



## Beacon Hill Bike Route

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

### QUESTIONS & ANSWERS

August 12, 2020 Online Drop-in Session

#### Community Member/Question

#### SDOT Answers

***Randy Allen asked:***

On Myrtle/ Othello with the installed bike lane poles there is nowhere to pull over when emergency vehicles need to pass. was this ever considered?

We do share our plans with the fire department so that they can understand the impacts. And then they provide feedback.

***Anna Zivarts asked:***

Which route is most used by bikes currently?

It depends where you're trying to go so it's pretty mixed. Anything I say is going to be pretty anecdotal.

***Adam P asked:***

A direction connection to the Beacon Hill Light rail station is important and the current greenway doesn't connect directly. How will the different segment 1 routes connect to it?

In front of the light rail station, it is particularly constrained as those people who move through that area very well know we likely will be connect depending on the route selection for the northern end. We would be connecting on McClellan or Lander to connect up to the grocery store. To help create access there are some other options and that's some of the feedback that we're looking for from folks via the survey. We want to hear kind of what are those last destinations that you want to make so that we can figure out how to make those connections work for people.

I've heard that people who work on First Hill drive to 15th Ave and park to get on the Route 60 bus. Have you done a parking study to understand if people are really hide and riding?

Depending on the route selected and feedback from adjacent stakeholders we will do a parking study to determine what tools we have to mitigate impacts.

16th Ave between Lander and Holgate is a nice neighborhood street (better than 15th Ave). Have you looked at that?

16<sup>th</sup> Ave S is a nice neighborhood street. If we hear from people that is the best route we will consider it.



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***Russell Jacobs asked:***

Will the impact of this on street parking be discussed this evening?

I'd say the option that goes from 12th avenue south up to 13th avenue south would be a greenway and will have the smallest impact to parking. 12th avenue south is relatively wide.

Which option would have the least impact on street parking?

We would have to remove one lane of parking through there and then once the facility goes onto a residential street it's possible we'd have to remove a handful of spots like intersections to increase visibility for people walking biking crossing streets but generally it would be a lower impact in terms of how the curb space is used today.

***Kathy Wickward asked:***

What will happen to the median parking in Segment 2?

We're looking at how we can do a few things. The first is how you get people walking and biking through that area comfortably. We also looking into how we can preserve as much of it as possible. We are currently working with the Department of Neighborhoods to start those conversations with businesses in those areas to find out what their needs are, such as if employees and customers need to park there. And then the third tool we have in our toolbox is to look and see how people are using that space and what we can do can help with that. For example, if we find that people are parking there to then take the bus, we could place a park and ride and think about how we can change the parking regulations in that area to better facilitate people accessing the businesses.



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Median path goes away at the VA, where will the bikes go?

So the Jefferson Park side will have both north and southbound lanes?

**Alex Auritt asked:**

Which of the segment 1 routes is safest for bikers?

**Anjali Grant asked:**

I live on Beacon Ave S - how many lanes of parking are proposed to be removed, and will the median be removed?

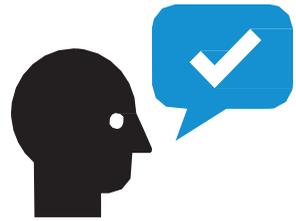
#### SDOT Answers

With segment two we anticipate using the center median path south of Colombian Way and right now we are currently playing doing initial plans about how we would transition bicycles to a facility along Jefferson Park. We did not bring cross-sections to this evening of Jefferson Park because we're still evaluating a bunch of different options and we will be asking for feedback about that in the near future.

We are currently evaluating options.

Whichever route is selected will have improvements made.

It varies really segment by segment and for the two the middle segment two and the southern segment three we're very early in planning and we will be coming back out when we have some alternatives to share with the community. Our goal is to make a safe place for people to walk and bike and then secondary that we want to continue to have access to businesses throughout the corridor. At this time, we are not planning on removing the center medium path and we would like to expand upon it if we're able to expand upon the center medium class. That will also have lesser impacts to parking than if we were to install something along the roadway.



