

MARTIN LUTHER KING JR WAY PROTECTED BIKE LANE

Early Design Concept Outreach Summary

Introduction

In April 2020, the project team presented the early concept design for the Martin Luther King Jr Way Protected Bike Lane (MLK PBL). The team collected public comment on the early PBL design on three different bike lane alternatives through an online survey available from April 13th to May 5th, 2020. SDOT advertised the survey through the following:

- Emails to the MLK PBL project listserv and relevant stakeholders
- Information on the project website
- Phone interviews with businesses along MLK Jr Way
- Posts on SDOT's social media and community partners

This report summarizes the survey responses we received in April and May. Free responses are summarized into topics and themes.

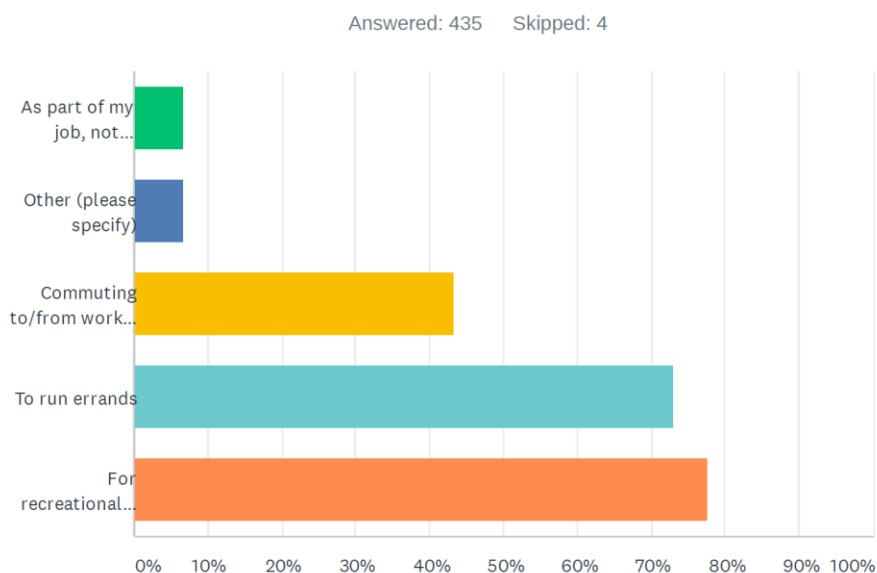
Comment types and counts

We received 439 responses to the survey.

Public Feedback on Design Concept – Survey Responses

The following are the results from the multiple-choice questions on the survey.

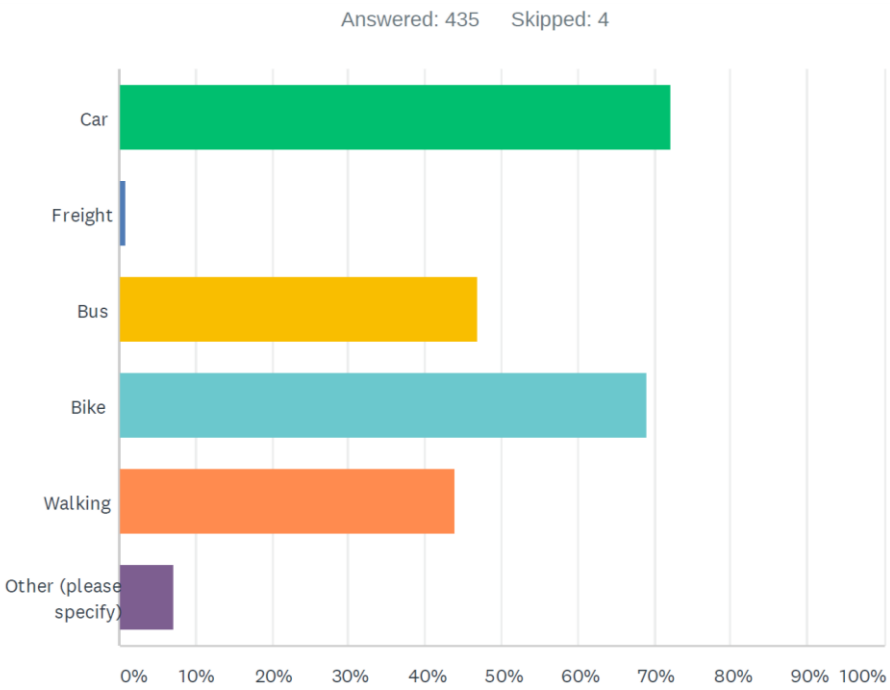
Q1: I travel along MLK for (select all that apply):



Write-in choices for "Other":

- Visit family and friends
- Attend place of worship and cultural events
- Travel through the corridor

