

Seattle Department of Transportation

Beacon Hill Bike Route

August drop-in session
feedback summary



Seattle
Department of
Transportation

PROJECT AND OUTREACH BACKGROUND

The Seattle Department of Transportation (SDOT) is building a bike route in segments, from the Dr. Jose Rizal Bridge to the intersection of Beacon Ave S and 39th Ave S. Segment 1 will extend from Dr. Jose Rizal Bridge to S Spokane St, Segment 2 will cover S Spokane St to S Myrtle St, and Segment 3 will be from S Myrtle to S 39th St. The city is considering a variety of bike improvements, including protected bike lanes and neighborhood greenways. Construction is expected to begin in 2023.

The following pages summarize the feedback, ideas, and questions gathered in August 2020 during an early design drop-in session where SDOT shared the project background and early design alternatives.

Online Drop-in Session + Survey

Online Early Design Drop-in Session	Online Survey
Wednesday, August 12 5-6 PM	Open from August 12th – 26th

Project elements will include:

- Approximately 5 miles of new, enhanced, or upgraded bike facilities
- Improved bicycle and pedestrian crossings at some of the major intersections
- New or upgraded curb ramps to meet Americans with Disabilities Act (ADA) guidelines
- Sidewalk repair and replacement in select locations
- Pavement repair and replacement in selection locations

Department of Neighborhoods (DON) and Community Liaison (CL) Outreach

The Department of Neighborhoods (DON) conducted outreach with the Community Liaison (CL) team in Summer 2020. Outreach was conducted primarily 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. DON prioritized engagement with people who identify as BIPOC (Black, Indigenous, People of Color), with approximately 50% being community members whose first language is not English. Key themes from this outreach include:

- **Safety:** Cycling on the road in general is viewed as unsafe, both for the cyclists and the drivers
- **Parking and Congestion:** The number of new townhouses, condos, and apartment buildings have increased density exponentially. Residents, workers, and business owners all voiced concern about loss of parking alongside ongoing population growth.
- **Negative Impact to Local Economy:** Opposition to new bike infrastructure, especially in light of more urgent needs such as economic recovery, affordable housing, and traffic congestion.

For full results for this outreach, please see Appendix A.



NOTIFICATIONS

- 8,700+ mailers sent to notify Beacon Hill residents, property and business owners of the drop-in session and online survey
- Emails to the Beacon Hill Bike Route project listserv and relevant stakeholders
- Information on the project website
- Phone interviews with stakeholders in North Beacon Hill
- Posts on SDOT's social media and community partners

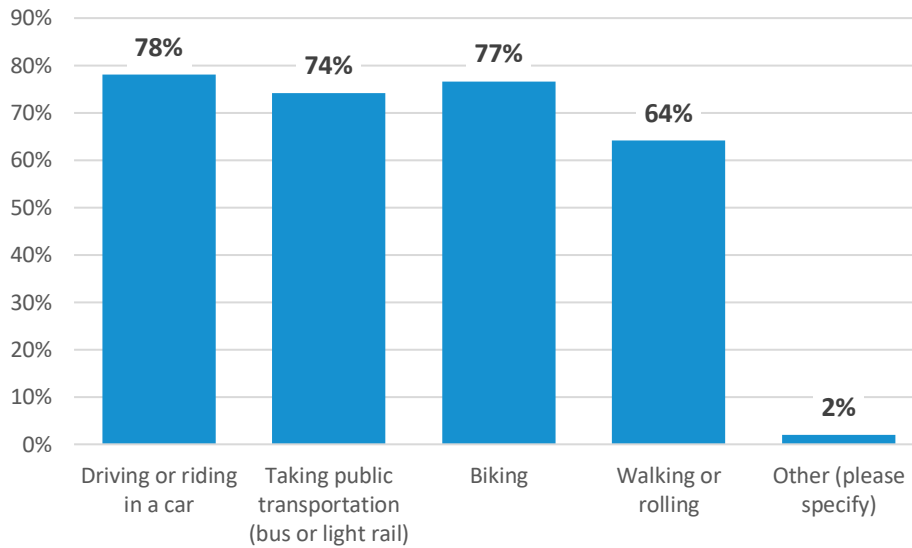
DESIGN OUTREACH-BY-THE-NUMBERS

Overall, we received over **500 participants** at the online drop-in session and through the online survey. This report summarizes the survey responses we received in August and September 2020. Free responses are summarized into topics and themes.

OVERVIEW OF FEEDBACK RECEIVED

Key issues and concerns gathered during the drop-in session and online survey include:

How do you travel in and through Beacon Hill? (Select all that apply)



Write-in choices for “Other”:

- Walking only
- Running
- Skateboard

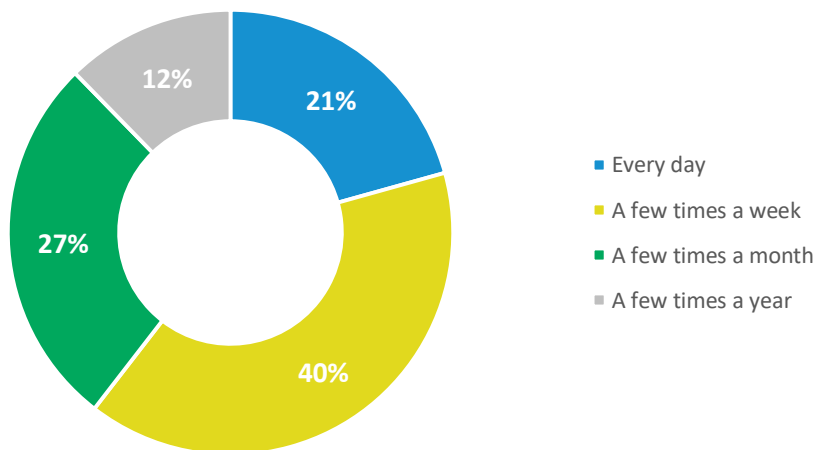
For what purposes do you bike in and through Beacon Hill (Select all that apply)



