

Beacon Ave S / 15th Ave S Safety Project

Questions & Answers

Safety

- 1. Speeding continues to be a problem on 14th Ave S by Beacon Hill Elementary School. Does SDOT have plans to address that as part of this project?**
 - a. We are exploring adding speed cushions and other safety improvements to this area in response to community feedback. We are working with the Seattle Fire Department and King County Metro to ensure any speed cushions will accommodate transit and emergency response needs. We are not sure if they will be installed as part of this project or a different project.
 - b. For the 14th Ave bike lane removal, how will that affect safe routes to school? If we do that, can we add speed bumps to that road?**
 - i. By replacing the bike lane with parking, the road becomes narrower, which tends to cause drivers to slow down. To make this area safer, we are also looking into installing 4 speed humps along 14th Ave S in front of the elementary school. We do not know if this work will be done in the interim project this summer, or with the larger capital project next summer.
- 2. We live in Rainier Beach and use a cargo bike to take our toddler to see his pediatrician at PacMed on 15th Ave S, will the bike lanes and transitions safely fit cargo bikes?**
 - a. Yes, these bike lanes are being designed for all ages and abilities.
- 3. With the increase in car crashes and the ramping up of return to office policies, can we speed up this project?**
 - a. We are moving along as fast as possible considering constraints of the project development process, federal funding, and NEPA permitting which all take time. Safety improvements will be constructed this summer. We are on schedule, and near-term improvements will begin this June. The design of the broader project will be finished by the end of this year, and construction will most likely begin next summer.
- 4. What are the project goals regarding traffic calming? Will average driver speeds on Beacon & 15th go down into a safe range?**
 - a. After we install our improvements this spring and summer, we expect to see a reduction in top-end speeders. Some of the people who drive fast here tend to use this corridor to cut through to I-5, so with these traffic calming improvements, we hope to deter people from doing that by slowing traffic to the 25-mph range.
- 5. Regarding the bike lanes near the Sound Transit station, how do you prevent a bicyclist hitting a pedestrian waiting for the bus?**
 - a. We have a similar situation to this in multiple places in the city. It is designed in a way that there is separation between where people get on and off the bus and where people ride through on bikes. To help visualize this, you can reference our Streets Illustrated Right-of-Way improvement manual: <https://streetsillustrated.seattle.gov/design-standards/bicycle/bike-lanes-and-transit-service/>. Cyclists must still be careful at locations like these, and pedestrians are encouraged to use extra caution here.
- 6. I was wondering if there will be any thought put into the Beacon Ave portion specifically if there is a way we can prioritize pedestrians at the intersection with the safe street.**
 - a. In this area at S Hanford St, we are making improvements to pedestrian crossings by constructing curb bulbs, shortening the crossing, and installing pedestrian push buttons and bike detection. There will be signs to signify local access only, and cars will not be able to make a left turn here. This work will create a permanent healthy street crossing and will be constructed as part of the larger capital project in 2024.

