

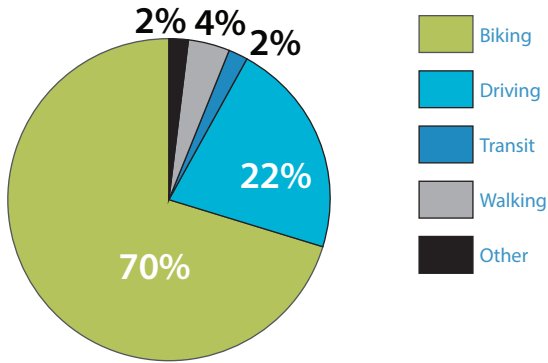
Whittier-Lyndale Bikeway Project

Summary of In-Person and Online Engagement

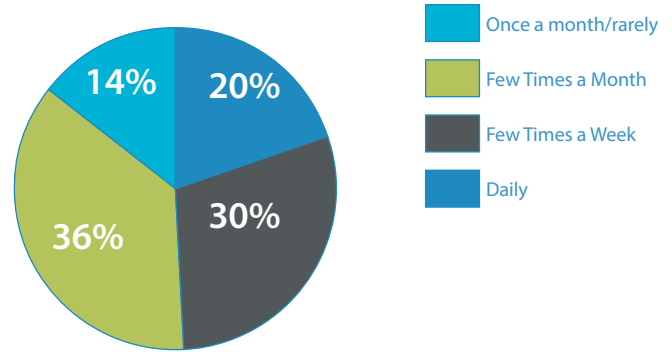
Below is a summary of feedback from community members related to the proposed Whittier/Lyndale Bikeway. These comments were collected at neighborhood association meetings, via phone calls or emails from residents, and via an online survey that was available during February 2020.

ONLINE SURVEY SUMMARY

What is the mode of transportation that you most often use in this corridor?

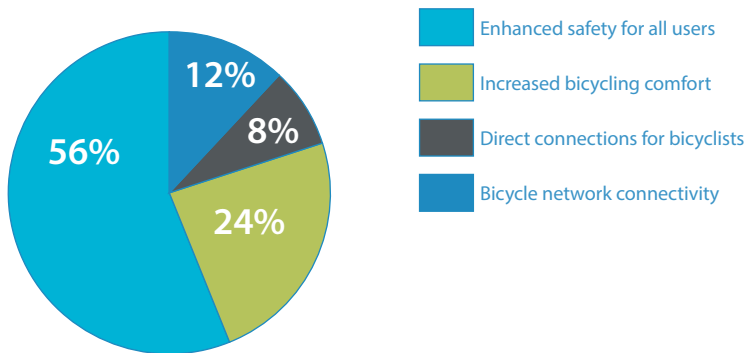


How often do you travel on this corridor?

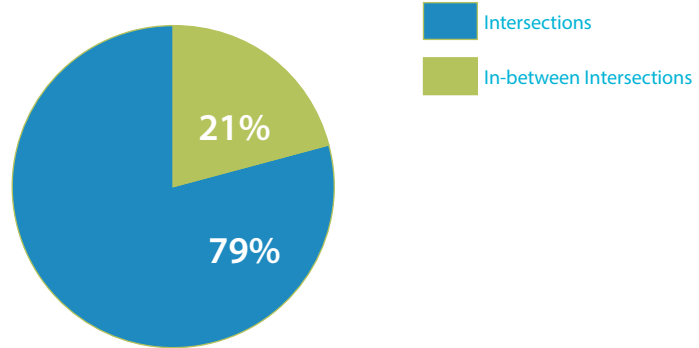


Half of the survey respondents travel on the corridor at least a few times a week. Most people who completed the survey primarily travel on the corridor via bicycle.

What are your top project goals in this corridor?



Would you prefer this project to focus on safety improvements at ...

