

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 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

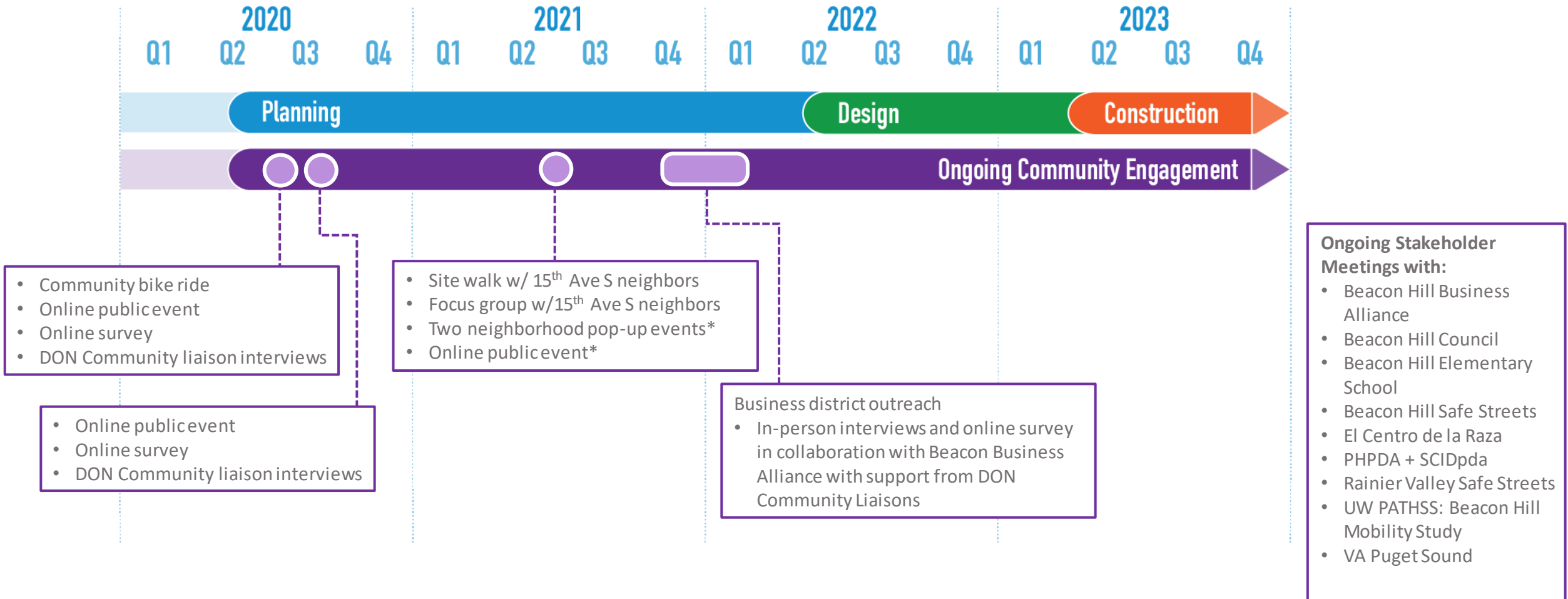
Commitments

- 2023 Construction
- Levy Deliverable



Project Timeline

Dr. Jose Rizal Bridge to the Beacon Hill Business District



*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

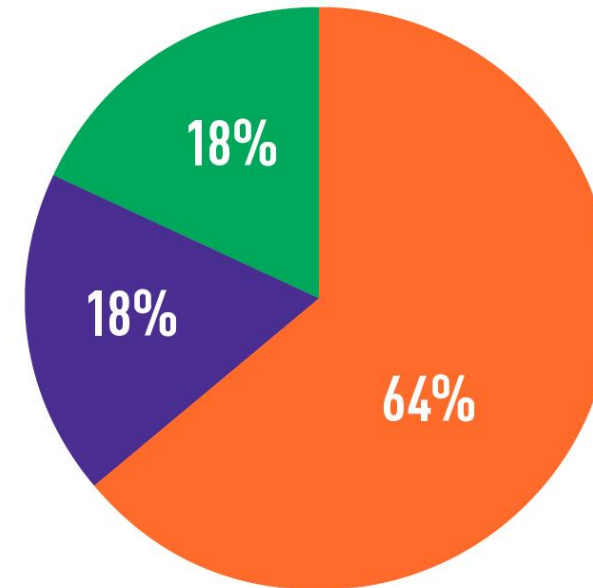
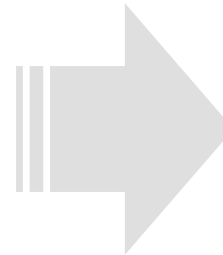
14TH AVE S PROTECTED BIKE LANE