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We have some older neighbors who get picked up by an ADA van twice a day on Beacon Ave S - how will they be accommodated?

As we start doing outreach, once we start touching the area along Beacon Ave South, depending on the segment we're talking about we will engage with neighbors and find out how the streets are being used and try to provide continue to provide existing access and also hear know what challenges folks are having so that we can look at what improvements we can make for the project. SDOT has a complete streets policy where when we do a project on a street we have to look at what the impacts are to transit and pedestrians and look at what improvements we can make as we do the improvements for the project.

Will you introduce zoned permit parking to help those of us who park on the street?

We will investigate zoned permitting depending on the feedback we receive from the community.

The sidewalks along segment one of Beacon Ave S are pretty minimal, especially at the business cluster at Victrola. Will you consider improving the pedestrian environment?

We will consider it.

At Beacon Ave South segment one, how many lanes of parking are proposed to be removed & will the turn lane be removed?

It depends on what we hear from business and the number of drivers using the center turn lane.

#### ***Ben Mitchell asked:***

Does the project include repaving of Beacon Ave? No matter how protected bike lanes are, if they aren't smooth or clean they are difficult for bikers to use safely.

If any piece of this project that we end up going needs pavement repair, we will need to do so. However, we are not currently scoped to do a full pavement repair on Beacon Ave. It would likely be some like limited sections along the route so the in our kind of initial analysis of this project where we saw the most issues were along 12th avenue south 14<sup>th</sup> avenue south and Beacon Ave S.



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For sections 2 and 3, is it possible to have the bike lane hug the center median path, similar to the bike lane on Ravenna Ave near Green Lake? I wonder if preserving the center median for walkers/joggers would be good.

We will consider it.

What is the estimate from when each section will be completed?

Segment 1: 2022, Segment 2: 2022. Segment 3 TBD

#### *Jake Thoennes asked:*

Instead of posts as a barrier in between traffic, can you install pots with plants?

It depends how much space we have the type of barrier we will install. It would likely be either concrete curb or posts.

#### *Brett Youngstrom asked:*

As a primary north-south route for cyclists I'm really happy to see this project prioritized. Will the intersection at 14th / Golf / 15th be examined for safety improvements if one of those streets is selected for the facility?

Yes.



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*Leila asked:*

Is there an option for the bike lanes to share a lane partially with vehicles to avoid significant impacts on parking? There are a lot of multi family units in 14th and it would dramatically and negatively impact those with cars.

Our goal is to make a route that feels very comfortable for somebody who isn't the most confident riding a bike. We call it an "all ages and abilities" facility and riding with vehicles on an arterial street like 14th or 15th generally doesn't feel very comfortable for folks. If we have very constrained curved, we can consider it, but generally this is something that we would prefer not to install. However, as we select a route and then look at the impacts of the community, we'll be definitely looking to people to tell us what their needs are as we move through the process.

Will the chosen bike path impact the speed limit on that particular street? You mentioned speed bumps may be put in place, would street speeds change to 25 mph?

As one part of the plan to achieve our Vision Zero goal of ending traffic deaths and serious injuries on city streets by 2030, we are lowering speed limits to 25 MPH. This year 90 miles of major streets were lowered to 25 MPH, creating a total of over 200 miles of major roads with a 25 MPH speed limit. We'll continue moving forward to lower speed limits on the rest of Seattle's major streets over the coming year.



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***Anna asked:***

There is no safe bike option through Jefferson Park, so why not start with that section?

We're starting with the northern section as we had heard that that was a top priority and also because the northern section would connect to a project that's being built late this year/early next year across the José Rizal Bridge to connect people to the International District and then downtown. The northern section also connects to schools and the business district. We are also starting outreach with this northern section because there's more questions we need to ask portion. Here, we're curious what street folks want to be on versus on Jefferson Park where we will we know that we're going to be running along beacon avenue south in Jefferson Park and so when we come back for construction they will all sync up in terms of their timelines.

