



**BEACON HILL  
BIKE ROUTE**

**RUTA CICLISTA DE  
BEACON HILL**

**BEACON HILL (灯塔山)  
自行车路线**

**TUYẾN ĐƯỜNG DÀNH CHO  
XE ĐẠP BEACON HILL**

# Planning Outreach Summary



**AUGUST 2021**

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**Seattle**  
Department of  
Transportation

The Levy to

**MOVE SEATTLE**





## BEACON HILL BIKE ROUTE

### Planning Outreach Summary

August 2021

## Project overview

The Seattle Department of Transportation (SDOT) is designing a bike route from the Dr. Jose Rizal Bridge to the intersection of Beacon Ave S and 39th Ave S. The purpose of the project is to better connect and move bicyclists through southeast Seattle, and to make it safer for all who walk, roll, ride, and drive to share the roads and sidewalks. When built, the Beacon Hill Bike Route will serve as a major biking route in southeast Seattle. The project was included on the 2019 & 2021 Bike Master Plan Implementation Plans and considered a high priority connection.

Through the intentional design of community outreach and engagement, SDOT asked the community to review the route



Most comments collected came from Beacon Hill residents (shown in dark green), and some came from those who travel to and through Beacon Hill (shown in light green). Not all commenters shared their ZIP code.

options and provide feedback and their neighborhood expertise throughout the process.

This phase of outreach was designed to seek feedback on the northern section of the bike route (from the Dr. Jose Rizal Bridge to S Spokane St), particularly on the route options for the northern portion of that segment. We held outreach events and opportunities from summer 2020 to summer 2021 to ensure more neighbors were aware of the project and had the opportunity to comment on the ways that they move through and experience this corridor.

## OUTREACH EVENTS

Number of Participants

<b>SUMMER 2020</b> <b>Online survey</b> regarding bike route preference (available in English, Simplified Chinese, Spanish, Tagalog, Traditional Chinese, and Vietnamese)	<b>506</b>
<b>JULY 2020</b> <b>Community bike ride</b> in collaboration with Peace Peloton and Black Girls Do Bike	<b>20</b>
<b>SUMMER 2020</b> <b>Community liaison interviews</b>	<b>170</b>
<b>JULY 12, 2021</b> <b>Site walk</b> of proposed bike route with 15th Ave S residents	<b>11</b>
<b>JULY 13, 2021</b> <b>Online focus group</b> with 15th Ave S residents	<b>2</b>
<b>JULY 20, 2021</b> <b>Pop-up event at Beacon Hill Playground</b> (with interpretation available in Cantonese, Mandarin, and Tagalog)	<b>31</b>
<b>JULY 24, 2021</b> <b>Pop-up event at Plaza Roberto Maestas</b> (with interpretation available in Spanish and Vietnamese)	<b>21</b>
<b>AUGUST 12, 2021</b> <b>Online public event</b> (with interpretation available in Cantonese, Mandarin, Spanish, Tagalog, and Vietnamese)	<b>22</b>
<b>TOTAL</b>	<b>776</b>