7. **I like the idea of installing more flashing intersections for bikes and pedestrians, but the current flashing intersections are often ignored (and dangerously so) by angry, aggressive, distracted, and/or dangerous drivers. How do you plan to make the flashing ped/bike intersections effective and enforceable?**
 - a. These improvements all come as a package which work together to slow driving, improve visibility, and create shorter crossing distances. Together, we expect flashing beacons, curb bulbs, and speed cushions to be effectively improve safety for everyone.
8. **What safety improvements are being made there to make it safer for people biking and walking at the PacMed and 14th intersection? Is it possible to add a lighted signal?**
 - a. The intersection is being squared up to shorten the crossing distance for pedestrians and provide better visibility for bicyclists. Also, a signalized pedestrian crossing (RRFB) will be installed across 15th Ave S with the safety improvements being installed this summer
 - b. The intersection was evaluated to determine if installation of traffic signals or an all-way stop was warranted. The traffic volumes and analysis determined that neither of the options were warranted.
9. **Will the intersections at S College S & 15th Ave S and Beacon Ave S & 15th Ave S become “no right on red” and will there be better signage to enforce this?**
 - a. **With the addition of parking on College St, are there additional traffic calming improvements that can be made? As well as increasing the safety of the intersection to prevent cars from turning Right on Red and hitting pedestrians or bicyclists?**
 - i. This project is adding accessible pedestrian signals (APS) at this intersection. Since the traffic signals are not being modified, the location does not meet the “No Turn on Red” application per SDOT policy.
 - b. **Will the intersection college and 15th be improved? Ada ramps, new buttons, safe turning for bikes etc.?**
 - i. Improvements to this intersection include new curb ramps, installation of accessible pedestrian signals (APS), and bike signals.
 - c. **There is a large volume of traffic on S College St. If you include parking on this street between 15th Ave S & 16th Ave S, I am worried that it would increase traffic accidents and put cyclists at increased danger. Have you considered this, and what is planned to prevent this?**
 - i. Due to the street grade and narrowing of the westbound lane width on College St approaching 15th Ave, parking is only being added between the existing alley at midblock to 16th Ave S.
10. **What improvements will be made to pavement on 15th Ave S that currently has deep cracks and holes?**
 - a. **Are there any additional funds that will be dedicated to the upkeep and maintenance of these new lanes?**
 - i. This roadway will continue to be maintained on a routine schedule by City of Seattle maintenance crews.
 - b. **Currently there is a large volume of heavy load freight trucks that speed down 15th Ave S. Once the speed humps are installed, is there a plan to re-route these tracks to a main arterial road to prevent them from “jumping” down the street and causing even more potholes and road damages on 15th Ave S?**
 - i. Instead of speed humps, speed cushions will be installed. Speed cushions are designed to include wheel cutouts between the raised areas in order to provide wider vehicles such as freight, transit and emergency vehicles the ability to pass through without having to go over the bump.
11. **How will the barricade separating the driving lane from the bike lane work, when homeowners need to access their driveways? Will the drivers be crossing the bike lane regularly? How do we prevent the cars from hitting cyclists in this case?**
 - a. **How will the infrastructure of the bike lanes prevent cars from entering the lanes and killing cyclists?**
 - i. In some areas there will be a 1.5’ buffer area between the vehicle lane and the bike lane. The buffer area will have a concrete curb installed in the center of it to help prevent vehicles from

crossing into the bike lane. In other areas there will be parking spots in between the vehicular lanes and the bike lanes.

b. Why are we transitioning back to flex posts on Beacon near Spokane and not using concrete barriers like further north on 15th?

- i. The pavement on Beacon Ave is not in great shape and will need to be repaved in the near future. Adding concrete buffer now could trigger replacement of concrete base in the roadway and this would be very expensive and beyond the scope and budget of this project. Concrete buffer is needed more on 15th Ave where the protected bike lane buffer is only 18" wide. Along Beacon Ave, we have wider buffer – mostly meeting our standard of 3 feet, and with parked cars between the bike lane and travel lane. Because we do not have enough funding to install concrete buffer for the entire project, we are prioritizing 15th Ave.

c. Where and why are flex posts being used in some places? I heard a mention that for part of the route plastic flex posts will be used as protection for the bike route. Why is SDOT still planning to build new bike lanes with plastic, not concrete protection? SDOT stated here that they are both not durable and not great for protection.

https://www.seattle.gov/documents/Departments/SDOT/BoardsCommittees/SBAB/Better%20Barrier%207_6_SBAB.pdf. And Councilmember Morales has also pushed for budget for concrete barriers in our district where this project is being built because plastic barriers are not protection.

- i. Some parking will be retained on Beacon Ave S. The parked cars are an added protection for the bike lane from moving vehicles in the travel lane. We will be installing concrete curb at critical locations along Beacon Ave, such as areas approaching intersections.

Community

12. What did you do with all the community feedback from the earlier engagement in 2021 and 2022?

- a. First, we do want to thank everyone who has participated and engaged with us on this project from the very beginning in 2021. One of the main concerns we heard from community members throughout our engagement is safety, especially regarding vehicles speeding on 15th Ave S. In response, we added traffic calming and safety enhancements to our project scope and were able to expedite to get these safety enhancements installed in summer 2023 to address safety concerns as soon as possible.

The second concern we heard from some neighbors was parking impact, especially for neighbors who do not have off-street parking options. Our project team conducted a yearlong alternatives analysis for route selection: including a couplet bike lane – northbound bike lane on 15th Ave S and southbound bike lane on 14th Ave S, and putting the protected bike lanes on 14th Ave S instead of 15th Ave S. We looked at bike and pedestrian collision history, directness of route, community feedback from in person and online surveys, topography, pavement condition, and potential impacts to parking and transit. However, going with either of those options will result in more parking loss than the current design on 15th Ave S. 15th was selected as to not interfere with one of the [busiest] bus routes in the City, to give bikers the most direct route, and because on 14th there would have been substantially more parking removal.

