

Seattle Department of Transportation

MLK Protected Bike Lane Project



60% DESIGN OUTREACH SUMMARY

July 2021

PROJECT OVERVIEW

SDOT is building a protected bike lane on each side of Martin Luther King Jr Way S between the Judkins Park and Mt Baker Link light rail stations (S Judkins St to Rainier Ave S). The purpose of this project is to improve safety for people walking, biking, and driving, and create better connections to transit and to destinations between Mt. Baker Station and the future Judkins Park Station that is set to open in 2023.

The MLK Protected Bike Lane Project will provide vital connections in southeast Seattle, connecting people to transit and schools and improving safety for people who bike and walk. Project elements will include:

- Protected bike lanes on both sides of MLK
- Rechannelization to create safer and streamlined conditions for all road users
- Changes to parking to support bike lane installation while providing access to local businesses
- New roadway paint to improve safety conditions for bikes
- Safer conditions for pedestrians, including widened sidewalks and crosswalks

OUTREACH SUMMARY

We are currently at the 60% design phase of the project. We're continuing to work with the community to identify community priorities and determine what project design will be the most beneficial. In spring 2021, we shared proposed designs along the project corridor with the community.

Our outreach approach used a mix of translated online and in-person communications tools to create accessible and transparent communications with the public. Outreach methods included an in-person pop-up event with the Office of Housing, virtual drop-in session, online survey, and mailed materials.