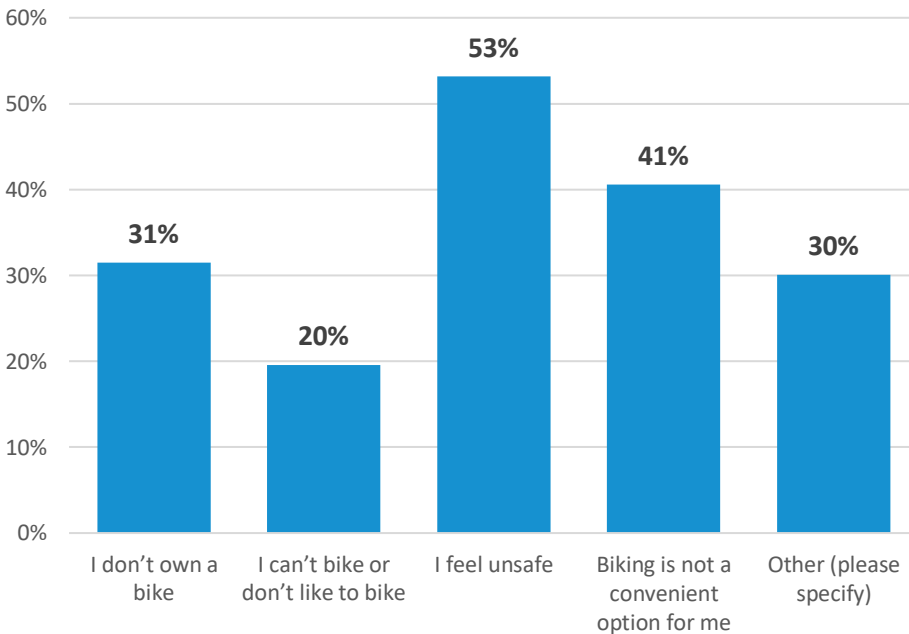
Write-in choices for “Other”:

- Getting to light rail and local businesses
- For fun
- If school was in session, getting to school
- Deliver food by bicycle to homes in the neighborhood
- Visit doctor’s office

How often do you ride your bike in and through Beacon Hill?



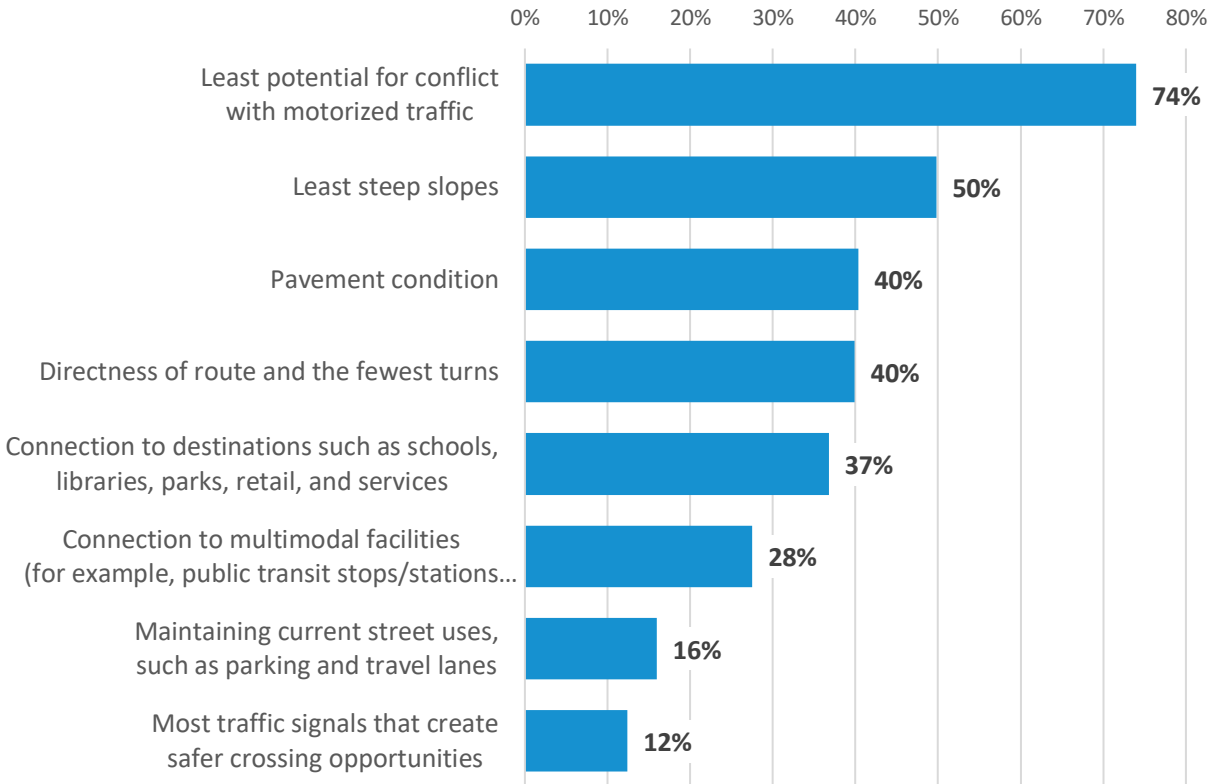
If you do not bike in and through Beacon Hill, tell us more about why you don't. (Select all that apply)



Write-in choices for "Other":

- Poor pavement quality and no protected bike lanes
- Aggressive and distracted behavior from drivers
- Lack of a safe, connected bike network
- Little or no secure places to park bikes at destinations
- Adults and seniors with physical limitations or no longer ride or were never interested in bike riding

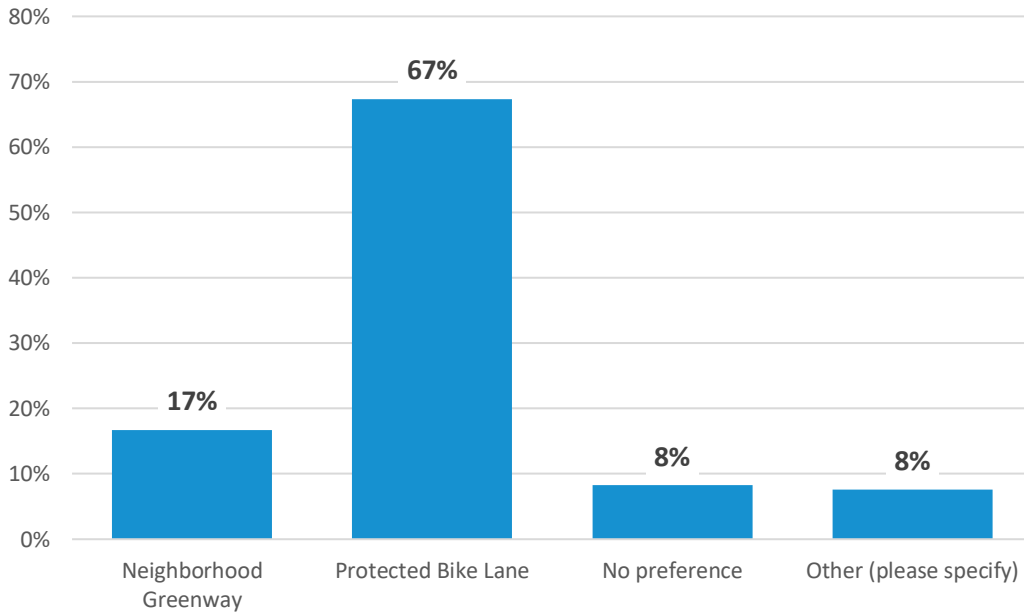
To develop bike improvements in Beacon Hill, we’re using the following criteria to evaluate design options. Among these, what are your top 3 priorities when considering the design of a new bike route in Beacon Hill? (Select top 3)