13. With the installation of the bike lanes, bicyclists get their lanes but what about residents who live on 15th Avenue? What are we getting out of this project?

- a. Both the interim project and larger capital projects will make this area safer for all people. We're partnering with multiple programs to install new sidewalks, paving, curb ramps, and crossing improvements.

14. Has the team considered dedicating this bike route to notable residents of Beacon Hill like Dr. Jose Rizal? Or members of the Seattle community who've been killed biking like Sher Kung?

- a. We do not have a naming convention or precedent for dedicating bike routes. We do have process for dedicating streets/right-of-ways. We can check internally with our subject matter experts if this is something we can explore.

Parking

15. Have you created a parking management plan?

- a. Yes, we created a parking management plan and presented it at our 30% design virtual public meeting. If you couldn't attend the meeting, you can [watch the recording](#). To summarize the parking management plan, we used the 2022 parking study and community feedback to identify 6 locations for possible improvements. We will be expanding the Residential Parking Zone (RPZ) and adding new parking lanes on nearby streets, installing new parking spacing, and formalizing existing parking

16. How will expanding the RPZ increase the amount of parking and how much additional residential parking do you expect it to create?

- a. On S Judkins St we plan to convert approximately 24 existing unrestricted parking spaces on the north side of the block to 2hr RPZ parking. At this location we will not be *adding* any parking capacity, but we will be giving RPZ 17 permit holders more options to park in the neighborhood. The 2hr restriction forces non-residents to move their car more frequently thus giving residents more opportunities to park.
- b. On S College St we plan to add 10 *NEW* 2hr RPZ 28 spaces to a block face that did not previously allow for parking. At this location we are both adding capacity *and* RPZ parking which will reduce parking pressure on residents.

17. Once parking on 15th Ave S is replaced by bike lanes, where will delivery drivers and trash pickup drivers, for example, be able to stop?

- a. The street will function similarly to how it does today, with no parking on the west side of the road. Trash pickup has identified no problems continuing normal function. Delivery drivers often use alleys to make deliveries and will continue to do so. [most restricted section, Lake Washington Blvd example]. Sometimes, drivers will have to stop in-lane, which will be feasible considering the other safety improvements which will slow the traffic along 15th Ave S. We will provide cuts in the protected bike lane buffer to roll bins if needed (for those residents without driveways).

18. Can the section of grass that separates the sidewalk from the road be removed to make more room for parking on 15th? If this can't happen for the entire roadway, could single spots be carved out for our elderly and disabled neighbors who will really struggle with this change?

- a. We evaluated the 15th Ave S corridor for locations to add parking in place of planting strips. There were not any locations in which this was feasible without removing trees, which neighbors do not favor. Limited street width and the need to remove trees make this idea challenging. We are proposing parking improvements to adjacent streets that will increase parking capacity or adding RPZ signage to reduce parking pressure on residents. We are also working to create a design solution for a resident who needs access to a DISABLED parking space.

19. How will you address & accommodate landlords who have apartments on 15th Avenue or near 15th Avenue with limited/no parking and if their tenants move out after the bike lanes are installed due to lack of street parking?

- a. We are trying to increase capacity where we can in the neighborhood. This is quite a constrained corridor, so will have to make some tradeoffs. Typically, with these sorts of projects, we do not mitigate parking losses. Since this issue was particularly important for numerous community members, we made this a priority to help where we can.

20. What will you do if a 15th Avenue resident needs disabled street parking after the bike lanes are installed? Will you accommodate this request?

- a. We will work with members to find spaces to accommodate accessible parking spaces for every resident that needs it. Like residents in the rest of the city, we cannot guarantee that this will be directly outside

of their house. There are strict criteria for getting a disabled parking space, but we have staff dedicated to helping folks who need it. You can learn more about the process on our [website](#).

21. How will you accommodate residents who live on 16th and 14th Avenue? These residents will receive the overflow of cars parking on side streets, etc.?

- a. The third-party parking study in 2022 showed that, even without improvements, all residents who currently park on 15th Ave S would be able to find parking on side streets. Since this would make the parking arrangement tighter, we are helping to free up space by adding new parking areas and expanding the RPZ to prioritize existing parking for residents.