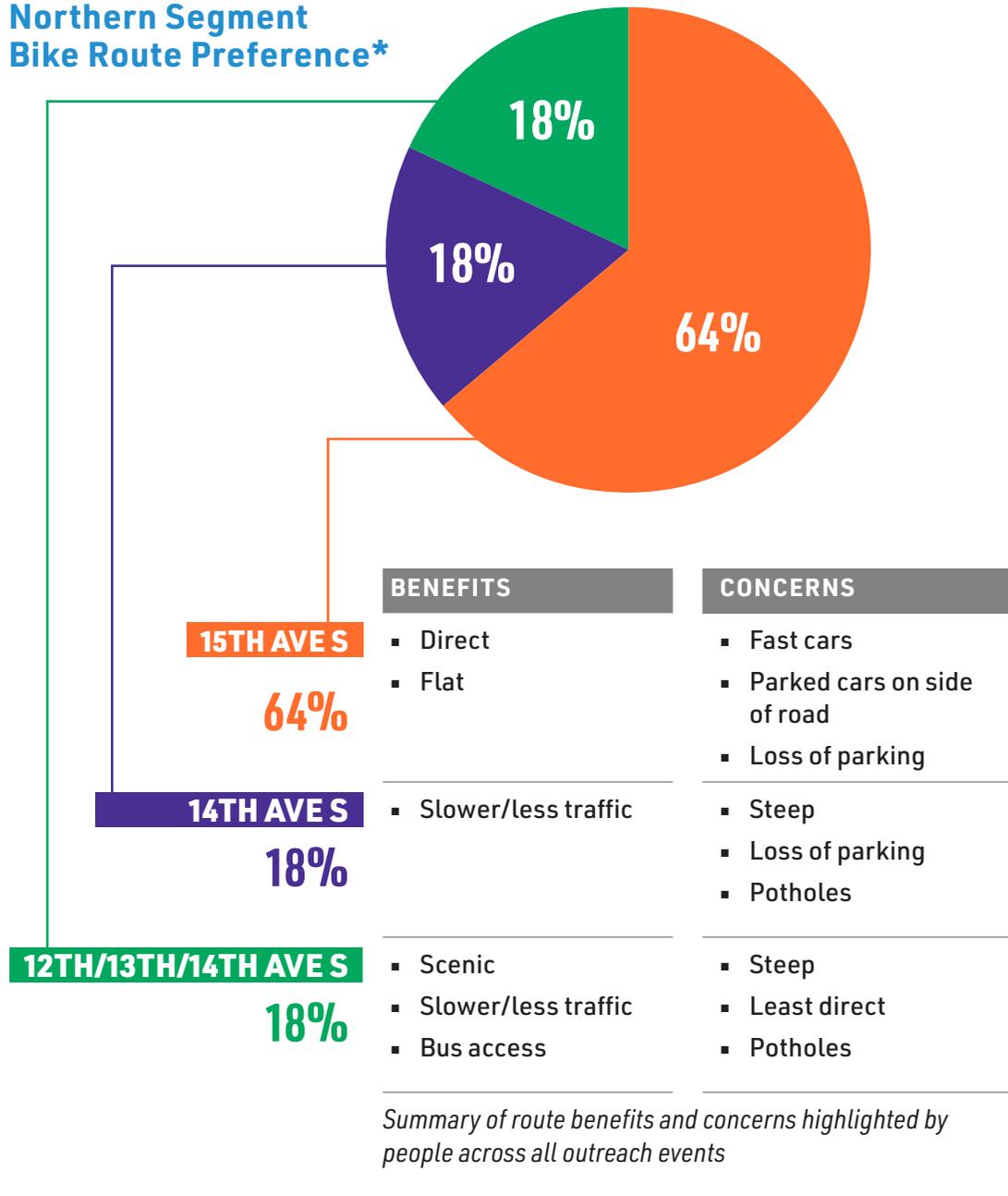


# BEACON HILL BIKE ROUTE

## Planning Outreach Summary

August 2021

### Northern Segment Bike Route Preference\*



\*Data drawn from 592 total responses gathered from 5 outreach events (Summer 2020 survey and community liaison interviews, July 2021 pop-up events, online community event, and neighborhood group meetings). The chart depicts responses to the question "What is your route preference for the northern segment of the bike route?"





## BEACON HILL BIKE ROUTE

### Planning Outreach Summary

August 2021

# Online survey, interviews, and online drop-in session (summer 2020)

In summer 2020, we received over 500 responses to an online survey that asked about the habits and preferences of those who live in and travel through Beacon Hill, particularly those who use bicycles in the corridor. We also asked about preferences for a potential bike route through Beacon Hill. The survey was available in English, Simplified Chinese, Spanish, Tagalog, Traditional Chinese, and Vietnamese.

