

Beacon Ave S and 15th Ave S Safety Project

90% Design Public Meeting—Q&A Summary

November 2023

Design

What were the major changes from 60% to 90% design?

- **15th Ave S, 14th Ave S, and Golf Dr S intersection:** We implemented an all-way stop at the intersection of 15th Ave S, 14th Ave S, and Golf Dr S in October. We'll be removing the speed cushion on 15th Ave S right next to this new stop and instead placing a speed cushion closer to S Atlantic St. We will also add curb ramps and a new crosswalk across Golf Dr S at the northern leg of this intersection. We will be relocating the bus stop from north of the intersection, on Golf Dr S, to just south of it, on 14th Ave S.
- **S Spokane St and Beacon Ave S:** We're adding new bike signals for northbound and southbound Beacon Ave S crossing S Spokane St. At the bus stop on the northbound side of the road, we're adding a raised platform that will be shared as a bus stop and bike lane.
- **15th Ave S and S Bayview St:** These streets only intersect on the east side of the street, and we will add new curb ramps to both corners.
- **15th Ave S between 14th Ave S and S Hill St:** Our maintenance crews will repair some pavement on 15th Ave S ahead of construction. These repairs could take place as early as March 2024.

Is the all-way stop the intersection of 15th Ave S, 14th Ave S, and Golf Dr S permanent? If so, will the flashing crosswalk signs remain here?

- Yes, the all-way stop at the intersection of 15th Ave S, 14th Ave S, and Golf Dr S is a permanent safety improvement. We will also add curb ramps and a new crosswalk at the northern part of this intersection to improve roadway markings and visibility. Soon, we will relocate the flashing beacons from the intersection leg that crosses 15th Ave S to the intersection leg that crosses 14th Ave S.

Why aren't there any curb ramps planned for the intersection of 15th Ave S and S Holgate St?

- Curb ramps at 3 corners of this intersection of 15th Ave S and S Holgate St were recently installed by an adjacent development and are in good condition. Curb ramps at the NW corner will be completed by the same developer.

In the design graphics, there are some curb ramps that are labeled as "to be built by others". Can you explain what that means?

- Yes, these curb ramps are at the intersection of 15th Ave S and S Walker St. We are working closely with the developer, who is planning to come back and install these curb ramps in the next few months. We expect them to be installed before construction of the larger project.

Can the speed cushions be enhanced? Some drivers are crossing the center line to dodge them or simply speeding over them.

- Speed cushions are designed and installed based on city and national standards for a design speed of 15 mph.
- We cannot increase the height of the cushions to encourage people to slow down further. However, when we install the bike lane buffer, it will reduce the ability for people to drive around the speed cushions.

Will the speed bump that is located just before the stop sign on 15th Ave S northbound side remain now that there is an all-way stop? Could it be moved to the original location, at the S Sturgus steps further to the south?

- This speed cushion is no longer necessary since installing an all-way stop at the 14th Ave S/15th Ave S/Golf Dr S intersection. Our standards recommend at least 100 feet between speed cushions and stop control. We will remove this speed cushion and instead install one further down 15th Ave S between 14th Ave S and S Atlantic St.

Where will delivery services and garbage/recycling/compost pickups be located? Will garbage or recycling bins need to interrupt the bike lanes or sidewalks?

- There will be 5-foot openings in the concrete bike barriers along 15th Ave S where we have trash pickup. People will place their bins near these openings, and then the garbage pickup people can pull them through those openings, across the bike lane. This is how trash pickup operates on any other street with concrete barriers.
- We're working closely with SPU to make sure the design works with the trash pickup system and will continue to accommodate pickup and delivery services just as it does today. They have not identified any problems continuing normal function with this design. We will work closely with SPU to work out individual solutions for trash pickup if problems come up.
- For most people, trash pickup will be the same as it is today. If you store your bins on the planting strip or the edge of your driveway, you'll keep doing that. Just as with today, people should not store their bins in a way that blocks the sidewalk or the bike lane.

Analysis and outreach

I'm concerned that your design in front of the light rail station will block traffic whenever a bus stops to load. What does your level of service analysis show for Beacon Ave S at S McClellan St? How many hours per day will traffic come to a halt?

- We're in close coordination with King County Metro to make sure our design works well for them. They review our design plans and provide comments, and we meet with them monthly. They support our plans to carve out a portion of the sidewalk to allow cyclists to pass behind the bus stop. We didn't need to complete an alternatives analysis, a traffic analysis, or a level of service analysis because our project is not changing the vehicle lane or bus access.

Are there any plans to re-inspect the road for pavement repairs ahead of construction? Recent drainage work by SPU created a large pothole that I don't think was considered in the last inspection.

