



Script for MLK Way PBL 60% Design Presentation

1. MLK Way Protected Bike Lane 60% Design Drop-in Session

Welcome and thank you for joining tonight's 60% design drop-in session for the Martin Luther King Jr Way Protected Bike Lane Project.

We will start this presentation with a land acknowledgment.

We acknowledge the original inhabitants of this place, the Coast Salish and Duwamish tribes, who since time immemorial have hunted, fished, gathered, and taken care of these lands. We respect their sovereignty, their right to self-determination, and we honor their sacred spiritual connection with the land and water.

2. How to Participate

Before we get started, I would like to introduce the members of our SDOT project team who are in the virtual room with us tonight.

My name is Lisa, and I'm the communications and outreach lead for this project.

- Next we have MariLyn, who is the project manager
- Laurentiu, the Lead Designer
- Jonathan, the project developer
- And finally, Wendy from the outreach team, who is handling behind the scenes elements for the presentation tonight

Before we move on to our presentation, we also have a few housekeeping items.

In an effort to reduce background noise and improve everyone's experience, all attendees will be muted today. This event is being recorded and will be posted on our project website in the coming days.

If you have any questions about the event itself, please post your questions to the chat thread and our team will do our best to respond.

During the presentation, you are encouraged to engage with us. We invite you to submit your questions as they come to you. This is helpful, so you don't forget them along the way. You can send them through the **Q&A** box on your screen.

Please **do not** post your specific questions about the project to the chat thread. Our team is small and will not be closely monitoring the chat thread once the Q&A portion begins. Your questions will be answered after the presentation is complete.

3. Presentation Overview

For today's presentation, we will be providing a brief project overview and showing our proposed designs at five key spots along the corridor. We will discuss how the project plans to proceed forward and what feedback we'd like from you. We will then move on to the live question and answer session.

4. Our vision, mission and core values

At SDOT we want to deliver projects that contribute to a thriving, equitable community that is powered by **dependable** transportation.

We want the transportation system to provide people with safe and affordable access to places and opportunities, and we are guided in doing this by our values of equity, safety, mobility, sustainability, livability, and excellence.

5. Project Background

The purpose of this project is to improve safety for people walking, biking, and driving, and to create better connections to transit and destinations between the Mt. Baker Station and the future Judkins Park light rail Station.

We are focusing on the section of MLK Jr. Way S between S Judkins St and S Winthrop St, which takes you through the Rainier Avenue South intersection, and to the Mount Baker light rail station. Construction could begin by spring 2022, with a goal of completing improvements by 2023.

6. Project needs

This project began in the spring of 2020 following outreach for the citywide Bicycle Master Plan Implementation Plan back in 2019.

During that outreach effort, we received a lot of feedback stating a need for more connections in Southeast Seattle, especially heading north and south. This community process helped identify MLK as well as Beacon Ave as top priorities citywide. Once this project is complete, a route of protected bike lanes, the I-90 bike path, and neighborhood greenways will allow for

safe and comfortable cycling trips between Mt. Baker and Downtown Seattle, as well as the neighborhoods in between.

If you use 23rd Ave or I-90, you've probably seen that Sound Transit's construction of the new Judkins Park light rail station is moving along. It's expected to open in 2023, and we want this project on MLK to be ready to help riders reach it.

Seattle is also working to improve traffic safety with a Vision Zero goal of ending traffic deaths and serious injuries. In many locations MLK functions as more of a highway than a city street, with high rates of speeding as well as run off the road collisions, left turn, pedestrian, and other collisions that can be addressed through improved design. We want this project to improve traffic safety for all users, in an area where four community members have tragically lost their lives in collisions in just over a year.

We introduced changes in 2020 such as changes to pedestrian signals and a reduced speed limit to improve traffic safety sooner, but want a project such as this one to help those new changes work even better.

7. Project analysis so far

Since the last time we checked in we've developed what we call a 60% design, where the major design questions about the project have been answered. This is a good time to share the design and incorporate feedback as we move towards final design.

We've also been working with other SDOT projects in the area, such as improvements to Metro's Route 7 bus and the Accessible Mt. Baker initiative and well as private and public construction in the area.

As we've worked on the design, we have also been working with you remotely, through mailers, emails, online surveys, and phone interviews with businesses, organizations, and community members. Please visit the project webpage after the event for links to the 60% design online surveys. I will speak more about upcoming outreach opportunities later in the presentation.

8. Outreach – What We Heard

During our last round of outreach in November, we received around 100 participants at the online drop-in session and through the online survey. Over 50% of the folks who participated live in the project zip code and another 28% live in adjacent neighborhoods. More than 2/3 of the folks who took the survey ride their bike in and through MLK at least a few times a month.

