



Beacon Hill Bike Route

Seattle Bicycle Advisory Board Update

June 1, 2022



Seattle
Department of
Transportation

Our Vision, Mission, Values, & Goals

Seattle is a thriving equitable community powered by dependable transportation. We're on a mission to deliver a transportation system that provides safe and affordable access to places and opportunities.

Core Values & Goals:

Equity, Safety, Mobility, Sustainability, Livability, and Excellence.

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

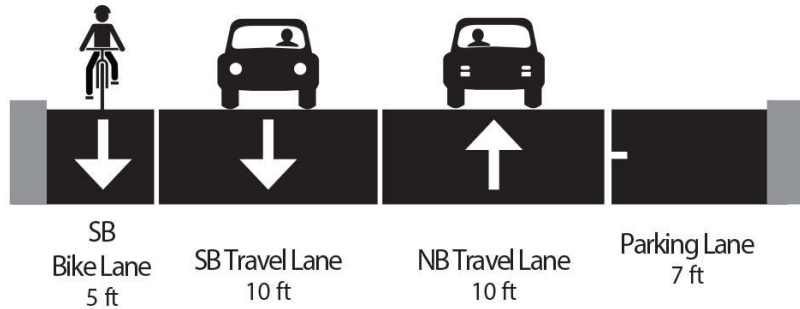


Existing Conditions on 15th Ave S

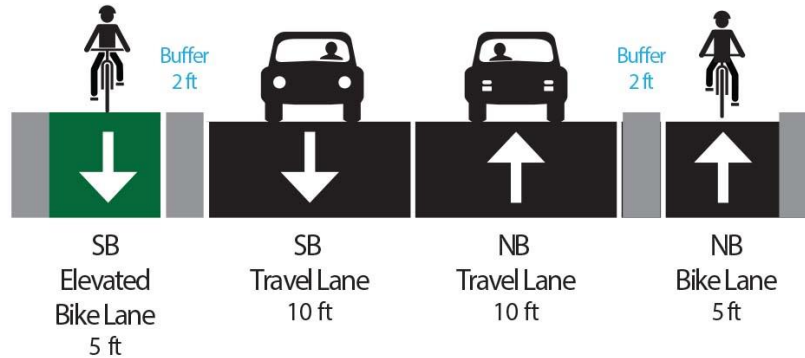