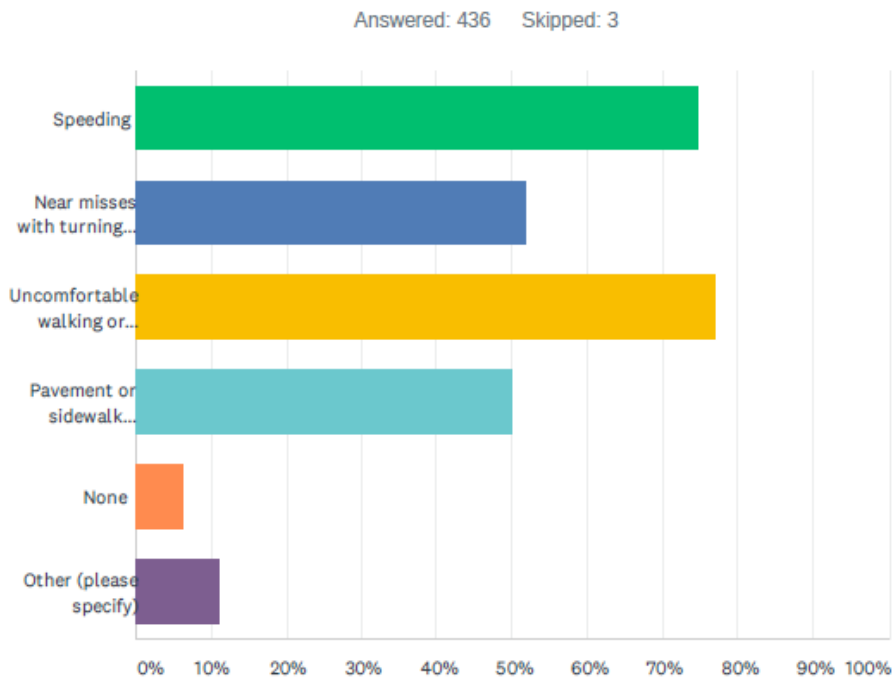
Q2: What modes of travel do you use when traveling along MLK?



Write-in choices for "Other":

- Light rail
- Scooter
- Running
- Would love to bike but it feels too dangerous / not safe

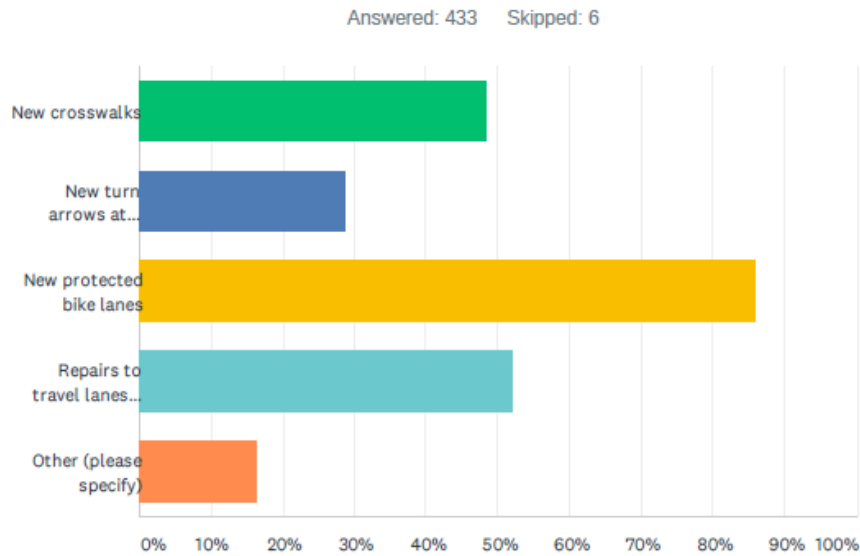
Q3: What issues do you experience when traveling along MLK?



Write-in choices for "Other":

- Poor or missing crossing options
- Difficult and stressful to safely cross the street
- Long wait times to cross streets
- Streetlights out for weeks
- Fast driving due to large lane sizes and street parking "lanes"
- Reckless drivers – illegally passing using center lane
- Long signal intervals when turning left onto/across MLK

Q4: What improvements would you like to see along MLK?