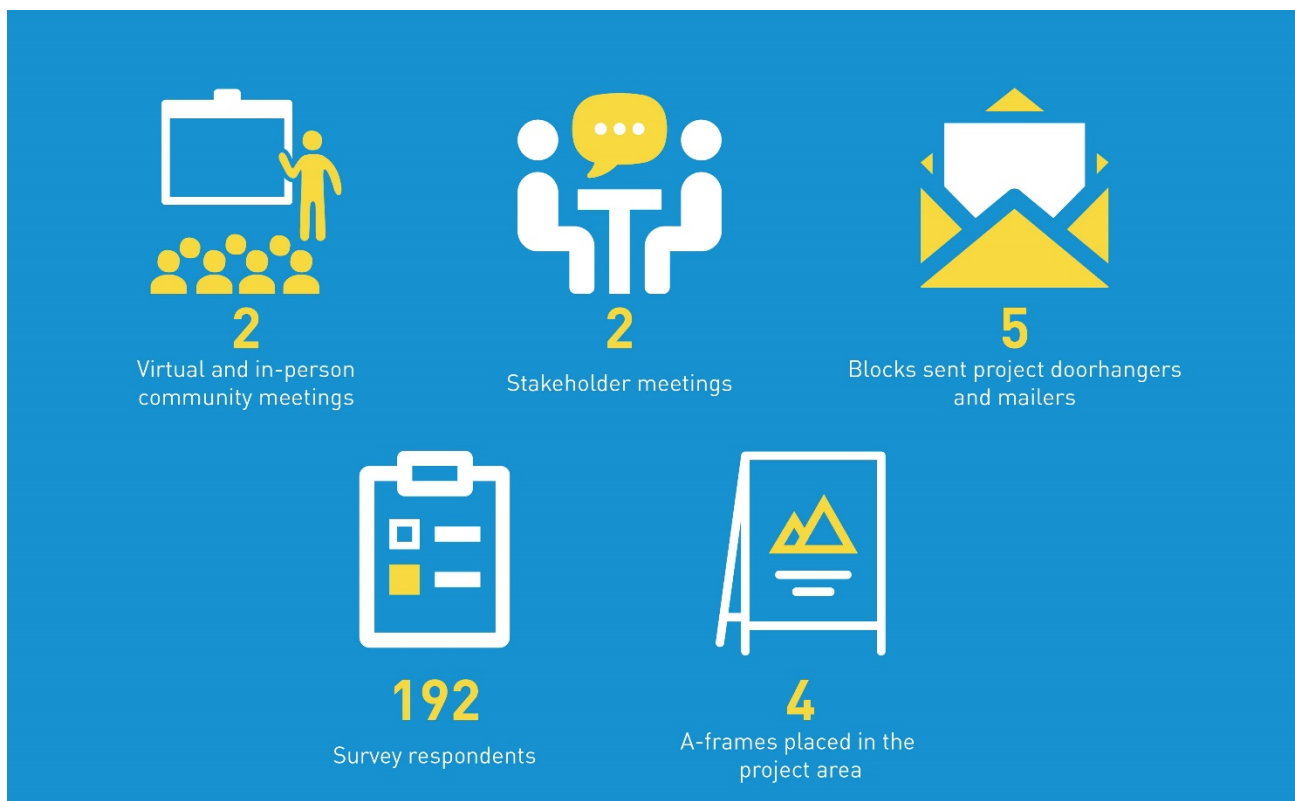


A-frame at in-person pop-up event (May 2021)

The table below summarizes our spring 2021 outreach.

When	What	Details
April 13, 2021	Project postcard	Postcard mailed to houses along the project corridor advertising upcoming outreach opportunities
April 16, 2021	Project doorhangers	Doorhangers advertising upcoming outreach opportunities, hung on doors in the project area
April 23, 2021	Project posters and A-frames	Posters and A-frames posted in project corridor advertising upcoming outreach opportunities
April 29, 2021	Virtual drop-in session	Opportunity for public to meet project team and voice their questions and concerns
April 29 – May 20, 2021	Online survey	Online opportunity for public to provide feedback on 60% design proposals
May 17, 2021	Pop-up event	In-person event for public to stop by and learn about the project

OUTREACH BY THE NUMBERS



SURVEY SUMMARY

Our survey shared the updated design at several key points along MLK Way:

- I-90 Trail
- MLK Way and S Massachusetts St
- MLK Way and S Bayview St
- MLK Way and S McClellan St
- MLK Way and Rainier Ave S
- MLK Way between S McClellan St and S Bayview St
- Parking removal on the west and east sides of the street

We invited the survey respondents to share their thoughts about the proposed improvements. This survey was promoted on the project webpage, email updates, doorhangers, postcards, posters and A-frames. The survey was open from April 29 to May 20, 2021. In total, 192 people responded to the survey. The following pages detail their responses.



Doorhanger advertising upcoming outreach events

WHAT WE HEARD

Overall, all the proposed designs received high levels of support, with many respondents emphasizing the need for bike and pedestrian safety measures. Respondent commentary specific to each of the proposed improvement areas are detailed below.

I-90 Trail

At this section, we are proposing:

- Shared bus stops (raised protected bike lanes and bus islands)
- Bike lane transition from street grade to sidewalk grade with slow down line markings
- Bike lane located between travel lane and sidewalk
- Sidewalk level pedestrian crosswalks cross the raised protected bike lane
- Markings for people biking, walking, or using transit
- Passengers board and alight (exit) into the bike lane
- Bikes must yield to passengers boarding/alighting

Common comments and concerns to these proposed changes include:

- Concern about potential conflicts between people biking and people using transit
- Interest in a raised crosswalk
- Interest in an extended raised protected bike lane
- Concern that people walking and biking will not know how to navigate the bus island and raised protected bike lane

S Massachusetts St and MLK Jr Way S

At this section, we are proposing:

- Protected bike lanes on both sides of the street
- Green pavement markings to highlight where cyclists will be present
- Turn boxes to help cyclists safely make left turns
- Bike signal at S Massachusetts St for southbound bike lane
- Shared raised protected bike lanes and bus stops where buses remain in travel lane
- Removed parking on the east side of the street; preserved parking on the west side of the street is closer to community destinations and businesses

Common comments and concerns to these proposed changes include:

- Interest in a full bus island
- Concern about potential conflicts between people biking and people using transit
- Interest in right-turn restrictions from southbound MLK to westbound Massachusetts
- Interest in right-turn restrictions from eastbound Massachusetts to southbound MLK
- Interest in more space and concrete barriers for people biking
- Concerns about parking removal

S Bayview St and MLK Jr Way S

At this section, we are proposing:

- Protected bike lanes on the both sides of the street
- Removal of two travel lanes
- A protected multi-use path on the east side of the street south of S Bayview St with a detectable strip between cyclists and pedestrians
- This path will be separated from vehicle traffic by a concrete barrier
- Drainage and pavement repairs and upgrades
- Upgraded curb ramps
- Green pavement markings to highlight where cyclists will be present

Common comments and concerns to these proposed changes include:

- Interest in concrete bike lane buffers throughout the corridor
- Interest in increased protection for people biking through the intersection
- Concern that a center turn lane will not be utilized and that the space can be better allocated
- Interest in a separated, raised sidewalk

MLK Jr Way S between S McClellan St and S Judkins St

At this section, we are proposing:

- Protected bike lanes on both sides of the street
- Removal of two travel lanes
- A protected multi-use path on the east side of the street north of S McClellan St with a detectable strip between cyclists and pedestrians
- This path will be separated from vehicle traffic by a concrete barrier
- Openings in the proposed bike lane to maintain access to businesses and the transit center
- Green pavement markings to highlight where cyclists will be present
- Additional pedestrian improvements from the Accessible Mount Baker project

Common comments and concerns to these proposed changes include:

- Interest in raised curb or concrete buffer on both sides of the streets
- Need for better drainage and roadway maintenance
- Interest in bike lane to be extended and connected to other bike paths
- Concern that a center turn lane will not be utilized and that the space can be better allocated

Accessible Mt Baker Proposed Walking/Biking Improvements

At this section, proposed near-term improvements include:

- New and widened curb bulbs and crosswalks to create shorter crossings
- Widened and repaired sidewalks for additional sidewalk space
- Right turn restrictions from Rainier to MLK
- Protected bike lanes that connect to the Mt Baker Light Rail Station

Common comments and concerns to these proposed changes include:

- Concerns that SDOT will not pursue original Accessible Mt Baker improvement plans to decouple Rainier Ave S and MLK Jr Way S
- Concerns that the intersection is still too confusing to navigate and that the changes may lead to more confusion
- Interest in bike lanes to be extended and connect to other bike trails
- Interest in shorter crosswalks
- Concerns about turning vehicles conflicting with people walking and biking

[MLK Jr Way S between S McClellan St and St Bayview St](#)

At this section, we are proposing:

- An eleven-foot wide, street level protected multi-use path on the east side of the street for people biking, walking and rolling.
- Multi-use path will be separated from vehicle traffic by a concrete barrier
- New ramp on east side of S Bayview St will connect multi-use path to existing sidewalk
- Upgraded curb ramps
- Drainage and roadway repair

Common comments and concerns to these proposed changes include:

- Appreciation for the barriers separating people biking from vehicle travel lanes
- Desire for drainage improvement

[Parking removal on west and east sides of MLK Jr Way S](#)

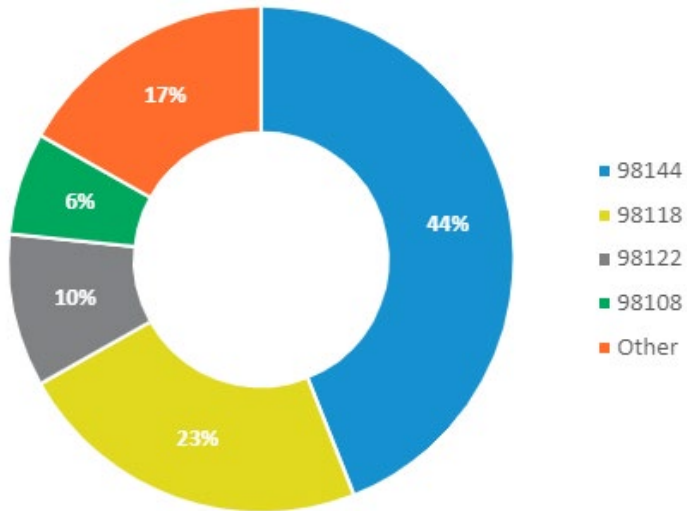
We are proposing parking removal in the northern end of the project area. Common comments and concerns to the proposed parking changes include:

- Support for parking removal
- Comments noting a general lack of parking use in the area
- Comments that parking removal will improve safety for all
- Comments that public space should not be used for private property
- Concerns that residents will lose parking

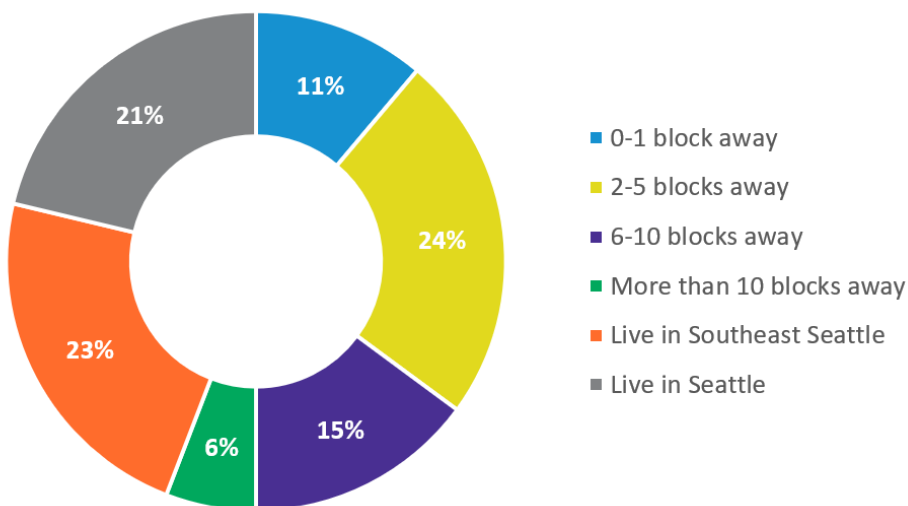
WHO WERE THE RESPONDENTS?

The survey received a total of 192 responses. Many of the respondents provided their demographic information, as shown below.

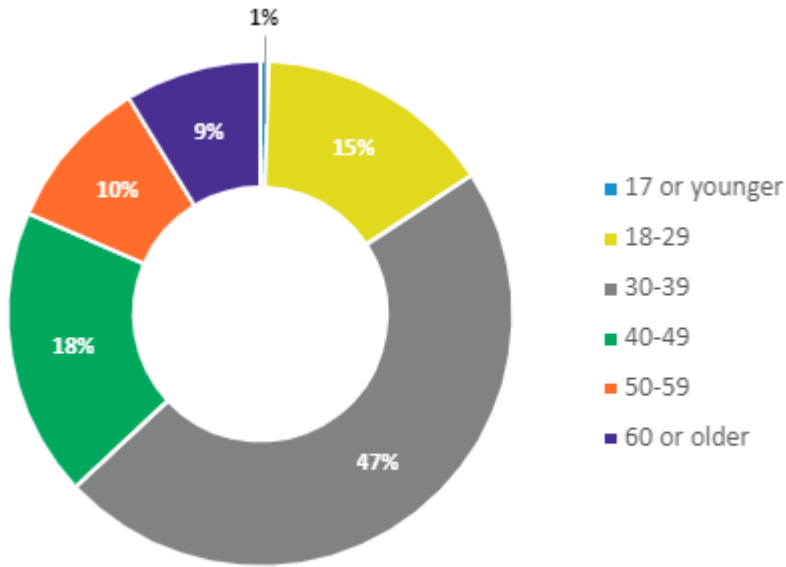
What zip code do you live in?