- Early pavement repairs on 15th Ave S could start as early as March 2024. We can reinspect the road and see if any additional places need repairs that we can feasibly take on as part of our project. Overall, 15th Ave S is a relatively flat corridor, making it prone to poor drainage during seasons where leaves clog up the drains.
- If SPU damaged the roadway during their work, they are required to do those repairs.

Can you provide the annual bike counts during this trail? Do you have this from current year and prior years?

- Here are [daily bike counts](#) from the north end of the Dr Jose Rizal Bridge from when the counter was installed May 2021 to November 2022. (Janet seeing if we can get updated counts)

Can you address safety for neighbors in walking farther from their home late at night or early mornings? What is SDOT in addressing these issues? For example, like more lighting, etc..

- Safety is the top priority of the project, and we do see the changes we're making as an improvement to safety for people walking. We haven't considered installing lighting, but if we continue to hear support for lighting, we can look into making those changes. This may not be through this project specifically, but through related projects or work with community groups. The Beacon Hill Community Council also raised a concern about lighting, so we will keep working with the community to see how we can help.

Can you tell us the progress of door-to-door outreach? Have you contacted the affected neighbors and what has their response?

- We have done several rounds of door-to-door outreach in the last 3-4 months on weekdays as well as Saturday mornings. We've focused on visiting the most constrained parking areas, on 15th Ave S between S Atlantic St and S College St, to make sure people

are aware of the parking changes and know about the options we are creating in our parking plan. Most of the people we have talked to have off-street options.

- There is one apartment building we have not been able to reach through door-to-door outreach, so we will be mailing information to them soon. We will also deliver those informational flyers to cars parked on 15th Ave S in areas where parking will be removed. We hope that once we reach final design and begin construction, these changes won't come as a surprise to anyone.

Parking

Can you summarize where parking is being removed along 15th Ave S? When will it be removed?

- We will be removing parking on the east side of 15th Ave S between S Atlantic St and S College St. These changes will go into effect when we start construction, currently scheduled for 2024. We will complete the work in phases, so parking will be removed section-by-section as the protected bike lanes, curb bulbs, and other safety features are installed. We will notify residents and people who park on 15th Ave S before removing the parking.

How many parking spots have been lost and how many have been recovered through the parking management plan?

- The parking study from Summer 2022 found that this project will remove about 100 parking spaces. The parking management plan was not designed to be a one-to-one replacement of parking spaces because the City of Seattle wants to prioritize people using modes of transportation other than single-passenger cars in our limited right-of-way space. The plan was designed to address community feedback on parking loss concerns and the uneven benefit of the project by reducing parking congestion in some of the most constrained areas.
- Our parking management plan will add, formalize, or give resident priority to about 35-50 parking spaces.
 - **S Judkins St:** Implementing two new blockfaces of Residential Parking Zone (RPZ) 17. This will add approximately 20 RPZ parking spaces, which prioritizes these spaces for residents instead of visitors.
 - **S College St and S Grand St:** We're formalizing 5-6 parking spaces on each street, meaning we're adding signage to encourage people to park in places where it is legal to park but not currently utilized by neighbors.

- **14th Ave S:** We are replacing the curbside bike lane on the west side of the road with a parking lane, which adds 7-9 new parking spaces outside of Beacon Hill Elementary school.

For those that lose parking spaces on 15th Ave S and the closest parking locations are in RPZ Zones, will they be allowed to purchase permits to park?

- Right now, residents who live north of S Massachusetts St are eligible to apply for an RPZ 17 permit. We did not pursue extending RPZ 17 south of S Massachusetts St because our parking analysis showed the availability of parking on nearby side streets makes this area less prone to congestion.
- If you are interested in expanding existing RPZs, please reach out to Brian at brian.hamlin@seattle.gov or the RPZ program at <https://www.seattle.gov/transportation/projects-and-programs/programs/parking-program/restricted-parking-zone-program/creating-and-expanding-rpzs>.

Construction and maintenance

Does SDOT have a maintenance plan to make sure the safety improvements stay in good condition?

- The City of Seattle maintenance crews will maintain 15th Ave S as usual. We will be notifying them of the new bike lanes so crews can add the new roadway features to their regular maintenance schedule.
- Additionally, we designed these safety improvements for durability. 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. The new bike lanes will fit with the road design so that the street sweeper cleans the bike lanes.
- It may also be useful for you to know about [Seattle's Find It Fix It app](#). With this app, you can request service for potholes and more.

Will 15th need to close during construction?

- No, we will maintain traffic on 15th Ave S through construction. We are not allowed to implement any full road closures.

When will construction start?

- We're hoping to start construction in June 2024. In that case, construction would continue through 2024 and be complete by May 2025. That is our goal which we are on track for, but we should always be prepared for delays.