

Beacon Hill Bike Route – North Segment

Early Design Outreach Summary Report

OVERVIEW

The Seattle Department of Transportation (SDOT) launched outreach to gather community feedback on the early designs for the North Segment of the Beacon Hill Bike Route. Our bike and safety project reimagines streets as a people-focused route that is more welcoming to people walking, biking, rolling, and taking transit. We are focusing on the needs of the Beacon Hill Community who are going to local businesses and destinations instead of prioritizing people driving through the community at unsafe speeds. And it also provides all-ages and abilities route off the hill to places people want to go like the Chinatown-International District and Rainier Valley.

We will continue to connect with community regarding proposed project designs and gathering feedback.

NOTIFICATIONS

- 2,901 mailers sent to notify North Beacon Hill residents, property and business owners of the community pop-up events and online survey
- Emails to the Beacon Hill Bike Route project listserv and relevant stakeholders
- Door-to-door and windshield notices along 15th Ave S and side streets
- A-Frames and posters in the community
- Information on the project website
- SDOT Social Media posts

ACTIVITIES

- Community-led Listening Tour with Project Team
 - 15th Ave S Community Connections (part of Beacon Hill Council), Saturday, October 29
- Early design online survey opened on November 29, 2022, and closed January 6, 2023 with 604 total responses
 - The survey link was shared via the project listserv and posted to the project webpage
- Community pop-up events, where we connected with approximately 150 community members:
 - Beacon Hill P-Patch: Saturday, December 3
 - Beacon Hill Light Rail Station, Tuesday, December 6
 - Hilltop Red Apple, Wednesday, December 14
- Community-led Listening Tours with Director Greg Spotts and Deputy Director Francesca Stefan on Saturday, December 10
 - Beacon Hill Safe Streets
 - Beacon Hill Council
- Stakeholder briefings
- In-person, phone, and email conversations with residents and businesses in north Beacon Hill

WHO WE HEARD FROM

- 604 online survey responses
 - 49% live 10 blocks or less from the project area
 - 102 respondents live on the route
 - 61% live on Beacon Hill
 - 80% live in SE Seattle
- Nearly 60 percent of respondents either live, work, own business or commercial property, or some combination of the three in north Beacon Hill
- 78% of people had heard about the project before

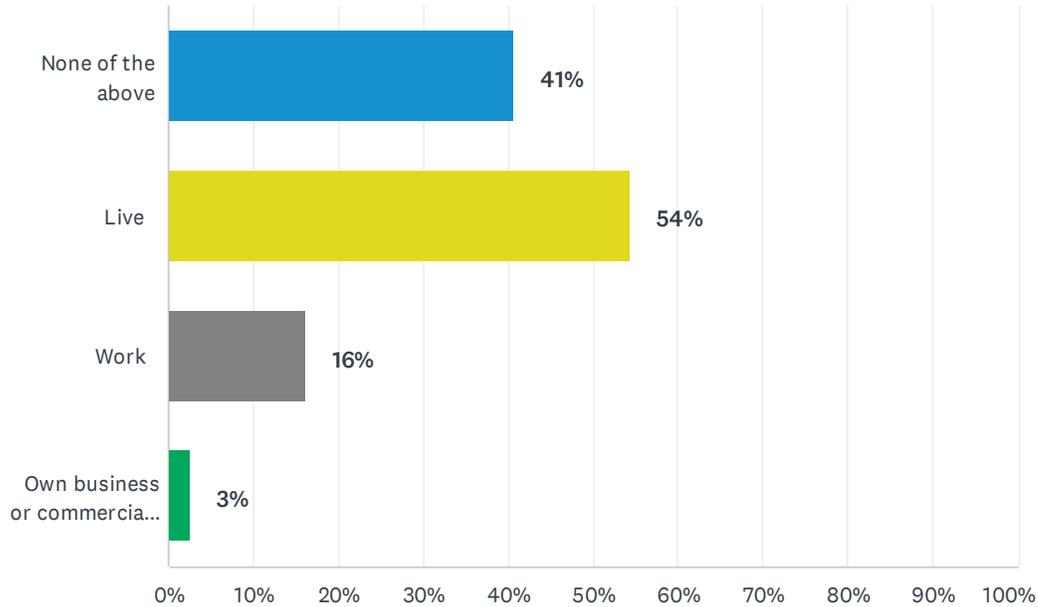
WHAT WE HEARD

Key themes of feedback are also detailed below:

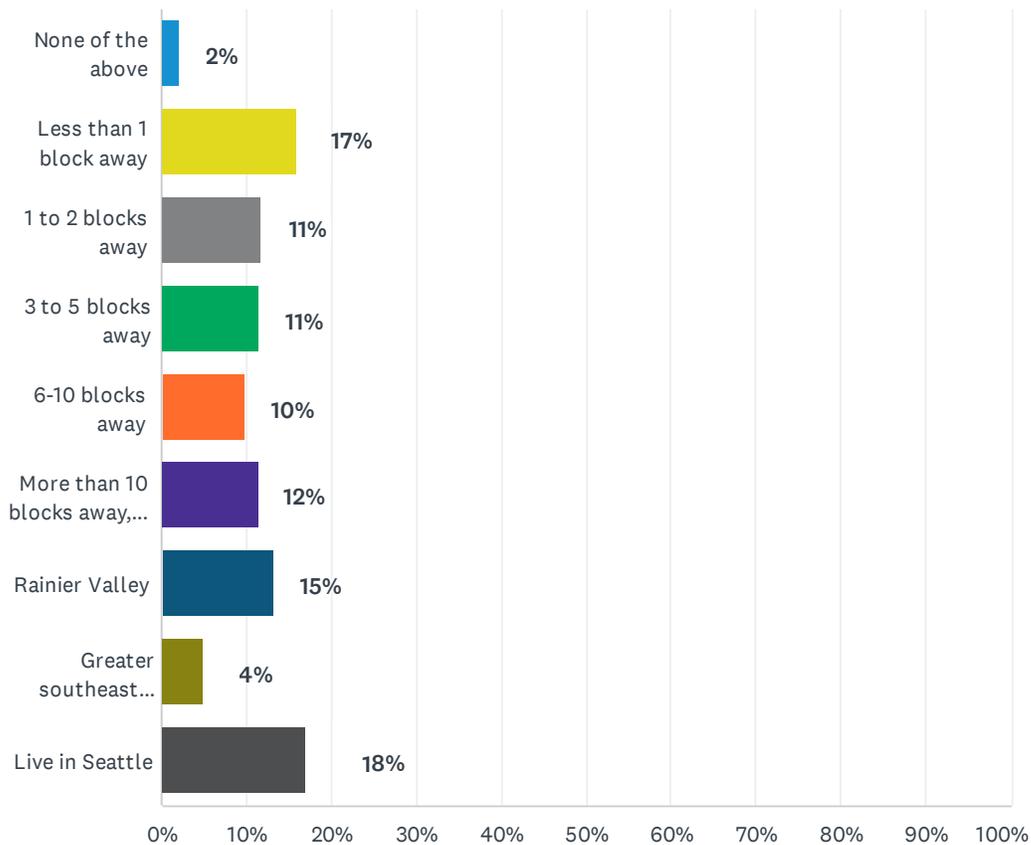
- **Protected bike lane location:**
 - About half of the people (47%) prefer a protected bike lane on each side of 15th Ave S
 - Bikes moving in the same direction as vehicles feel safer and more logical. It's a more intuitive design for people walking, biking, and driving.
 - Nearly a quarter of people (22%) prefer a two-way protected bike lane only along the east side of 15th Ave S.
- **How people travel:** Folks shared they would prefer to bike (80%), walk (76%), or take public transit (68%) to get around north Beacon Hill.
 - Currently, most people get around the neighborhood by either walking (71%) or driving (71%).
- **Safety concerns:** Unsafe driving is a big safety concern for people who weighed in. Specific concerns include speeding, cut-through traffic, and aggressive driving. People also mentioned drivers failing to yield to people walking and biking.
- **Street and sidewalk conditions:** Street and sidewalk maintenance was another safety concern we heard. Feedback included dim lighting, missing crosswalks, and longer crossings. Folks also shared about pavement, sidewalks, and drainage being in poor condition.
- **Protected bike lane opposition:** Some people shared feedback in opposition to installing the protected bike lanes. We heard people say they felt we were proposing the bike lanes for people who don't live in Beacon Hill.
- **Concerns about parking:** We also heard that there are not enough people biking to warrant removing parking. There is concern about where residents without off-street parking will park their cars.
- **Maintaining access:** Folks asked us to ensure their homes and businesses remain accessible. They need deliveries to be able to reach them.

Online Survey Responses

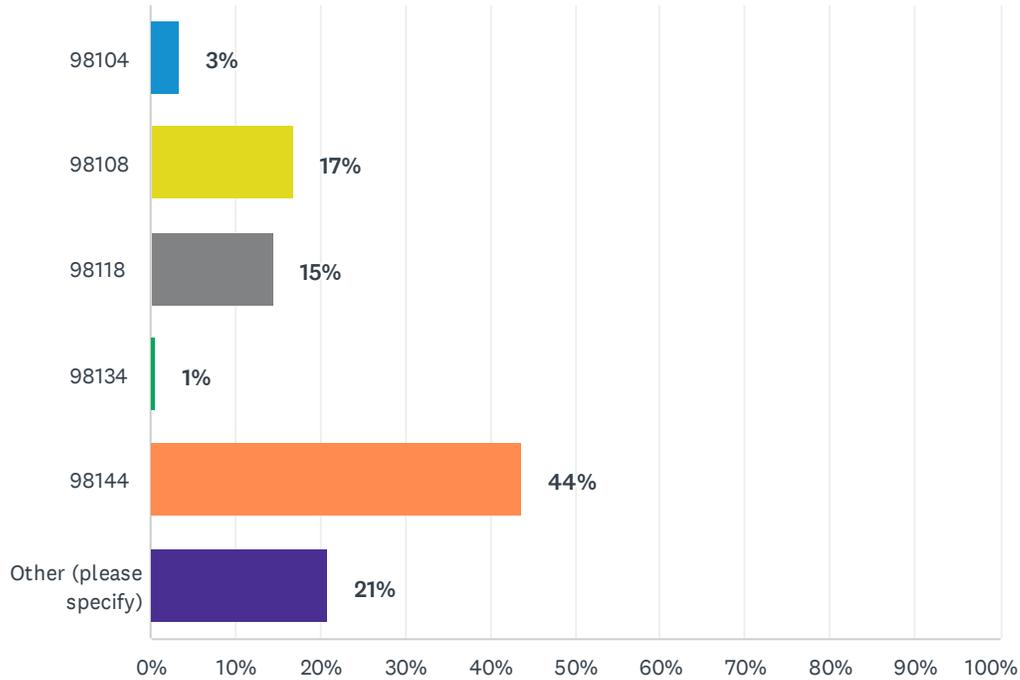
1. Do you live, work, or own a business/commercial property in the NorthBeacon Hill area? (Select all that apply)



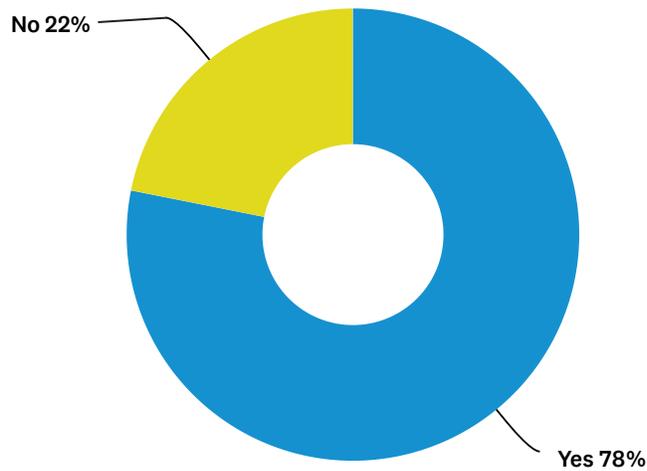
2. How far do you live from the North Segment of the bike route?



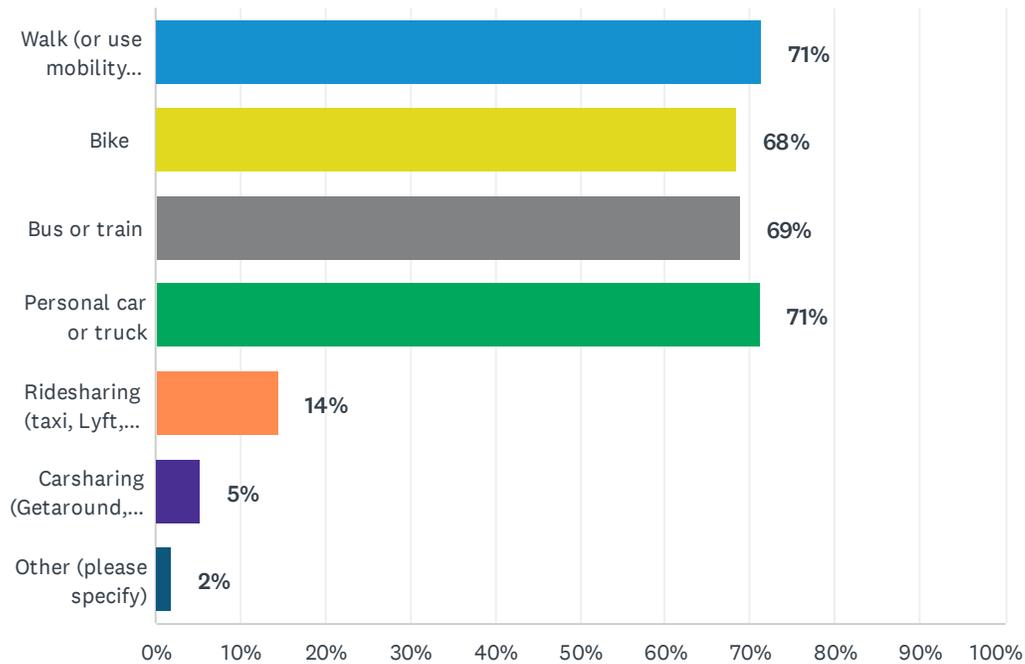
3. What is your home zip code? (Select one)



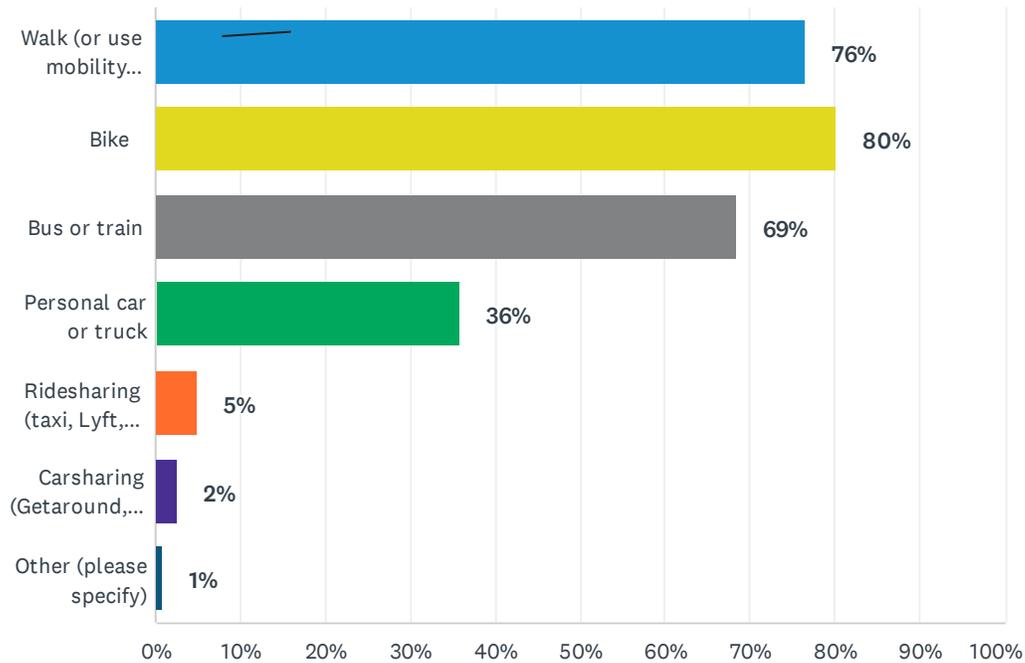
4. Have you heard about this project before now?



5. How do you currently around the Beacon Hill neighborhood? (Select all that apply)



6. How would you like to get around the Beacon Hill neighborhood? (Choose your top 3)



7. As someone who bikes, which streets or crossings do you feel unsafe using in the project area?

Many survey respondents (69%) shared feedback about safety concerns in the project area from a biker's perspective, such as:

- Unsafe driving (i.e. speeding, aggressive driving)
- Lack of protected bike lanes
- Lack of traffic calming features
- Poor pavement quality
- Frequently mentioned unsafe intersections:
 - Golf Drive and 14th Ave S/15th Ave S
 - Beacon and 15th Ave S

Open feedback from people who bike about safety concerns in the project area are located in the Appendix.

8. As a pedestrian, which streets or crossings do you feel unsafe using in the project area?

Over half (69%) survey respondents shared feedback about safety concerns in the project area from a pedestrian's perspective, such as:

- Unsafe driving (i.e. speeding, high volume of cut-through traffic)
- Lack of traffic calming features
- Missing or poorly marked crosswalks
- Dim lighting
- Poor sight lines in several areas

Open feedback from pedestrians about safety concerns in the project area are located in the Appendix.

9. As someone who takes transit, which streets or crossings do you feel unsafe using in the project area?

Close to a quarter (27%) of survey respondents shared feedback about safety concerns in the project area from a transit rider's perspective, such as:

- Dim lighting
- Poorly marked crosswalks
- Lack of seating at bus stops
- Unsafe driving (i.e. speeding, aggressive driving)

Open feedback from people who take transit about safety concerns in the project area are located in the Appendix.

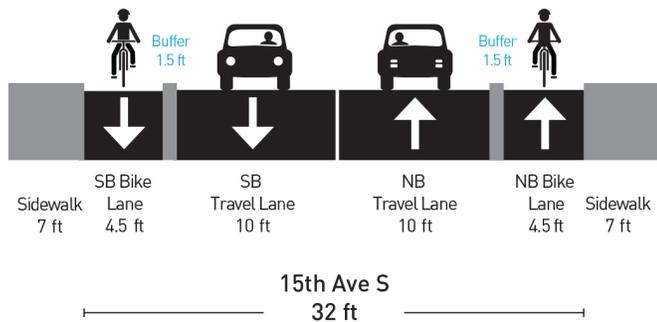
10. As someone who drives, which streets or intersections feel least safe in the project area?

A little over one-third (37%) of survey respondents shared feedback about safety concerns in the project area from a driver’s perspective, such as:

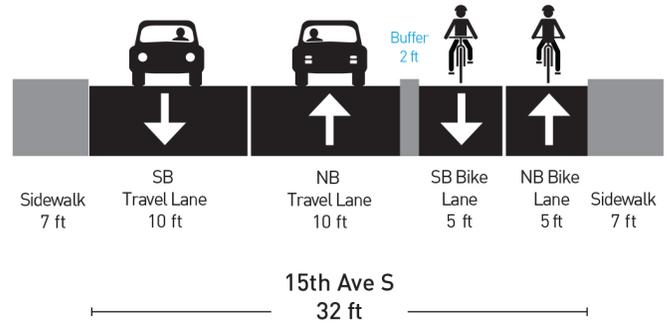
- Unsafe driving (i.e. speeding, aggressive driving, high volume of cut-through traffic)
- Lack of traffic calming features
- Cars parked too close to intersections
- Dim lighting makes it difficult to see other road users
- Poor pavement quality

Open feedback from people who drive about safety concerns in the project area are located in the Appendix.

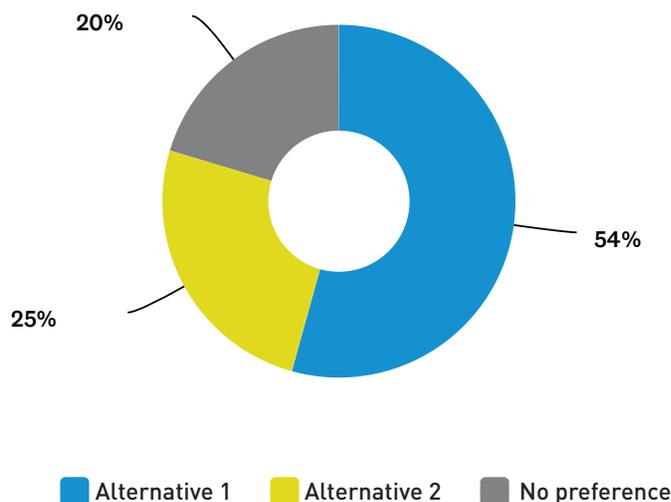
Alternative 1: One-Way Protected Bike Lanes



Alternative 2: Two-Way Protected Bike Lanes



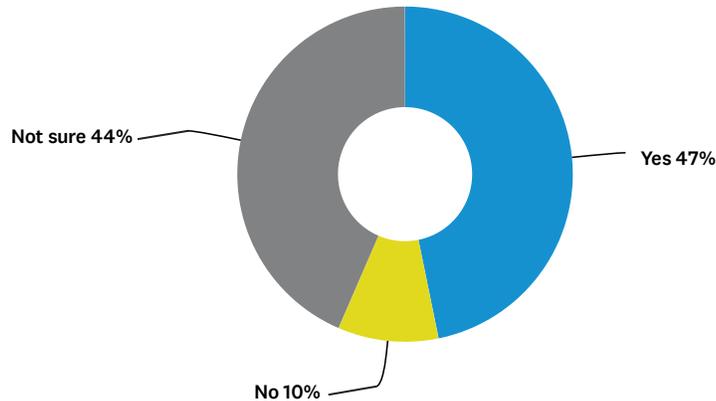
11. Which design alternative for Golf Dr S and 15th Ave S between the Dr. Jose Rizal Bridge and Beacon Ave S do you prefer?



12. Please share your feedback on why you selected your preferred design alternative.

More than three-quarters (80%) of survey respondents shared feedback on the design alternative they selected for 15th Ave S. Open comments are located in the Appendix.

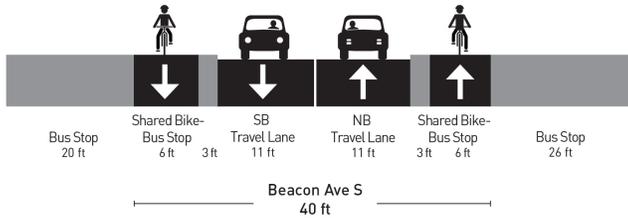
13. Are there intersection improvements along Golf Dr S and 15th Ave S that you think need to be redesigned for safety, and to help people walking and biking in the neighborhood?



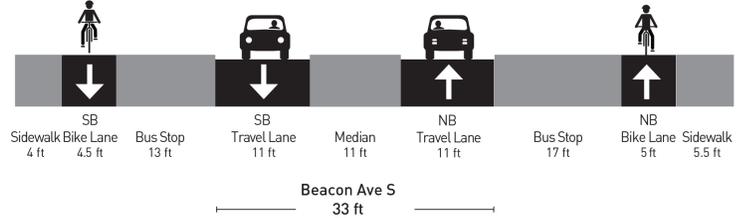
14. If yes, which intersections should be evaluated for redesign and how would you change it?

Over one-third (38%) of survey respondents shared feedback for intersection improvements. Open comments are located in the Appendix.

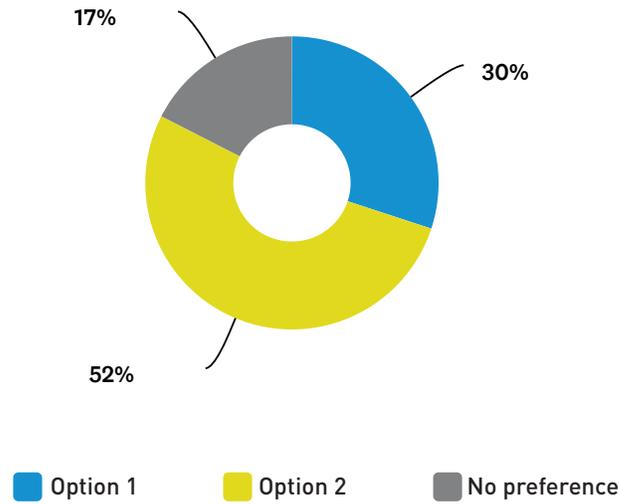
Option 1: One-Way Protected Bike Lanes
S Lander St to S McClellan St (at Beacon Hill Station)

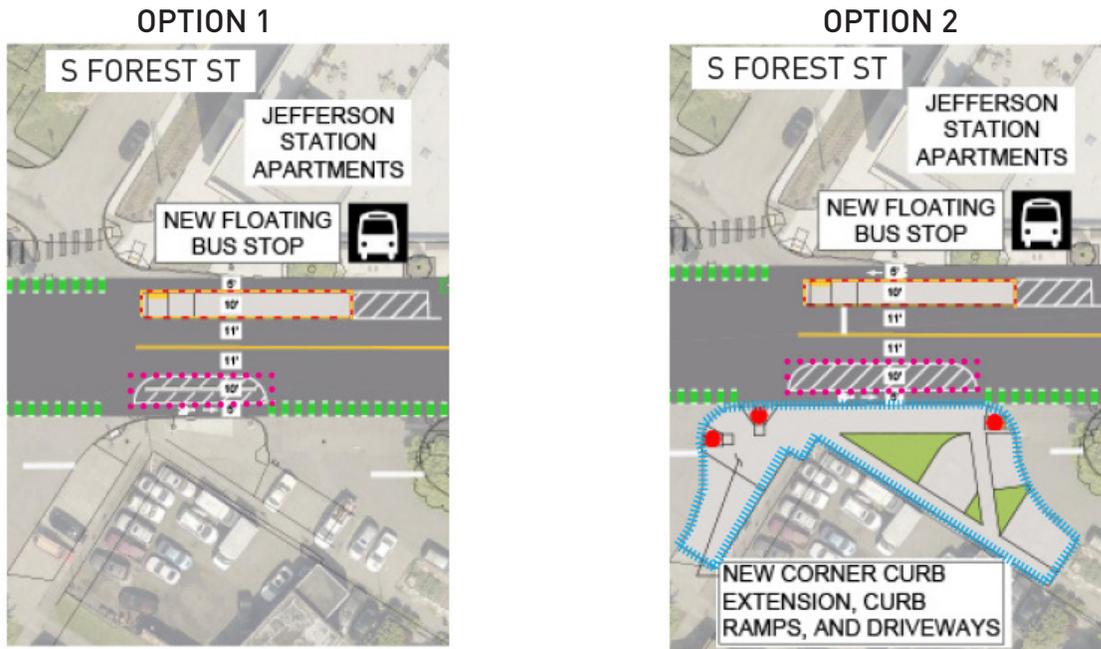


Option 2: One-Way Protected Bike Lanes
S Lander St to S McClellan St (at Beacon Hill Station)

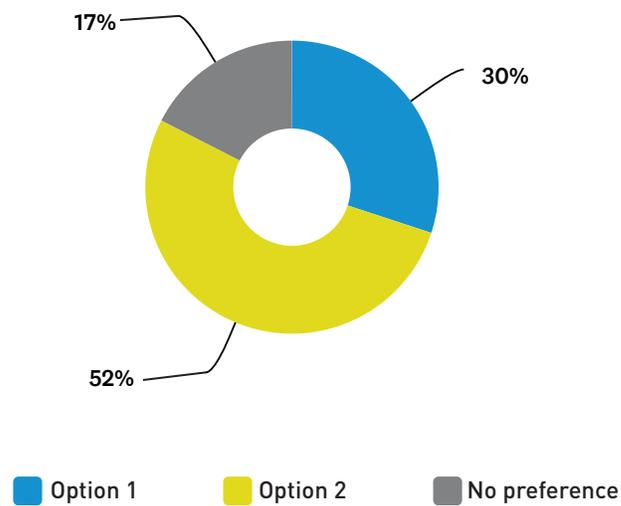


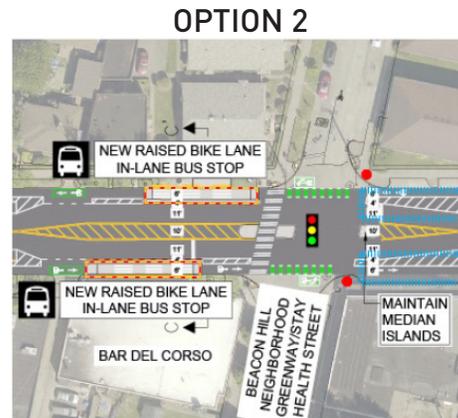
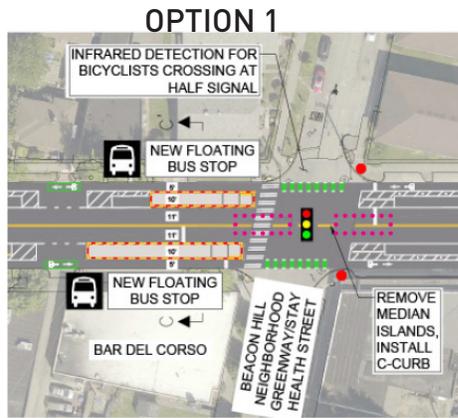
15. Which design option do you prefer for the Light Rail Station/Bert's Red Apple block? (S Landers St to S McClellan St)



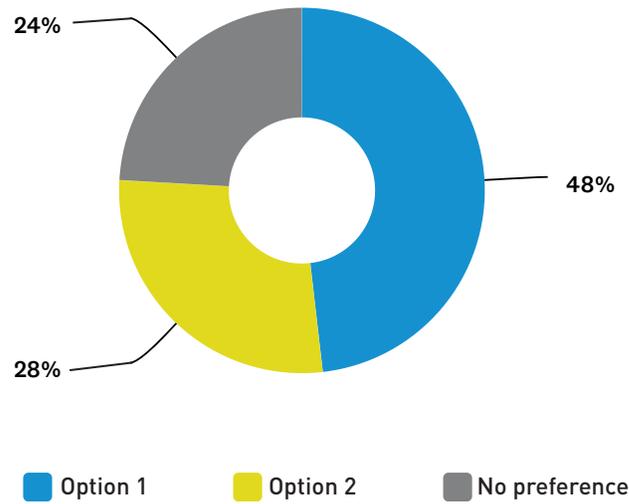


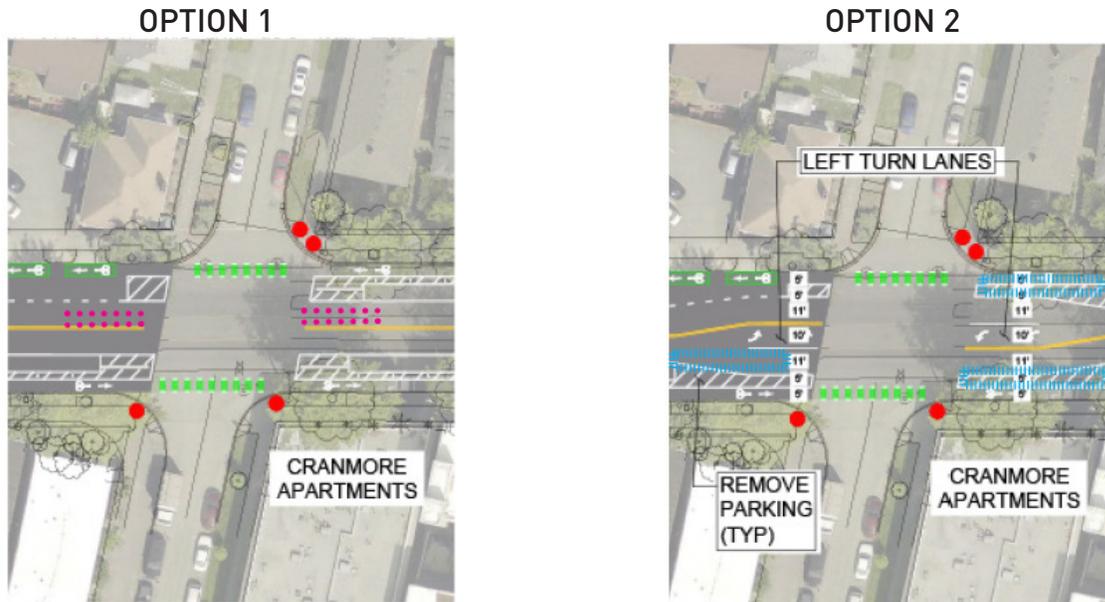
16. Which design option do you prefer for Beacon Ave S and S ForestSt?



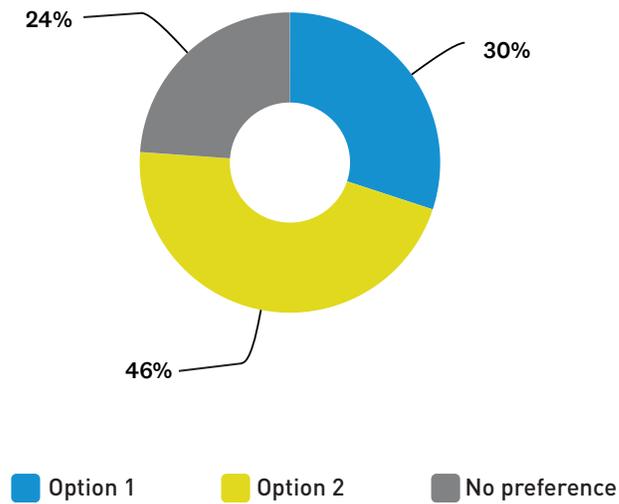


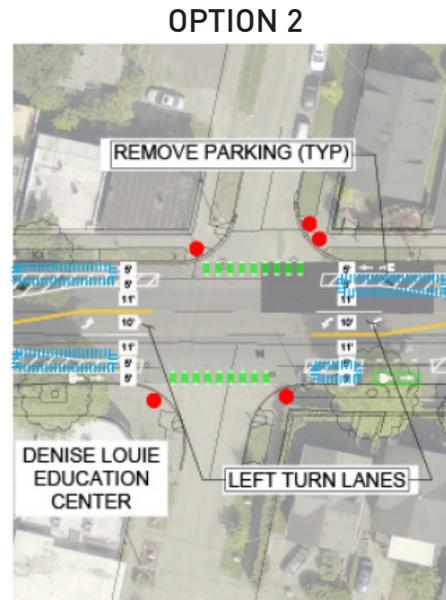
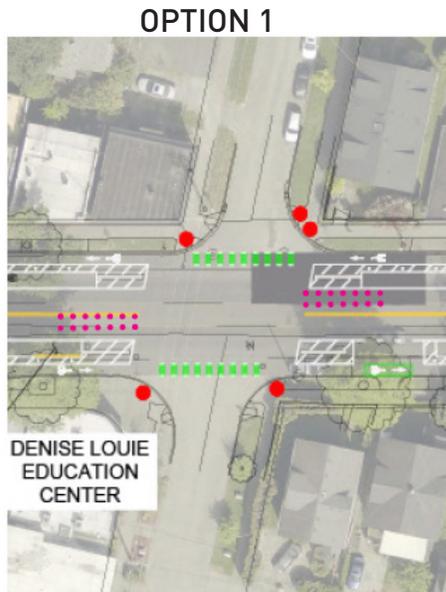
17. Which design option do you prefer for Beacon Ave S and S HanfordSt?



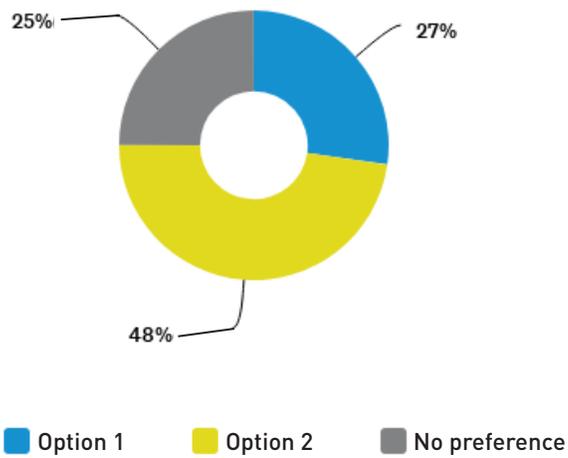


18. Which intersection design option do you prefer for Beacon Ave S and S Horton St?

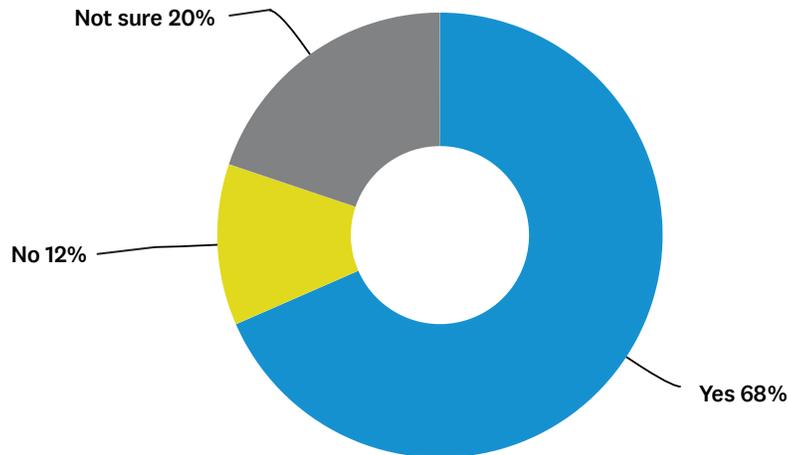




19. Which intersection design option do you prefer for Beacon Ave S and S Hinds St?



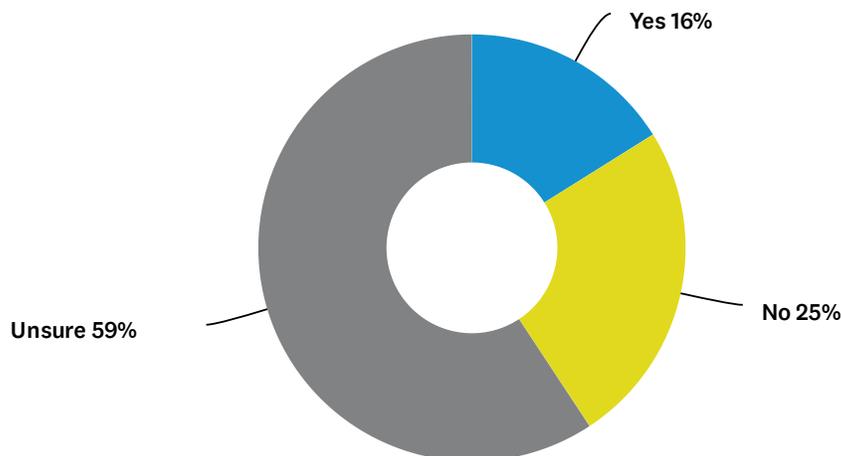
20. Do you think redesigning these Beacon Ave S intersections as shown will improve safety for everyone and make it more attractive for people walking, biking, and riding the bus?



21. Please share feedback about these Beacon Ave S intersections here. We want to know what you think. (optional)

Just over one-third (36%) of survey respondents shared feedback about the Beacon Ave S intersection design options. Open comments are located in the Appendix.

22. Did we miss an intersection that you think needs to be redesigned for safety, and to help people walking, biking, and taking transit? (optional)



23. If yes, which intersection is missing and how do you want us to change it? (optional)

Open comments are located in the Appendix.

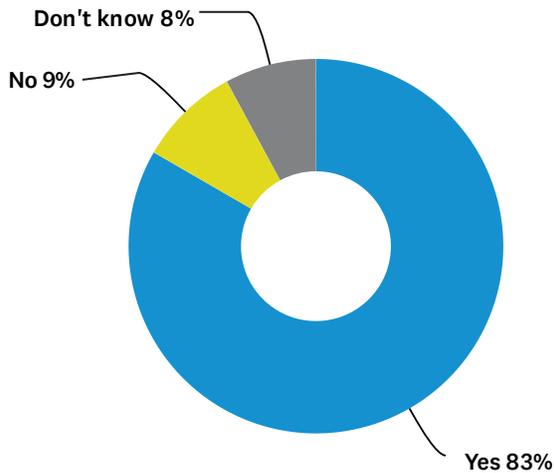
24. Are there additional improvements that you would like to see included in this project? (optional)

Open comments are located in the Appendix.

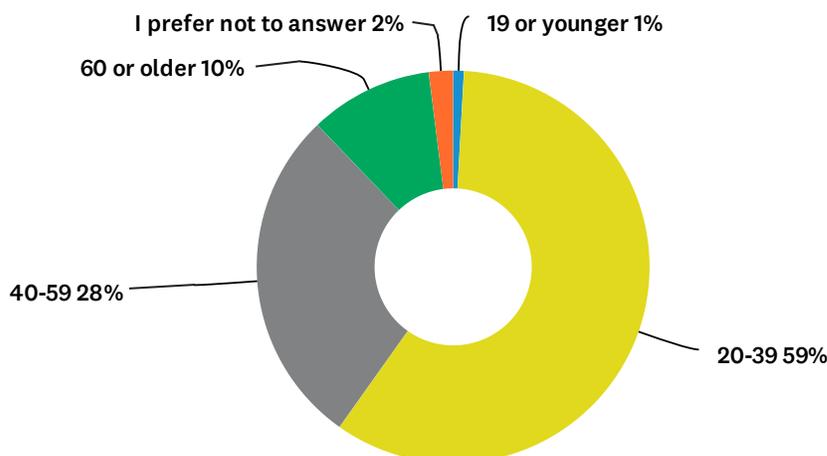
25. Please share any additional comments or feedback you have about this project. (optional)

Open comments are located in the Appendix.

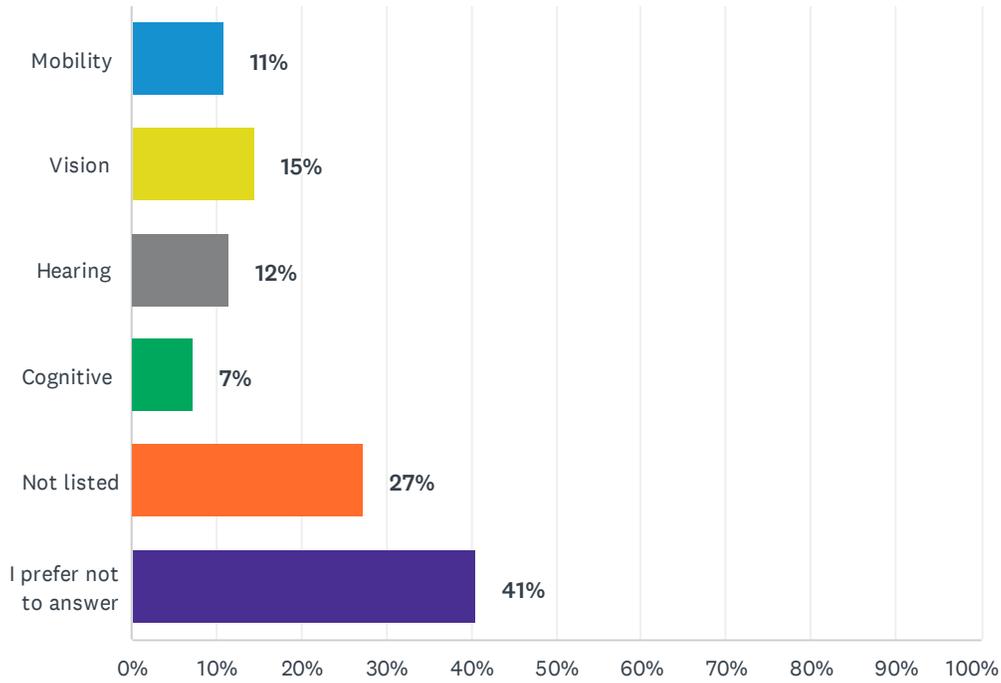
26. Did this survey help you better understand the project and give you an opportunity to provide feedback?



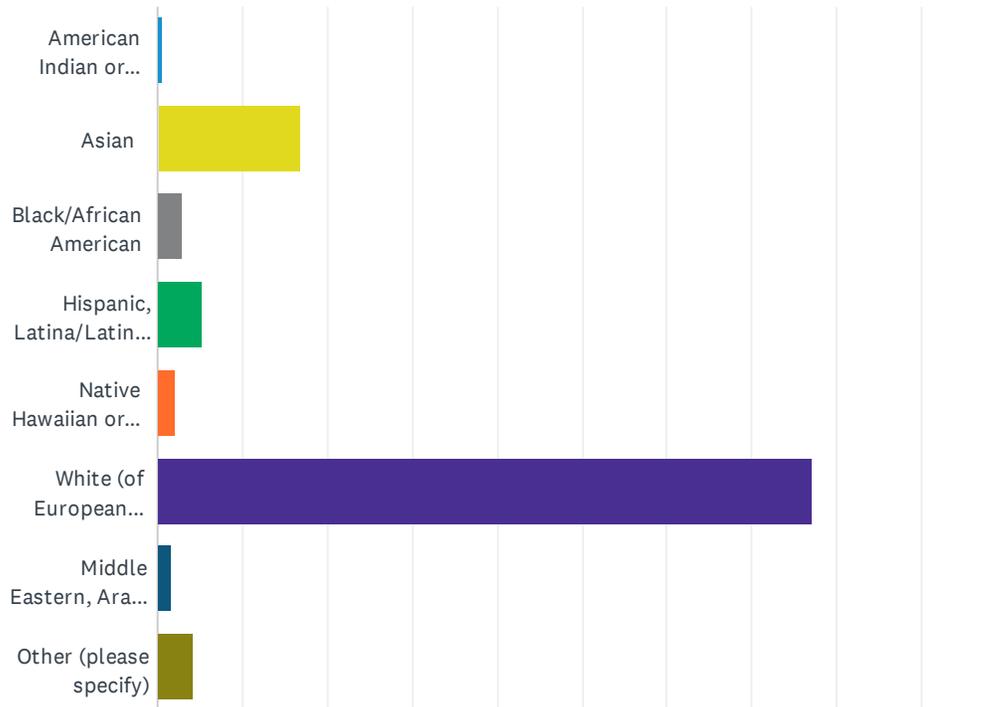
27. What is your age?