22. In all the parking / curbside discussion I didn't hear anything about loading zones. Have any provisions been made to provide safe spaces for delivery vehicles, Ubers etc.? Currently they tend to use the bike lane.

- a. For the northern section of the corridor... The barrier we are using will help keep delivery vehicles out of the bike lane. Drivers typically pull into driveways and make deliveries to all nearby residences.

23. Will the new parking be added with the bike lanes or on different schedules?

- a. Yes, these parking improvements will be implemented on a different schedule from the bike lanes, and each improvement will be made as it is feasible. We plan to install RPZ signs this summer. On 14th Ave, where we are adding parking, this will take a bit longer and we do not yet know when this will be done.

24. The experience that my family and I have parking in the north side of the neighborhood does not agree with the study finding available parking capacity. When coming home at night, there are often no spots available between S Massachusetts St to S Atlantic St on side streets.

- a. Thank you for sharing your experience, it helps to inform our solutions. We conducted daytime and evening parking studies, and in the evening, there is a higher occupancy of parking, which may make it hard to find a space. Different areas along the corridor experience different amounts of congestion. With these parking changes, parking will be tighter, but with the ability of the neighborhood to absorb this loss, and with the additional changes we are implementing, we believe all cars will still be able to find parking spaces.

25. With the removal of parking, are there any programs that can help provide the residents with using other modes of transportation options? Maybe providing them with free bikes, e-bikes, how to bike programs, or free bus/light rail passes for 2 years, etc.

- a. There are many programs in the area that can help people access alternative modes of travel. King County Metro provides a discounted orca card (Low-income, senior, youth), to see the qualifications please visit the website: <https://kingcounty.gov/en/dept/metro/fares-and-payment/discounted-fares/orca-lift>
- b. Bike Works is a great community resource with a headquarters located in Columbia City. They offer a program [Bikes-For-All](#) to provide free rebuilt bikes and helmets to youth, adults, and families in southeast Seattle. They also provide adult and youth programs, for a full list visit their website: <https://bikeworks.org/programs/>
- c. Cascade Bicycle Club offers a range of services and classes on bicycling. They are offering specific courses for new E-Bike users that can be found on their website: <https://cascade.org/learn-riding-and-maintenance-classes/ebike-classes>

26. Have you discussed with Pacific Medical Center (currently they are building out the North Lot) and Beacon Hill elementary school about the severe loss of parking? What are their parking plans for their employees and possibly residents?

- a. **Are you in conversation with PacMed? Many visitors use the on-street parking while the parking garages have (a lot of) space available.**
 - i. Yes, the project team has met with PacMed and PHPDA on multiple occasions to coordinate SDOT's project with PacMed's new development and operations. They have provided

input/feedback on SDOT's project design. Coordination with PacMed and PHPDA will continue throughout the life of the project.

- b. Have you been in conversation with La Esperanza Mercado y Carniceria? On corner of Bayview and 15th? They generate a lot of traffic and a lot of people parking in wrong spots.**
 - i. Yes, we met with La Esperanza Mercado y Carniceria during our earlier outreach. They are aware of our project. We will be reaching back out to them to share project design updates and go over parking changes together.

27. Will there be more bike parking, and if so, where?

- a. The project team is currently evaluating potential locations for bike parking and outreach to businesses and residents is ongoing to identify preferred locations for bike parking. Locations for bike parking are expected to be finalized after 60% design.

28. Has SDOT done a project like this with large amount of parking loss?

- a. Yes, there's an increasing desire to provide safe bicycling networks to connect people to places they want to go. A trade-off is generally required in order to provide an all ages and abilities bike facility.

29. Your presentation did not mention the area of Beacon Hill that is an 'urban village'. This designation specifically indicates for zero parking required for homes/apartments etc. so, I do think it is amazing that you are working hard to increase parking. But I am wondering how many people who live in the area that you are trying to increase parking fall into the 'urban village' confines?

- a. The "urban village" designation does encompass some of the areas in which parking is being added. This project is resulting in the loss of 100 parking spots, which is impactful to the neighborhood. Performing a parking evaluation to identify locations in which new parking can be provided is critical to lessening the impacts of the lost parking.

30. Could the theoretical fear of residents not being able to store their privately owned vehicle on public right of way prevent the bike lanes from being installed/completed?

- a. No. This project has reached the 60% design milestone and is on track to be fully designed by the end of this year (2023). Construction is scheduled to begin in June 2024.