***Brian asked:***

For the area south of Columbia along Beacon, will the existing center median be used for bike lanes? Or are they likely to be on the road?

We are evaluating.

Is there any consideration of green stormwater infrastructure improvements along Beacon south of Columbia to clean polluted arterial runoff?

We've started some conversations with SPU. The median trail runs right over one of the city's main water sources to the city and so they we have to be very sensitive about what type of projects we install, through there it's definitely an opportunity to start that conversation and see where there are other partnering opportunities with other city agencies.



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***Sarah Leyrer asked:***

I'm not concerned about parking impacts, but I am concerned that the city might make choices in route planning that cyclists won't use. How much consideration is given to steepness of hills, lights and stops, turns and other street interruptions?

We weigh a few different factors when we're evaluating a route. Safety is the first one in terms of what we look at – if existing collisions occur. Another is directness, so the number of turns topography, and then a pavement condition, and then community impact. Community feedback is a huge piece of that. We take that all together and look at what is preferred based on those different elements and we vet it throughout SDOT leadership and our traffic engineer. We want to install something that people are going to use, and we want to install something that works for the community.

***Gilbert Petitt asked:***

How much feedback/input that identified this as a high priority bike lane project was provided by residents of south Beacon Hill?

We went out and met with had held meetings in each area of the city to hear different priorities and that was how that emerged. We also worked with our Seattle bicycle advisory board and the mayor's office.

In Segment 2 around the Veteran's hospital and golf course there is a parking area that appears occupied by homeless. What will happen to them?

When the project nears construction we will work with DHS to figure out the best path forward.

We need a gathering for Beacon Hill residents to provide neighborhood specific feedback. How will you ensure that those who aren't tech-savvy are included.

We are working with Department of Neighborhoods to reach out to people along the corridor who aren't necessarily tech savvy.



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***Keena Deharpport asked:***

Are there any plans to provide charging stations for electric bikes along these routes? Particularly near businesses?

We're still very early in the planning for this so we haven't gotten to that level of design detail. If you think that that would be a valuable asset for people you can definitely provide us feedback and we will take it into consideration as we approach design.

Will segment three mean the loss of on-street parking or will the path be in the center median?

This is being evaluated.

How are the bike lanes maintained when there are vertical stick barriers preventing street sweepers from cleaning against the curb such as the lanes that travel down Albro place?

The city owns street sweepers that can sweep the protected bike lane.

What studies have been conducted to assess the number of bike riders that would use these lanes on a daily basis?

We have existing bike counts in the city that count the number of people traveling on Beacon Hill to and from Beacon Hill.

***Rick Paulsen asked:***

On option 3, what are the conflicts with car traffic? It is very heavy on 15<sup>th</sup> Ave from Cleveland HS to Jose Rizal Bridge in the morning/afternoon commute

This project will do its best to reduce the number of conflicts between people on bikes and drivers. The project will not be on 15<sup>th</sup> Ave S, south of McClellan. If the route selected is 15<sup>th</sup> Ave S for the north end there would physical protection between cars and bikes.

Is the numbering of segments, 1 through 3, indicative of order of construction?

Tentatively. SDOT is looking for partnership and grant funding which may inform the order of the project.



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***Robert Getch asked:***

What treatments are being considered for the Trail portions to help with bike & pedestrian conflicts?

We're very early planning and so it's possible that we could widen out the trail. We could use some markings on the trail to recommend people slow down. There are also other options to do things similarly to the West Lake Cycle Track which would be to use some different pavement colors to really help guide people where we'd like them to be as they're moving along that path.

Will the bike lanes have enough width to support cargo and family style bikes?

We are in the planning phase and when we get down to design, we might find ourselves with some constrained spots and we'll be coming back when we have designed to share with the community to get that feedback.

Vehicles frequently don't let the bus in from stops, will we be considering floating stops to improve transit speed?