Just over three fourths of the survey participants selected not feeling safe as their primary reason for not riding their bike in and through MLK Way S. Feedback summary reports are available to download on the project webpage and you can read more about the feedback that was shared with SDOT during previous rounds of outreach.

I will now turn the presentation over to Marilyn Yim to discuss the current designs.

9. Current Design – MLK Way and I-90 Trail

Good evening everybody. Thanks for joining us. On this slide we're showing the I -90 Mountain to Sound Trail and MLK connection where we've designed a raised protected bike lane and bus island to accommodate people biking walking, taking the bus, or driving. The shared bus stop will reduce interactions between bikes cars and buses on the corridor, providing improved safety and predictability for all users, and this will help keep transit moving and improve travel time for people riding buses.

Design elements on this slide include:

- The bike lane transition from street grade to sidewalk grade with slow-down line markings, and we'll have a later slide that shows a little bit better what that will look like. The bike lane will be located between the travel lane in the sidewalk.
- Sidewalk level pedestrian crosswalks are across the raised protected bike lane to give visibility to the streets crossing.
- Markings for people biking, walking and taking transit.
- Passengers board and alight - which is exiting into the bike lane - and bikes must yield to passengers boarding and alighting. In addition to the design features that you can see here, the project will also add right turn bicycle ramps to access the I-90 Trail.
- Unique bus stop announcements will be added to the buses serving the shared stops. These announcements will alert excellent passengers to watch for bikes when exiting the bus, as buses approach to the shared stops.

15. Current Design – MLK Way and S Massachusetts St

This slide shows South Massachusetts Street, and MLK Way. Near this intersection we have designed another raised protected bike lane and bus island on the west side of the street, and the northbound bus stop on the east side of the street shows also a raised shared protected bike lane and bus stop. There'll be drainage improvements at this intersection and you'll notice in the cross section that parking will be retained on the west side of MLK.

This collage gives a good representation of some of the improvements that we've been talking about. This is what a raised protected bike lane looks like when it runs adjacent to a bus island. These photographs are taken from Northeast 65th Street underneath I-5 if any of you ever go up to Ravenna, that's where this is and you can visit it in the field.

So what we're showing here is the raised shared protected bike lane and bus stop. The bright yellow corduroy stripe that you can see in the upper right-hand picture with a person walking on it is what we're calling a detectable strip in the following slides. So, anytime I say detectable strip, that's what I'm referring to. And it's basically 12 inches wide and I called it corduroy. Those four runs running vertical lines are raised and they are cane detectable so people with limited vision can easily detect that with their cane, and that delineates the pedestrian area from the bicycle area.

You'll also notice the slow markings and lines for cyclists entering the bus stops zone and that indicates very clearly when a bicyclist is entering the area where pedestrians entering and exiting the buses are likely to be.

And there will be bicycle yield to pedestrian signage as well. This is to manage the people biking, people walking, waiting for the bus, getting on and off the bus, and any transitions that are occurring at that zone, and helps everybody know what their areas are and what behaviors they are expected to do.

16. Current Design—MLK Way and S Bayview St

This slide shows Bayview and MLK Way. At this intersection there'll be a new curb bulb and ramp that will connect to the existing sidewalk with a new multi-use path on the west side of the street.

Design elements here include the protected bike lanes on both sides of the street, which is pretty consistent through the corridor. The northbound bike lane will transition from a curb protected multi-use path to protected bike lane so you'll see that in the next slide as well, that will have a short section of multi-use path. There will be new sidewalk and the curb ramp on the east side of the street to connect to the existing sidewalk with the new multi-use path. There will also be drainage improvements in this area.

Then you can see in blue the detectable strip, and that's what I was talking about before, that's the one-foot-wide bright yellow, cane-detectable corduroy stripe that separates the pedestrian zone and the bike zone.

17. Current Design—MLK Way and S McClellan St

This is showing the other end of that multi use trail at South McClellan Street and MLK Way.

Currently, the roadway has four travel lanes - two north, two south, plus a left turn only. This corridor is heavily used by Metro buses accessing the current location of the Mount Baker Station.

Our proposed design for this corridor will remove two travel lanes, and will include the protected bike lanes, the north and protected bike lane will transition, you'll see you can kind of see it here starting from this section and then going up to Bayview into a multi-use path.

There will be a concrete buffer that separates the bicycle lanes from the driving lanes, and there will also be the detectable strip that separates bicycles from pedestrians so everybody has their own clear space to be in.