Project Information

31. For the safety improvements being constructed this spring and summer, are there more specific dates for when this construction will occur?

- a. At this time we do not have the work scheduled but it is anticipated to start in late June/early July.

32. How will the transition for people biking occur at 15th and Beacon? Will it impact the pedestrian scramble?

- a. Cyclists will have the options of either crossing with the pedestrians during the scramble or crossing with the vehicles.

b. Can you review the bike lane transition from 15th Ave S to Beacon Ave S (for southbound cyclists)?

- i. To travel southbound on 15th Ave S to Beacon Ave S, cyclists have two options. One way is to cross with the pedestrian scramble. Another option is that cyclists can enter a bike box on Beacon Ave S and wait for the signal to cross 15th Ave S with the vehicles.

33. Will this project help fill the potholes along 14th Ave S?

- a. The only work along 14th Ave S currently associated with this project is the relocation of a bus stop on the north end of 14th and the addition of parking spaces near Beacon Hill Elementary School. We are reaching out to our Maintenance Operations Division to determine whether repairing potholes and repaving sections of 14th Ave S is possible.
- b. It may also be useful for you to know about [Seattle's Find It Fix It app](#). With this app, you can request service for potholes and more. We have a division called Pothole Rangers who have a single goal to fill all the potholes in the city!

34. Was the recent street sweeping along 15th Ave S for cleaning purposes only, or did you sweep the streets in order to make further evaluations for design and construction of this project? If so, were there any additional findings that have changed the project?

- a. Yes, the street sweeping was in partnership with SDOT Pavement Management and the Maintenance Operations Division. There was a dual purpose for the street sweeping – to remove the debris from the roadway and to evaluate the condition of the pavement. Currently, Pavement Management has not yet provided a summary of their findings.

35. Will the overgrown vegetation taking up the sidewalks be trimmed along with the near-term project this summer, or with the long-term project?

- a. This work will be done this summer our urban forestry crew, multiple areas for trimming along 15th Ave S have been identified during a walk through with the crew. In addition, we also reach out to property owners to remind them to keep the sidewalk clear.

36. What were the alternative routes considered for the bike lane? Why was 15th selected and not 14th?

- a. SDOT conducted a yearlong outreach process in 2020 and 2021 to select this route. We looked at bike and pedestrian collision history, directness of route, community feedback from in person and online surveys, topography, pavement condition, and potential impacts to parking and transit. 15th Ave S was selected because it interferes the least with the bus routes, gives bikers the most direct route, and creates substantially less parking removal than a route on 14th Ave S.

37. What is the level of NEPA/SEPA documentation used for this project?

- a. The National and State Environmental Policy Acts require projects to evaluate their environmental impact to have permission to build. SDOT and WSDOT met in April 2023 to initiate this environmental review process and agreed on the evaluation of this project as a categorical exclusion, meaning a lower level of permitting. We have submitted this to WSDOT for a preliminary review

38. The designs on the site are more technical than the ones shared today. Will those simplified illustrations be available to review soon? Do they show where flex posts will be installed vs concrete barriers?

- a. The drawings we showed in our presentation today are simplified from our technical drawings and do show location of flex posts (small black dots). We will post the presentation as a PDF file on the project website so it is easier to view. We will have more detail included in our 60% design drawings that include sidewalk repair locations, storm main extension, bike and pedestrian signals, parking, bike parking, paving repair, etc.

39. I'm a high school student who is conducting a presentation on bike lanes. What does the process look like when implementing and designing new bike lanes or improving them?

- a. The process of implementing new bike lanes starts with determining what routes are the highest priority. There are five different factors that projects are scored on to determine priority. These are safety, connectivity, equity, ridership, and livability. Community input is also considered when prioritizing projects. Once a project has been determined high priority, SDOT begins the public outreach process. This helps the city be aware of special circumstances and needs of the residents that we might not have previously been aware of. From there, SDOT begins the design process, taking into consideration the input from the public. Once the project is fully designed and the funding has been solidified, the city is able to implement the facility. More in-depth information can be found on the Bike Master Plan [BMP](#), and a workflow for implementing bike facilities can be found on page 94!