As a companion to the survey, the Department of Neighborhoods (DON) conducted outreach with the Community Liaison (CL) team through 1:1 calls, emails, and/or in-person, and socially distanced interviews with cycling enthusiasts and community members and partner organizations in the project area. The DON prioritized engagement with people who identify as BIPOC (Black, Indigenous, and People of Color), with approximately 50% being community members whose first language is not English. They engaged with about 170 community members in 5 languages.

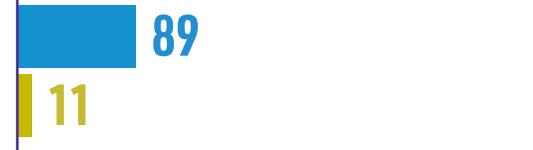
We also held an online drop-in session on August 12, 2020, where participants could hear more about the project background and early design alternatives.

### Which design alternative for the north section of Segment 1 do you prefer?\*

#### 15TH AVE S



#### 14TH AVE S



#### 12TH/13TH/14TH AVE S



KEY: ■ Online survey responses  
■ Community liaison interviews

\* A full summary of the survey results can be found at [https://www.seattle.gov/Documents/Departments/SDOT/BikeProgram/Beacon Hill Bike Lanes/BHBR\\_Aug2020Outreach\\_Summary\\_FINAL.pdf](https://www.seattle.gov/Documents/Departments/SDOT/BikeProgram/Beacon Hill Bike Lanes/BHBR_Aug2020Outreach_Summary_FINAL.pdf)

\* A full summary of the Community Liaison outreach can be found at [https://www.seattle.gov/Documents/Departments/SDOT/BikeProgram/Beacon%20Hill%20Bike%20Lanes/BHBR\\_QandA\\_OnlineDropinSession\\_08122020\(0\).pdf](https://www.seattle.gov/Documents/Departments/SDOT/BikeProgram/Beacon%20Hill%20Bike%20Lanes/BHBR_QandA_OnlineDropinSession_08122020(0).pdf)



## BEACON HILL BIKE ROUTE

### Planning Outreach Summary

August 2021

## Site walk on 15th Ave S (July 12, 2021)

We invited residents to join us on a site walk along the proposed 15th Ave S bike route, the most popular option according to our summer 2020 outreach. The purpose of the event was to inform residents about the project proposal and gain insight from their neighborhood expertise while walking together along the proposed route option. There were 11 attendees.



Members of the SDOT team guide residents along 15th Ave S and ask questions about how they use and experience the corridor.



## BEACON HILL BIKE ROUTE

### Planning Outreach Summary

August 2021

## High-level feedback themes

The following were the most common observations and concerns from the 11 residents that attended the site walk. See Appendix A for a full list of comments.

- Sidewalks are broken, uneven, and often blocked by branches and bushes
- Pedestrians need curb ramps and crosswalks, with a preference for raised crosswalks
- The intersection of 14th Ave S and 15th Ave S is especially hazardous
- Better drainage is needed along 15th Ave S because water pools at intersections
- Cars speed on 15th Ave S, making it hard to get out of driveways
- Riding bikes next to parked cars is hazardous because of car doors opening

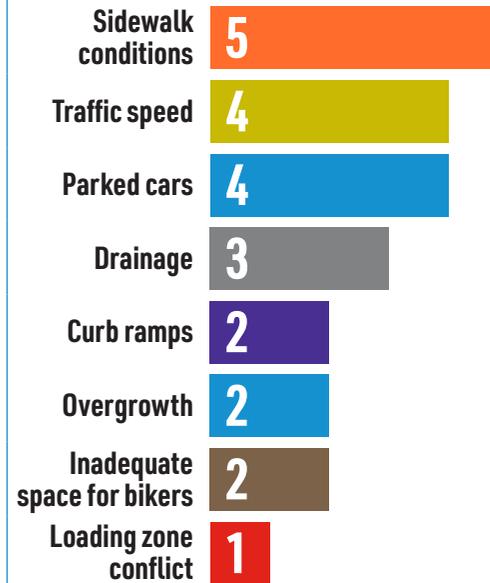
## Community insights

“ Poor intersection drainage on east side of 15th Ave S between S Hill St and S Plum St is riddled with sidewalk puddles ”