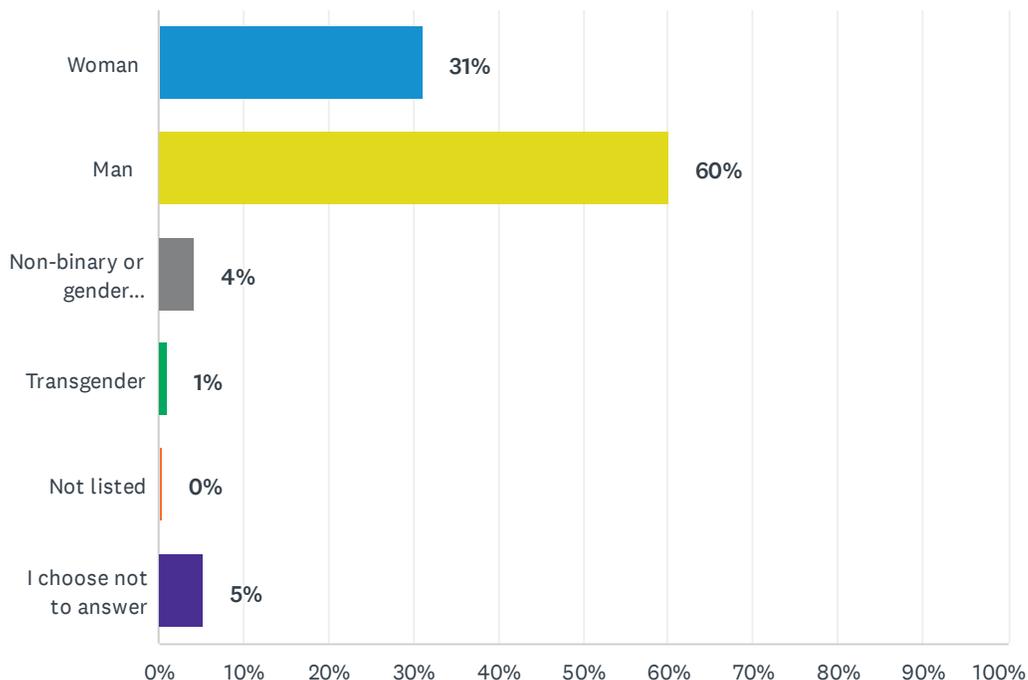
28. Do you have a disability? (Choose all that apply)



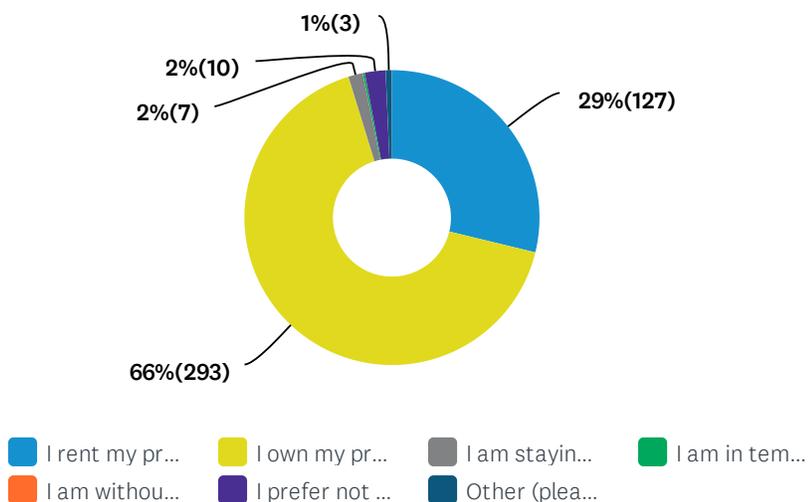
29. What is your race or ethnicity? (Select all the apply)



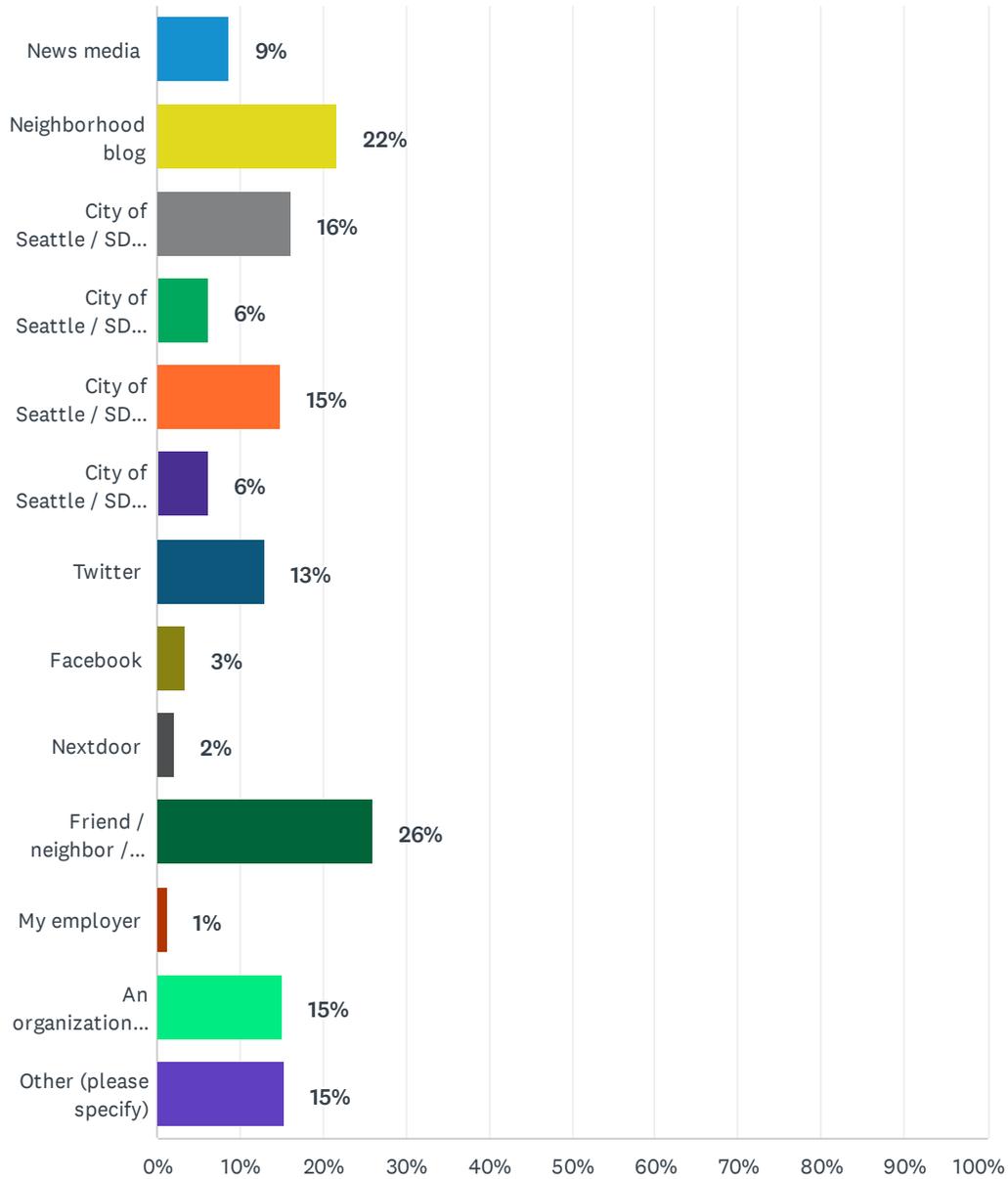
30. What is your gender? (Select all that apply)



31. Which of the following best describes your current living situation?(Select one)



32. How did you learn about this project? (Select all that apply)



Appendix: Open feedback from survey questions

Question 7: As someone who bikes, which streets or crossings do you feel unsafe using in the project area?

Many survey respondents (69%) shared feedback about safety concerns in the project area from a biker's perspective, such as:

- Unsafe driving (i.e. Speeding, aggressive drivers)
- Lack of protected bike lanes
- Lack of traffic calming features
- Poor pavement quality
- Frequently mentioned unsafe intersections:
 - Golf Drive and 14th Ave S/15th Ave S
 - Beacon and 15th Ave S

Pretty much the entire stretch on 15th after the bike lane ends at the top of the hill, cars whip by you and there is not a lot of room

Weller & 12th Avenue; stretch from PacMed to the Junction/15th & Beacon Avenue

23rd avenue, beacon avenue or it's sidewalk. So basically side walk on beacon is not suited for bike and on the road cars will pass you 20 mph over their speed limit. Spokane street and it's intersection with Beacon Ave in particular have many drivers with problem not yielding to bike/pesa and speeding 15th avenue and 12th avenue right between hospital and beacon avenue

Beacon Ave S

Every section without solid barriers. Cars are dangerous and aggressive on this route. I'm routinely harassed by cars and trucks while biking.

I do rarely bike around the neighborhood, but never felt there are unsafe areas in the projected area there are crosswalks and I have eyes and a brain that can figure out where vehicles are around me.

15th between Beacon and Rizal Bridge

potholes on the 15th ave stretch north of Beacon make riding a little unsafe, also cars often have to go into the other lane to get around me.

15th is quite narrow to ride with the parking and potholes it feels unsafe

I currently avoid taking 15th because it does not have a protected bike lane going either direction and has too much vehicle traffic going too fast. I also avoid Beacon Ave S. for the same reasons, except to be honest the traffic is even faster and the narrow street with lots of driveways and cross streets makes it worse.

Traveling N. bound on 15th Ave S between Collee and Massachusetts is tight with cars passing too close to bikes. Also, intersection of 12 Ave S, Charles, and Golf: specifically the cross walk bars on the East side of 12th Ave S are so bumpy as to make riding there challenging.

Most places along 15th but especially around the intersection of 14th and Golf near the bridge.

The intersection of 14th Ave S and 15th Ave S feels especially unsafe when biking south (uphill) because it's a very long crossing. Cars come up behind me on 15th going over 35mph and turn right onto 14th while I'm in the intersection. I avoid biking on Beacon Ave S south of the "diamond intersection" with 15th Ave S and stay on 16th Ave S to connect with the Stay Healthy Street. People drive too fast and too close on Beacon Ave S.

Most intersections on 15th but especially 14th and Golf near the bridge, very scary.

Many, especially with my 1 year old on my bike with me

yes ... SPEEDING is a big problem -- traffic calming measures need to be implemented asap

15th Ave S, Mountains to Sound Trail (needs more users), Beacon Ave S adjacent to Jefferson Park

Any intersection with Spokane, from 14th Ave. S. to 23rd Ave. S. feels dangerous. I live on 21st Ave. S. and I work in Georgetown. On my way to work, turning left from Spokane onto 14th Ave. S. feels dangerous and coming home, turning left from Spokane onto 21st feels dangerous. When riding with my 10-yr old daughter, we avoid Spokane when possible and when not, we are hyper-vigilant. Recent addition of a bike lane on the north side (westbound) side of the street is helpful but there are no barriers so we ride on the sidewalk. A bike lane on the south side (eastbound) would be helpful too. Any intersection crossing Beacon Ave. feels dangerous.

Question 7: As someone who bikes, which streets or crossings do you feel unsafe using in the project area?

None - do Columbian Way and Angeline, Columbian Way and Snoqualmie next (VA traffic is deadly)
Beacon Ave S & 15th Ave S; Golf Dr S. and S Charles St.
Making the unprotected left across from the library.
15th Ave bay view intersection and intersection just before Jefferson park
I feel unsafe along 15th Ave S and Beacon Ave S, since there's not a protected bike lane, cars frequently speed and the road quality is variable. I'm also worried about getting hit by a door opening from a car parked along the street.
The potholes between Stevens St and McClellan St on Beacon Ave make it difficult to stay to the right of cars. Going North on 15th feels very tight between drivers and parked cars.
There is a bike lane in 14 and 15th Ave. Making them protected will be better than making two bike lanes on 15th. It will make 14th redundant
It is very unsafe
Cars go too fast on Beacon Ave
15th Ave S from College St to Jose P Rizal Bridge is challenging and dangerous due to speeding cars
yes, i tend to ride on the sidewalks
Intersection of 15th and Beacon Ave
Half of them
Beacon avenue 15th avenue Intersection of golf drive and 14th Ave by medical center
The intersection at Golf Dr/14th Ave/15th Ave needs to be redesigned to slow down cars, ideally with a traffic light or all-way stop sign to improve sightlines for drivers and safety for pedestrians, while also allowing easy entry into the Pacific Medical Center's new campus configuration
Honestly there are no protected bike lanes that I'm aware of in the area so the entire stretch feels less safe than I would otherwise like to feel while on a bike. I don't feel safe until I hit the mountains to sound greenway trail crossing the I90 bridge, which is entirely separate from all car traffic.
Any of them without protected bike lanes
Beacon Ave
There are no really safe streets. It more a matter of how bad.
The whole northern stretch of 15th from the bridge into the station area.
Hill and 15th, Walker and 15th and college and 15th
All of 15th ave. and Beacon ave. because the roads are exploding with potholes and are 20 years overdue for repaving. Horrible road conditions are the reason I rarely ride a bike anymore.
Beacon Ave and 15th due to poor road conditions and poor visibility. I often feel safer on sidewalks.
Beacon and Hinds, Beacon and Horton, Beacon and Forest, 15th and Gulf Drive and 14th and Gulf drive
Gulf drive and 15th ,14th And Gulf dive , Beacon and 15th , Beacon and Hinds
15th Ave South, Beacon Ave S
15th and Beacon Ave intersection
Beacon and Spokane. Beacon and 15 by the light rail station
The three way intersection of Golf, 14th and 15th is very dangerous for southbound cyclists.
15th Ave S and Beacon Ave S
15th Ave S + Beacon Ave S
i don't feel safe cycling anywhere in the city, so all of them.
15th Ave northbound is most unsafe. Crossing Beacon Ave at all the intersection between Lander and Spokane can be a challenge.
Beacon and Spokane Beacon and McClellan Beacon and 15th
The entire area - car speeds are commonly 35-40 with people knowing there is no enforcement now. I even feel unsafe at times driving at the speed limit or even 5mph over.
Alaska mccllellan Beacon Ave 15th
All
Beacon Ave both directions feels unsafe sharing busy road with drivers, particularly in the dark. 15th Ave northbound where the road is shared feels unsafe. 15th Ave southbound where there is a bike lane feels safer to me.
Yes.

Question 7: As someone who bikes, which streets or crossings do you feel unsafe using in the project area?

Beacon and Columbian Way intersection
the intersection of 15th Ave S/14th Ave S/Golf Dr
15th and beacon is not a comfortable intersection
Golf drive and Pac Med Across from Apple Market
Yes
14th – the way the lanes weave back and forth from east to west feels extremely unsafe and unpredictable.
15th - extremely afraid of being doored
This is an extraordinarily hazardous part of my route. I've had multiple close calls basically everywhere. There are NO safe crossings here.
Pretty much all crossings on beacon ave
I don't feel safe where golf forks into 15th and 14th where people turn right right after the bus stop
15th Ave, some parts of Beacon Ave. I worry about getting doored.
Yes. Parked cars and drivers make the street very unsafe.
Beacon Ave
14th and Golf Drive
Biking southbound on 15th Ave at the intersection of 14th/15th feels unsafe because you are exposed to drivers who might turn right into you. Beacon Ave in general has fast, sometimes aggressive traffic.
Where 15th & 14th come together is tricky. Visibility and high speed of cars at the jog near Grand Street makes that a particularly sketchy section.
I don't ride a bike and neither do the vast majority of people living in the area. Everywhere is unsafe due to the progressive policies that are destroying Seattle.
14th Ave s & golf Dr s, 15th Ave s & beacon Ave s, beacon Ave s & forest / Stevens, beacon Ave s & s Spokane st
Yes
At 15th Ave S - especially where it intersects with 14th Ave S. On 15th Ave between Plum and Beacon - cars go fast there, the pavement has a lot of scary potholes, and you have to watch for cars coming out of driveways.
I general avoid beacon ave, because it lacks a bike lane and is highly trafficked and I don't feel safe going north on 15th on North beacon hill, since there is no bike lane.
15th Ave S
Lol, all of them except the 18th Ave greenway, and sometimes even there.
15th Ave to Jose Rizal Bridge (downhill). Without bike lanes it's pretty scary. Currently I prefer going down 18th street and coming up to Jose Rizal Bridge on the trail, but it's a bit longer.
15th ave really all because it depends on what is happening. People park in the walkways or side of road as they pick up people or deliver items.
Beacon Ave S between Stevens and 15th
The Y intersection after the Jose Rizal bridge is terrifying. It also feels very tight in the 15th Ave neighborhood area. Cars are usually courteous but there's not a ton of leeway.
Beacon Ave S & 15th Ave S
The bridge, and especially the intersection at the south end of the bridge. Also the portion of 15th that is uphill. I tend to go slower here since its uphill and the cars pass very fast
Along 15th where it intersects with 14th- paint needs to be redone. Going south on 15th- bike lanes disappears after Beacon ave until s. Spokane st, very uneasy with sharrows.
All streets due to the lack of protected bike lanes (need barriers, not paint/plastic poles); and street parking that creates conflicts with the bike lane (it should be to the left of the lane and add to a “natural barrier” between car traffic and bike traffic
14th 15th St Beacon Ave
15th Ave S, especially northbound, is too narrow without a bike lane. Also, navigating the intersection at 15th Ave S and Beacon Ave S can be tricky when it's busy.
15th feels unsafe, particularly traveling northbound where there is no room or bike lane. Riding on Beacon Ave and 15th Ave S is also precarious.
Golf Drive S and 14th Ave S. Beacon Ave S and 15th Ave S. Beacon Hill Ave S and S Spokane St
1. Intersection of Golf Dr. and 14th. heading northbound. 2. Door zones everywhere. 3. Descending 15th and Golf Dr. (northbound) over cracked and potholed concrete and in the door zone of parked vehicles. 4 . Lack of

Question 7: As someone who bikes, which streets or crossings do you feel unsafe using in the project area?

traffic calming on 15th between Atlantic Ave. and Beacon Ave. to reduce vehicle speeds. 5. All of Beacon Ave. in project area (15th to Spokane). The only safe choice is to take the lane and I can't sustain the speeds necessary to not piss off drivers. 6. Did I mention all the door zones? Oh God, there are so many door zones.

All of it

14thAve S Beacon Ave S and 15th Ave S

Most

Any ones that are not clearly marked with bike lanes - especially those that have a magic disappearing bike lane or where bike lanes just... end.(why do you keep doing that?!?)

Most of 15th Ave feels unsafe

15th Ave S from Golf Dr S to S College St

Any non-level street crossing feels unsafe, especially stop signs where cars often do not stop.

15th Ave S is narrow to bike on. Traveling north (generally downhill) , even though traveling a little closer to car-speed, I have to dodge pavement hazards (potholes, cracks, drains), which makes it less safe. Southbound on 15th Ave. W seems very close to cars.

The fork of 14th and 15th right after you come off the bridge heading into the neighborhood - I'm usually pedaling very slowly because it's a steep uphill, and I have to make sure there are no cars about to zoom onto 14th as I cross it to stay on 15th. I also sometimes get nervous at the 15th and College crossing and will try to start biking with the pedestrian signal. And same at 15th and Beacon - I will often bike across with the all-way pedestrian crossing (a gem) rather than contending with the cars. Also, when I'm biking on Lander and crossing Beacon, I usually struggle to see beyond parked cars or stopped buses and either edge into the travel lane to see or have to wait for the pedestrian crossing signal to feel safe to cross. Finally, biking along 15th between Beacon Ave and the bridge is something I only do because I'm pretty confident on a bike and it's the only way out of the neighborhood when going north (if not going to the Central District). The sharrows and occasional short bike lane aren't enough for my partner (who is a competent cyclist! just more risk-averse) to feel safe, so she mostly avoids biking around and into/out of the neighborhood.

15th from Massachusetts to Beacon Ave and Beacon Ave from Stevens to Spokane

The area on 15th and state street feel unsafe to me. The blind turn is scary to turn on as well as cross on foot. I wish there was a cross walk there. I know there's a cross walk at the end of the that block but I feel as if it's much more needed on the curve. I sometimes even going the speed limit am close to hitting someone at times.

As of 2022-12-13 most, if not all.

Beacon/15th, Beacon/Spokane, Beacon/Columbian, Beacon/Graham

Beacon Avenue, entirely. All of the intersections, truly. 15th/Beacon is a dangerous mess.

Anywhere along Beacon Ave S. Bikes are often sandwiched between parked cars and speeding traffic. The road is in poor condition, which requires swerving into traffic to avoid potholes or other chewed up pavement.

Turning left onto Beacon Ave from 15th. (southbound). Heading south on Golf Dr S to 15th when crossing 14th.

Intersection of 14th and 15th. This is the scariest intersection I bike through. It is such a long crossing for southbound bikers and cars whip through the turn. It should really be a squared off intersection with a short crossing distance. 15th Ave Northbound (no bike lane), 15th Ave southbound (paint only bike lane). Beacon and Hanford (ped-activated signal not accessible for bikes).

Hanford & beacon, golf & Jose Rizal, 18th & McLellan, 18th & College, all of 15th, Forest & Beacon

The stretch between College St. and the Rizal bridge is narrow, twisty, and the cars speed because there are no cross streets. It is scary because cars don't share the road here and are aggressively trying to get through.

On 15th Ave s, between Beacon Ave and the Jose Rizal bridge, sometimes cars pass very close or fast or

Beacon Ave S and 15th Ave intersection; Beacon Ave S from 14th to Spokane St is fine when traffic is low, and scary when traffic is high ; 15th Ave is a confusing environment because the pavement is so bad it makes me leave the painted bike lane frequently to avoid popping a tire or falling off my bike.

14th & 15th intersection next to hospital, 15th northbound with no bike lane, any part of Beacon Ave S

15th ave S from S columbian way to s Spokane st feels very unsafe with high traffic speeds and no protected bike lane. all of beacon ave s from s graham st to where it turns into holgate st feels very unsafe. again no protected bike lane, high traffic speeds, and risk getting hit by car doors from the parked cars next to you

Question 7: As someone who bikes, which streets or crossings do you feel unsafe using in the project area?

On 15th Ave S the vehicles speed down this local neighborhood road like a highway. The road conditions are horrendous - the ENTIRE 15th Ave S needs to be repaved. More traffic lights/stop signs are needed to slow down traffic. Crossing on the any of intersections on Ave are also dangerous due to the speeding.

Going northbound on 15th/golf down the hill alongside the parked cars. I am worried about being too close and moving quickly that I would be hurt if someone opened a door. -At the intersection at beacon ave and s lander street, many cars pull in/out of the red apple parking lot too quickly and without looking for cyclists. - Sharing the lane on beacon ave south of spokane street, it is too narrow for cars to adequately pass bikes in some spots with the median. I have been side swiped in this section by someone trying to squeeze past.

As someone who regularly bikes this route, I feel unsafe when biking south where Golf Dr becomes 15th Ave S. Specifically, I fear getting hit by cars turning onto 14th while I'm crossing 14th. Many cars go way too fast here, and I fear that they either won't see me or won't realize that I'm continuing straight onto 15th.

intersection of 14th and 15th traveling south. There are a lot of right turns that don't look for bikes

15th Ave S and S Holgate St

All along Beacon Ave there is a lot of traffic, which makes it a little scary

golf and 15th and 14th

15th and state street. Everything I cross that street I have to encounter cars that are turning at high speeds.

All of them

15th Ave and Beacon Ave feel unsafe. People often drive too fast and there is not significant biking infrastructure. The intersections at the Jose P Rizal Bridge and where 14th Ave S splits from 15th Ave S feel especially unsafe. The wider parts of Beacon where there is a passing lane are also confusingly unsafe - I think people drive super fast because the street is so wide.

15th is especially bad because the road narrows quite a bit, but really the whole route is rough. Beacon at least has room for cars to pass you but it still feels pretty dangerous and many don't give enough room.

15th and Beacon are both dangerous to bike on. The wide lanes encourage high speeds on Beacon and 15th puts you too close to speeding traffic.

12th and Golf, Golf and 14th, 15th and Beacon, Beacon and Spokane

15th ave s heading north

Beacon Ave, parts of 15th

All

Intersection of 15th and 14th, just uphill from the bridge

Crossings at major roads feel particularly unsafe, such as 15th and Beacon Ave S. The intersection at 12th and Charles is difficult for transitioning to the I-90 Trail, as cyclists have to use a narrow pedestrian onramp.

Beacon Ave S & 15th Ave S S Stevens St & Beacon Ave S

15th and Beacon Beacon and Lander Beacon and Spokane

I feel like this entire street is a bit fast. I would be extremely supportive of some way to just slow down the traffic. I think speed bumps would be too noisy. If there was some way to punish people for speeding without noise that would be nice.

17th Ave S from Mass to College. Cars travel way above speed limit on this section. It's an essential connector for bikes to access the Beacon Ave corridor and the I90 Greenway trail. 18th Ave to College is too steep so I and many bikers use 17th. 15th from Spokane to the Jose Rizal Bridge also feels unsafe. Bikes are smashed up against parked cars just waiting to open a door on you and cars drive too fast and too close. Also, the intersection of 17th and Beacon Ave is difficult.

The curve in the road on 15th coming up the hill is sort of a blind corner and it's hard to hear/see cars coming. Intersection right in front of light rail station (cross streets of Red Apple, Bank, The Station) is slow but can be kind of sketchy. There's just a lot going on right there and people sometimes swing out from the west side of the intersection.

I rarely bike in the north end of Beacon Hill because I think it is unsafe

The northmost area near the bridge. It's very hilly and difficult to bike.

15th Ave S, generally. It's bad heading north from Beacon Ave, and in both directions south of Beacon Ave.

Beacon Ave

Question 7: As someone who bikes, which streets or crossings do you feel unsafe using in the project area?

Intersection of Golf Dr S, 15th and 14th, going south. As you ride south uphill, there are often cars coming fast in both directions turning from Golf Dr to 14th (or vice versa), cutting off the bike lane. Cars seem to think they have the right of way here and going south they don't have a stop sign.

The intersection at 15th Avenue and Beacon Avenue can be fast and dangerous. 4 way stop in all directions to allow bikers would be good. Additionally, the quality of the road all along Beacon Ave is TERRIBLE. Repaving would hugely improve bikability.

Beacon Ave S through Jefferson park/golf course Intersection of 14th and 15th ave S (near Rizal bridge)
Spokane St east of Beacon Ave S

S 15th Ave is extremely dangerous as vehicles and large freight trucks often speed way past the established speed limit. Even with bike lanes turning into the intersecting streets on 15th Ave S such as S Holgate St is dangerous as there is no traffic lights or stationary stop signs to slow down traffics a stretch of intersection from S College street to the bridge.

I used to commute this route, and there are many spots on this entire route that can feel unsafe during higher volume traffic of commute hours. A combination of poor pavement quality and narrowing of the road without clear bike lanes, means that bikes can be easily pushed to the curb, a parked car, or broken pavement - particularly in the stretch just north of Spokane on Beacon Ave, in front of the light rail station, and 15th north of Bayview until the 3-way intersection with 14th.

Beacon Ave feels safe in terms of traffic speed and volume, but not road surface quality. It's full of holes and hazardously rough. That stretch of 15th isn't great either.

I do not bike, but I have concerns of safety for bikers on 15th Ave. Albeit the lanes, which ever the choice could be, will not slow traffic that flows on 15th. 15th is used daily as a cut through to downtown when I-5 is backed up. These commuters only care about how long it takes to get to their final destination and routinely fly down this corridor. Narrower streets won't slow them down.

beacon ave, spokane, columbian way

15th Ave S. - you are pinned between parked cars and moving cars. If you go on the sidewalk you are causing problems for kids trying to get to/from school and people walking to the station/bus stops/local businesses.

I feel unsafe riding on 15th Ave, on 12th Ave between Jackson and Yesler, and on Beacon Ave.

This is my bike commute for >10 years. Heading N towards Jose Rizal is always awful because of the tight fit between parked cars and traffic; the rest of the trip, particularly heading N is awful because poor road conditions (pot holes, etc) force you to ride in the gutter or to take the lane.

Spokane and Angeline 12th ave down the hill towards the CID The stretch of beacon along Jefferson park
Beacon south of 15th

15th Ave where there is no bike lane. I get passed by cars moving too fast almost every time I ride. I almost got hit by a car passing me (while I was riding in a Sharrow section of the road) two months ago. Two weeks ago I witnessed another near-miss with the biker in front of me almost getting hit by a car passing recklessly in a Sharrow section. I ride consistently on this route (2-4 times per month) across the Jose Rizal bridge and following the bike signs along 15th to Columbia City.

Beacon Ave S.

The whole north segment shown is pretty dangerous - no bike lanes/unprotected bike lanes, fast cars, lots of action. The part south of the Red Apple feels the worst because people start driving faster there

I often go downtown and having bike lane end in international district isn't great.

15TH AVE S IN GENERAL. ALWAYS FEELS LIKE SOMEONE IS GOING TO COME UP BEHIND YOU AND HIT YOU, ESPECIALLY IN THE DARK FALL/WINTER MONTHS EARLIER IN THE MORNING WHEN THERE IS LESS BIKE, PEDS AND PEOPLE OUT OF THEIR HOMES.

From mclellan to spokane on beacon, use 18th st closure route up the hill from the bridge and typically prefer/follow the closed streets where available to arterials

The real problems are between Spokane St and Columbian Way. Bike lanes are needed there more than any other stretch of North Beacon. Disappointed this stretch has not be prioritized.

15th, 18th, beacon

There are too few crossings on this stretch of road.

17th Avenue South, 15th Avenue South, Beacon Ave, McClellan

The whole proposed street is very narrow for bicycles and cars pass aggressively.

Question 7: As someone who bikes, which streets or crossings do you feel unsafe using in the project area?

Rainier or the hilltop red apple corner
15th Ave, Beacon Ave
15th Ave approaching the I5 ramps Northern section of 15th Ave going both ways
All along Beacon Ave basically
Beacon and 15th
Going east west across 15th, especially at 15th
McClellan, 15th and beacon, college and 14th
Beacon
Rainer Ave
beacon hill/spokane
Beacon Ave S & S McClellan St 15th Ave S & S Bayview St
Beacon Ave is super busy. I usually take the stay healthy streets.
The buke lane just needs to be consistent and ideally protected, then we're all good!
15th Ave S, between Beacon Ave S and Golf Dr S. This section of roadway is too narrow for bikes and cars to safely coexist. Car traffic routinely speed with impunity in obvious observable excess of the posted speed limits. It is terrifying to bike along this segment.
This entire north segment route. I could use the 18th Ave bike path but it's too hilly so I use this exact route of this proposed north segment but I don't like it. The worst is probably the transition from 15th Ave onto Beacon Ave going southbound.
15th and state street.
12th Ave S and S Charles St
15th and beacon. 14th and 15th
15th Ave S north of Beacon can be stressful to ride between the cars and trucks on the road, and the parked vehicles along the side of the road
Entire stretch of 15th Ave s. Especially intersection of beacon Ave s and 15th Ave s.
Wide intersection between Golf Dr and 14th Ave S. Northbound 15th between Holgate and 14th Left turn from 15th to Beaceon
The north segment, 15th ave, because cars go so quickly and the road has many potholes
All of them.
Golf drive at the intersection of 14th Ave S. As well as Beacon Ave S.
Beacon Ave S. and McCellan, 15th Ave & 14th Ave where it becomes Golf Drive.
None, if a protected bike lane is added. As 15th Ave is currently, it feels very unsafe to bike north and southbound on it because of the parked cars force me to bike in the roadway and the heavy traffic always pushes their way around me but risk both of us with oncoming traffic.
Pretty much anywhere north of Spokane st
Focus on vehicle mobility. The bike mafia already has access that is unused.
All of them. People speed through that area. It's not a safe place to bike.
It's pretty dicey everywhere south of the Jose Rizal Bridge. The worst single spot is the intersection of 15th and Spokane St.
Beacon Ave and the north stretch of 15th
All of them. The City has ignored South Seattle for so long, cycling is a joke due to long-ignored infrastructure and design flaws.
15th Ave S Beacon Ave S
Along rainier Blvd, riding along it feels perilous pretty often
Rainier anywhere
Beacon & S. Lander (cars run the light and swerve to pass the the buses despite the barriers - super dangerous), Golf Dr. & 14th St S., 15th & Beacon Ave, S Charles St & Golf Dr. S (really short light)
The entire 15th Ave South. People go way too fast. There should be speed bumps installed in front of Cleveland high school.
Where 14th and 15th merge by packed. Also 15th and beacon.
Riding northbound in general, without the bike lane, was repeatedly so scary years ago that I haven't done it since.

Question 7: As someone who bikes, which streets or crossings do you feel unsafe using in the project area?

15th Ave S & Beacon, 15th and S Spokane
Rainier Ave S S Holgate St to 16th Ave S
Lander and Beacon Ave Beacon Ave and 15th Stevens and Beacon Ave
All of 15th near pacmed and the bridge
15th Ave S from Jose Rizal Bridge to Lucile St, all of Beacon Ave South
All of them
Anywhere there are not protected bike lanes
The beacon Ave part is very potholey and where is transitions to 15th Ave feels like I could get run over from any direction
Most of Beacon Hill Ave.
I don't bike. I'm an adult.
Northbound on 15th is the most unsafe portion of this route. I have been cut off and nearly hit by a car wanting to park along 15th
Beacon Ave S. - no bike lane, no shoulder, just sharrows, which do not nothing to help safety
don't feel particularly safe on beacon avenue or 15th avenue as they are currently designed
Golf Dr S and 14th Ave S (when riding southbound); Beacon Ave S with 17th Ave S and S Forest St (people cross over beacon ave going to/from Rainier Ave S)
15th and College (crossing 15th and heading E on College towards Rainier), and along Beacon Ave S because of parked cars and bus routes
15th Avenue in general
All of them. People drive like maniacs.
where 15th and 14th converge southbound
Golf/14th/15th College/15th
the intersection of beacon ave and 15th ave. it is a large intersection with more traffic that most others along this bike route. overall, the factor contributing most to feeling unsafe is the quality of the road (roads are very bumpy and rutted, especially near this intersection)
Most of them, which is why I don't currently bike when going there.
The recent improvements to 15th ave have made it a little safer, but I believe the entire street needs bike/scooter/skateboard infrastructure that is protected from automobile traffic by medians and trees. Spokane is the worst intersection in my opinion.
The whole segment is not that safe for biking. Beacon Ave lacks a bike lane, and particular bad spots are at Spokane street, the area around the Beacon Hill Light Rail Station and the entire 15th ave section. The spot approaching the Rizal Bridge is also problematic. In all of those those areas there is ample width on the streets for both vehicle traffic, bus priority, and a good bike lane. It will mean you will have to takeaway parking capacity, but that's the inevitable tradeoff we face, and I urge SDOT to do the right thing give your goals for improved street safety.
All of 15th Ave s as it currently is. The intersection of 15t and beacon Ave is particularly bad.
12th Ave s and golf Dr s. All of 15th Ave s.
14th Ave S X 15th Ave S - 15th Ave S (s-bend) @ S Grand St. - Beacon Ave S X S Lander St. (@ bus stop southbound)
Golf Dr. S and S Charles, Golf Dr. S and 14th Ave S (very very bad), 15th Ave S and S College, Most of Beacon Ave S, particularly at S Spokane
15th Ave S is a street where cars go fast. I don't think 15th Ave S is a good option for bike lane. 14th is better.
15th at Columbian way when the bike lane disappears and the cars are trying to get onto the freeway
The stretch along the golf course and Jefferson park can be tricky and feel unsafe when there are buses and people are commuting in their cars trying to pass me.
The 15th Ave S lane is terrifying to bike on. Really scary passes and it's only two lanes!
15th Ave S between Beacon Ave S and the Jose Rizal bridge is a death trap if you need to go north for both people on bikes, walkers and cars. The intersection at 14th provides no real safe avenue for crossing as cars just speed up and down blind curves with no regard. Bikes and walkers have to cross with the hope no one hits them as there's not even a light to signify crossing. Cars speed around people biking north and either nearly hit other cars or people crossing the intersection. Add in a wintry day of rain and early darkness and you might as well be

Question 7: As someone who bikes, which streets or crossings do you feel unsafe using in the project area?

just keep an ambulance parked at the intersection. The intersection around Massachusetts street is also very dangerous as cars speed around the S-curves and try to pass people biking with no regard for people biking south in the lane that's there or for other cars or pedestrians.

The intersection of 14th Ave and golf drive

The people who live in this area, when they cross the street, it's so unpredictable. There will be sometimes large groups of children that cross and I'll have to slow down on my bike to let them cross, and then pedal up to speed. There should be like a bridge or something that will let them just cross without bothering my ride.

15th Ave near light rail station. Near north Jefferson park area.

1. (Beacon Ave S & 15th Ave S), 2. (Beacon Ave S & S Lander St), 3. (Beacon Ave S & S McClellan St), 4. (S College St & 15th Ave S)

15th and 14th, 15th and college, 15th and beacon

All of them, quite frankly

Essentially all of them. People speed and pass closely when I am biking.

Most of them feel a little iffy, but the least safe is the interchange with Columbian Way. Drivers treat it like a highway and don't pay attention for cyclists.

15th Street where there's no bike lane headed south and on beacon ave

The Beacon Ave S. part of the North segment feels unsafe due to the poor road quality and parking lane. Additionally, when traveling north along 15th Ave S. sometimes cars like to pass on the downhill portion around the curve near S. Holgate St. which is dangerous.

Riding on beacon never feels safe, so I ride on the side streets as much as possible. Using the stay healthy streets and other connecting routes.

I can get to beacon hill very safely from my house in Capital Hill, but I can't get any further without feeling in danger. The worst area is just off the bridge at the start of 15th

Most of the route just needs safe biking space, not sharrows or lanes in door zones.

Beacon and 15th intersection, along with all of Beacon south of the intersection

I currently do not feel fully safe on any of it due to cars.

Beacon Ave and all crossings that don't have either a stop light or flashing crossing lights

Intersection of 15th Ave S/ Beacon Ave S; 15th Ave S from S College to Dr. Jose Rizal Bridge; intersection of Beacon Ave S/ S Spokane St

Crossing 15th and Angeline, riding on Beacon at any intersection

I bike because cars are expensive and horrible for the environment. Beacon Hill is a danger zone and I cycle to work every day along 15th. I hate filling out these forms because it's very clear. Cars honk, zoom past, and yell at me constantly.

The entire route has many potholes and bumps that make it dangerous. Notably: SE side of beacon and McClellan intersection (road raised and bumpy) SE side of 12th from Beacon Garden house to PacMed due to many new homes that dig up side of street for sewer and do a poor job backfilling hole Big intersection from Beacon to 12th is a no right turn on red that often is missed and cars go when they aren't supposed to.

Pretty much the entirety of 15th. Roadway is super uneven, people in cars frequently pass way too close, the intersection of 14th/15th in particular is way too wide and feel very vulnerable on a bike

15th and Beacon; 15th and Spokane

I currently feel unsafe along the entire stretch of Beacon Hill, but bike along it frequently anyway.

This section of Beacon Ave where the bike lane ends (north of Spokane) and the sharrow begins generally feels unsafe. Pavement is very uneven and between the parked cars and traffic it can feel unsafe to bike. This is especially bad in the wet dark months. Also 15th going North after it crosses Beacon feels unsafe to bike because the road is narrow and cars try to pass bikers way too close. Going south on 15th is better because of the bike lane and lack of parked cars.

15th and Bayview

All major

All along 15th ave from the bridge to Spokane: significant linear cracks, other pavement cracks, and narrow unprotected space between parked cars and traffic. Also high risk of getting doored with many parked cars encroaching on the biking space. Coming south from the bridge: cars turning from/to 14th do at high speeds.

Crossing College: cars making left turns in hurry. 15th between College and Beacon: cars entering/exiting gas

Question 7: As someone who bikes, which streets or crossings do you feel unsafe using in the project area?

station on 15th, sitting in bike space or sidewalk. Crossing Spokane southbound: cars cut traffic by going straight from right turn lane, crossing dangerously in front of bikes.

the weirdass "greenway" on 18th

Yes. Only sharrows exist,

15th and Beacon Ave are both treated as high-speed zones; drivers regularly pass with an unsafe amount of distance to the side as they go by and merge in with an unsafe amount of distance between me and their rear bumper, it turns what should be a relatively safe route into a highly dangerous situation. There is no room for error and at the speeds the cars are traveling, (25+) the likelihood of serious injury or my death is unconscionably high

15th and S Columbian way

15th is terrible. People speed, road surface is trash

All of Beacon Ave, esp in front of the light rail station with the median (cars always try to pass really closely). Additionally, north bound 15th avenue feels really unsafe with the parked cars (doors opening into the biking area) and cars driving very fast and close along the entire corridor. The bike lane on 15th going north before the bridge by PacMed feels very dangerous right now with all the leaves and wet roads-- I couldn't stop the other day when cycling through and it was really scary.

The entire street is unsafe. People drive like 45 mph. All the crossings are scary because it is hard to know if people will stop. I have almost been doored on bike rides heading northbound.

I bike. The current routes are perfectly fine. Stop wasting money. Install cross walks on 15th streets for pedestrians.

Where Golf splits into 14th and 15th NB and SB

The whole area around the light rail station and the transition from the bridge to 15th

Beacon Ave S & S. Lander, 15th & Holgate,

15th between Holgate and Beacon

Beacon & 15th, Beacon & Spokane.

The entirety of: Beacon Ave S (because of cars and potholes) 14th Ave S (because of cars) 15th Ave S (because of cars and potholes) 17th Ave S (because of cars) S College St (because of cars)

Beacon Ave and Hanford - Often I need to cross from east side of Beacon to west side to continue the greenway, and that intersection has no bicycle sensor so I have to dismount my bike to press the crosswalk button, which then takes 60-120 seconds for the light to change

Beacon Avenue runs too fast to bike, but the bike connection via 15th puts me below Jefferson

15th Ave S & Golf Dr S from Beacon Ave to Jose Rizal Bridge

15th. The intersection of 15th and Beacon Ave. Beacon Ave.

All of them

14th ave south and golf dr south 15th Ave. S and S College St

15th/Beacon/Bayview mess is always stressful. Beacon & Lander is also stressful.

15th and Beacon; southbound left turn onto Beacon from 15th

The intersection of Golf Dr, 14th, and 15th. is very long and unprotected as you travel uphill northbound.

Turning left from 15th onto Beacon Ave S is scary; you have to exit the bike lane well before the intersection in heavy traffic.

Where 14th Ave S and 15th Ave S merge into Golf Dr S.

Beacon Av S McCellan

15th & Beacon

Spokane St/Beacon and also 15th/Beacon

Streets: Beacon Ave S. Intersections: 15th Ave S & Beacon Ave S; Beacon Ave S & S Spokane St.

Beacon and 15th

15th Ave S from Beacon Ave to the bridge

Most

Charles & 15th, College & 15th, all of 15th Ave S

15th Ave S northbound after Beacon Ave S, 15th Ave S northbound & southbound between Spokane St and Oregon St, Beacon Ave S northbound & southbound,

Beacon and 15th

Question 7: As someone who bikes, which streets or crossings do you feel unsafe using in the project area?

i would assume the bus station
Most of them. 14th and golf, 15th and beacon, any place cars turn left across, beacon and spokane
All of Beacon Ave & 15th Ave S. Rough road, mixed traffic with cars that have little-to-no barrier from speeding down a wide, mostly straight corridor. Very few east-west crossings on Beacon Ave make it dangerous to cross from block-to-block.
14th & 15th by PacMed, heading north to cross the bridge Beacon & 14th, Beacon & 15th
14th/15th right by PacMed - it's awkward and hard to see if cars are coming when I'm heading north on 14th and need to get on 15th to cross the bridge. Also Beacon & 14th and Beacon & 15th are both confusing and scary
The whole stretch
Honestly, the entire stretch. The bike lanes are assumed to be shared with regular car traffic. Depending on where you are along the stretch, cars can drive really fast, or those who park don't pay attention to bikers and open doors without looking.
Beacon, 15th ave
I used to live on 15th in beacon near McPherson's. Once one climbs the hill past pacific tower the road could use improving. past bayview the st the road feels unsafe.
Beacon Ave and the section of 15th just before the bridge
I feel unsafe on most of this route currently, but particularly when heading southbound, given the bad pavement on Beacon along with fast traffic and the lack of bike lane on 15th. I also feel particularly unsafe when headed northbound at the intersection of 14th, given the very long intersection with fast traffic while pedaling uphill. I also feel unsafe having to merge from the bike lane across traffic into the left turn lane to turn from 15th onto Beacon.
Beacon and Bayview; Beacon and Spokane; 15th and Golf dr.
All of them
Golf and 14th sb slip lane. Crawling up the hill at 5mph while cars cut through the turn ahead and behind at 35mph.
I feel unsafe along much of this route, particularly heading northbound due to narrow space between parked cars and traffic, no bike lane on 15th northbound, and the pavement often being in bad condition. Heading southbound, I feel particularly unsafe at the intersection where Golf Drive crosses 14th and becomes 15th. It's such a long intersection to have to cross while climbing a hill and it feels very exposed. I also feel unsafe having to cross traffic to get into the left turn lane to turn from 15th onto Beacon.
Anywhere without a protected bike lane! I usually stick to side streets or the median trail farther south for that reason.
Biking north along that path feels unsafe due to closeness to parked cars; I often either pull over and let cars blow past or just risk it and neither feels safe (yet this is the only route I can bear to use for my regular commute north)
Biking south from the bridge, I often take back streets to avoid Beacon, and only merge up with Beacon when absolutely necessary. All the back streets are bad, cars don't know to watch for bikes.
yes
15th and Beacon Ave
15th and Beacon; Beacon (car doors opening into lanes to the right and vehicles passing too close on the left)
15thAve
The 15th and Beacon intersection needs a total redesign that prioritizes biking and walking safety and usability.
Yes
Yes. It sucks to ride thru. The length of 15th and Beacon. All uncomfortable to ride.
Yeah, 15th Ave has tons of potholes. It's a very bumpy ride. Also car traffic moves pretty fast on that road too.
All of them
Golf Dr/14th Ave/15th Ave Beacon Ave/15th Ave Beacon Ave/Spokane St
Going up and down 15 ave S
15th to Beacon having to mix with traffic to turn left, Beacon at the transit station squeeze by passers, much of bracing with uneven pavement

Question 7: As someone who bikes, which streets or crossings do you feel unsafe using in the project area?

14th and 15th/Beacon Ave have inadequate space for cyclists, with close passing common, and door zones to avoid. The 15th/Beacon Ave intersection can be difficult to get through safely going south. Golf Dr/14th/15th intersection can be dangerous going south due to fast turning traffic crossing southbound cyclists.

Beacon Ave S x S Spokane St - bike lane is smushed in between travel lanes with big busses and trucks. Heading south, drivers turning Right on to S Spokane do not give enough space to bikes going straight Beacon Ave S x 15th Ave S - using peds crossing on a bike is mediocre, taking the lane also not good. Beacon Ave S x Hanford St - going North or South, the pedestrian bulb-outs right now make biking through here worse. They narrow the lane, forcing drivers too close to bikes. Also drivers pulling out from Hanford are not goof about checking for bikes

Ranier is dangerous

15th/Beacon Ave southbound; after the light, the bike lane continuation isn't clear and is cramped and I always feel like cars behind me don't see me. Also the split where 14th and 15th intersect. Bikes continuing on south 15th at risk of cars turning down 14th and cars on 14th left-turning on to 15th without looking.