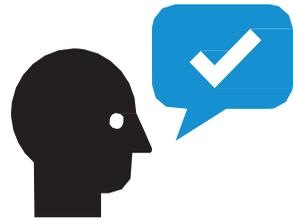
If we select the route that goes it also interacts with the bus route, as we're progressing through design we're going to look at how we can both increase transit reliability which generally reduces the number of conflicts with vehicles as we're designing out the bike facility.

Could other improvements to the trail be considered as well, like benches and trash cans?

Definitely. As we start our outreach in the southern part of this project and middle part, we'd love to hear from people who live along that area and use that trail to find out what they would like to see. We'd like to know how they'd like to see that medium path used and what can make it a place that they like even more.

Can loading zones be added to the business district where needed?

When we select our route and start engaging businesses along Beacon Ave, we can definitely look at existing space we have along the roadway and what their needs are and install loading zones.



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**Kevin Clark asked:**

Doesn't putting a bike lane on a bus route create conflicts at each bus stop? Why would SDOT put a bike lane on a bus route?

It's important for us to create connections to transit you think for people walking and for biking, so that's one reason that we do it. And then the second is when we're looking at streets where there're buses and we want to put a bike facility. We look at how we can decrease the conflict between bikes and buses so that you could know with a protected bike lane the buses are not necessarily pulling across the bike lane to pick up passengers. And we've also tried a couple different treatments so that we have the bicyclist go behind the bus stop or a couple different options to decrease those conflicts and we found that that actually can help with the predictability of both how bikes and buses are moving on our streets.

I don't see the survey on your webpage. Where did you say we can find it?

Answered.

**Blake Croxdale asked:**

If the bicycle lane is installed on 15th avenue will there be a bicycle lane on either side for each direction? Will it be a two-way lane like on 2nd Ave.?

We're still in very early planning for that. Our preferred way to design protected bike lanes is to have one in each direction on each side of the street. That is generally more predictable for people riding bikes as well as people driving through the area. However, 15th avenue south is a pretty constrained area and so after we figure out what is the preferred route, we will be sharing back out kind of what that could look like along 15th avenue south.

I am in favor of 14th Ave. for Segment 1. However, transitioning from 14th to 15th Ave. heading southbound it is difficult because of the heavy traffic on 15th, would you be able to install some kind of flashing cross walk?

We will evaluate this.



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***J Wu asked:***

Why is there no alternative routes for segment 2? There is already a bike route on 15th Ave S.

The route on 15<sup>th</sup> Ave S between S Spokane St and S Myrtle St serves different destinations and the grade become quite steep the more south it goes.

How are you conducting POC and immigrant/refugee community outreach?

We are working with Department of Neighborhoods to reach out to people along the corridor who don't speak English. Additionally, we are reaching out to community organizations to share this information and get feedback from their communities.

I live on Beacon Ave, and my household has 3 members who all drive and need street parking, will the bike route take away our parking?

It depends on the street selection.

Will the collision incidents be on the website?

We can post it.

Who is on the bicycle advisory board, is anyone from Beacon Hill?

Yes, there are several members. <https://www.seattle.gov/seattle-bicycle-advisory-board>.

How is outreach conducted for POC and immigrant/refugee communities?

We are working with Department of Neighborhoods to reach out to people along the corridor who don't speak English. Additionally, we are reaching out to community organizations to share this information and get feedback from their communities.

If livability and affordability is a core value for SDOT, has there been a study conducted on how capital projects like bike lanes increase property value?

As yet, we have not conducted a study around property values and infrastructure. We have done some research on businesses and bike facilities.

***Michelle Piper asked:***

In Segment One South Section why does it jog to Beacon Ave for one block then back to 17th instead of using 16th to get to 17th and Hanford?

One of the things we want to do is to connect to the Light Rail station and so as we're working through that particular transition, we will consider 16th and how we make that transition.



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Are you considering making a protected Bike Lane along Beacon Ave? Beacon Ave is a pretty scary street for pedestrians and Bikes as it is currently.

Yes.