- Connects to elementary school, bus route and stays mostly on residential streets
- Requires parking removal, substantial pavement repair, large elevation gain

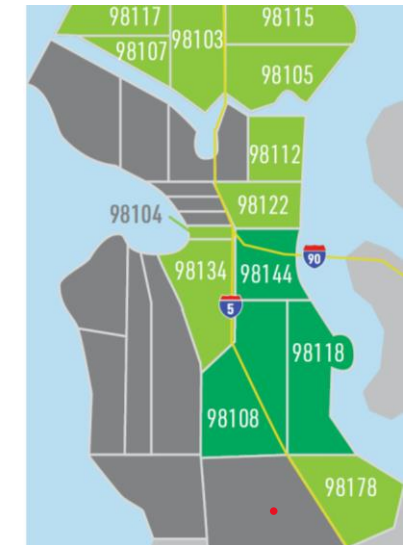
15TH AVE S PROTECTED BIKE LANE

- 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

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



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

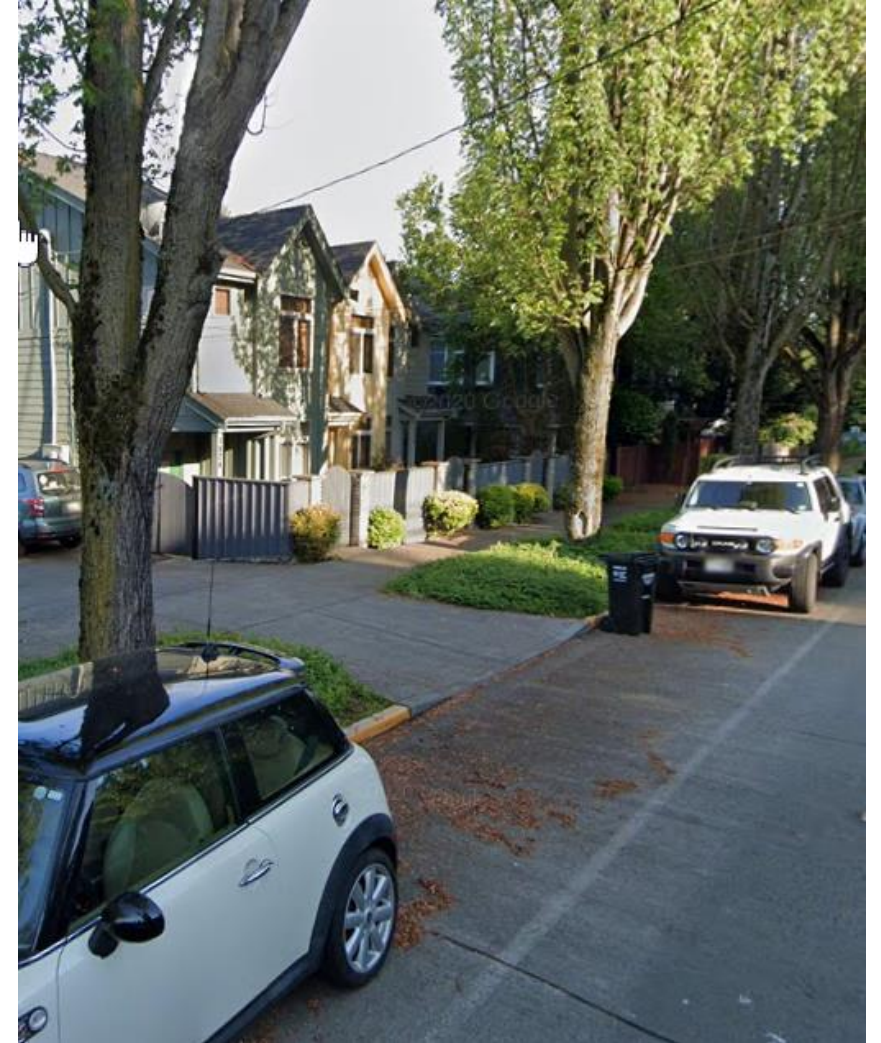
Impacts – Parking Loss

- 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.



