

Seattle Department of Transportation

Beacon Hill Bike Route

November drop-in session
feedback summary



Seattle
Department of
Transportation

PROJECT AND OUTREACH BACKGROUND

The Seattle Department of Transportation (SDOT) is building a bike route in segments, from the Dr. Jose Rizal Bridge to the intersection of Beacon Ave S and 39th Ave S. Segment 1 will extend from Dr. Jose Rizal Bridge to S Spokane St, Segment 2 will cover S Spokane St to S Myrtle St, and Segment 3 will be from S Myrtle to S 39th St. The city is considering a variety of bike improvements, including protected bike lanes and neighborhood greenways. Construction is expected to begin in 2023.

The following pages summarize the feedback, ideas, and questions gathered in November 2020 during a drop-in session where SDOT shared the project background and discussed early design plans for Segments 2 and 3.

Online Early Design Drop-in Session	Online Survey
Wednesday, November 12 6-7 PM	Open from October 30th – November 26th

Proposed project elements along Segments 2 and 3 of the Beacon Hill Bike Route include:

- Two-way protected bike lanes in the northern half of Segment 2
- A widened and upgraded center median multi-use path along Beacon Ave S
- Bus stop treatments to reduce conflicts between busses and bicycles
- Closure of select vehicle cut-throughs to improve bicycle and pedestrian safety
- Improved connection to businesses, community centers, and transit hubs
- New or upgraded curb ramps to meet Americans with Disabilities Act (ADA) guidelines
- Sidewalk repair and replacement in select locations
- Pavement repair and replacement in selection locations

Department of Neighborhoods (DON) and Community Liaison (CL) Outreach

The Department of Neighborhoods (DON) conducted outreach with the Community Liaison (CL) team in Summer 2020. Outreach was conducted primarily through 1:1 calls, emails, and/or in-person, and socially-distanced interviews with cycling enthusiasts and community members and partner organizations in the project area. DON prioritized engagement with people who identify as BIPOC (Black, Indigenous, People of Color), with approximately 50% being community members whose first language is not English. Key themes from this outreach include:

- **Safety:** Cycling on the road in general is viewed as unsafe, both for the cyclists and the drivers
- **Parking and Congestion:** The number of new townhouses, condos, and apartment buildings have increased density exponentially. Residents, workers, and business owners all voiced concern about loss of parking alongside ongoing population growth.
- **Negative Impact to Local Economy:** Opposition to new bike infrastructure, especially in light of more urgent needs such as economic recovery, affordable housing, and traffic congestion.

For full results for this outreach, please see Appendix A.

NOTIFICATIONS

- 8,700+ mailers sent to notify Beacon Hill residents, property and business owners of the drop-in session and online survey
- Emails to the Beacon Hill Bike Route project listserv and relevant stakeholders
- Information on the project website
- Phone interviews with stakeholders in Beacon Hill
- Posts on SDOT's social media and community partners

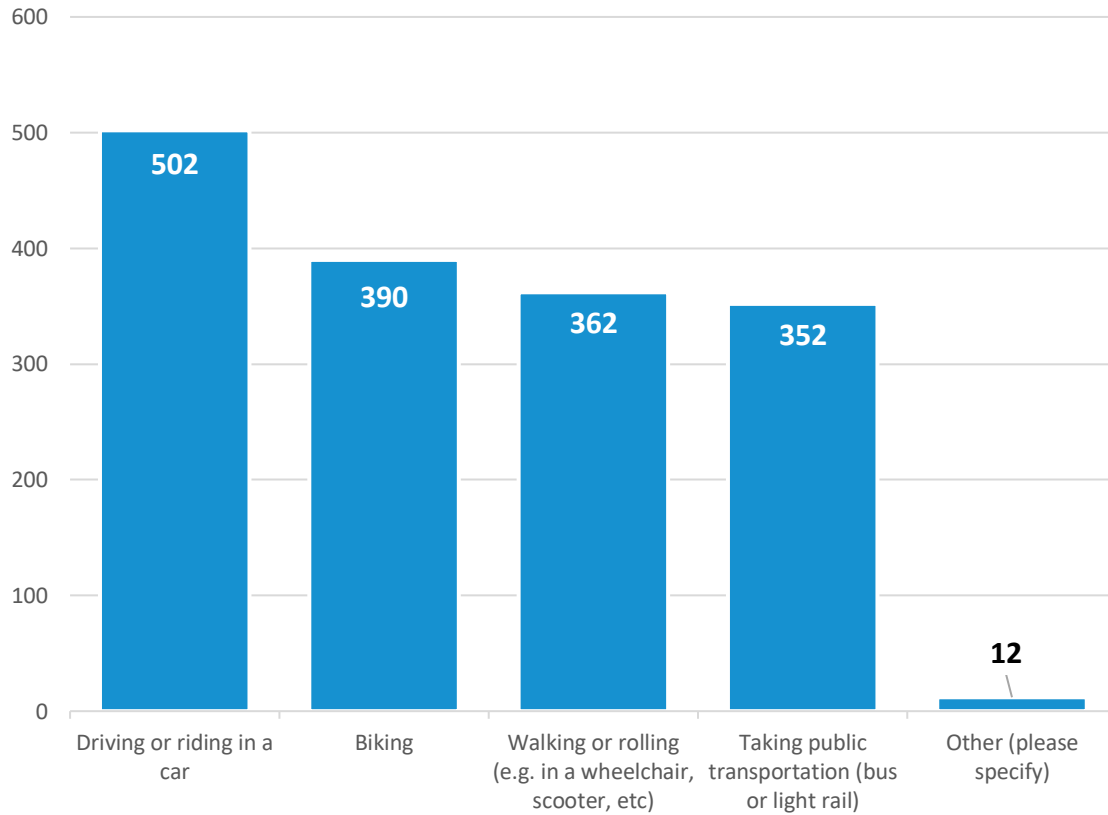
DESIGN OUTREACH-BY-THE-NUMBERS

Overall, we received over **550 participants** at the November online drop-in session and through the online survey. This report summarizes the survey responses we received in November 2020. Free responses are summarized into topics and themes.

OVERVIEW OF FEEDBACK RECEIVED

Key issues and concerns gathered during the drop-in session and online survey include:

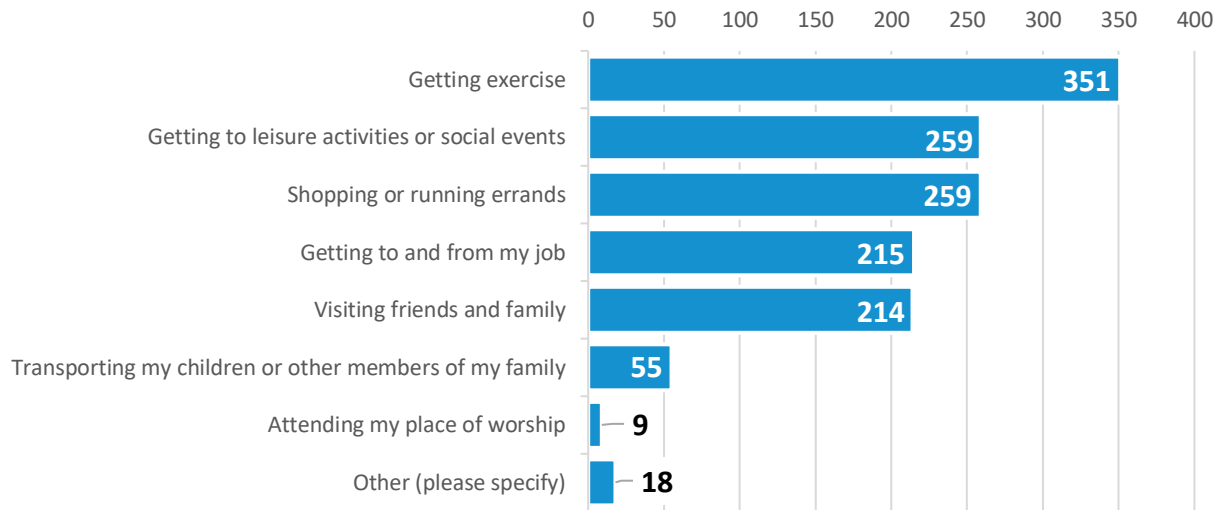
How do you travel in and through Beacon Hill (select all that apply)?



