

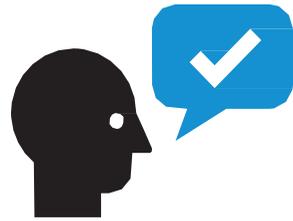
Beacon Hill Bike Route

Creating a bicycle facility that connects people to businesses and community destinations in Beacon Hill

QUESTIONS & ANSWERS

November 12, 2020 Online Drop-in Session

Community Member/Question	SDOT Answers
<i>Ben Mitchell asked:</i>	
<p>For sections 2 and 3, is it possible that the center median park can be preserved as a walking path, and then adding a bike lane that hugs either side of the center median path? Can the bike lane can go on the street and hug the median path, like the one on Ravenna?</p>	<p><i>Right now, the center median path is about 8 feet wide. To make it up to our multi-use trail standards, we'll widen it to 12 feet. That's not enough for people to bike in 2 different directions. We might mark down walking and biking space, but there's not enough space for a 2-way bike trail. This is all ages, all abilities facility - this is not designed specifically for bike commuters. This is something for the community. Many different people use the path and we appreciate that. We didn't want to impact street parking, so the bike lane will not hug the median path. The trail is also preferred for safety.</i></p>
<p>Parking was mentioned - has there been a parking study? Curious what results were.</p>	<p><i>We're conducting a parking study of the lots and evaluating how they are being used.</i></p>
<p>Was there a parking study of Beacon Ave S?</p>	<p><i>We conducted a parking study for parking lots. We have not studied curbside parking south of Columbian Way.</i></p>
<p>My sense as someone that lives on Beacon Ave S in Section 3 is that there is very ample on-street parking and all homes have driveways and garages. I'm wondering why we can't sacrifice on street parking and put the bike lane in the street</p> <p>My concern is that the median park is used by kids and elderly people and adding bikes to the mix will be unsafe for pedestrians.</p>	<p><i>Thank you for your feedback.</i></p>
<p>If it's a budget thing, I get it. But I just don't think that parking in Section 3 is an issue.</p>	<p><i>Thank you for your feedback.</i></p>



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<p>Do you think you'll be able to invest in a study of on-street parking on Beacon Ave in Section 2 and 3?</p>	<p><i>We will do a parking study for on street parking if we get strong direction from outreach that we should be evaluating a route on the street rather than the trail. Otherwise, we will likely not do this study.</i></p>
<p>Elizabeth Benki asked:</p>	
<p>For section 3, where will the path be, median or street? Or is there a decision yet where the path will be? Thank you!</p>	<p><i>We're moving forward with widening and using the center median. We are looking for full separation from vehicles to make it a safer, calmer, and more comfortable environment for everyone. We're also looking to fix the cracking and bumps so that it is easier for folks people walking.</i></p>
<p>Brian Linnenkamp asked:</p>	
<p>In relation to Segment 1, has a decision been made in regard to which route option was selected (ie: Bike Lane on 15th vs 12th?).</p>	<p><i>We're still evaluating the route for Segment 1. We want to make sure we do it due diligence and as soon as we're able, we'll share what the preferred route is.</i></p>
<p>Becky See asked:</p>	
<p>Has anyone come to observe use patterns on the Beacon Ave median to understand the diversity of pedestrians who use the path, and how disruptive it would be to add bikes? Also, widening the Beacon Ave path for bikes reduces already scarce greenery in South Seattle.</p>	<p><i>We are well aware that this is actively used by all ages. We think that this trail is viewed as an asset by the community. We are widening the trail to give more space to reduce conflicts between people walking and biking. We'll continue to have conversations to see how we can improve the path. There are minimal impacts to trees and greenery throughout the project.</i></p>



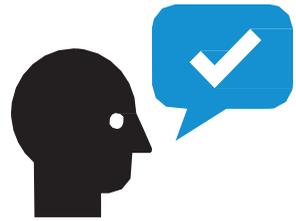
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<p>Why ruin the walking path on Beacon Ave if bikers will also be riding on the streets?</p>	<p><i>We've seen many people using the bike path. We believe many people are looking for ways to safely ride in the community. There are many great community amenities and businesses and people want ways to get to those places safely besides by car. We're trying to provide a space for people to feel more comfortable - for all users of all abilities. We do appreciate hearing your concerns and it seems like there's concerns about safety issues from bikes, but the goal of this project is to create a bike facility that allows every level of biker a space (especially south of Columbian). But we do hear your concerns and will take that into consideration.</i></p>
<p>For the part of bike path that's on-street, which was just mentioned, what physical barriers are being considered between bikes and cars?</p>	<p><i>We're considering concrete curbs to create physical separation between people biking and driving. We also use posts around the City, but have heard that it is not people's preferred option.</i></p>
<p>Jeffrey Cook asked:</p>	
<p>There is a big problem with speeders on Beacon. We need more policing or traffic calming to be safer. Is there a way to do this?</p>	<p><i>To a certain extent. The focus of this project is on Beacon Ave S and the center median trail, but we'll certainly pass on feedback about surrounding areas to people at SDOT. For Beacon Ave S specifically we will be looking at traffic calming between Columbian and Spokane where the bike lane is on the street. Those streets are pretty wide, so by adding in the bike facility and getting rid of the center turn lane, we'll see some traffic calming since the streets will be a bit narrowed.</i></p>
<p>What are the expected numbers of riders who will use these new bike paths?</p>	<p><i>People's travel patterns are changing a lot especially now, but we do anticipate an increase. It's hard to predict exact numbers. These are long-term projects and we have seen a rise in people biking and being active outside, especially with COVID. We're planning for the future and want to build out that network.</i></p>