Previous Q&A

Safety

- 1) **When will the safety improvements be complete, and when will the bike lane construction begin?**
 - a. We are actively working on scheduling the interim project with the goal to begin construction in June 2023. The larger capital project is in the early planning stages. We will reach preliminary design milestones in April 2023. These plans will be finalized by the end of 2023 and will likely begin construction after Spring 2024.
- 2) **Why are you doing these improvements now rather than including them in the broader project construction?**
 - a. During our outreach efforts in the Fall and Winter of 2022, we heard numerous complaints about the safety of the 15th Ave S area. In direct response to these concerns, we wanted to quickly build safety improvements ahead of the larger capital projects to help the community more immediately.
- 3) **Why did you decide to focus the safety improvements on this section of 15th Ave S, and how did you decide upon specific improvements to make?**
 - a. Our focus along this specific stretch of roadway was decided based on the greater needs of this area discovered in our evaluations and safety concerns expressed by community members. Other segments of this project like Beacon Ave S have experienced more upgrades due to development in projects like the Neighborhood Street Fund. With the existing conditions on 15th Ave S including fast-moving traffic and narrow sidewalks from vegetation overgrowth, we feel that this area deserves improvements. Using knowledge about safe road design, we selected features to address the specific concerns about safety crossing the roadway and speeding cars. Through our project development review process, we decided that speed cushions would be the best to slow fast moving traffic and adding a rapid flashing beacon at the crosswalk at 14th Ave S and 15th Ave S would improve visibility for pedestrians. In addition, SDOT is installing paint and post curb bulbs to visually narrow the roadway to slow down vehicles and create better visibility for pedestrians crossing the street.
- 4) **What will be done about cut-through traffic and speeding on nearby side streets?**
 - a. After the improvements are built along 15th Ave S this spring/summer, we will conduct a speed study to compare before and after numbers. We plan to look at 14th Ave S to make sure speeding has not increased on this roadway from cars using it instead of 15th Ave S. If we see this roadway is being used as a new cut through, we will look at safety improvements to install there.
- 5) **Will traffic circles be a part of future project designs? Maybe on side streets to slow traffic?**
 - a. Currently traffic circles are not a part of the future project design. Neighbors can request these on side streets by contacting our Neighborhood Traffic calming program: Neighborhood.Traffic@seattle.gov.
- 6) **Will there be accessibility improvements (such as curb ramps) as part of this project?**
 - a. Yes, this larger capital project will build new curb ramps, new sidewalks, and new curbs.
- 7) **What justification does SDOT have for not speeding up the implementation of Beacon Ave S Safe Street project on an arterial (a major road that carries large volumes of traffic) that is part of the high injury network, and is a route that has no bike facilities? Will this project help address the safety crisis in our streets, with more people being hit and killed every year?**

- a. Safety concerns like these are the reason why we are building this interim project ahead of the larger capital project. We want this dangerous area to be safer for people walking and biking as quickly as possible, so we are doing all we can to construct these safety improvements within the next few months. Both the interim project and larger capital project provide huge safety benefits for the community. This Summer, we will be aiming to reduce traffic speeds by visually narrowing roads and installing speed cushions. We will also improve visibility of people crossing the street with curb bulbs, rapid flashing beacons, and formalized parking. The larger project will improve the safety of bikers and pedestrians with a protected bike lane and newly painted crosswalks.

8) Why isn't the S Walker Street intersection part of this safety project despite concerns raised by survey participants?

- a. During our initial scoping period, we prioritized crosswalks closest to schools for improvements such as curb bulbs and flashing beacons. We can revisit this S Walker Street intersection to see if it meets the design standards for adding this area to our scope. These standards consider destinations in the area, the number of people crossing, and the number of vehicles on the road.

9) Based on previous uses of speed cushions, what are the expected decreases in illegal speeding along 15th Ave S as a result of this project

- a. We expect a large reduction in top-end speeders as a result of the speed cushions being installed. We believe these speed cushions, as well as the visual narrowing of roads from painted curb bulbs and flashing beacons, will slow the average pace of traffic to the 25-mph speed limit. Previous uses of speed cushions, one example being on Lake Washington Blvd near the Arboretum, give us confidence that this will be an effective way of reducing speeding while allowing emergency vehicles to travel efficiently.

10) Was the intersection of S College St and 15th Ave S considered for inclusion in the safety project?

- a. This intersection was not considered because it already has a stoplight. Speeding was a large factor in deciding where improvements are being made, and since drivers come to a stop here, this intersection was not seen as priority for the interim project. The larger capital project will include this intersection, with plans to restripe existing crosswalks, install ADA curb ramps, and make other needed improvements.