Most lights I have issues with cars turning right

15th ave S between Beacon ave and Jose Rizal bridge. intersection of Beacon ave and 15th ave S Downhill stretch of Golf Dr S before Jose Rizal bridge (northbound)

Yes, there are no clear bike routes that cross the entirety of beacon hill and link up with other protected routes. I end up having to ride in traffic that feels squeezed between buses parked cars and cars zipping past me. The area feels more hostile to cars than I'm used to and it's lead to a decrease in how much I bike compared to my previous home in Lower Queen Anne. I rode there every day and felt very safe with the infrastructure we had.

The intersection of 15th and 14th just south of the jose rizal bridge, as well as beacon ave. (also, I commute on bike from capitol hill to georgetown through beacon hill, which wasn't an option earlier on the survey but should be!)

Most, Beacon and 15th is the worst.

The intersection of 14th and 15th just south of the jose rizal bridge feels very unsafe. I am often cut off or sped around. I also don't feel particularly safe on Beacon Ave. (Also I bike commute from Capitol Hill to Georgetown through Beacon Hill, which was not an option earlier in the survey)

Southbound 14th and Golf. Cars go very fast uphill and bikes are slow. Great difference in speed feels most unsafe. Northbound 15th and College. Southbound 15th and Beacon (turning left onto Beacon)

15th Ave and beacon

15th and Beacon, Jose rival brige and 14th, 15th

Beacon Ave between Spokane st & 15th Ave S; 15th Ave S between Beacon Ave & Jose Rizal Bridge. I can ride on sidewalks & pedestrian trails on Beacon Ave south of Spokane St. I have to ride on the street with no bike lane on Beacon between spokane & 15, and northbound on 15th between Beacon & Jose Rizal Bridge. With the parked cars on 15th, there's not enough room for cars to pass me safely

The most dangerous area for me as a cyclist is the area directly south of Columbian Way, where cars are merging to the right around turning traffic into the center parking area. This is the area I am generally biking straight through and often have interactions with other southbound vehicles and busses. Farther south from there, I have seen cars pass on the right into the parking lane to go around cars travelling at the speed limit of 25mph. Indeed, as a driver doing 25mph, I have been passed at high speed on the right. This is the area I bicycle in, so anyone doing that around other vehicles puts me at risk.

Beacon Avenue S and 15th Avenue S

Most of the length of 15th Ave S, especially the fork in the road on Golf Dr. were the road splits into 15th Ave S and 14th Ave S going southbound. I have to be EXTRA careful and make it obvious that I'm headed down 15th Ave and NOT 14th Ave, since I'm in direct path of drivers wanting to go down 14th. Going North bound lack of bikes lane on 15th after intersection with Beacon Ave makes for a dicey commute since there are usually many parked vehicles there and can get quite busy.

Spokane and Beacon, 12th and Beacon, 15th and Beacon

Turning left at the intersection of Beacon Ave and 15th is always nerve-wracking. The entirety of Beacon Ave constantly has people either ready to hit you by pulling out of parking or punish passing.

Riding south is much worse with no bike lane. Riding north is problematic because people park in the bike lane and often housing construction blocks bike lane.

Question 7: As someone who bikes, which streets or crossings do you feel unsafe using in the project area?

The sections of 15th Ave that currently do not have any bike lane at all on the southbound side (east side of 15th).

S. Holgate and Mountain to Sound Trail

I honestly feel pretty unsafe unless there is a separated or highlighted bike lane and speeds are reduced.

15TH/14TH/GOLF DRIVE INTERSECTION, 15TH/14TH/BAYVIEW/BEACON INTERSECTION,

Getting from International District (King st. station) to the start of the bike trail in the park by Dearborn.

Currently only the section of Beacon south bound from the intersection with Columbian Way, as cars turning left (east) slow southbound traffic and they often try to overtake them on the west side where I am biking. These instances as well as general traffic south of Columbia's in which cars overtake slower cars on the right (not a passing lane) have created some dangerous scenarios. More than once in the last 3 months I have seen cars parked on the west between Colombian and Othello be completely totaled by someone speeding in that non-lane. The street needs some clearer markings that it is not for through driving/passing and a speed enforcement camera. I witness speeds of at least 45mph in this 25 zone daily walking the dog or biking in the area.

The entire length of the project area along Beacon and 15th. I often ride along the project area to get to 12&Jackson or Capitol Hill and destinations beyond and often feel unsafe.

15th & Beacon

Southbound on 15th, turning left onto Beacon - the merge left before the intersection feels unsafe. Some of the driveways along 15th north of Beacon also make me a bit nervous because I'm not sure if people driving cars can see me approaching

It feels unsafe to bike in all of the area

Biking south on Golf Drive crossing 14th is very frightening. South on 15th can be very uncomfortable in the current unprotected bike lane as car drivers often drive very fast and close to the lane. Biking north on 14th can also be very uncomfortable when getting passed by drivers and buses as there is no bike lane for most of it.

everything from College to Spokane st on the route feels pretty rough.

Crossing 15th Ave S on Holgate

Beacon between 15th and through the golf course is not great. The bike lane is pretty tight. Parallel parked cars often open their doors, and big trucks are too close for comfort at times.

The stretch of 15th ave S, north of Beacon Ave S where bikes and traffic share the road is not good. Cars are constantly swerving around you and the street itself is super pot hole filled

Intersection at 15th ave s and beacon ave. S Charles st/15th ave before Jose rizal (northbound downhill) All of 15th ave northbound between beacon ave and Jose rizal bridge

15th NB

beacon ave s near the golf course

Between spokane st and s college st - basically any street that doesn't have the median to ride on or a clearly defined bike lane

Turning left from 15th onto Beacon while going south is terrible. The steep climb in the unprotected bike lane going south from the Jose Rizal bridge near the Pac Med tower is also uncomfortable because cars often speed through this section and don't always give much room.

All of them feel unsafe at certain points. There is no consistent infrastructure for bikes. Anything that does exist currently will just stop and dump you into a busy traffic lane where cars speed.

The Jose Rizal area on the bridge and around Jackson

Assuming there aren't SPD cars parked in the Jose Rizal Bridge PBLs, I feel unsafe on Golf Dr and 15th Ave S to Beacon. I generally bring my bike on Link or the Metro 60 bus from First Hill when I want to shop on Beacon Hill or go to events at El Centro de la Raza or the Beacon Hill Library branch.

After 2 broken hips and a knee replacement I don't bike. Your survey is flawed to inclusion this question with no screening criteria. Or it's flawed b/c you are only. Surveying cyclists and ignoring pedestrians, seniors and those who don't bike.

Intersection at 15th & Beacon plus the intersection at Beacon and Spokane

Beacon Ave S and 15th Ave S.

Beacon Ave in general

Every single one.

Question 7: As someone who bikes, which streets or crossings do you feel unsafe using in the project area?

All of them.

I've been biking since 1990 on the Hill... And between McClellan (Red Apple) and Spokane street on 15th has never been fun... That is the route I've always taken going north from my house. You added a bike lane (sort of), and that helps, but it's touchy right at Spokane and 15th... I literally get on the sidewalk there, and I never do that anywhere else in the city... I've actually quit riding on the streets... Riding in traffic is nerve wracking... I will load my bike and go somewhere to begin a dedicated trail ride.

15th (north of Beacon) is dangerous. Lots of parked cars and cars wanting to pass bikes. I never bike on Beacon if I can avoid it. There's no room for bikes, and lots of parked cars. Street south of Oak is too rough for bike tires today.

15th Ave S is unpleasant due to fast drivers and a lack of separated bike infrastructure.

15th Ave S, Beacon Ave

Beacon Ave, Spokane, 15th, McClellan

This entire project area is unsafe for biking. There isn't protected infrastructure and people in cars are homicidal.

Spokane and Beacon, 15th and Beacon, Golf Dr and 14th

15th Ave S!!!! Almost the entire length, it's completely disjointed. Beacon Ave. 14th Ave S.

I don't yet bike but want to. I think 15th and Beacon are especially treacherous.

beacon/columbia intersection and everything around it is a hot mess for all modes of travel. beacon/15th is not good for bike. beacon/spokane is so-so.

golf/14th/15th 15th/college 15th/beacon

Spokane, McClellan, 15th and Beacon

Spokane Street, McClellan, and the intersection of 15th and Beacon Ave

Beacon, almost all of Beacon

Golf Dr/14th/15th 15th/College 15th/Beacon

Literally all of them.

Boren and 12th; Jackson & 12th; 12th&Golf& Sturgus; Beacon & S Spokane

The whole stretch of northbound 15th avenue for which there is currently no bike lane.

The beacon ave and columbian double lights! The whole stretch of beacon along the golf course and Jefferson park.

The entire proposed bike lane area is currently really unsafe because of how fast cars are going and how little space there is for bikes to fit.

15th and Walker 15th and Beacon Ave S/14th

All of 15th feels unsafe to me, traffic is close and fast and many parked cars so I worry about doors opening.

Also Beacon Ave surface is pretty bad; lumpy and pocked

Nearly all of them. The intersection of 14th Ave and 15th Ave can be scary and the stretch of Beacon Ave from 15th Ave to Forest St is bad, but really the whole project area is terrifying to bike. There's just a lot of very aggressive car traffic. There needs to be some protections for cyclists and pedestrians.

15th Ave, Beacon Ave, 15th Ave at Beacon Ave, Beacon Ave at 17th Ave

Beacon & 15th intersection, especially southbound. The worst place is the junction of Golf/14th/15th - it's bad in both directions. Golf/12th/Charles is also still a little scary despite improvements.

Golf Dr S / 12th Ave S Golf Dr S / 14th Ave S 15th Ave S / S College St Beacon Ave S / 15th Ave S Beacon Ave S / S Spokane St

Beacon ave/Spokane st especially northbound where the painted bike lane ends and merges with a bus stop

I feel safe along this route. Parts of Golf have uneven pavement and on the northbound side it's a bit narrow when traffic both directions.

Beacon ave s

Most of them. The I-90 trail around the hill is great. Also the closed street helps but the crossings are far from perfect.

Traveling northbound and southbound on Beacon Ave. Traveling northbound on 15th. Also, the intersection of 15th and Beacon.

15th Ave S

Question 7: As someone who bikes, which streets or crossings do you feel unsafe using in the project area?

Entire stretch of Beacon Ave S.; entire stretch of Golf/15th Ave S.; Golf/14th intersection; 15th/Beacon intersection

I would not say that I feel particularly safe biking on any of the streets in the project area. I use 15th because it's direct and I have places to go, but it's a generally somewhat unpleasant experience. Other roads aren't particularly much safer due to unsafe crossings of roads like College which prioritize crossing cars over people biking on the side streets.

All of 15th ave feels unsafe to bike on. Beacon is better since the traffic is slower but there is no bike infrastructure.

15th St, even on the side with the bike lane. Car traffic regularly travels at 40+MPH in a 25 zone.

The 15th ave stretch does not leave much room for bikes and passing cars, and I'm usually nervous there

15th feels unsafe with no protected bike lane. Drivers pass unsafely and it is hard to keep up a good speed.

The whole route is unsafe for bikes

I mostly don't cross 15th on bike except at Golf / bridge which I've been nearly hooked many times (people driving do not wait to turn while the walk phase is going). I am routinely close passed on 15th Ave (once actually technically a brush but I didn't fall over.)

15th feels not terribly safe in general. Cars are very fast here. The intersection where 15th turns into Beacon is weird, as a bicyclist.

Question 8: As a pedestrian, which streets or crossings do you feel unsafe using in the project area?

Over half (55%) of survey respondents shared feedback about safety concerns in the project area from a pedestrian's perspective, such as:

- Unsafe driving (i.e. Speeding, high volume of cut-through traffic)
- Lack of traffic calming features
- Missing or poorly marked crosswalks
- Dim lighting
- Poor sight lines in several areas

Spokane street intersection, fast cars and wide lanes. Forest street as well, car will only yield for less half of the time and crosswalk feels too wide to feel safe without center median protection etc

14th ave S/Golf Drive S

Beacon and Spokane 15th and Spokane All the crossings without a pedestrian island.

Crossing Beacon walking to Kimball

None, I feel more unsafe when you guys change the roads in the name of bikes and bikes safety. We have way more traffic and car accidents since you've all have implemented importance of bikes to Beacon hill.

By the library, by perhilion

Crossing 15th btw Beacon and Rizal Bridge

The area by Red Apple / the light rail stop can be hectic, but not necessarily unsafe to walk.

During the day, Massachusetts, State, Grand, Holgate and Plum intersections are difficult because of reduced visibility due to curves in the road and cars speeding. At night, all crossings are unsafe due to poor lighting on the road and speeding vehicles.

We live a few blocks west of Beacon Ave S. and here is a funny anecdote, when we walk our dog we sometimes decide to walk East instead of North-South, but when we do we say to each other "so do you want to try and cross the great divide today?" we mean it to be a bit funny, but we are talking about crossing Beacon Ave near the Library. We usually use the crosswalk at Forest and Beacon Ave S. It is painted and there is a yellow flashing light. However the traffic goes so fast through there we have seen people who just cannot stop or if they try, they lock up their brakes...we are talking smoke coming off the back of the car. It's scary. And that's the better crossing available to us.

Near the bridge and near the intersection with beacon avenue. Though, it'd be cool to have it all improved for pedestrians!

The intersection of 14th Ave S and 15th Ave S.

Could be improved near 15th and Beacon Ave. obviously could also be improved on the whole street especially far north end of the hill.

too many to name -- due to speeding, poor driving and poorly designed that are not designed for people. Raised crosswalks (in effect and traffic calming & driver awareness technique) would help -- and better designed curb cuts for mobility folks --

15th Ave S, Walker St as cars driving too fast when I walk nephew to school.

Beacon Ave S adjacent to Jefferson Park

Beacon Ave & Spokane St. Any intersection crossing Beacon Ave.

Beacon Ave S & 15th Ave S; Beacon Ave S & S Forest St. Beacon Ave S & S Hanford St. Beacon Ave S & S Hinds St

Beacon Ave & Lander. It is very hard to look in so many directions at once with a long diagonal crosswalk and the bus blocking the view of oncoming traffic

Most crossings that don't have painted crosswalks, which is most of them

Beacon at Forest and Lander

Any time I cross 15th, I feel unsafe

15th Ave S, due to speed of cars and infrequent number of crosswalks near my house (I live on 15th Ave S.)

Cars speed a lot on 15th. So any intersection that doesn't have traffic lights or stop signs.

Question 8: As a pedestrian, which streets or crossings do you feel unsafe using in the project area?

Most of the streets on Beacon Hill, everybody speeds over here nowadays
Crossing Beacon Ave or 15th Ave between McClellan and Spokane because the cars drive too fast. Drivers do not stop for pedestrians on 15th except at Hanford where the light is, but that takes absolutely forever to change to walk sign.
Crossing 15th Ave S is challenging and dangerous due to speeding cars and the lack of traffic calming measurements (i.e. stop signs, traffic lights)
17th Ave S & Beacon Ave S
the area around the light rail station, red apple market and the bus stops
All of them, except 15th Ave S and S College St. Drivers and bicyclists typically do not stop for pedestrians at crosswalks or intersections, although crosswalks with flashing lights do help (but don't always get drivers or bicyclists to stop, even so). I see this when walking, and when watching other walkers out the window from my home.
Half of them
Beacon and lander, near light rail 15th and Spokane
The intersection at Golf Dr/14th Ave/15th Ave needs to be redesigned to slow down cars, ideally with a traffic light or all-way stop sign to improve sightlines for drivers and safety for pedestrians, while also allowing easy entry into the Pacific Medical Center's new campus configuration
We use lit crosswalks to cross over Beacon and don't feel unsafe doing so.
As long as there's a sidewalk & crosswalk, it's fine
Beacon Ave and 15th primarily
Beacon Ave and 15th Ave. Cars most of the time don't stop for people crossing. Even when using flash beacons Hill, Walker and College and 15th
15th Ave. all crosswalks feel unsafe. Beacon in front of light rail station. Traffic lights should not be used as walk signals. It is confusing to both pedestrians and drivers if the light does not have normal cycles. Drivers tend to speed toward the always green light because they think it will turn red but it does not unless a pedestrian remembers to press the walk button.
Beacon and Hinds, 15th and Gulf drive and 14th and Gulf drive
15th and Beacon Ave intersection Beacon Ave and Handford
Beacon at McClellan
Drivers are driving too fast. We need speed bumps on all n the busiest crosswalks.
spokane street between 23rd and columbian way is always overcrowded and dicey. people are in a hurry to/from the freeway ramps
All of the uncontrolled crossing of Beacon Ave between Lander and Spokane can be a challenge.
Beacon and Spokane Beacon and McClellan Beacon and 15th Really all intersection in beacon. The streets are so wide. Remove the parking widen the sidewalks and out in some bike lanes.
College and Spokane can be bad at times.
Alaska mccllellan Beacon Ave 15th
Beacon & Spokane, other stretches of beacon at certain times of day
All
The lander bus depot area by red apple
Beacon and Columbian Way intersection
the intersection of 15th Ave S/14th Ave S/Golf Dr
All of Beacon from 14th to Spokane and all cross streets
S Hinds between 14th and 15th. No sidewalk + blind corner + wide road make the block terrifying to walk on. Cars race through as a shortcut to the freeway. It's awful. 14th & S Hanford - the light + cross signal are flaky and unpredictable. It would be better to replace with a blinking light similar to what we have at the library.
The Spokane street east-west crossing seems custom-designed to kill pedestrians.
I feel safe on all of them, this is a non issue
Not enough cars pay attention to the flashing lights at the library. It's always hit or miss.
All of them along 15th. Drivers go through that area at high speeds despite a 25mph limit.
Beacon ave
14th and Golf Drive

Question 8: As a pedestrian, which streets or crossings do you feel unsafe using in the project area?

At many of the crossings along 15th Ave and Beacon Ave, drivers will not slow/stop for pedestrians trying to cross. Even the crossings with signage and painted crosswalks have this issue.

Where 15th & 14th come together, Grand St (see #7). Holgate has same visibility issue as Grand. 15th & College needs curb ramps, striping and improved signals

Everywhere is unsafe due to the progressive policies that are destroying Seattle.

Same as above & all unsignalized intersections and unmarked crossings. People speed too much on Beacon & 15th Ave

15th Avenue and Beacon Avenue Near the Sound Transit station - poor lighting

15th Ave & Beacon ave S - super long crossings. BEacon Ave & S Forest St.

Crossing near the beacon hill p-patch feels dangerous with cars going high speeds. While I personally don't cross at Walker St and 15th Ave, I see many people attempting to do so unsafely.

15th Ave S

There's a lot of speeding on 15th, it is sometimes scary walking there. I also am scared crossing the street at the big Y intersection where 15th meets 14th up by PacMed.

Where 15th Ave crosses Beacon Ave.

15th ave really all because it depends on what is happening. People park in the walkways or side of road as they pick up people or deliver items.

17th Ave S / S Forest St / Beacon Ave S Beacon Ave S / S Lander St Beacon Ave S / S Hinds St - No marked crosswalk Golf Drive S / S Charles St / 12th Ave S Roberto Maestes Festival St and 17th Ave S (people using the street during events aren't very visible to cars traveling on 17th Ave S)

15th at College & Bayview Beacon at Lander, McClellan, and Spokane

The intersection at the south end of the bridge

Between 15th Ave s & Atlantic and 15th Ave s & College is unsafe during peak hours.

Beacon and 14th crossing

Golf Drive S and 14th Ave S. Beacon Ave S and 15th Ave S. Beacon Ave S and S McClellan St.

All parts without sidewalks

Most

Any without ped xing lights. Drivers are stupidly distracted.

Crossing 15th Ave feels unsafe

15th Ave S and S Atlantic St to get to the stairs, there's no crosswalk and cars will drive thru really fast.

nothing stands out to me.

Lander and Beacon - I only cross on the side of the street with the median, where I can get at least halfway across without running.

Beacon Ave S and S Forest, Beacon Ave S and S Hanford

The area on 15th and state street feel unsafe to me. The blind turn is scary to turn on as well as cross on foot. I wish there was a cross walk there. I know there's a cross walk at the end of the that block but I feel as if it's much more needed on the curve. I sometimes even going the speed limit am close to hitting someone at times.

As of 2022-12-13 most, if not all.

Beacon/Orcas, Crosswalk just S of Beacon/Columbian at Clockout Lounge

Crossing Beacon at just about any point is dangerous. Visibility is often horrible, especially with drivers speeding.

Beacon and McClellan (unprotected left and right turning drivers). Beacon and Lander (cars from Lander use the ped signal to turn right and left, needs better control/guidance for them).

The whole Bayview/15th 5 way intersection is wide and confusing. The crosswalks are long because of the weird angles.

Many cars don't stop at the crosswalks crossing 15th Ave between College and where 14th Ave intersects

Crossing any of the intersections between College to Golf on 15th Ave S is a daily risk. I reduce walking across 15th Ave S as it is not designed with pedestrians safety in mind. I think bike line is not the most effective solution to reduce speeding - as during the cars don't even stay within the yellow line and speed down the middle of the street. If the vehicles currently don't even follow the safe driving speed limit, I don't think that making the road tighter will reduce these risks. There needs to be more traffic lights/stop signs to slow down this deadly speeding.

Beacon ave and s forest street crossing near the library, cars don't stop for the flashing ped crossing

Question 8: As a pedestrian, which streets or crossings do you feel unsafe using in the project area?

I've felt unsafe crossing Beacon Ave at S Forest. Cars often do not respect (or don't see) the flashing pedestrian crossing light. Often cars are going too fast through here.

The entire stretch of 15th from the bridge to college street feels unsafe. The majority of cars speed down 15th way in excess over the speed limit. The blind corner by S Grand St is especially dangerous. With no lights, pedestrian flashers, or speed bumps, and a complete absence of police presence, drivers have no incentive to follow the speed limit down this stretch of 15th. We need speed bumps, pedestrian flashers and signs, and speed traps for this section of road. Cute the car crash into new build townhomes by 15th and grand, drivers treat this section like a chicane on a race track, especially at night.

15th Ave S and S Holgate St

15th and state street.

All of them, especially the intersection of 15th Avenue S and State St. I do not feel safe crossing even the intersections with flashing lights you can turn on.

The 15th Ave S / Beacon Ave S and Beacon Ave S / College Ave intersections are very hard as a pedestrian. People often run the stop signs there

Crossings at Hanford and Forest are not great. Drivers ignore the flashing beacons at Forest and at Hanford the light cycle makes you wait a really long time. Plus drivers make dangerous maneuvers to turn left there.

15th and Beacon is a rough crossing due to poor sightlines and disobeying right turn restrictions by drivers. Beacon and Lander/McClellan feel dangerous too for similar reasons, especially cars trying to beat the light at McClellan. Drivers regularly speed through the flashing beacons at Forest, too. This would be a good spot for raised cross walks. Hanford also needs to have a quicker response to when the button is pressed for the red. Right now, you have to wait a really long time, which encourages crossing against the light. Better lighting (pedestrian scale) would make it safer to cross here too.

S McClellan St

15th and Beacon Beacon and Lander

This street, the roads are too fast to cross if it's any area north of the school. There aren't any crosswalks. this entire street is quite unsafe to park if it's not in the school area with the cross walks.

15th and state street is very unsafe to cross.

I cannot bike

Crossing 15th at Holgate (and 15th on any street besides College and Hill). Holgate connects to the stairs, Beacon Elementary and the 14th Ave bus stop so is especially important. Cars speed around the blind curve. I've almost been hit multiple times. Once a car buzzed me and I waved to him to slow down. He chased me in his car until he cornered me and threatened to kill me.

These all feel pretty safe! If there's a sidewalk I'm good.

Atlantic and 15th, Massachusetts and 15th. Cars and especially cyclists NEVER stop for pedestrians. While Atlantic and 15th do not have a cross walk, it is a common place for people to cross the street and cars and bikes are too aggressive.

15th and Atlantic

The northmost area near the bridge.

Beacon and McClellan - the weird angles and >4 streets intersecting makes it often feel awkward and like I'm not really positive no cars are going to go through the intersection even when I have a walk signal

Beacon is too wide in places. The Spokane/Columbian intersection feels unsafe. The slip land at McClellan and Beacon feels unsafe.

Beacon Ave

17th and sturgus

None specifically. I know tons of people desire a crosswalk very close to 17th and Festival Street.

Most crossing on Beacon Ave north of Spokane St do not feel safe as a pedestrian

Intersection of 14th and 15th ave S near Rizal bridge

I often choice to drive around the neighborhood because crossing S 15th Ave is really unsafe giving that vehicles/fright trucks speed down the road like it's a freeway. Additional, there aren't any traffic lights or stationary stop signs to slow down traffics between S College St to the bridge. On 15th Ave / S Holgate St- I've seen lots of kids and kids with parents struggling and risking their lives using this intersection to commute to

Question 8: As a pedestrian, which streets or crossings do you feel unsafe using in the project area?

school and the park. If bike and pedestrian are the priority then make it safer for us to use and cross these streets by adding permanent stops sign and/or traffic lights.

Pretty much any crossing is a risk. Even those intersections that are designated cross walks don't slow down or get the required vehicles to stop when a pedestrian enters the cross walk. A perfect example of this occurred during the first pop up event at the Beacon Hill Pea Patch. This intersection has a designated cross walk, where cars are to stop when a pedestrian enters the intersection. As I was leaving the pop up event, I stepped into the intersection and three cars flew through the intersection without hesitation. Even waving my hand didn't get them to slow down or stop, and this was on a Saturday, a week day would be even worse. Some of the event organizers thought this was funny and one even suggested that I wave my arms furiously and laughed as she gave me the advice. Safety is not a laughing matter. If designated crosswalks don't slow or stop traffic as mandated by law, more flashing light stops should be installed to allow residents, especially with children, to feel safe while trying to cross the street. Currently there are two flashing crosswalks on 15th at Plum and Hill Streets, thank goodness for that as it is used daily by students going to and from Beacon Hill International School on 14th Ave. S.

spokane

The end of Segment 2 that leaves Jefferson Park and Segment 3.

Going S from Jose Rizal Br. Cars are always going too fast and there are some tricky intersections to navigate because even with crosswalks cars do not stop. Cars not stopping at crosswalks is an issue up and down the entire Beacon Hill corridor.

15th Ave S.

All of it where there isn't a light. Drivers often fail to yield to people walking and ignore cross walks.

College and 14th isn't great as a pedestrian. Cars tend to bunch up there because of stop signs. There are crosswalks, but some cars run the stop signs without stopping. Others try to intimidate pedestrians. I usually use other intersections to cross.

15TH AVE S & S MASSACHUSETTS 15TH AVE S & S ATLANTIC.

Anywhere north of massachusetts on 15th, crossing beacon ave at stevens

21st b/w McClellan and Spokane (used as alternative for cars to 23rd) 15th south of beacon Ave

Traffic moves too fast to feel safe at any crossings on 15th.

Spokane and BH due to time to cross street

15th ave S is unsafe

All of the streets on 15th without crosswalks

17th, 15th, Beacon, McClellan

There are some uncontrolled intersections. There has also been a number of homeless/campers along the route that feel particularly uncomfortable to walk around as a pedestrian.

15th Ave

Anything where I'm up against a car is scary

Lander and beacon, lander and 15th.

14th and holgate, bayview and beacon

Beacon

15th Ave S & S Massachusetts St

Beacon Ave is busy.

Same as answer 7, even though there are marked crossings, drivers don't always stop, or slam on their brakes. You can forget trying to safely cross at unmarked intersections.

Crossing the intersection at Beacon Ave and Spokane St. While at this also fix the intersection at 23rd Ave and Spokane St where cars often ignore the stop sign. I've nearly been hit a dozen times crossing that intersection with my 6 year old walking to his school bus stop.

15th and state street

15th and beacon. 14th and 15th

15th Ave s and beacon Ave s intersection. Beacon Ave s and Spokane intersection.

All of them. Seattle has very little truly safe, protected infrastructure.

The intersection near the light rail station.

5th Ave & 14th Ave where it becomes Golf Drive, Beacon Ave & 15th Ave.

Question 8: As a pedestrian, which streets or crossings do you feel unsafe using in the project area?

I don't feel that unsafe in that area

Focus on vehicle mobility. The bike mafia already has access that is unused.

It doesn't feel safe crossing any of the arterials because it's not clear if people will stop or are paying attention. Also, as soon as you get a block or two away from the light rail station there is almost no street lighting so walking after dark can feel unsafe.

15th Ave S in its entirety

Beacon Ave and Columbian Way

All of them. The City has ignored South Seattle for so long, crossing streets is a joke due to long-ignored infrastructure and design flaws.

College and 15

Rainier

Beacon & S. Lander - I've almost been hit numerous times by cars running the light and speeding to pass buses. Cars turning from Lander don't always seem to realize there's a red light and will turn while people are crossing. A light for both directions could be helpful in resolving this.

Beacon and 15th needs help. It's a huge intersection. Long distance to cross, and with the wide angle cars absolutely gun it turning left (SB), etc. Scary as a pedestrian.

15th and S Spokane

Rainier Ave S crossing I-90 on ramp - crosswalk warning lights are broken!

Lander and Beacon Ave Beacon Ave and 15th Stevens and Beacon Ave

Beacon Ave

Festival Street and beacon Ave is crazy awful.

Seattle doesn't have unsafe crossings. It has horrible drivers and dumb pedestrians.

spokane and beacon (cars turning on red), mcclellan and beacon, 15th and mcclellan

All unmarked crossings along 15th and 14th ave south from 15th ave south/14th ave south (by the pac Med building) to beacon Ave and Spokane. Mostly bc so many cars speed and don't care/pay attention and just general assholes.

15th & College - cars taking "free" lefts and rights don't typically pay attention and there have been a lot of accidents and near-misses around there. 15th & Walker - no crosswalk here, and cars usually speed by. Some of the other intersections have lights for school zones, but it would be better to have speed bumps or raised crosswalks to slow cars down (I've seen some cars not stop/slow for the crossing lights)

See answer to #7.

College/15th

same answer as question 7.

Spokane.

The walking environment is better than biking, but a big trouble spot is the area from the library up to the light rail station.

15th and Beacon.

15th Ave s.

14th Ave S X 15th Ave S

Golf Dr. S and S Charles, Golf Dr. S and 14th Ave S (very very bad), Most of Beacon Ave S, particularly at S Spokane

Most intersections do not have stop sign. They all are unsafe.

15th Ave S north section is scary since the cars are going extremely fast and there are very few crossing points. Cars go so fast that you can feel the breeze on the sidewalk.

See above. It's all the same. Definitely the intersection of 14th and 15th Ave, the area between there and Grand Ave, and College where cars constantly try to turn on Red without looking for pedestrians crossing the street. I also hate the intersection across from the Beacon Hill Light Rail where cars try turning onto Roberto Maestas without looking out for people crossing the street. There are too many street intersections there and access to Beacon Ave S should be closed with barricades so cars coming down 16th can only turn left onto Roberto Maestas.

Question 8: As a pedestrian, which streets or crossings do you feel unsafe using in the project area?

I feel like they should just remove all of the parking on 15th and turn it into bike lanes. I don't want to bike with or share the road with the cars at all. I want my own lane. I feel like even if the traffic is slowed to 15 mph, there will still be some risk for me to bike. So I want a dedicated lane all to bikers only.

15th Ave near light rail station. Near north Jefferson park area.

1. (15th Ave & S State St), 2. (15th Ave & S Grand St) 3. (15th Ave & S Atlantic St)

15th and 14th, 15th and college, 15th and beacon

All of them again. Few places in this neighborhood are safe for non-drivers.

Most, the drivers often do not see pedestrians when they are turning and the right turns on red are quite dangerous.

The library crossing is an issue. Over the years they have tried different things there, but the only thing that seemed to work was the old crosswalk sign that hung over the road and blinked when you touched the button.

All of them

15th Ave and Atlantic, 15th Ave S and Massachusetts

15th Ave S & S Massachusetts St 15th Ave S & S Atlantic St

It's actually not too bad walking around the shops and restaurants along 15th and Beacon

15th/Beacon

I feel least comfortable on 15th Ave since the sidewalk is less smooth than on Beacon.

All crossings that don't have either a stop light or flashing crossing lights

Any/all unmarked or un signaled intersections along the route

beacon and Columbia

Along 15th the lack of crosswalks is ludicrous for a society but we live in a city and in an urban village in a city.

Big intersection from Beacon to 12th is a no right turn on red that often is missed and cars go when they aren't supposed to.

Almost no crosswalks painted along the corridor, people in cars don't look for people crossing, so you end up standing there for a long time waiting for a gap instead of them yielding to you

15th Ave all crossings

Corner of Golf, 15th, and 14th.

15th and Dakota (because of the speed of cars); 15th and Spokane, Beacon and Spokane

15th and state street

Crossing Beacon Ave to access the pedestrian walkway between the two lanes usually feels risky - we need more crosswalks.

Can be challenging to cross Beacon at any intersections north of Spokane and south of Hanford because of the lack of a marked crosswalk.

As a pedestrian, they're acceptable so far

All major

Beacon & 15th Beacon & McClellan

Crossing at any unmarked crosswalk through the entire area. And the pedestrian signal on Beacon takes too long to respond to a button push. Inadequate construction detours are common in this area, pushing pedestrians (and bikes) into traffic or expecting to people to cross traffic twice when unsupported. Lack of pedestrian scale lighting, especially around crossings. Along 15th, several areas commonly pool with water which cars splash into the sidewalk.

Entire segment given speeding traffic, unmarked crosswalks, low light environment, and slippery road conditions (fallen leaves everywhere).

Any crossing on 15th or Beacon Ave that is not marked as a crosswalk with light up signs. Everything else is ignored by drivers.

Are there even sidewalks on 15th?

Beacon Ave and Spokane street. Cars want to sneak rights at this intersection and I've nearly been struck while crossing the street.

All of the crosswalks on 15th between beacon and the bridge which I do feel will become more unsafe for pedestrians with more bikes because they are much worse about stopping for pedestrians and there is no recourse when they hit pedestrians

Question 8: As a pedestrian, which streets or crossings do you feel unsafe using in the project area?

The entire street is unsafe. The crossings with the lights are helpful, but some drivers do not stop. Drivers travel about 45 mph on the street and use it as a cut through. Road noise is unpleasant/ hard to tolerate. College/ 15 has a short light and impatient drivers.

Dropped pin <https://maps.app.goo.gl/UAmB7GCYk4hpUDHd9> If more bikers and cars go this route I'll feel unsafe here. It's a blind turn. I cross this everyday with my kids.

All of them

Beacon Ave S & S. Lander, 15th & Holgate, 15th between Golf and Atlantic, 14th/15th forked intersection, Beacon & 15th, Beacon & Spokane.

Beacon Ave S (because of cars and potholes) 14th Ave S (because of cars) 15th Ave S (because of cars and potholes)

15th and Beacon

Crossing 15th Ave S & Golf Dr S from Beacon Hill to Jose Rizal Bridge

Any with unmarked crossings.

Where 15th, 14th, and Golf Dr intersect.

15th Ave S and Beacon Ave S

14th ave south and golf dr south

People speed down 15th north of Beacon Ave; despite the many marked crosswalks and RRFBs, crossing the street still feels dangerous.

14th and 15th

Lander/Beacon/16th intersection. It's better now with the light, but it's still chaotic. When buses stop, people try to overtake them, but there really isn't room for that!

Intersections where there is only a crosswalk on one side of the side street

Spokane St/Beacon and also 15th/Beacon

15th Ave S & Beacon Ave S; Beacon Ave S & S Spokane St.

Beacon and 15th

Beacon & McClellan, Beacon & Forest, Beacon & Hanford

15th and Spokane slip lane

none currently

Most intersections on Beacon Ave & 15th Ave S. Need to walk multiple blocks to cross at signals or risk being hit by speeding vehicles.

Beacon & 14th Hill & 14th

14th & Hill by BHIS - would be better to have a crosswalk and pedestrian crossing option on both sides of the intersection on 14th

Steven's St and Beacon. Would be nice to have a lighted crosswalk at either location.

Beacon, 15th ave

everything south of bayview st.

As a pedestrian, I feel unsafe anywhere there is no buffer between me and the sidewalk, given the speed of a lot of traffic. Also crossing in the area near the Red Apple is scary because there is just so much happening, and if one car stops to let me cross, other drivers will sometimes swerve around them. There are many areas where there are just such long stretches without traffic signals or crosswalks that make it hard to cross safely.

15th & holgate, 15th & hill, 15th & s walker.

Golf Dr & 15th & 14th; Beacon & Spokane; Beacon & Stevens; 12th & Golf Dr

All of them

15th and Beacon Ave

It is really important to redesign 15th/Beacon to prioritize safety for people walking or biking. Several of the other diagonal intersections on Beacon Ave S are unsafe, particularly those with slip lanes.

15th Ave

The 15th and Beacon intersection needs a total redesign that prioritizes biking and walking safety and usability.

15th and Colombian isn't great.

15th and Beacon intersection

Golf Dr/14th Ave/15th Ave Beacon Ave/15th Ave Beacon Ave/Spokane St

Steven's Street

Question 8: As a pedestrian, which streets or crossings do you feel unsafe using in the project area?

15th/Beacon and Beacon/McClellan.

Intersection at Beacon ave s x Stevebs. Drivers come north too fast so the north side crosswalk doesn't feel safe. Pedestrians want to see both directions so often try to cross without the crosswalk further south, where they can get a visual around both sides of the curve. There is not enough lighting in evening especially in winter

A few of the lights have bushes blocking visibility for vehicles turning right

Most streets crossing 15th and Beacon that are not the major signalized crossings. Cars don't stop even if you were at the intersection first and or already crossing. Getting from my home (just south of Jefferson Park) to the Northside feels too hostile and there is no sidewalk along the golf course side of Jefferson. It should be a pleasant walk along a city owned golf course, but it isn't welcoming at all and is full of water and mud puddles.

Most, Beacon and 15th is the worst.

15th Ave and beacon

15th and 14th and ,Gulf drive where they y off from the bridge

I walk with my senior dog multiple times a day in the central boulevard area of Beacon Ave between Columbian Way and Othello. The crossing at the Chief Sealth trail really needs a flashing beacon, and many other crossings in either direction could be enhanced with signs to slow or stop for pedestrians. Since we don't move quickly in crossing, it is a challenge sometimes to play Frogger at these crossings knowing the number of vehicles I see travelling at speeds over 40mph.

The crossing at Beacon Avenue S and S Lander Street

Most unsignaled intersections on 15th Ave.

Bayview/Lander and Beacon Ave. Consider traffic circle

15TH/14TH/BAYVIEW/BEACON INTERSECTION,

Rainier ave and S Massachusetts

The many E-W crossings of Beacon from the walking path in the center of the boulevard should be signed. The crossings where Chief Sealth intersects with Beacon need flashing cross beacons and the other crossings could use signage. Crossing Beacon with a slow-moving, senior dog shouldn't be a frightening experience to play Frogger with aggressive speeders or otherwise inattentive drivers.

Most of my walking is from the station. I generally feel safe around the station when walking

15th & Beacon

Bayview,

Crossing 15th nearly anywhere in north beacon hill can be frightening, particularly areas where car drivers speed excessively and at intersections where there is no traffic light.

15th and Beacon is so wide and signals aren't very predictable.

Crossing 15th Ave S on Holgate

None of the streets walking feel unsafe

Within project area mostly ok. More problems south of Spokane.

15th Ave S & Atlantic St, Beacon Ave S & S Lander St

15th and Beacon is also the worst intersection on foot, in my experience. The crosswalks are super long.

East-west streets usually feel safer until you try to cross a major avenue.

where beacon ave south and 15 intersect

I hate getting across S. Charles St. from the Rizal bridge.

15 and College, Jose Rizall top near PAC Med, PAC Med and 15. Think it's Golf drive.

15th and Beacon

Intersection at 15th & Beacon

Most crossings

Atlantic, p-patch (Massachusetts?), and State

I bike through much more than I walk through, and my walking is primarily near transit, which seems ok to me Every single one.

Beacon Ave.

15th and Holgate. Blind corner. Cars from north can't see peds. 15th and Walker. Would like crosswalk. Has east walkway down to 17th, should be higher traffic.

The unsignalized crossings of 15th Ave S are risky.

15th Ave S, Beacon Ave

Question 8: As a pedestrian, which streets or crossings do you feel unsafe using in the project area?

Crossings of 15th are harder than they should be. Most crossings feel safe, but long/forever waits for walk signals promoted jaywalking

Cruising beacon and 15th is terrible because, again, people who drive are homicidal.

15th and Beacon, Golf Dr and 14th

15th/Beacon

I think 15th, Columbian Way, Spokane and Beacon are especially treacherous for pedestrians

15th/beacon beacon/forest

15th and beacon

McClellan

Beacon, 15th

15th/Beacon

Same answer as question #7.

Boren & 12th; Beacon & S Spokane

None as a pedestrian.

Beacon and Colombian intersection

15th and Walker crossing. Unmarked and incredibly dangerous

The ones without lights or crossing signals are probably the worst, but cars drive aggressively throughout the project area, so none of the intersections feel great.

Beacon Ave at 17th Ave

Crossing Beacon at Lander to get the southbound 36 from the Link is still much more awkward than it should be. 17th and Beacon (near the library) is also bad to cross because cars have to do crazy things there, especially cars southbound on 17th trying to continue southbound on Beacon during busy times.

Beacon Ave S / S Lander St Beacon Ave S / S McClellan St Beacon Ave S / 17th Ave S Beacon Ave S / S Hanford St Beacon Ave S / S Horton St Beacon Ave S / S Hinds St Beacon Ave S / S Spokane St

Beacon ave between Spokane and McClellan

I feel safe at all crossings and okay walking all these streets. Sidewalk on Golf, east side, is uneven in many places.

Many side walks are in disrepair. And often not cleared from debris

17th & Beacon right outside the library: the street is so wide. 15th & Beacon: very long distances as a pedestrian, too close to cars.

The sidewalks on Beacon Ave are difficult because the pavement is not level.

15th Ave S north of College (high-speed drivers or motorcycles operating at high speeds at night)

All crossings of Beacon Ave S segment, especially unmarked intersections (S Hinds for example)

Nearly all the streets are unpleasant to cross or walk along due to the relatively high volume and speed of traffic.

I've never felt particularly unsafe cross any intersection in the project area The crosswalk *before* the yield sign to get to/from the McClellan/Beacon "triangle" seems possibly unsafe

Beacon and Spokane

The intersections along 15th have been dangerous for me.

Golf / the bridge Every unsignallized crossing of 15th north of Beacon basically but especially Holgate, Hill, where 14th intersects, Atlantic steps .. actually let's just say all of them because I've found it difficult to cross at least once and people driving routinely do not stop even at Hill. College also is hard because the light is short and so people are not expecting people walking.

Question 9: As someone who rides the buses or light rail, which stations or stops feel unsafe in the project area?

Close to a quarter (27%) of survey respondents shared feedback about safety concerns in the project area from a transit rider's perspective, such as:

- Dim lighting
- Poorly marked crosswalks
- Lack of seating at bus stops
- Unsafe driving (i.e. Speeding, illegally passing cars and buses)

From Jackson Street to Pac Med;
15th avenue and 12th avenue right between hospital and beacon avenue
Colombian way and Spokane
Intersection of 14th & 15th by Pac Med.
I have not taken the bus or train more then a couple of times in the last two years. One thing I will say, is that in the past if I waited at the 36 stop heading north over by the Golf Course, their is not enough light. Also we need more benches for people with mobility issues at the small neighborhood stops, and more LIGHT!
Mostly ok
most -- due to speeding etc.
Bus stop at the junction of 14th Ave S/Beacon Ave
Beacon Ave S & S Lander
Beacon Ave & Lander transition from bus to light rail and crossing the street
None, except crossing streets to and from again with marked crosswalks
Security wise? Yes. Also, confusing street config/no left turns confuse some drivers who turn anyway into behi light rail.
Beacon hill station feels unsafe
The intersection at Lander St and the Lightrail station. When transferring to a bus, most people walk in the roadway rather than using the intersection. It is convenient but less safe.
Mostly fine. Beacon hill station bus stop gets shady in the evenings
It's difficult to get to the bus stop because I would need to cross 15th Ave S which is challenging and dangerous due to speeding cars and the lack of traffic calming measurements (i.e. stop signs, traffic lights)
15th and Hanford
the bus stop in front of red apple
The intersection at Golf Dr/14th Ave/15th Ave needs to be redesigned to slow down cars, ideally with a traffic light or all-way stop sign to improve sightlines for drivers and safety for pedestrians, while also allowing easy entry into the Pacific Medical Center's new campus configuration
We use it often and do not feel unsafe at the Beacon Hill Light Rail Station
Beacon Ave and 15th primarily
Some of the busstops are not easily accesible and buses have hard time moving in and out of the bus stop
Well, Judkins Park station doesn't exist yet so..
Beacon and McClellan
Forest and Beacon , Forest and 17th despite the crosswalks and flashing signs .
Beacon station
I think the light rail station area could be improved.
The north part of beacon hill And south part. Around
Most of them feel just fine.
All at certain hours
All surface streets Beacon station not below station
The bus stop and crossing at the golf course are death traps.
I feel safe on all of them, this is a non issue
Crossing to red apple from the light rail

Question 9: As someone who rides the buses or light rail, which stations or stops feel unsafe in the project area?

The bus stop at 14th Ave & Massachusetts St is next to traffic that likes to speed by. Crossing Beacon Ave between the bus stops outside the light rail station can be unsafe because drivers try to drive around stopped buses.

Safety at bus stops is more tied to nuisance crime and scary characters than street design.

Beacon Hill light rail stop feels unsafe at times.

Everywhere is unsafe due to the progressive policies that are destroying Seattle. I am not stupid or suicidal so I would never use public transportation. too many drug addicts and violent people.

Beacon Avenue and Bayview (northbound) near Shell gas station. There are many people drinking and hanging around that area.

The crossings outside the light rail station need to change more quickly to let pedestrians cross. people run across the street with no walk sigl all the time because the lights take a long time.

Homeless people make camp near the bus stop at 15th and Beacon next to the Shell station, and I avoid walking on that side of the street when possible.

Mostly ride train, and mostly feel safe - occasiol security issues around the station plaza at night.

14th and Golf, 15th and Beacon, and the stop at Lander

No stops in particular, however, I feel generally uncomfortable on transit due to the prevalence of drug use and unpredictable/aggressive individuals

Columbia and Beacon intersection

Golf Drive S and 14th Ave S. Beacon Ave S and 15th Ave S. Beacon Ave S and S McClellan St.

Beacon hill station

The surface area around Beacon Hill station, while lit, still feels pretty dark at night.

I live on 15th, so I'm usually taking the 60 or 107, but I do occasiolly take the 36 when I'm out late downtown and want to catch any bus heading back to Beacon Hill, even if it means a short walk at the end. When that happens, I usually get off at Beacon and Spokane, and I wouldn't mind if there were more lighting there.

As of 2022-12-13 most, if not all, esp. crossing streets to get to the stations or stops.

Beacon @ Jefferson CC, Beacon @ Veterans, Beacon @ Columbian Wy

I can't think of any, but I don't take transit through here *too* much (though I'd like to more), besides passing through on the train.

15th Ave southbound bus stop near Pac Med. Cars way too fast.