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Do we know how many bikers are currently riding on Beacon?	<i>We will look at data and add this information to webpage.</i>
Will there be extra maintenance on the path to keep the bike lanes clean and clear?	<i>We do regular maintenance throughout the year through our normal process and if you see anything that needs maintenance, use Find It Fix It to alert us about the issue.</i>
How much is budgeted for this project, segment 3 for instance?	<i>The whole project has a budget of \$10 million. In 2019, the City in partnership with the Department of Neighborhoods did outreach to find out what the top priorities were for bike infrastructure for the next five years. We heard clearly in that outreach that creating connections in southeast Seattle is a priority. Beacon Hill was identified as the top priority and City Council granted additional funding to create a north/south bike connection in Beacon Hill. Beacon Hill is a very long corridor, so the funding will only get us so far. We are continuing to look for partnership opportunities and grant funding for this project.</i>
How was the area below Myrtle defined as a high priority area for bike safety?	<i>For bike safety, we observe crashes for both people biking and walking between S Myrtle St and S Columbian Way. We are looking at the whole Beacon Hill corridor. We have funding to implement some of this project. We are going to prioritize which segments we do based on safety and where we see the biggest gaps in our bike network. When we were evaluating the southern segment, the trail is in a better condition. We would be looking for grant funding to complete the whole project.</i>
Parking is very limited when schools are in session. And not all homes have driveways. Just a comment here, that parking is often filled to capacity in most areas during a regular year.	<i>Thank you for your feedback.</i>



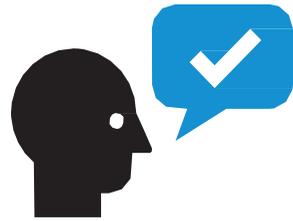
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<p>Shirley asked:</p>	
<p>Will you add a bus only lane in parts of Beacon Ave S?</p>	<p><i>We are evaluating how we will move buses through the intersections. We're currently doing a traffic analysis to see how intersections (Columbian, Graham, Myrtle) are operating today and how we can help get transit through those intersections.</i></p>
<p>Jason Rock asked:</p>	
<p>If there's sufficient concern about sharing the space between people on bikes and people walking or rolling, would parking removal to create good safe separated infrastructure be on the table?</p>	<p><i>Yes, we'd evaluate it and reach out to community if we decide to go in that direction.</i></p>
<p>Anna asked:</p>	
<p>Will the section along Jefferson have physical separation from cars or a plan for a safer way to cross beacon at Chief Sealth (cars often don't yield to pedestrians there)?</p>	<p><i>There will be a physical separation between cars and bikes between S Spokane St to S Alaska St. We are evaluating what we can do to cross to the Chief Sealth trail including flashing beacons, better wayfinding signage, etc.</i></p>
<p>Are the sidewalk repair and curb ramps and accessible pedestrian signals part of the improvements?</p>	<p><i>We are planning upgrades to curb ramps and sidewalks in the center median. We are not currently planning sidewalk improvements or curb ramps for the sidewalks that are adjacent to the residences.</i></p>
<p>Many people probably use the path because the sidewalks are in such bad repair</p>	<p><i>If there are spots that are particularly bad, let us know and we can pass the information along to our sidewalk repair group.</i></p>



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It's unfortunate to talk about APS as "required." We should be striving to make a more accessible city.	<i>Thank you for your feedback. When we get further along in our design, we will have more of the details and be able to speak to them more thoroughly than we are able to this evening.</i>
Do you have a sense of how many drivers yield to RRFBs (what percentage)? In my experience in S Seattle many drivers don't yield to RRFBs.	<i>We've seen people slow or stop, but we don't have a hard number on the top of our head. We can look that up and can get this information onto our webpage.</i>
Aaron asked:	
Will the bike lanes in Phase 2 be protected? How will cyclists transition from bike lanes in Phase 2 to the center median?	<i>When the bikes are on the street between S Spokane St and S Alaska St, there will be physical separation between vehicle traffic and bike traffic. We are currently planning on routing the bikes into the center median at Cheasty on the east side and S Alaska on the west side. We're looking at adding the RRFBs to help people cross to the center median. We will have more design details as we get further along into design.</i>