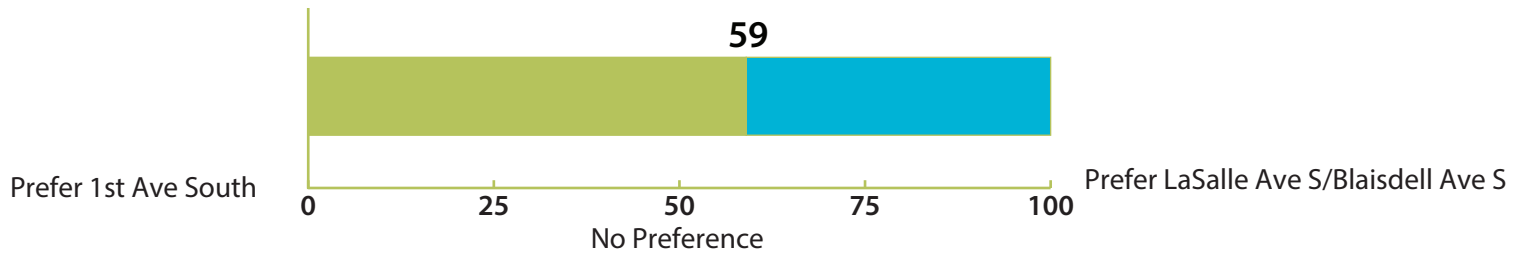


The majority of respondents want the project to focus on safety improvements, with intersections noted as the most important location to focus new safety treatments.

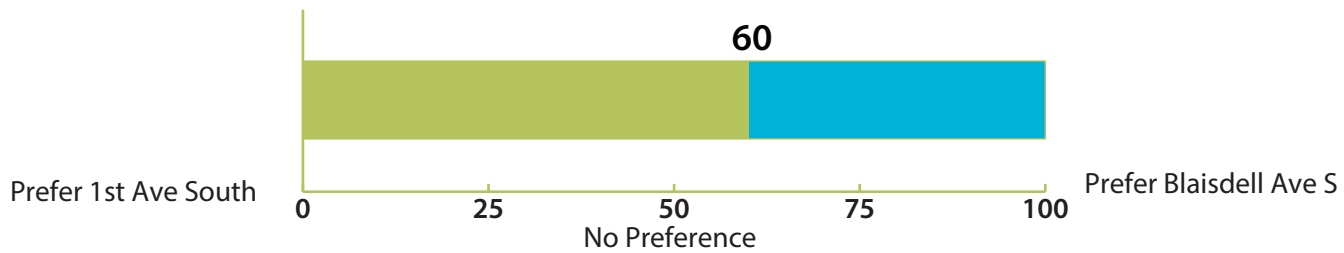
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Survey respondents were asked where they would like to see bikeway enhancements north of 26th Street . . .