“ People drive too fast and run into light posts, and parked cars get hit a lot ”

“ Driveways and people opening car doors are hazardous for cyclists ”

## Most common themes gathered from Site Walk comments



Data drawn from feedback from the 11 site walk participants

## Promotions

We promoted an online survey to community members using a hand-delivered flyer. The survey asked for their preferences on dates and times for a site walk and focus group. Using input from community members, we scheduled the site walk for July 12. Once the site walk was scheduled, we distributed flyers to homes along 15th Ave S between the Dr. Jose Rizal Bridge and S Bayview St with information on the time, date, and location of the upcoming site walk, as well as a focus group the following day.



Feedback forms from the site walk allowed users to place stickers and write comments.



## BEACON HILL BIKE ROUTE

### Planning Outreach Summary

August 2021

# Focus group for 15th Ave S residents (July 13, 2021)

We hosted a 90-minute virtual focus group to inform and collaborate with residents of the 15th Ave S corridor. The goals were to ensure understanding of the project proposals and its objectives, to solicit community feedback that would inform project decision-making, and to build a relationship with affected community members.

The Zoom presentation provided an overview of the project timeline, followed by an open discussion and interactive polling opportunities. There were 2 residents who attended.

## Recommendations from focus group participants

- Address vehicle speed on 15th Ave S, and vehicles parked along bike lanes
- Address pavement quality, sidewalk maintenance, and vegetation overgrowth
- Align timelines between this project and the Pacific Medical Center campus development
- Address the complicated intersection where 14th Ave S and 15th Ave S meet near the Dr. Jose Rizal Bridge
- Be clear about how the data will be used to make decisions on routes and bike facilities
- Create one-way roads and/or improved navigation in the area

See Appendix B for a full list of comments and live polling responses.

## Promotions

The focus group was promoted through flyers delivered door-to-door along 15th Ave S between the Dr. Jose Rizal bridge and S Bayview St, as well as an email invitation to 15th Ave S residents who had provided email addresses.

## Community insights

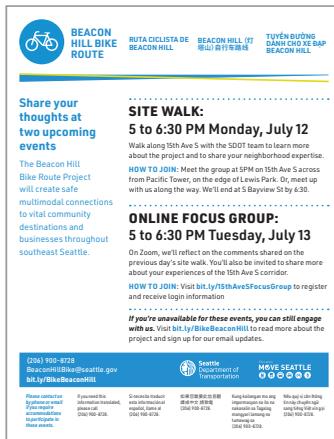
“It is super congested with traffic, parking, etc. This is an opportunity to make this back into a neighborhood speed-controlled road. The quality of the road is also degrading, which is dangerous for bikers. Find ways to address road inconsistencies across the entire corridor.”

“Cars tend to veer into the bike lanes for drop offs and/or deliveries...it is becoming more of an issue with growing vegetation not making things visible...Top priority is the speed of cars on 15th Ave”

“Increase safety when you make things predictable”

“Remove the parking on northbound 15th Ave S and have bike lanes on both sides”

Flyers distributed door-to-door along 15th Ave S notified neighbors about upcoming outreach events.