Too long to wait for the light at Beacon LR to cross the street to the 36 stop.

I haven't had any issues with the 14th and Massachusetts stops.

I'm on 16th Ave S and I rather drive and park at 14th Ave S then take the bus. I don't walk across 15th Ave S - it is not designed with pedestrians safety in mind. There is a lack of traffic lights/stop signs for drivers to be aware that people are crossing.

I've never felt unsafe at at stops/stations due to street design. I've had a few uncomfortable interactions with others around Beacon Ave and Lander.

12th Ave and Jackson st Chitown intertiol district

Crossing to the 14th Avenue bus stops by Massachusetts or Holgate

The stops/stations I use feel pretty safe (I primarily use the Beacon Hill Station).

The whole area outside Beacon Hill station still has too many fast cars. The many intersections between Lander/McClellan/Beacon/15th and the parking lot lead to lots of turning vehicles. And the bus stops are located such that transferring from the train, the most direct route is to cross mid-block. You have to really go out of your way/miss your bus if you go around and wait for the light.

As mentioned above, the area immediately outside the Red Apple is pretty dangerous, mostly due to drivers speeding through intersections and from the parking lot. Lots of people need to go from the light rail exit to the 36 stop across the street and it's not easy to make that crossing due to light cycles and intersection designs that favor drivers.

15th ave s heading north, lanes are pretty rrow and there's not much room to leave cyclists

The station needs security guards, at the bottom of the bridge, the Jose bridge.

the area at the bottom of the bridge, there are so many homeless people at that train station. Furthermore, from 15th and state, I can get to the bus station if I go through the community garden, but the slope there is so steep and there aren't any railings, I wish there were railings there.

Question 9: As someone who rides the buses or light rail, which stations or stops feel unsafe in the project area?

Crossing 15th and state street area.

Beacon Ave

12th ave S

Ha ha ha Mt Baker station. Heard gunshots while waiting for light rail at Mt Baker at daytime Beacon Hill is great station

The intersection at the light rail station across from Red Apple. There are traffic lights there and bus stops, but cars routinely try and fly through that intersection to avoid being held up by a stopped bus. More study into more appropriate safety crossings should be evaluated.

north stations

15th ave S. next to the light rail station. On either side the bus stops are very busy. The buses have to stop in the middle of the road which causes them to hold up traffic. Drivers will try and speed up around the buses (against traffic laws) trying to beat the bus and the traffic light. This makes leaving the station to cross the street dangerous at peak times (a combination of light rail, bus, pedestrian, and car traffic). Combine this with cyclists who are having to get onto the sidewalk to avoid the car/bus mess due to lack of bike lane and it makes for a very poor experience.

N Beacon Hill light rail stop has always felt v safe and accessible. I regularly see security/workers onsite and the entrance/exit is in a vibrant and active community space. Really maybe the best stop as far as feeling safe.

Columbia City

It's more about crossing the street to get to the station that feels unsafe

Not all bus stops have proper shelter and lighting

All need improvement and better shelters when it rains and snows

Beacon Hill light rail station often feels unsafe. All bus stops in north beacon hill feel unsafe

The bus stops at the end of the Jose rizal bridge are like a war zone. That that areas is allowed to continue as is, and that bus operators allow the drug using riders from that intersection on the bus, is beyond belief. My wife was touched by a man on the bus along that stretch a year ago. It's a shame that citizens need to endure this.

The bus stop near the shell

Columbia city

The intersection of 14th & Massachusetts feels unsafe for pedestrians crossing. The bus drivers operating routes along 14th Ave S do not respect pedestrians, rarely yielding the right of way.

Biking through the row path in front of the beacon hill station mixed with cars.

All of them. Seattle has very little truly safe, comfortable, protected infrastructure for pedestrians (which everyone becomes for some amount of time in taking the bus or light rail). I've been harassed or witnessed harassment and violence waiting for the bus multiple times here and across the city.

The intersection near the light rail station.

Street crossings at the Mount Baker Station feel unsafe. The size of the intersection of MLK and Rainier Ave. is quite big and intimidating.

I don't feel that unsafe in that area

Traffic is not the issue. It is rampant crimil activity & unsanctioned overshadows it all.

The light rail station feels safe but getting to and from it doesn't always feel safe. The bud stops are often in protected and unlit, which feels unsafe after dark.

Both stops at Beacon and Lander and the northbound stop at Beacon & 15th

The beacon hill light rail station has many homeless people that yell a lot and get in your face and yell. There should be cops stationed in front of the station.

Rainier Ave S & S I-90 - crosswalk warning lights are broken to get to this stop!

At night

Beacon Hill Station. Drug users harassing passengers.

Not the stops themselves but the unmarked crosswalks and marked crosswalks bc cars speed and do not pay attention or frankly don't care about the stop signs.

Beacon Ave & Bayview - there is usually a group of men loitering around by the gas station and drinking (or are drunk). They've been harmless, but makes it feel a little less safe.

I quit riding the bus due to the high potential of unsafe encounters, particularly on the 36, going through CID

Any station that has vagrants

Question 9: As someone who rides the buses or light rail, which stations or stops feel unsafe in the project area?

Bus stops and light stations are pretty good. But I think some dangerous areas are where cars can go around buses in the turning lane.

Beacon hill light rail crossing at Beacon Ave.

Crossing by beacon hill light rail station across 15th.

Beacon Ave S and S Lander, Beacon Ave S and S McClellan

Beacon hill station at nights are very unsafe.

Roberto Maestas needing addition work to restrict access to Beacon Ave S to cars. Cars driving south on 16th have to look for people crossing the festival street, cars coming from two directions, and cars trying to speed across the busy Beacon Ave intersection. It's such a busy area and is only going to get busier as more people move into the newly built housing there. (Which is necessary!)

I don't like bus stops at night in the dark.

I feel like the people in this neighborhood are sometimes really shady. I feel like because the station doesn't collect fares or the fares are too low that some unwanted, un civilized people end up taking the trains. Maybe gentrify the area faster.

1. (Beacon Ave S & 15th Ave S)

15th and 14th, 15th and college, 15th and beacon

Beacon and Lander - please replace the sigl with the flashing beacons. I practice it is safer because people jaywalk all the time or run in front of a bus because the sigl takes too long. Go out and watch it and you'll see.

Every bus stop in the area needs to be set further back for the curb. When you can smell car exhaust while sitting on the bench, it feels really unsafe and not welcoming.

Beacon hill light rail station

Beacon Ave S & S Roberto Maestas Festival St

I feel unsafe due to sexual harassment from men. This usually happens either on transit or in the vicinity of the Beacon Hill light rail station.

Well if the elevator ever goes down we're all screwed. We need an escalator and stairs. I'm often with my bike and I often wait for four elevators to be able to leave. Terrible planning.

15th and Lander going southbound (because there's cars on both sides - one side is the Red Apple lot and the other is Beacon Ave - it feels a little stressful with 2 little kids)

15th and state street

All major

14th & Judkins

Entire segment given speeding traffic, unmarked crosswalks, low light environment, and slippery road conditions (fallen leaves everywhere).

Walking up the hill to get to the bus stop from 15th and state street is impossible for my grandma. Move the bus stop to 15th street.

Beacon Hill Station

In terms of traffic safety, they all seem pretty safe. In terms of crime, Beacon Light Rail Station seems somewhat unsafe.

People speed down 15th north of Beacon Ave; despite the many marked crosswalks and RRFBs, crossing the street still feels dangerous.

Beacon Hill Station area

Most intersections on Beacon Ave & 15th Ave S. Need to walk multiple blocks to cross at sigl or risk being hit by speeding vehicles.

Hill & 14th - it's hard to cross 14th if you're not on the north side of Hill, makes it trickier to get to and from the bus stops at that intersection.

14th & Hill by BHIS - would be better to have a crosswalk and pedestrian crossing option on both sides of the intersection on 14th to make the bus stops more accessible everything south of bayview st.

I don't use buses, especially due to increased risk of covid transmission.

All of them

The 15th and Beacon intersection needs a total redesign that prioritizes biking and walking safety and usability.

Beacon Hill Station and the adjacent bus stops

Question 9: As someone who rides the buses or light rail, which stations or stops feel unsafe in the project area?

I felt pretty safe, but sigge could be better that point to rail stations

They feel fine. All our bus stops could use better shelters however.

Most, Beacon and 15th is the worst.

Northbound Route 36, Massachusetts between 14th and 12th. Road quality is terrible, lots of potholes, and it's a tight two block turn.

Becon and McClellan

Crossing Beacon Ave from the light rail station to the bus station on the west side of the street. The pedestrian sigl takes too long to activate, and many people jaywalk, especially when in a hurry to make a connection. Elderly pedestrians are especially at risk.

Beacon Hill station. Not IN the station but street level.

Beacon Hill station is a joy. I'm only sad that once we started looking for a home that N. Beacon Hill was no longer in our price range.

Not a huge fan of the current crossing configuration to get from light rail to southbound buses at the station - the most tural place to cross continues to be mid-block even with the added sigl.

Crossing Beacon Ave at Beacon Hill station can be a little dicey with the current configuration of the traffic light at S Lander st. Vehicles turning from S Lander onto Beacon Ave sometimes aren't looking for pedestrians.

I don't feel unsafe at the bus stops

12th Ave S & S Weller St

I am usually on the light rail when I take transit in this area. So, once I get to the station, I'm fine. Getting to the station is the challenge.

The ones with lots of car traffic.

Beacon

Between Beacon rail station and Red Apple. Also south crosswalk at Mt Baker Station but that's a different survey. Lol

I no longer feel safe taking the bus.

The train station is generally fine, and the bus stops I dislike are more in Mount Baker and Columbia City.

The unsiglighted crossings of 15th Ave S are risky.

Most bus stops feel unsafe due to poor lighting and idequate sidewalk width

Oh my gosh, I waited with my kids at bus stop west side of street near Jefferson Park and it was SO SO dangerous

all the stops with bulb-outs along beacon are sketchy - cars still creep around stopped buses, crowd bikers, etc. and drivers rarely stop for the crosswalk flashers. the stop by the beacon light rail station is terrible because drivers get aggro and pedestrians just cross the street willy-nilly without regard for the sigl. there's also an intersection there that has a sigl north/south with telhe crosswalk, but just stop-signs east-west, which seems to confuse everyone.

Crossing Beacon ave by the light rail, Alaska and Beacon

I do not disembark at Beacon Hill Station.

12th & Jackson, 12th & Weller

Again, waiting at the edge of street where cars rutinely drive at unsafe speeds is uncomfortable, so I'd say all the bus stops feel unsafe. At least the light rail stop is underground and generally safe from cars.

Lander at Beacon, southbound. It's ugly and windy and there's not enough shelter for how many people use it.

Bayview st where it should be closed to cars by Jose rizal plaza

Little Saigon doesn't feel safe

Beacon Hill light rail stop. Immediately outside the street is very confusing, and there are wide streets to cross with little protection.

Bus stop by Red Apple is starting to look like 3rd Ave... often unsafe to wait for bus there.

The changes to the Beacon Ave and Lander light rail intersection over the years have made the intersection more complicated and feels less safe. The bus stops at 15th and Beacon feel unsafe due to the adult population that uses that area as an all day hangout spot.

Question 10: As someone who drives, which streets or intersections feel least safe in the project area?

A little over one-third (37%) of survey respondents shared feedback about safety concerns in the project area from a driver's perspective, such as:

- Unsafe driving (i.e. Speeding, aggressive driving, high volume of cut-through traffic)
- Lack of traffic calming features
- Cars parked too close to intersections
- Dim lighting makes it difficult to see other road users
- Poor pavement quality

The entire route from 12th & Jackson to Beacon & Spokane is so congested with buses, cars, lanes narrowing and 'angling (i.e. not straight)' is already confusing. Adding the bike lanes to the area increases confusion and stress.

Golf Drive S/15th Ave

15th between Beacon and Rizal Bridge

The area right around Perihelion brewery is tough. Cars are transitioning to or from small residential streets. I have seen an accident in the intersection there.

15th

All crossings along 15th north of College are unsafe due to speeding vehicles. It's even worse at night. Driving at a safe speed is almost impossible because other drivers go around my vehicle. There are no stop signs, etc to reduce the speed in the stretch between College and the bridge and many drivers speed up due to this. It's just way too long with no controls. I think it will be even worse when there are no parked cars to provide visual friction.

Beacon Avenue and 15th Avenue near the Shell Gas station Beacon Avenue near Sound Transit and Red Apple

I think S Roberto Maestas St in front of El Centro should be a one-way eastbound. The 5-way intersection with 16th Ave S is very confusing, sight lines are poor, and there are a lot of pedestrians crossing from the light rail station to the bus stop across Beacon Ave S.

Beacon ave

the intersection of S. McClellan and 17th. Traffic piles up there during the rush hours

15th Ave S & Beacon Ave junction - no turns on red sign, but drivers still turn. S College St/15th Ave S - many cars driving fast and impatient to wait to turn.

Beacon Ave S adjacent to Jefferson Park, 15 Ave S (risk of collisions with cyclists)

Beacon Ave S & S Forest St. Golf Dr S. and S Charles St.

12th & Charles coming off the bridge I have been stuck several times when a vehicle has stalled and with the right turn blocked off traffic has become a disaster. Turning off of 14th onto Golf is also very dangerous.

Making the unprotected left across from the library.

15th Ave bay view intersection

Atlantic St & 15th Ave S

Blind curve near beacon international

Driving feels safe, just go slow (many don't)

Beacon Ave S and Spokane Street

Theres a very long downhill in the north of beacon hill

Golf Dr. S. and 14th Ave S.

Cars on 15th Ave and beacon ave go too fast

15th Ave S is a the best to bypass I5 traffic. It's a local speed street with ZERO stop sign or traffic lights from College St to the Jose P Rizal Bridge

15 th Winthrop

the area around the gas stations red apple train station

Bicyclists often create safety hazards when they do not stop at signaled intersections (S College St & other crosswalks), despite not having the right of way. They also sometimes swerve out of their bike lane and into

Question 10: As someone who drives, which streets or intersections feel least safe in the project area?

traffic, or ride the line of their bike lane impeding the vehicle lane. 17th Ave S is a much safer bike route, because it is less heavily trafficked by vehicles, involves fewer intersections, has long & straight sight lines, and has less residences (less overall traffic, fewer parked vehicles, less in-and-out drivers, fewer deliveries and delivery vehicles).

I don't know the exact intersections but there are a few along 15th where cross traffic is hard to see coming because of hills or vegetation and I often think more stop signs could be useful.

Beacon Ave and 15th primarily

College and 15th. As a pedestrian and driver I've had dangerous experiences at this intersection. I've nearly been hit by a car several times when it's been my right of way and have had to teach my young son that you never cross when the light turns, you have to wait to see if anyone is going to run it first and then make eye contact with drivers. I've also seen the remnants of many accidents at or near this intersection (college and Walker and 15th)

All of them. PLEASE DONT TAKE AWAY PARKING!!!! This will ruin the neighborhood!!!!

Beacon in front of light rail station. Traffic lights should not be used as walk signals. It is confusing to both pedestrians and drivers if the light does not have normal cycles. Drivers tend to speed toward the always green light because they think it will turn red but it does not unless a pedestrian remembers to press the walk button, which only happens about half the time.

Beacon Ave and 15th Ave are in terrible condition so drivers are always swerving to get around holes in the streets.

Beacon and Hinds, Beacon and Forest and Beacon and Horton

The ones that have bike lanes. All the bikers that I've encountered on beacon hill do not obey stop signs.

Beacon and Hinds and Beacon and 17th

Beacon and McClellan

I would like Seattle to consider modern traffic circles as apposed to traffic lights.

Beacon Ave / McClellan Beacon Ave / 16th / Festival Street

spokane street.

15th Avenue S

All of them. I hate driving, so many parked cars, beacon is entirely too fast. Calmly measures please! Bike lanes and better sidewalks

Spokane

People make bad decisions turning on to Spokane, particularly coming from I5

The 15th/beacon intersection and the spokane intersection

Beacon and Columbian Way intersection

14 and Beacon. Golf drive at Pac Med Across from Rail station

Where Golf forks into 14th and 15th. This is the real issue for the bike lanes, not adding them onto 15th

Beacon & Columbia; 15th & Spokane;

Beacon and 17th

14th and Golf Drive

The intersection of 14th & 15th Ave's feels unsafe because it is difficult to see cross traffic when turning off of 14th Ave.

Where 15th & 14th come together, Grand St (see #7). Holgate has same visibility issue as Grand. Beacon Ave from McClellan to Stevens.

Everywhere in Seattle is unsafe due to the progressive policies that are destroying Seattle. homeless people are routinely standing in the middle of the streets either nodding out on fentanyl or screaming at the voices they hear inside their mind.

Near Sound Transit station. Traffic can back up due to bus stop.

Beacon Ave and 15th Ave is chaos. Homeless people frequently stand in the road asking for money, buses and cars compete to get through, and bikes and pedestrians are not safe when competing with everything else going on.

The area around where 15th and Beacon Ave cross can be confusing. But not exactly unsafe.

Golf Dr and Charles St

17th Ave S / S Beacon St

Question 10: As someone who drives, which streets or intersections feel least safe in the project area?

The Y intersection after the Jose Rizal bridge is scary as a driver too!

14th Avenue feels dangerous where cyclists have to merge into general traffic

15th Ave s & Collage.

Beacon and McLellan due to surprising turn-only lanes (should be marked earlier)

Columbia and Beacon Intersection

Driving northbound on 15th Ave S feels unsafe with bike traffic as it's difficult to safely pass with oncoming traffic.

Driving on 15th with cyclists feels unsafe, as there is little room to safely pass.

The intersection of Beacon Ave S and S Lander St often has people crossing illegally and running into traffic to reach the bus stops on either side. This area requires extra attention for drivers to keep everyone safe.

The stretch on Beacon Ave. S. between S. Bayview St. and S. Stevens St. is busy but doesn't have traffic signals for cross traffic. I can be hard to see around buses and parked trucks. There are multiple crossing streets that are hard to exit, especially turning left.

Lander and Beacon - difficult to cross Beacon in a car for all the same reasons as it's difficult to cross on bike or on foot. Having a 2-way instead of a 4-way stop at an intersection with poor visibility requires me to "just go for it" and hope for the best.

Beacon Ave and S Forest, Beacon and S Hanford (drivers ignore the turn-only signs)

The area on 15th and state street feel unsafe to me. The blind turn is scary to turn on as well as cross on foot. I wish there was a cross walk there. I know there's a cross walk at the end of the that block but I feel as if it's much more needed on the curve. I sometimes even going the speed limit am close to hitting someone at times.

As of 2022-12-13 most, if not all. I have concerns about folks who are walking and cycling, especially when I see drivers failing to adhere to rules of the road.

Beacon/Columbian, Beacon/15th

S Mcllelland and Beacon Ave + Beacon Ave and S Forest, turning south (left) onto Beacon Ave from Fores

15th ave- I drive the speed limit and this seems to make other drivers mad. We need traffic calming on this street people are using as a freeway bypass.

The "Y" of 14th & 15th just south of the bridge. It is especially bad northbound on 14th trying to merge. The sight lines of the angled streets on a curve are terrible. Traffic comes around that curve really fast.

15th Ave S is highly recommended for drivers getting across town. Vehicles drive up to 50mphs with minimal stops - is a best kept secret to avoid traffic and get across town.

More enforcement of the no turn on red at the beacon/15th intersection

Turning onto Beacon Ave or 15th from neighborhood streets feels unsafe due to parked cars obstructing the view, and cars on the arterial moving TOO FAST.

All intersections feel unsafe along 15th Ave S. Most of the cars speed, not slightly over the 25mph speed limit, but way over. Cite the crash near 15th and grand earlier this year. The stretch of 15th between the bridge and college street is especially dangerous with people speeding. The street needs frequent speed bumps.

15th Ave S and S Holgate St

15th and state street because am turning to ongoing traffic.

15th Avenue S and State St, 15th Avenue S and Massachusetts, 15th Avenue S and Grand. I don't take many of the other streets that intersect with 15th, but I imagine they are all dangerous to take a left turn out of

Most of 15th and Beacon Ave feel unsafe due to others' driving speed and people ignoring stop signs.

The parking lot at Red Apple leads to cars speeding out onto Lander/McClellan. There is also lots of unsafe speeding on Beacon, passing in the turning lane, etc.

The area in front of the Beacon Hill light rail station always feels unsafe due to unpredictable behavior of other drivers looking for parking, picking up train riders, etc. And as mentioned above, folks will cross midblock to catch the bus. A cross walk directly in front of the station would help.

Entering 15th from Grand and nearby due to road curve

I'll only tell you if you promise not to make them even more difficult to navigate in a car.

S McClellan

Beacon and Lander

the blind turn on 15th and state street of course.

Question 10: As someone who drives, which streets or intersections feel least safe in the project area?

McClellan and Beacon. The issue is that the afternoon sun blinds drivers facing west at the intersection so that they can't see the traffic light or pedestrians/bikes crossing the intersection.

15th and state street, the turn is so fast and blind.

Crossing 15th and state street area.

17th Ave S College to Mass. People often pass me unsafely if I drive the speed limit. 17th and Beacon Ave S. Otherwise, it all feels safe as a driver.

Same intersection right in front of the red apple. It's a little wild west. And people do crazy things to get around the 60 bus when they're heading south.

The Beacon Ave/15 th Street corridor

Spokane St

Intersection of Spokane St and Beacon Ave S

The intersections on 15th Ave S are very dangerous to turn - since there aren't any stop signs or traffic lights to slow down traffic. Cars are speeding down the road. Intersections like 15th Ave S and S Holgate St is a dangerous place to turn.

The intersection at Beacon and Roberto Maestas Blvd. is the most sketchy. The traffic light there is initiated by pedestrians trying to cross, not on a regulated basis. trying to drive across Beacon from that intersection, either side is very challenging. I've seen many near misses of cars hitting cars and cars hitting pedestrians trying to cross north to south or south to north on Roberto Maestas Blvd. at 16th Ave. S. throwing bikes into the mix here will only crate more havoc and potential for more accidents without a more controlled traffic/pedestrian/bike passage.

beacon and 15th, spokane

Segment 1. There are a lot of cyclists commuting in the morning and evening. People in an attempt to get around the cyclists, will try and overtake them by going into the oncoming traffic lane. When it is really busy this causes problems for the cyclists and the oncoming traffic. The south bound side of segment 1 isn't so bad as there is some semblance of a bike lane until the intersection of 14th ave s and 15th ave s next to PAC Med. Then it for a moment becomes a free-for-all of who can get through the intersection first. It is obvious while there is a "bike lane" going south bound it is still uncomfortably close to the care lane that they will slide over into the oncoming traffic to go past.

Many of the lights where one lane (of two) turns into a "right only" or "left only" lane without much warning. This results in quick lane changes to make sure cars are going where they want to go.

15th Ave S.

Beacon Ave and it's extensions.

My biggest problem driving is aggressive drivers who want to speed and wide roads that encourage hight speeds like Beacon Ave

BEACON AVE & 15TH AVE S - RANDOM PEDESTRIANS BETWEEN SHELL / BUS STOP AND SPANISH GROCERY STORE.

15th north of massachusetts

15th N of beacon

Ones closest to PacMad building

Jefferson park cross walks on BH. There should be a flashing light option to see pedestrians. It's dark in that area at night with lots of tree covering

17th, 15th

The road before the bridge headed north does get people speeding a lot.

Rainier

Beacon Hill Ave S

The intersection at Beacon and Stevens (Next to the gas station).

The intersection of 15th Ave & College / 17th & College is dangerous. There are no protected left turns, drivers making left turns frequently turn as or after the signal changes to red.

15th and state street

Beacon Ave s and 15th Ave s intersection

Question 10: As someone who drives, which streets or intersections feel least safe in the project area?

All of them. Just build safe infrastructure, are you all not engineers? Why does it take 3+ years to plan something this simple? Do you not care about stewardship of public money or the safety of all people? Also why does Seattle use the least reflective paint for road lanes? it's ridiculous

The intersection near the light rail station.

Anywhere service resistant transients group and open use narcotics and commit crimes against the public.

S Spokane St, too many cars going too fast

The parking in the middle of the road is crazy, people parking constantly stopping and starting to see if there's an open spot. horrible design!

14th Ave S & Golf Dr (can't see around the corner to the right if headed northbound on 14th and crossing onto Golf (just before it turns into 15th). Beacon & Lander (feels very chaotic)

15th and S Spokane

College and 15th; all the area near pacmed and the bridge

Beacon + Columbian

Where 15th joins Beacon

You've done an excellent job messing up some previously fine streets. How about a stoplight at 23rd and College, or doing something about the cluster that S. McClellan between 17th ave S and Beacon Ave S. ?

15th. Even as a driver who is also a cyclist, I don't like passing cyclists when we're both traveling north bound on 15th. It's not safe for either car or bike. There is a blind corner and other cars travel too fast to allow safe passing.

Most of the crossings on 14th and 15th Ave south between the 12th Ave bridge and 15th Ave south/beacon Ave. So many cars are parked so close to the side street intersections that one cannot see the cars driving along 14th and 15th.

15th & College - see above comments. 15th Ave S - usually in the early mornings and evenings, cars will pass in the left lane going at dangerous speeds; it's unsafe since they're going into oncoming traffic and there's not a lot of room to maneuver. Delivery trucks and ride share cars also pull over on the side of street on 15th, which blocks the road and causes cars to pass in the other lane, which is also dangerous.

all of them. Beacon AVE needs to be repaved with all those potholes.

just the ones where visibility is bad, but I wouldn't say I feel unsafe.

Golf/15/14 College/15 (L turners going W on college, needs a dedicated light, hate to say it!)

15th and Beacon Ave.

15th Ave s, particularly with street parked cars and fast traffic.

14th Ave S X 15th Ave S

Beacon Ave where the library cross is should have a speed bump. It's scary how pedestrian sometimes just come out. And also the left turn onto beacon Ave from 17th Ave s going southbound is scary.

All of the above. I want to make sure that if I'm driving, there are enough visible and physical barriers to protect people who do not have a metal box around them traveling at high speeds. I am as guilty as anyone for some of the above poor driving decisions (speeding around the s-curves on 15th because I'm late, etc). It never is the right decision, never gets me somewhere faster, and as the road is currently designed it only puts lives at danger. I live directly in 15th Ave on the West side so I already have a bike lane restricting my parking in front of my house, and I choose to park on the side streets instead where there is almost always endless parking. The Hill and Plum st intersections offer lighted crossings and I feel incredibly safe in the area always.

The intersection between 14th Ave and golf drive

1. (15th Ave & S State St), 2. (15th Ave & S Grand St) 3. (15th Ave & S Atlantic St)

College

Most, the intersections are not daylighted and it makes it hard to see pedestrians when driving or turning.

I live right on beacon Ave. it feels unusually busy. Consistently over the years the cats in either side are smashed by drivers going to fast or flipping a u-turn. I live between the intersections of Hanford and Stevens

15th Ave S and Massachusetts

Turning North onto 15th Ave S from Beacon Ave S Turning North onto 15th Ave S from S College St Turning North onto 15th Ave S from S Holgate St

Cars are far too aggressive on 15th but beacon is slightly more calm. The intersection at Spokane is actually the worst for cars.

Question 10: As someone who drives, which streets or intersections feel least safe in the project area?

Anywhere there is a center turn lane and /or the road is designed such that >25mph is comfortable.
Intersection of Beacon Ave S/ S Spokane St
15th Ave so from Spokane st north to so Jackson st
15th because it's a highway.
Cars turning in to beacon heading south from the street across from library.
All of 15th, people drive faster than they should and street parking makes lanes really narrow
Corner of Golf, 15th, and 14th. Intersection of 12th and S. Weller.
15th and state street
15th & Beacon
Entire segment given speeding traffic, unmarked crosswalks, low light environment, and slippery road conditions (fallen leaves everywhere).
Beacon Ave is terrible. Road quality is 3rd world country. Actually, they probably have better roads.
15th Ave and Beacon Ave feels risky because the paint is not clear on the road indicating that there are 2 lanes so I'm usually worried that a car will come into the right turn lane (to get on 15th) from the straight lane.
Golf through College on 15th Ave S
14th & golf drive s
Traffic is ridiculously fast on 15th. When I turn into my driveway, I am concerned about being rear ended because people use this street as a cut through arterial.
Any intersections where parked cars block visibility.
Intersection of Beacon Ave S & S. Lander (the DOT has made multiple updates to this intersection so that it's now unsafe for everyone - people, bikes, and cars. Please reassess how this very busy intersection is planned out, especially considering all of the blocked or one-way streets in this area, the Red Apple, the bus stops, and the load zone for the light rail station.
Beacon & 15th, Beacon & Spokane.
15th & Beacon 12th & Sturgis
15th and Beacon
Intersection of Beacon Ave S and 15th Ave S.
Where 15th, 14th, and Golf Dr intersect.
14th ave south and golf dr south
The intersection of 15th & Beacon.
Spokane St/Beacon and also 15th/Beacon
15th Ave S & Beacon Ave S; Beacon Ave S & S Spokane St.
15th Ave S and College Ave S
15th & College
15th Ave S
As a driver, I feel unsafe in much of that area due to the speed of other drivers, and the fact that they will pass me unsafely if I drive the speed limit. As a driver, I also want better separation from bikes to keep us all safe.
all EXCEPT 15th & s college.
15th & Grand: speeding. Beacon & Hinds:
15th and Beacon.
Golf Dr/14th Ave/15th Ave Beacon Ave/15th Ave Beacon Ave/Spokane St
15th and Beacon
15th/Beacon and Beacon/McClellan.
15th Ave and beacon
17th and Stevens,And Forest
The only times I have felt unsafe are when I am obeying the 25mph limit on the street and a car decides to pass in the center lane between Spokane - Columbian or pass on the right in the parking lane south of Columbian. These are dangerous interactions for anyone but especially for those not inside a vehicle. Reducing the speed limit without any calming measures whatsoever has proven ineffective on these streets.
The intersection of College Street and 15th Avenue S
Not having separated facilities for bikes causes drivers to pass dangerously and pull into oncoming traffic
Most unsignaled intersections on 15th Ave. Beacon and McClellan.

Question 10: As someone who drives, which streets or intersections feel least safe in the project area?

My biggest fear is hurting a vulnerable pedestrian or cyclist. In that regard I'd just like to see more safe infrastructure for vulnerable road users.

Beacon Ave near Red Apple/El Centro

Intersection of 14th Ave S and Golf Dr; 15th Ave S and Holgate

15th and Beacon. Any turn onto a street where parked cars are too close to the intersection and block visibility.

15th Ave S & Atlantic St

None. Cars just careen through at whatever speed they want.

Columbia and Beacon

I think cars are moving too quickly on 15th given all the on-street parking limiting visibility, and the other road users who are more vulnerable.

All of 15 th.

17th and Beacon

Beacon Ave between Spokane and 17th

Cars often pass me while I am driving the speed limit using the turn lanes, I believe that eliminating the third lane would make this safer for drivers

Atlantic

The unsignalized crossings of 15th Ave S are risky.

Spokane and 14th is scary.

Beacon and 15th

Beacon in front of the Light Rail station

15th Columbian interchange

columbia/beacon

All of them.

12th/Golf/Sturgus; Beacon & S Spokane

Beacon and columbian.

15th Ave s.

17th and Beacon. College and Beacon (hard to see cars coming up the hill). Golf at Charles (again, cars just appear out of nowhere there, sometimes sticking out too far).

Golf Dr S / 14th Ave S Beacon Ave S / 15th Ave S Beacon Ave S / S McClellan St

The entire length of the project area puts cyclists in danger because cars aren't physically separated

15th ave s from jose rizal bridge to beacon ave s

1) Intersection of 14th Ave S & 15th Ave S at the Pac Med building...nearly impossible to turn left from 14th Ave S onto 15th Ave S northbound without just hoping that there isn't speeding traffic coming. 2) Intersection of 14th Ave S & S Walker St. Turning onto 14th Ave S from westbound S Walker St. is very difficult as you cannot see oncoming traffic. Usually there are vehicles parked too close to the intersection & delivery vehicles (at the convenience store) blocking the view of traffic. Add 4-way stop like was done at 14th Ave S & College which helped a lot.

It's difficult to turn onto 14th or 15th north of Beacon Ave since sight distance is very limited due to cars parked very close to the intersections. I'm concerned the reduction in parking on 15th is going to exacerbate that problem on 15th.

15th Ave

All of 15th because people drive fast and recklessly.

Question 12: Please share your feedback on why you selected your preferred design alternative for 15th Ave S.

More than three-quarters (80%) of survey respondents shared feedback on the design alternative they selected for 15th Ave S:

- Alternative 1: A protected bike lane on both sides of 15th Ave S
- Alternative 2: Two-way protected lanes only on the east side of 15th Ave S
- No Preference

Two way lanes have the issue of not connecting in the city. So the two way lane just ends or turns into a one way lane and you have to figure out how to cross the street somehow. I prefer 2 way bike lanes in general but until we can get them to connect 1 way might be better

I do not like either alternative. I do not like the bus stop to change, because we need it for the people who need to go to Pac Med for appointments.

Option 2 has southbound cyclist to cross the street because of switch back and forth needing to merge left on 15th after the bridge and merge to right if you're going pass through the intersection of Beacon x 15th. There's total of three crossing for cyclist which is ridiculous

Alternative 2 wouldn't work properly for bikers especially, all the other roads connecting to 15th Ave are already one way bike lanes on both sides, not to mention that I fear there could be bad accidents on 15th and S Bayview.

It provides space for passing other cyclists if necessary and two bike lanes can be protected with a single barrier. Don't need bike lane. Waste of money. You give no choices to eliminate bike lane. Waste money to make driver more confuse and not safe.

Because the single lane you're more likely to get doord

My preference is leave it as it is or back to what it was. I don't want any changes.

At beacon and hinds and keep left turn

Two way PBLs feel less safe than one way due to drivers not expecting bikes travelling in the opposite direction.

I just feel that the one way lanes are safer. I find that pedestrians know which way to look, and no matter which direction you are going, you have an easy right turn option to get off the street.

I have ridden on the 2 way bike lane in Capital Hill and it is difficult to get into and out of and feels unsafe crossing intersections

I selected No Preference because I think both of these designs are problematic. Removing parked vehicles and putting in bike lanes of either type will make it less safe for both pedestrians, bikers and drivers due to increased speeds. Parked cars provide safety and separation for pedestrians and increase visual friction. Also, as a pedestrian, I will now have to deal with more lanes and more speeding vehicles (both bike and cars) at crossings. Bikers riding downhill go fast and don't stop for pedestrians. This will be a nightmare for children, the disabled and the elderly!

Cars need to not be the extreme priority, people need to

Alternative Two has two big positives over Alternative one. First, it avoids a messy car/bike interaction right by Pac Med, (Golf Drive and 14th Ave "Y" intersection). Also avoids the issue of pedestrians parking along the South Bound bike lane and needing to cross it in order to get to their destination.

I do not approve both Alternative 1 and Alternative 2 since this will hurt the neighborhood and will cause more difficulty for pedestrians and drivers. Also, I do not see many people bicycling that would cause to remove this many on-street parking spots.

I travel up and down 12th, 15th, Beacon, the ID, and Capitol Hill on bicycle a lot. I much prefer 1-way protected bike lanes as they are easier to use and navigate onto and off of.

More parking available

Just feels more obvious to drivers that the road is meant to be shared with bikes and pedestrians. A bigger space for non cars would make that road and the whole neighborhood much more pleasant to move through. Though, I am just happy that you folks are interested in keeping us safer!

Changing sides of the road from the two-way bike lane on 15th Ave S to the one-way bike lanes on Jose Rizal Bridge is dangerous for cyclists because drivers don't expect to see oncoming cyclists on the right side of the

Question 12: Please share your feedback on why you selected your preferred design alternative for 15th Ave S.

road. Because two-way bike lanes are wide enough for cars, it's more likely that delivery drivers will park in them, forcing cyclists into traffic. It also means that families leaving the daycare at Pacific Medical Center will have to cross 14th Ave S and then 15th Ave S to get to the southbound bike lane. Bikes should receive the same prioritization as car traffic. The continual switching from one side of the road to the other indicates that they are a design afterthought, not a real form of transportation.

This seems better for cyclists and probably equally fine for others.

They both look workable as long as the bike lane barriers are strong, not flimsy and low profile

two way removes necessity of crossing over

Our roads are a mess, several of our bridges are past their projected lifespan. Why are we doing this? Fix the roads, and let the bicyclist go to the parks.

Do not agree with either designs as taking away parking on 15th Ave S to create an additional bike lane will cause many more problems. There are parking issues already and losing parking on 15th will cause more headaches and stress.

Unnecessary

Either alternative works, as long as: - Changes made to 15th Ave S result in slower speeds for drivers which can include traffic calming like additional stoplights/stop signs along the corridor and raised crosswalks for pedestrians - SDOT incorporates physical barriers beyond ineffective paint and plastic flexposts like curb bollards and concrete to prevent private vehicles and delivery vehicles from entering or parking in the bike lane(s) and creating a dangerous situation - There are reasonable accommodations for parking for people with disabilities and mobility devices like zoned parking and loading zones

Any protected bike lane is better than nothing.

Cyclists can slow down if it's 2-way, they are flying down the 1-way streets and as a pedestrian, this is terrifying.

Please I need my parking. I have kids I need to take to school. I need to go to work in Bellevue. I can't afford to move.

A Bicycle arterial should use the same flow as car traffic. (I find motor vehicle operators are often laboring at or beyond cognitive capacity.)

Better separation between cars and bikes

Prefer no bike lines at all we live in a city not country side

Taking out all of the no turn on red options is detrimental to already backed up traffic. Vehicular traffic has to keep moving.

Like riding in the direction of traffic

I generally prefer one way protected bike lines, but I think whichever design minimally disturbs existing transit and parking should be prioritized along with increased marked crosswalks

If parking gets worse than it is now, my partner and I will be moving out of the area.

I'm not sure if which is more convenient for bikers.

Parking

Cuz you'll do it anyway. Typical for south end.

I prefer if there is only one bike lane and parking is maintained. It feels ridiculous to propose parking removal on a residential with very limited side street parking. The argument that transit needs to be preserved on other streets is null because I've seen other streets in Seattle where the bus and bike lanes coexist. Additionally, the argument that bikers need a flat street is also null as bikers will often move to the safest street regardless of hills, Seattle is filled with hills, and many commuter bikes in Seattle are electric (how would people get up the myriad of hills, otherwise?).

I think it will make it easier for cyclists to enter the bike lane and help with traffic calming, which is very important to me.

Because so much of the city uses one-way protected paths or has non-connected bike segments, it can be hard/dangerous to switch from going in the direction of traffic over to a two-lane protected bike lane (like in Capitol Hill on Broadway).

There will be a significant parking limitation on 15th if taken away. Instead of the current approach the existing bike lanes on 14 and 15th ave can be made protected

I don't want a bike lane at all. Taking the only parking we have in the community for people who just pass by.

Whatever design that will facilitate parking for residents

Question 12: Please share your feedback on why you selected your preferred design alternative for 15th Ave S.

As a driver it seems easier to keep an eye out for the two way bike lane instead of 2 different lanes. But do whatever is safest for the bikers. Drivers should not get the preference.

Seems the easy to merge on to beacon ave from 15th Ave

Both design alternatives create a deficiency for residents of the project area by removing essential parking. Bicyclists commuting through the neighborhood can use alternate routes, but residents of the actual community cannot find adequate alternate parking.

Harder to predict oncoming bike traffic in a two way lane if oncoming riders have to navigate poor bike lane road conditions.

Whatever is safer for bicyclists and pedestrians.

Traveling with the direction of traffic is more intuitive and safer for all road users

One-way lanes on both sides of the street are more intuitive to use and quicker for people on bikes.

I think protected bike lanes are what's most important, I don't have an opinion between being on the same side or opposite sides of the street.

It feels more intuitive to have the directions be in line with traffic while safely separated

Don't feel safe with Bikes needing to merge with traffic

The intersection at Golf Dr/14th Ave/15th Ave needs to be redesigned to slow down cars, ideally with a traffic light or all-way stop sign to improve sightlines for drivers and safety for pedestrians, while also allowing easy entry into the Pacific Medical Center's new campus configuration

Probably better not to have bikes flying into each other on the hill above the bridge.

I would prefer to cycle with flow of traffic with driving calming measures implemented

Putting a bike lane on 15th is taking away parking from people who live here. Quality of life will dramatically go down for most while less than 10% of people will enjoy the lands... performative governmental changes that change the landscape for the worse.

With alternative 2 at least SDOT will be able to sweep one side of the street.

I think two way protected bike lanes are safer.

I think separate one way bike lanes better so that the bikes aren't too close especially when the downhill cyclists are riding with speed.

Bikes travel with traffic. Two way people might not look both ways and will park in it!

Seems to have the least "no turn on red" areas

Preserving parking along the proposed bike route is a priority for residents. It is helpful to preserve parking between College and Bayview, but this ignores the parking north of College along the route, which is still a major problem.

It allows bikes and traffic to travel in the same direction and prevents using the two way bike lane from being used as parking. Also avoids people exiting cars from crossing a two way lane without looking both ways. People already park in the bike lane on 14th despite it being established for years!

As it gets the parked cars off 15th Ave S. Street isn't wide enough now for the traffic with parked cars, trucks and bikes

Both designs have pros and cons. The challenge is with increasing density on Beacon Hill, Seattle neighborhoods further south and the discovery of many that these parts of the city are alternatives to I-5 congestion to get to W Seattle and south King County, both cars and bicycles have been increasing over the past 3 decades.

It's a tough choice but I think since the bridge is one way I think it would be simplest. If the bridge changed to 2 way then I would favor 2 way

In general, I don't like two-way bicycle lanes because drivers entering/existing driveways do not expect a 20mph bicycle going "the wrong way". While southbound would be the "wrong way" direction and it is predominately uphill, there's a good section that's slightly downhill and it is easy to gain considerable speed. I worry about the apartment complex driveway at 1300block of 15th ave S which is already limited visibility due to the incline. Feels like that plan is signing cyclists up for collisions. I also do not believe the southbound direction is workable from Dr Jose P Rizal bridge being one way on each side of the street to expecting southbound cyclists to cut over at the Golf/Charles/12th intersection. Many cyclists will not do so and be in an unprotected roadway. For both plans I strongly object to increasing the road width. Drivers already speed through this area and it is a well known fact that wider lanes cause drivers to increase their speeds.

Question 12: Please share your feedback on why you selected your preferred design alternative for 15th Ave S.

It reduces the amount of times I would need to cross over from one side of the road to the other to connect with existing bike lanes

I feel as this is more protection for the cyclist. It feels safer and more separate from vehicles.

Having to navigate from two way bike lanes to one way at the bridge (and likely the south end) seems like it would complicate riding and add some risk.

Two way dedicated lane is preferable but either one, particularly if fully separated from vehicle traffic (no plastic cones) and graded at same height as sidewalks

Option 2 is better but less parking overall would be best.

2 way bike lane feels like a safer option for taking my nephew in the bike trailer.

Because cyclists deserve protection.

Car drivers ignore "no turn on red" (as reported for new Green Lake bike lane)

Any option must include physical barriers to separate cars from cyclists. Flexposts are not adequate to deter cars or protect riders

my main barrier at times with biking is safety and 2 way lanes generally feel safer as there is more space allocated to biking

Keeps bikes safe and in just 1 area. Should allow to retain some parking

It would feel safer as a cyclist to ride within the consolidated double-wide bike lane. Biking with kids, it would be easier to turn around and double back without having to cross car traffic.

Not a big fan of CYA "design alternatives" like this. Choosing the safest route is your job, not mine.

Prefer 1 but happy with 2

No more bike lanes. Traffic caused by the bike lanes is making it unsafe to ride bikes or walk around the Hill.

I don't believe that either of these options are viable and you aren't listening to the people who live here. There is already one directioned bike lane on 15th and the other on 14th. Use those. Make those safer. Don't remove the parking.

I don't have a preference. I live near Beacon & Spokane, so I am less familiar with the intimate details of the North end of this map.

More easily connects to the single lanes on the bridge.

More intuitive to have bike traffic in same direction as car traffic

Provide more space between sidewalk and cars on both sides and put more traffic along both sides of the street so it is more pleasant for visiting businesses in the area.

Please do not remove parking along 15th Ave S, or at least allow for some parking to accommodate businesses and residents with limited mobility who need to have their vehicles nearby.

More No Turn on Red restrictions will cause unintended backups and more traffic in the area, with few or no alternate routes and increased pollution from idling cars.

I like the 2-way protected bike lane idea because it provides more space for people to ride versus having narrow individual lanes on each side. This could provide an experience like the 2-way protected bike lane running around Green Lake where people feel like they're not in a rush.

Whether an experienced or new cyclist, one-way bike lanes that go in the same direction as car traffic are more intuitive and easier to use for all

I dislike both options. Both will make street parking virtually inaccessible for our townhouse community. We rely on street parking regularly. Not just for our cars, but moving trucks, trades businesses and service vans all rely on safe and convenient access.

everything about this project hurts my community and spends tax dollars needlessly on something only a small fraction of people will use.

One way PBLs on this roadway segment makes most sense from a cycling convenience perspective. If you want people to use the bike facility, it has to be the most intuitive. This option is intuitive for me.

I am long time resident of Beacon Hill. I don't like both alternatives since it doesn't give consideration of the increased housing development and gentrification of Beacon Hill and with the North Lot of Pac Medical property. I don't see many bicyclists riding that much especially in the cold and rainy months. I would have liked to see SDOT look at other alternatives than removing of parking such as using the existing greenway that would lessen the disruption to the neighborhood.

2-way lane increases traffic standoff for safer cycling

Question 12: Please share your feedback on why you selected your preferred design alternative for 15th Ave S.

too in the weeds for me. I just want to be sure I have a protected bike lane.

I prefer that you keep permit parking for the residents who live on the street and not add another bike lane when theres already a bike lane on both 15th and 14th

drivers and pedestrians are dangerously confused by two-way bike lanes.

It seems safer to have bikes moving with traffic, and to be honest, protecting both side of the street for bikes also means by default safer sidewalks for pedestrians on both sides which would be awesome.

I think either option would be great.

One-way bike lanes make more sense intuitively to everyone on the street. When riding my bike, I feel like people walking and driving are more aware of my presence, and see me at intersections more readily. Biking counter to traffic in a 2-way protected bike lane can be really scary, and sometimes pedestrians don't look for you when crossing the street.

Safer and easier to make turns when riding with traffic. Two way lanes can be confusing for bikers since you'll have to switch to the right side of the road eventually (when protected two-way lane ends).

Either option feels safe and accessible for me.

I like the two bike lanes as I think it is easier and clearer for the car drivers to know where we are, I also don't like bike lanes that then make us merge with traffic.

If there aren't other two-way bike lanes to connect to afterward, there are often scary or dangerous crossings to get back to the correct side of the street.

More space for cyclists. The transition from 15th to Beacon seems like it would be easier if there MUST be two one-ways on Beacon.