On the south portion of sec 1 is it likely you will install protected Bike Lanes? Currently there are Sharrows, and it is frightening to Bike for new Bike Commuters. I assume part of the mission is to encourage Bike Commuting?

Yes, from S Hanford south and potentially north.

#### *Mira Latoszek asked:*

Will the bike route be fully paved? All three routes are in bad shape and need repaving. How much of the budget is for paving?

Some paving will be done as part of the project.

#### *Tom Forbes asked:*

Which route requires the most climbing for cyclists? Which route has the steepest sections?

The 12th avenue south to 13th option has the most climbing for cyclists and it's at the beginning along 12th avenue south where its steepest grade is at, of 9%. Coming from the José Rizal Bridge climbing up to South Massachusetts, on 14th avenue south and 15th avenue south the steepest grade's at about seven percent and that's that same section climbing up from the José Rizal Bridge to get up to the hill. There's no way around at least some grade for this project.

N-3 is already the route used by most cyclists including many coming from the Rainier Valley and further. Why would the city choose a steeper, higher, and less direct route when the stated goal is to encourage cycling as a mode share?

We are soliciting community feedback to hear where people are going.



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**Ziadee Cambier asked:**

Will you eliminate the current bike lane on 15th if you choose north segments 1 or 2?

We will only change the bike lane on 15th if we select 15th as the route to upgrade.

If you choose north option one greenway, will you eliminate a pull over to allow cars to pass in narrow residential areas of the route or will we have to \_\_\_\_?

If we select the greenway option, we'll look at the street width of 13th avenue south and see and make sure that there are places for people to pull over to let either another car pass or a bicycle pass. There will be likely a handful of spots where parking would be impacted.

In Northern Segment 1, will you remove parking in narrow residential sections?

It is possible a handful of spots would be removed to improve visibility at intersections.

**Cliff Holland asked:**

Can we have a community meeting? I live on Beacon Ave S for 47 years and I have never been asked about this project. Clifford Holland

This is just the start of our community outreach and this is our first meeting to talk about the project. We are collaborating with the Department of Neighborhoods on community outreach for this project and plan to organize smaller, community events including some with DON's language-specific community liaisons. They may be virtual and smaller gatherings. You can learn more about opportunities to engage by visiting the project webpage and signing up for updates via the project listserv.

**E L asked:**

15th and 14th are busy streets with poor visibility. Adding bikes makes dangerous roads even worse. Can 14th and 15th be made one-way? That would provide space for bikes and improve safety for pedestrians, cars, & bike.

We will take this into consideration.



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**Tony B asked:**

Will option 2 affect street parking on 14th?

Yes

**Tom T asked:**

I own a car and it broke down during the pandemic. I rode to the grocery store often and it was such a lifesaver. I am wondering how much traffic calming will occur in areas not selected for improvements. Scary when cars drive too quickly.

We will share concerns with other city staff to evaluate what can be done.

About 3,000 people cross over the Fremont bridge regularly each day. How many cyclists cross the Rizal bridge every day?

Fremont Bridge has a permanent bike counter that collects data every day. The Jose Rizal Bridge gets counted once a year.

**Brad Cebulko asked:**

Which south bicycle route is safest for people from each mode of transportation, pedestrian, bicycle, and auto?

**Bec R asked:**

Cars on 14th and 15th Ave routinely drive between 35-45 mph, dangerously exceeding the 25mph speed limit. These speeds, combined with the narrow roads are hazardous for bikers. What sort of speed control mechanisms will be included in this project to prevent injuries to bikers?

There would be physical barriers set up between people riding and people driving. We would also look at additional traffic calming measures.



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**Bob Svercl asked:**

What improvements to pedestrian spaces along the route (like crosswalks, curb ramps, etc.) will there be?

It depends on how we interact with different intersections, the state of the curb ramps and crosswalks, and what we hear from the community. We will look at curb ramps and see what needs to be upgraded and then as we get feedback from the community find out where people want to see more crossings and evaluate that.