There'll be a new sidewalk and a curb ramp on the east side that connects to the existing sidewalk, with the new multi-use path.

South of McClellan, there are some green pavement markings. This indicates where there are going to be driveways. We will be doing some breaks in the protected bike lane where there are driveways accessing businesses. Those green markings are also to indicate the crossing points where there will be cyclist present

18. Current Design – Bayview to McClellan

This slide shows a little bit more of a zoom-in on what's happening at Bayview and at McClellan. These are the transitions into the shared multiuse path for pedestrians and bicyclists. You can see a rendering showing what the buffer will look like and this is the buffer that will separate the driving lanes from the bicycle lane.

And there are breaks in this raised curb. There'll be breaks in it every 50 feet to allow for drainage to pass through.

19. Accessible Mt Baker Proposed Walking/Biking Improvements

This slide is showing Rainier and MLK Way. There's a lot going on here. These are the proposed improvements adjacent to the Mount Baker Station. This is where we overlap with the MLK Protected Bike Lane Project. If you'd like to see information on the Accessible Mount Baker project there is a project web page that you can go check that out.

The proposed near-term improvements in this area include new and widened curb bulbs and crosswalks, which will create shorter crossings and so you can see that they're actually new crosswalks on the south and west legs that are not currently there.

There will also be wider sidewalks as well and curb bulbs, which will help to give pedestrians more visibility as they are entering and exiting these crosswalk locations. We're widening and repairing sidewalks, to give some additional sidewalk space. There will also be right for restrictions from Rainier to MLK, and this is where a protected bike lanes that connect to the Mount Baker light rail station will begin. In order to fit a turn lane, the two travel lanes, and two protected bike lanes, some of the parking must be removed on one or both sides of the street.

20. Current Design - Parking

I'm Jonathan phase of the project developer and I'll get our last slide here on parking. So MLK Way South near Mount Baker and up until it reaches the Tennis Center does not have any on-street parking that would be changed by this project. The one area that would be changing is to the north closer to the Sam Smith Park, and the I 90 Trail.

We did a parking study last winter, shortly before the pandemic began, which helped to inform us about what parking looks like here in this area. We found that parking utilization was high on MLK itself, between Massachusetts Street and Holgate Street, and also on some of the side streets just west of them. On some of the other side streets and closer to the I-90 Trail on MLK, parking use was very low. Based on this study the design will replace parking with a protected bike lane on the west side of the street, south of South Judkins Street. But there's room for both parking and the protected bike lane on the east side.

Moving a little bit farther south to closer to the trail, here we already have a paved median in place, and there will be a right turn lane. And so because of this parking on both sides would have to be removed in this area.

This is an area where parking use is typically much lower than elsewhere on MLK. South of South Massachusetts street parking would be removed on the east side and preserved on the west side. Parking on the west side is used by residents, but it's also close to other destinations like nonprofits and businesses. It also means that less parking would have to be removed in total, because the driveway is on the east side of MLK mean that there's already not very much room to park.

The design does include one block of new parking in an area where it is currently prohibited. This is on the west side of MLK between Holgate and Plum Streets. This will help replace some of the removed parking in the area. We're not adding any additional parking south of here,

because south of Plum Street there just aren't that many clear destinations that don't already have their own off street parking lots.

And that wraps up the design section, Lisa will guide us into questions now.

21. Next Steps

We are launching an online survey available for you to submit your feedback on the designs we just discussed. Please visit the project website for the survey link. The survey will be open until Thursday, May 20th. We are also going to be hosting a pop-event at the I-90 Trail while the survey is open where folks can stop by, ask questions, and provide feedback on the project designs. We are finalizing the details and will be posting the information on the project webpage and through listserv emails, so if you haven't already, please sign up for email updates on the project webpage.

After we gather all the feedback we hear tonight and from the survey, we will use that information to inform the next phase of design. We will share what we heard and how it informed the design this summer.

We will be working to stay in touch with you throughout this project. You can stay informed about upcoming outreach activities by checking the project website, and where you can also sign up for email updates.

22. Q&A Slide

Now we're just about ready to take your questions. Please type them into the Q&A window and our team will respond. To ensure we're able to understand your question, please be as direct as possible. We will get to as many questions as we can, and will provide a transcript of questions and answers on our website in the coming weeks.

23. Questions/Wrap-up

Thank you for attending our drop-in session. Remember, the online survey is open now through Thursday, May 20th. Please visit the project webpage to sign up for listserv emails so you stay informed of upcoming outreach activities.

If you have additional questions or comments after the survey closes, you can email your questions at any time to our project email inbox at MLKWay@Seattle.gov

Thank you and have a good evening!