As long as there is a protected bike lane i have no preference

The current options does not provide parking between Atlantic and Massachusetts streets on 15th Ave S.

Cycle tracks at cross streets can sometimes confuse drivers and can make it more dangerous for the cyclist going in the same way as traffic but opposite lane.

Having a larger space for bikes allows for safer freedom of movement, eg passing when necessary, and feels safer and better respected by drivers than smaller single lanes. I find two way bike lanes less likely to be obstructed (knowingly or unknowingly) by drivers

Don't really care. Just want lanes built in 2023. No more delays!

The 2nd Ave 2 way bike land is one of the easiest and safest-feeling bike paths in the city. I like two way lanes and feel like the road separation/protection is most comfortable for me.

Ease of entry into the bike lane from which ever way you are already traveling versus having to cross the street to get to the bike lane.

I would prefer this one because Alt 2 does not have an adequate transition from 12th Ave S and S Charles St going from a lane on each side to two lanes on the eastern side.

While I prefer one-way protected lanes on both sides, the current designs for the 14th Ave. intersection look unsafe. There is still a high right-hook potential at this intersection.

Better flow with traffic

Seems simpler, gives bikes a wider lane

Two-way bike lanes are wider, and so even if it's the same amount of space per lane it feels safer.

I would prefer not having to cross the street to get to the bike lane, would be easier to just go north/south on the correct side of the road.

The speed differential between riders coming downhill vs. riders going up.

More space together which makes it more extensible

Safety, a buffer between bikes and distracted drivers.

From my experience, 2 way protected offers more separation (feeling of safety) between cars and bikes. It also seems to have less issues with cars blocking the bike lane.

There is a significant hill to climb and I would feel safer not having a cyclist bombing down the hill toward me if I am climbing.

It is more efficient to travel the same direction as car traffic so there is no need for specific bicycle traffic lights.

A two way bike lane is wider and provides more of a buffer from cars.

I think one-way bike lanes on each side are highly preferred. I think this configuration is more intuitive for both cyclists and car drivers. Slower traffic is to the right. Every bike mirror I have had is mounted on the left of my

Question 12: Please share your feedback on why you selected your preferred design alternative for 15th Ave S.

helmet. With two-way lanes, cycle/car conflicts are more complicated: turning cars have to expect bikes from both directions on a two-way configuration, this is a (poorly) learned habit. (I find this hard to do as a motorist who is a cyclist.) With two-way lanes, a cyclist turning when already on the left of the car lanes is more complicated for all drivers. Transitioning between two-way and one-way lanes is also clunky and possibly less safe. It looks like this planned further south. Is the buffer between parking and bike lane a vertical barrier? A curb would be good as cars otherwise violate that space. (see Linden Ave. N.)

Since the Beacon Ave segment is going to be one-way bike lanes, I prefer consistency with the 15th Ave S segment. It's very annoying to have to cross multiple lanes of traffic to get from a one-way to a two-way bike lane or vice versa.

In my opinion, two-way bikeways should NOT be installed on two-way streets. It creates a really unsafe condition where vehicular traffic adjacent to the bikeway is travelling towards oncoming bike traffic. This is especially dangerous at intersections or curb cuts where cars have to cross over the bikeway. Directional bikeways are more predictable and preferred.

two-way bike lanes are confusing

I personally don't want this bike lane. As it would take away my parking space on this street of 15th. Just slow down the traffic and I would be able to bike on this street.

It seems only reasonable for protections to be in place for cyclists and pedestrians. Some folks in wheelchairs have been seen, of necessity, using bicycle lanes.

I want a safe bike route

I am concerned about the problem of reduced parking along the route and the immediate blocks surrounding the route; neither option adequately addresses the problem

Better not to bike across 15th back and forth

I find two-way bike lanes dangerous for all road users.

Two way protected bike lanes make most sense when there is one-way car traffic (like downtown on 2nd Ave). When cars are driving both ways, it is dangerous to expect bikes to cross two directions of traffic in order to turn off the cycle track. It's also an inconvenience to cross the street just to continue going in the same direction, something we don't ever make cars do.

More intuitive. Also gives room for ebikes to pass with traffic when they are going faster than manual power bikes

1-way protected bike lanes are best because: - No need to switch sides at beginning and end of project. - More intuitive for drivers who are turning (they aren't looking for bikes in the contralateral direction). - More intuitive for pedestrians who need to cross the bike lane. However, either design has potential to be an excellent project if the details (crossings, etc) are done right.

Would connect better to Greenway

Two-way bike lanes on one side don't interface well with other traffic at intersections. The Rizal bridge has single lanes so there will have to be jig-jogging across the street to get to the other bike lane. Bike lanes should be continuous like vehicle traffic lanes.

More parking! No need to cross 12th/golf to go south on 15th when coming from the i90 trail Easier access to my house on the east side of 15th (not actually an important design consideration)

more natural transitions, separation of faster downhill people biking

The construction drawings are poorly drawn so it's hard to discern what is going on in them. Next time the designers should think about lightening the aerial photo and darkening the linework of the proposed bike infrastructure. Also increase the size of the sections. You can barely read anything on these drawings all the text is so small and lines are so lightly drawn.

This road is extremely dangerous to cross, having the both bike lines on the North bound side is the safest for turning. Unless more stop signs and traffic lights are integrated into the design.

More consolidated separation feels safer

Transitioning in and out of the 2-way bike lane is a hassle and would be really slowed down by the two stage bike turn box.

I think 2-way bike lanes cause more conflicts with turning drivers. Specifically, drivers turning left across the bike lanes don't check for cyclists moving in their same direction. At traffic lights, this is normally solved by making cyclists wait while drivers get a green left turn arrow. As a cyclist, I get annoyed that I have to wait for this. That

Question 12: Please share your feedback on why you selected your preferred design alternative for 15th Ave S.

issue is eliminated by having cyclists always travel in the same direction as traffic. Something I don't like about 1 way bike lanes though is that it is often difficult or impossible to pass a slow cyclist

Prefer two-way protected bike lanes, and I'm hoping parking on both sides will result in narrower lanes and slower car traffic

Only one side of the street needs to deal with driveway and bike conflicts. Also avoids the 14th/15th interchange. Provides more parking at bayview intersection

There needs to be parking available between college at and golf drive south. Neither of these options is suitable. The population density and lack of homes with parking is too high to not have parking available for a mile section of 15th Ave S.

Bike lanes will be larger on one side and less affect to car traffic and easier for pedestrians to cross street 15th Ave S need to be completely repave to ensure safety

I dislike them both. It eliminates my street parking which is something I highly value. I feel safe enough as is on the roads and don't need the extra bike lane.

I also drive as well and seems like this plan will take away my parking. I don't have usable dedicated parking.

My preference is to choose a different street for the bike lane (12th, 13th, 16th, 17th, 18th). I do not feel safe as a biker on 15th currently and under the proposed plans, I would not feel safe either. Based on my observations of how people drive on 15th, adding a shorter concrete barrier is not going to stop cars from hitting people on bikes.

I generally prefer one-way protected. People seem to understand the flow of traffic in these. However, the 14th Ave 15th Ave split may still be a big problem for cyclists and pedestrians.

It's more logical and easier to use for a non-daily user

Two-way is more dangerous for crashes with drivers at intersections and oncoming bike traffic, especially on hills and in the fall/winter when rain, ice, and leaves will fill the lanes.

I don't know. It just seems safer, I guess?

It's a steep hill and cyclists will be going much different speeds up and down hill, and the bridge is also one-way on both sides.

the one way lane seems more flowy and ties into the neighborhood more.

Simpler

Avoids awkward lane shift at south end of Jose Rizal bridge

It would be slower going south, because of the need to cross the street twice (12th Ave S and Beacon Hill Dr), but solely for the sake of the 14th / Golf / 15th intersection safety, I think I prefer it.

As a bike commuter, I hate two-way bike lanes and believe they should be avoided if at all possible.

I prefer to not deal with bike boxes and confusing treatment at intersections. In practice, cyclists ignore these and make unsafe movements across the street on the first green light. One-way lanes are simple enough to use without prior education.

More protection for north bound lane on one side of the road. I have a bike trailer for my kids so this would allow more space if necessary for other bikers to bike around me.

I have used the two-way bike lanes on 2nd and Broadway, and I do not like this as I have been almost hit by cars who seemingly do not expect a bicycle to come from in front of them as they turn.

Because the parking will be removed.

I rent here and I need my parking to get to work in Bellevue down town.

I think people find 2-way bike lanes confusing and are more likely to get hurt in them than in 1-way bike lanes.

I need to get to work. I work in Bellevue. Furthermore, I also rent out portions of my home to help pay for things. I think a lot of people hate to admit it but rental income helps pay for a bit of the house payments. I think I would go under if I didn't have my rental payments come in and my tenants all prefer to drive, non bike.

I cannot bike. I never learned how to ride a bike so I drive. I am going to lose my parking with either options.

Either are big improvements on existing. I prefer the No Right turn and bike turn box on 14th at Beacon X. That should be done with either plan.

I actually kind of like biking through the parking lots when I'm biking north on Beacon by Jefferson Park. Though of course sometimes I stay in the road because I don't want to be disruptive, or there are a lot of people in the parking area. Anything that will make bikes safer on the main part of the road is good IMO.

Question 12: Please share your feedback on why you selected your preferred design alternative for 15th Ave S.

One way protected lane allows for street parking to stay. There are MANY apartment complexes, single family homes, and townhomes that rely on the street parking because there are no parking lots or garages for them to park. Removing this parking would not be equitable to those without a garage or place to park their car(s). Also, for someone to come visit a family member or friend on 15th they would have no place to park (other than on a hilly side street). Our street also has many elderly people living on it and asking them to park and walk down steep hills is NOT a safe option. Not to mention the fact that when it's icy or snowy the side streets are inoperable. When this happens, people HAVE to park on 15th to be able to get to work. Not everyone lives and works in the city and they require use of their cars on a daily basis. ALSO, we haven't even talked about delivery services, mail service, where are those trucks and cars going to park when they deliver mail and service goods. If you are concerned about slowing down traffic and protecting cyclist then get some speed bumps like you do in the richer Seattle neighborhoods. What you are proposing is a horrific solution that will cause much headache for the people that actually live on this street. The city cares more about the people passing through the street than they do about the people that live on the street.

I don't think that this plan is sound. The residents of this street are dependent on the parking that is on the street currently. This project is designed to benefit a community of bike riders who do not live in the neighborhood while causing harm to actual residents who live on the street. The entire premise of this project is wrong. The data you have used to justify it is incorrect. And I strongly believe that you are doing harm to underserved communities. My neighbors deserve better than this.

It is extremely difficult to read and interpret any of those segments.

I would go out of my way to bike on a two-way bike lane on 15th instead of using 14th like usual.

Two way bike lanes make me nervous because drivers usually aren't in the habit of checking in front of them for cyclists.

They both look great. Excited to see one get built!

One way lanes makes the transition at the bridge much safer

One ways going with traffics feels safer from my experience and you are riding in a location where where cars, other bikes and pedestrians expect you to be.

It feels safer and more easily understandable to bike in a protected bike like in the same direction as traffic.

Protected bike lanes on both sides aligns with car traffic Two direction bike lanes on one side puts one direction of bike lane against traffic flow

Having two lines on one side creates a great buffer and the turn on to 15th S and Beacon Ave is more seamless.

It is much easier to navigate and route when moving with the flow of traffic, rather than possibly riding against it.

As someone who regularly uses the two-way bike lane on 2nd Ave downtown, it's clear that drivers don't always think about bikes coming from both directions (and that's a simpler traffic situation, as 2nd Ave is one-way). Given how folks drive and all of the neighborhood traffic that flows to 15th Ave from the side streets, I'd feel safer with bike lanes that match vehicle traffic flow.

Quite honestly I don't like either choice, both have issues that do not deal with more traffic calming measures and crossing safety for residents in this corridor. In addition, the major concern is the issue of loss of parking for those who live on 15th Ave. S. This issue has been brought up multiple times with SDOT representatives and no discussion or any valid options to accommodate these residents has been offered up. All we hear is "we are looking into it and will get back with you." we've only hear crickets on this. It is very apparent that the focus is heavily swayed towards the bicycling community and not towards the residents who will be negatively impacted by the loss of parking. There have been a number of alternative route options that have been offered up by the community and by the Beacon Hill Council that have fallen on deaf ears. the only options discussed where the ones SDOT wanted to steer this project direction in and not really getting the best feedback from the community mostly affected by this project.

still need to maintain parking options

Honestly, I prefer the alternative 2 design. However, I dislike the bike signals that are in Downtown and would not want one in the route I frequent most. I think they hold up traffic and keep cyclists in the way. The point of cycling is to get to where you need to go more conveniently than if you were driving (it's healthier, fewer cars on the road, do not have to find a parking spot, do not have to pay for parking, etc.) I think it is important to maintain a flow of pedestrians/cyclists/e-motorists than it is to prioritize the cars.

Question 12: Please share your feedback on why you selected your preferred design alternative for 15th Ave S.

The bike lanes across the Jose Rízala bridge are already 1-way protected. Making cyclists veer back and forth over disconnected bike lanes is bad planning. 2-way bike lanes work particularly poorly on steep slopes, where there is a big difference in speed between the downhill and uphill riders.

Less confusing, safer, dual side cycle improvements seem to create improved traffic calming, etc.

More efficient turning, bike traffic signals are helpful

Less risk of being doored in 2-way bike lanes.

I just want safe bike lanes

Neither appear safe options for the area. Placing bicycle paths on these busy streets rather than using the side streets is surprising and dangerous to bicyclists.

Because that's what SDOT did on the Jose Rizol bridge and continuity is important. At the very least, whatever strategy SDOT picks for north Beacon they should continue in the southern segments.

The bike lane is an after thought. If it is like downtown, bikers will be better off riding with cars rather than the bike lane. You don't wait at lights as much that way.

Looking at how traffic flows on 15th Ave S, crossing a double bike lane to enter into traffic will be nearly impossible during rush hour times in the morning and afternoons. 15th Ave is an active transit zone and delivery zone all day starting around 630AM up to about 7PM. Between deliveries (USPS, UPS, Fed Ex, Amazon) and pickups (trash, yellow school buses and KC shuttles), and stacked traffic coming from both the ID and Beacon Business Core due to traffic light regulated dysfunction, not to mention rush hour bike traffic, potential lane taking for construction (cut-ins and re-paving panels) for new home construction, 15th Ave S is going to be a parking lot. A two-lane bike lane on the east curb is really going to make pulling out of a driveway an unnecessary 20-minute ordeal.

I think two way bike lanes on either side of the street tend to be better than having them on one side. That seems to be the consensus amongst most people who are regular cyclists.

It would be an easier lane to enter

one lane bike lanes provide minimal distance between bikes and cars. Generally I feel much safer on the 2 lanes throughout the city

There are other options that are safer than bringing dedicated bike lanes on 15th and north beacon hill

I think either would be good

2-way bike lanes are more dangerous and require unnecessary crossings

I don't love biking against traffic and turning into driveways across two lanes as a driver is hard.

The left turn safety

I find two-way more pleasant since it gives more room when it's empty, and makes it clear where all the bikes go.

Having to cross the street to get to your side of the road half the time is a trip interruption

Takes up less road

This retains some parking

Alternative 2 is much better since approaching 15th from the west and turning onto 15th is already troublesome, and having to cross a bike lane would make it worse. Rarely do I have to turn onto 15th from 16th, since if I'm on 16th I can go further east to beacon ave for most things. Even if I turned onto 15th from 16th, it would only ever be left, and I can use the light on Hanford, which would assuage concerns of hitting a bicyclist going either direction.

They both look better than what we have

Would be cool

more safe and avoids collisions and injuries

A One-Way Protected Bike Lane on Both Sides of the street is safer in my view

It seems to make the most sense to me as a bike commuter. Riding on the same side of the street as I am going with traffic.

Whatever is faster!

The two way bike lanes are great for dense neighborhoods where drivers are more accustomed to looking both ways for bicyclists. On Beacon Hill, driving culture rules. Drivers speed, make turns, and generally drive with disregard to bikes and pads. A two way bike lane would make me feel unsafe from turning traffic. As well as greater risk circumnavigating ride-share/delivery drivers temporarily parking in the bike lanes.

Question 12: Please share your feedback on why you selected your preferred design alternative for 15th Ave S.

Feels safer with a dedicated two way bike path instead of two separate one way bike paths where there is greater risk of dooring by parked cars. On that note, why not also do a two way bike path along beacon Ave as well. I'm not a fan of needing to transition from the two way to the one way going southbound at beacon and 15th. Also replace the one way bike paths with two way bike path along the Rizal Bridge.

Hills are not appropriate for 2-way protected lanes. Cyclists are required to pass each other closely while the downhill rider travels at a high rate of speed and the uphill rider is much slower and can be intimidated.

Downhill traffic must also be able to merge with car traffic and shouldn't be trapped in their bike lane.

Because it makes me feel the safest while on my bicycle.

Seems more convenient for bike traffic by allowing better access to each side of the street instead of segregating all bike traffic to the east side of the street. Also allows a more natural flow of bike traffic based on how many people are used to traveling, and gives more of a buffer away from the road to people on sidewalks on both sides of the road.

Easier to obey traffic pattern cars obey.

Biking in the direction of travel of the rest of the traffic is so much safer

Because the bridge is already one-way in both directions, this is preferred. I would rather have a two-way cycle track but I don't want to have to switch lanes at the bridge, so one-way on either side is better.

It seems like the safer of the two options, but honestly it's not clear from the plans.

My commute from work requires me to go right on 14th Ave S. When there is a lot of traffic during the evening rush hour, I don't think having to cross from the east side of the street will be very safe unless there is a cross walk like or something similar.

Two way protected bike lanes going down hills (like 2nd Ave) are very scary. I'm not a fan of riding up hill with a heavy e-bike bombing down coming right at me.

The single bike lanes are not as safe because the protective barriers that are normally used can easily be run over by cars. We see how in parts of town with those barriers, sections are often missing. By designating a wider space for bike lanes (both ways), it makes the bike lane more established, easier to see, and more likely for cars not to swerve or drive onto them. As a cyclist, these two-way lanes make me feel safer than the single lanes.

No bike lanes are needed.

In other places I bike (like Capitol Hill/central District) there are places where you have to cross the street in an unsafe way to get to the two-way bike lane. If your journey doesn't happen to start on the side of the street of the two way lane, riding across intersections or merging to get to the two way lane can be a hassle and feel unsafe. Also the two way lanes can be unsafe because there is no buffer. Very easy to have a head-on collision with other bikers.

Protected bike lanes are much safer than unprotected bike lanes and will induce more casual riders to commute this way. Unprotected bike lanes only work well for the risk-takers and highly experienced riders because, for newer or casual riders, the lack of protection instills rational fear of motor vehicle traffic around them.

Better connection with the PBLs on Jose Rizal Bridge / 12th Ave. Also, as it's still a significant hill, bikes in the two directions will have significantly different speeds, which makes the 2-way PBL feel more dangerous.

Without proper protected bike lanes there will not be an increase in usership. Inattentive drivers may drive over them

This is the worst, most useless, exhibit I have ever seen. What do you do all day over there in SDOT.

works well in other cities and easiest for cars to get comfortable with, keeping cyclists & peds safer

Because of the hill, the people biking will be going at very different speeds, because of this it will be safer to separate the bikes lanes

Two lane options feel more difficult as a driver and as a bicyclist. I feel like the main perk I could see with them would be ease of turning around.

More opportunity for driver confusion (not looking for bikes both ways). Bikes having to navigate around each other, potentially passing into on-coming bikes. A more complicated crossing at Golf Dr S. & S. Charles St (especially at a time when momentum is important).

Simpler, safer

It can be dangerous to get on the two-way bike road coming from regular traffic

2 way bike lanes feel safer than a single lane. I could be incorrect though.

Question 12: Please share your feedback on why you selected your preferred design alternative for 15th Ave S.

Whatever is you think is technically best for bicyclists and pedestrians.

It's always awkward to get in and out of 2 way lanes when coming from the opposite direction

Prefer the less parking options, they often make it harder to bike. Also I like having a lane on each side

More intuitive for cars and other cyclist to have flow of traffic mimic flow of car traffic.

Two way protected bike lanes feel safer, and feel more common throughout Seattle.

Prefer less chance of conflict with oncoming bike traffic

I like biking with traffic, it feels more natural and reduces how much I need to cross the street.

Just want it to happen

I was didn't find a bike lane in the dark because it was on the other side of the road and then got my bike stuck in a trolley track and really hurt my knee. The bike lanes need to be in an obvious location

I think this is a waste of money designed to cater to a small niche of young white people.

One-way bike lanes make the most sense because both bikes and cars are traveling in the same direction - same flow of traffic. When you make a two-way bike lane on one side of the street, it often doesn't integrate with other bike infrastructure well when it starts or ends, making it confusing to navigate. I would be for Alternative 2 only if it integrated well with the bike lanes/routes both North and South of this project area.

A two way protected bike lane sounds more dangerous on a two way road. Unless you make the street one-way (like 2nd ave downtown), it will be very difficult as a cyclist to make turns from a two-way bike lane.

There is already a one-way lane for southbound and in either scenario street parking is lost.

Taking away the parking between the 12th Ave bridge and college will impact the people who use their cars to get to work where biking and buses are not feasible for them.

Bike lane on a single side and protected; more parking on both sides of the road; No turn signals

Cars are more comfortable passing if you're in a separate lane

It feels like maybe a two-way bike lane would feel more spacious.

Less confusion overall, more natural traffic flow of multimodal. Less changing right to left sides of streets while biking around

as a biker, it is easier to navigate turns and manage car traffic in this configuration

Bikes going against other flow of traffic is dangerous.

Having used most of our two-way bike lanes in the city, I find the experience sub-optimal with driver interactions in the contra-flow direction.

Seems like it moves faster

It just seems to be the better options

I chose no preference because i do not support either design. Both designs, plus this project as a whole ignore the wishes of the beacon hill community. SDOT is prioritizing transient commuters over the everyday, homegrown neighborhood residents.

It just seems more intuitive to have bike lanes follow the the way cars drive, rather than cramming bikes on one side of the street. Feels like it would make turning easier.

Provides safest bike route and will help limit traffic speeding and improve pedestrian safety. Prioritizes the safety of pedestrians and cyclists over parking.

It looks way safer, more approachable, and more protected.

Drivers routinely disobey posted traffic laws. Asking drivers to do more (no turn on red) will fail. I simply assume drivers will break the law for their convenience.

Criss crossing the street is not favorable for biking.

I THINK BIKE LANES ARE WASTE OF MY TAX DOLLARS AT THIS TIME

My actual strongest preference is whichever can be completed soonest. But all things being equal I like the holistic feel of a city connected by two-way bike paths. Their implementation in SLU, Downtown, and Green Lake are great.

Cyclists should be seen within the view of oncoming traffic in both directions and should not have to cross the street to make a turn - this makes turning more dangerous and more of a hassle because cars are not expecting a biker to have to cross the street to turn therefore they won't be looking for them. As a cyclist who bikes 100 miles a week primarily on the street (not on trails like the Burke Gillman) I typically avoid two way bike lanes and instead opt to just ride in the car lane going in the direction of the car so that I am in their line of sight. It is also crucial that street parking does not sit between the moving traffic and bike lane because this also takes the

Question 12: Please share your feedback on why you selected your preferred design alternative for 15th Ave S.

cyclist out of view of the traffic (I avoid riding on Denny between Mercer and Fremont because of the number of times I've almost been hit by a car.)

Honestly, I prefer to prioritize bikes over cars and I trust the professionals to make that decision. I prefer one because the transition to beacon Ave s makes more sense but alternative two would allow bikers to pass each other more safely especially with the prevalence of electric bikes.

I prefer this version because it gives bike traffic a dedicated space and limits the options for bikes and cars to cross each other to one direction based on the mode of travel.

prefer two way bike lanes over one way each side.

I don't like biking in protected bike lanes. I feel less visible to drivers, therefore more vulnerable at intersections. Pedestrians jog and walk in the protected bike lanes often without being aware of any coming cyclists. Drivers often park in protected bike lanes, or use them as their personal waiting areas. I prefer asserting myself and taking the lane. Or using bike lanes that are right next to traffic. In the end the protected bike lanes take away parking which is already in short demand. I am STRONGLY against protected bike lanes. I am upset and disappointed each time a new one pops up. This is coming from someone who is a part of a community of professional cyclists who all feel the same. If people aren't comfortable taking a lane, they shouldn't be biking anywhere near cars.

I don't want to cross the street to turn directions if I were to do so. Also I don't want to have to deal with the pedestrians and the kids in this area crossing and getting stuck in the middle of the street because they'll have to watch for two way traffic from cars and from bikes. Dealing with all these pedestrians and two way traffic is annoying. If we can just get rid of the traffic and the walking pedestrians and make it bike only that would be nice.

If you make double lanes on one side, cars will pull in and park using their yields and bikes have to go around them, which defeats the purpose of protected bike lanes.

Neither of these options are taking into consideration the needs of those who actually live within the quarters of the planned project. These plans also do not align with the communicated needs and compromise that tax payers and residents in the affected area have expressed repeatedly to city project managers and personnel. These plans directly reject and elect to NOT account for the shortfalls and unsupported claims which have been raised for the viability of the plans, and to also not truly consider better alternatives. Better routes for placing Bike lanes in are not considered in a genuine matter, lack of parking for residents in the affected zones HAVE NOT been accounted for at all, safety of those living in this zone HAVE NOT been accounted for. Neither Alternative 1 nor Alternative 2 provide concrete proven evidence that safety for both Bikers/Pedestrians/Drivers will be improved. The main and only focus is adding bike lines - even though the benefits DO NOT outweigh the negative effects on those who actually reside and pay taxes for property in the affected areas. Improvements should be an overall positive solution, not to push a single agenda item (Bike Lanes) and ignore the improvements which will truly make the zone more safe/live-able/improve resident quality of life for the majority of residents within the zone and neighboring areas. The demand for bike lanes is NOT the majority, the need for safer crosswalks and intersections for pedestrians and drivers is the popular choice for residents in and surrounding the area.

This looks the most safe and connects with the bridges

2 way gives better separation of bike and car traffic

I like alt 2 but think it should divert to 16th Ave at Holgate Street and the bike lanes over Jose Rizal bridge should be changed to have a two way cycle track. This provides more appropriate bike lane widths and 16th is more gradual and avoids the Beacon ave and 15th Ave intersection.

A two-way lane is larger and more noticeable in my opinion, which boosts the chances of a driver not running over people.

A two way lane provides less opportunities for a vehicle to collide during a same direction turn. It also gives more overall bike space to allow for passing of slower cyclists using the other lane.

With both bike lanes on one side, pedestrians will also have a sidewalk that's extra far back from the car lanes!

If only your journey to or from some place is safe, what's the point? People should have the option to ride and protected by bike lane to and from their destination

Question 12: Please share your feedback on why you selected your preferred design alternative for 15th Ave S.

Neither design alternative is preferable. All current neighborhood residents from S Massachusetts St northward would lose essential parking for which there are no alternative side street parking solutions. Removal of parking along 15th Ave S does not serve residents of the community.

I currently park on 15th Ave S between Massachusetts and Atlantic. This project will take away this parking and force me and my neighbors to park up to 5 blocks away from our residences. As a nurse who works 12 hour shifts often in inclement weather this is not viable option. I would unsafe leaving my car this far from my home given crime in this area. My home backs up to a green belt and we do not have alleys or extra parking like other parts of the neighborhood. I think it unfair to take away year round parking for residents who use this service in favor Of bikes who use these lanes for a third to one half the year.

I am furious that no matter what my side, East, is losing parking no matter what, in both of your scenarios. Design 1 would at least provide some more space still on both sides between passing cars and pedestrians walking down the sidewalk.

With so many more people biking, 2 way lanes are less safe than one way lanes. The best, future-proof design is alt 1.

Easier to understand than two way

Bike traffic is more centralized on the street compared to having one-way protected lanes on each side, making it more obvious to drivers where to expect bikers and making it easier to keep bike traffic in mind. Two-way protected lanes also require only half as many barriers or bollards.

I prefer bike lanes on both sides because it is much easier to access the bike lane no matter which direction you're coming from without confusion. I also think drivers are more confused when the bike lane is only on one side, which makes me feel less safe. They are even less likely to look for cyclists coming from a different direction.

Bicycles are flowing in the direction that cars will expect on each side of the road

Two way protected lanes on one side of the road feel very very dangerous as a bicycle riding head-on into traffic. Putting lanes on each side of the road puts all traffic moving in the same direction on each side of the road.

This is a busy Ave with blind bends, cars cutting over the centerline cause the lanes are narrow. Can't the bike lanes us 14th so or 12 th Ave so?

It's less confusing for cars, which is most important for safety

This is laughable. This isn't about aesthetics. It's about safety and the environment. Neither of which you seem to care about. As you are hopefully aware that infrastructure constantly gets more expensive, build the two way for safety, for the climate, and to keep long term costs down.

As a driver, having bikes on both sides of street feels more distracting than on one side only. As a biker, I like that there is more room for bikes should they need to swerve to avoid an obstacle and having all bikes co-located can increase visibility of the higher concentration of bikes.

Two way can sometimes be hard to get into and out of.

Drivers seem really confused by two-way bike lanes and I see frequent close call when drivers make turns and don't expect someone on a bike to be coming in both directions. For some reason, we also seem to make two-way bike lanes too narrow here, so you get some close passes sometimes

I would prefer no bike route at all. I park on 15th Ave S and without a place to park it will become impossible for me to use my car for transit as competition for side street parking will be fierce.

Living in the project area, this work will dislocate our parking. Like us most other people in the project area will be similarly impacted. I urge you guys to take into consideration the pain that the tax paying residents of this area are saying which is to not take away parking from us

Safer for those who would be biking on the west side of Golf as well as those who would be accessing the Pacific Tower campus via the North access road and the south entrance by PacMed Clinic.

I like both 1 way and 2 way protected bike lanes so if being able to preserve more parking for neighbors is possible with 2-way, I'm good with that to help the project move more smoothly.

Because there's no option to reject the bike lane. I'll lose my parking. I cannot bike or walk.

It seems safer and easier to access my turnoffs along the route

This is only a slight preference. Would be happy to just have a protected bike lane. I think the speed difference caused by the hills could make a two way bike lane feel a little less safe (i.e., if you're going up hill slowly and

Question 12: Please share your feedback on why you selected your preferred design alternative for 15th Ave S.

someone is cruising down hill quickly and you pass right next to each other). However, it think it depends on how wide the one-way lane is. I could see riders traveling at very different speeds on the up hill section and a two lane option may make it easier for quicker biker to pass.

Don't have to cross traffic when 1 way starts / ends. Less room, more opportunity for head on collisions with 2 way.

Alternative 1 would have consistent one-way protected bike lanes along the entire project corridor

Your "protected" bike lanes are horrible. So unsafe being hemmed in. DONT do this! Educate cyclists and cars to share the road. With 2 TERRIBLE alternatives I simply chose the less bad. Contraflow protected bike lanes are useless and scary. STOP listening to the activists (who are organized and have the time to fill these out), and try to connect with actual day in day out users. The ones you want to talk with are the ones like me who are riding on a wet, windy december evening at 5pm. But you never try to connect with us!

I feel it is dangerous to go back and forth between one way and two way.

None of the alternatives are my preference, because adding the bike lanes would sacrifice parking for residents and potential shoppers for local businesses. In addition, both alternatives might cause serious traffic backup given delivery trucks, garbage trucks and school buses will have no where to park and/or stop without holding up the entire lane. Unless they are allowed to drive over the concrete barrier and/or occupy the bike lanes. In addition, biking along 15th Ave S is not feasible in general given the low light and slippery road conditions (fallen leaves spread and stockpile everywhere, especially along curbs.)

I like how you can pass slower cyclists safely on a two-way protected bike lane and ride side-by-side if it's quiet. However, it's important that the intersections are designed with cyclists in mind so you can cross the street or turn easily in either direction

I prefer bike infrastructure that follows established patterns as it eases bike/pedestrian conflicts. It also demonstrates that cyclists have access to the road, not something that drivers my interpret as something more akin to a trail or sidewalk extension

designs are too complicated

Would allow for bikes to ride next to each other more safely

There are pros and cons to each option, but I think there are more cons for the two-way protected lane on the east side. For one, the uphill (south bound) bike traffic will have to stop their momentum after the bridge to use the crosswalk and connect to the lanes, then regain their uphill momentum. Second, these south bound cyclists on the uphill section will be sandwiched between 2 lanes of fast traffic-- the cyclists bombing downhill on their left and the vehicular traffic going north on their right. With the wider lane also comes an invitation for delivery and other vehicles to use the lane for stopping, thus putting these uphill riders (already in an awkward traffic pattern) in more danger if there is any blockage on the lane. The biggest pros for the one-way lanes on each side of the road is that cyclists will be put in a predictable traffic pattern, and make it easier to connect to the various other lanes (Jose Rizal bridge, Beacon Ave, etc.). In my experience, predictable traffic (including bikes and vehicles) are always the safest option, and you will get more users if you make it easier to get around.

provides more flexibility

I don't think any of these are great for 15th which is a major artery for the city and to the hospitals. There will be huge back ups and emergency vehicles will not be able to get through. Delivery vehicles will stop in the middle of the road more than they already do. Working class people who must have cars will have no where to park. It is going to be a mess 14th ave s already has busses a bike route there makes most sense

A one-way bike lane will connect better with the Rizal bridge and should force drivers to move more slowly because they are channeled to the center of the street with bikes on either side.

Both designs are bad. Current design is fine. I'll have trouble crossing the street. And lose my parking that I use to drive to work in Redmond.

Makes the transition off the bridge easier

Two way lanes are unintuitive for users.

The most standard approach and the one's drivers and bicyclists are most familiar with

One-way bike lane on both sides is more intuitive and easier to ride than two-way lane.

I wish you had some traffic research and safety findings accompanying these options. The way you present it, I am pretty much supposed to go on a hunch or have a reaction to the loss of parking! Well, I don't care about parking. I care about my safety and the safety of cyclists on Seattle streets. This way seems more intuitive to

Question 12: Please share your feedback on why you selected your preferred design alternative for 15th Ave S.

both drivers and cyclists, as it mimics how cyclists would ride with cars across the city on roads without any separated lanes. I have always been annoyed that there has not been a dedicated bike lane for cyclists traveling north on 12th Ave S until we get to the Jose Rizal Bridge.

The two way protected bike lane makes for an uncomfortable uphill intersection for southbound riders as they have to cross from the "correct" side of the street to the left side. I hate bike turn boxes, they are not large enough for more than one rider or a cargo bike, and vehicles do not understand them

Going up the hill bikes are going slowly but right turners won't be looking to their right (turning onto the street). This creates lots of potential conflicts.

The steeper hill at the north end could be dangerous with a two-way bike lane due to the downhill speeds. Seems simpler.

Having the bike lane as it currently exists, or having a bike lane cross through 14th to get to 15th is challenging for that intersection.

Fewer No turns on red.

One-way protected bike lanes are much safer and more intuitive to people walking, biking, and driving. safer for everyone

Two-way bike lanes should not be used on hills - they create dangerous situations because of the high speed difference between cyclists in too small of a space. They're also more dangerous at intersections.

I think this makes more sense as a connection to the lanes already in place on the bridge.

I prefer traveling the same direction as general traffic. The only way I'd prefer the two-way bike lane on the east side is if the extra space was used for concrete barriers between car traffic and bikes.

I feel less safe riding my bike in two-way protected bike lanes as they create more confusion for all users.

Two way lanes cause negative interactions at every intersection.

Having to keep track of bikes in one place is a lot easier than having to keep track of them in *two* places.

One-way bike lanes are always more convenient when turning left or when passing slower riders (especially downhill). Riding on a two-way PBL next to oncoming traffic (such as Green Lake Way) can be disconcerting without real separation from cars. Two-way PBLs should only be used where turning and stopping is infrequent.

Because there is less interactions with cars.

Generally safer for bike riders to be riding with flow of vehicle traffic, especially at intersections, unless there are special circumstances such as busy bus stops on one side, or lots of driveways one side and none on opposite side.

One way feels safer

I prefer bike lanes going with traffic, otherwise there's always some point where you have to cross over against the traffic to the other direction.

Safety, ease

One way bike lanes are more intuitive and, when fully protected, are safer than two-way lanes

Two-ways feel too crowded

Seems safer, makes for simpler intersections

More intuitive to ride with the direction of the traffic.

One-way protected bike lanes are less confusing for everyone involved - cyclists, pedestrians and drivers. They're easier to navigate into and out of on a bike.

Alternative 2 provides more protection for bikers & scooters.

Two way bike lanes almost never feel safe. And are a pain to use when they end or you need to turn off the route.

It feels safer. Alternative 2 reminds me of downtown, which feels more protected than when biking down the bridge. One important thing to consider is the transition from SB from the Jose Rizal to Alternative 2. I also like the dedicated bike signals. Alt. 2 would also help with that transition from 14th/15th into Golf St.

These are safer feeling to me!

Don't make bikes wait for two crosswalk signals.

Less impact

I feel safer when traffic (both bike and car) is traveling in one direction. Two-way bike lanes never feel big enough.

Question 12: Please share your feedback on why you selected your preferred design alternative for 15th Ave S.

I feel that the 2-way design will really slow down southbound cyclists, and it will be difficult and inconvenient to transition between the one-way and two-way sections of bike lane, especially while going uphill. I also worry that cars will not expect two-way traffic on one side of the road and there will be danger from cars turning. I worry that if the 2-way bike lane is blocked, south-bound cyclists will be trapped and have no way to get around. I worry that a 2-way bike lane will get used as parking. The 2-way bike lanes just feel less intuitive and harder to use to me as a cyclist.

Both designs don't include any aspects that address your 'concern' of the unsafe intersections. Will this be added. Also the parking appears to be fully removed for a majority of the residential area. I chose alternative 2 to give delivery trucks and mail persons a place to pull over and make deliveries. However, I still believe that an additional design needs to be considered to keep the parking.

cycle tracks on each side use the existing cultural flow. Simpler for drivers playing Pokémon to adjust to for right of way, et al. Two way path is segregating and claustrophobic.

Limits cyclists needing to cross traffic to make turns

Uphill/downhill in shared space with vastly different speeds in two way lane seems problematic.

I think both could be good options and a great improvement if they are designed well. I just find biking on the same side of the street with traffic to be more intuitive and easier to navigate, so I have a slight preference for the one-way design, but I would be very happy with either.

Honestly, just having any protected bike lane sounds great.

Seems easier to group the bicycles

One-way is less confusing for all street users

Less confusing to motorists, pedestrians, and cyclists if going in the direction of traffic. Easier to handle turns, less chance of colliding with other cyclists going the opposite way (two-way lanes can be cramped.)

It's where drivers expect to see us.

One-way protected bike lanes are preferred

Protected is needed no matter what. On each side of the street is safer for cyclists and drivers can expect that more

One way lanes in each direction are typically preferable on two way streets. Its also better at some key transition points, for example, at the Jose Rizal bridge. Better alternatives are needed at the Beacon intersections neither option presented is great.

Two way protected lanes cause awkward crossings/merges at intersections from one approach.

That's the way the bridge is. I'd the bridge was 2-way, that would be fine bits no hood to cross from one way to two way

A single bike lane per side ensures that cyclists move with the direction of other traffic , turns make much more sense.

one-way simpler than two-way

Drivers aren't used to looking for contraflow cyclists. Also, as a cyclist, if I begin my ride outside the project area and end outside the project area (i.e. ride the entire length of this project) bouncing back and forth is just annoying and unnecessary.

It feels awkward to ride a bike in the opposite direction as the adjacent travel lane. I don't think many drivers expect to encounter cyclists doing that.

2 way bike lanes are a pain and over all I'd be less inclined to use them.

This is the fastest and safest design.

Connectivity

One-way lanes allow easier access to destinations on both sides of street. Due to hills, large speed differences between north vs southbound cyclists may lead to dangerous passing situations.

Heavily disfavor two-way bike lane for only short sections of a project. Forcing bicyclists to criss-cross criss-cross as they try to go in a straight line is not human-centered design. However it would depend on the bridge configuration. If the plan is to continue two-way traffic on E sidewalk then a two-way lane on E side of road is not the worst.

I feel much safer on 2 way bike paths rather than paths on the shoulder

Two-way bike lanes are terrible for connecting to existing routes and require unnecessary complications for cyclists needing to turn. (For example, southbound cyclists needing to use a crosswalk to continue south on 14th

Question 12: Please share your feedback on why you selected your preferred design alternative for 15th Ave S.

is cumbersome and clunky.) Being able to ride in the same direction as car traffic improves predictability and does not necessitate drivers needing to look in uncommon directions at stop-sign intersections.

I prefer the double bike lane. I feel like it gives more protection at intersections.

honestly, i am picking this because alternative 2 seems more likely to happen the less amount of parking spaces you will take away from residents along this stretch.

There are no awkward crossing to meet up with other bike lanes or that force users to cross the street in an unnatural way. Also drivers don't look for riders going against traffic on the opposite side of the street.

I feel like this provides more visibility for cyclists, and may discourage drivers using the bike lanes for parking. And at the 14/15/Golf intersection, it keeps cyclists out of harms way.

There are a couple of problems with 2-way protected bike lanes. 1. An extra bike crossing from the 2 1-way lanes 2. This is on a hill, could lead to head on collisions due to speed

avoids awkward transfers from one way bike lanes at the north and south ends of Alternative 2's two way bike lane.

I hate it when bike lanes switch from one side of the road to the other, as they would here coming off the bridge

It preserves parking while offering a protected bike lane .I really prefer option 1 but they City does not maintain bike boxes and drivers do not respect them often blocking them

Two way bike lanes on 1 side of the street are confusing for drivers making turns, putting cyclists at higher risk of being hit by drivers

I prefer the lanes remain separated on the side of their respective travel direction. I prefer this for the continuity of the connection at the Jose Rizal bridge and at Beacon/15th intersection. It makes most sense to not force interactions with vehicles and cyclists than are necessary, which is what the two-way design would do. We don't ask other road users to unnecessarily cross the street, so I see no reason for that design. Keep people moving forward rather than sideways and keep the interactions predictable (i.e. no head-on interactions are possible with parallel travel in the same direction on each side).

Because studies have shown that two-way protected bike lanes produce more injuries.

<https://usa.streetsblog.org/2019/08/16/study-two-way-bike-lanes-produce-more-injuries/>

Since biking is my primary mode of transportation I'm OK with either choice. As long as I have a protected bike lane in both direction be it a one way or a two way it's fine by me.

I would rather bike with the flow of traffic and I am concerned about how I would get to the 2 way bike lane from the International District. I am usually biking from West Seattle to Beacon Hill and back for a class.

One-way lanes comport with normal right of way rules that everyone is familiar with.

the two-lane bike lane would force cyclists to stop and wait for the pedestrian crossing at the intersection of 15th and Beacon Ave no matter which direction you're going, even straight (is my understanding)

Two way bike lanes are dangerous on hilly routes.

One-way bike lanes on each side of the street are more intuitive and safer for both cyclists and car drivers.

Less street crossing when already on the side of street you want. Parked car buffer and greater buffers of 2 and 3 ft. on both sides.

One way protected bike lanes are the safest option

Drivers tend to be slightly more aware of things moving in their same direction. It's more normal and natural.

MORE INTUITIVE FOR RIDERS = GENERALLY BETTER FACILITY DESIGN

Protected bike lanes slow cars that are turning. Reminds them to look before turning. Great for cyclist and pedestrians.

I don't have strong opinions here. I do like a nice wide two way lane, as it allows some side by side riding from time to time.

One-direction bike lines are more effective, safer, and more likely to be used

I have heard that one-way PBLs are the safer option so I support that.

Seattle needs to taking the needs of people biking seriously. People biking get so little of the roadway as it is and it is dangerous. A trap way protected bike lane doesn't work here.

It creates a much safer area around Golf Dr and 14th Ave S.

Some of the Alternative 2 choices look nice, but it will be too scary on the north end where there's a downhill that folks take fast. Avoid head on bike collisions. Option 1 is better for southbound bikes at beacon ave

Question 12: Please share your feedback on why you selected your preferred design alternative for 15th Ave S.

intersection, too. they won't need to wait for the walk signal to go. just make sure the south bound bike lanes are *actually* protected. otherwise it looks like they will be used as right turn lanes.

Better flow with cars in direction of travel,

Im happy with a bigger designated bike lane. one or two way isn't important to me.

When the bike lanes are ganged together on one side of the street there inevitably is a weird section where a bike needs to cross traffic to get from one side of the street to the bike lane. These always seem to be awkward and involve extra infrastructure (bike traffic light) to allow for someone to cross. These lights are often times in reality not used by cyclists for better or worse. We instead just look both ways and go.

easier to make turns

I live on 15th Ave S. My home does not have a garage/parking. Both of these plans would eliminate parking on my street, thus congesting the already limited parking and potentially lowering the value of my home.

This feels the safest in terms of being separated from car traffic.

I am very skeptical of two-way bike lanes because of my experience on 2nd St in downtown Seattle. The two-way lane on one side of the street is super confusing for people driving, so people often do illegal turns or other dangerous things around the bike lane (some because they don't care about the safety of people biking, but many because they're just confused). The light timing on 2nd is also terrible for biking if you're going north, so you end up spending more time waiting for lights than you do actually biking. I've never had issues like this on streets that have protected bike lanes on each side of the street moving with car traffic.

If it is 2 way the vehicles may be more cautious

one-way lanes connect better with other bike infrastructure, e.g. the bridge

Bigger buffers between cyclists and motorized vehicles; narrower vehicular traffic lanes which should slow down drivers; "All Walk" phase at 15th and Beacon should eliminate confusion and likelihood of drivers running red lights.

Bikes stay in one protected area, not all over the place.

Bike lanes on both sides of the street (such as Columbian Way) take up more space than necessary.

Keeping cyclists together seems likely to reduce the number of places drivers must look

One way protected bike lanes are safer. I would like to bike our son to pediatrician appointments at Pac Med and visit more businesses in Beacon Hill by bike but it is unsafe to bike there

Alternative 1 provides a better environment for pedestrians.

On busy streets I prefer to bike in the same direction as car traffic.

Two-way bike lanes are statistically less safe and the priority of protected bike lanes should be to offer protection for people biking or using mobility devices from people driving dangerously.

One-way lanes are more standard and intersections are simpler.

Going northbound just South of the Jose Rizal bridge, it is possible to really get some serious speed going... Having a bike grinding uphill coming the other way puts both pretty close to one another at a 40 mph differential. #2 is BETTER for Southbound riders, as it eliminates the intersection of Golf and 14th... But not better enough to make me choose #2... But another important question is what happens right as you come onto the bridge going North... Because you are really cooking right there, and if you don't have a smooth transition into the car lane, there WILL be serious problems... #2 is a very bad idea coming onto that bridge going downhill Northbound... I've done that route 1000 times... And there is no currently no need to transition into a car lane at the bridge because I am already IN the car lane coming down the hill pacing the traffic speed for speed. So actually forcing a bike lane into the mix right there is more dangerous, not less. That is one place in the city that I actually feel safe in traffic.