Potential Cross Sections

15th Ave S: Existing

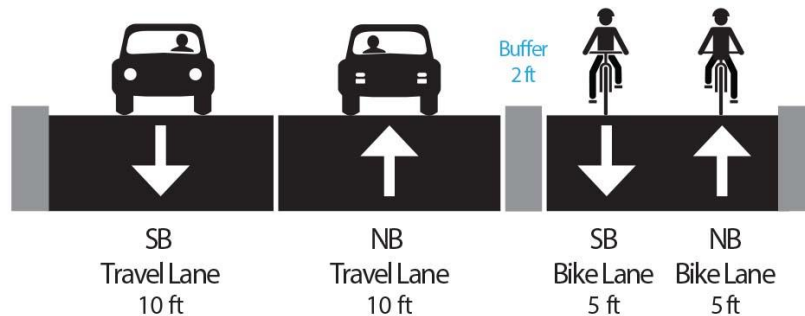


15th Ave S: One-Way Protected Bike Lanes

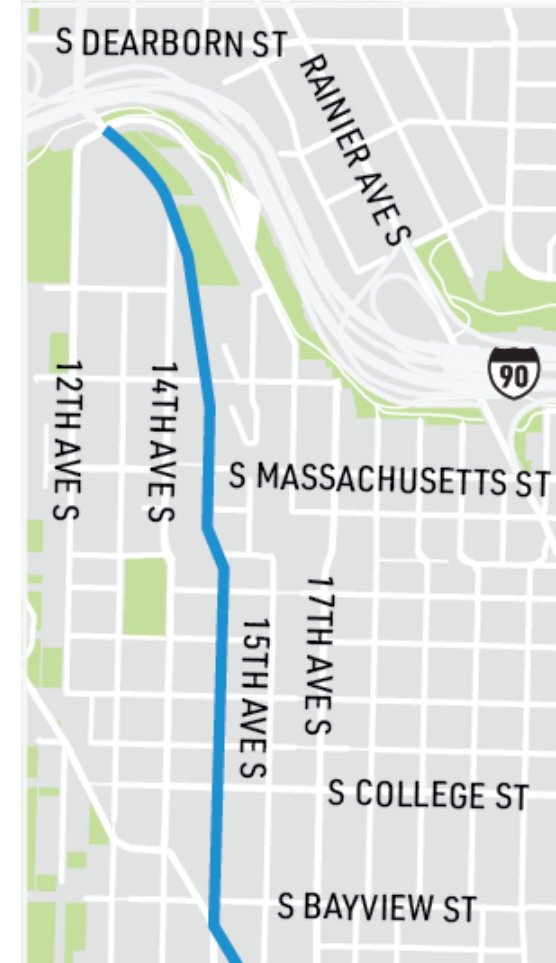


Note: Elevated facility on one-side to gain required width

15th Ave S: Two-Way Protected Bike Lanes

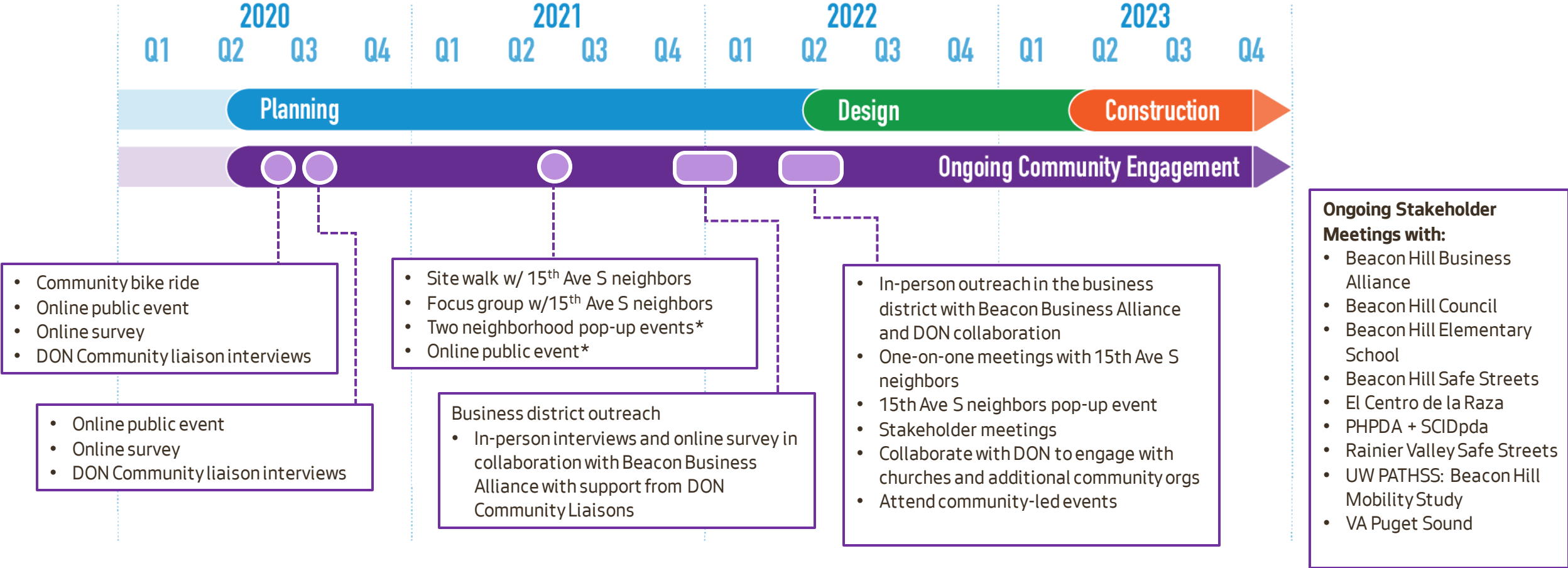


- Existing: 32 feet curb to curb
- Mostly single-family homes, town-houses and a handful of small apartment buildings



Project Timeline

Dr Jose Rizal Bridge to S Spokane Street



*with interpretation available

- 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

Questions?

Stay in touch:



BeaconHillBike@seattle.gov



206.900.8728



www.seattle.gov/transportation/BeaconHillBike



Hallie.OBrien@seattle.gov



206-379-4387

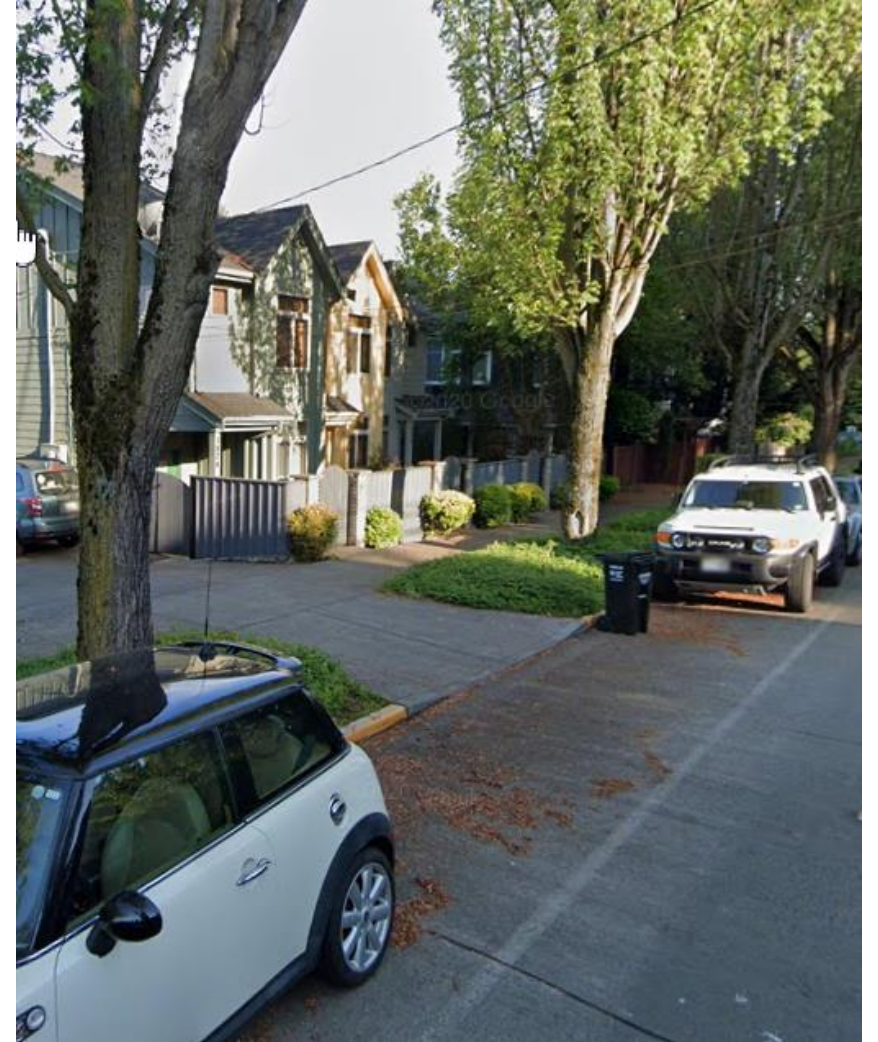


From the entire SDOT Team:
Thank you!



Curb Space Study - 15th Ave S

- Parking study conducted in December 2020
 - This area is mostly residential, including single-family homes and townhouses with a handful of small apartments
 - A mix of driveway (32%) and alley access (70%).
 - Average curb space utilization is 47%.
- During design we will take into consideration ensuring ADA access and maintaining access for deliveries and Utilities



2020-2021 Community Engagement

INFORMATION SHARED



12TH/13TH/14TH AVES NEIGHBORHOOD GREENWAY

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

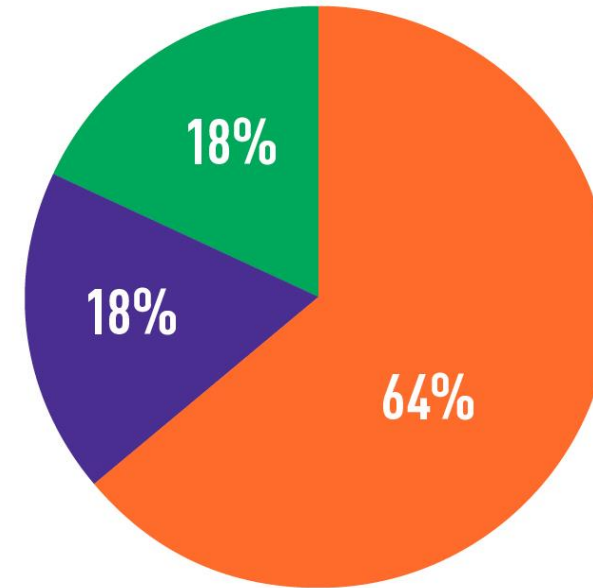
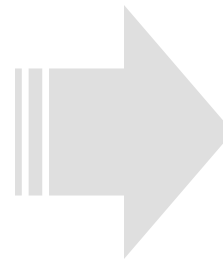
14TH AVES NEIGHBORHOOD GREENWAY & PROTECTED BIKE LANE

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

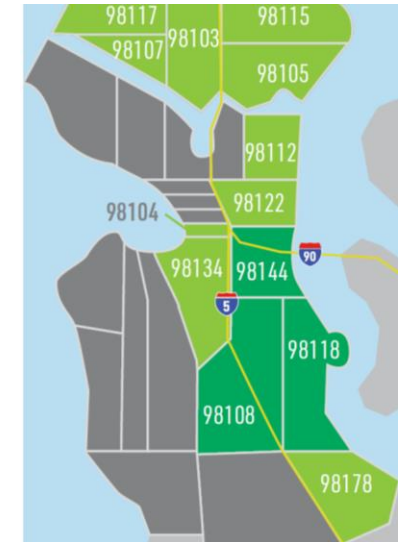
15TH AVES PROTECTED BIKE LANE

- 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).

What We Heard

COMMUNITY CONCERNS



SPEEDING



CUT-THRU TRAFFIC

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.



PARKING REMOVAL

We conducted a curb space study to understand parking and access needs in the project area. We are conducting a third-party parking study for North Beacon Hill.

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.

RESPONSE

Updates on Segments 2 & 3

- Staff conducted initial outreach on Segments 2 (S Spokane St to S Myrtle St) and Segment 3 (S Myrtle St to S 39th St)
- Design: 10%
- Funding
 - At this time we only have funding for planning for Segments 2 & 3
 - We are be applying for grant funding via WSDOT and PSRC to build out these two segments