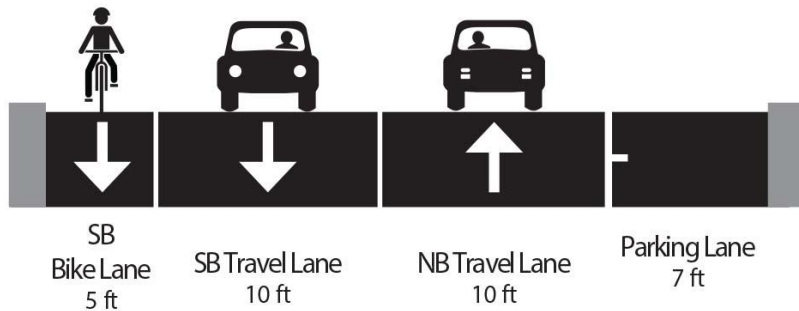
Curb Space Study - 15th Ave S

- 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



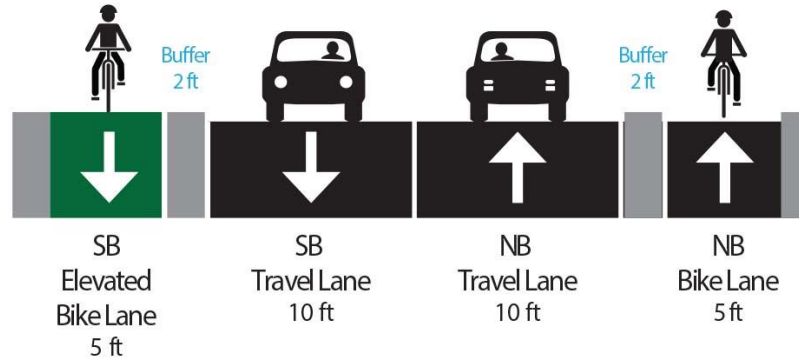
Potential Cross-Sections

15th Ave S: Existing



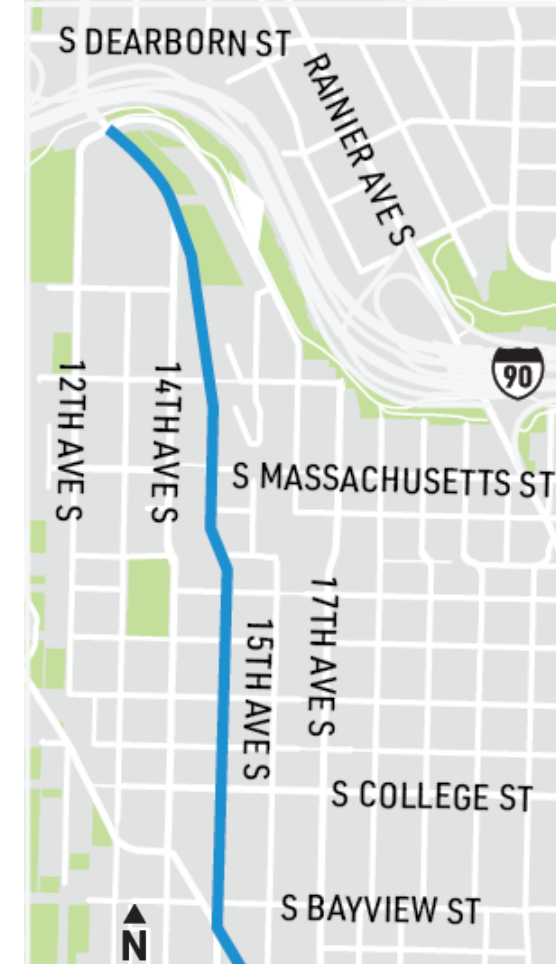
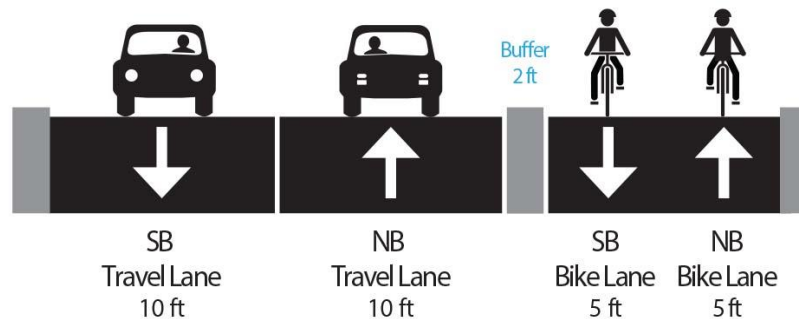
- Existing: 32 feet curb to curb
- Mostly single-family homes, town-houses and a handful of small apartment buildings