Write-in choices for “Other”:

- Motorcycle/scooter
- Running
- Wheelchair
- Bus

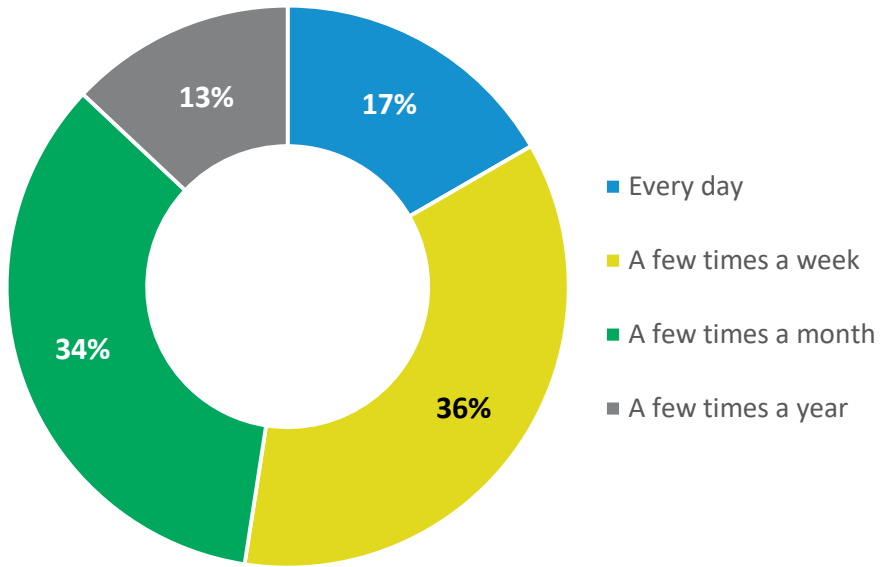
For what purpose do you bike in and through Beacon Hill? (Select all that apply)



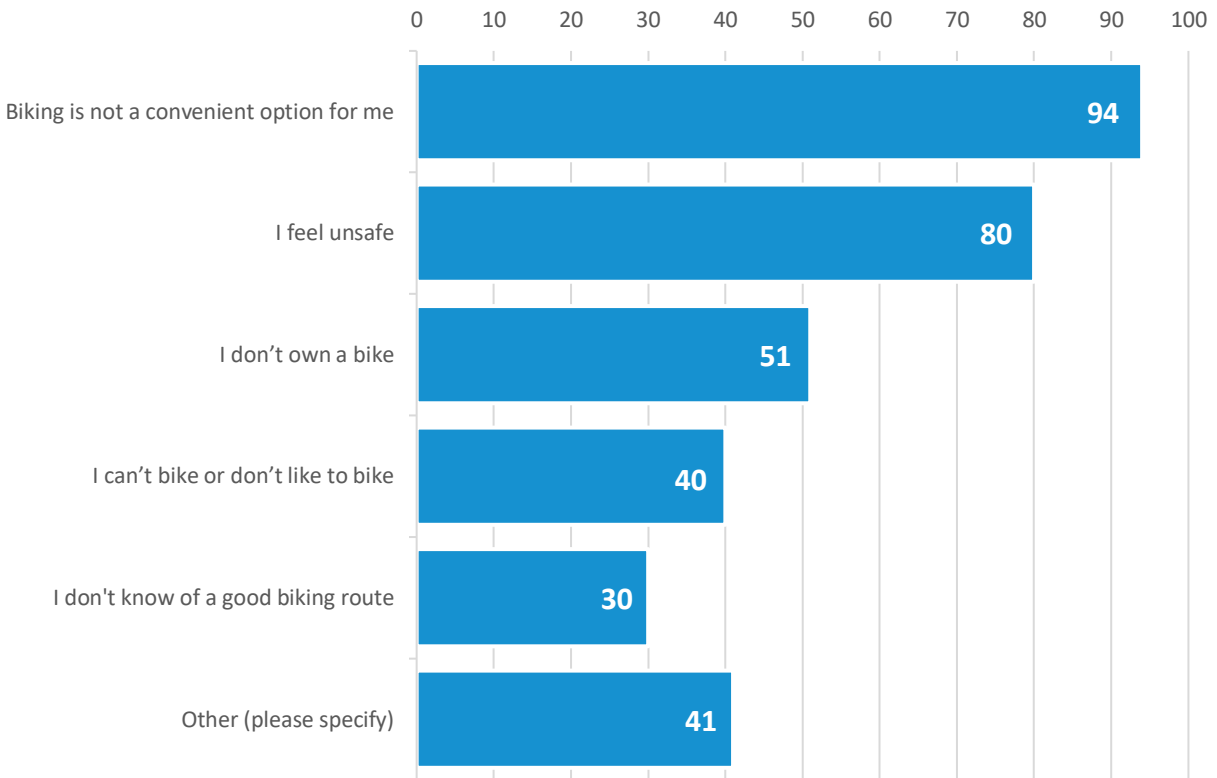
Write-in choices for “Other”:

- For fun
- Going to school
- Patronizing restaurants
- Participating in civic activism events
- Going to community touchpoints like the library and medical center

How often do you ride your bike in and through Beacon Hill?



If you do not bike in and through Beacon Hill, tell us more about why you don't. (Select all that apply)

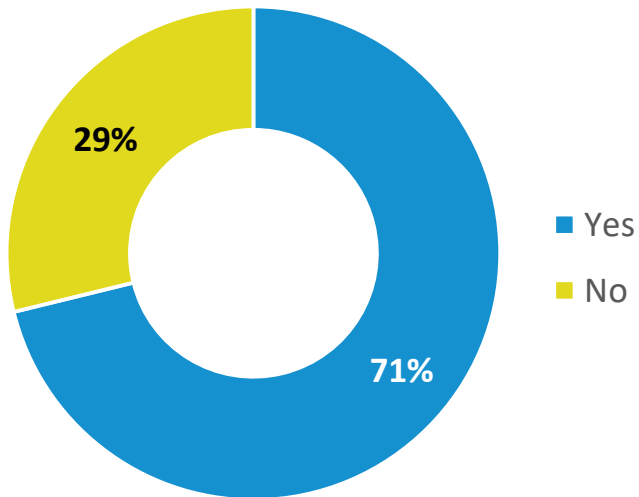


Write-in choices for "Other":