## BEACON HILL BIKE ROUTE

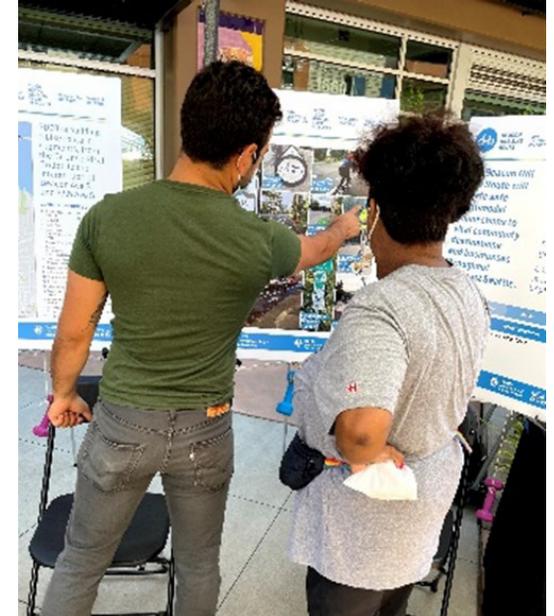
### Planning Outreach Summary

August 2021

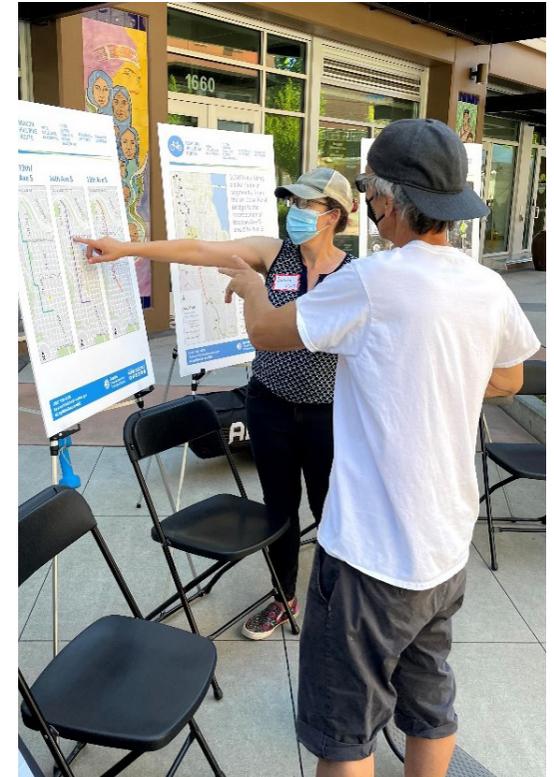
## Pop-up events (July 20 and 24, 2021)

We hosted two interactive pop-up events at North Beacon Hill locations. The purpose of these events was to provide an opportunity for those who walk, bike, roll, and drive through Beacon Hill to learn about the project and its goals, as well as provide input based on their local expertise.

The events consisted of informational booths where residents could engage with SDOT representatives and view display boards, as well as post their ideas about preferences for bike route options. We provided free interpretation services in Cantonese, Mandarin, Spanish, Tagalog, and Vietnamese. Over 50 people total attended the two events.



**LEFT:** At the July 20 pop-up event at Beacon Hill Playground, SDOT staff spoke with neighbors and used a large-format map to collect their comments with sticky notes.



**RIGHT:** At the July 24 pop-up event at Plaza Roberto Maestas, SDOT staff used display boards to share information about the proposed routes.



## BEACON HILL BIKE ROUTE

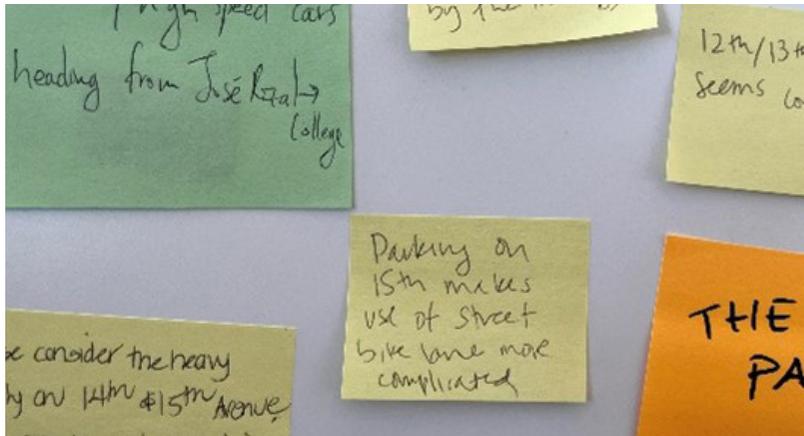
### Planning Outreach Summary

August 2021

## High-level feedback themes

- 15th Ave S is a preferred route because of elevation, sightlines, directness of route and access to destinations, and fewer conflicts with traffic and transit
- There are issues to address on 15th Ave S, including intersection safety, car speed, increasing density, and parking
- Safety, safety, safety was important to all participants (including things like protected bike lanes, signalized crossings, Stay Healthy Streets, paving, and eliminating "door zones" where bike lanes are next to parked cars)

See Appendix C for a full transcript of posted comments.



