Beacon Hill Bike Project – North
Project Briefing
Our mission, vision, and core values

**Mission**: deliver a high-quality transportation system for Seattle

**Vision**: connected people, places, and products

Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

For **all**
Project purpose

The **purpose** of the Beacon Hill Bike Project is to create a bicycle facility that connects people to businesses and community destinations in Beacon Hill. The facility will:

- Be an all ages and abilities facility: flat, direct and intuitive
- Fill in the gaps of the existing network by connecting to protected bike lanes on 12th Ave S, S Columbian Way, S Myrtle St, and the I-90 and Chief Sealth Trails
Project background

Community Request
• Identified in 2019 BMP Implementation Plan via community request for a bicycle route through SE Seattle

Funding
• Funded by the Transportation Fund & Move Seattle Levy
• Seeking PSRC grant for construction gap funding

Commitments
• 2023 Construction
• Levy Deliverable
Project Timeline
Dr. Jose Rizal Bridge to the Beacon Hill Business District

Ongoing Stakeholder Meetings with:
- Beacon Hill Business Alliance
- Beacon Hill Council
- Beacon Hill Elementary School
- Beacon Hill Safe Streets
- El Centro de la Raza
- PHPDA + SCIDpda
- Rainier Valley Safe Streets
- UW PATHSS: Beacon Hill Mobility Study
- VA Puget Sound

*with interpretation available
2020-2021 Community Engagement

**INFORMATION SHARED**

- **12TH/13TH/14TH AVE S NEIGHBORHOOD GREENWAY**
  - Connects to elementary school, bus route and stays mostly on residential streets
  - Requires parking removal, substantial pavement repair, largest elevation gain

- **14TH AVE S PROTECTED BIKE LANE**
  - Connects to elementary school, bus route and stays mostly on residential streets
  - Requires parking removal, substantial pavement repair, large elevation gain

- **15TH AVE S PROTECTED BIKE LANE**
  - Most direct route to community destinations, some pavement repair, smallest elevation gain
  - Requires all parking to be removed

**WHAT WE HEARD**

- Voices heard with DON’s Community Liaison support

  Most comments collected came from Beacon Hill residents (shown in dark green).
### Alternatives Evaluation

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>15th Ave S</th>
<th>14th Ave S</th>
<th>12th Ave S/13th Ave S</th>
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<tbody>
<tr>
<td><strong>Opportunity to Improve Safety &amp; Health</strong></td>
<td>High Score</td>
<td>Medium Score</td>
<td>Low Score</td>
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<td>Collision History &amp; Traffic Studies</td>
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<td><strong>Least Impact to Curb Space Access</strong></td>
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<td>Bus stops and parking study</td>
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<td><strong>Best Bike Connectivity &amp; Mobility</strong></td>
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<td>High Score</td>
<td>Low Score</td>
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<td>Route grade, number of turns, access to destinations</td>
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<td><strong>Least Conflict with Other Modal Plans</strong></td>
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<td>Modal Master Plans</td>
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<td><strong>Equity</strong></td>
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<td>Route preference of BIPOC responses</td>
<td>High Score</td>
<td>Medium Score</td>
<td>Low Score</td>
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<tr>
<td><strong>Community &amp; Stakeholder Input</strong></td>
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<td>Route preference from outreach</td>
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15th Ave S – Opportunities & Impacts

Opportunity – Traffic Calming
• Community identified need for traffic calming on 15th Ave S
• SDOT traffic and collision studies support traffic calming treatments on this corridor

Impacts – Parking Loss
• Community voiced concerns over parking loss for all three route options
• SDOT conducted multiple parking studies and analysis to assess options to maintain on-street parking. All route options have parking impacts.
• SDOT will continue to work with 15th Ave S residents to keep open lines of communication throughout the project and provide creative engineering solutions as we are able.
Curb Space Study - 15th Ave S

• Parking study conducted in December 2020
  • This area is mostly residential, including single-family homes, townhouses and a handful of small apartments.
  • A mix of driveway (32%) and alley access (70%).
  • Average curb space utilization is 47%.

• SDOT evaluated multiple options to preserve parking but all had substantial impacts.
  • Converting 15th Ave S to a one-way street for vehicular traffic – even with additional mitigations (new signals & transit lane) we modeled a 2-minute delay for transit during peak hours.
  • A hybrid option – 14th/15th PBL couplet – requires removal of 200+ parking spots

• During design we will take into consideration ensuring ADA access and maintaining access for deliveries and Utilities
Potential Cross-Sections

15th Ave S: Existing

- Existing: 32 feet curb to curb
- Mostly single-family homes, town-houses and a handful of small apartment buildings

15th Ave S: One-Way Protected Bike Lanes

15th Ave S: Two-Way Protected Bike Lanes
Route Announcement Outreach Schedule and Tactics

15th Ave S neighbors
North Beacon Hill neighbors
Listening sessions participants
Project stakeholders
Project listserv
Modal boards

North Route Announcement

WAVE 1
- Door hangers
- Windshield flyers
- Apartment posters
- Webpage update
- Emails

WAVE 2a
- Mailer
- Emails
- Community posters

WAVE 2b
- Email update to key groups to distribute to members
- Email South Beacon Hill neighbors
- Social media

WAVE 3
- Host listening sessions
- Attend community org meetings
- Offer briefings
Top Community Concerns

**COMMUNITY CONCERNS**

- **SPEEDING**
  - We conducted traffic and collision studies and are evaluating design options to reduce the negative effects of people speeding and cutting-thru the neighborhood and to *provide improved conditions* for people biking and walking.

- **CUT-THRU TRAFFIC**
  - We will continue to work with 15th Ave S residents, keeping *open lines of communication* and discussion throughout the project.

- **PARKING REMOVAL**
  - We conducted a curb space study to understand parking and access needs in the project area.

- **PEDESTRIAN SAFETY & ACCESSIBILITY**
  - As a part of this project, we are looking at design options to improve pedestrian crossings, sidewalk and drainage repairs, and ADA curb ramp upgrades throughout the corridor.

**RESPONSE**

- **WHY NOT 12TH OR 14TH?**
  - The 12th Ave S option has the steepest grade and is less connected to where people want to go.

- **WHY 15TH?**
  - The 15th Ave S option is the flattest, most direct to community destinations, best balances the community’s requests for safety improvements, and completes one of the missing north/south connections in the southeast section of the city’s bike network.

**COMMUNITY CONCERNS**

- CUT-THRU TRAFFIC
- SPEEDING
- PEDESTRIAN SAFETY & ACCESSIBILITY
- PARKING REMOVAL
- WHY NOT 12TH OR 14TH?
- WHY 15TH?
Additional questions & comments?

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Seattle Department of Transportation
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