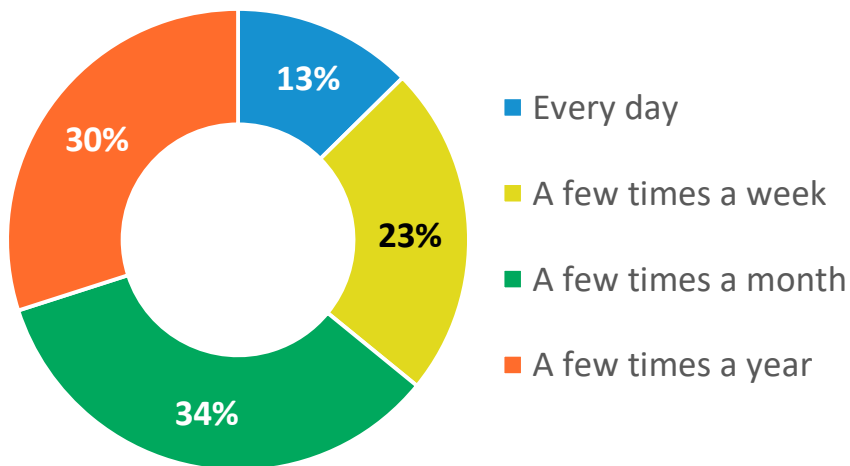
- Can't carry items on bike
- Too crowded and prefer to bike elsewhere recreationally
- Dislike biking
- Too hilly
- Bad weather
- Roads are bumpy
- Too old
- Other safer, more comfortable routes are available
- Not safe; too little traffic control
- Vehicles more convenient than bikes

CENTER MEDIAN PATH

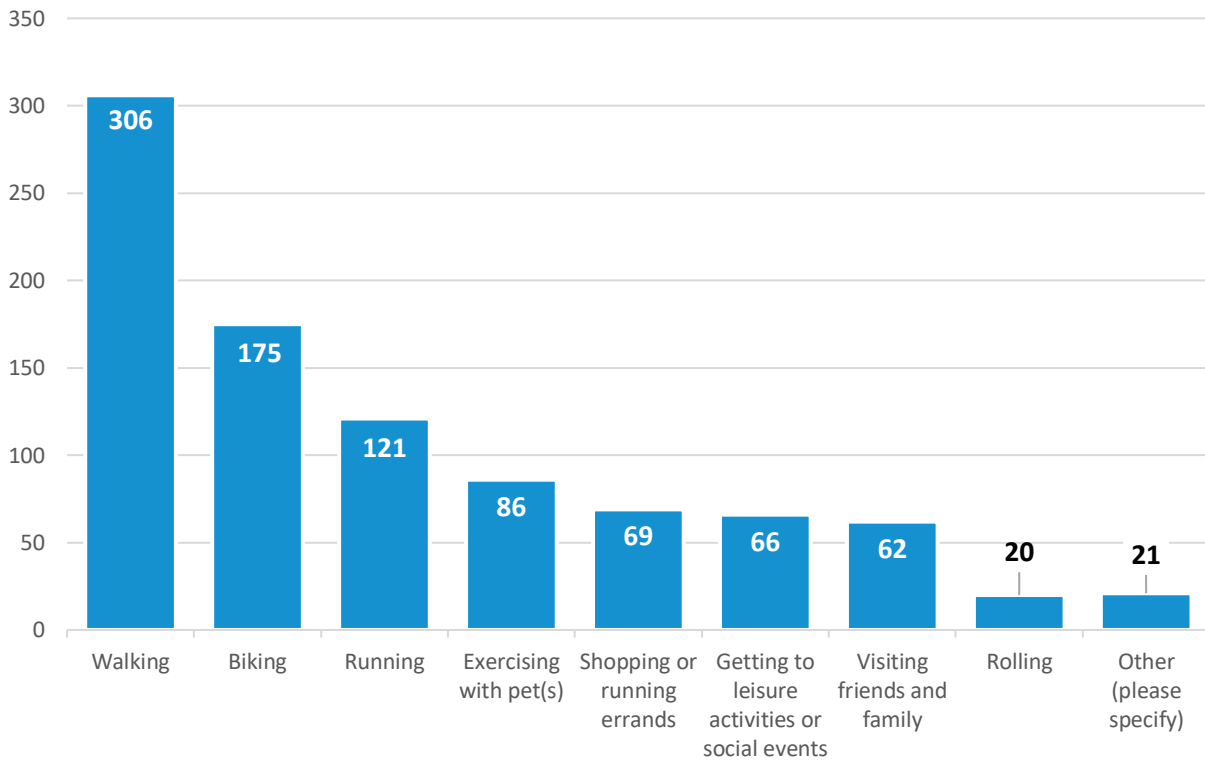
Do you use the center median path on Beacon Ave S?



How frequently do you use the center median path?



Why do you use the path? (Select all that apply)



Write-in choices for “Other”:

- Parking conveniently located
- Taking children to school
- Commuting/pass by on way to work

What improvements would you like to see for the path?

- More route maintenance and pavement resurfacing
- Landscaping, grass cutting, and tree root maintenance
- Separation of pedestrians and cyclists
- Widened path
- Safety improvements to prevent collisions with vehicles; reduction of cut-throughs
- A less winding path
- Amenities such as trash cans and seating

If you do not use the path, why don’t you use the path?

- Too narrow for both biking and walking
- Not set up well for biking – too narrow, windy, and difficult for bikers going in opposite directions
- Many pedestrians are elderly and do not want to disrupt them as there is little room for passing



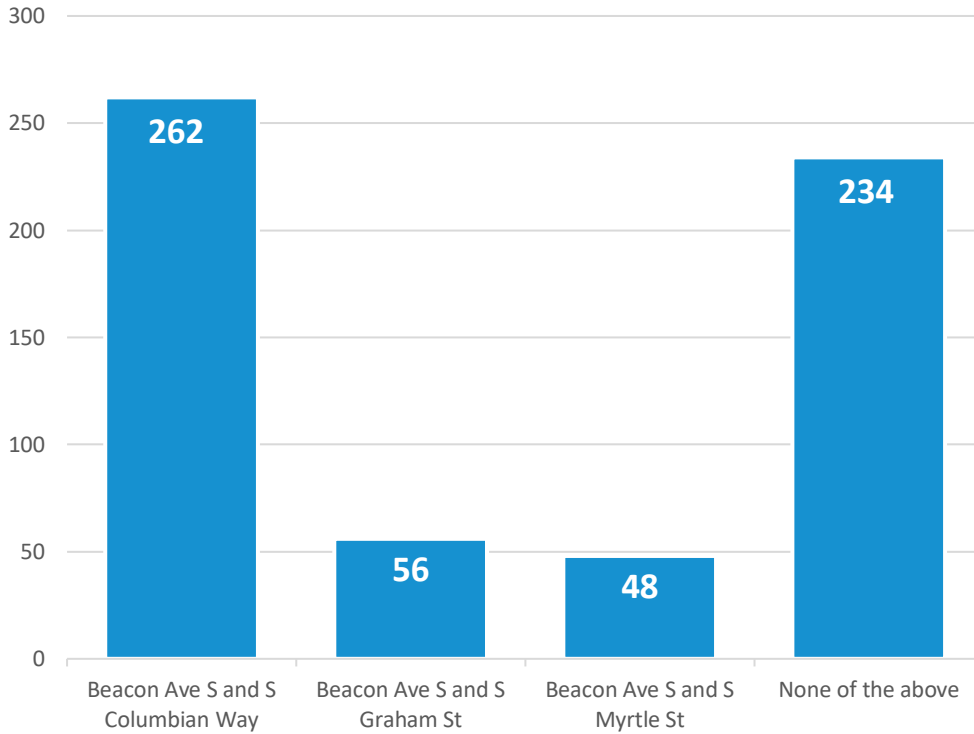
- Path is located too far away
- Path is difficult to access
- Too many intersections pedestrians and bikers must stop at; sidewalks are safer
- Quicker to bike on the road

Is there anything you'd like to share about the center median path?