At the July 20 and July 24 pop-up events, neighbors used stickers to show their support for the different bike route options and used sticky notes to share their ideas and concerns.

## Community insights

“15th Ave S route is the flattest and less climb”

“I understand the cyclist desire for 15th Ave S, but wonder if there's enough space without sacrificing parking”

“15th Ave S: Probably the best route because it's flattest, but high traffic speeds need to be addressed as well”

## Most common themes gathered from Pop-Up Event comments



Data gathered from comments of event attendees. There were over 50 participants, but not all recorded comments in some way.

## Promotions

We sent out emails to project subscribers that included translations for recipients with limited English proficiency. We also posted A-frame signs and posters throughout the neighborhood with event information, and promoted the events on our project webpage.





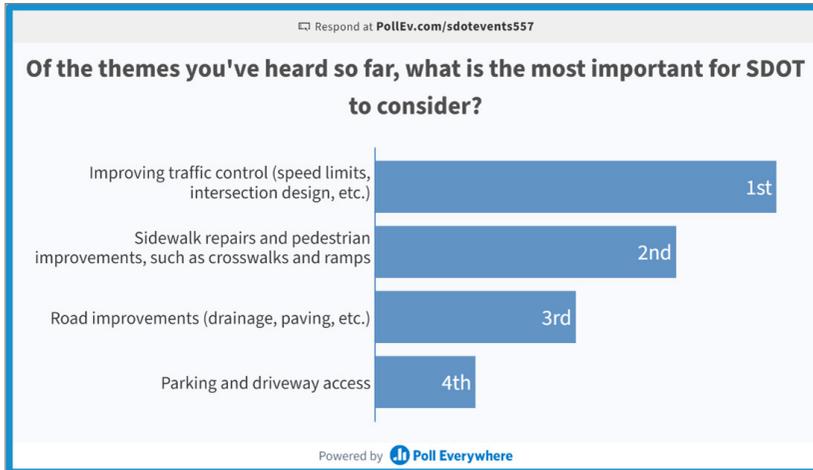
## BEACON HILL BIKE ROUTE

### Planning Outreach Summary

August 2021

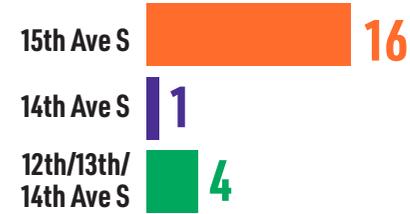
## High-level feedback themes

- 15th Ave S is the preferred option for the northern segment of the bike route even when parking removal along 15th Ave S is included in the route option
- The most important considerations for SDOT as we design this project are improving traffic control and addressing sidewalk repairs and pedestrian improvements
- Due to high traffic speeds, 15th Ave S feels unsafe for cyclists and pedestrians. There is a need for traffic calming measures.



Data gathered from 19 total responses at the online community event

## Preferred route among event participants



Data gathered from 21 total responses at the online community event



At the August 12 online event, we shared images and feedback from other outreach events.

## Promotions

This event was promoted through mailers distributed in North Beacon Hill. The mailers were written in English, Simplified Chinese, Spanish, Tagalog, Traditional Chinese, and Vietnamese. We also announced the online event to the project email list.

