

Beacon Ave S & 15th Ave S Safety Project

60% Design—Frequently Asked Questions

Safety

1. How will safety be improved at the Golf Dr S, 14th Ave S, 15th Ave S intersection?

- a. The project team is working on this challenging intersection to improve safety for all users. Currently we are planning to test an all-way stop configuration in early September. Earlier in design we evaluated signaling this intersection but found that traffic volumes did not meet the threshold required for a new signal. The design for this project builds a pair of concrete protected bike lanes on both sides of 15th Ave S. Green cross bike markings will travel through this intersection on both sides and a new concrete island will protect cyclists traveling southbound. To see a graphic of the described design please reference [this guide](#) from our [project website](#).

2. How will safety be improved at the 15th Ave S and Beacon Ave S intersection once these changes are implemented?

- a. The intersection at 15th Ave & Beacon Ave will have an all-walk pedestrian-bike signal phase. Bike signals and bike pavement markings will be installed to guide cyclists through the intersection and visually alert drivers.

3. What changes are being made to Beacon Ave S?

- a. Along Beacon Ave S from 15th Ave S to S Spokane St this project will add a pair of one-way protected bike lanes on both sides of the road. For the majority of Beacon Ave S the bike lanes will have concrete protection. In areas that are parking protected the bike lane will also have additional post protection. In front of the light rail station the bike lanes will rise to sidewalk level and travel along the backside of the bus stops. Here they bike lane will be marked by a difference color surface and paint markings. For the majority of Beacon Ave S in the project extents the center two-way left turn lane will be removed, there will be left turn pockets at the intersections of S Hinds St and S Horton St. Parking will remain on both sides of the street, and load zones will be preserved and expanded for business access and needs. The neighborhood greenway crossing (Hanford St & Beacon Ave) will have a concrete diverter, crosswalks on both sides, pedestrian push buttons, and expanded curbs to narrow Hanford to 1.5 lanes wide. For a visual block by block guide of changes please look at our [60% design presentation](#) on our [project website](#).

4. How will service vehicles access homes and buildings on 15th Ave S that do not have off-street parking?

- a. We will provide cuts in the protected bike lane buffer to roll garbage and recycling bins for those residents without driveways.
- b. Delivery drivers often use alleys to make deliveries and will continue to do so where available. Across Seattle we have examples of narrow streets with one travel lane in each direction, for example Lake Washington Boulevard and S Columbian Way, where sometimes drivers will have to stop in-lane, which will be feasible considering the other safety improvements which will slow the traffic along 15th Ave S.

5. Does SDOT have a plan to avoid cracking in the concrete bike lane barriers?

- a. These barriers will be wider and have additional steel reinforcement which should make them stronger and less likely to crack in the event of a heavy vehicle interacting with them. We are continuing to adjust our material choices based on maintenance, durability, and availability.

Parking

1. Has the parking management plan changed since 30% design?

- a. The parking management plan remains nearly the same from the 30% design. The only change from what was presented is that S College St will no longer be signed as RPZ 28 parking. This change is intended to provide residents living north of S College St, who are not eligible for an RPZ 28 permit, an opportunity to park nearby.

2. What is the schedule for implementing parking improvements?

- a. 1) SDOT intends to send notifications for the parking formalization on S College St and S Grand St to adjacent residents. After the notifications have been sent, we will install signs that formalize the new parking spaces.
- b. 2) SDOT will reach out to Beacon Hill Elementary administrative staff soon to discuss the parking changes proposed on 14th Ave S. SDOT intends to install the new parking area on 14th Ave S in early 2024 before construction begins on the 15th Ave S safety project.
- c. 3) The RPZ 17 changes proposed for S Judkins St are scheduled as follows:
 - i. In March of 2024, SDOT will:
 1. Notify existing RPZ 17 permit holders of the new RPZ 17 parking spaces on S Judkins St as part of the bi-annual renewal mailer that is already scheduled.
 2. Notify residents located between 14th Ave S, 15th Ave S, and S Judkins St that they are now eligible to purchase an RPZ 17 permit. These residents are not currently eligible to purchase a permit today but will be as part of the parking management plan.
 3. Notify residents within walking distance to S Judkins St that do not currently have an RPZ 17 permit but are eligible to purchase one, that S Judkins St will have additional RPZ parking spaces, and inform residents of the low cost RPZ purchase options available.
 - ii. RPZ 17 signs on S Judkins St will be installed in March/April of 2024.

3. Why are you prioritizing adding parking when this is a bike and safety project?

- a. This project includes parking removal on 15th Ave S and throughout our outreach and engagement with community members and residents, the two biggest concerns we heard were safety and parking. Our draft parking management plan is a response to community feedback.
- b. Since early design outreach, many nearby residents depend on their vehicles and are upset about parking loss. We are doing our best to give opportunities for neighbors to voice their concerns.

- c. The project is important for safety, and we will be moving forward with it. The draft parking management plan has been added to the scope of the project to accommodate residents in the project area.

4. How will SDOT accommodate residents on 15th Ave S who depend on vehicles?

- a. We have been handing out flyers, translated in 7 languages, since April 2023 letting neighbors know that we want to talk with them about upcoming parking changes and asking neighbors to contact us if they have parking concerns. In tandem with these flyering activities, our team has also conducted door-to-door outreach and continues to conduct outreach to talk with neighbors along 15th Ave S about their current parking situation and share about our draft parking management plan. If we've missed you during our door-to-door outreach or if you would like to schedule a meeting to talk about your parking needs and concerns, please email Beacon15thSafety@seattle.gov or call 206-900-8728.
- b. Our draft parking management plan replaces the 1 disabled parking spot, formalizes parking on side streets to fit more cars in the existing area, adds new parking, and expands the Restricted Parking Zone (RPZ) to prioritize parking for residents. While this parking management plan will not provide one for one replacement of parking removed, it will lessen parking loss impacts on the segments of 15th Ave S that are most constrained.

Project Information

1. What are the new changes to this project since the 30% design milestone?

- a. The NW corner at 14th Ave/15th Ave (next to Pacific Medical Center) was changed from having a flex post barrier to a concrete island with bike lane cut-through and 3" tall mountable curb apron at the corner to accommodate turning buses
- b. Partnered with Seattle Public Utilities to upgrade drainage along 15th Ave S.
- c. Completed community-requested safety enhancement projects
- d. Identified sidewalk repair locations
- e. Identified bike signal and detection upgrades
- f. Updated curb cuts in bike buffer along project route

2. What will the construction timeline for this project look like?

- a. We completed the implementation of the near-term safety enhancements in August 2023.
- b. For the larger capital project, we have reached the 60% design milestone. We expect to reach 90% design in late September 2023 and to finalize design by the end of November 2023. We plan to begin construction in Summer 2024.

3. Will this project include sidewalk and pavement repairs along 15th Ave S?

- a. Both the interim project and larger capital projects will make this area safer for all people. We're partnering with multiple programs to install new sidewalks, paving, curb ramps, and crossing improvements.
- b. This roadway will continue to be maintained on a routine schedule by City of Seattle maintenance crews.

- c. Instead of speed humps, speed cushions will be installed. Speed cushions are designed to include wheel cutouts between the raised areas to provide wider vehicles such as freight, transit and emergency vehicles the ability to pass through without having to go over the bump.