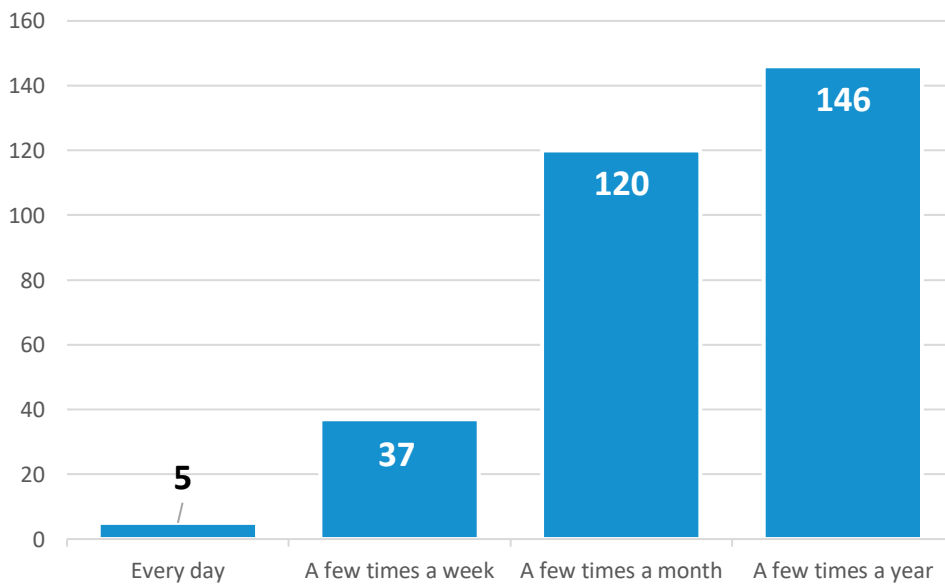
- A separate protected bike lane along the road would be a preferred option
- Separate bike and pedestrian facilities are necessary

CENTER MEDIAN PARKING LOTS

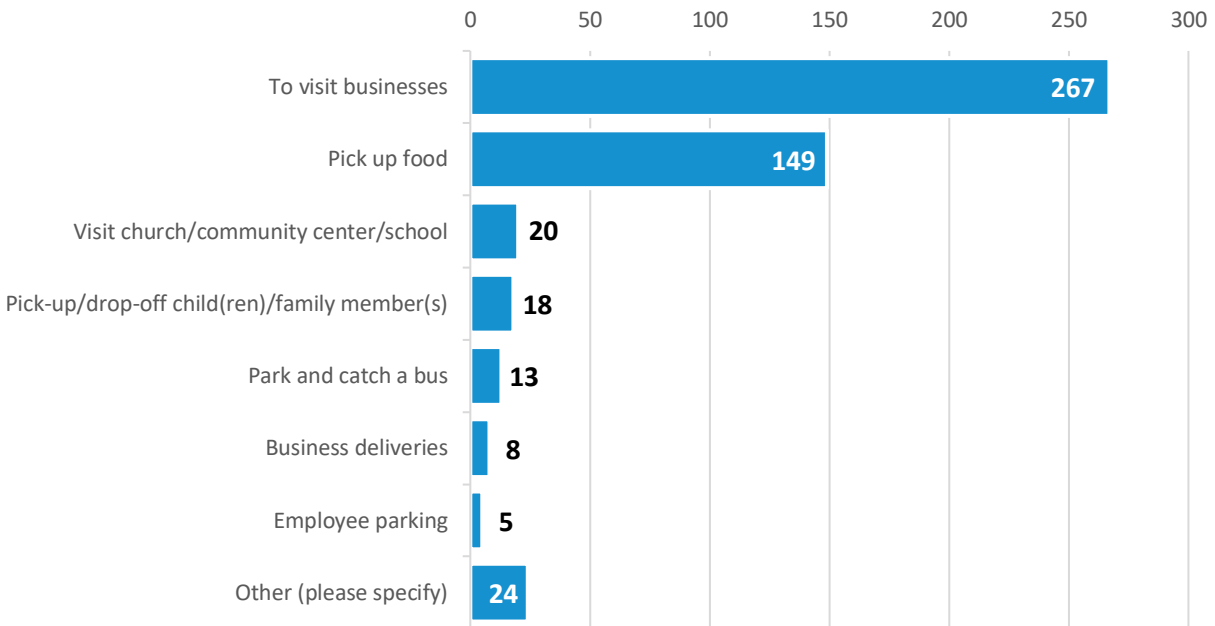
Do you use any of these parking lots? (Select all that apply)



If you selected any of the options above, how often do you use these parking lots?



If you answered yes to using the parking lots, why do you use them? (Select all that apply)



Write-in choices for other:

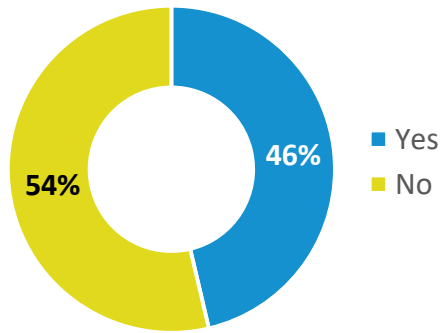
- Take children to school
- Attend sporting events
- Go to the park
- Access center median path
- Cut through to other side of Beacon Ave S

Is there anything you'd like to share about the center median parking lots?

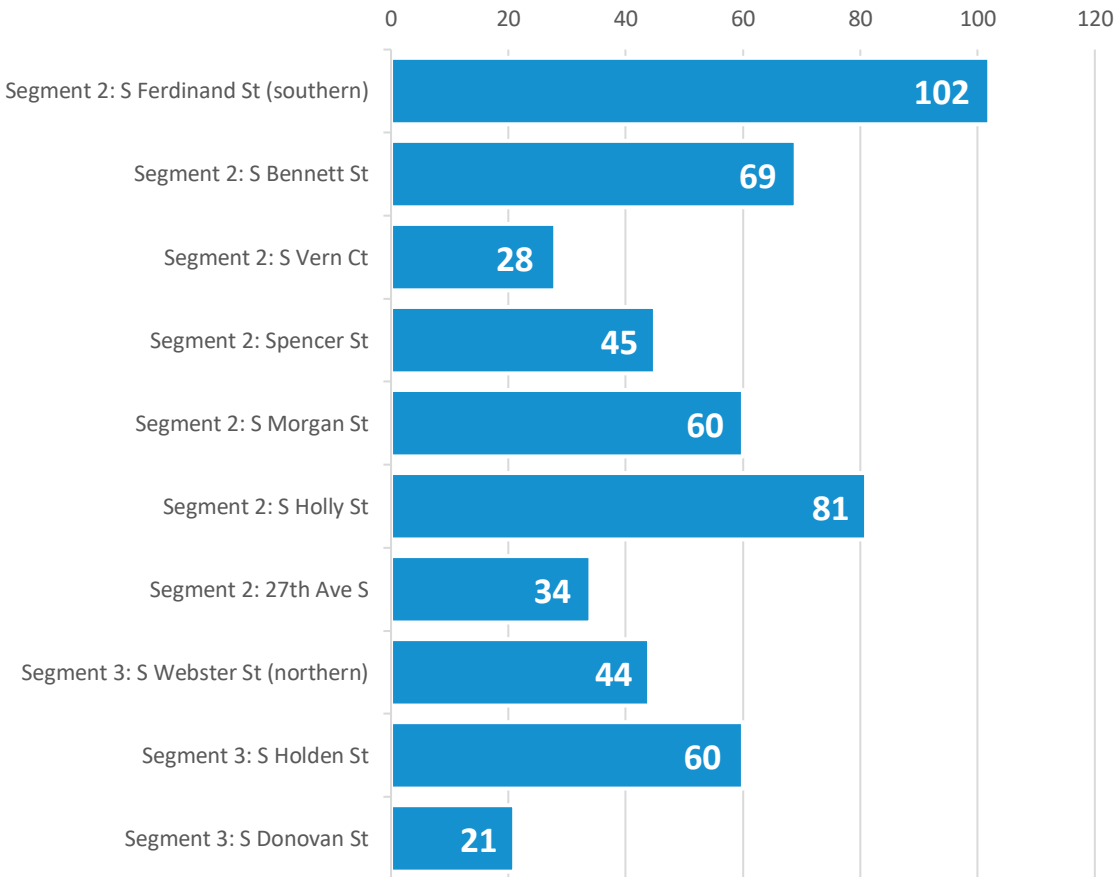
- Some parking spaces should be eliminated with space reallocated to bikers and pedestrians
- Parking should not be reduced
- Parking is important for businesses and schools
- More garbage collection and maintenance are needed
- Traffic jams are created at parking lot entrances and exists