I want a concrete barrier between me on a bike and all cars. I think consolidating bikes with bikes keeps bikes further from cars, and leaves more space (opposite side of street) for car parking, away from bikes.

Constantly switching from one side of the road is confusing for cyclists and often dangerous, as it can be unpredictable for cars.

Parking available on both sides between S College St and S Bayview St

People are more likely to see you if you're traveling the same direction as traffic. Drivers doing respect no turn on red.

I think it's a safer option for cyclists and does more to reduce vehicle speed.

Question 12: Please share your feedback on why you selected your preferred design alternative for 15th Ave S.

2-way bike lanes are going to be dangerous here and lead to head on collisions, and confusion from drivers (and riders).

more parking for people who live along the route

two-way bike lanes are terrifying at intersections. drivers making left turns do not look for passing traffic on their left, EVER, and they generally do not obey "no turn on red" signs. have had SO MANY close calls on such bike lanes around seattle (like the one in magnolia from emerson to gov't way - yikes!)

This seems like the best way to get ample protection for bikes on what is a very narrow street to install bike lanes on. it will give downhill/northbound riders who are traveling faster more separation from traffic and uphill/southbound riders who are traveling slower to see traffic. Alternative 2 completely isolates the bikeway from the awkward angles of the intersection at 14th/15th/golf. The crossover for SB riders is properly placed at the end of the Jose Rizal bridge where i often come to a stop anyways. this is ideal and should be the alternative chosen for the project. Lastly, alternative 2 creates the opportunity for a sidewalk-level path through jefferson park along the east side of beacon way and a connection to the median trail south of colombian way.

Two way cycle tracks never have a smooth transition for off ramping for the lane going against traffic

Prefer not to cross traffic to continue SB on jose rizal bridge or when entering from farther south on beacon ave.

There is already 1 way bike lanes north of Dr. Jose Rizal Bridge and these would integrate better with those instead of forcing riders to merge into and out of a bike lane

Two-way lanes provide extra width, and therefore extra protection from drivers. This is necessary because SDOT chooses to use plastic flex-posts instead of actual bollards or concrete protection to protect actual people while clearly preferring those controlling 2-ton hunks of metal.

2-way PBL option along entire segment seems most intuitive to people on bikes as well as drivers and pedestrians. Avoiding timely, less intuitive transitions from existing PBL to new one at south end of bridge also seems desirable.

But options provide protected bike lanes. I'm not affected by any parking impacts.

Going against traffic in one direction feels slightly creepy

At both ends of the section the bike lanes continue as one lane on each side, so it makes sense to connect them seamlessly on each side rather than have to switch and switch back. It's also more natural to bike with that direction of traffic than against it.

Alternative 2 creates too much disruption coming off the bridge for south bound cyclists. It also creates more dangerous crossings for south bound cyclists trying to continue along 15th Ave S, or turn right onto any side street along 15th to access bus routes on 14th Ave S. Alternative 2 feels like it is compromising bike safety for car convince and parking which is not the goal of this project.

I have no preference for either, but I do worry about people disregarding the no turn signals; I see people ignoring them (or maybe not noticing them) at the Beacon/Columbia intersection so I worry about cyclists getting a false sense of security

In general, one-way bike lanes on opposite sides of the street are easier to follow and reduce conflicts. That being said, there are some roads on which it does make sense to put both bike lane directions on the same side.

Fewer conflicts with turning vehicles

It's a tough decision. The one-way option is usually safer because cars crossing are accustomed to looking only to their left before pulling out. But in this case, the two-way is on the better side of the road for it. There are fewer long, awkward crossings on the east side of 15th, and the "normal" direction of travel is fast for bikes (downhill), and the "abnormal" direction is slow.

I think the need to move from one side of the street to the other after crossing the Jose Rizal Bridge in Alt 2 is confusing and adds a potential collision point. I also wouldn't trust people driving to adjust to the "no turn on red" at 15th and College as proposed in Alt 2, adding another potential collision point.

One-way protected bike lanes on both sides of a street create more predictable interactions between cars and cyclists than two-way bike lanes on one side of a street.

Saves costs on physical barriers only needed on one side of the street. Hopefully makes this less likely to continue to be ignored

Seems slightly safer to have the two-way. Like both options though.

I think this is safer

Question 12: Please share your feedback on why you selected your preferred design alternative for 15th Ave S.

In the area are many drive ways. 2-way bike lanes and drive ways are not a good combination (extremely dangerous)

Fewer driveway interactions with cars, a larger combined bike lane would be easier to upkeep (leaf removal). I would however be concerned about distracted drivers ending up in a two-way bike lane without realizing it, since they would physically fit.

Alternative 2 offers a single light controller for all bike traffic, and all bike travel is located in the same area which I think will make it safer for both for vehicles and bicycles traveling through the intersection.

There is more buffer between vehicle traffic and bikes. Bike lanes are wider. Also the bend out & no turn on red planned for College & 15th Ave S will improve safety & slow down traffic.

Two way bike lane allows more space for cyclists to avoid vehicles. Also, a wider more visible two-way lane is easier for vehicle drivers to understand, etc...

I have followed previous discussions about this project and believe that the two way protected design has the communities support.

If either of the options have to be built, having to add the additional need to look backwards over your shoulder to turn left across the bike lane seems less safe than having bicycles traveling the same direction as the other vehicles

Two way bike lanes feel safer to me in general as there is less risk of cars turning right blindly across the lane Separation

Two-way bike lanes are dangerously confusing for all road users. A large percentage of the close calls I've had with drivers while cycling were when I was traveling opposite the direction of traffic and a driver was turning right. "No-turn-on-red" signs aren't common enough for all drivers to be looking out for them and aren't a proper solution to that problem.

Dr Jose Rizal Bridge already has one-ways on both sides, keeping the rest of the project as that will keep cyclists from having to cross the entire road to convert from a one way to a 2-way

The two way lane seems to be a much more safe/comfortable feeling arrangement at Golf/14th/15th. However, if northbound travel means crossing to the opposite side of the street, I think it will be frustrating to wait for signals to do so. I also worry that cars won't expect northbound bikes on that side of the street, and there are few signals along the way to provide protection.

Two way bike lanes are hard to use if you have large panniers on your bike and if you are turning into other streets.

The existing connecting infrastructure works better with one-way on each side bike lanes. SDOT also does not have a good history of connecting two way PBLs in a way that isn't a huge time penalty so many people who bike will just not use the two-way ones "correctly".

Question 13-14: Which intersections along Golf Dr S and 15th Ave S should be evaluated for redesign and how would you change it?

Over one-third (38%) of survey respondents shared feedback for intersection improvements.

coming down from 14th ave to meet up with 15th at Pac Med, it is hard to see cars coming from northbound on 15th, because of the curve. Oftentimes, the vehicle cannot even merge to go north on 15th Avenue S

15th and Bayview because of crazy cars seeding to 15th. As well as Beacon and 15th

S Bayview St

College and 15th Massachusetts and 15th McClellan and 15th 15th and Spokane

Crossing 15th as a pedestrian feels dangerous due to fast traffic and poor sightlines.

Put in some stop signs along the long stretch between College and the bridge to slow things down especially at the intersections where there is reduced visibility close to where the road curves (Massachusetts, Grand, State, Holgate, Plum).

If you select Alt 1, where the bikes go from Golf Dr. to 15th, crossing the turn off to 14th just paint does not seem enough to keep everyone one safe. I have been nearly hit and run off the road at that area, and all I was doing was biking from Golf Dr. to 14th Ave, let alone crossing it. Currently the car drivers drive fast and aggressively right their by Pac Med.

I would like to see more lighting and better signage.

14th and Golf needs to be safer for walkers and bikers. Too much pavement to cross and cars coming very fast! I am not a transit designer, but I would look into ways to slow traffic in that area along with allow pedestrians and bikers a more protected chance of crossing the intersection. Beacon Ave area is scary too due to number of cars around and the amount of fast drivers.

Reduce on-street parking on Golf Dr S. Cars parked along there put bikes in danger of being doored when going north (downhill). It also provides space for leaf litter, garbage, and broken glass to accumulate. Why does PacMed need on-street parking when they have the most surface parking of any building in Beacon Hill, plus a parking structure?

Visibility can be tough at this intersection. A stoplight would be helpful...

all are endangered by speeders. Most are not a current standard for crosswalks -- elevated etc

15 Ave S needs to be redesigned for slower speeds from traffic as per recommendations above.

Please I need my parking. I have kids I need to take to school. I need to go to work in Bellevue. I can't afford to move.

the intersection at Golf Dr S and 15th Ave S seems perched, or fraught. Drivers are on a secret mission that must not be delayed (in their heads).

Something to create more visibility

All crosswalks should have painted crosswalks and ADA compliant curbs

Going right to 12th.

Please reevaluate 15th and Massachusetts

If Alt 2 is selected, I would ask that the intersection at the end of the bridge at Golf Dr S is evaluated, since the bike lane configuration would be changing.

Stop sign every few blocks. 15th and Massachusetts, 15th and state the curve near there is pretty dangerous with a lot of speeding cars

All of the intersections need speed controls, improved sight lines for turning vehicles, and safer pedestrian crossings. We who live in this stretch of 15th Ave S do not need additional cross-traffic with additional lanes for bicyclists. The route is already heavily traveled by vehicle traffic, and bicyclists have safer alternatives on other streets like 17th Ave S and 18th Ave S.

Remove on street parking and a more navigable pedestrian crosswalk at Y split.

Golf and 14th needs to be modified to reduce speeds through the intersection and increase safety

The intersection at Golf Dr/14th Ave/15th Ave needs to be redesigned to slow down cars, ideally with a traffic light or all-way stop sign to improve sightlines for drivers and safety for pedestrians, while also allowing easy entry into the Pacific Medical Center's new campus configuration

Question 13-14: Which intersections along Golf Dr S and 15th Ave S should be evaluated for redesign and how would you change it?

The intersection at Golf Dr/14th Ave/15th Ave needs to be redesigned to slow down cars, ideally with a traffic light or all-way stop sign to improve sightlines for drivers and safety for pedestrians, while also allowing easy entry into the Pacific Medical Center's new campus configuration

Cars coming down the steep hills seem to want to murder bicycles

Hill and 15th and College and 15th. Speed is a huge issue for this part of the neighborhood. Commuters and drivers use this as a throughway and speeds more often than not exceed what is safe. I see cars passing on opposite sides of the street and it's very dangerous. In addition to making improvements for cyclists, I think it's very important to make them for pedestrians as well. Please please do things that will calm traffic or even encourage people to find different ways across town. Speed bumps high enough to slow drivers down. Roundabout, speed cameras, please install. Also, with these changes you will divert traffic to 14th where there is an elementary school. I've also witnessed unsafe driving there even when kids are going to or leaving school. I don't think this can be thought of in a bubble. It's not just about bikers on 15th, I think it's very important to think about the impacts this will make just a block over as well. I shared this with someone related to this project and they said "oh well, that's for someone else to worry about," basically. If that's the case, will you please ensure whoever's "in charge" of the parallel stretch of 14th is so thinking about impacts, that would be great.

All of them.

Fix the sidewalks!

Speed bumps at the intersection of 15th and Golf and 14th

Speed bump at y intersection where it goes onto 14th and at 15th. People tend to race uphill and ignore cyclists and pedestrians.

Both bicycle and automobile traffic needs to slow down on 15th Ave. Possibly a light where 14th and 15th Aves meet by Pacific Towers

The Golf + 15th + 14th intersection is very dangerous as a southbound cyclist and seems unnavigable as a pedestrian

The intersection of Golf 14th and 15th right at Pacific Tower. I hate how long of a turn that is. It exposes pedestrians and cyclists. Close it. Make it a mini plaza force drivers to slow and make a right hand turn. More of a 90 and less whatever it currently is.

Either a traffic light or all way stop. Remove the slip lane for 14th Ave S and provide signals for pedestrian crossing

It's a bad mess for pedestrian, bike and car

Protect bike lanes, reduce vehicle lanes, and discourage driving. We're in a climate emergency, I don't understand how you can justify anything else.

Road can be rough

No that's a dangerous intersection, you should have south bound bike lanes continue up 14th and south bound bike lane on 15th. That's an easy solution and makes that intersection 100% safer. Don't make the bike lanes cross that fork.

Illuminated pedestrian alert at 15th and Golf Dr for increased pedestrian safety. Mirror or other aid for drivers turning left onto Golf Dr from 14th. Better traffic light timing or protected turning at Golf Dr and Charles to encourage use of 12th Ave to access Jose Rizal Bridge in lieu of turning left on Golf Dr from 14th (sharp left turn with poor visibility of drivers headed north on 15th).

The intersection at Golf/14th/15th: I would convert it into an all way stop, add raised crosswalks, and square the corner from Golf onto 14th Ave so drivers have to take their turns slower.

Where 14th/15th/Golf all come together is tricky, especially if riding uphill.

We need more police officers out here stopping the rampant crime. My store gets robbed multiple times a day and you are focused on a bike lane?

Need alternative route signage to connect neighborhood Greenway and 15th Ave bike lanes

Need better lighting near the Jose Rizal bridge and along the Lewis Park and Pacific Medical center. Also, the streets need to be improved.

College and 15th intersection is very narrow. Removing car parking there I think will help a lot, but in a magical world where a left hand turn lane or arrow was possible there it would really help traffic.

Question 13-14: Which intersections along Golf Dr S and 15th Ave S should be evaluated for redesign and how would you change it?

14th / 15th and 15th / Beacon Ave; both of these intersections are huge and take a long time to cross. It can be scary and the road should be narrower or cars encouraged to go slower.

Golf and 14th, 15th and Holgate, College

15th Ave S & Massachusetts; add speed bump or flashing light to slow traffic down to cross safely.

repainted at intersection with 14th.

Golf Drive S and 14th Ave S. Beacon Ave S and 15th Ave S. Beacon Hill Ave S and S Spokane St

14th Ave. Also I am assuming that the road surface is replaced, if not, northbound on 15th and Golf Dr. (descending) is dangerous due to cracks and uneven concrete.

14th Ave S intersection, the east side two way protected lane would improve safety of riders going south.

The intersection where 15th and 14th split. Add a light to control traffic there, the current bike lane is not ideal
All

Northbound on Golf/15th, why no bike lane? not even decent sharrows. And the 15th/Beacon Ave intersection is horrible. Southbound bike lane disappears and Northbound sort of appears after a block or two. Terrible.

The intersection of 15th Ave S & Beacon Ave S needs to have a south bound left turn lane dedicated to bicycles that are turning left from 15th Ave S onto Beacon Ave S.

15th ave S and S College street needs to be upgraded with bulb-outs and more visibility (for cars) around the corners when approaching the intersection at high speed. S Walker Street could also use better tactile feedback to cars when approaching the stop sign so they actually stop.

Instead of "Two-stage bike turn queue box with No Turn on Red on north side of Beacon Ave S and 15th Ave S intersection": Bike left turn head-start of 6 seconds (similar to pedestrian walk sign head start) that lets bikes get across before cars start. This would not require the no turn on red.

15th and Beacon - there should be a bike signal at this intersection as well, and it should allow people biking to cross with pedestrians, before cars.

I personally don't want this bike lane. As it would take away my parking space on this street of 15th. Just slow down the traffic and I would be able to bike on this street.

I do think it would be helpful to remove one parking spot immediately next to the intersections along 15th to increase visibility of cross traffic to protect pedestrians and reduce the chance of accidents

I like that there is no traffic light there, but crosswalk lights and an island with bike lane thru it with a harder R hand turn SB to protect cyclists/pedestrians would be an improvement. Crossing SB up 15th at 14th is dangerous for non drivers

Where 14th Ave S intersects with 15th Ave S next to Pac Med. The left turn heading N onto 15th from 14th is quite dangerous, for drivers, bikers, and pedestrians. You could eliminate that left turn option and require cars wanting to head N to get on 15th Ave S at an earlier intersection with better visibility, or via S Charles /12th Ave S.

Red Apple stop with bus traffic and bikes is problematic. Provide a pedestrian island with a bike lane on right. Blinking lights for bike lane for intersection of 14th and golf dr s.

The intersection of 14th and 15th. It should be squared off so that southbound cars turning onto 14th can't speed through it.

2 way bike lanes should be extended across bridge bc crossing on golf is inaccessible going north on cargo bike
14th-15th-Golf "Y" intersection should be curved to form a "T" and also be an All-way Stop.

Yes. Traffic lights! Let's get some traffic lights and pedestrian crossing strips on the road for pedestrians crossing visibility and not just on this intersection - how able we save lives by make it safer for pedestrians to cross on the road by adding traffic light on 15th Ave S from College to Golf.

Golf Dr S at 14th

All intersections need to be evaluated for pedestrians. The majority of cars speed down this section until a streetlight may or may not stop them at college st. There needs to be pedestrian flashers with more crosswalks, speed bumps to slow drivers down, and yellow pedestrian light which should always be on, located on both sides of 15th near the curve in the road at grand street since it's a blind curve.

15th Ave S and S Holgate St - (1) Need to find ways to slow down traffic at this intersection since it is a curved road car will not have best visibility for bike and people trying to cross the street going up to 14th Ave S (2) 15th Ave S needs to be completely repave to make sure safe bike and drive environment. Road has been in bad condition for a long time

Question 13-14: Which intersections along Golf Dr S and 15th Ave S should be evaluated for redesign and how would you change it?

There needs to be safety measures added to slow down traffic on 15th Avenue S, especially the intersection of 15th and State/Grand (near a curve with few sight lines). I would add some combination of speed bumps, traffic circles, stop signs, and traffic lights that can be controlled by pedestrians (the ones that actually change the traffic light from green to red-- like the one on 14th and Hill, not the yellow flashing lights that are on 15th and Hill/Plum. In my experience as a pedestrian, those do not work to slow down cars.) Those safety measures should be added all up and down 15th to slow down cars who treat 15th Avenue like a racetrack/freeway.

The two-way protected option might be better for just this section or maybe a stop sign or light or other speed reduction options for this area.

A crosswalk at the top of the stairs at Atlantic would make it easier to use this connection to the rest of the neighborhood.

Golf and 14th shouldn't allow cross traffic, or cross traffic needs to be slowed down through a controlled light and barriers making cars take full 90 degree turns to cross.

14th / Golf / 15th. Should have a much sharper turn for cars turning south onto 14th. Ideally a dedicated turn lane, with a stop sign before the turn, with the bike lane continuing straight. So turn lane (with stop sign), bike lane, straight south lane, then north lane. Of course this is different if a two-way bike lane. Also, I have no idea why you ruled out 15th being one way north, and 14th being one way south. Seems like that keeps everybody happy, and retains parking. How would that slow down the buses at all? Makes no sense.

15th and Beacon Beacon and Lander Beacon and Spokane How should they be changed? You should change them to make them safer for cyclists and pedestrians. What does the data tell you?

Slow down the traffic.

If you are trying to get people off their cars in this neighborhood and onto bikes. I would suggest that almost all of the traffic going through here isn't apart of this neighborhood and is actually from the highway. Truth is, unless the traffic from the highway is redirected, there will always be cars going through this area even if you make more bike lanes.

I would make the intersection wider or slow down the traffic. I cannot bike and I would lose my parking if the bike lanes are made. With the number of cars here today I don't even know where they will go....

Please add a flashing pedestrian crossing signal at Holgate and 15th. If having 3 in a row is too much, then move the one from Hill to Holgate since Holgate is a blind curve and connects to pedestrian stairs making it a natural corridor, similar to Hill.

YES! Please add a cross walk at 15th and Atlantic. I have called the city MULTIPLE times to get one installed or something to slow traffic and the city does absolutely nothing except punt me to another person. A child was hit by a car that didn't stop to check on him a few years ago, we reported this and the city did nothing to enhance the safety of the street.

All of them. Cars drive this road at an average of 35 to 40 miles per hour. We often see cars driving in excess of 50 miles per hour. There is not a bike safety problem that requires there to be bike lanes at the expense of parking. There is a speeding and enforcement problem that you could easily take care of by putting speed bumps along the road. You have gotten this terribly wrong and the neighborhood will suffer because of this plan.

The split of 14th and 15th near PacMed

The section of 15th with turn lanes near Beacon Ave seems to be the most hazardous and unpredictable.

15th Ave S and Beacon

A stop sign or something that prevents cars from turning right directly from Golf Dr to 14th.

There needs to be more traffic lights and stops signs on 15th Ave S between College and Golf.

the intersection at 14th and 15th is difficult for bikes, both directions - particularly for any traffic northbound on 14th that needs to turn on to 15th for access to the bridge. More protection for bikes on the SB side and a signal that could control turning bikes (and vehicles) would make navigating that intersection easier and feel more safe.

Where Golf splits to 14th and 15th Ave always feels treacherous as you're biking uphill. I'm moving my slowest at that point, and crossing a wide Y-intersection that feels pretty unprotected. Drivers are usually considerate, but not always. Many of the cross-streets on that route (Atlantic, Grand) also have bad visibility, so it's hard for drivers to see you on a bike until they're already pulled into the street.

Question 13-14: Which intersections along Golf Dr S and 15th Ave S should be evaluated for redesign and how would you change it?

To start with, just about all the intersections should have the crosswalks re-done. Many do not have ramps and make them ADA challenged, this is a safety concern. Beyond that there should be more flashing light crosswalks to allow residents to safely cross 15th Ave. This is even more necessary if resident who lose parking have to walk blocks away to find a place to park, which right now is already next to impossible. So, the intersections that should be evaluated and made safer are. 14th/15th Ave. S. junction. There are tow crosswalks currently there that are probably the most dangerous to cross during the day. Moving the bus stop onto 14th Ave. S. in front of the PacMed parking garage will create even greater challenges not only for pedestrians trying to cross, but also not being able to see any cars coming from the south on 14th if there is a bus picking up when they want to cross. Both intersections should have flashing crosswalk controls. other intersections that could use safer crosswalks include, Atlantic St, Massachusetts, Holgate and Walker. If flashing light crosswalks can't be installed, then how about a stop sign or two along the corridor to slow traffic? Also, the hill up to 14th Ave. S at the Beacon Hill Pea Patch is almost impossible to navigate under any wet weather conditions let alone during dry weather. This is another safety issue for residents, the ramps should be replace with stairs.

Prioritize the people not the cars. Do not time the lights so the cars have an easier time of getting through an intersection. Look at The Netherlands. They are not a perfect system but it is clear where their priorities are; it is in the health and safety of their people. Our city would be much more green if the infrastructure prioritized the people. Perhaps a round-a-bout that allows both cars and cyclists through. They exist and they maintain a much more pleasant flow of traffic than stopping at a light every few hundred feet.

I think the intersections in Alt 1 look well designed

Less parking / more bike safety separations. The walk sign intersection there as well as up the hill at the crosswalk are challenging to navigate it seems for drivers as they don't yield/stop when they're meant to.

Make sure all lights will change for a biker stopped at the light even when there are no cars stopped at the light.

As stated above, move the bike path to a side street. Safety will be better maintained off arterials.

14th Ave S at 15th Ave S: square up the intersection so it's more of a turn. Right now it's like a slip lane and people accelerate on to 14th while crossing the bike lane. For me it's the scariest part of the route.

ANY INTERSECTION THAT IS ULTIMATELY A TRANSIT RELATED WALKING LINK IN THE EAST-WEST DIRECTION. - GOLF & 14TH (TRAFFIC LIGHT & SIGNALIZED CROSSWALKS) - ATLANTIC & 15TH (STAIRS EAST TO NEW RAINIER AVE LIGHT RAIL: ADD PED CROSSING SIGNAGE AND RRFBs WITH STOP BARS, ADD ADDITIONAL STREET LIGHTING AS WELL.) - MASSACHUSETTS & 15TH: (WALKWAY TO ELEMENTARY SCHOOL & BUS STOPS ON 14TH, ADD PED CROSSING SIGNAGE AND RRFB FLASHING LIGHTS WITH STOP BARS, ADD ADDITIONAL LED STREET LIGHTING AS WELL.)

15th and beacon hill & beacon hill in front of light rail station: as a pedestrian it's hard to cross. Too many directions of traffic. Create all cross walk on both intersections.

Golf and 14th

Having more stop signs or at least speed bumps along 15th. People speed a lot and crossing often feels dangerous.

Separate busses from traffic

One of them

The intersection of 14th Ave S & Golf Dr. • Biking south on Golf Dr at this intersection is risky from traffic behind veering right onto 14th • Vehicle traffic headed north from 14th Ave to Golf Dr turning in front of southbound bike traffic Can this be an all-way stop? Can the intersection be designed to reduce speed? Made narrower? Perhaps there be added curbs so that turning right from Golf Dr to 14th Ave is more of a right turn rather than wide-right veer.

15th and state.

12 AVE S uphill traffic should be able to turn left onto S Charles St more easily by allowing cyclists to merge into left turn lane and not be trapped behind barriers.

The intersection improvements in the proposed plan for Alternative 1 seem appropriate, with special emphasis on the 14th Ave S and Beacon Ave S intersections.

The 14th Ave S intersection is way too wide

All of them - do you think they are safe enough? Jesus.

The intersection of Golf Dr, 15th and 14th Ave S. The drivers turning right onto 14th Ave S. Frequently drive on the bike lane. I have had a few cars drive within inches of me on my bicycle.

Question 13-14: Which intersections along Golf Dr S and 15th Ave S should be evaluated for redesign and how would you change it?

No bike lanes are needed. Focus on vehicle mobility

S Atlantic St. Ideally, just close it off to cars; there's easy access from 14th. Barring that, introduce full signalization with no turn on red.

Golf and 14th always makes me nervous when biking up the hill

Just have consistent bike lanes not ones that start and stop, making you merge back into traffic.

Pretty much all of it, but especially where 14th meets 15th

Intersection of Golf Dr S and 14th Ave S when riding southbound on Golf Dr. Possibly raised bike lane, more signage, or flashing lights?

All the intersections need to be marked with a crosswalk and light indicators. People speed all the time and ignore that there are pedestrians in the crosswalks.

Any intersections that are around a bend or difficult to see

College/15th. Signal change (L) with flowers sent to all neighbors of this now busy intersection

If we add a few stop signs, we could significantly increase pedestrian safety: 1) A north-south stop sign on S. Atlantic st 2) a north-south stop sign on S. Plum st

The intersection at Golf Dr. and 14th is pretty bad.

15th and Beacon Ave should require a full redesign. As it stands this intersection is confusing and dangerous for all users and will be a major pain point in this lane being used unless it is fixed.

I think that Bikers accessing 14th Ave S from Golf Dr S need a way to do so and get to the southbound side of the street safely. In the current design they have to use the pedestrian crosswalks and interface with that dangerous stop sign

Golf Dr S and 14th Ave S. Golf Dr S and S Charles Street. Hardening of lanes, reduction of need to have a roundabout or stop sign for that.

Yes the intersection with 14th Ave s really needs to be made safer for hikers and pedestrians. Cars drive way too fast and there's no lights for them.

14th Ave S and 15th Ave S for sure. That whole section heading south to Grand St needs additional crossing support including speed limiters and lighted crossing intersections. Right now people crossing west to east to the park near 14th Ave S have no safe flight at to travel as they are at risk crossing 15th Ave and 14th Ave if they want to head to the Golf Dr S light.

* Note that These have been shared many times to Project Manager and Project Engineers, but still not showing up in plans. 1. 15th Ave S & S State St needs a stop sign to make drivers actually stop/slow down - this intersection is at the end of a curved road with major blind spot and there are no safe ways to cross the street as a pedestrian nor turn out as a driver 2. 15th Ave S & S Grand St needs a cross walk to make drivers to encourage drivers to slow down or yield right of way to pedestrians - this intersection is at the end of a curved road with major blind spot and there are no safe ways to cross the street as a pedestrian nor turn out as a driver As a whole - 15th Ave S is a street that vehicles speed through at very high speeds. Adding bike lanes will not reduce this - in fact without parking, there are less obstacles for drivers to be aware of and this will encourage more speeding. Bikers will not be safer, because if pedestrians are regularly potentially wiped out by drivers - then bikers would be no different. What this street needs is more stop signs in intersections or lighted crosswalks. This street is a small residential street - it should be built like on - not turned into a free for all highway for Vehicles and Bikers to compete for right of way. Turning this into a bike lane and vehicle only will increase accidents and cause more safety issues. Pedestrians here are also having to watch out for both cars and bikers swiping us out - making this biking and vehicle focused will exacerbate this and add one more mode of moving vehicle for us to have to watch out for.

The Columbian Way intersection should be redesigned to give bikes and pedestrians more room and better signal timings.

All of them. Too many speeding vehicles, too many drivers running crosswalks, and not enough traffic control/enforcement.

I feel that speed bumps or roundabouts would force drivers to abide by the speed limit more readily.

15th Ave S & S Massachusetts St needs a crosswalk that flashes lights upon a pedestrian pressing a button. People Fly down 15th Ave S and we need more visibility when crossing and cars approach. 15th Ave S & S Atlantic St needs traffic calming either thru a roundabout or speed humps to discourage rampant speeders.

Question 13-14: Which intersections along Golf Dr S and 15th Ave S should be evaluated for redesign and how would you change it?

The plans at Golf and 15th/14th are pretty good but they won't slow vehicles enough. That area is very dangerous and high speed.

15th and Beacon needs to be properly protected for biker traffic. For example, grade separation of bike traffic, bikes stop in front of vehicle traffic to be more visible while stopped, etc.

There are very few intersections for pedestrians in the first place. There are long stretches of 15th without lights or crosswalks. I prefer traffic lights that turn red for pedestrians - many drivers ignore blinking crosswalks.

Lo! just look at it! Lower speed limits, add bike lanes, add crosswalks. Use traffic calming measures.

Every intersection should feel safe for someone to walk across, there are a lot of kids and elderly folks up here, and the roads clearly are designed for drivers first

We need speed traps and flashing speed alerts to get people to slow down between 15th Ave S and Plum all the way to the Jose P Rizal Bridge. People drive recklessly fast and there have been many accidents. In my opinion (and that of many neighbors) a bike route here would be dangerous to have AT ALL without these safety measures first.

15th and Massachusetts

Corner of Golf, 15th, and 14th.

Mainly just Beacon and 15th. It'd be nice to shorten the crossings. Maybe people biking should be included in the all-way crossing?

15th and state street. Blind turn. Too fast.

Golf and 14th. This needs to be squared off and the crossing distance of 14th needs narrowed. Cars take the right turn off Golf very fast at times. Beacon and 15th does not provide a way for bikes to easily, comfortably, and safely make south bound left turns from 15th to Beacon.

All intersections north of College Street along 15th Ave S. Limited to no stop signs and/or crosswalks.

Any crossing that pedestrians need, there are so few that are accessible because drivers do not realize they must yield for pedestrians at all crossings, not just those that are marked as a crosswalk

There are no good intersections for pedestrians to cross between 12th/Golf intersection and 15th/Plum intersection, which is a distance of nearly 1 mile. I think many intersections within this stretch need to be included for redesign to allow safe pedestrian access, and also traffic calming, which all options in this plan leave out on most of 15th. Also, between the Sinclair gas station and Spokane St there are currently no crosswalks to cross Beacon Ave, which is a problem.

There needs to be some method of disrupting the speed of traffic on 15 Ave s. between the Rizal bridge and College stoplight. Drivers travel at unsafe speeds daily on this street and barrel through the neighborhood, putting pedestrians at risk.

Needs to permit parking. On at least Dropped pin <https://maps.app.goo.gl/UAmB7GcYk4hpUDHd9> I work in Redmond to pay my mortgage. And for my family.

Golf/14th and 15th intersection. A big flashing slow down light might help. I don't think you have to get all fancy. If you would just REPAVE, and KEEP THE ROAD CLEAN, it would drastically improve safety for cyclists, because we could actually use the bike lane rather than having to dodge potholes and grocery carts and other assorted obstructions.

All of them. Just build some Dutch style intersections.

More barriers from traffic, feel close to fast cars

Beacon & 15th.

Potholes need to be repaired. Also, the transition of a cyclist traveling east on S. Charles who then would need to make a left at 12th Ave S seems quite awkward. Is there enough room for them to wait there?

More crosswalks for pedestrians. Speed bumps if they don't interfere with bikes.

Some of the intersections do not have ADA Ramps.

Golf Dr S, 15th AVE S, and where 14th intersects. Put a traffic light. Make 14th the main road, where buses travel anyway. Move the bike lane to the east side of the street (alternative 2).

The intersection at 15th Ave S and Beacon Ave S should be redesigned into a protected intersection. Do a web search for "NACTO protected intersection" for help.

14th Ave. S and Golf Dr South. Not sure..i defer to best practice for safety on such intersections

15th and College - make it no-right-on-red to improve safety for pedestrians.

Question 13-14: Which intersections along Golf Dr S and 15th Ave S should be evaluated for redesign and how would you change it?

I would like to see the Golf / 14th Ave S. intersection squared up to reduce the long unprotected stretch that southbound cyclists and pedestrians have to cross the intersection.

Improve sightlines to a hundred feet minimum and reduce vehicle speeds. Roundabouts if possible.

1) physical barriers to require slower driving (i.e. curb bulbs/ roundabouts) 2) bike lanes at the level of sidewalks

15th Ave S & Beacon Ave S. Beacon Ave S & S Spokane St. Prioritize safety for bike riders riding through or turning at these intersections over vehicle throughput. Design to minimize conflicts with vehicles turning across bike lanes.

Golf & 14th

Columbia, beacon. Would like to see world class protected intersections that prioritize safety over capacity 14th.

All intersections need painted/raised crosswalks & bulbed curbs to increase pedestrian access & convenience and protect from drivers. Protected bike lanes on both sides of the street, 5-10 feet wide, preferably elevated to sidewalk level. Bike signals at intersections with stop lights with bike/ped detectability. Stop signs at for all intersections.

That intersection in front of PacMed, northbound 14th, where you have to kind of merge onto 15th is a nightmare

Make crosswalk buttons immediate. Making peds wait will cause them to run across without waiting

Square up the intersection of 14th/15th Ave S near PacMed. Dangerous sightlines driving northbound on 14th. better, wider sidewalks and a protected bike lane.

I think particularly the intersection where Golf Drive becomes 15th and intersects with 14 feels dangerous as is. I think the intersection should be squared up so that cars have to slow down before turning and pedestrians and cyclists don't have such a long crossing distance. I think that the intersection of 15th and Beacon also feels dangerous because traffic goes really fast, it's confusing with a lot of distractions, and there is a very long crossing distance as a pedestrian.

15th & holgate, 15th & hill, 15th & s walker. stop signs, speed bumps, traffic circles. anything that will forcibly slow traffic down and reduce the use of beacon hill as a cut through for traffic coming from I-5.

Try an 'Everybody' traffic circle at the confluence of Golf Dr and 15th. (look for big, robust, ones —Like examples in Olympia.

Paint the whole bikelane green, not just the intersections. Eliminate Right Turn on Red for the whole route 14th and Golf slip lane needs to be safer.

Northbound drivers turning onto 14th Ave S should encounter a barrier that requires them to slow down and make an actual turn.

Golf and 14th is rough Southbound, 15th and beacon. Beacon and spokane raised pedestrian crossings

Golf Dr/14th Ave/15th Ave. I would add curb bulbs and a marked crosswalk across Golf Dr on the north side of the intersection and fill in the triangle shaped median between the three streets with concrete barriers or perhaps even a full traffic circle.

as 14th goes into golf drive S. a lot of times when i'm biking up golf drive the hill cars will pass in weird ways to go up 14th. if possible i'd make it so cars can't go up 14th

Golf and 14th, 12th and charles

Golf Drive/14th/15th should be squared off to reduce turning speeds into and out of 14th.

I think a few more pedestrian controlled (flashing lights when you push button) crosswalks could be helpful, especially where 14th and Golf Dr meet by PacMed, very scary to cross there as people don't stop.

Where 14th/15th/Golf meet is too conflict heavy. Drivers speed by and/or cut off cyclists. Conflict with buses as well.

Beacon Ave is most needed. Reduce car lanes, add bike protection.

Golf Dr S and 14th Ave S. The vehicle right turn onto 14th is very dangerous. Cars go much faster than bikes and the gentle right hand turn allows cars to continue to accelerate into the turn. Vehicles have turned in front of me on my bike after I have entered the intersection. The turn must be redesigned to required drivers to slow before turning. Neither design includes an element to slow vehicle traffic at that intersection.

Golf drive and 14th, 15th

Question 13-14: Which intersections along Golf Dr S and 15th Ave S should be evaluated for redesign and how would you change it?

Saying not sure cause this is just a tough spot. As a cyclist, I feel very exposed in this spot crossing in front of 14th knowing cars are potentially going to turn across me. Not sure what can be done save for maybe a flashing yellow (facing Golf) and flashing red (facing 14th)?

Fork in the road from Golf Dr. to 14th and 15th.

It's hard to see around parked cars at all the intersections in this area. It also feels very narrow to bike along 15th with all the parked cars.

15th & Beacon needs to be reevaluated from the perspectives of novice bikers and efficiency. Complicated turn schemes confuse riders not familiar with an intersection. Slow multistep turning schemes encourage cyclists to find quicker ways through an intersection, leading to chaos and resentment of cyclists and SDOT by much of the public.

Sidewalks are poorly maintained and have lots of overgrown vegetation.

Intersection of Golf/Beacon/14th.

If not already there, stop signs and watch for bikes signs.

Golf and 14th is very dangerous because of the "slip lane" style. It should be squared up to slow southbound vehicles turning from Golf to 14th.

Intersection of 14th Ave S and Golf Dr: better pedestrian crossing of Golf Dr, measures to slow traffic on Golf Dr somehow (speed humps?) approaching the crosswalk, light up crosswalk; Intersection of 15th and Holgate: better pedestrian crossing, measures to slow traffic coming south on 15th as it is an obscured corner, light up crosswalk

15th Ave S & Atlantic St

The stretch on Beacon between Stevens St and Hanford St feels very long without a crosswalk. I've run across the road many times at this location to get to restaurants on the west side of the road from parking on the east side of the road and I've seen other people do the same. Some kind of mid-block crossing might help, and could reduce speeding from people driving, too.

There are many places where there are potholes and uneven pavement

This would depend on the bike lane design, but in general protected one way bike lanes and no right on red lights would make a big difference

Atlantic and P-patch cross walks

Charles & Golf is both dangerous due to impatient turning drivers and slapdash bike facilities. This could be an incredible connection point to downtown and the I-90 trail and could be a great candidate for a protected intersection.

15th and Beacon

Golf and 14th is not a great place to be going south... You've just huffed and puffed up nearly a mile, getting truly steep at that last long block... It's a relief to get to 14th, but you're not about to ride through that intersection at above a crawl, and you're almost too tired to even look back for fear of crashing...

14th and 15th intersection - road diet, raised pedestrian crossing, as cars go too fast to merge from 15th to 14th. Beacon Hill and 15th - confusing, too large to cross during lights for pedestrians. Remove vehicle access on Beacon Ave between 15th and McClellan and turn it into a pedestrian mall with bike/transit access.

This is a long block without a prioritized pedestrian crossing.

Golf Dr and 14th needs to be redesigned to prioritize pedestrian safety and reduce vehicle speeds. It's one of the worst intersections in the corridor and not enough attention has been paid to that area.

The split off of Golf to 14th going south still feels very nervous as a cyclist. You're just hoping cars behind you wait long enough to not run you over from behind.

I have been squeezed by left-turning southbound traffic at the intersection where 14th veers off Golf Drive. Buses are the worst offenders there.

14th/15th/golf - I would use alt 2 15th/beacon - connect 2-way path on east side of 15th with a 2-way path on the east side of beacon to pass directly in front of the link station

15th and 14th

All of them need to be redesigned. These projects will do little to increase safety unless a new citywide standard is implemented so that every intersection in the city is redesigned (throughout the usual replacement/replacing life cycle) to prefer people over vehicles. Crossings should be elevated to sidewalk level (a "table intersection"), involve thinner vehicle lanes than the portion of the street used for general traffic (accomplish this with curb

Question 13-14: Which intersections along Golf Dr S and 15th Ave S should be evaluated for redesign and how would you change it?

bulbs), provide leading pedestrian signals to ensure visibility from drivers, & include bike traffic lights to make clear when bicycles should be traveling through the intersection.

Not sure if 12th/Sturgus/Golf is actually dangerous but it seems like existing intersection creates a lot of confusion between even attentive drivers and cyclists. Maybe a bike signal and a separate signal legs for turning bikes and turning cars? S Spokane & Beacon is too big an intersection. It feels like it needs to be choked down more than just removing the width of a bike lane from general purpose travel lanes. Even though it's not in the project area, 12th Ave btw King and Boren/Yesler needs more attention. Better than it used to be, but still scary to bike that segment when traveling btw Beacon Hill, CD and Cap Hill

Right on red should be banned at all intersections. The intersection in front of the light rail station should have longer walk signals and shorter green lights for cars to reduce the desire to jaywalk there.

15th Ave at Beacon Ave: safe way for southbound bikes on 15th Ave to turn left onto Beacon Ave

Mentioned earlier.

When traveling south, it's stressful to cross onto 15th where Golf Dr divides into 14th and 15th. Alt 2 addresses that area well, but overall I prefer Alt 1. Perhaps there could be an additional signal there, with no turn on red and a bike head start.

Intersection at golf is safer now but still feels like cars go fast

The intersection with 14th Ave on the north side. People driving turn full speed onto 14th Ave. You are luckily when they don't crash into you while biking. Change would be to make it into a real turn by blocking off the excess pavement

15th & Beacon. Remove turn lanes, replace intersection with an elevated roundabout. This limits the amount of time that vehicles are out of a lane and potentially interacting with others going in different directions. Reduced lane width from removing turn lanes would make crossings easier for pedestrians, and traffic patterns from going in a single direction around the roundabout would give more opportunities for both vehicles and pedestrians to get across.

Ideally, a 2-way bike path could extend through the international district.

Upgrade the school crossings on 15th Ave S to be raised so that small elementary school children crossing the street can be seen easier.

Golf/14th - Re-design intersection for shorter crossing for bikes traveling uphill on Golf

Every intersection leg on 15th should have a crosswalk.

Since this change will shifting more motor vehicles to 14th (parking and driving to get to parking), please look at improving sight distances when turning onto 14th. Cars already park too close to the intersections, and it will only get worse. Especially around the grade school.

Intersections aren't an issue along that route, the speed of car traffic is.

For the one-way protected bike lanes to feel safe, there needs to be more physical squaring-up of the Golf/14th intersection. Southbound cars will take this at speed and a wide right turn, sideswiping bikes, unless they are physically prevented from doing so. The bike crossing marker feels so long here and will reduce the safety of the lane. In the two-way bike lane design, the crossovers should be designed so that bikes don't have to wait at red lights for longer than cars. E.g., if you arrive on red and wait for that, then have to wait on another red to cross the street, that is a delay that feels frustrating when riding a bike.

Biking uphill from golf onto 15th is currently very dangerous because of cars turning onto 14th.

- College needs new curb ramps - 14th & 15th intersection should be redesigned so people driving do not speed onto 14th with an easy turn.

Question 21: Please share feedback about these Beacon Ave S intersections here. We want to know what you think. (optional)

Just over one-third (36%) of survey respondents shared feedback about the Beacon Ave S intersection design options.

Too many turns into the neighborhood are being closed which also makes it inconvenient for residents to turn left into the neighborhood from first from Spokane Street and now from Beacon Avenue.

Removing left turn lane for cars and tightening car lanes, shorter crossing for people is safe and good. There will be few conflict between cars and pedestrians or cyclist

Car Left turns are particularly concerning as a cyclist. Removing them from these intersections would be a huge relief.

Stop making changes to the roads for bikes. Every time you change it becomes more confusing when I drive. There have been more accidents and more traffic with other traffic implementations in the past. We in Beacon hill were doing just fine. Ask what we want not force use to accept things we really don't care to change.

Keep hinds left turn lanes because Spokane gets backed up

I like the idea of restricting left turns at some intersections, but it probably makes sense to leave some left turn options available also rather than removing all of them so as to provide vehicle access to a couple of the side streets without having to route cars several blocks out of the way.

I think the improvements at Beacon Ave S between S Lander St and S McClellan St (light rail station) should really stick with the in-lane bike routes (option 1). There are a lot of pedestrians there doing lots of different things and i think it would be chaotic and kind of unsafe to divert bicycles through the middle of the sidewalk.

You should be building the Beacon Hill Town Center plan that is defined in the North Beacon Hill Neighborhood Plan Update (pages 12-15). Your plans only serve one small user group (bikers) and are hostile to people walking and driving. There are a lot more pedestrians than there are bikers. Pedestrians should be the focus of street improvements. I oppose any changes that take away pedestrian facilities and safety such as those proposed for Beacon Ave S between S Lander St and S McClellan St: Option 2.

When looking at all of these intersections I think we could use more, safer, pedestrian cross walks crossing Beacon Ave S.

I really, really want to feel safe as I commute through my neighborhood each day. This would be a massive improvement to residents quality of life and be especially important for our children, elderly, bikers, and disabled. Basically the whole neighborhood is built for cars, let's improve upon that!

This is a stupid waste of taxpayer money. You are forcing more and more infill, and letting the developers get away without providing parking. Why are you clogging our sparse roadway assets on stupid boutique garbage like bike lanes?

I do not have a design preference, I'm not a traffic engineer. I just want to express my support for the effort to build protected bike lanes. My family and I would use them to get around the neighborhood and to points north.

You're playing rock, paper, scissors with cyclists winning the game every time and ignoring the fact that they don't follow laws, pose a danger to pedestrians, and don't contribute a cent to the roads you've killed off to cater to them.

Please I need my parking. I have kids I need to take to school. I need to go to work in Bellevue. I can't afford to move.

Limiting parking near intersections is in everyones best interest.

I think the options here were much more thoughtful than the previous project which gathered no feedback and created a traffic disaster

Appreciate the inclusion of enhanced sidewalk and street features for pedestrians. Concerned about bus passenger safety in potential bike collisions.

Consider accessibility of mobility challenged residents. Parking is key for their own vehicles, pickups and drop offs. Sometimes going a half block further makes it a lot harder and rideshares will actually cancel. Also. This is confusing to navigate even in daylight. As more businesses start, there is more demand for parking, esp that far from light rail--not all riders know how to or are willing to transfer to erratic buses, esp when in a schedule.

Question 21: Please share feedback about these Beacon Ave S intersections here. We want to know what you think. (optional)

I'd like to learn about how this style of intersection has improved safety in other cities. my concern is that it will cause traffic to slow at the intersection which may lead to frustrated drivers and more accidents

We don't need parking. Design everything so it's the safest for bikes and people. Sacrifice all the parking. Design it so that drivers are forced to drive slower.

Beacon Ave south of Red Apple will be a beautiful bike thoroughfare bringing more and more people to that strip!

I am interested in safety and human-scale improvements.

