



Script for Beacon Hill Bike Route Project Presentation

1. Beacon Hill Bike Route project drop-in session

Welcome to the pre-recorded portion of tonight's online drop-in session. The presentation script has been translated and is available to download on the project webpage so you can follow along. If you are listening to this recording at some point in the future, you can email any questions or comments to BeaconHillBike@seattle.gov.

Team members who are here presenting from Seattle Department of Transportation are Serena Lehman, the project developer, and myself, Lisa Harrison, the communications, and outreach lead.

2. Our missions, vision, and core values

At SDOT we want to deliver projects that contribute to a thriving, equitable community that is powered by dependable transportation.

We want the transportation system to provide people with safe and affordable access to places and opportunities, and we are guided by our values of equity, safety, mobility, sustainability, livability, and excellence.

3. Agenda

For today's presentation, we will be providing a brief project overview, go over route alternatives, and discuss how the project plans to proceed forward and what feedback we'd like from you.

I will hand things off to Serena to discuss the project background and route alternatives.

4. Project purpose

In 2019 SDOT conducted outreach around the city to find out about the community's priorities for having places to bike in their community.

We heard clearly that it was important to have more routes in Southeast Seattle to connect people to the neighborhood and job centers, specifically on Beacon Hill. The Beacon Hill Bike Route project was created in response to what we heard.

The purpose of this project is to create a safe and comfortable bike route that connects people to businesses and community destinations in Beacon Hill.

This bike project continues to build out the bike network, connecting to the new bike lanes on S Columbian Way, Myrtle Way and the Chief Sealth Trail.

5. Project needs

We're planning a bike route in Beacon Hill as we've identified the area as a high-priority corridor for meeting the following transportation and community needs. This project will:

- Contribute to City's Vision Zero goal to end traffic deaths and serious injuries
- Provide a better north/south bike connection in southeast Seattle
- Improve pedestrian and bicycle safety and connections to transit

Though there are other existing bike routes nearby, these other routes are not as user friendly and do not connect to vital community assets and businesses.

6. Project overview

Let's move on to the project overview. Because Beacon Hill is very long and each area is distinct in its needs and what we are evaluating for the project, we are splitting up the project into three segments along Beacon Ave S.

Segment 1 extends from Dr. José Rizal Bridge to S Spokane and connects to the North Beacon Hill Neighborhood. Segment 1 is what we'll be focusing on today. We hope to gain your feedback on evaluating the routing for this segment of the project.

Segment 2 is located along Beacon Ave S from S Spokane to S Myrtle. It goes by Jefferson Park and connects along the center median trail through central Beacon Hill

Lastly, Segment 3 will be between S Myrtle and S 39th St in South Beacon Hill. This area is much more residential. We will be evaluating how to upgrade the center median path to make it more pleasant for everyone.

7. Project area

Take a closer look at the project area here. We've labeled some community cornerstones on this map, such as the Pacific Tower, Hilltop Red Apple, the library, and more.

Right now, we are in the planning phase for all three segments of this project. Segment 1 is labeled with a blue dotted line. This is because there are several options of exactly which

streets the bike route will go on that we are considering. We will present those options to you today.

8. Bike lane overview

Before we dive into the data of this route, I would like to talk through what the bike project could look like.

If the project ends up being on a residential street we would install something called a neighborhood Greenway. Neighborhood Greenways generally include elements like speed humps, stop signs, sidewalk repair, and crossing improvements at the intersections.

If the project ends up being on an arterial street, we will be evaluating what type of bike lane to install. The bike lane would likely include in the space for people to ride bikes plus some sort of vertical protection like posts, curb, or parking.

9. Evaluation of routes

Now we are going to talk about Segment 1. In evaluating the route selection, we take into account several factors.

First, we will consider how the route creates bike connections to community assets like the elementary school, the grocery store, local businesses and to transit.

Next, we look at how direct the route is. We have heard feedback that a direct route is less confusing for people

As mentioned at the beginning of the presentation safety is our top criteria. We evaluated safety by looking at the number of collisions and how vehicles are operating along the streets

We'll also be considering topography, or how inclined the path is, when selecting the route, and at the current pavement condition.

Lastly, community feedback is key to this process. That is why we are here tonight.

10. Segment 1 - Alternatives

Let's move on to the segment 1 alternatives.

These routes create connections to Beacon Hill Elementary, the north beacon hill business district and transit. We've further divided segment one into a northern section and a southern section.

11. Segment 1 northern alternatives

Here are the three segment 1 northern alternatives we are considering.

Alternative 1, outlined in green, goes up 12th Ave S, and connects to the Elementary School and to multiple bus stops. It stays mostly on residential streets.

Alternative 2, labeled in purple, travels up 14th Ave S. It also connects to the elementary school and to a few bus stops. It is on an arterial street.

Alternative 3 is shown in orange. This is the most direct route option but does not connect to transit stops or the elementary school.

With all the alternatives other than alternative 3, there would need to be substantial pavement repair done.

12. Segment 1 – northern alternative 1

Let's dive into segment 1, northern alternative 1, located mostly along residential streets and connecting to the elementary school. I'll be showing you the existing condition along this route in the following slides.

13. Existing condition: 12th Ave S, between Golf Dr and S Judkins St

This is a cross section of 12th Ave S, between Golf Dr and S Judkins St. There currently is a bike lane on the west side of the street, but it is unprotected. Route 36 and 60 travel along this route.

14. Existing condition: 13th Ave S, between S Massachusetts St and S Grand St

Next, I'd like to show you a view of 13th Ave S, between S Massachusetts St and S Grand St. This is a residential street.

