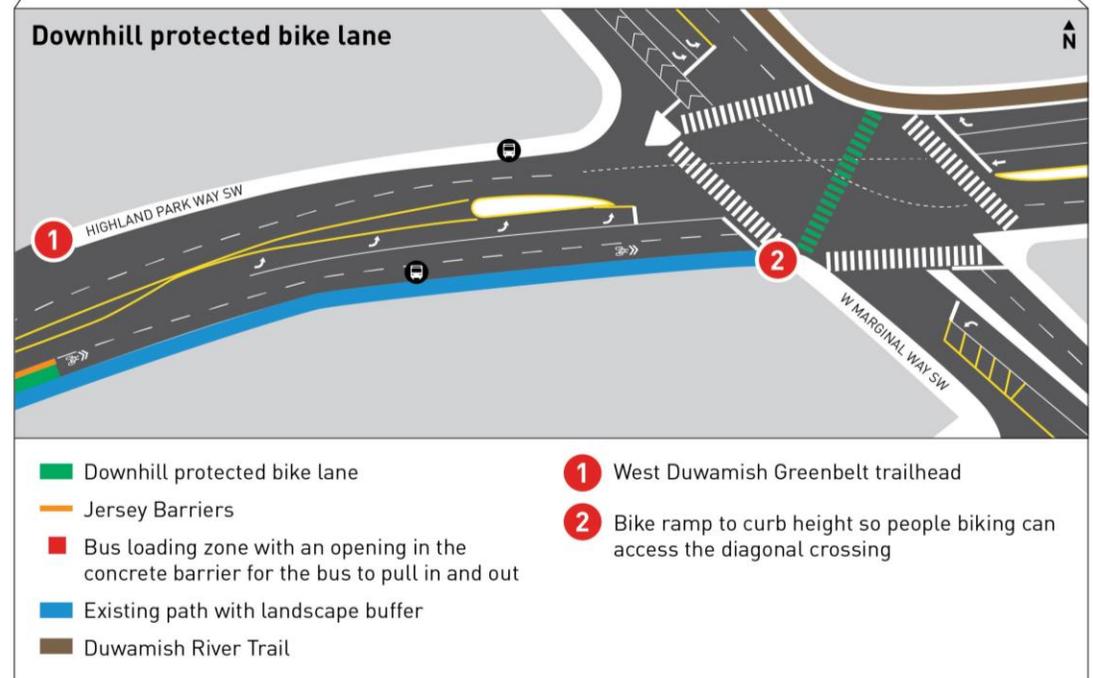
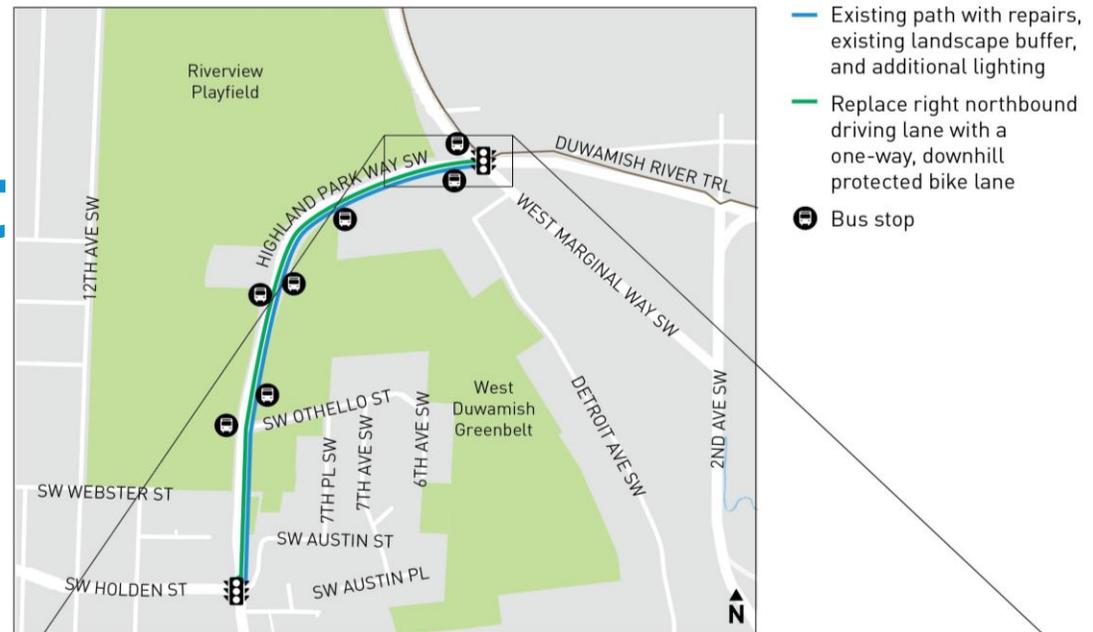
Early Design Details: Typical Cross Section