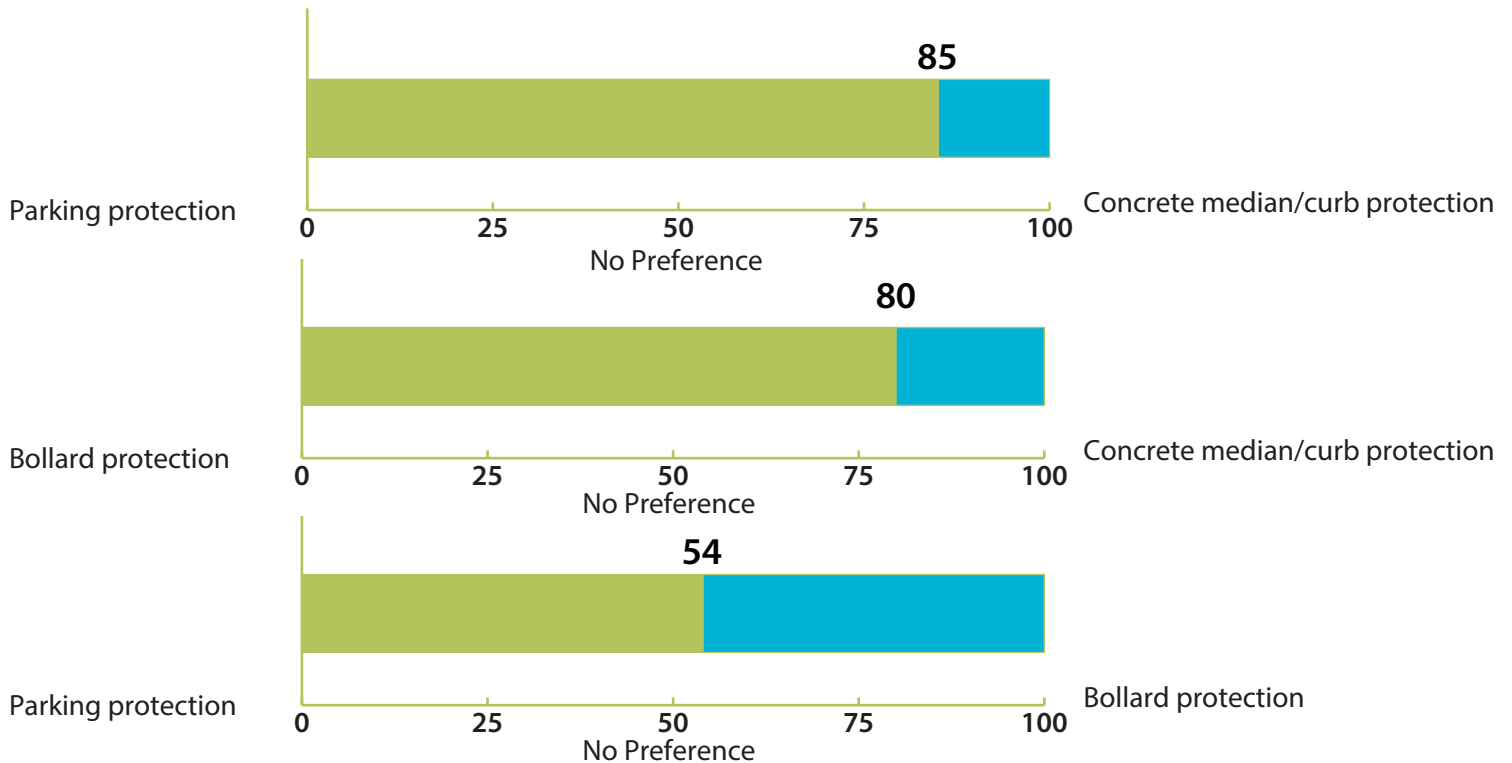


. . . and south of 26th Street.



There was a slight preference for bike upgrades on LaSalle Ave S and Blaisdell Ave S as compared to 1st Ave S.

Survey respondents were asked to indicate their preferred method of protected bike lanes:



Protected bike lanes with a concrete median or curb was the most popular form of protection. Parking protection and bollard protection were similarly rated.

SUMMARY OF ADDITIONAL COMMENTS

Several themes emerged from comments received during in-person meetings and the online survey (including an interactive web map):

Desire for a safe route and reduced vehicle speeds

The most common comment received during initial outreach was related to safety: either expressing a concern about feeling unsafe on parts of the corridor and/or requesting safety improvements. While there were many different ideas vocalized, one common theme was a desire for slower vehicle speeds on both 1st Avenue South and Blaisdell Avenue South.

Mixed opinion on bikeway route and design

There was not a consensus on whether the project should focus on bikeway improvements on 1st Avenue South, Blaisdell Avenue South, or a combination of the two streets. Similarly, there was support for both one-way and two-way bikeways as part of the project.

Support for change on 1st Avenue South between Franklin Ave and 28th Street

Several people expressed support to convert 1st Avenue South between Franklin Ave and 28th Street from its existing two-way configuration to a one-way street. Converting these blocks to a one-way street would make this section consistent with the rest of 1st Avenue South.

Consider the needs for people who do not bike

Some comments noted that not all people are able to bike, and that the project should consider the needs of these street users. Specifically, there was a stated desire to preserve parking, provide access at the curb for Metro Mobility vehicles, improve safety for pedestrians, and maintain vehicle access.

Existing bikeway obstructions

Many comments noted that the current bikeways on both 1st Avenue South and Blaisdell Avenue South suffer from frequent blockages. Parked vehicles (especially during winter), delivery vehicles, and vehicles dropping off passengers were all cited as examples of vehicles blocking the bikeway. During winter months, snow and ice can make riding in the existing bikeway difficult or uncomfortable.

Comfortable bikeway for all users

In addition to safety, there was a strong call for an All Ages and Abilities Bikeway that is comfortable to ride for all users. These comments noted the importance of intersection design, pavement quality, keeping the bikeway outside of the “door zone”, and improved signal timing as part of a comfortable bikeway.