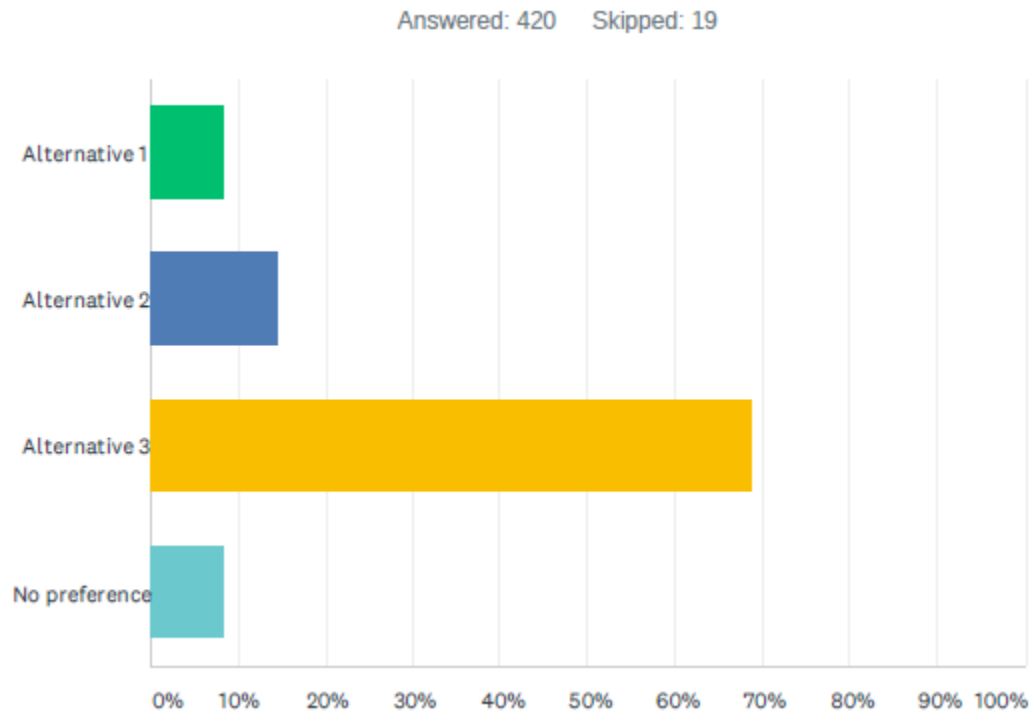
Write-in choices for "Other":

- Incorporate speed calming measures including curb extensions and narrower travel lanes
- Safety and traffic violation enforcement
- Repair water situation that is causing road to be constantly wet
- Bus pull out lanes at stops so it does not back up traffic
- Leading pedestrian intervals and bike boxes
- Wider sidewalks
- Adjust timing of signals

Preferred Alternative

Residential Alternative

Respondents overwhelmingly favored Residential Alternative 3.

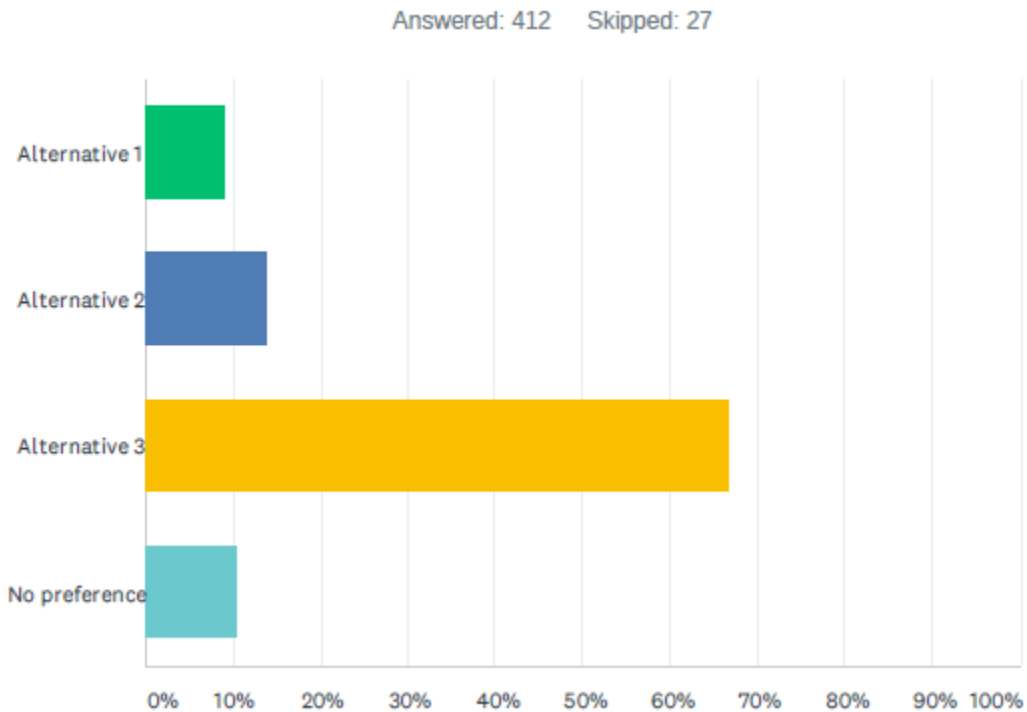


68.8% chose Alternative 3, 14.5% chose Alternative 2, 8.3% chose Alternative 1, and 8.3% had no preference. 181 respondents who selected Alternative 3 provided additional comments expounding on their choice. A summary of reoccurring themes is summarized below:

# of Responses	Theme Summary
32	Alternative 3 is generally preferred
71	More intuitive for cars and bikes to travel in the same direction, which mitigates possibility of vehicle and bike collision <i>and</i> bike and bike collision
11	Need for extension of bike paths instead of having piecemeal bike lanes across Seattle
23	Unlike two-way bike lanes, it is easier to enter one-way bike lanes (no need to cross lanes of traffic) and exit (can continue biking in same direction when bike lane ends)
8	Like that parking protects southbound bikers
18	Option protects bicyclists if they make turns
20	Reduces likelihood of collisions when cars make turns

Business Area Alternative

Similarly, a majority of 66.75% of respondents preferred Business Area Alternative 3 and cited similar reasons.

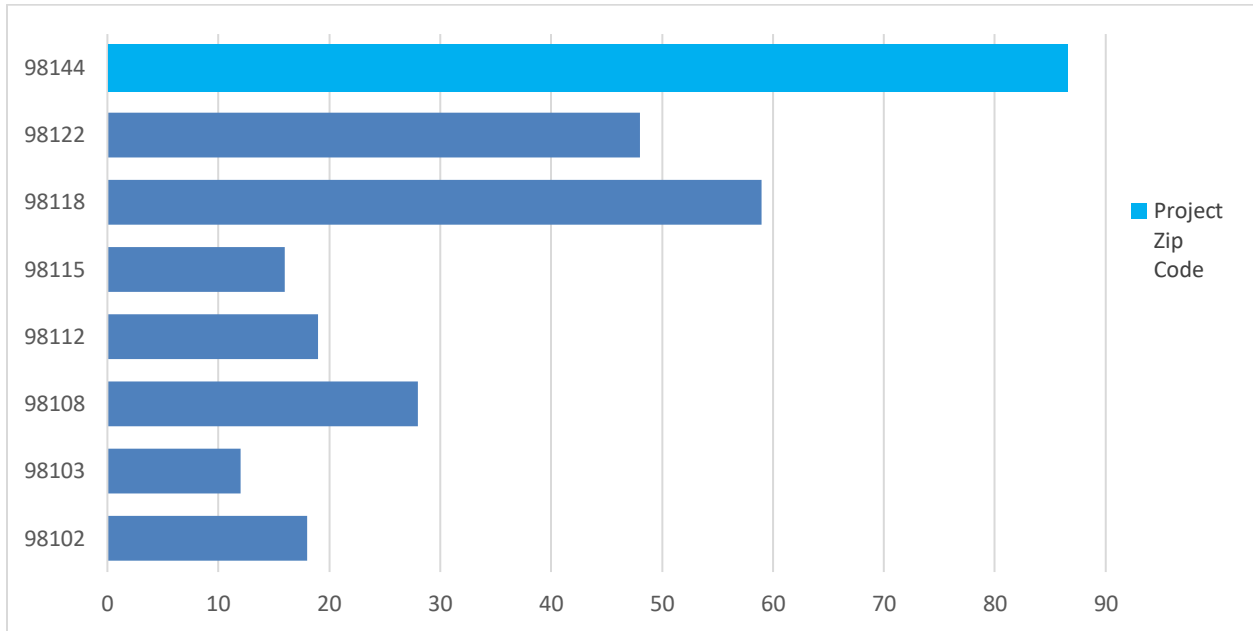


66.75% chose Alternative 3, 13.83% chose Alternative 2, 10.44% chose No Preference, and 8.98% chose Alternative 1. 125 respondents chose to provide additional comments. A summary of reoccurring themes is summarized below:

# of Responses	Theme Summary
53	More intuitive for cars and bikes to travel in the same direction, which mitigates possibility of vehicle and bike collision <i>and</i> bike and bike collision
33	Alternative 3 generally preferred
15	No need for 4 vehicle travel lanes, and some advocated for just 2. Fewer travel lanes could also lead to traffic calming
10	Better bike access to sidewalk and businesses
9	Need for consistent bike lanes throughout Seattle, although one-way bike lanes do allow bicyclists to continue travel after the bike lane ends
8	Need and prefer more traffic calming and bike protection measures

Top 8 Zip Codes of Survey Participants

Answered: 285 (out of 358)



Next Steps

We are currently reviewing your comments as we continue to develop the early design work. We expect to have updated designs to share later this summer.

We will continue advancing design work in 2020 and plan to build the protected bike lane by the Judkins Park light rail station opening in 2023. This will be an important connection to both light rail stations as well as the I-90 Trail, Franklin High School, and the Metro Transit Center.

The latest information will also be available on our project website (www.seattle.gov/transportation/mlk-protected-bike-lane), which includes a form to sign up for the project contact list. Questions about the online survey or the comments we heard can be sent to the project inbox at MLKWay@seattle.gov or by calling 206-900-8750.