Regardless of alternative chosen for beacon and lander. I think left turns from beacon northbound to lander should be banned

I think most important to me and my family is improvements solely focused on walkers and bikers, protected bike lanes, safer intersections, etc. I do not think concessions should be made for the impacts on car travel or parking.

I think raised bike lanes can create more likelihood of pedestrian collisions, but don't know the statistics for sure.

I like a combination of 1 & 2 with no left turn lanes and no parking. Turn the parking area into more pedestrian protection.

Calming down and having more clear space for everyone will help make the street work better for everyone NOOOOOOO please stop trying. Leave everything alone and go to Ballard. You're part of the gentrification problem.

PAVE THE STREETS! STOP PAINTING BICYCLE LANES OVER POTHOLES! Where are the pedestrian crosswalks? Are you really going to put in bike lanes but no crosswalks? WTF?!?!?!?

I would be fine with removing any left turn lanes if it also meant banning left turns entirely. My main concern would be that traffic would be backed up by drivers with left turn signal on without turn lane.

Parking near the intersection is my biggest gripe whether walking ,cycling or driving.

I think instead of making all these changes, the road itself should be repaved. There are so many potholes and rough road that have been there for so long. While it's nice to bike, people will always need to drive somewhere so it would be nice to have some focus on actual road improvement for once.

Left turn lanes off Beacon Ave S are important to improve traffic flow as it is a main north/south road. Access to side streets should be maintained

I would like to know why we aren't considering traffic circles and speed bumps

Please stop trying to widen the roads on Beacon Hill and calling it improvements for cyclists and pedestrians. Drivers regularly blast down this section of Beacon Ave exceeding the speed limit. Increasing road width is well known to increase the speed at which drivers go.

I live on 18th Ave s and Horton. I work down the hill at Hamlin Robinson School. Mr wife and I are having our first baby in March. I bike, walk, bus, and light rail everywhere. I want more than anything to raise my daughter in an environment that is safe for her to do all of those things. I don't think these plans do enough but it will be a HUGE improvement. I've been waiting years for safety improvement for cycling and walking. Seattle use to lead the way in these things and we need to get back to that. Make these improvements. They are desperately needed. We can't achieve vision zero by not doing bold actions to get people out of cars.

With absolutely no enforcement of traffic laws now, people just do what they want, even with an improved design like these, but I think the improvement will help somewhat now, and more if some enforcement resumes in the future.

Any steps that slow down traffic on beacon will be helpful. Please do 23rd street next

these intersections currently feel challenging especially when im with my dog, or older family memebers.

Making changes to them to improve safety would be so greatly appreciated by the community.

I like Beacon Ave S and S Hinds St: Option 2, but I think the left turn lanes should be removed. If there is extra room as a result, crosswalk bulbs could extend out, reducing distance between curb ramps.

I bike these paths a lot, I don't ever feel unsafe. I do think the roads need to be repaved and regularly swept. Debris and potholes are the real problems.

Some of these design features (dedicated left turn lanes) will increase car speed on Beacon Ave. You need to decide if Beacon Ave is for the neighborhood (street full of life, business, etc.) or, if it's principally a through-street for commuters street. Slow down the cars, please. Also, many of the houses that front Beacon Ave have

Question 21: Please share feedback about these Beacon Ave S intersections here. We want to know what you think. (optional)

had their lots subdivided, and so the house/condo unit in the alley has parking for the alley unit only; the houses fronting Beacon, having lost their rear parking to the condo, now have only street parking available. Very challenging when lugging groceries, etc. A 3rd point: right around Denise Louie, there is quite a bit of car jockeying for pick-up/drop off for pre-schoolers. The parking there is necessary for those parents, and I think that you'd have to work intensely with one of the other city agencies (I'm blanking on the name) to make sure that the school meets its parking requirements for families/teachers.

Any protected bike lanes are good!

The bus stop across the street from the light rail should allow direct pedestrian traffic from the light rail exit.

Please avoid removing parking. It is already difficult for residents and business patrons to find parking on N Beacon Hill

The block in front of the light rail station is the most problematic of all changes shown. Not sure if the proposed changes address the difficulty in an unnecessarily diagonal walk across Beacon Ave at Lander that is made more difficult by stopped buses obscuring visibility of oncoming traffic. Could the pedestrian intersection be adjusted to cross more perpendicularly and directly across Beacon Ave near Lander? For the other intersections, my primary concern are the unintended consequences of shifting traffic patterns by restricting (or aiding) turning, the removal of too much street parking for local residents and visitors to businesses, as well as the potential disruption of businesses with either unnecessary islands OR speeding bicycles adjacent to pedestrians or eaters.

Not enough is being done to improve the pedestrian experience. Each of the intersections needs to have at least 1 painted crosswalk across Beacon Ave, and the neighborhood greenway crossing at Hanford should have painted crosswalks with signals on both sides. This would help slow drivers because they'll expect more pedestrians.

not sure what world you are living in? i live and work on Beacon hill so I am aware of the criminal activity that goes on unchecked. stop wasting tax revenue on stupid things like bike lanes. they only hurt the community. please spend this money on police officers and drug treatment facilities!

Retain existing ped refuge islands, use daylighting for parking restrictions on road mainline which will help with pedestrian/bike visibility when crossing.

I would like to see improvements with little parking removal as possible that will not hurt the small businesses and residents. This Beacon Hill Bike Route shouldn't just be for bikes only but for drivers, pedestrians, residents, businesses, etc.. I feel this bike route is one sided.

Looking forward to making the neighborhood more bike and pedestrian friendly.

Anywhere we can remove parking at an intersection will hugely improve visibility for cyclists and pedestrians!!!

Beacon and Hanford is the only intersection with marked crossings, and option 1 would be nice for pedestrians crossing the street (with the protected islands), but it leaves little space for transit riders and could possibly see cyclist/pedestrian incidents, or worse - pedestrian/vehicle incidents because somebody was trying to avoid cyclists. Add more marked crosswalks and flashing pedestrian beacons, please!

These options with protected bike lanes and no left turns is a great way of making cyclists and pedestrians feel a lot more comfortable and less likely to be hit by a car.

I think floating bus stops will help to reduce bike-bus conflicts. Regarding left turn lanes vs having parking: on one hand, I'm in favor of preserving the left turn lane because that will reduce the likelihood of drivers veering around drivers waiting to turn left; on the other, I fear the left turn lanes could produce conflicts with oncoming bike traffic if drivers fail to notice bikes. The left turn lanes should probably be protected left turns only and not allow for yielding/yellow lefts.

Parking spots should not be on Beacon. Safety should be the priority.

I am not strongly opposed to the left turn pocket lanes. The big thing that makes me lean against them is that they widen the "unsafe" part of the street that pedestrians need to cross. It is not clear to me if pocket lanes would increase or decrease the likelihood of "left hook" collisions with pedestrians or cyclists.

Biking will be safer and soothing

Don't mix bike lane with bus stop. Peds milling around where bikes are trying to go is a mess.

Some of the options make the intersections more complex and therefore, difficult to follow for bikes and cars.

Special care is needed for S Hinds St. as it is a greenway. I think a crossing flashing light would be needed and appropriate. Do not have the left turn pockets as that reduces visibility of crossing pedestrians/bikes.

People park and run across the street without signals to restaurants and coffee shops. It will help bicycles.

Question 21: Please share feedback about these Beacon Ave S intersections here. We want to know what you think. (optional)

Horton and Hinds are not that busy typically. Hanford and Forest are more problematic, esp because cars ignore the turn-only signage

Protected bike lanes with floating bus stops with protected bike lane and corner curb extension with ramps and driveways on west side like those seen on Swift Avenue have no way to safely move past buses when buses are stopped in those lanes. Also, if there are passengers waiting for buses or if the need to safely pass a bus that is loading passengers is in the stop area, in those areas, it's necessary for cyclists to compete with cars by the cyclist veering in front of traffic to get past the bus stop.

I do think agree that improving Beacon Ave near the businesses and light rail station to make it more pedestrian friendly makes sense and would improve the walkability of the neighborhood, inviting new businesses

Thank you for prioritizing improvements to Forest/Beacon/17th! That intersection is really scary. I use it often with my young child on foot and on bike and it's probably the scariest pedestrian intersection in the village area.

I really don't like bus stop pedestrian mixing zones with bikes. huge point of conflict for disabled transit riders. Can we have center bike lanes instead on beacon. Also, it's sad that sdot is selling installing Ada compliant curb ramps as part of this. Should be happening already.

Get rid of the center lane and left turns as much as possible, then use the freed up space for bike lanes and crossings. Make sure crossings are striped on all four corners, not just one or two.

In lane bus stops are scary! They mean people hanging out in the bike lane at any time, and make it improve to pass when a bus is stopped.

I think that the in lane bus stops are a better experience for cyclists than the floating bus stops. With the in-lane bus stops, the main hazard is the bus, which you can see pulling up and act accordingly. With the floating bus stops, the main hazard becomes pedestrians, who are crossing at unpredictable times and not expecting bikers behind the bus stop.

As cyclist, I greatly prefer shared in-lane bus stops. Sharing a lane with the bus only slows me down when a bus is arriving (I need to stop). In practical terms, I also need to stop at a floating bus stop when a bus arrives due to the chaos from the pedestrians. And for the vast majority of the time when a bus isn't at a floating stop, I still need to slow way down as a cyclist since my route veers and has conflict with pedestrians milling about the bus stop. I do not fear being sideswiped by a merging bus at shared in-lane bus stops. Either the bus is overtaking me, and should clearly see me before merging, or the driver is already ahead of me and I can just stop behind them.

I prioritize parking over left turn lanes. prefer floating bus islands so that there is less pedestrian/bike conflict

I think all of the redesign options are bad. The roads are so confusing. Bike lanes in between busses and sidewalks are terrible.

The S Beacon/S Lander/ S McClellan Area choice is difficult. I don't generally like the shared bus top/bike lane option, but I think in this area, routing the bike lane behind the bus stop will also produce bike-pedestrian conflict. I think removing the median is a good idea, so I have a slight preference for Option 1 here.

Drivers will need both enough space before intersections w/o parking to see riders, and reminders to shoulder check before right turns. I see lots of opportunities for conflict, especially at right turns blinded by large parked vehicles.

Neither option seems to reduce car traffic, or provider an actual buffer between cars and vulnerable road users.

For the intersection by the light rail, putting the bike lane behind the bus stop will make it useless. Pedestrians will walk on it, hang out on it, feed birds on it, etc. It'll make that intersection more dangerous by doing it, and many bikers (myself included) would just continue to use the road.

Keep it simple, don't raise lanes, and please don't take away turning lanes.

Is there any data from other cities regarding the effectiveness of these types of changes for the safety of cyclists and pedestrians?

I prefer solutions that don't eliminate parking.

Save your money for some other project like installing traffic cameras that actually generate profit and also slow down the traffic. Win win. Just because the city gives you money doesn't mean you have to spend it. Corruption if you try your best to spend it just to keep your jobs.

It seems like it will still be hard for bikes to turn from Forest to Beacon heading south. You have to cross wide lane of traffic. Current method is to cross north bound, wait in median and then cross south bound. I'm also not

Question 21: Please share feedback about these Beacon Ave S intersections here. We want to know what you think. (optional)

sure I understand all of the details in the design. What is a C-curb? What is the trade off between left turn lanes and parking?

These are slightly too complex for me to actually imagine how they will shake out. Just don't remove parking -- a lot of us still use cars and need them, sadly for the green ambitions of the city.

If you want to protect bikes, make traffic slow down. You can do that by installing painted cross walks at every intersection, increasing the number of lighted crosswalks by at least 4x, adding speed bumps throughout 15th avenue. You say you want to also protect pedestrians but NONE of your proposals actually help pedestrians. You think cars are the problem but cyclist also zip through crosswalks almost hitting pedestrians and dogs on leashes! None of your proposals actually fix your solution. The only thing this does is encourage more people to "quickly" zip through beacon hill to get to their destination. You have ZERO interest in helping those that actually live on the street with proposed changes.

I think this project is a travesty and should be defunded immediately.

I think there will be quite a learning curve as people accommodate to these changes and the changes in how they drive, bike and park. I think the speed on 15th is at least as much an issue as the lack of a bike lane.

I am concerned about bike lanes being too disruptive to pedestrians. I'm not as familiar with the areas south of the light rail station, but Option 2 near the light rail station seems like it would be very disruptive to those using the light rail, and I'm strongly against that.

Prefer parking over turn lanes. I love the center median in front of the light rail station (it makes crossing the street easier and safer). Hopefully the some of the cross-hatched areas can get curbs and landscaping... ones the paint gets dirty people will ignore it.

I appreciate this work! Myself and many other riders use beacon ave a thoroughfare between Columbia City and Downtown, Capitol Hill, CID. It is safer, better lighting at night, as an alternative to taking the i-90 bike rail to lake Washington blvd.

As a resident of BH, green commuter, public transit nerd, this is the exact type of thing I am proud to see in my city. Please act on this. It is vital to future growth and sustainability of area.

I just hope that the lines designs is the same for the project. It would inconvenience for bikes to switch lines.

As someone who routinely rides with traffic, I feel that the simpler solution is usually best--if I'm riding my bike alongside cars, they have to see me (versus if I'm less visible in a "protected" bike lane). The more complicated traffic routing solutions strike me as creating more distractions for drivers under the guise of making things feel safer for cyclists.

Each design option has some good points and some bad points which would be magnified during the most busy times of day, morning and evening commutes. At these times either plan creates congestion that could lead to more accidents.

I worry as a cyclist about drivers making left turns- especially when under duress. I am no expert in planning but protected bike lanes work well until you get to those intersections when drivers sometimes make quick moves in small gaps in traffic. I don't see that deadly issue addressed in these plans.

Bottlenecks, as designed above, create heavy dangers during emergency service responses. The firehouse at Beacon and Spokane has been a major oversight of this project.

Protected bike lanes with efficient bus lanes is essential to get people out of their cars.

I want protected bike lanes everywhere

In General most of these are fairly similar to me, although reduced parking seems bad on beacon Ave considering how many restaurants are there.

Dedicated area for stopped left turn cars. Without those, cars going straight will try to go around stopped left turn cars and into the bike lane area.

I am against removing car left turn lanes. Increasing car congestion does not improve safety for cyclists.

For the "Beacon Ave S between S Lander St and S McClellan St" and "Beacon Ave S and S Hanford St" options, I tend to prefer keeping the bus stops and bike lanes separated since people waiting for the bus can block the bike lanes unintentionally. (This happens often on Jackson St underneath I-5.) The design with the bike lane between the floating bus stop and sidewalk seems to work fairly well on Dexter Ave, but my main concern with this design would be cars making a right without looking out for cyclists crossing the intersection. I'd just ask that sight lines for drivers and cyclists be strictly maintained at those intersections to prevent those interactions.

Question 21: Please share feedback about these Beacon Ave S intersections here. We want to know what you think. (optional)

Protected bike lanes should be the priority. Reducing number of lanes for cars may cause more traffic, but will reduce speed people go down this stretch.

Floating bus stops is preferable to in-lane. Not so much about the conflict of peds and bikes (rather rare to be following a bus) but for the majority of the other times, where no bus or riders are there, but a bike *still* has to go up a curb and down a curb. Those elevation changes are surprisingly painful, and dangerous when slippery. Cars don't have to worry about those, and that's not fair. For example: along Swift Ave going south, there are many curb cuts and in-line bus stops. Almost none of them are used, ever. I routinely bike in the road there because it is painful to go up and down the curbs.

No bike lanes are needed. Keep the road open for vehicles.

I know a cyclist who was majorly injured by a vehicle turning left on a flashing yellow. The traffic engineers should seek to implement features that inhibit these types of preventable accidents, such as required stops on left turns and/or raised crosswalks and bike lanes, akin to speed tables, where bicycle and foot traffic cross with motor vehicle traffic, usually indicated by "dotted" green lines.

I think there should either be left-turn pocket lanes or left turns should be prohibited at those intersections.

It is sad that this isn't already complete. I've completed multiple surveys, the money has been allocated, and SDOT can't tie their own shoes. What a joke.

Poorly written options above - could not understand WTF you were saying on any of these options so could not visualize!

These graphics are not good. Hard to understand. If you're going to do this whole survey, having a graphics person make good visuals would really help. They look like engineering drawings.

Want to minimize pedestrian/biker and car parking driver/biker collision risk

I bike down beacon avenue 1-2 times a week and a protected bike lane is key here.

Please consider the traffic impact that these projects could have.

Why do we need another bike route? It will just make traffic worse.

i'm of two minds about the removing parking - i assume the idea is that it's safer for cars/peds/bikes to have less congestion near intersections as it increased visibility? as a biz owner and resident i'm wary to lose parking spots but want to support whichever measure makes it SAFER for my children and other at risk groups moving around the neighborhood!

I would be OK with a mix of some left turn lanes added, but would not want to remove all of the street parking available on Beacon Ave today, given the challenges of finding parking already, unless a parking garage/parking lot were to be added elsewhere.

Why complicate something that is already working fairly well?

Thanks for the details!

In general, making the road narrower is going to slow down traffic, so removing turn lanes and medians will help, making it safer for people walking, rolling, and riding.

This proposal is not giving the community members many options. SDOT is telling us what they plan to do, and this survey is asking to choose between one of SDOT's options or the other. I chose no preference because the proposed changes prioritize bicycle traffic. While there will be ancillary pedestrian benefits, those improvements will be offset by an increased number vehicles trying to find parking and/or navigate the restricted road ways.

Honestly, I'm someone that follows this stuff closely, but even I don't understand all the technical details. This feels like the technical work that is the job of professional transit planners. You've already asked what people want and they told you they want better biking and walking infrastructure, so just go do that. SDOT staff is qualified to make decisions around the minutia of intersection design. I'm not. Show some pride in your technical expertise and just go build the thing.

These improvements look tremendous!!!

Car speeds are too high, too much space is devoted to cars all along Beacon Ave S.

Make 14th Ave one way protected, make 15th Ave other way protected.

Please pick the one that results in the safest for peds and bikers. I'm not a professional engineer that can really pick the "right" design but I want the design with the most safety for peds.

There is already a neighborhood Greenway that I use often and don't think it needs improvement or outside additions. Beacon Ave just needs a good repaving.

Question 21: Please share feedback about these Beacon Ave S intersections here. We want to know what you think. (optional)

Slow down the cars or get rid of the traffic going through the streets. or even make it a one way street. I cannot turn left or right safely if it's a two way street. Make it a one way street. Even if there are protected bike lanes, I cannot safely make a turn with the combination of traffic speed, needing to slow down, waiting for pedestrians to cross, and watching for oncoming traffic. I don't think any kid can bike and watch for these things and I don't want to watch for these things either. This community and whine all they want just get rid of all of the parked cars and make this a one way trafficked area.

Please see responses in previous questions (question 13-14)

Honestly, why the hell are you asking me. Do what's safest for the people most at risk. Do what you can to calm traffic and keep speeds low (at or below the speed limits that no one obeys). Why am I filling out these surveys every month, for the same projects that seem to always be delayed, with diagrams I can hardly read or understand! So sick of this, just build safer roads! Jesus Christ...

Beacon Ave S & S Lander St is a joke of an intersection. Cars do Not respect the buses and will pile behind despite a looming red light. Pedestrians have to have their head on a swivel at all times because there is no way to go around the slow as mud buses that stay at stops too long and clog the street

Protection the street tress is good but that plan also integrates the bike facilities better into the station plaza an other land uses. The median buffer at Hanford street seems unnecessary and could easily be used by drivers to illegally pass busses. The left turn pockets are good because it keeps drivers out of trying to pass illegally in the bike lanes. Those turns happen with or without the pocket lane.

Please do this work as soon as possible. Delay results in injury and death to non-drivers. Prioritize alignments that will encourage folks to get out of their cars.

In the case of Beacon Ave S and S Hanford St: Option 2, there needs to be proper indication (painted arrows, etc.) and physical enforcements (significant raise of the path) to ensure bikers yield to pedestrians and those who are using transit at the site.

Please prioritize safety for all users - not parking! I have never had trouble parking on Beacon Hill and safety is more important anyway.

No matter which intersection designs are selected, a physical barrier/protection for the bike lanes is critical. A painted hatched area is not good enough. A jersey barrier or high-curb is needed to prevent cars from driving in the bike lane.

All of these improvements will be in North Beacon Hill. The whitest, richest part of Beacon hill. Classic.

Changes take time and hard to predict outcomes.

Please remove parking and add as much PED and bike hardened safety features as possible.

Please keep bike lanes straight where possible, signs won't stop drivers from making left turns, you'll need to use actual barriers

A bike route is dangerous and we need these spaces for parking with all the new builds and competition for parking as population density increases.

I'm excited for these improvements. I generally like maintaining the parking over removing turn lanes as a way to narrow the street and calm traffic (and add extra buffer for people biking in the bike lane and walking on the sidewalk).

Not many people bike in this area. It rains so much. I'll never bike. This isn't California.

I think it's bizarre that you are asking us if these will improve safety. You are the subject matter experts! I am a college-educated bike industry professional with a fair amount of exposure to urban planning and found these extremely confusing!

It's very challenging to understand the proposal from those small drawings. Would be nice to see more materials to really inform input. I think you may get some feedback that is less useful because the average person will have a hard time interpreting those designs.

Beacon Ave S between S Lander St and S McClellan St: Option 2: Consider including "Northbound left turn lane removed (blue diamond area)" to improve pedestrian and bike safety that would cross the left turn.

Need to provide education and outreach to transit users about how to use the new bus stop infrastructure. The new designs may be more 'intuitive' of what mode belongs where, but people will still need help and awareness that a bike lane has now been designed through the sidewalk, or the bus stop is now floating in the street and they should carefully cross the bikelane before the bus arrives to wait, etc. Options are only for a 1-way bike lane, but the northern section options were between a 1-way and 2-way. Need to be consistent through the

Question 21: Please share feedback about these Beacon Ave S intersections here. We want to know what you think. (optional)

entire project. Need to have an option for a 2-way bikelane in the Beacon Ave section if this idea is actually an 'option'. Switching from 1-way to 2-way creates significant delays, very complicated movements with lots of potential for conflicts, and a lot of intersection work. This switch should be avoided by having it be one or the other for the entire corridor. The Forest and Lander/McClellan intersections unnecessarily have curb/sidewalk expansions only in one option. These pedestrian safety elements should be included in both options.

Jesus! Bus stops & cyclists don't mix. Leave it alone. Let the cyclists merge with cars safely

Reducing parking around intersections increases visibility and thus safety, as a short-er person I know inattentive drivers often fail to see me around parked cars.

I would like to see lights and other pedestrian protection installed at these intersections. I don't even see crosswalk paint included in these designs for most of the intersections. This is a large stretch of Beacon Ave between the Sinclair and Spokane st without any safe crossings for pedestrians.

Parking will be a huge issue. The new town homes here are making it difficult for me to find parking.

I wish I could spend the time to look at all of these diagrams and be more helpful. My priorities are clean and well-maintained roads, as well as street parking for local businesses.

Removing the turning lanes is a great idea! Again Dutch intersection would be better. I doubt y'all will do that so at least add some Toronto style barriers along the whole route.

I am not sure what a floating bus stop is. I have concerns about sharing a lane with buses. Not all of the drivers are that courteous to bicyclists and concerned about mixing with passengers loading and unloading on the bus.

Shouldn't you be drawing on your expertise to provide us with data regarding similar changes in similar cities or intersections???

For the floating bus stop, please please please put a fence so people don't walk off the bus and directly into the bike lane.

You need to remove parking so that left turners CAN SEE THE BIKES coming up. With parking inside bike lane it can be super dangerous.

I'm opposed to any alternatives that put bikes between buses or parked cars and the curb.

Choose the options that are safest for people walking and biking. Adding a few seconds of travel time to GP vehicles is worth improving safety.

Regarding every location with a bus stop: negative and unsafe interactions between cyclists and people waiting at bus stops is a concern. There NEEDS to be an option for cyclists to take the lane at their discretion rather than plow through a group of folks waiting for the bus. If you don't provide this, many cyclists will just ride in the GP lane the whole way down Beacon instead of using the PBL.

I believe that raising the bike lane helps aid visibility and protects both cyclists and pedestrians/transit users. I also believe that the loss of a handful of parking spots while preserving left turn lanes has less of an impact on residents and through users in cars.

11' lanes encourage speeding

Floating bus stops are good because people getting on or off the bus are rarely looking out for bikes and will walk right in front of bikes

What does research tell us about what the best design is for bike and pedestrian safety? I don't know how people without expertise are supposed to know what is best.

Parking between bike lane and general traffic lane near intersection is hazardous for bike riders because right-turning drivers do not have a clear view of bike riders coming out from behind parked cars and trucks.

Left turning vehicles are dangerous. Minimize those opportunities

Cool designs, I would like to see aggressive changes that prioritize the safety of vulnerable users.

PBLs separated from traffic with a separate bus island is the way to go at all intersections with Metro stops.

Removing left turn lanes is best in all situations.

In-lane bus stops are a mistake - they'll increase conflict between pedestrians, cyclists and transit users. Floating bus stops are better, provided they're properly accessible to people who use wheelchairs, walkers, etc - they need good curb ramps

I imagine business owners may have negative opinions about parking being removed in front of their locations. As someone who also drives, I think it is important to begin to prioritize other means of transportation and encourage more people to bike and walk/roll around the neighborhood by making it safer.

Question 21: Please share feedback about these Beacon Ave S intersections here. We want to know what you think. (optional)

Eliminate all parking on arterials. Stop asking locals how to design safe streets.

Just do the least damage possible to current traffic flow. Nobody wants the bike paths!

the less cars and the slower the traffic the better.

I think that having dedicated bike lanes and making changes that encourage slower driving will make these intersections safer and more pleasant.

Beacon Ave S is a street with urban amenities and destinations that drivers treat as a suburban speedway. All design decisions should prioritize the safety and comfort of people outside of cars.

Turn lanes are bad. I'm not sure I understand all the options, but slow the cars, squeeze the car space, hard protection for bikes and peds

I don't like Lander/McClellan Option 2. The bike lanes zig zag all over the place and there are too many aloof pedestrians that are unaware of their existence or purpose. Take the 7th Ave lane in Amazonland for example.

Left turning ON to Beacon Ave S is big safety hazard right now. I think removing parking will improve sight-lines and be an important safety improvement, especially for pedestrians. I think having a CONSISTENT design along the route is an important component. I prefer all the above intersections to have parking removal and no left-turn-only lane.

Parking is the last priority. If it's easier to park, it will be harder to walk and bike.

I prefer floating bus stops to the raised bus stops. Make car lanes less width.

Anything to slow down traffic and make the roads less inviting for drivers to go fast - there are a lot of bikes and pedestrians around!

Line of sight at these intersections is currently impaired by parking and raised bike lanes prevent parking in bike lanes

I like the second option on these to preserve turning options for vehicles. As the plan calls for limiting parking at these intersections, I feel comfortable with the visibility this will afford drivers to see those in the bike lanes.

Floating bus islands and sidewalk curb should have railings that channel pedestrians to cross to islands in only one spot to reduce conflicts with cyclists.

More dedicated bike lanes will give the impression of greater safety, which will encourage more folks to bike!

Left turn lanes coordinated with left turn traffic signal and bike lane signal can also work.

At the Red Apple/Light Rail, make the crosswalks across Beacon go directly across the street, rather than forcing pedestrians to go diagonally (longer distance).

generally pulling back parking away from intersections is important. also the extent to which you can reduce intermingling between bikes and people waiting at bus stops, the better. bike lanes *behind* the bus stop (with or without the islands) are better than somehow having biking through the bus stops

I want SDOT to use proven safety measures that protect people on bikes and foot.

Keeping the left turn lanes and removing vehicle parking has some benefits, mainly taking pressure off left turning vehicles so they use better judgement. Removing the dedicated turn lanes won't stop drivers from turning left and may cause them to make hasty turns.

any option where you remove left turn lanes feels like a winner for me. splitting the lanes between turn/straight so close to the intersection feels like it will lead to additional conflict b/t drivers, confusion, and thus distracted harried drivers making quick left turns into people

I don't think turn lanes are important on Beacon Ave S because not a lot of left turns happen. Preserving the bike lane for bikes only is important, so sharing it with a bus stop is not ideal. I believe the in-lane bus stop at the light rail station is the best idea however, because in areas with heavy pedestrian traffic there tend to be a lot of people who walk into the bike lane without looking.

Bike lanes that go directly in front of bus stops, especially somewhere like the light rail station, really such.

There are so dangerous for people getting on and off the bus. Really much more in support of the option 2 for the light rail station

These are great improvements - please bring this kind of public service work to the south end of Beacon Hill!

I like the curb bulb extensions. Providing parking near the intersections should be lowest priority. There is always parking nearby on side streets. People can walk half a block extra for the sake of improving safety for everyone.

Question 21: Please share feedback about these Beacon Ave S intersections here. We want to know what you think. (optional)

I think banning parking is virtually useless given SPD not only doesn't enforce No Parking regulations in bike lanes, but actively parks its vehicles there themselves. So we may as well eliminate left turns as a source of conflict.

A whole lot of messing with congested Beacon business and residents areas, for what?

The turn lanes are important

Any option that preserves direct uninterrupted travel for cars at the expense of windy or unintuitive routing for people on bikes should not be considered. That's not mobility equity.

Remove parking on Beacon. It limits car visibility, and makes it a more dangerous road for all forms of transit.

We should not have a middle island at beacon Ave and Hanford if the street is two lanes. Send the bike lane behind the bus stop.

Putting bike lanes directly through bus stops is so dangerous for both cyclists and bus passengers. People get off the bus without looking and get hit.

bike lanes behind bus stops are scary. so many close calls along dexter ave n. also, the median in front of the beacon light rail station really needs to be a fence. jaywalking there is out of control.

these generally look pretty good!

I'm doubtful drivers would obey no left turns

Even though I bike and walk this corridor several times a week, I'm not quite sure if some of the Option 2s are so much better than the Option 1s. Maybe the simpler approach is better for safety and being able to do more at intersections and with the connections on either end of the north segment?

I tried to find middle ground in my responses between better bike safety, and not overly clogging up traffic whenever someone needed to make a left and turn in the car.

It was very hard to tell the difference between the options so I chose no preference for most. In general, I'm okay with bus and bike overlapping if it has other advantages (for cars, or for bikes having a straighter/easier route, or for buses). Buses and bikes can get along pretty well together.

The options that reduce the amount of "moving car" space to make crossings safer is ideal, and the floating bus ramps are not only cost saving, but save pedestrians and cyclists from potential interaction during bus loading and deloading, despite people still crossing over the bike lane. Parking near intersections also helps provide a buffer for pedestrians to safely cross a shorter distance between safe points if a cat chooses to run a red light. These changes are very promising and look great.

I had a little trouble envisioning these. I do think a lot of people tend to mill around that Red Apple bus stop, so could be if you have a floating bus stop island there will always be people in the bike lane hanging out. Or maybe not, who knows. I will be very happy with any improvements, although mostly what I worry about is car doors opening, I saw a guy get taken out once so I always leave a minimum of 3-4', which means riding somewhat in traffic and making motorists miffed

In general, prohibiting left turns will mess up traffic more than removing some parking along Beacon. There's tons of parking off Beacon. At Hinds though the left turns feel unnecessary since it's so close to Spokane, which has massive dedicated left turn infrastructure that works just fine.

I favor keeping a left turn lane so that people driving aren't tempted to pass on the right and veer into the bike lane, and I think the floating bus stops better separate people waiting for the bus from people on bikes (as opposed to the in-lane bus stops).

When biking, I mostly encounter pedestrians crossing the street at these intersections and rarely encounter left turn vehicles. I believe a left turn pocket lane would allow for better vehicle travel.

Why would we even consider left turn lanes at Horton and Hinds to promote more automobile traffic into tiny neighborhood streets. Also, left turning traffic holding up cars behind is natural "traffic calming"; slower traffic on Beacon is the number one thing needed to improve pedestrian and bicycle safety!

These intersections need crosswalks at every leg.

Very concerned about faster moving bicycles colliding with the large number of pedestrians waiting for buses outside the light rail station. Anything that can be done to slow those vehicles down when they have to cross paths with people waiting for busses should be done

The only option I feel strongly about is the first question. Option 2 that puts the bike lane behind the bus stop is effectively removing the bike lane entirely. In the handful of places that currently use that arrangement pedestrians completely ignore the bike lane and treat it as an extension of the sidewalk.

Question 21: Please share feedback about these Beacon Ave S intersections here. We want to know what you think. (optional)

I think dedicated turn lanes will help cars flow smoother, and prevent buses from getting caught behind turning cars. I also worry that cars will around into the bike lane if they are blocked by a car waiting to turn

If the on-sidewalk lanes are used at Beacon Hill Station, they should be clearly designated as bike space, so that pedestrians and bike riders can safely avoid each other and bikes are not unduly delayed. In raised bike lane with in-lane bus stop designs, the bike area is typically painted green. This same green paint should be used in the sidewalk bike lanes as well. If not that, at a minimum there should be many bike icons on the ground so that there is no confusion.

The options that reduce parking and turning phases seems like they will help because people coming in and out of parking spots ia major hazard, as is quick turning. Fixing the many bad curb ramps and sidewalk sections (option 2 at Forest seems critical as that is a very confusing space if you can't see well).

Question 22-23: Are there any other intersections in the project area that we should evaluate? If yes, which intersection and how do you want us to change it? (optional)

A small number of (11%) of survey respondents shared feedback about additional intersection for evaluation.

Horton and Hinds. I live in north side of Jefferson park and when I'm traveling to Victorola or el Quetzar I prefer to cross at Horton than Hanford because it's shorter crossing

S Spokane and Beacon Ave, specifically the right turn lane running through the bike lane. This model is seriously unsafe, has shown to be fatal constantly, and should be redesigned.

Include staple-style bike parking near intersections.

Beacon Ave and Spokane Street. Needs protection to separate bike lanes from traffic on both sides.

Beacon Ave S & S Spokane St intersection needs green and other paint.

For Alternative 1 (one-way protected bike lanes on each side): The intersection at Golf Dr/14th Ave/15th Ave needs to be redesigned to slow down cars, ideally with a traffic light or all-way stop sign to improve sightlines for drivers and safety for pedestrians, while also allowing easy entry into the Pacific Medical Center's new campus configuration BHSS recommendations specific to the proposed early design for For Alternative 2 (two-way protected bike lane on the east side of 15th Ave S): There should be protective barriers to ensure safety for southbound bike traffic due to speeding northbound drivers; plastic flexposts are not a viable solution. Space should be added at the intersection of 12th Ave/Charles St/Golf Dr to help southbound cyclists stop and make a turn into the 2-way protected bike lane. The transition from 15th Ave S to Beacon Ave S should be safe and easy for southbound cyclists.

Beacon and Hanford. Jackhammer that idiot Dong Ho Chang's concrete blocks out of the center of Beacon ave. at Hanford. People keep running over the damn block knocking down the signpost over and over. It has probably been run over 100 times and SDOT stupidly just keeps putting the sign post back up! It is ridiculous and incredibly dangerous!

17th and Hanford heading south on 17th .Cars race down 17th to avoid traffic on Beacon and also race across Hanford from 15th to 17th to head north . Speed bumps heading south to Spokane and West to East between 15th and 17th

Speed bumps on 17th near Hanford heading south and on 17th between 17th and Hanford and Spokane. Often used as bypass when traffic slows on Beacon and speeds increase in neighborhood.

I would like a consideration of a traffic circle at 15 and beacon

Spokane and Beacon. No protection for the cyclist. Leads right into a huge intersection with no protection. At least redesign the bulb on the south west corner so that bikers can easily go into the park. Or just add some protection from the right hand turns.

the intersection of 15th Ave S/14th Ave S/Golf Dr

12th and Massachusetts is a really wide intersection that people blow through all the time. could use a speed bump

15th and College needs better light regulation. College is a major East-West through way, with turning at 15th that can cause vehicles, pedestrians, and bicyclists to intersect.

The intersection of 15th Ave and Beacon Ave is missing, and it's a crucial part of the bike route. I think including it would help in understanding which of the 1-way PBL versus 2-way PBL would be more useful.

I would scrap the entire project. it will help less than half of 1% while creating real hardships for 99.5% of people living or working on Beacon hill.

15th and Beacon - could use a bike signal that matches the pedestrian signal, in addition to whatever left turn boxes are planned.

Beacon and Lander- just a ped crossing and the cars coming out of Lander (both directions) use the ped crossing time to turn onto Beacon.

At Spokane st. the transition of the end of the project to the old traffic patterns will be important for bikes entering and leaving the bike lanes safely. At McClellan eliminate the slip lane by the Red Apple.

15th Ave S and S Holgate St

Most of the intersections on 15th Avenue S, between Atlantic and College, which are not safe to cross as a pedestrian.

Question 22-23: Are there any other intersections in the project area that we should evaluate? If yes, which intersection and how do you want us to change it? (optional)

the area right in front of Beacon hill station needs a cross walk directly to the bus stop across beacon.

Golf and 14th, cars fly through the intersection cyclists are pedaling uphill, and busses fly by them.

Your Forest intersection doesn't address the cars coming south off 17th Ave S, turning south into Beacon Ave. Next to 14th / Golf Drive, this is the most dangerous intersection for me. The cars are in a crazy hurry, aren't looking both directions, and are turning quite quickly. I think cars are trying to skip the McClellan intersection and using this intersection to save time. I would block cars / make it illegal to turn from 17th Ave S onto Beacon, and force them to use the light at McClellan.

The area at the bottom of the Dr Jose Rizal bridge. It's very beautiful but there 's so much crime there. I feel very unsafe.

YES, you can install cross walks at ALL of the intersections and add lights to those crosswalks. I recognize that usually those are for school zones but you have school buses picking up kids all along 15th avenue and parents walking their kids to school.

All of the intersections need at least painted crosswalks. We need many more crosswalks with flashing lights.

15th & Beacon and Lander & Beacon

Golf Dr at 14th and 15th intersection

Please (!) go through with the (1) two-way protected bike lane on 15th Avenue and (2) place bike lanes *behind* the bus stop to prevent accidents between cyclist and those boarding on/off buses.

Cloverdale! All areas of Beacon Hill & Rainier Valley need attention y'all!

15th and S Columbian Way is a mess and very unsafe.

Beacon and 15th. Get rid of that stupid all ways walk. There's no reason for it, and all it does is increase idling. Spokane

A north-south stop sign on S. Atlantic and S. Plum would be more beneficial to community safety. The area around the light rail is full of traffic lights and stops signs, which prevents speeding and reckless vehicle behavior
15th Ave s and Beacon Ave s

Golf Dr S and 14th Ave S. Massive amount of pavement devoted to cars with no dividers/protection. Bike Lanes are extremely exposed in an area where car speeds are high and bikes going uphill are going very slow. Nerve wracking.

the whole stretch of the 15th and Columbian Way interaction

I want a lighted crossing section around the 14th Ave S and 15th Ave S intersections, as well as around S Massachusetts St crossing 15th Ave S. Something that allows people to safely cross those streets if they're getting off from the bus or walking.

Beacon Ave S and S Spokane St. Protected bike lanes Ave clear lane markings are needed on the south side of the intersection, as well as curb extensions to reduce crossing distance.

Beacon Ave or a parallel street nearby needs safe bike lanes through south beacon hill. The paths in the median work fine but only if maintained

Seems like the 15th and Beacon intersection doesn't need to be so many lanes side - crossings could be shortened.

15th and state street.

I didn't see the plan for the Beacon Ave/15th intersection. For a protected bike lane to serve its purpose, it will be important to have a strong and safe connection for bikes at the intersection that doesn't create conflicts with cars.

Spokane Street! You need to consider how the project scope blends with existing infrastructure. Carry design work across the intersection, even if you know it is temporary and you will come back to Spokane in the next phase.

All intersections north of College Street along 15th Ave S.

We need to slow down traffic on 15th Ave S. There are many unsafe intersections along this stretch. Please consider adding improvements (stoplights, signs, speed bumps, etc. to address)

State street and 15th

Spokane Street! There is a Metro stop on the east side of Beacon Ave that will need to be redesigned to accommodate this PBL project. Separated bus Island, the removal of left turn lands and a one-way PBL on both sides of the road is the design method to take with the intersection at Beacon Ave S & S Spokane St.

Make 100% of the ride comfortable for children.

Question 22-23: Are there any other intersections in the project area that we should evaluate? If yes, which intersection and how do you want us to change it? (optional)

Beacon and Spokane. I know this will join with the next phase, but it will also have the highest turning volumes. Too often Seattle bike lanes are great until they hit a high volume intersection and all protection ends

Beacon Ave/15th Ave. This intersection is a mess and I honestly don't know what to do about it, but making all of these other changes without making Beacon/15th better would be just leaving a huge gap in the whole route.

May be discussed elsewhere but the 15th ave S c Beacon Ave S intersection

Beacon and 15th ave

The intersection at Beacon Ave S and S Myrtle St is not designed well for bikers. You have to stop and use the crosswalks to get from one median to the other.

Atlantic and p-patch cross walks need to have flashing lights at a minimum.

Every intersection on Beacon needs to be reconfigured.

Northbound Beacon has an under utilized and not necessary right turn lane at Spokane. Please eliminate that and extend the protected bike lane farther south on Beacon ave.

Golf/14th

All of them. As stated: preference people over cars, raise intersections both for accessibility and for safety, remove all street parking on all arterials, and provide separate bike traffic signals and leasing pedestrians signals.

More than an intersection, but 12th Ave btw Boren/Yesler and King really needs improvements too - every day I see a lot of cyclists traveling between Capitol Hill/CD along Broadway and 12th Ave NE and, while better than pre-pandemic, it's still a scary mess through there.

15th Ave S and S Walker desperately needs a cross walk.

Beacon Ave at 15th Ave

Final intersection at Spokane and Beacon. Very large number of pedestrian/cyclists use to access Jefferson Park.

Question 24: Are there additional improvements that you would like to see included in this project? (optional)

Just under one-quarter (23%) of survey respondents shared feedback about additional improvements for the project.

Spokane street intersection seriously need to be reconsidered as I would not consider fast and wide lanes on that intersection to be safe for cyclists

Less parking on street. Cars in the process of parking often threaten cyclists on bike lanes.

Pave the roads on Beacon Hill. 12th Ave and 14th Ave are major bus routes. The potholes are like craters on the moon. The same potholes appear over and over and all SDOT does is throw in some cold pack which lasts for about a week. The road bed is damaged and needs to be replaced.

I hope this is included but just in case, the side walks along Beacon Ave S. need to be replaced, also could be a bit wider in places. And the road needs some serious work, such as an area right in front of Bar Del Corso

I would like to see more increase in safety including better lighting, signage and emphasis to non-bikers including pedestrians, elderly, drivers, etc..

Please allocate ongoing maintenance funds to remove vegetation, snow, and garbage from bike lanes and curb ramps. Invest in mini sweepers. Currently volunteer community groups are stepping up, but there is too much maintenance for volunteers keep up with.

Spokane street needs protected bike lanes in both directions from 23rd Ave S to 14th Ave S. 23rd Ave S should also have protected bike lanes in both directions.

Rapid repair on potholes or utility work that changes the needed space to commute.

As a resident and biker I think improving bike infrastructure is great, but it does serve exclusive population deferment which may only be utilized in non-rainy months. Prioritizing bus and train access, per access and parking particularly for older residents but also trades persons and commuters is critical and should be considered of equal import to improving biking infrastructure.

I just want to stress the importance of traffic calming and road quality improvements

Fill in the pot holes along Beacon Ave and 15th. Do not put a joint between concrete road within bike lane (like on 2nd ave).

Street parking who live on 15th Ave s is severely affected. Don't think any of the proposal is even attempting to address that. The council seems to be very strong on making this change happen.

we need to get paint that's able to be seen at night/heavy rain for road lanes.

Changes made to 15th Ave S should result in slower speeds for drivers which can include traffic calming like additional stoplights/stop signs along the corridor and raised crosswalks for pedestrians. SDOT should incorporate physical barriers beyond ineffective paint and plastic flexposts like curb bollards and concrete to prevent private vehicles and delivery vehicles from entering or parking in the bike lane(s) and creating a dangerous situation. Make reasonable accommodations for parking for people with disabilities and mobility devices like zoned parking and loading zones.

Traffic calming between Golf and College, particularly as you get closer to College. Speeding is a huge issue.

PAVE THE GODDAMN STREET YOU RACIST PIGS!

Please fix the roads and sidewalks. Cities are supposed to do that, so let's get to work!

Possibly additional lights at any dark areas of street. Often feels pretty dark for bikes in winter.

I think all protected bike lanes should have a cement curb at the very least ,lines and plastic bollards have no value. That is proven by the people parking on 14th northbound and on the bike lanes all over the city with plastic dividers mowed over southbound from Pac Med to College

Yes, improvement to roads such as repaving.

Yes, please address the problem of the reduction in parking for the residents along 15th Ave S.

Repave Beacon Ave S as it is unsafe now for cars and bikes. Huge potholes, bad patches make it unsafe for any traffic

Parking suggestions for homes' original street parking now converted to bike lane

I would like the flashing walk button to be more frequent. Anything to calm traffic down and slow the drivers down. Families live in this neighborhood it is very much a family neighborhood and to have people fly up and down beacon is 100% unacceptable. More flashing push buttons will help.

Question 24: Are there additional improvements that you would like to see included in this project? (optional)

Anything you can do to protect bike riders from getting doored will increase the number of bike commuters on that route. Put the bike route on the sidewalk side of the parked cars (like on Broadway in Capitol Hill). This might mean eliminating the center median turn lane and slowing down car traffic on Beacon Ave. Great!

Beacon Ave and Lander itself needs more attention due to the turning into the Red Apple parking lot and stopped buses blocking the south side of Lander (causes visibility and access issues for vehicles and pedestrians making crossing north-south at Lander perilous).

In order to reduce driver speeds which will improve the safety and experience for everyone, multiple intersections along 15th Ave and possibly Beacon Ave should be converted into 4-way stops. Drivers speed between each stoplight, and something needs to be done about this.

I would like to see the emphasize of safety including addition of better lightning and resurface the streets better so it will make it more even than bumpy.

Yes! More lighting and flashing beacons at the Beacon Hill Station. Traffic cameras to reduce cars blocking the crosswalk and people running lights. More lighting around all bus stops!

I think having the bike travel lane raised wherever possible, including across driveways, would be beneficial. I also hope you will use true barriers and not plastic bollards to protect bike lanes

Curb ramps on all beacon hill intersections within 34 blocks of beacon Ave. Walking with strollers or wheelchairs is difficult in beacon hill as many intersections do t have curb ramps.

I'm no traffic engineer, but with Beacon Ave. breaking the grid so much, there are a lot of intersections that seem un-needed. Do cars on Forest, Stevens, Horton, and Hinds really need to be able to go through, left, and right? (Hanford is already a keep-moving street, but the same principle applies here too.) Couldn't you cap-off connections and ask drivers to travel 1 or 2 blocks over to cross / turn onto Beacon?

Separated two-way bike lanes are the best way forward.