CENTER MEDIAN CUT-THROUGHS

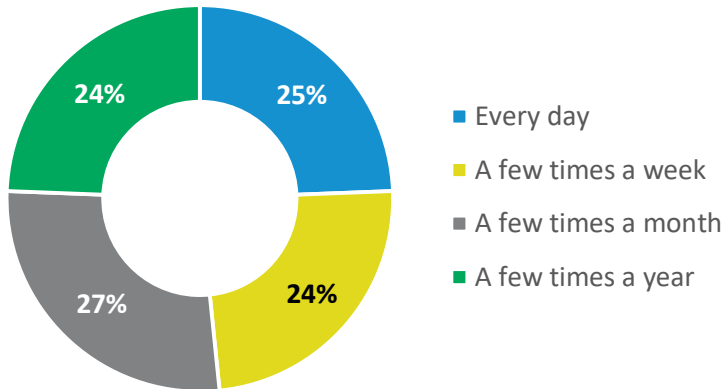
As a driver, do you use any of the center median cut-throughs we are proposing to close on Beacon Ave S?



If you answered YES to the previous question, please select all of the cut-throughs you use.



How frequently do you use the center median cut-throughs?

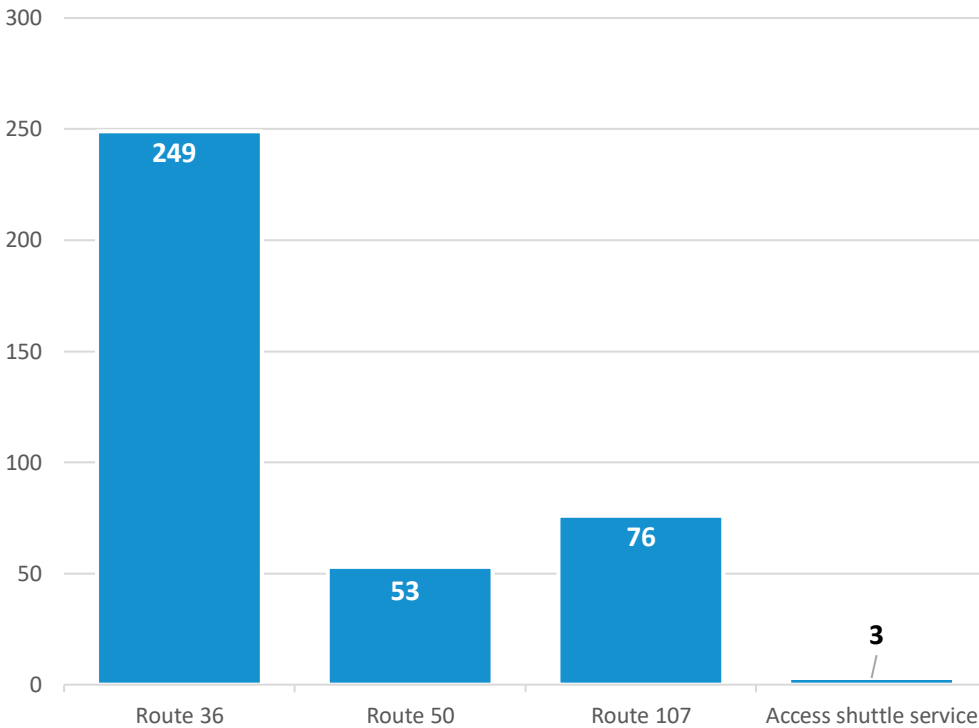


Whether you are a driver or not, is there anything you'd like to share about the center median cut-throughs?

- Cut-throughs are heavily used by cars and cause few safety hazards and should not be removed
- Some cut-throughs (Webster, Holly) are essential for accessing businesses and other thoroughfares
- Some cut-throughs should be eliminated to improve safety
- Cars turning and speeding through cut-throughs have created safety concerns for pedestrians
- Cars drive too fast through the cut-throughs

BUS STOPS

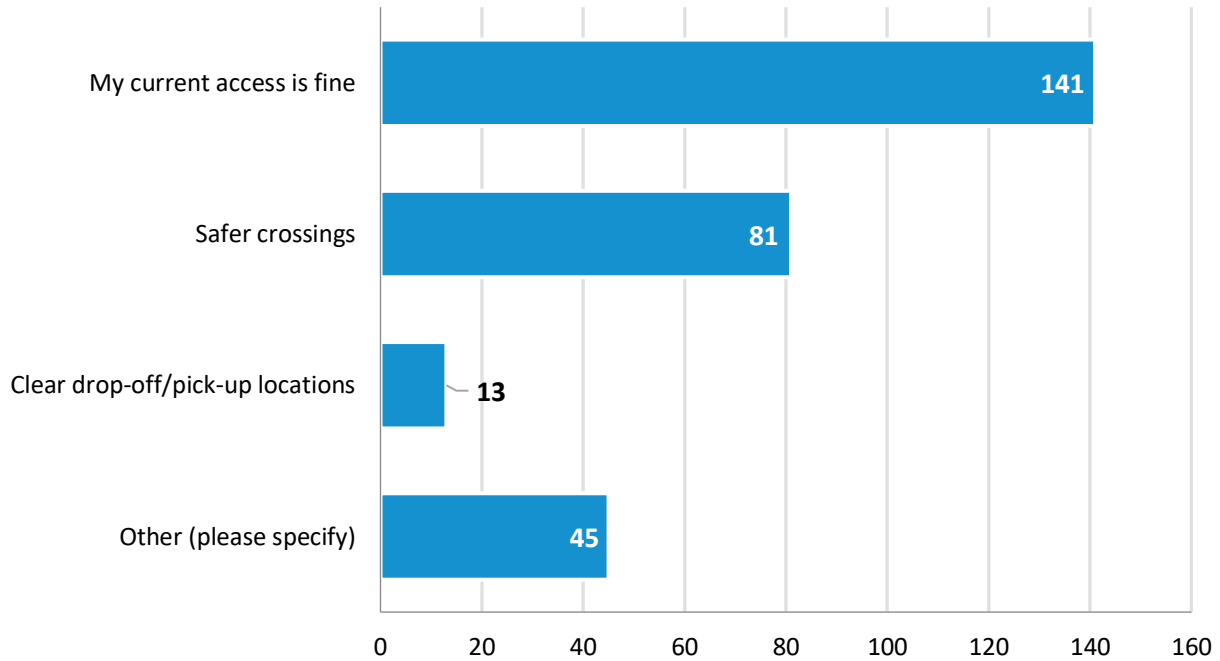
Do you take a bus or access shuttle in the neighborhood? (Select all that apply)



If you answered YES to the previous question, which bus stop(s)/location(s) do you use? (Provide closest cross streets)

- Beacon and Thistle
- Beacon and Cloverdale
- Beacon and Graham
- Beacon and Orcas
- Beacon and Columbian
- Beacon and Holden
- Beacon and Brandon
- Beacon and Myrtle
- Beacon and 15th
- Beacon Hill Light Rail Station
- 15th and Oregon
- 15th and Columbian
- 14th and Hill
- 13th and Massachusetts

If you answered yes to the question above, how can access to your bus stop or shuttle service be improved?