**Ben Dalgetty asked:**

If PBL option is selected will public have input on how: bollards; concrete blocks; parking?

There will be limited opportunities to provide input. I would recommend if that's something that you have interest in or care about, fill out the survey. Generally, if we're able from a financial perspective as well as an operations perspective we like to install curbs or use parking protection for bike facilities. However, there are financial constraints as well sometimes and firetrucks must be able to drive over whatever is built. It really depends when we get to dive into the design of what that needs to look like.

**Dan Diulio asked:**

Have the designers and presenters had a chance to ride bikes along these alternative routes?

Yes

Why is a connection to an elementary school being identified as a priority over a more direct north / south bike connection for people to get to and from jobs downtown?

We have heard that connections to community destinations are important for people.



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***Nick asked:***

On option 3 what are the conflicts with car traffic? It is very heavy from Cleveland High School to the José Rizal Bridge in the morning and afternoon.

If 15th Avenue South were to be selected and we'd only be looking at 15th avenue south really from the Jose Rizal Bridge to Beacon Avenue South. If that were selected, we would need to remove all the parking along this street and we want to be up front that at an initial glance that would be the a pretty big impact.

***Jamilah Williams asked:***

This is a question about Segment 2, but I'm curious if the bike lane will be where parking is or if it will be in the median path?

We are currently evaluating Segment 2.

***Lisa C asked:***

Why not have a bike route option going through lower-traffic residential street instead of high-traffic through streets with buses?

If that's something you're interested in, we'd definitely recommend choosing the 12th avenue south and the 13th avenue south route that route utilizes more residential streets than arterial streets.

Are routes for segments 2 & 3 already decided? Or will there be more future public forums for actual South Beacon Hill residents to give further feedback?

The streets have been selected, however what that looks like on the street has not. We will be soliciting community feedback on those concepts.



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***Patrick Taylor asked:***

Do you have data on how many bikers have been hit by drivers on Beacon Hill / Beacon Ave?

We have collision incidents and can post the data to the project webpage.

When bike lanes have been added in other parts of the city have you seen the number of bike riders increase?

Generally, yes, we have seen the number of bike riders increase and that can be for a few different reasons. It can be that you know people now feel safer it could be that we now have a route that people move from other streets to go take that preferred route because they now have comfortable crossings.

***Amy Gore asked:***

I would love to be able to bike to work but only feel comfortable on protected bike lanes. When is the planned construction for Segment 1?

Right now so right now we're out here talking to you as well as talking to different folks in the community to solicit feedback on routing options on this northern segment. Once we get that feedback we will then select what we call the most promising route and we will share that back out with the community to reconfirm that this is what we heard and this is how we're moving forward. Then we'll enter into our design phase and that generally takes about a year. The earliest we could expect to see construction would be in 2022. We have been applying for some grant funding so that could impact timeline. Everything that's happening in the city right now has forced everything to be a little bit flexible, but we are looking at 2022-2023 construction.

***Clara Cantor asked:***

The current trail is tough with a bike because the curb cuts are at weird angles and intersections are hard to navigate. Will those street crossings be improved?

That's something that we have some very preliminary concepts for and we anticipate the biggest improvements for both people biking and walking.



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***Leah Missik asked:***

Which option is the safest for pedestrians and cyclists? I am wary of routes that make cyclists do dangerous turns or merges. Safety is more important than preserving parking

Depending on what the route selection is it will probably be a mix of if we are making turns. On a greenway it'll be a mix of sharrows and signage.

***Beth Garner asked:***

I jog, walk and drive on Beacon Ave, 15th and 12th Ave multiple times each day and rarely see cyclists. Why would you pursue this when it is neither a need, demand or asset to our community?

During the 2019 the bicycle master plan process the city reached out to people across the city to find out what their priorities were for bicycling in Seattle and we heard pretty loudly from people that they wanted to see a connection in southeast Seattle and the two connections that were called out were a connection on Martin Luther King and on Beacon Hill. This project emerged from that outreach process and this is our first step reaching out to the community to hear how people would use it and what's working what's not working in their neighborhood. The city believes bicycling is a tool to help with impacts of climate change as well and it's also part of our COVID-19 recovery in looking at how we can continue to facilitate people moving around Seattle without using single occupancy vehicles.