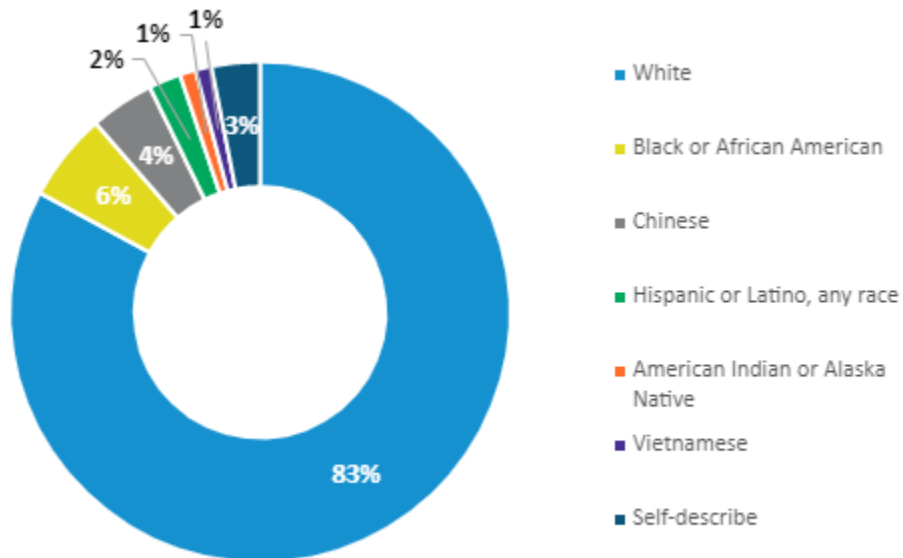
How many blocks away from the project area do you live?



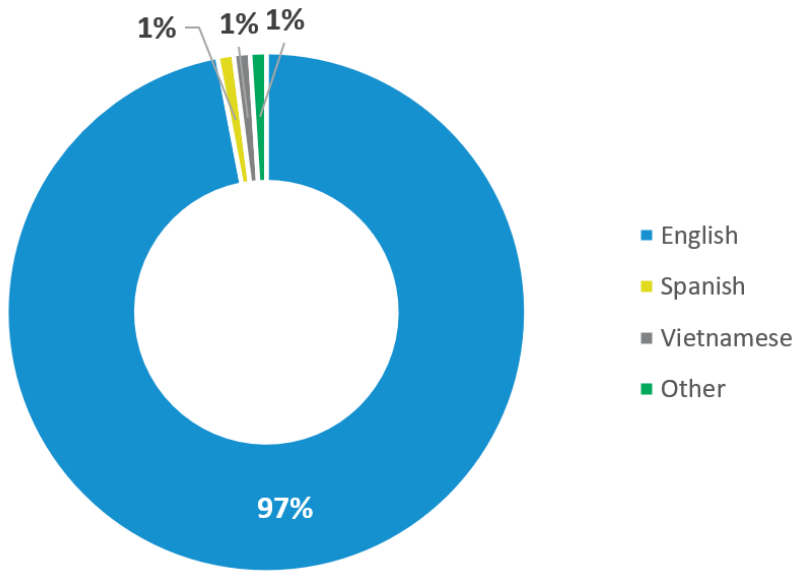
What is your age?



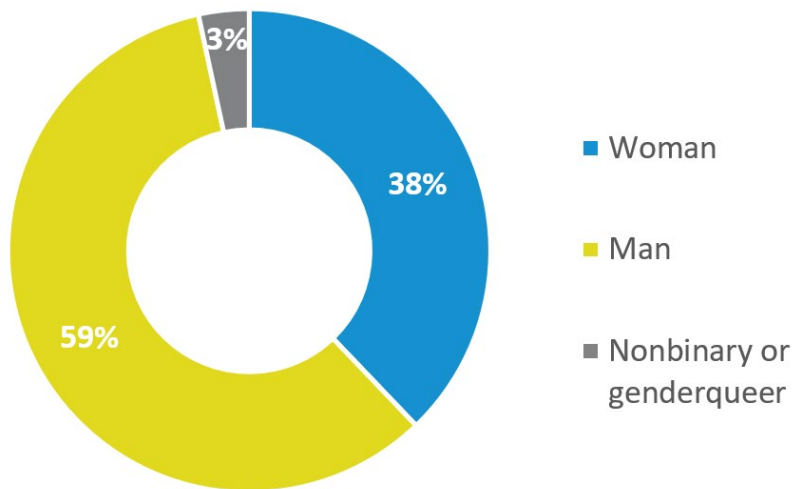
How do you identify?



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?