Are there other criteria you think we should consider?

- Current commute habits
- Ensure safety and separation from cars for people biking and walking
- Review external factors such as opportunities for schools, small businesses, etc.
- Traffic and parking impacts
- Use a racial equity lens and prioritize feedback from BIPOC
- Consider new, multi-unit developments recently built or under construction in North Beacon
- How project will support the City’s climate goals
- Access to bike facilities, such as bike racks and secure storage

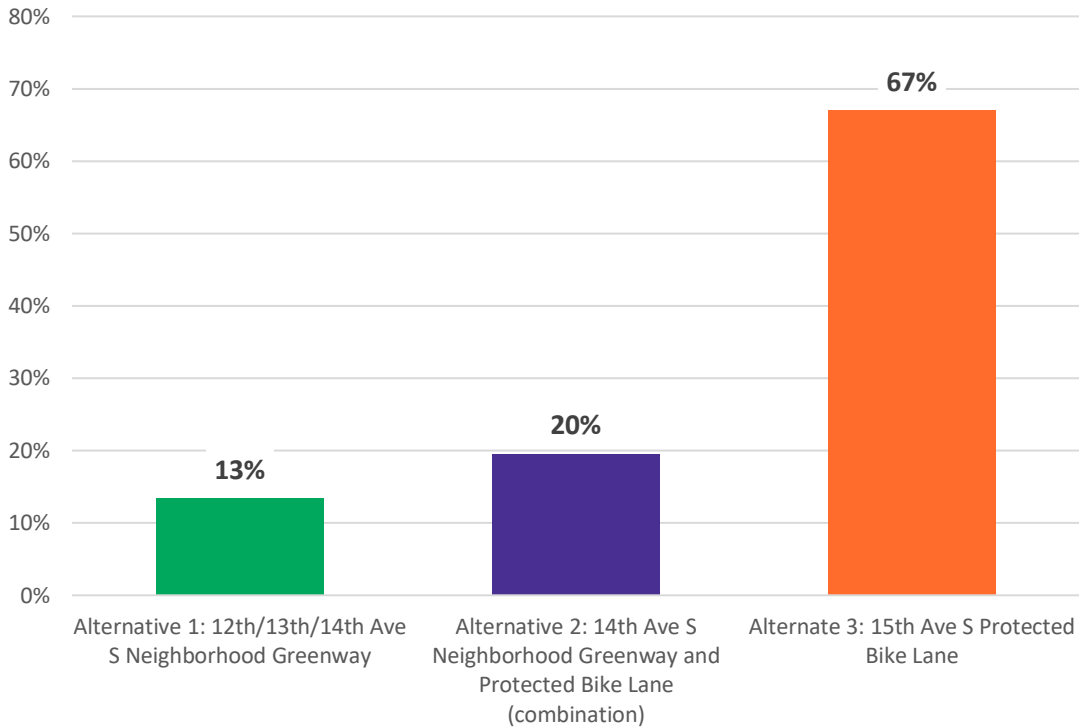
Which type of route do you prefer?



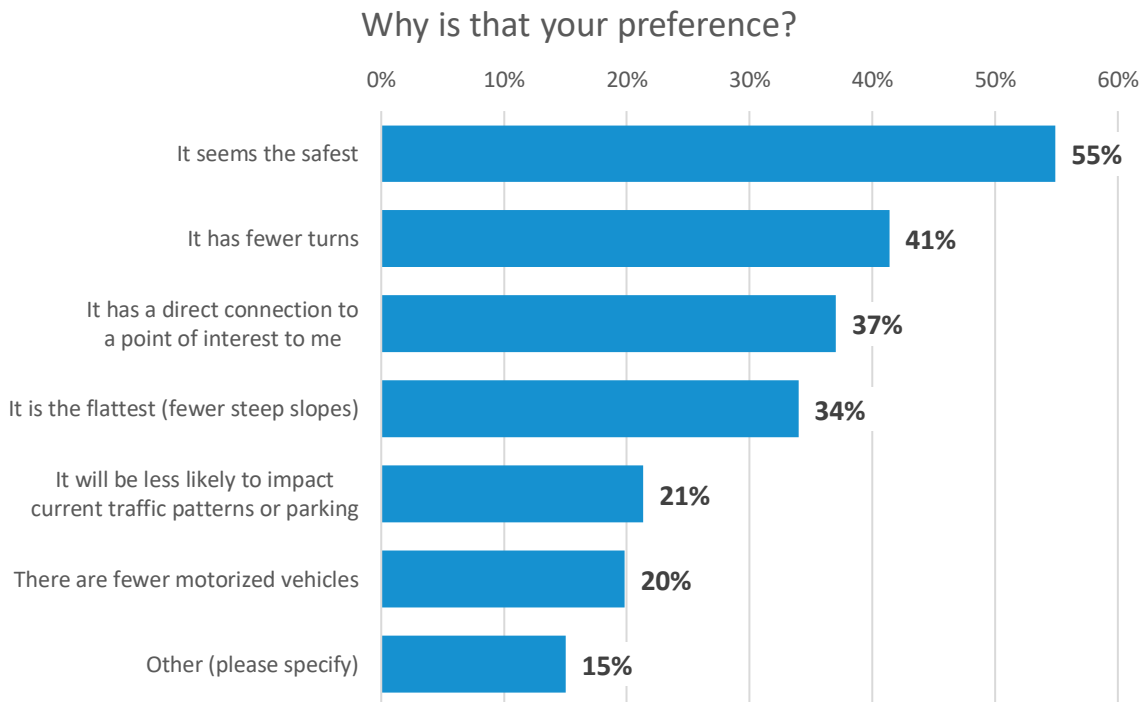
Write-in choices for “Other”:

- Prefer both options for different purposes
- Concern around neighborhood and parking impacts
- Protected bike lane with concrete protection, not posts
- Do not want either option

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



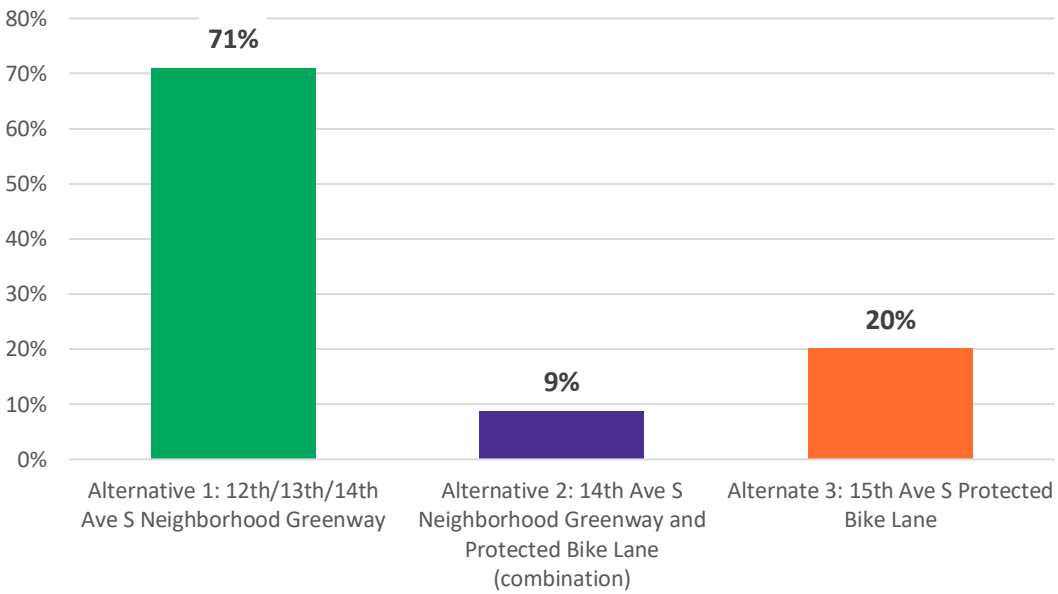
Why is that your preference?



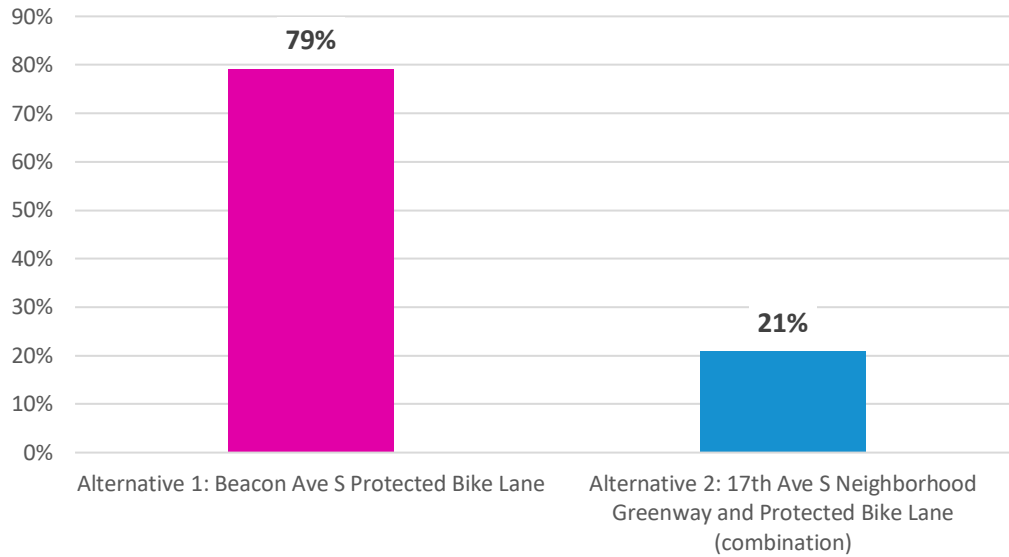
Write-in choices for “Other”:

- Most direct or current travel route
- May slow vehicle speeds
- Able to maintain bike speed and efficiency for commute
- Connects with Beacon Hill Light Rail Station
- Concern around impacts to Beacon Hill residents

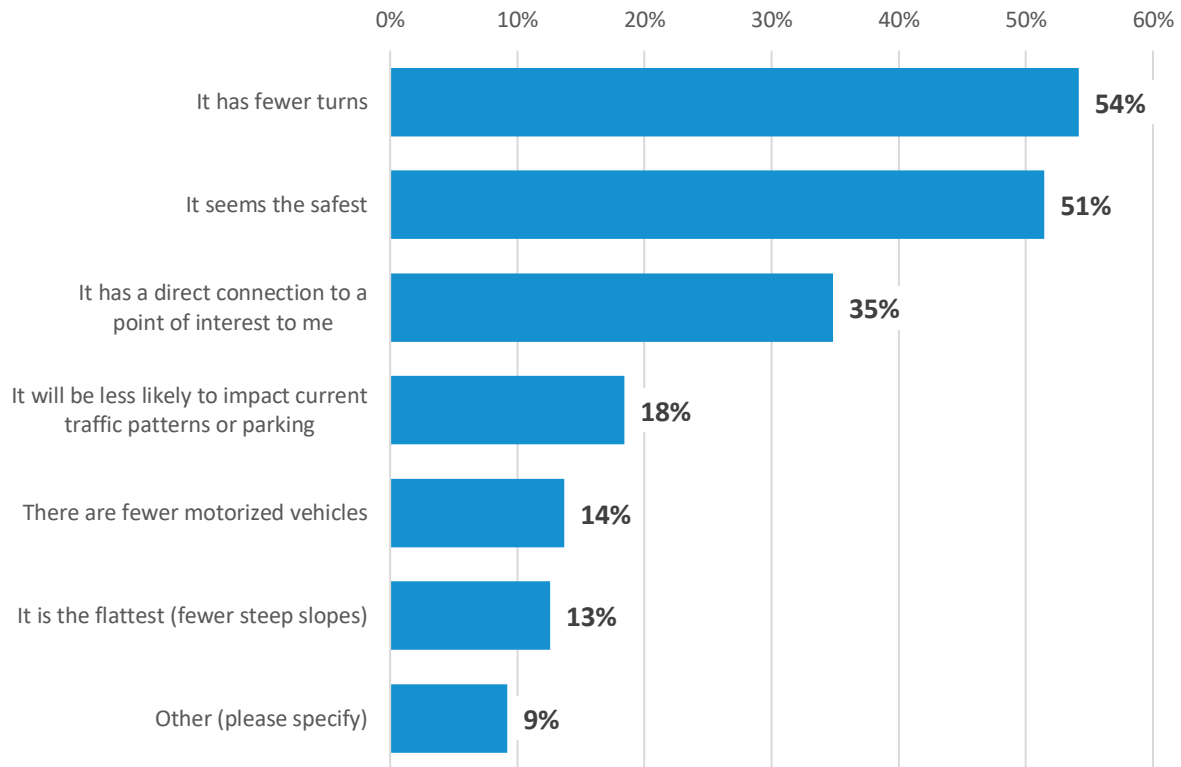
Which design alternative for the north section of Segment 1 do you least prefer?