- Safety improvements that will decrease vehicular speeding
- Wider path with spot paving maintenance and repair
- Enhanced lighting
- Narrowed traffic space - 4 lanes to 3 lanes
- Downhill protected bike lane with concrete barrier
- Openings in barrier at bus stops



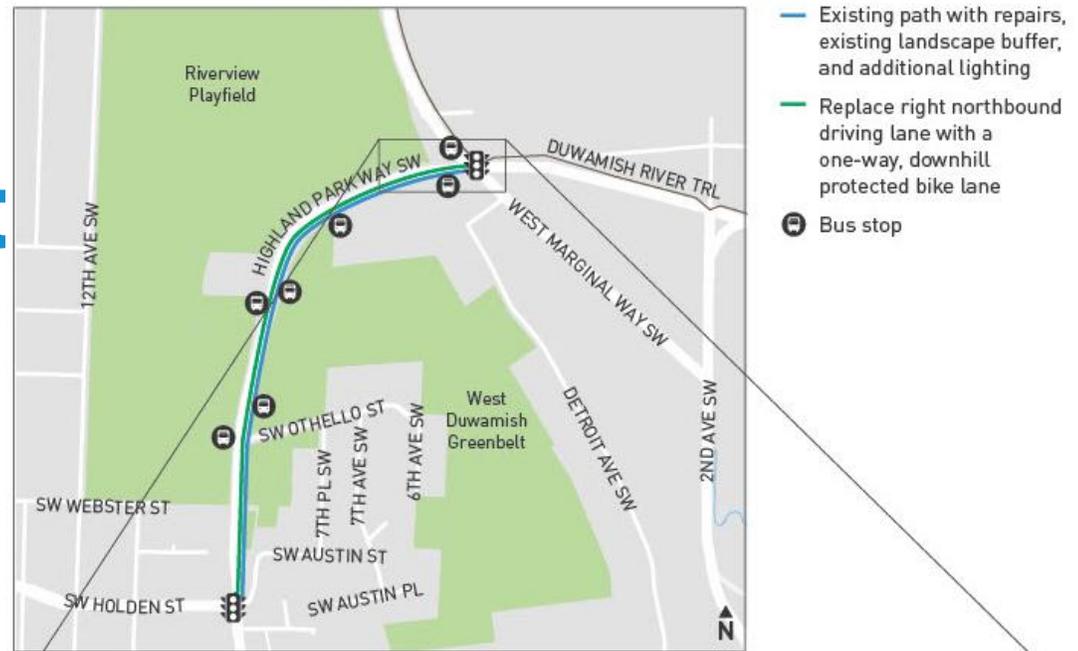
Early Design Details: Intersection with West Marginal Way (option 1)

- Keeps 5 general purpose lanes
 - 2 eastbound through lanes with 1 left-turn lane
 - 2 westbound through lanes
- New diagonal bike crossing between path and Duwamish River Trail
- Upgraded traffic signal for safer, more efficient traffic operations for all
- Designed for freight movements



Early Design Details: Intersection with West Marginal Way (option 2)

- 4 general purpose lanes (requires lane reconfiguration at WMW intersection)
 - 1 eastbound through lane with 1 left-turn lane
 - 2 westbound through lanes
- Extends the barrier and protected bike lane to the intersection
- New diagonal bike crossing between path and Duwamish River Trail
- Upgraded traffic signal for safer, more efficient traffic operations for all
- Using concrete bike barriers