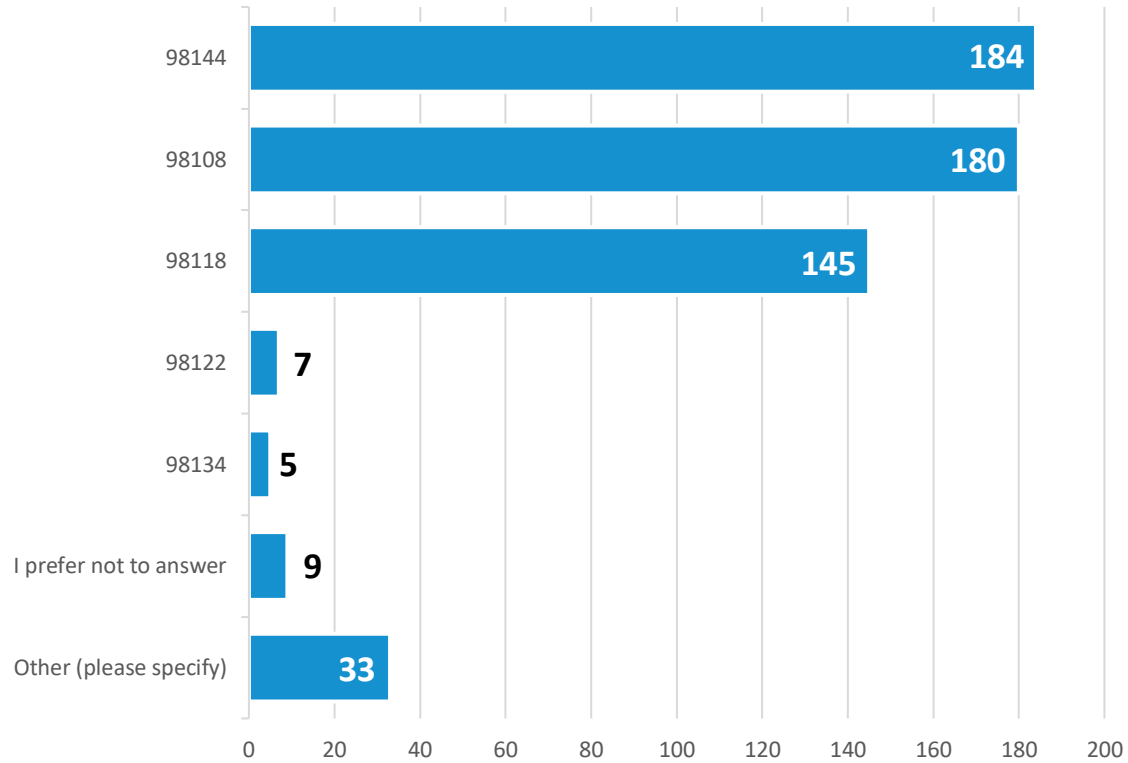


Write-in choices for other:

- Safer pedestrian crossings, flashing pedestrian lights
- Bus shelters with benches, lighting, and surveillance
- Increased number of bus stops
- Movement of bus stops from tops of hills
- Increased trash collection and maintenance
- Sidewalks

RESPONDENT DEMOGRAPHICS

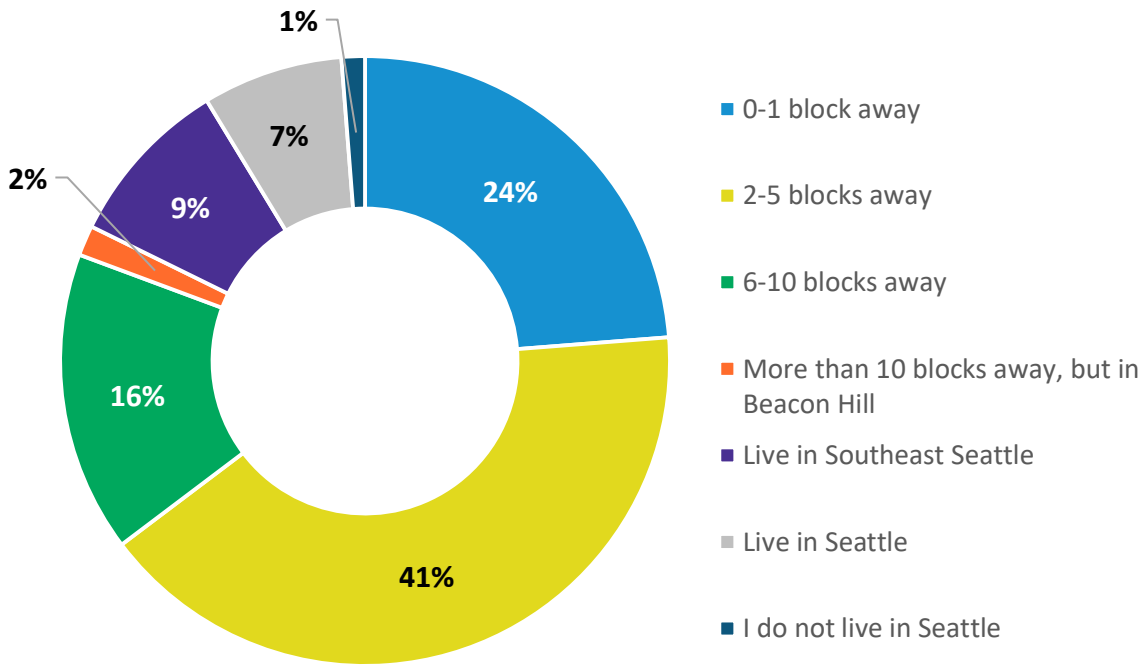
What ZIP code do you live in?



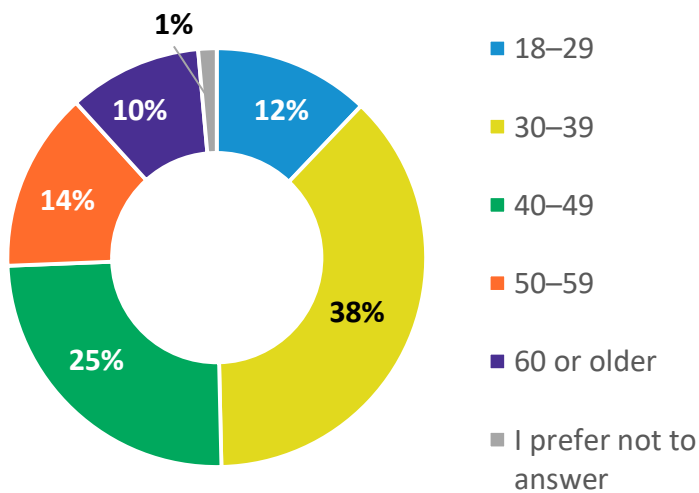
Write-in choices for other:

- 98031
- 98101
- 98102
- 98103
- 98105
- 98112
- 98126
- 98178

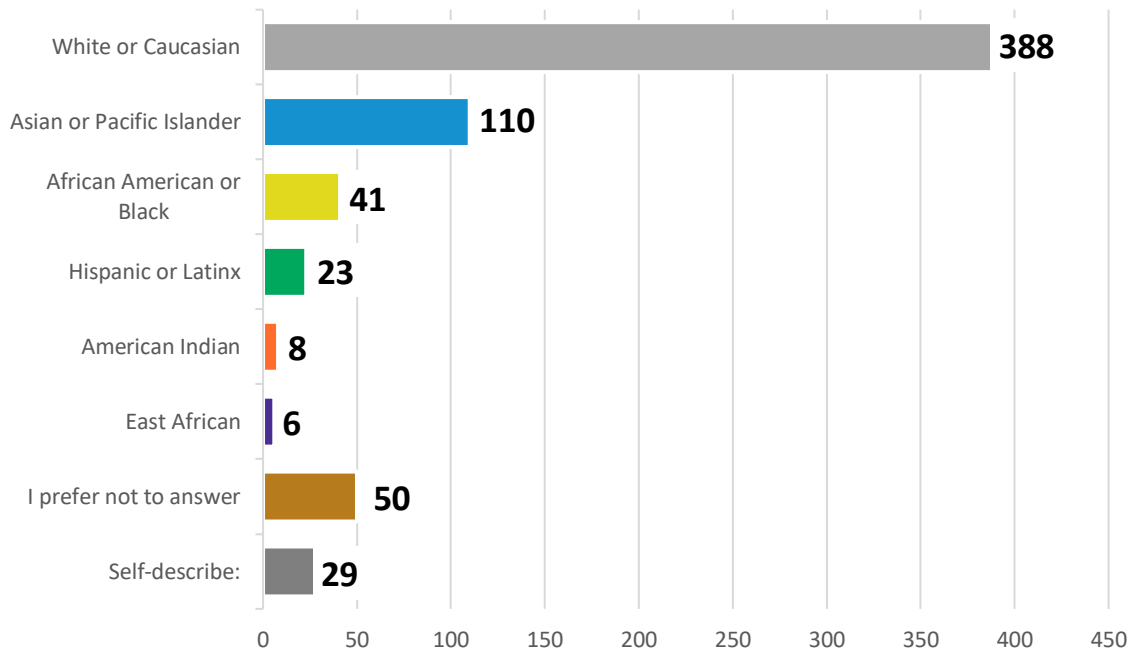
How many blocks away from Beacon Ave S do you live?



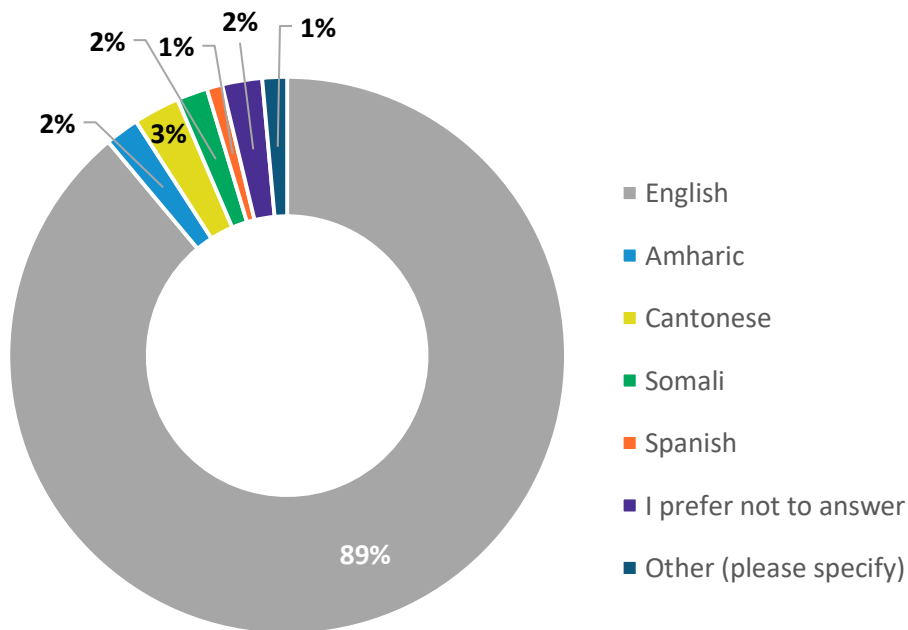
What is your age?



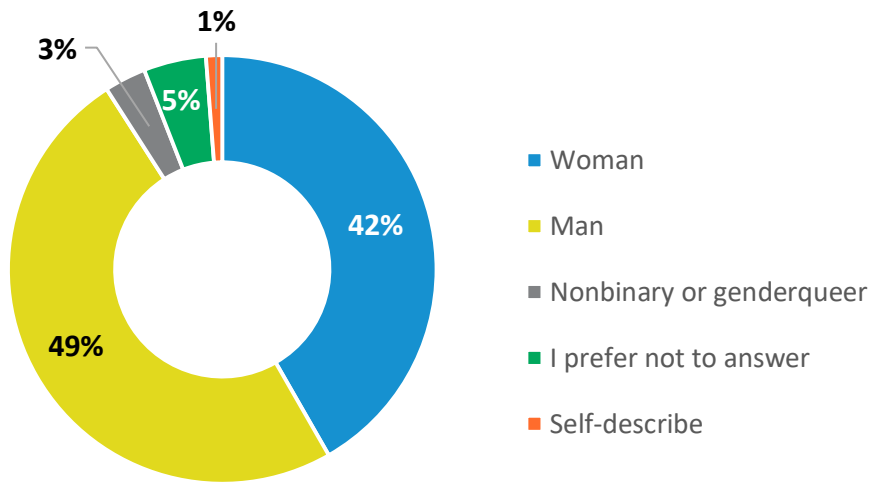
How do you identify?



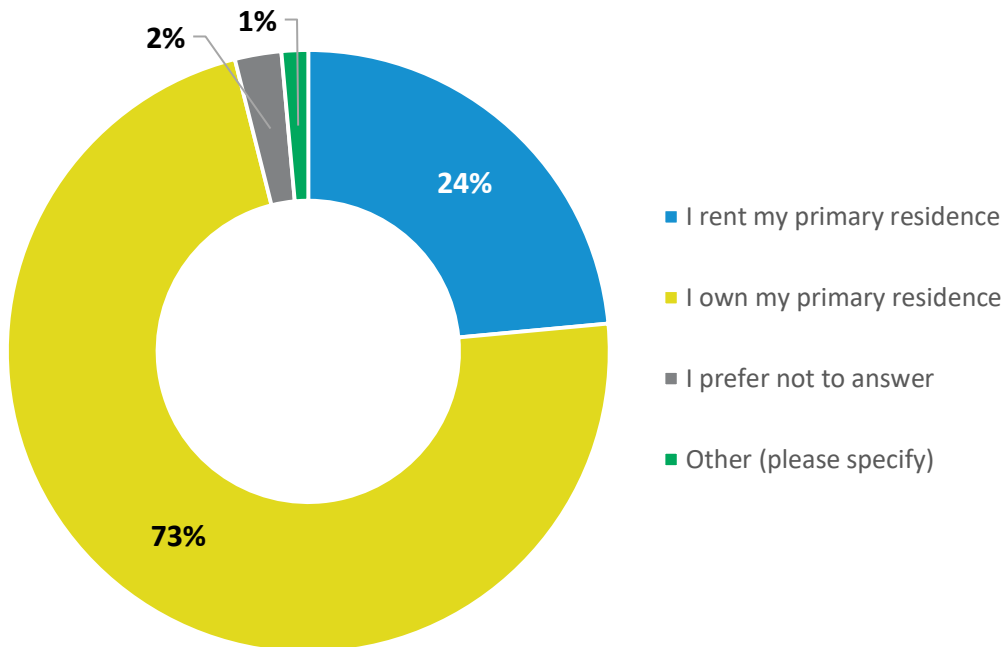
What is the primary language spoken in your home?