11) Will there be signs, better lighting, trimming of trees, etc.? Where will these safety enhancements be?

- a. Part of this work includes tree trimming. There are pictures around the neighborhood and on the project website of what changes can be expected. The map on the project website shows where we plan to construct these changes. As we formalize design plans, we will post these designs on our project website, and as these changes are implemented, we will upload photos of the finished improvements.

12) What type of divider will be used to protect the bike lane, and will there be a temporary, pop-up bike lane, like what was done in SODO?

- a. We are looking at installing a concrete barrier for this project. Currently, we have not evaluated constructing a temporary bike lane due to our commitments to move forward with our planning and community outreach for more long-term changes.

13) Is it possible to add a leading pedestrian interval at the traffic lights intersection at S College St and 15th Ave S during this year's improvements?

- a. With the larger capital project, we are planning to do some of this work, but it may not be possible for the interim project. We appreciate the suggestion, and we will evaluate whether we are able to add this to the interim safety project.

Parking

14) When and how long will parking be restricted on 15th Ave S to install the safety improvements?

- a. Currently parking is not allowed in 20 feet of all sides of an intersection. This upcoming interim project will install signs to enforce this. Additionally, our crews will be street sweeping along 15th Ave S in five stages between April 17 and May 3, 2023. While each of these sections is being swept, parking will be restricted between 9 AM and 4 PM Monday to Friday on both sides of 15th Ave S. There will be no restrictions for evening and weekend parking. During the larger capital project, parking will be removed on the east side of 15th Ave S from 14th Ave S to S College St. Visit the project website for a [map of this area](#).

15) You mentioned that 100 parking spots will be lost. Where will those be and how are you deciding which parking areas will be impacted?

- a. These 100 parking spaces are located along 15th Ave S between 14th Ave S and S College St. This is due to the narrow roadway width, which cannot accommodate past uses and the new uses proposed in the capital project.

16) What does it mean to formalize existing parking, and why are you formalizing parking if it will be replaced by a bike lane in the future?

- a. We are trying to mitigate the loss of parking on 15th Ave S from these safety improvements by making better use of existing parking space on side roads. Dirt paths being used as parking on side streets will be looked at as potential areas to re-organize parked cars in a way that can fit more vehicles. This formalization will also enforce parking rules that are designed to improve safety. One example is creating proper signage that people cannot park within 20 feet of an intersection, which improves visibility of people crossing the road.

17) How do you plan to accommodate the increase of parked cars in the neighborhood from the construction of apartment buildings with less on-site parking than can accommodate their tenants? Will there be an updated parking study?

- a. We are looking at expanding the Residential Parking Zone (RPZ) 17 around this area. We are working on a parking management strategy which will consider multiple tactics to efficiently use existing parking space on side streets. We will also analyze alternatives to see what can be built to help mitigate the increased concentration of parked cars.

18) With no side streets between S Golf Dr and S Atlantic St, where will these residents park?

- a. This section of road has been identified as our most constrained. We are looking at formalizing parking in the surrounding areas to help accommodate this. Many of the residents in this area have driveways and garages, and we will be reaching out to individual residents who do not have access to their own parking spaces to help solve this problem.

19) Can you discuss more about the parking study findings?

- a. We conducted an independent, third-party parking study of North Beacon Hill during the Summer of 2022. Looking specifically at 15th Ave S and the surrounding area, our study found these nearby streets can absorb the amount of lost parking on 15th Avenue South.

Community

20) For folks who live on 15th Ave S, how will we know what to expect during construction?

- a. We will be actively reaching out to neighbors directly impacted by construction. This will include delivering construction notices to nearby residences and posting informational project flyers around the area. The best way to stay up to date is to subscribe to the [project Listserv](#) where we send out information regularly.

21) How is this project going to benefit the people who live in Beacon Hill (vs. people who travel through it)?

- a. Both the interim safety project and the larger capital project will make these roadways safer for all modes of travel, whether you are walking, biking, rolling, or driving. SDOT is partnering with multiple programs to deliver new sidewalks, upgraded signals, new curb ramps and crossing improvements, and protected bike lanes.

22) If community members are opposed to a bike route, why are you moving ahead with it?

- a. This project originated from a 2019 effort with the Department of Neighborhoods to respond to community concerns about the equity of the [Bike Master Plan Implementation Plan](#). Through a large outreach process, North Beacon Hill was identified as needing a safe biking connection. Seattle City council then found construction funding for this project due to the amount of community support for the project. While some community members may be opposed to the bike element of the project, there are still other benefits from the project, such as new sidewalks, to be supportive of.