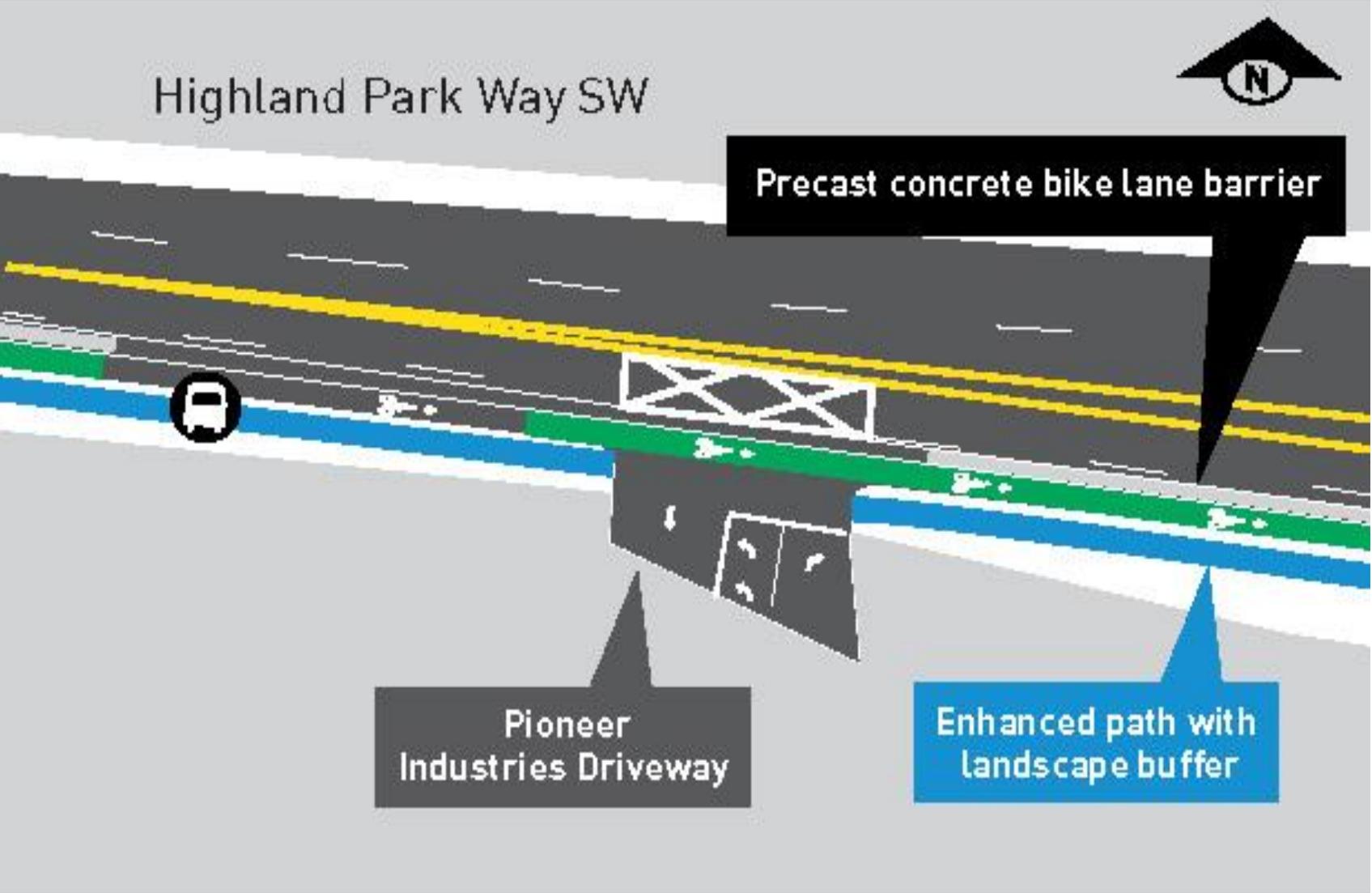


- Existing path with repairs, existing landscape buffer, and additional lighting
- Replace right northbound driving lane with a one-way, downhill protected bike lane
- Ⓚ Bus stop



- Downhill protected bike lane
- Jersey Barriers
- Bus loading zone with an opening in the concrete barrier for the bus to pull in and out
- Existing path with landscape buffer
- Duwamish River Trail
- 1 West Duwamish Greenbelt trailhead
- 2 Bike ramp to curb height so people biking can access the diagonal crossing