What gender do you identify as?



Which of the following best describes your current living situation?



General comments and feedback

- Please resurface the center median path pavement. There are too many bumps and cracks
- Landscaping and garbage disposal along the center median path is needed
- Bikers and pedestrians need to be separated to ensure safety
- Many bikers do not prefer the center median path due to the need to stop frequently at intersections, the winding nature of the path, the lack of space for two-way traffic, and the lack of separation between bikers and pedestrians
- The center median path needs to be widened
- There are many elderly users of the center median path
- Respondents were split on whether or not any parking should be removed
- Many businesses rely on the center median parking
- Respondents are concerned about the amount of garbage in the parking areas
- Respondents were split on whether or not any of the cut-throughs should be eliminated
- Cars speed through the cut-throughs, creating safety hazards for pedestrians and bikers
- Some respondents expressed that SDOT prioritized cars too often
- Other respondents expressed that SDOT gave too much prioritization to a small handful of bikers
- Safety, especially for pedestrians is an issue throughout the area
- Many bus stops are used in the area, with few concentrated hub



APPENDIX A

Department of Neighborhoods

Community Summary for All Segments

Staff from the Department of Neighborhoods, along with community liaisons conducted outreach with Beacon Hill residents, primarily with residents whose first language is not English.

OUTREACH-BY-THE-NUMBERS

The table below summarizes the tactics used for both notification and follow-up engagement.

Notification & Engagement	100+ fact sheets translated into 5 languages were distributed to residents and businesses in the project area August – September 2020
	60+ emails and phone call correspondence CBOs, schools, and participatory research groups focused on marginalized communities in project area
	Social media posts to 3 Chinese-speaking Facebook and WeChat groups (3,000+ members)
	Project team presence at Beacon Hill Peace Peloton community ride on 7/25 (180+ participants)
	Guest presenter at Beacon Hill & Rainier Valley Safe Streets meetings on 6/25, 7/21, 7/23, 8/18, 9/15
	25 individual stakeholder interviews in Vietnamese with residents and business owners throughout September
	43 individual stakeholder interviews in Tagalog with Filipino residents throughout September
	9 individual stakeholder interviews in Mandarin to Chinese residents, employees, and/or business owners throughout September
	3 individual stakeholder interviews in Spanish to Latinx residents, employees, and/or business owners in September
	Written comments submitted by 4 employees of Beacon International Elementary School
An organized group bike ride along Segment 1’s Alternative 1 route to introduce the Greenways option and build support for the project in general. (20+ participants)	

The plan for an enhanced bike lane was unpopular with many and viewed as a waste of City resources. Especially in this time of the COVID crisis, these residents and business owners expressed that they did not see themselves, their families, or their priorities reflected in the project.

Community comments by topic/themes

Unnecessary/Not a priority need

- Health concerns take priority and information is still too vague.
- Do not have the bandwidth to think deeply about this, but have some concern about impact to seniors.



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Community Summary for All Segments

- Doesn't bike because too busy working and taking care of kids.
- Knows how to bike but doesn't do so because she has no time working and tending to family.
- The ROI for adding bike lanes is just terrible. The City should be prioritizing affordable housing and supporting small businesses.
- There are already good enough bike lanes around the area.
- Biking is for exercising and not shopping, at least not here.
- Biking is for summer only; why not improve something else.
- It is a waste of money.
- The bike lanes that have been put in over the past 10-20 years haven't improved our lives or made things safer; they make our streets more difficult to navigate and the behavior of bicyclists less predictable as they fail to stay in their lanes. They've shown us that the city doesn't see us residents now or in the future. If you want to serve the residents of Beacon Hill, you do it by making living more affordable, not by adding amenities that don't serve our existing communities but make things "safer" and "nicer" to those trying to take over.

Loss of parking and negative impact to traffic

- Teachers and parents rely on parking by BHIS
- Concern about the many residents who rely on street parking
- Bike lanes create more traffic.
- Further loss of parking near BHIS (school) negatively impacts teachers and impedes family involvement.
- Increase in condos and townhouses without parking spaces.

Negative impact on business

- Worried about access around their business on 15th. (Mobile 8)
- Cyclists do not buy food at their business. (Dim Sum)
- Pandemic has devastated local businesses. Many restaurants are just barely hanging on and you just can't take away the parking spots in front of them. There are areas along Beacon Ave that are not commercially zoned but should be, so this further contributes to hardships for businesses located in those zones.
- Request that SDOT consider changing the route that runs down 15th; stay on 15th past intersection with Beacon Ave; keep to 15th until Stevens to prevent more upset to businesses and link up with pedestrian crossing that is being constructed soon.

Feeling that bicycling is unsafe

- If in place, wishes the road would be wider to give more buffer and safety for kids.
- Only ride in parks because it's too risky in this city.
- Whatever you do, keep safety of pedestrians most in mind.
- Prefer PBLs because they separate bikes and cars and has experienced situations where cars and bikes were too close.



APPENDIX A

Department of Neighborhoods

Community Summary for All Segments

- See lots of cyclists who are not following the rules and thinks they should be ticketed.
- Roads are very narrow and congested; unsafe and makes traffic so bad, especially during school start and release.
- Not safe for my kids.
- Not safe for older people who live here and want to take a walk.
- Even with PBLs I feel unsafe (as a driver) because the lane changes and suddenly I'm on the freeway.

Other SDOT-related needs expressed by interviewees

- Intersection at Columbian and Beacon Ave has terrible back-ups of traffic since the changes.
- Intersection between Columbian and Beacon Ave with bike lanes is making it difficult for drivers to see when turning. Confusing new driving patterns with the "No turns" rule.
- Add more bike signals because cyclists aren't respecting pedestrians or drivers.
- Add pedestrian-flash crossing on the path from Angeline to the Seattle Chinese Alliance Church (near Maa Nyei Lai Ndeic P-Patch).
- There are no marked crossings on the busy pedestrian flow around the Beacon Bluff P-Patch (Massachusetts cross street).
- The railings along the sidewalks on Massachusetts between 14th and 15th (on the sides of the P-Patch) are failing and need to be replaced.

Noted intersections or bus stops that feel unsafe as a pedestrian

- Beacon Ave and light rail station: too many cars, some bikes, and buses
- Crossing Beacon Ave S. around Hanford and by the library and gas station
- Any intersection on 14th Ave S. because cars tend to go fast there and I don't see the bikes because of the parked vehicles.
- Area around Myrle and Swift is very narrow and feels dangerous already.
- I hope there are more pedestrian crossings on Beacon Ave that have warning lights because it's hard to cross it.

Beacon Bluff P-Patch access

- Most supplies/compost/etc are dropped off at the pull-in on 15th. This is their only level spot and will likely be getting a new shed in the coming months. Leaving the ability to pull in with a car and drop off items is important.
- 15th is very tight and somewhat dangerous already for pedestrians. There is a very busy pedestrian flow east-west on Massachusetts and there are no marked crossings at this time.
- Gardeners are primarily Latinx and Chinese; some are elderly.