Which design alternative for the south section of Segment 1 do you prefer?



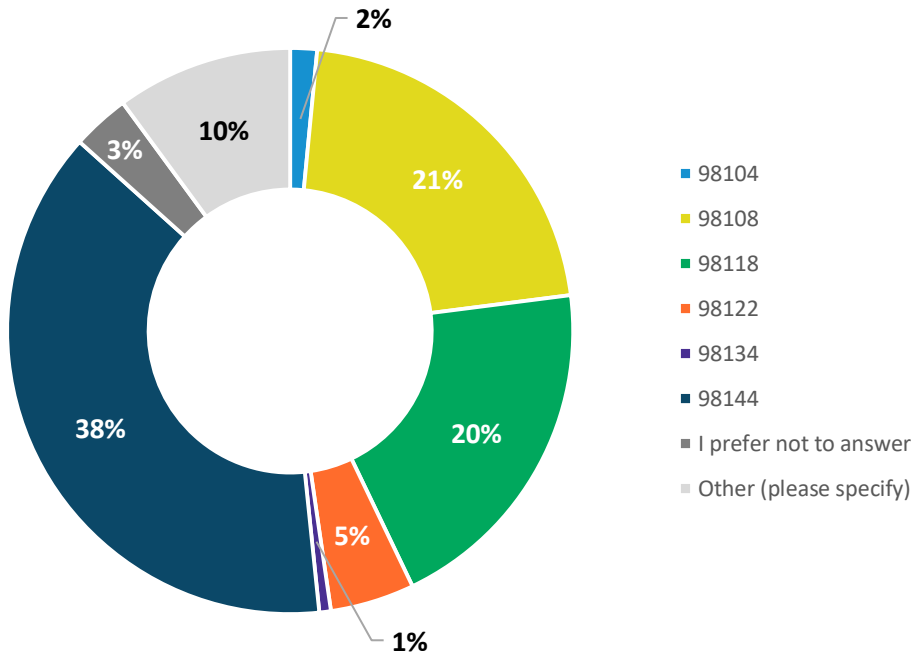
Why is that your preference?



Write-in choices for "Other":

- Most direct or current travel route
- Road seems widest in this area

What ZIP code do you live in?



Write-in choices for "Other":

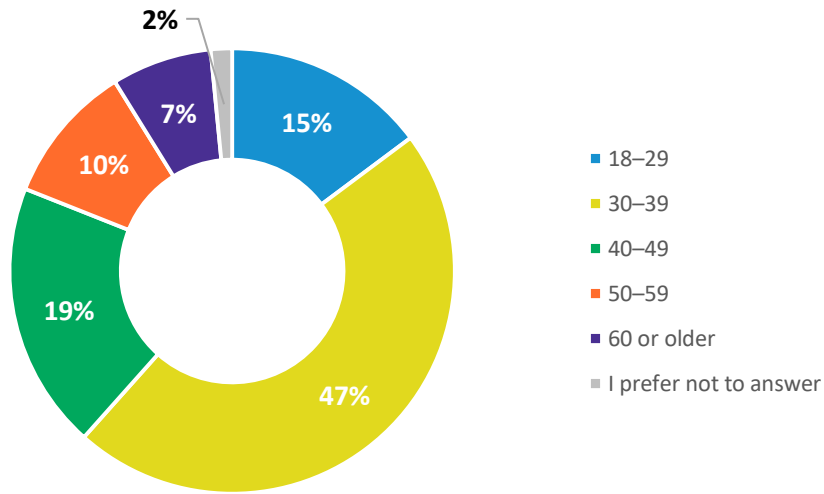
Seattle zip codes:

- | | | |
|---------|---------|-----------------------------|
| • 98102 | • 98112 | • 98125 |
| • 98103 | • 98115 | • 98126 |
| • 98105 | • 98116 | • 98133 (Seattle/Shoreline) |
| • 98107 | • 98117 | • 98136 |
| • 98109 | • 98121 | |

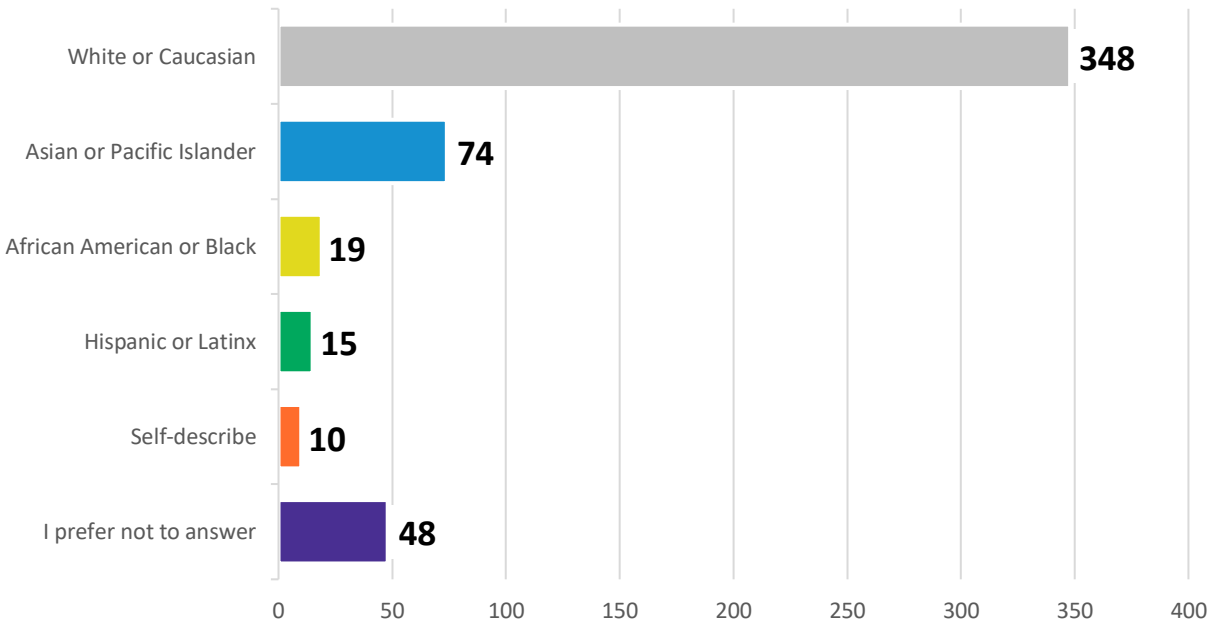
Outside of Seattle:

- 98011 (Bothell)
- 98040 (Mercer Island)
- 98178 (Tukwila)
- 98188 (SeaTac/Tukwila)

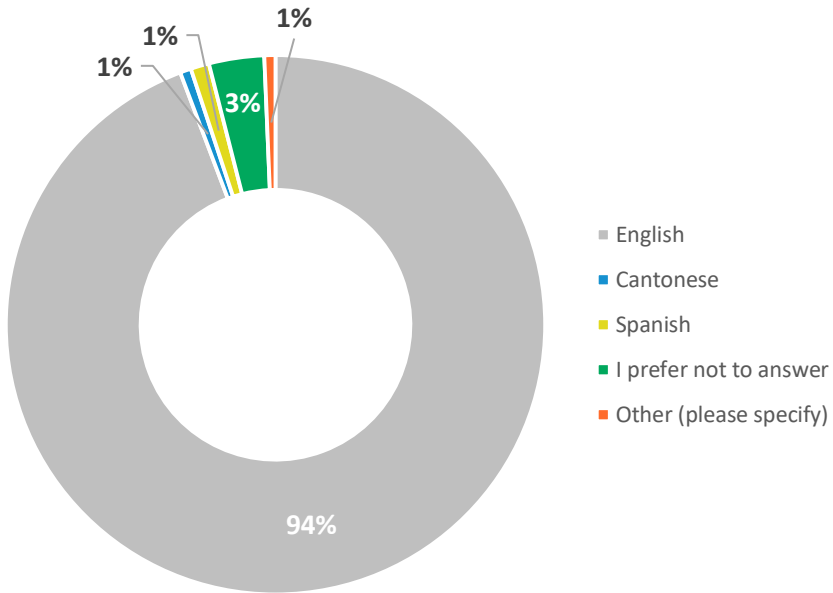
What is your age?



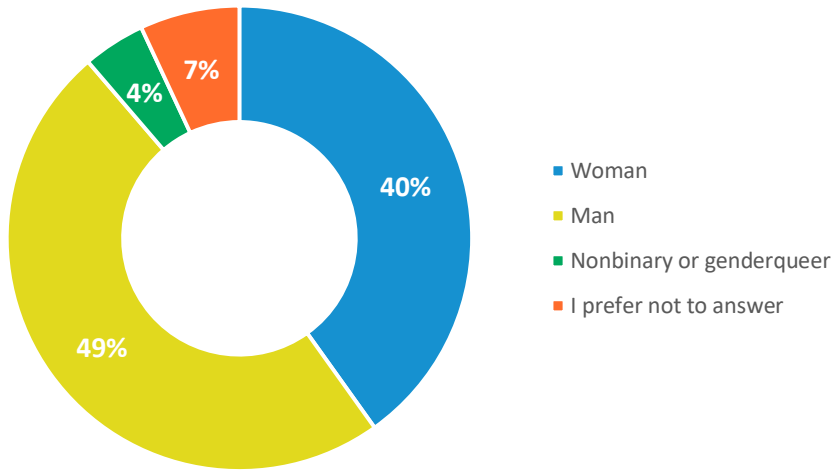
How do you identify (select all that apply)?



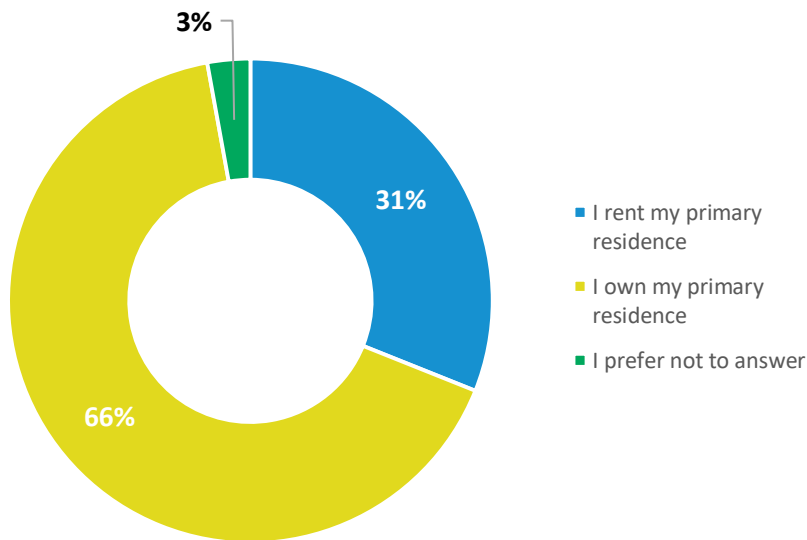
What is the primary language spoken in your home?



What gender do you identify as?



Which of the following best describes your current living situation?



