

A photograph of the Delridge Pedestrian Bridge, a curved concrete structure with a metal railing, spanning over a road. The bridge is supported by a large concrete pillar. The background shows trees and a clear blue sky. The image is overlaid with a blue gradient.

Delridge Pedestrian Bridge Seismic Retrofit

Levy Oversight Committee

December 6, 2022

Wes Ducey, SDOT

Presentation Purpose: INFORM

- Inform LOC about decision to retrofit, rather than remove, Delridge Pedestrian Bridge

Reminder: April presentation about cost-effective asset management

- Aurora Ave N/N 41st St and Delridge Pedestrian Bridges were 2 bridges planned for seismic retrofits through the Levy to Move Seattle
- SDOT analyzed factors & did community outreach to inform best approach for each bridge
- Factors: pedestrian counts on bridge, vehicle counts under bridge, 3-year collision history within 4 blocks, speed limit, and adjacent land use



Delridge Pedestrian Bridge

Deep dive: Delridge Pedestrian Bridge

From April - now, SDOT:

- Engaged with adjacent property owners and community
- Designed and scoped removal and crosswalk projects
- Refined cost estimates
- Explored gateway treatments and public art options
- Identified other investment opportunities

While data supported removal, community surveys, emails, and in-person comments supported retrofit

- 63% of survey respondents want the bridge to be retrofitted
- 96% of respondents from Cooper School Artist Lofts/Youngstown prefer retrofit
- People not wanting to see more changes to the neighborhood



Delridge Pedestrian Bridge

Rationale for retrofit choice

- **Listening to community concern** that as the WSHB re-opens and the Rapid Ride H line starts running, this segment of Delridge Way SW will become busier, making alternative crossing more valuable.
- **Understanding that this crossing facility directly serves** the Youngtown Cultural Arts Center, SW Youth and Family Services, and Delridge Community Center.
- **Standing by our core value of equity** in maintaining this facility for youth of color in the area. More specifically, this decision is reinforced by our TEF Tactic 40.3: *Include individual and community's crossing needs and challenges into data storytelling and incorporate this qualitative data into SDOT decision-making processes.*

Next steps

- Communicate decision to public and project stakeholders in 2022
- Move design forward in 2023
 - Look for opportunities to coordinate with the Office of Arts & Culture in this area
- Intend to advertise for construction by Q4 2023
- Identify construction timing in 2024 with respect to community disruption (9-12 month duration)

Questions?



From the entire SDOT Team:
Thank you!