23) When and how can I give feedback on the project? And how will I know when you're making decisions?

- a. You can visit our project webpage to learn about project updates and sign up to receive project updates via email. We will host a public meeting when we reach 30% design to share more information and solicit community feedback. The project schedule is also posted on the website.

24) Will project construction affect local businesses and if so, what will SDOT do to mitigate those impacts?

- a. Unfortunately, road construction can sometimes interrupt access for certain periods. SDOT knows this and will work with specific impacted business to ensure they have sufficient notice ahead of time, and certain mitigation tools can be implemented to ensure business can continue as usual.

25) Given that we have data that shows that men of color are as likely to bike as white men, why is SDOT officially representing cyclists as white men rather than pushing back against probably false statements?

- a. Our mentioning of cyclists in this way represents many local community members' concerns of gentrification-related displacement. Some view the construction of bike lanes in this area as a project benefitting those who do not live in the neighborhood, and we feel that representing those opinions is important. We do understand that white men are not the only cyclists and that there are many local cyclists, many of whom are People of Color. We did not intend to support any false claims and we will do our best to represent both perspectives as this project moves forward.

26) How will you address the racial and economic equity concerns of residents, particularly around parking losses?

- a. We are taking concerns of racial and economic equity and gentrification seriously. We want to work with residents to identify ways to reconfigure the parking and minimize losses. We hope that residents understand the shared benefit of improved pedestrian safety and will work with us to create a satisfying outcome on each of these issues.

Project Information

27) Will you have to undo/redo some of these improvements to accommodate future bike route construction?

- a. Many of these improvements happening ahead of the larger capital project will stay in the current version being installed. We are currently in an early design phase with the larger project, so changes to this plan may require adjustments to some of this earlier work if necessary.

28) What additional work is planned?

- a. The larger capital project (Beacon Ave S and 15th Ave S Safety Project) will create a safe and continuous bike route from Jefferson Park to Downtown Seattle, improving access to the Beacon Hill light rail station, the Pacific Medical Center, and El Centro De La Raza, and more! The new protected bike lanes will connect to the Dr Jose Rizal bridge, travel south along 15th Ave S, and turn south to travel along Beacon Ave S, terminating at Jefferson Park, or S Spokane St. In addition to the protected bike lane, this project plans to improve the Beacon Hill Neighborhood Greenway crossing at Beacon Ave S and S Hanford St and make safety enhancements to Beacon Ave S including new sections of sidewalk and upgraded bus stops.

29) You mentioned that the project is at 30% design, what does that mean?

- a. We are working towards the 30% design milestone and hope to reach it by late March or early April. 30% design milestone is the beginning of the design phase. Before this 30% milestone is considered the planning phase.

30) Where is the funding for this project coming from?

- a. The funding for this project is coming from the Levy to Move Seattle, as well as a federal grant from the Puget sound regional council.

31) Will trees need to be cut down for this project? And if so, will SDOT be replanting trees?

- a. At this early stage of the project, we're not able to confirm yet whether the project will impact any trees in the neighborhood. We work closely with our Arborist from Urban Forestry to assess the health of impacted tree before we decide whether it should be removed. Once a tree is identified to be removed, we will reach out to adjacent neighbors and community and post the tree at least two weeks prior to removal. We do replant trees to nearby locations should they be removed.

32) Is there a chance that a more permanent bike route will not happen through the design process?

- a. We have conducted numerous events and community walks. Our Director of the Seattle Department of Transportation, Greg Spotts, is in full support of moving forward with the project. We can confidently say that we are moving forward with both projects—the interim safety project and the permanent capital project.

33) Do you expect reductions in traffic volume as a result of this project?

- a. Yes, we do expect traffic reductions. Specifically, we are expecting a reduction in traffic from people using 15th Ave S to avoid traffic on Interstate 5.

34) How will you measure success in terms of bike route use before and after bike lanes are installed?

- a. As part of our design process, we collected traffic counts on vehicles, trucks, pedestrians, and bicyclists. Once our capital project is installed, we will take these traffic counts again to measure for changes in use. In general, adding protected bike lanes does increase the number of bicyclists traveling through the area, so we expect to see increases in that count. For specific data on these traffic counts, please reach out to our project inbox.