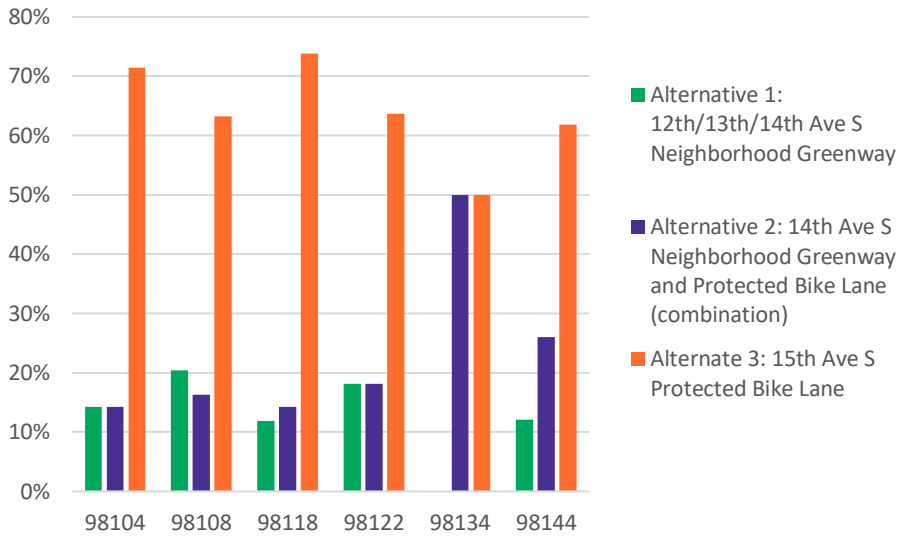
General project feedback

- Support for planned bike route, but prefer protected bike lanes with direct routes (not weaving through neighborhoods) and connections to community destinations and existing trails and bike lanes
- Support for planned improvements for people biking and walking, but please provide adequate signage
- Make sure to include low-income communities and communities of color since protected bike lanes often don't connect communities in need of resources (like grocery stores). Make sure this is a resource accessible to multiple types of people.
- Please consider making 14th Ave and 15th Ave one-way streets
- Provide rigid barriers, not just plastic bollards, to protect bicyclists from cars and stop cars from driving over them and parking in bike lanes
- Where bus stops create congestion, bikes need a dedicated path, not a sharrow
- Traffic signals prioritize biking and walking, not car traffic. Bicycle infrastructure that allows for safe commute to and from work, not "from nowhere to nowhere"
- Opposition to new bike infrastructure, including concerns that new bike infrastructure will not be used and will not increase ridership
- Concern about parking being removed
- Concern a bike lane will decrease already narrow and congested streets, increasing anxiety from drivers about colliding with cyclists
- Concern around confusion over rules for navigation around protected bike lanes, especially at intersections
- Concern around parking and traffic impacts for Beacon Hill International School faculty, staff, parents, and students

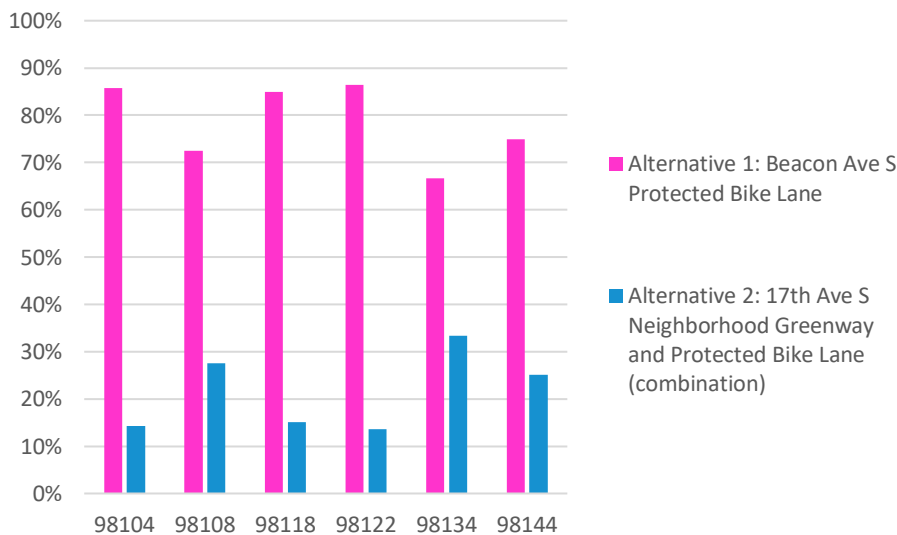
Alternatives Preferences by Demographic

Preferences for Neighborhood Zip Code Respondents

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



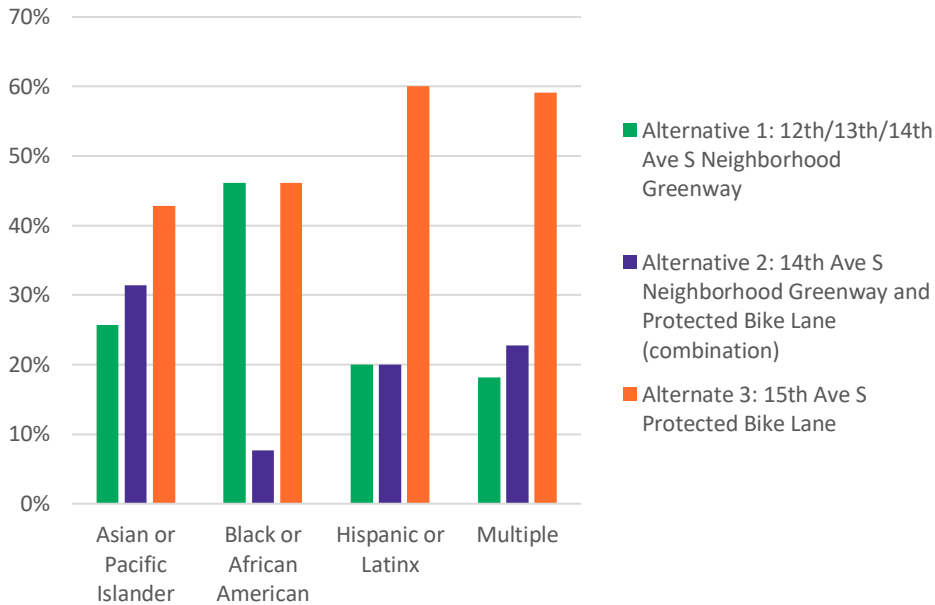
Which design alternative for the south section of Segment 1 do you prefer?