***Becky See asked:***

Is it possible to not use bollards or other hard scaping to 'protect' the bike lanes? Unintended consequence is that the bike lanes don't get cleaned by street sweepers. Plus barriers make it difficult for bikers to make turns.

SDOT has a couple street sweepers just for bike lanes. Our goal is to build a bike facility that works for all type of bicyclists. We have heard that people prefer a more protected facility



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### QUESTIONS & ANSWERS

August 12, 2020 Online Drop-in Session

#### Community Member/Question

#### SDOT Answers

***Brad Coryell asked:***

If 15<sup>th</sup> Ave S. is selected for the northern portion, what is the expected design between Beacon Ave and the Jose Rizal Bridge?

We're starting with finding a preferred street. It would likely be a bike lane or a protected bike lane on either side of the street and we would remove parking.

***Lara asked:***

How will you clean protected bike lanes? The lanes along Swift are always filled with debris and very dangerous for flat tires, but the posts look like they prevent street sweeping.

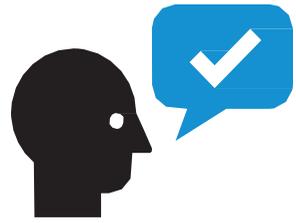
We have street sweepers that can clean the bike lanes. Please put your request into Find-It Fix-It.

***Jeremy Valenta asked:***

Will the bikes in sections 2 and 3 be in the existing pedestrian path?

We're in very early planning for that piece of the project right now. We're looking at our preferred alternative which is widening that path so that we can make it work for both people walking and biking, akin to the Burke Gilman trail as we progress through our planning and design we'll be soliciting feedback from the community on how we can make that work for everyone. What we've heard is that this is a space that's used by people walking and we want to make it a space that people want to be in.

What will the impact on parking be for section 3?



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When is our next opportunity to provide feedback for segments 2 and 3? We have lots of concerns about this option.

Do you plan to close any of the East-west intersections that cut through the current pedestrian path

Will there be a survey for segments 2 and 3?

**Mark Foltz asked:**

Which route alternative has the least steep grades which will make it accessible to more people?

#### SDOT Answers

We're tentatively looking at coming back out this fall to talk more in depth specifically about segments two and three. If you have concerns, I recommend utilizing the email that was posted to share those concerns. Even though we're not formally soliciting for that part of the project right now we'd like to know those concerns ahead of time to help guide design as we move forward.

We are weighing a couple different options. We are considering closing a couple of intersections but that's something that we definitely will need to hear from the community about how they are using those cut throughs. There's possibility for doing something more fun and creating it to be a more fun pedestrian bike space but we definitely will be reaching out to the community to find out how they feel about that.

Yes

Option 3 (15<sup>th</sup> Ave S) is the flattest.



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*C Can asked:*

Is there any image of the planned street section for segments 2 and 3?

There will be cross sections will be shared some time in October.

Why isn't the existing street surface of Beacon Ave. An option for segments 2 and 3?

Our preferred route for the southern segments is what we've generally heard that people really enjoy kind of that trail and is what folks feel to ride and bike on. However, if we do hear overwhelming feedback that people want the bike facility on the street, we will look into that. If we were to do it on the street it would likely have impacts to parking along Beacon Avenue South.

Once this project is complete, how will SDOT know if it was successful or not?

After we install projects, we continue to monitor them first foremost to make sure that they're operating how we want them to be operating and then we do pre and post bike counts to see how the facility is being used. We're in kind of interesting times right now and the transportation habits are a little bit in flux so we're making note of that as we are if we have to collect data what the context is and how we see that evolving in the future. We also continue to monitor things like collisions so if we've seen a pattern of people walking or biking getting collisions, we generally expect that to go down.