## Community insights

“ 15th Ave S needs traffic calming ”

“ More loading zones so that delivery vehicles don't use bike lanes ”

“ The road on 15th Ave S is pretty hazardous for a biker. Can easily catch a flat ”



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### Planning Outreach Summary

August 2021

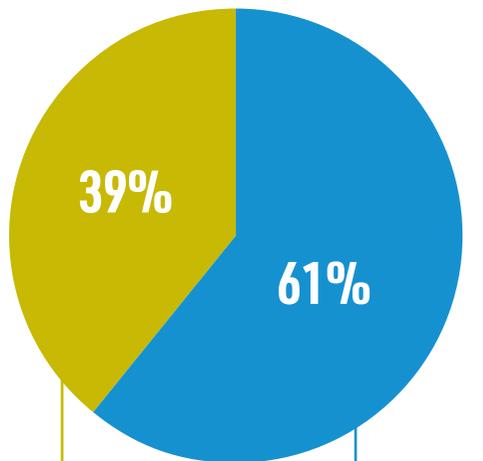
## Email and phone correspondence

Since summer 2020, we have received 62 emails and 5 phone calls from members of the public who want to know more about the project or share their input (as of September 1, 2021).

Of the correspondence we received by email and phone, 28 people shared whether they support the project overall. Over 60% (17 people) of those expressed support, and about 40% (11 people) said that they were not in favor of a new bike route project. The rest of the emails and phone calls (34) asked questions about the project or raised concerns.

Those who support the project heavily favored the 15th Ave S route for the northern segment.

### For or against bike route project

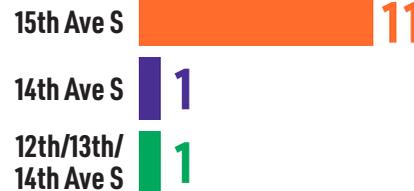


61% in favor of new bike route project

39% against of new bike route project

Data gathered from comments of people through emails and phone calls

### Route preference shared by callers and emailers in favor of project



Data gathered from comments of people in 62 emails and 5 phone calls





## BEACON HILL BIKE ROUTE

### Planning Outreach Summary

August 2021

## High-level feedback themes

Concerns varied according to whether they were in support of the new bike route project. The most important concerns for those that supported the project were protecting cyclists from traffic and high traffic speeds. For those that were not in favor of the project, the most commonly cited concerns were the current and potential traffic impacts of bike lanes and loss of parking along the proposed bike routes. People who did not specify their level of support for the project were also concerned about the traffic impacts that could result from a bike lane and potential parking loss along the proposed routes. Other notable concerns were the conditions of roads, bike lane impacts on pedestrians, and perceived lack of bike lane usage.

### Community insights

“ No matter my speed...cars pass me with mere inches to spare, leaving no room for error on my, their, or other drivers' parts ”

“ With the addition of protected bike lanes, I am concerned that there is not enough width to accommodate two lanes of car traffic, a barrier, and bike lane in each direction. ”

“ Street parking on 14th Ave S and 15th Ave S is essential for most residents ”

“ My primary feedback is that any bike route be treated as fundamentally about safe convenient transportation for all ages. ”



### Greatest interest by group



KEY: ■ In favor of new bike route project  
■ Against new bike route project  
■ Other

Data gathered from comments in 62 emails and 5 phone calls



## BEACON HILL BIKE ROUTE

### Planning Outreach Summary

August 2021

## Additional community feedback

SDOT presented to the Beacon Hill Neighborhood Council during their regularly scheduled meeting on August 10, 2021. We provided an overview of the 3 options for the northern segment of the bike route. As with the August 12, 2021, online community event, the purpose was to share the status of the bike route planning phase and share the feedback that we had received in other events.

The format of the event included a presentation (Appendix D), interactive live polling sessions (Appendix G), and an open discussion.

We also collected feedback, via paper questionnaires, at an SDOT tabling event in Little Saigon in August 2021. During this event, 8 participants provided information about their preferences for bike amenities and the route for the northern segment (these questionnaires covered the same topics as the online survey administered in summer 2020).

All 8 participants of the tabling event identified either least potential conflict with motorized traffic or least steep slopes as the top priority for the bike route. Additionally, 14th Ave S was selected as the most preferred route alternative (by 4 out of the 8 participants).