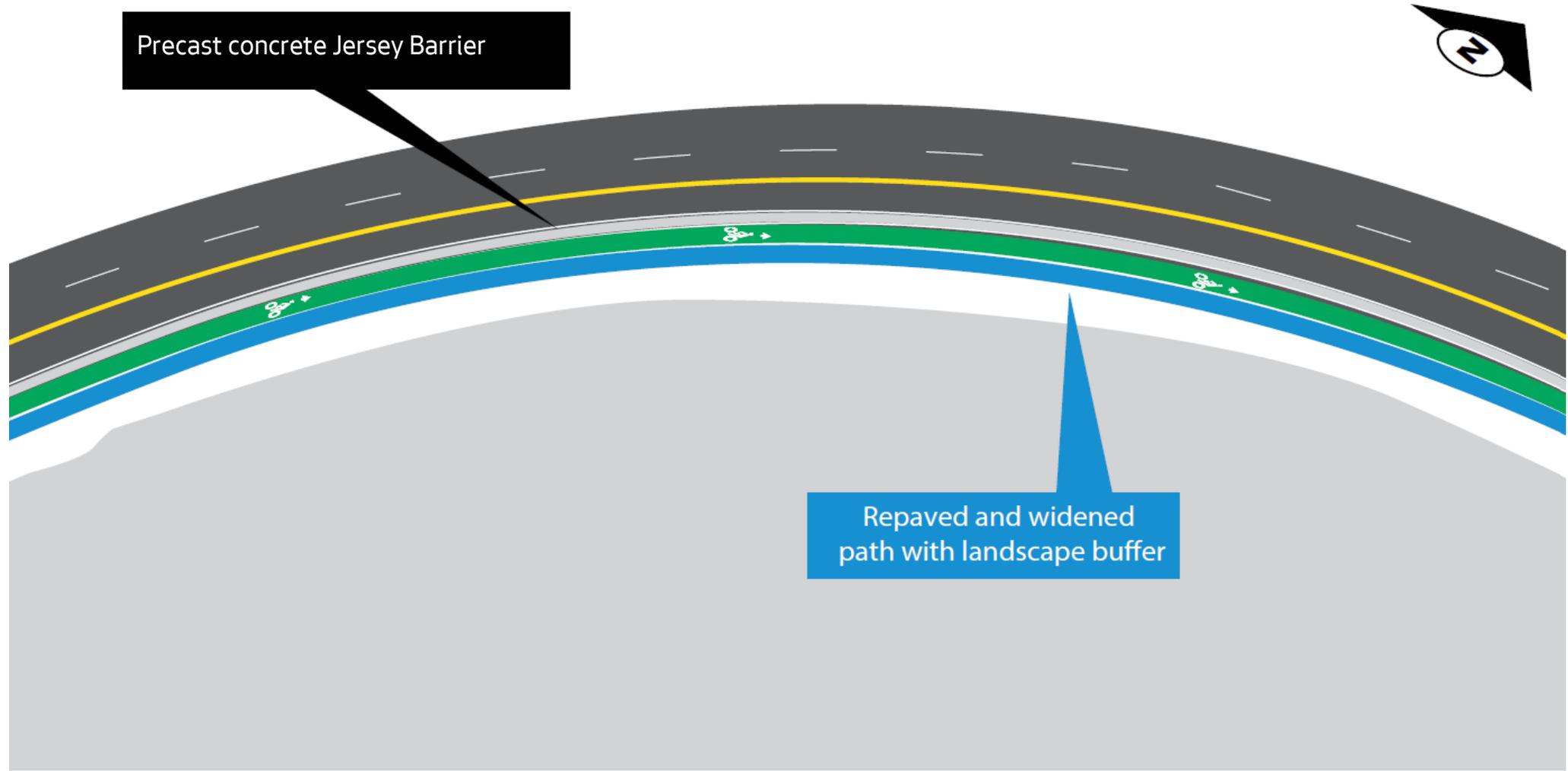
Early Design Detail: Pioneer Industries



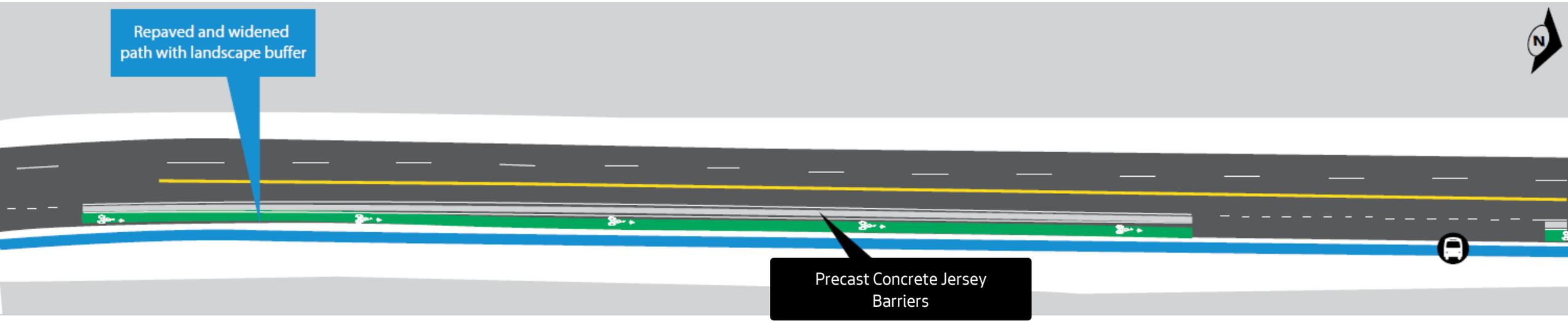
Early Design Details: Pioneer Industries