15th Ave S: One-Way Protected Bike Lanes

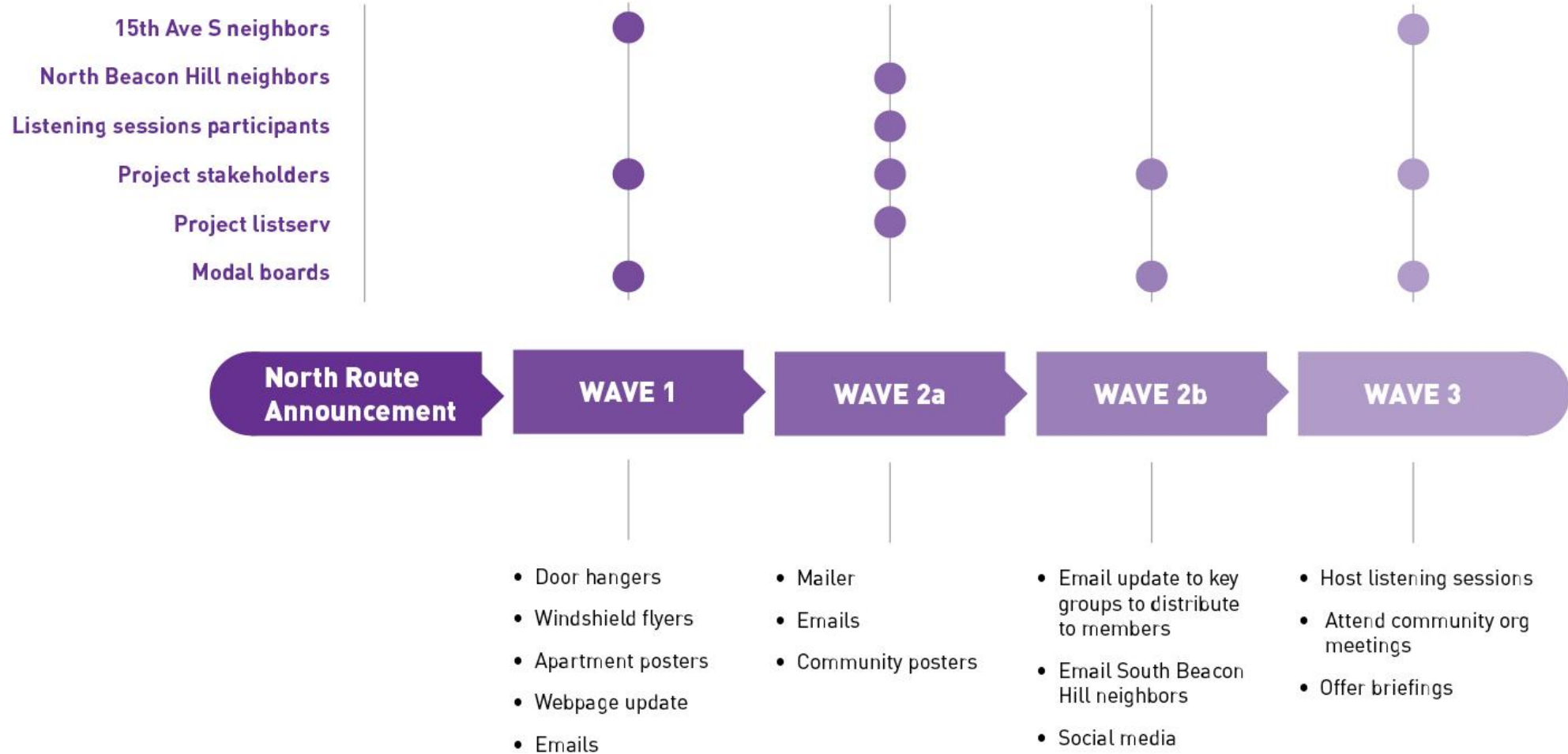


Note: Elevated facility on one-side to gain required width

15th Ave S: Two-Way Protected Bike Lanes



Route Announcement Outreach Schedule and Tactics



Top Community Concerns

COMMUNITY CONCERNS

RESPONSE



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



PARKING REMOVAL

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

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



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.



WHY NOT 12TH OR 14TH?

The 12th Ave S option has the steepest grade and is less connected to where people want to go.

The 14th Ave S option has the largest parking impacts of the three options and has the greatest impact to bus service.

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.



Additional questions & comments?

Hallie.OBrien@seattle.gov | (206) 206-379-4387

Lisa.M.Harrison@seattle.gov | (206) 450-3313

www.seattle.gov/transportation/beaconhillbike.htm

www.seattle.gov/transportation