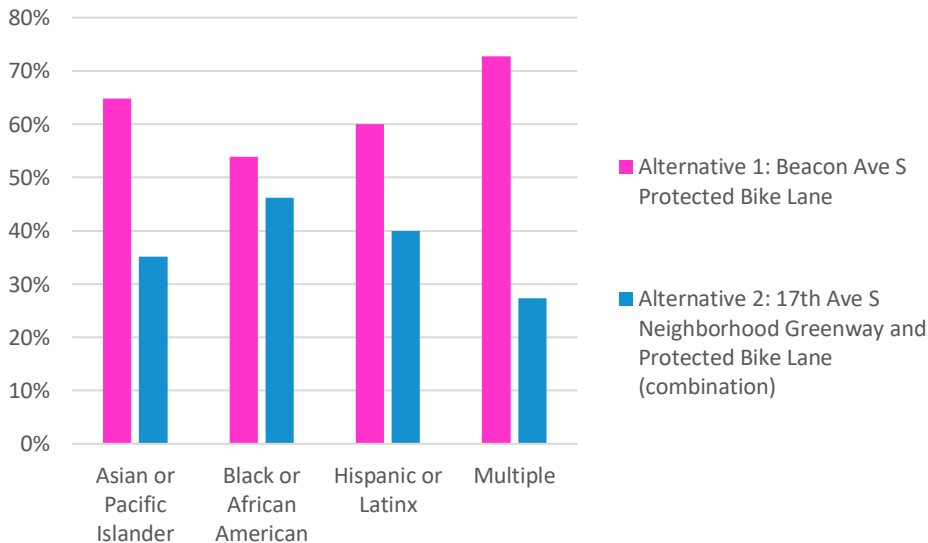
Alternatives Preferences by Demographic

Preferences for BiPOC Respondents

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

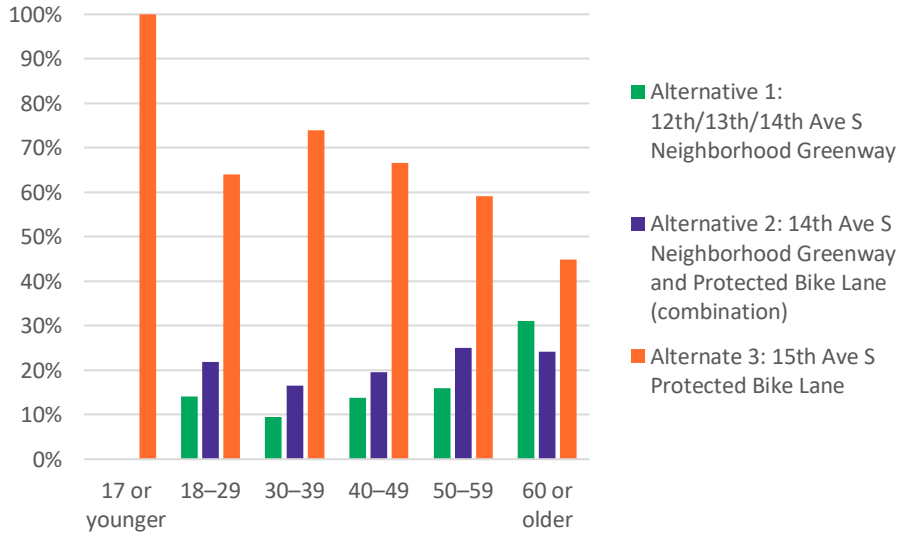


Which design alternative for the south section of Segment 1 do you prefer?

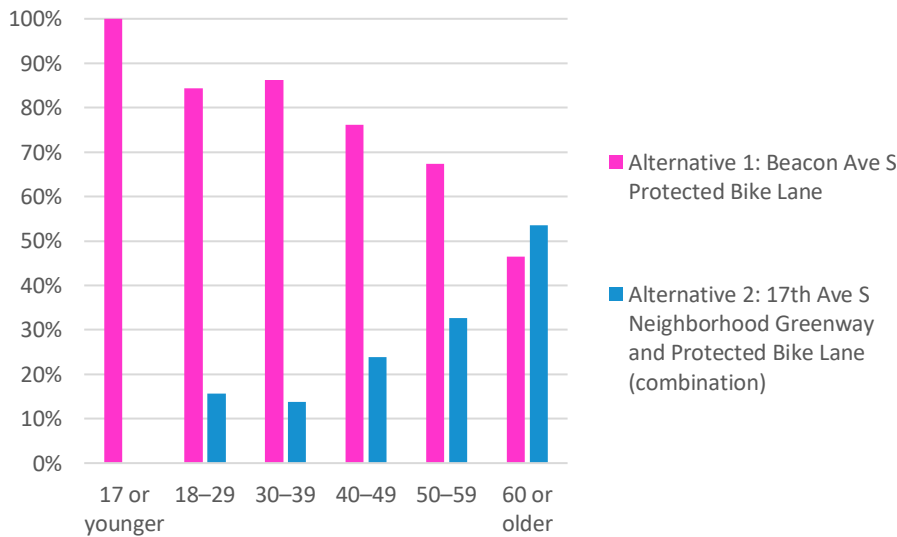


Respondent Preferences by Age

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

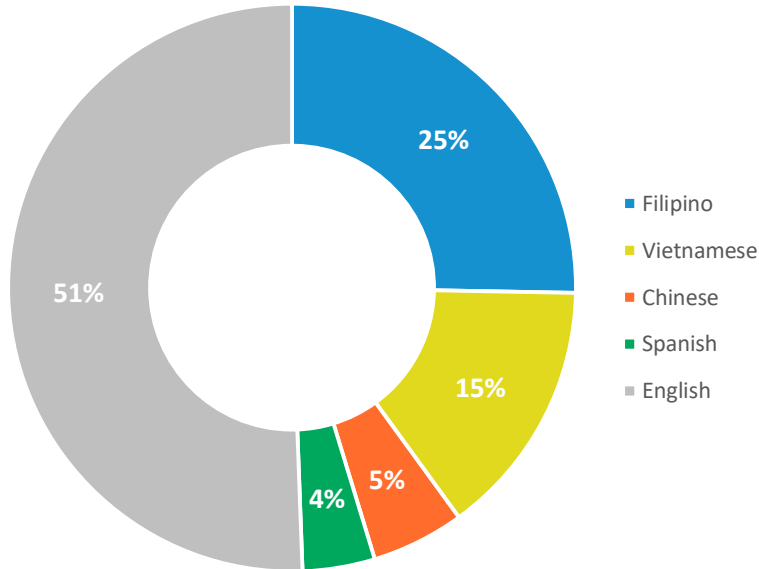


Which design alternative for the south section of Segment 1 do you prefer?



Department of Neighborhoods: Community Liaison Interview Demographics

Community Members Engaged, by primary language



Which route option do you prefer?