Smooth patching or repaving is needed for some of these road surfaces when the cyclist is restricted to the 5 foot lane (one-way). 15th Ave. S. is rough all along the project area. Smoothness is even more important in the downhill areas where reaction time is needed for road hazards further ahead.

Marked crosswalks on all sides of every intersection, especially crossing Beacon. Modern curb ramps at all corners of every intersection (especially at Hinds, Horton, and 15th where they cross Beacon; and at College, Walker, Holgate, Grand, State, and Massachusetts where they cross 15th).

Hanford light needs bike-accessible activation buttons. There is currently no safe way to activate the button from a bike.

Non-contact pedestrian sensors for signal crossings across Beacon. Bicycle sensors for signals on bike lanes with leading signals for peds and bikes.

include the full block of Beacon Ave between 14th and 15th Ave

Speed reader for car to try to slow down car speed

Yeah. I would like to see more parking included on 15th ave s

Resurface roads and improve road drainage, weekly cleaning of roads.

Fix the potholes on the street?

Traffic calming on 15th. Cars regular move at unsafe speeds, especially close to jose Rizal bridge

Please better maintain the bike lanes on the Jose Rizal bridge. The floppy lane dividers (bollards?) are continually disappearing, and drivers are increasingly encroaching the bike lane, especially at the south end of the bridge traveling north.

Based on the diagrams it looks like the 'protected' bike lanes are actually just protected by a buffer of paint. We should instead use physical barriers, such as concrete bulbs, to physically discourage cars from entering the bike lane.

Beacon and 15th both have a lot of potholes that are dangerous for cyclists and cars alike...though more dangerous for cyclists.

Yes, please consider all of the important connecting streets and paths into and out of this corridor. 17th Ave S really needs work. It's not an official bike way but everyone uses it to bike because it has the most gradual hill. It needs changes to calm traffic to the speed limit and protect bikes. Also, look at connections from 15th down to Rainier, like on College St. That is the primary route to Rainier and it has no bike protections.

Install painted crosswalks at every intersection, increase the number of lighted crosswalks by at least 4x, add speed bumps throughout 15th avenue like the city does in the rich neighborhoods. Care more about the people

Question 24: Are there additional improvements that you would like to see included in this project? (optional)

that live on this street who need the street parking and need more safety to cross the street with their children and pets so that they can get to where they need to go. Lower the speed limit to 20 MPH. Do you even know the amount of car crashes that have happened on this street? People have died from driving too fast and crashing into other cars and trees in the past year. These design proposals DO NOT actually achieve any type of protection for the people living on this street. Once again, you only care about the people passing through the neighborhood. KEEP the parking.

Yes. Kill the bike lane idea, install speed bumps on 15th and 14th ave to slow down traffic. Install more painted sidewalks and sidewalks with flashing lights in the residential portion of the neighborhood.

Remove Beacon/McClellan slip lane.

Golf Dr at 14th and 15th intersection - better bike lane protection from drivers

Lights for bikes specifically at intersections. Places to repair a flat, fix your bike. I also really love the raised foot stands at the Moore Theatre bike path downtown. Incorporate those!

Road surface! Please make the road surface less terrible so I feel like I can actually let go of my handlebars with one hand to signal, instead of hold on for dear life so I don't get bounced off my bike.

trash cans at all bus stops

Move further south! Connect this to the chief sealth, and improve the semi protected bike lane with flex posts along Spokane.

Protected lanes south to the chief sealth trail

Efficient bus route 36 and dedicated bus lane for route 36. This neighborhood has more diversity and generations who only take route 36, which is basically a shuttle to light rail, school, and downtown.

More stop signs and speed bumps along 15th to make being a pedestrian and resident feel safer (fast cars are loud and annoying)

Two way bike lines on Beacon Ave please!

Extending the bike path to down town and/or SLU would make it more commuter friendly.

Please add a sidewalk on the west side of 15th Avenue across the street from the Esperanza street. Please also make a no-left turn from 15th Avenue (southbound) onto Bayview street. I have seen cars rush to cross onto Bayview but not see pedestrians crossing - almost causing an accident. This has happened to me twice in the last 6 months

No bike lanes. Focus on vehicle mobility. Focus on removing crime and unsanctioned activity from the roads and sidewalks

Please speed up the timeline. This needs to happen faster.

Raised crosswalks and bike lanes when crossing with motor vehicle traffic

The intersection of 15th Ave S and S Columbian Way is now extremely confusing when biking northbound.

Complete it before 2080.

All areas of Beacon Hill & Rainier Valley need attention y'all!

Further south on beacon it would be great to have a protected bike lane.

Bike lanes protected by something actually protective like high curbs

YES - RESURFACE THE ROAD. The road surface is unsafe for bicyclists - if bicyclists are your priority here, you would solve a lot of our safety issues by simply improving the road quality. Bike lanes are useless if they are covered with water, leaf debris, shopping carts, garbage, parked vehicles, etc.

Where floating bus stops are added, it'd be nice to also protect the far side of the crosswalk with a curb to keep motor vehicles from turning right through the cross walk with more of a turn, making it harder for them to see a conflict with a bike in a the bike lane.

already mentioned.

- Better access to and from 14th Ave S for bikes and pedestrians. - traffic calming for 14th Ave S as 15th should be the arterial. Many trucks use 14th and with this design they should be encouraged to use 15th

Hardened barriers protecting pedestrians and cyclists at key points (Jersey barriers / eco blocks).

Getting rid of parking on 15th Ave S is a major issue. There is a balanced option where making 14th Ave one way protected, make 15th Ave other way protected.

Make it a one way traffic area, turning on my bike would be way easier.

Filling in pot holes.

Question 24: Are there additional improvements that you would like to see included in this project? (optional)

More stop signs in intersections, sidewalk improvements to account for tree roots and obstacles causing tripping for pedestrians, PARKING in dense fully residential areas.

Parking being removed from

I think it's really important to get light timing right to prioritize pedestrian, bike, and bus traffic over personal vehicles. Pedestrians and bikes have to wait so long to cross.

More bike lane protection, less parking. Also please install bike staples when working on nearby sidewalks (or in a parking stall). They should be regularly located even if there isn't an obvious business district.

I would like to see protection that is more robust than the plastic flex posts. They are constantly driven over and broken and then they obstruct the bike lane. I want something that actually protects people and is not constantly in need of repair.

Build a two way protected bike lane.

Bike red/green/yellow lights Better signage at beacons and 12th big intersection - drivers miss the no turn on red all the time.

Continue the 2-way protected bike lane on the East side of Golf Drive all the way across the Jose Rizal Bridge.

I always love art on the street!

Cross walks.

I hope you will include plans for frequent cleaning and maintenance. Many of the S Seattle bike lanes that already exist are unsafe to use because they're full of leaves and trash!

those light up signs that display the speed limit and how fast a driver is actually going along 15th and on Beacon Ave fixing the pavement on 15th, part of the danger is that in areas the street condition is so poor I need extra room to maneuver to ensure I don't crash in potholes, but overtaking drivers and drivers who overtake and try to slide into a too-small space make it so I don't have the time/space to react

The plan is missing traffic calming for Beacon Ave and 15th Avenue. If we want everyone to feel safe, we need to make sure that cars go the speed limit, which is usually not the case. If you go 25mph on either of these roads currently, cars will pass you (illegally), I've seen it happen many times. So necking down the lane sizes, adding raised pedestrian crossings and lights, stop signs, etc will all greatly increase the safety of this corridor for all users. Please add this to the plan.

I would like to see this area stay and be made more livable realistically and be beneficial for businesses. I don't think removing a huge amount of parking in an area already pressed for it is the answer

We need to slow down traffic on 15th Ave S. There are many unsafe intersections along this stretch. Please consider adding improvements (stoplights, signs, speed bumps, etc. to address)

Cross walk at state street and 15th.

A full resurfacing of 15th would be luxurious, like living in a leafy suburb.

Yes! Dutch intersections and Toronto style barriers

Fix the potholes, please.

Ideally 5'-0" wide one way bike paths should be provided.

Make protected bike lanes actually protected with more than just paint and post division. Use concrete or planters. Install protected intersections. Don't drop the protection at intersections.

It's unclear whether the bike lanes throughout the project will include fixed concrete curb protection, or just paint/post. I hope that greater protection will be included. The enormous number of missing / flattened posts throughout the city show how ephemeral this "protection" is. It also does nothing to prevent cars and delivery trucks from parking in bike lanes.

More physical structures to calm and reduce car traffic and encourage walking/biking

Advance pedestrian crossing signal timing at traffic lights.

The intersection at Beacon & 15th needs to be prioritized for people walking and biking. It's critical that people feel safe accessing the light rail station and the heart of Beacon Hill

Protected intersections

Fix the sidewalks and curb ramps. Make the driving lanes narrower so people actually drive the speed limit - 25mph posted but people drive faster because the lanes are so wide.

Use hard barriers. No white plastic sticks.

I would love to see additional traffic calming measures to help slow down car traffic, which would make the road safer and more pleasant for all users. I also think it's important to pay attention to pedestrian crossings

Question 24: Are there additional improvements that you would like to see included in this project? (optional)

throughout the area to make sure those are as safe as possible and that there are enough opportunities for pedestrians to cross, particularly on the 15th Ave and Golf Drive stretches.

stop signs, traffic circles, speed-o-meter signs, speed bumps. Any concrete addition that will forcibly slow traffic along 15th. I believe if you plan to remove all the parking for the residents, you could do something to increase safety and reduce noise pollution.

Paint the entire bikelane green, not just the intersections. Eliminate all Right on Red

Should expand to include the full block between 14th and 15th.

As much physical buffering as possible. Too many drivers think it's acceptable to use a bike lane as a parking space "just" for a minute.

More lighting at crossings Ensure bike lane maintenance is possible with street sweeper. Lots of trees and leaf litter on this route.

New pavement/concrete. The road is very rough to bike on and unsafe to take a hand off of handlebars to signal to drivers or other riders.

Make bike lanes wider and reduce width of car lanes

For many, extending the Mountain to Sound trail past Holgate and to Forest St. would allow for connecting Beacon Hill to bike and transit facilities to the west, Sodo trail, Light rail station, West Seattle and South like George Town.

More green paint and slower streets!

Although I don't drive or park along 15th, I do wonder if there are opportunities to create a few parking spots where there is currently a planting strip (between the sidewalk and the curb). Adding a few of these where possible (removing as few trees as feasible) may go a long way to appease residents who currently rely on street parking in that corridor.

ensure that the protected bike lanes are protected with curb or barriers. Paint and Flexiposts just won't do.

Good measures to ensure drivers don't block the protected bike lane, including maximizing load zones so that drivers have good access to pull over, signs with guidance around the bike lane for drivers and pedestrians, as much use of light and reflectivity as possible because a lot of this route has dim lighting even though it is a busy road (this is a general problem in Seattle).

All the street improvements in beacon hill to day are devoid of plants and street trees. In the intersection on 15th near McPherson's. Is just a concrete desert. Compare this to north seattle where there is ample planting in all possible areas. Please make sure where ever possible the improvements include planting and greenery, it helps the neighborhood feel lively and care for instead of utilitarian and under served.

Replacing the plastic sticks at the north end of the project area, at 12th, Golf, and S Charles St. Those things don't last more than a few months.

care and repaving of problematic roads

Remove right turn on red lights.

We need parking for residents living between golf dr and state st. Atlantic is the only major cross-street and it's incredibly steep and dangerous as it is.

Please provide concrete parking stops as protection at minimum. Plastic poles and paint don't stop drivers from entering the bike lane - at minimum blocking it and at worst, hitting someone.

Connect to the existing painted bike lane on Beacon Ave that currently ends a half block west of 15th.

More cement barriers between car lanes and bike lanes. I want physical barriers between me on a bike and cars.

More pedestrian only spaces and fewer car-only streets. For example, removing car access from Beacon Ave in front of the light rail.

Light timing should be optimized for bikes going downhill (north)

Use proper concrete block or metal bollard connection. The plastic flex-posts are as useful as having no protection at all- which is to say, they're a waste of money.

I would also like to see on-street car parking replaced with bike corrals and/or wider sidewalks.

Nope, looks great!

Hopefully all the signals will be smarter/ adapt to busy or not busy times. The light at Spokane and Beacon does this well now. If the two-way bike lanes are selected, there should be special signs telling crossing traffic to look both ways before pulling forward.

Better protection for the safe streets from cars turning onto them.

Question 24: Are there additional improvements that you would like to see included in this project? (optional)

Not sure if included but many intersections lack ADA accessible corners

Additional traffic calming measures to slow traffic along entire corridor.

Painted crosswalks need to be added at every single intersection

Please make the Jose Rizal bridge bike lane more protected! The plastic dividers are regularly taken out by motorists and do not provide any actual protection to cyclists.

Question 25: Please share any additional comments or feedback you have about this project. (optional)

Over one-quarter (27%) of survey respondents shared additional comments or feedback about the bike route project.

Limited options presented; was there was neighborhood input?

You waste time and money for what?

Traffic calming and bricks speed reduction on 15th needs to be a priority.

What I learned from this project is that I hate everything about it, I hate SDOT and the people working there and I really hate BHSS. BHSS should rename themselves to BHBS (BH Biking Streets) because all they do is promote bikes. They don't give a rat's ass about pedestrians or the majority of people who live in this neighborhood. A pox on both your houses.

Greatly appreciate any and all bike safety improvements, especially, protected bike lanes! I will say, based on 37 years of bike commuting. Protected bike lanes have additional considerations. They take considerable resources and compromises from motorized traffic. Hence, drivers are less forgiving (if that's possible) of bikes using the car lanes, even though that remains an entirely legal option. Also, it is more difficult to enter the road from a protected bike lane. Therefore, the protected bike lane (PTB) needs to be usable at ALL times. At no time should it be flooded, used as a -parking area, breakdown lane or load unload zone. The PTB needs very frequent inspection and cleaning for debris, garbage, etc. If there is a reported hazard there needs to be a real time response system and PTBs require special cleaning/maintenance machinery. Obviously street sweepers are not going to help and often sweep more debris into bike lanes.

I have lived in Beacon Hill for 50 years and I own a duplex which houses a tenant. The tenant works swing shift and needs street parking. I feel that this project does not address the issues of the residences who will be affected. This project only focuses on bike riders who do not live in the affected neighborhood. This bike route will be devastating to this neighbor. Since I have lived here, I have seen many of the houses around me torn down and have multi-townhomes developed. Unfortunately, these developments do not provide sufficient parking and so many have to park on the street. Also, my spouse needs constant care and has caregivers/health professionals coming to the house quite frequently. Where are these people going to park? I am elderly and BIPOC, I feel my voice is not being heard. I am not able to walk that far, bike or take a bus. Are my concerns being heard? It's ridiculous to remove all these parking spots for a few bicyclists that I see. Please reconsider and listen to us the residences especially the elderly.

Most importantly, I hope there will not be any more delays in this project. Investing in making South Seattle neighborhoods walkable will improve quality of life and business.

This is so confusing for a lay person -- and overwhelming -- I am not trained in the field of road safety and street design or the myriad details in a project like this. I thought the city transportation, Seattle govt et al, have the expertise to design and implement safe and expeditious bike corridors. !!! ... The various bike groups have shared their top priorities regarding safety etc. when I see these kinds of surveys -- I feel as though me (the public) are asked to choose specifics without the training/education do so. It would be great to see a real life demo of the various specifics to better understand the pros and cons ... ? Is there at least large table models that are easier to visualize for the lay person.

Typical stupid city of seattle project.

My family have lived on 15th Ave S for over 40 years. The reason my parents bought this house was because it was close to Chinatown and ample parking on the street. When the bike lane on the west side of 15th Ave S were installed, it made the car lanes narrower. My mother's driver side mirror was hit several times, so she ended up parking on S Walker St. Now with the new developments in the area, she sometimes cannot find parking on S Walker St and has to park either on 15th Ave S. or sometimes on 16th Ave S. She is in her 70s and has a hard time walking up the hill. Taking away parking on 15th Ave S between College and Walker St will be a detriment to our area. Cars are parked from corner to corner on any given afternoon or night, blocking fire hydrants and may cause problems when cars need to turn onto 15th Ave S. Parking on both sides of the street on S Walker St are full as well. Where are we to park?

Question 25: Please share any additional comments or feedback you have about this project. (optional)

You're playing rock, paper, scissors with cyclists winning the game every time and ignoring the fact that they don't follow laws, pose a danger to pedestrians, and don't contribute a cent to the roads you've killed off to cater to them.

Please I need my parking. I have kids I need to take to school. I need to go to work in Bellevue. I can't afford to move.

More impound and incarceration (temp) for moving violations. Make it clear that if you can't drive, you can't drive.

As neighbor of this part of the city I found very hard to find parking and bikes run down the street one every once in a while don't see the need on making parking even more difficult than it is. And biking should be implemented in street that are not main traffic avenues. 15th Avenue south is a very important traffic arterial not just for neighbors but for the city.

People seem to forget that there are very few vehicular routes in and out of beacon hill. We cannot completely de-prioritize personal vehicles.

Not everyone speaks English or are even in online.

Thank you for investing in bike infrastructure and for making it safer for cyclists, pedestrians and drivers!

Don't take away parking on 15th Ave S

Like stated above taking away our parking isn't what we need. But since it's most likely happening, I'm hoping you guys will provide GOOD AND FREE parking for the communities who are being affected. Thanks.

Please add traffic calming everywhere so drivers can't go 40 mph through the neighborhood.

The actual community that lives along 15th Ave S is very diverse, with people of Asian & Pacific Islander descent, BIPOC and Native American residents, Hispanic residents, White residents, residents with disabilities, multi-generational households, secondary-English and non-English speakers, homeowners and renters, low- and high-income residences, and residents of all ages. Those who I see commuting by bicycle along 15th Ave S are predominantly young to middle aged white people who do not live in the community, but who bike through it. The north section of this bike lane project will have the effect of further marginalizing community members who are already historically marginalized, and removing an essential public service (free street parking), while granting a transportation convenience to a historically advantaged demographic who could have a safer transit option on a different street. Currently, the City of Seattle promotes itself as a "Race and Social Justice" forward government, with an internal initiative to ensure just outcomes in the conduct of City business and the implementation of City services. Obviously, human government is not without its imperfections, but this project in its current design represents an exercise of preferential treatment at worst, or an exercise of ignorance and negative community impact at best. Do better!

Let's go!

SDOT should continue to perform outreach with residents and community members throughout Beacon Hill and the rest of South Seattle. SDOT should maintain clear communication to residents and stakeholders, including Beacon Hill Safe Streets, regarding updates. There should be no additional delays to implementation of this project. South Seattle deserves safe bike infrastructure now!

Floating bus islands are always better than in-bike-lane stops. People often wait right next to the sign regardless of whether or not they are in a bike lane and it makes a dangerous situation for everyone. Also, please make sure the bike lanes have good drainage! Too many bike lanes have been flooding during the heavy rains in December

The sooner the better. Any speeding up of the project would be great. Why not a pilot to see what design works?

Whatever you do to improve this for cyclists, please also consider pedestrians. Thank you!

SDOT IS A RACIST ORGANIZATION THAT DENIES SOUTH SEATTLE OVERDUE ROAD PAVING AND INFRASTRUCTURE IMPROVEMENTS AND OFFERS US BULLSHIT BICYCLE LANES PAINTED OVER POTHOLES INSTEAD!

Remove the requirement that Seattle renters have to pay extra to park in their building garages. I realize that someone thought it was a good idea some years ago, but it floods dense and congested neighborhoods with renters jockeying for scarce parking. This is a hazard to cyclists. Has anyone evaluated the successes and failures of this requirement?

Will there be additional bike racks going in to accommodate the additional bike traffic for businesses ?

Question 25: Please share any additional comments or feedback you have about this project. (optional)

All of this seems like a lower priority to actually fixing the road itself.

It's great to see the investment in infrastructure on the south end of Seattle.

Please I'm begging you go bold. I'm so tired of half ass projects. I love sdot, I love this city, I love being car free in this city. Thousands and thousands of us do. Please make it easier for us to live in our city. We can. It say we are committed to vision zero if we don't make bold change.

I would REALLY like to be able to bike and walk around the city a lot more and feel reasonably safe doing so. This is an improvement that is in my neighborhood and will help me choose to ride more.

no more delays! with SDOT's refusal to improve Rainier Ave for cyclists this is a vital corridor

I'm glad this project is moving forward. I wish it was being built a LOT sooner. I've been frustrated by the slow pace of pedestrian infrastructure in my neighborhood compared to what my friends further north are experiencing.

These projects should be done in a matter of months, not years.

Again I would like to reiterate that I am an avid biker for commuting and for fun. I don't think that you need to have huge protected bike lanes up and down 15th. There already exists directional bike lanes, one on 15th and one on 14th. I would love to see the city utilise those first before you remove all the parking. I understand you want to improve the neighborhood but removing parking and adding in 1000 row houses and more people living in the area is not a solution. The northwest is full of outdoor activities that people need to drive to and when they are at home they need to park somewhere. I think you are devaluing my house by removing the parking.

A large shade tree (green beech, I think) was removed during the process of putting in curbs and a crosswalk in front of Healing Arts (across from the gas station). The loss of that tree is major, and will not be made up during most of our lifetimes. The tree could have been accommodated, in my opinion. Please ask the sidewalk people to be more creative. That intersection is not better in my opinion, and in fact, it gets very little foot traffic. I'm perplexed as to why it was thought needing of an overhaul.

Please don't delay this project further. This corridor is quite unsafe for pedestrians and bicyclists.

This was a biased survey that did not allow for participants to select or suggest alternate changes to the plan.

I wish there had been more community involvement before starting this project on the north end at Jose Rizal Bridge into the ID. If there is any way to re-visit additional improvements at 12th and Weller and 12th and Golf for streamlined traffic flow, that would be appreciated. The current changes have caused periodic vehicle backups from Jose Rizal Bridge all the way past Bailey Gatzert Elementary that both slow bus movement, increase idling car pollution, and make car, bike, pedestrian interaction more likely.

I think the focus of this project needs to be both a safe and direct bike route connecting throughout the area and creating a safer traffic environment for everyone walking, biking, rolling, driving, and taking transit.

I would rather see wide bike lanes adjacent to car travel lanes, without hard "protection". "Protected" bike lanes collect gravel, broken glass and other debris which is detrimental to cycling. Further, curbs and bollards can pose a hazard to cyclists by limiting their options when faced with avoiding an obstacle, and may cause crashes. I'd rather have double lines or ground-in rumble strips as separation to the higher speed travel lane. Many cyclist may ride at the speed closer to the travel lane and be safer in that lane at times (downhill especially)

Why are there no options in the north section to update or extend current bike lanes that are already on 14th street bus routes? My family and I rely on street parking that would all but disappear. Making them park and walk further at night is concerning. Please consider using 14th street for a safer and less disruptive biking experience.

This project shows clearly the disconnect between public officials and the community members they are supposed to be representing. the people of Seattle are being completely ignored. those of us that are still barely in business here at the end of 2022 are not doing well because of the rampant shoplifting, drug dealers and drug users loitering on our property. we need help not a bike lane.

I feel this Beacon Hill Bike Route was decided based upon a small group of people that don't live in the affected areas of the bike route, younger in demographic, tend to be not from the BIPOC/underserved communities and do not have any disabilities. There is a serious social and economic injustice of the selection of the route. The BIPOC and underserved community will be heavily affected by the implementation of this bike route. It's sad to see the neighborhood to be torn up. I have attended many meetings about this project and everyone is anti-car.

Question 25: Please share any additional comments or feedback you have about this project. (optional)

Public transit is great to use but it has many limitations by not going to many different areas and it's not as robust like other cities such as New York, London (UK). I would like to see consideration for the elderly, disabled and people who can't bike/walk/take the bus. We are going towards more electric cars that are not being taken into consideration in this route. It's unfortunate that tax dollars are going to be paid for a route that limited people will be using.

anything that can protect bikers would benefit us, as someone who was hit and left for dead, I think we also need rules or laws where bikes are seen as having road rights too.

I think a two-way PBL on the east side of Beacon should be explored. It would allow floating bus stops going northbound and maintaining the curbside bus stops southbound - probably saving money.

Removing current parking spaces for residents on 15th Ave S would be unsafe & detrimental to residents with disabilities, children in the community, & could cause traffic delays during routine services such as FedEx deliveries.

This is very exciting, please keep improving our bike and transit infrastructure!

Please just build the lanes. I am not a traffic engineer and shouldn't be choosing the safest bike way. enough surveys. Just build it in 2023 please. No more public input processes.

Regarding: Forest St. ... Why does one parcel appear to have THREE DRIVEWAYS! Eliminating this type of land use should be a precondition to redeveloping the property. If you end up having to put in non-permeable surfaces in that "landscaped area" to accommodate the existing parcel, I suggest using driveway pavers small enough that a child could carry them away.

I sometimes commute from Broadview to Tukwila on 15th Ave S and appreciate any improvements.

Any bike lane along Beacon Ave S and along 15th Ave S will be a huge improvement to our neighborhood. I'm looking forward to feeling safer on my bike and choosing to ride instead of drive!

We appreciate efforts made by advocates and City Transportation officials and politicians to improve Seattle, making it safer and more attractive to all.

Please address the issue of parking in the neighborhood. I do not support the removal of parking along 15th.

Please keep the safety of squishy humans paramount in these designs. I value that much more than the speed of private vehicles traveling through the city.

I don't see Seattle adequately moderating/ managing different speeds that now occupy the "bike" lane. Skateboarding, running, and kids biking are very different than a 25mph ebike. Maybe get the ebikes on the outer track of the lane? They, plus scooters, are pretty fast. They don't wear helmets sometimes and often have ear buds in. I feel they are more hazardous than cars sometimes.

I LOVE THIS PROJECT! Phase 1 should really be all the way to Columbian Way. It's too bad there will be this long gap in the bike network for more years. In some ways Spokane to Columbian is the highest priority corridor because there is no alternative for bikes.

Traffic calming on Beacon will help the business district thrive by making the street feel less like a highway. Beacon Ave south of Spokane St. needs help too as that feels like biking on a speedway.

please prioritize safety for people walking, biking, and taking transit. SDOT is the expert here over public input. Roadway drainage becomes even more important with protected bike lanes! There are many times when I find the bike lanes flooded in the winter and have to merge in with traffic to avoid getting soaked. With protected lanes, this makes it much harder to get out of the lane if it is flooded in spots.

Bottom line, there needs to be parking available on 15th north of college street. And improvements need to be made to slow drivers down along 15th. Speed bumps, pedestrian flashers and signs and multiple intersections.

15th Ave S section of the project should include a complete repave of the road instead of just pockets of repair of the road. The road condition is unsafe for bike, driving and walking. Speed reader and flashing light needs to be installed among 15th Ave S to slow car speeds down

Bike lanes are dangerous and full of potholes and standing water and leaves. Why would we invest in more bike lanes if you can't keep the ones we have clean?

As Beacon Hill becomes more densely populated with the number of new townhomes being built in this neighborhood, there will be more and more need for parking on 15th Avenue S. Many residents of the street rely upon having parking (including those with young children and older folks, or people who have to commute to work with a car because the transit system is incomplete and slow in Seattle). I find it concerning that the city is planning to take all street parking away on the residential section of 15th Avenue S. In my experience, it's rare

Question 25: Please share any additional comments or feedback you have about this project. (optional)

for the city to remove ALL parking on a residential street, especially in other neighborhoods of the city where the residents are wealthier and hold more political power.

Please implement near-term pilot solutions when possible. Right now, this project is scope creeping. Is it a transit project now? Or a bike lane project? If it were focused on the bike lanes, we could cheaply add paint an post very quickly. But instead it seems like we are being forced to wait for the "Cadillac" version with these expensive bus stops and curb bulbs. We need a safe route from Rainier Valley to Downtown today, and climbing Columbian Way to Beacon then taking the Jose Rizal bridge is one of the only routes.

I can't believe this project is taking so long, while projects for rich neighborhoods like Green Lake get priority.

I'm not sure about many of these options. I think instead of doing a survey, it would be better to just make the decision yourselves based on whatever would most improve cyclist and pedestrian safety- you're the experts, i'm just guessing at what looks safer.

Can we close 15th ave to all thru traffic and route it up to 14th?

Protected bike lanes are not the solution. PLEASE keep the parking. People livelihoods rely on the street parking. My elderly neighbors rely on the street parking. For once actually listen to the people that live on this street and advocate for them.

This project is a terrible idea.

At the present time, it feels like this is being imposed on the residents, at their expense of losing parking. It feels a agist and biased towards the biking community.

I absolutely love it and am so proud of this team for their work! I know noone on the team and am truly saying that.

This survey and design is quite confusing for the everyday people with no background in this field. It's hard for us to visual see and understand the impact of what is being proposed. This is the exact reason why there is so much push back/delay on 15 Ave S project. The language and description for these surveys needs to be easier for us to understand the unbiased impact of what is being suggested.

From the very beginning of this project, it has felt that SDOT already had what they felt was the best route for this project and geared all their outreach to focus on what they felt were the most positive outcomes for their project to be executed and did little to get a more broad scope of feedback from the community who will be negatively impacted by the current plan and options. There is definitely a need for a safe biking connection from south to north, but only focusing on what would be the flattest route for the bikers doesn't give them the safest route and negatively impacts more people than some other options that where never given the full discussion for an undeserved and often neglected community.

I am glad to see a project is in the works. I want us to be a greener city who prioritizes the health and safety of its people.

Consider situations outside the norm. Focusing on the easiest day with the least amount of traffic is not how professionals design their work. Loss prevention focuses on worst case scenarios and designs outward from there. It is surprising to see a lack of professionalism in this project. This is too often seen in this city in comparison to others.

If you want people to use the bike lanes you need to make them a good alternative. Preference is still given to cars. Bikes will have to stop and wait at intersections longer than cars

1. Please don't remove the east-bound turn pocket onto McClellan from Beacon Ave. 2. Please consider making the following intersections four-way stop intersections: - 17th & Roberto Maestas - 15th Ave & S Lander. 3. Traffic calming degrades emergency response times. SDOT needs to solicit the opinion of Seattle Fire Department to understand how changes to Beacon and 15th S will impact their operational efficiencies into and around North Beacon. 4. Do not put the bus stop right in front of Bar Del Corso. Move it north. (I can't believe SDOT actually proposed this. It's embarrassing.)

Increase bus efficiency while protecting cyclists. Don't remove parking only to single commuter options when route 36 is the largest used route in Seattle. Fix the roads!

Protected bike lanes!!

This was great, I wish I could participate more in city planning like this as easily

This level of community engagement seems like too much. Shouldn't there be best practices and performance data informing the design choices?

Also replace the existing one way bike lanes on Rizal bridge with two way bike lanes please.

Question 25: Please share any additional comments or feedback you have about this project. (optional)

Please consider that cyclists do need to merge with car traffic and should be able to pass freely for left turns at intersections or for passing cars on the left as they turn to the right. 2-way bike lanes force cyclists on the wrong side of the roadway. This makes transitions from 1-way lanes tricky, forces riders to pass each other too closely, and spreads confusion to car drivers as well as cyclists.

Can't wait for it !

Please limit the amount of times that a bike would have to go up and down a curb cut. This will force behavior of bikes going into the street to maintain even elevation.

Please (!!) go through with the two-way protected bike lane on 15th Avenue. The parked cars currently on the east side of 15th avenue pose a threat, not only to cyclists but among cars themselves because sometimes the parked cars are too far into the road (there is very little space for parking as it is) which causes cars driving north to swerve onto oncoming traffic which then also puts any cyclists going south in further danger. Overall, those parked cars are too dangerous for drivers and cyclists alike. As for pedestrians, the parked cars make visibility hard between themselves and northbound traffic. Also - thank you everyone who has put so much time and effort into this. I really appreciate your work in making this part of our community safe for all.

No bike lanes. Focus on vehicle mobility. Focus on removing crime and unsanctioned activity from the roads and sidewalks

Safety for vulnerable users should be the primary focus of any infrastructure project within a city. Some features of well-designed, safe infrastructure include separation for differing modes of transportation and motor vehicle speed-reducing devices such as raised and continuous bike lanes and crosswalks. While these features may seem extreme to many drivers, they also make commuting via bicycle much easier and less of a chore. This has the dual effect of increasing safety and awareness of cycling but also inducing demand for differing modes of transportation, and with cycling being the main focus of this study, this should be a goal for the project. Additionally, traffic calming devices in particular also reduce motor vehicle speeds which leads to a safer-feeling community. I commute primarily in the Bellevue area right now, and the routes are disconnected at best and dangerous at worst. Bicycling next to vehicle traffic instills in the rider a constant fear of distracted, impaired, or even simply mistaken drivers who can easily injure or even kill a cyclist at the turn of a wheel. Seattle, a city I visit frequently, is much more progressive in bike infrastructure, and I hope you all can set an example for my neighboring city.

Let's go!

How about connecting to Rainier Valley? No safety measures for cyclists who need to go up/down to Beacon Hill :(

This is insane! Why do you need to get feedback on every single intersection?! What's the point in hiring expert designers if you rely on the public to design intersections. This seems like a major waste of everyone's time and money.

Bike lanes behind the bus stop seems to work best. But in general, I support the options that you think prioritize pedestrians, bicyclists, and bus riders the most. And - that slow down traffic wherever and as much as possible. Please slow down the cars!!!

We have bridges that are about to fail, our roads are in pathetic shape. Stop doing stupid projects for white people and take care of business.

Would love to see this built, it would make my commute much safer and faster

I hope your leadership can recognize that this project is causing more problems than solutions. Because of the nature of new property development in the area with no parking for new residents, there is less parking available for everyone. Take that away, and you are taking away mobility for folks who do not have the ability to ride a bicycle or walk up a steep hill to catch a bus. As a cyclist, I recognize that biking in this hilly city is not for everyone, and I don't use existing bike lanes because they are not cleaned and maintained. Road quality is key. Bellevue has nice roads, why can't we have nice roads in Seattle? Thanks for the opportunity to provide feedback.

bike lanes on this stretch would be a great addition to the neighborhood and make biking safer, more enjoyable, and more accessible.

This project is not reflective of community wants and needs. This feels like a very passive way to gentrify an already gentrified neighborhood.

Question 25: Please share any additional comments or feedback you have about this project. (optional)

It's been frustrating to watch this project wallow for a few years while bike projects in other parts of the city are seemingly prioritized. I urge SDOT to break out of this mentality where you feel like you have to establish buy-in before doing anything. There are three problems with this: 1) People want different stuff. "The community" is not an actual individual that can make choices. 2) Normal people lack the technical competence to make judgments about what street features will have what impact; there's more to life than pure technocracy, but these are issues with a significant technical element. 3) The people who show up to community meetings and yell about things are an unrepresentative minority. The result of spending a lot of time gathering incoherent feedback from an unrepresentative group of people who don't necessarily know what they are talking about is that you end up (slowly) doing things that either don't work well or aren't cost-effective. This leaves everyone feeling like the city is run by idiots and only further erodes trust. By contrast, if you do something in a timely and cost-effective manner and it delivers beneficial results, then people might give you some credit and you'll earn trust for the future. Of course, if you bypass community consultation and do something that turns out to not work, you'll look like an idiot. But if SDOT is staffed by people who don't know what they're doing, that's the problem, not a lack of community trust. There's no magic process that makes this work. What you need is a team that is worthy of trust, then it needs to act like it deserves to be trusted, and then it needs to deliver something good. Don't deliver something over budget and behind schedule that turns out not to work well and then congratulate yourself on your community outreach.

The right of way on Beacon Ave S from Spokane to the light rail station is expansive and encourages high speeds. Space dedicated to cars should be reduced to lower speeds and increase safety

Need more stop signs on 15th Ave S. Do not get rid of parking on 15th Ave S

I DO NOT BELIEVE BIKE LANES ARE NEEDED NOW. WE AHVE MANY OTHER ISSUES IN THIS CITY TO TAKE CARE OF.

This survey helped give me a better understanding of the project but I'm still confused about the bike lane on beacon Ave between south lander and McCellen

Please don't make protected bike lanes. I will NOT use them as a cyclist. I do not feel safe in the, especially at intersections. I will either take the lane or use the already existing greenway.

This project seems to be hyper focused on bike lanes, but there are no clear numbers or data to back up the demand and who the demand is coming from (is it local residents or residents who do not reside in the area)? Is the budget for this project being funded by a program that requires bike lanes expansions? If so, Why do bike lanes have to be on 15th Ave S and Beacon Ave and not Rainier or more viable locations? We need more transparency into the data and details regarding what's driving this work and the decisions behind them.

15th Ave S is a corridor for essential services, including resident and business vehicle travel, emergency vehicle travel, local pedestrian traffic including school travel, and community member parking. Attempting to incorporate dedicated bicycle travel into this crowded corridor necessitates a loss of service to community members, and complicates a busy route. Why not choose a less essential corridor to serve those interested in bicycle travel, resulting in less complication of essential services? Can bicycle interest groups obtain a safe travel corridor along 17th Ave S, 18th Ave S, 14th Ave S, or 12th Ave S - and not create further difficulties for pre-existing essential street/ROW uses?

Parking being removed from 15th Ave S is unacceptable. Bikes are not enough of a priority compared to vehicles especially given inclement weather, the disabled, and the volume of vehicle owners now versus in the future as condo after condo replaces 1 house into 8 units with each one suddenly all needing parking

Please complete this project ASAP. It is horrible that there are no safe/protected North-South routes.

Overall I think these improvements are great and needed. But south beacon hill and mid beacon hill needs the basics...maintained roads and sidewalks on residential streets

Stop doing these surveys. You, hopefully, know what is safest and what reduces emissions so just roll with that. All these car lovers aren't city planners nor should they be.

Really appreciate the work you're doing and hope you're able to get it built out as fast as possible, every day that change is delayed is another day that someone could get hurt just trying to get around

No bike route at all please.

The options didn't at all take into consideration the survey/walkthrough done with the residents in the project area

Thanks for your work on this.

Question 25: Please share any additional comments or feedback you have about this project. (optional)

The bike lanes will make it harder for pedestrians to cross the road.

I'm just so sick of SDOT's probably well meaning but awful bike lanes. -4th ave: nb & sb lanes on a nb street in a FOUR foot wide bike lane. Pedestrians dont look. Delivery vehicles (and SDOT trucks) block it, plus much more. -Hamburger bike lanes (cyclist meat between parked cars & a sidewalk). Fremont (34th?) is the poster child where you drop us out 10' from the intersection with Fremont & expect us to guess what the traffic light will do and cross 3 traffic lanes to go sb on the east sidewalk -the shitstorm of Dexter etc through Amazonland. -and many more. I see the same patterns emerging here. These are so unsafe. I think your reasoning is make everyone uncomfortable, make everyone go <10 mph, and no one will get hurt. The bike-ped shouters hated 35th NE. You know, that one actually works! No shit bike lanes, people are seen, and respect eachother.

Thanks for making this underserved part of the city saver.

I am excited to see this route making progress, as South Seattle doesn't get a lot of attention compared to the rest of the city.

Am going to lose parking for my car.

You may not be aware of this if you don't have anyone on your team why cycles this route, but vehicle drivers are remarkably considerate of bicyclists on this stretch of road. I don't see any of these designs really improving the safety of cyclists or peds, they just confuse drivers, and any car can lose control and plow into a "protected" bike lane. Personally, I ride with the vehicle traffic, except for the uphill Rizal bridge section, or if I have to pass the 1/2 mile long back-up of cars going down into the CID in the AM - which didn't happen before the bike lanes were added.

This isn't a hard project so just get it done!! Please for everyone's safety but the same urgency y'all put into the West Seattle bridge in buildings bike lanes!! Come on be a national leader! Also y'all are highly trained experts. So why do you have to keep asking the general public about very little detail!?!? What's more important building a safer transportation system or funding survey monkey?!?

I think consistency and separation are important. Too many one off solutions confuse everyone. Keep parking away from intersections. Don't suddenly reduce or remove bicycle lanes and force into traffic with pedestrians bump outs.

Why the F* are you making a survey about this?!? Have engineers determine the safest option (for bikes, peds) and build the damn thing already!!! Stop delaying!!!

Except for 15th Ave S and Golf Drive S, biking from on Beacon Ave S from Columbian Ave to Jose Rizal is reasonably safe. I question spending millions of dollars for "improvements" when safety would be improved only marginally if at all. The only real way to improve safety on this route would be to do away with street parking, which would be politically untenable, and to improve road surface conditions; i.e., get rid of potholes and bumpy streets. Having said that, traffic needs to be slowed down and calmed on 15th Ave S and Golf Ave S. I think there are ways to do this without separated bike lanes which I find inconvenient and not particularly safe - cars turning right in front of you, etc.

Please consider the use case of all users of potential PBLs. Providing sufficient clear setback with no parking for bicycles travelling at reasonable speeds is essential to getting people to actually use the PBL. The configuration of the lanes on Beacon is of particular concern around every alley and driveway.

How do you plan to handle conflicts with the new bike lanes, specifically delivery and rideshare drivers parking in bike lanes? Will there be prominent signage and enforcement?

I want our city's investments in bike/pedestrian infrastructure to be based on data and what has worked in other cities in the world

Much needed project for bike route of citywide importance.

The sooner the better!

I hope that you will also take feedback into account from Rainier Valley residents. Although I don't live on Beacon Hill, this route is the ONLY safe bike route that I can use to get to work and other activities in the International District and downtown. We have a lot at stake in this redesign as well.

I would like to point out the obvious, and likely intentional, inconsistencies with this survey. You fail to Explicitly state that all parking along 15th ave from golf to college/beacon are at risk of being removed. However, every option for the intersections along Beacon ave explicitly state whether or not parking will/can be maintained. Whether or not this was intentional, the bias here stands to skew the results. I would also expect responses of those who live 'less than 1 block' from the project site to weighed more heavily than those who live in the

Question 25: Please share any additional comments or feedback you have about this project. (optional)

'greater Seattle Area'. I am looking forward to the results of this survey to be shared with the community in the coming months.

Paint the entire bikelane green, not just the intersections. Eliminate all Right on Red

Hard to give detailed responses between two options. Not sure I understood. But I appreciate the requests for feedback. Do rainier vally and SODO

Finish the design and make it safer. People keep dying because of the poor road design. Peoples lives matter more than turn lanes or parking. Bottom line.

I mentioned it earlier but the survey earlier didn't account for people commuting through Beacon Hill

Please don't water down these designs

This is a very important project for pedestrian/bike/transit safety in South Seattle. Further delays will indicate that the city is not serious about Vision Zero in the Southend.

Any argument sayremoval of parking restricts elderly I disagree with. I m in that group and bike, walk and take transit I keeps me healthy. 1 in 3 over 50 year Olds have pre-diabetes, anything that encourages mobility can help.

I commute, via bike, from Ravenna to South Park. I'm glad to see this part of town finally getting some attention. The bike lanes that exist along 15th haven't kept up with latest safety trends in bike infrastructure. I use bike lanes on Roosevelt Way from 65th to Eastlake and feel MUCH safer than the bike lanes I take on 15th Ave S. I'd like to see same standard, that's used on Roosevelt, applied to the bike lanes on 15th.

These improvements reflect a greater understanding of what great and livable cities across the world look like. It is very important to realize and glean from other great cities with this kind of infrastructure. Keep moving forward.

I voted for a 2-way bike facility between Golf and Beacon but I do think consideration should be given to consistency of the facility. Currently the protected lanes on 12th are one way, and all options on Beacon Ave are one-way. Having to switch sides of the road multiple times along a corridor is not ideal and may lead to users taking risks so they don't have to wait for traffic lights to make that transition.

Beacon Ave S turns into Carkeek Dr S, which ends up at the Rainier Beach light rail station. I would really like to see a bike lane created for this southend stretch of road. I frequently bike down Carkeek Dr S to get to the light rail and it always feels dangerous - poor lighting and no bike lanes.

I am very supportive of this project and the safety improvements it will provide. Safety should be the highest priority above providing public space for people to store private cars. I walk, bike, bus, and drive through this area regularly to get to work, appointments, and to go to businesses. I want to be able to bike here with my son without worrying getting hit by cars. We bike on the nearby Stay Healthy Street all the time, but the safe route on Beacon is important for getting to businesses, and I would bike on it as part of my commute since it would be faster for me than the Stay Healthy Street.

Stop outreaching and temperature checking and pulse-taking while pedestrian and cyclist fatalities are at/near record highs, and kindly just build the safety improvements first, on a pilot basis, then apologize and measure effects later. Thanks!

I deliberately avoided patronizing businesses and visiting beacon hill because I feel unsafe biking. It isn't far away from my home in Rainer Beach but there's no way to get there safely. Just build the bike lanes. The Seattle process of asking for feedback for years is insanity

This project doesn't seem to prioritize residents or pedestrians. Please address road safety for all.

Please continue making bike lane improvements and implementations in south seattle, especially on Rainier and MLK.

There is no safe protection north-south option for people on bikes in the South End. None. Please stop delaying this.

It's ridiculous to think people have time for this endless process of surveys or that they should be the ones dictating designs. If we just built stuff fast we could go back and fix things that don't work well.

Get this done ASAP. We need safety improvements NOW. We don't need more parking surveys.

please finish it sooner!!! we've had enough delays

That stretch of beacon really needs bike safety improvement. I couldn't be happier about this project. Thank you.

Question 25: Please share any additional comments or feedback you have about this project. (optional)

I am very excited for this project and can't wait to see this infrastructure implemented making my community more walkable and less car reliant.

Thank you for doing this!

I would like to make it clear that removing on-street car parking is a good thing. It always seems like we try hard to preserve parking, but as a city we put too much effort into providing free parking for people who choose to drive.

Let's make it happen ASAP!

Thanks for getting things this far, but I really wish this was further along. We've been waiting a long, long time.

I think removing as much parking as possible along Beacon 15th Ave/Beacon Ave should be the preferred options.

Please hurry up!

Please work fast; this South End improvement is long overdue!!! The next section from Spokane to Columbian along Beacon REALLY needs to be addressed!

I am disappointed and frustrated this this project has been delayed to perform more outreach of this form. The presented options feel largely like choices between a design that you seem to know is best practice (protected bike lanes behind a floating bus stop or removal of the left turn lane to make it safer to cross on foot) and a bad attempt to appease angry avid drivers (shared bus stops with bike lanes and retaining the pocket left turn lanes). If you hope that the compromise of mediocre design will appease the people angry that they'll lose street parking it probably won't work, and it'll only serve to reduce the likelihood that transportation advocates defend your proposal.

I just want the people already and/or that want to be walking/cycling/e-scooter-ing to feel encouraged to do those do so. I think there are very few places in Seattle in general that I feel as if the infrastructure welcomes these people. Cars are obviously the priority here. Because of that, it is near impossible to find a parking spot on some days, there is plenty of traffic, and because of the traffic people make unsafe and risky driving moves. These include but are not limited to: running a red light (I see this on a daily basis if not multiple times a day) just to get through the intersection, going over the speed limit during a yellow light just to make the light, road rage, and over taking other vehicles dangerously. As a young person in their 20's who has semi-recently moved to this city, I do not feel very safe commuting by foot or by bike in Seattle.