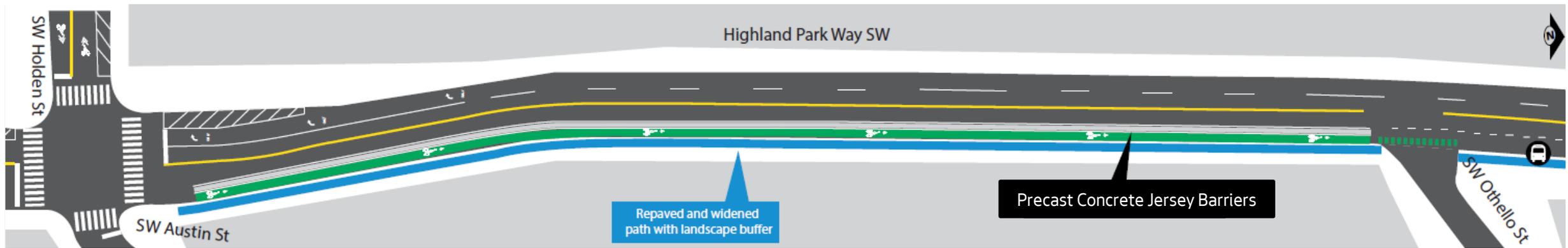
Early Design Details: Mid-hill



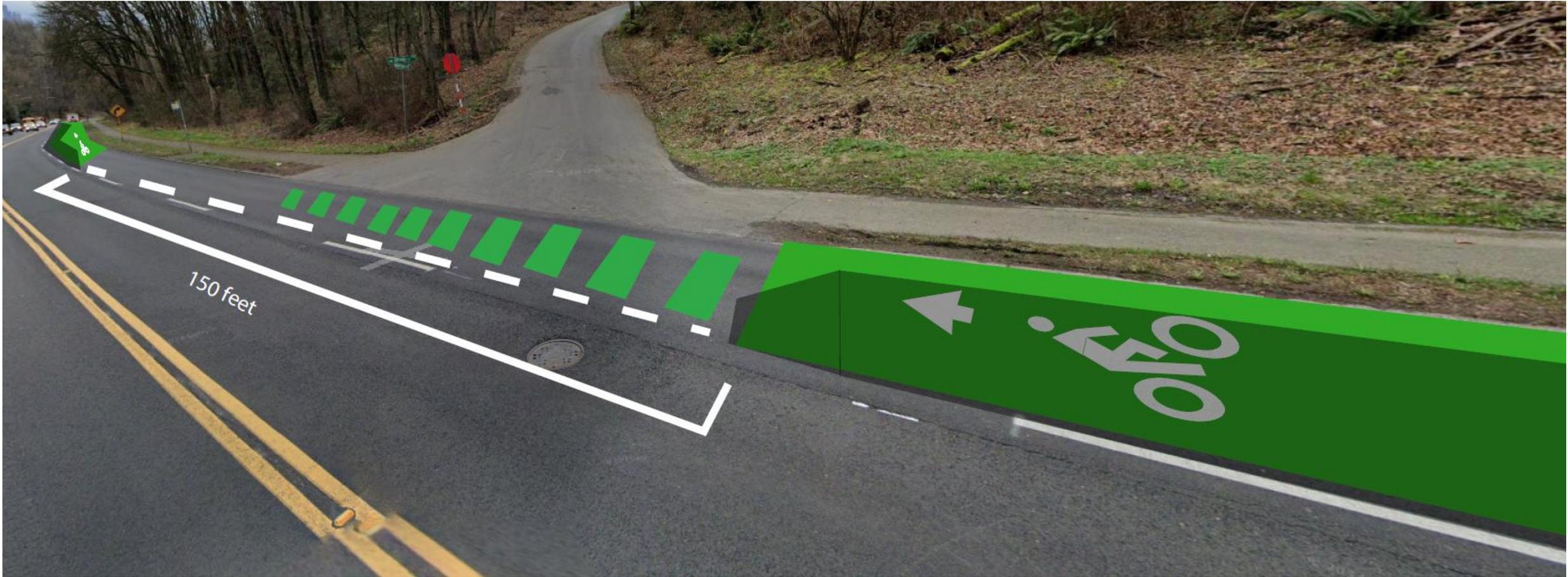
Early Design Details: Mid-hill



Early Design Details: SW Othello St to SW Holden St



Early Design Details: SW Othello St Intersection



Timeline

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Questions?

Stay in touch:



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206. 900-8741



<https://www.seattle.gov/transportation/projects-and-programs/safety-first/vision-zero/projects/highland-park-way-sw-connection>



From the entire SDOT Team:
Thank you!