15. Segment 1 – northern alternative 2

Let's move on to segment 1 northern alternative 2. This alternative is located along 14th Ave S and connects to the same bus routes.

16. Existing condition: 14th Ave S, between S Holgate St and S Plum St

As you can see, right now, along this street, there is an unprotected bike lane on the west side of the street. South of Holgate 14th Ave S becomes a residential street.

17. Segment 1 – northern alternative 3

Segment 1 northern alternative 3 primarily goes along 15th Ave S. It does not provide a connection to transit or elementary school, but it is the most direct route that travels north to south. Meaning it has the fewest turns.

18. Existing condition: 15th Ave S, between S Plum St and S Hill St

Here's a cross section of the existing conditions on 15th Ave between S Plum St and S Hill St. You can see that there is an unprotected bike lane on the west side of the street.

19. Topography is a factor we consider in our evaluation of a route.

Topography is a factor we consider in our evaluation of a route. The max slope is for Alternative 1 is 9%, and 7% for both alternative 2 and alternative 3. Shown here is the elevation profiles of the different alternatives. Alternative 1 has the largest change and 15th Ave S have the smallest change.

20. Segment 1 southern alternatives

Next, let's discuss the southern alternatives of segment 1. The southern alternatives will connect S Forest St to S Spokane St.

Alternative 1 is outlined in blue on the map, and alternative 2 is outlined in magenta.

21. Segment 1 – southern alternative 1

Let's dive deeper into segment 1 southern alternative 1. This alternative is located along the arterial, it has fewer turns, and provides access to business and transit. This route will require more pavement repair work.

22. Existing condition: Beacon Ave S, between S Stevens St and S Hanford St

The existing conditions along this alternative include two travel lanes, parking on both sides of the street, and a turn lane. There is currently no bike lane here, mainly shared lane markings or “Sharrows.”

23. Segment 1 – southern alternative 2

Here’s a view of the southern alternative 2. It runs along a lower-stress street, has more turns, and still provides access to businesses and transit.

24. Existing condition: 17th Ave S, between S Hanford St and S Winthrop St

As you can see from this cross section, the route is on a residential street and there are no bike facilities along 17th Ave S between S Hanford St and S Winthrop St.

25. Segment 2

The alternatives I just talked about are specific to segment 1, north Beacon Hill. The routes for segments 2 and 3 have already been selected but I wanted to provide a brief overview of both these segments and their existing conditions.

Segment 2 includes Jefferson Park and the intersection at S Columbian Way. This will connect to the existing bike connections at S Columbian Way, Chief Sealth Trail and S Myrtle St.

26. Existing condition: Beacon Ave S in Jefferson Park

Along this route in Jefferson Park, there is a wide parking area on the west side of the road. Bikes and cars share travel lanes on the east side. The route 36 bus also travel along this route.

27. Segment 3

Segment 3 is the southern-most section of the Beacon Hill Bike Route. It will connect parks and schools.

28. Existing condition: Beacon Ave S, between S Ferdinand St and S 39th St

This cross section details the existing conditions on both the south end of segment 2 and on segment 3. You can see that between S Columbian Way and S 39th for the most part we have a parking on each side of the street, one travel lane in each direction and a center median path.

At the major intersections there are small parking lots that serve the local businesses.

We are evaluating the best way to make this more comfortable for people biking on walking through this area.

Thank you for your attention today. We'll be asking for your feedback during the live Q&A portion of this drop-in session as well as the online survey. I will hand things off to Lisa to discuss Stay Healthy Streets and the project next steps.

29. Stay Healthy Streets

Thanks, Serena.

I want to take a moment to talk about another SDOT initiative, Stay Healthy Streets. Stay Healthy Streets opens some residential streets to walking, biking, and rolling while maintaining driving access for deliveries, services, and to homes and jobs. Stay Healthy Streets compliment protected bike lanes by providing an option to community members who feel more comfortable moving on slower-paced streets.

The initiative started as part of the COVID-19 emergency response, and over 30 miles are in place citywide. The program makes it easier for people to stay close to home and keep 6 feet apart while getting to local businesses and recreating. In April and May, we installed 3.3 miles in Beacon Hill along the neighborhood greenway from the Mountains to Sound Trail to S Lucille Street.

Our next step is to identify where to make up to 20 miles of Stay Healthy Streets permanent. In September, we'll build off input received to date through phone calls, emails, and our online survey and launch our community engagement process. Community engagement efforts will: center race and equity, discuss how to respect the cultural significance of neighborhoods, brainstorm what is working and what isn't, share the type of treatments we could use to replace the current Street Closed signs, and identify permanent Stay Healthy Street locations.

If you have any further questions about Stay Healthy Streets, please stay on to ask a question after this presentation, or visit seattle.gov/stayhealthystreets.

30. Next Step

In just a few moments we will begin answering questions if you are watching this live for the next half hour or until we've answered all the questions received tonight.

We have an online survey available with the Segment 1 route alternatives that we would like feedback and ideas on. Please visit the project website for the survey link. The survey will be open until August 26th.

You can stay informed about upcoming outreach activities by checking the project website or signing up for email updates.

After we gather all the feedback we learned tonight and from the survey, we will use that information to select a preferred route. We will share back out what we heard and what is the selected route later in 2020.

31. Questions?

We are going to turn our screens on shortly and respond to the questions that you have been submitting through the Q and A function.

You can continue to submit questions and we will do our best to get to all of them.

We will collect all the questions and post them, with our answers, to the website.

You can also email your questions in at any time to our project email inbox at BeaconHillBike@Seattle.gov