

Beacon Ave S Safety Project

Central & South Segments

Seattle Bicycle Advisory Board Briefing

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Introductions



Ching Chan

Public Engagement
Lead



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Project Developer

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Agenda

- Project Background
- Project Location/Timeline
- Project Segment Overview
 - Central Segment
 - South Segment
- Q&A

Project Background

2019: Joint engagement with DON on bike facilities

2023: Seattle Transportation Plan engagement

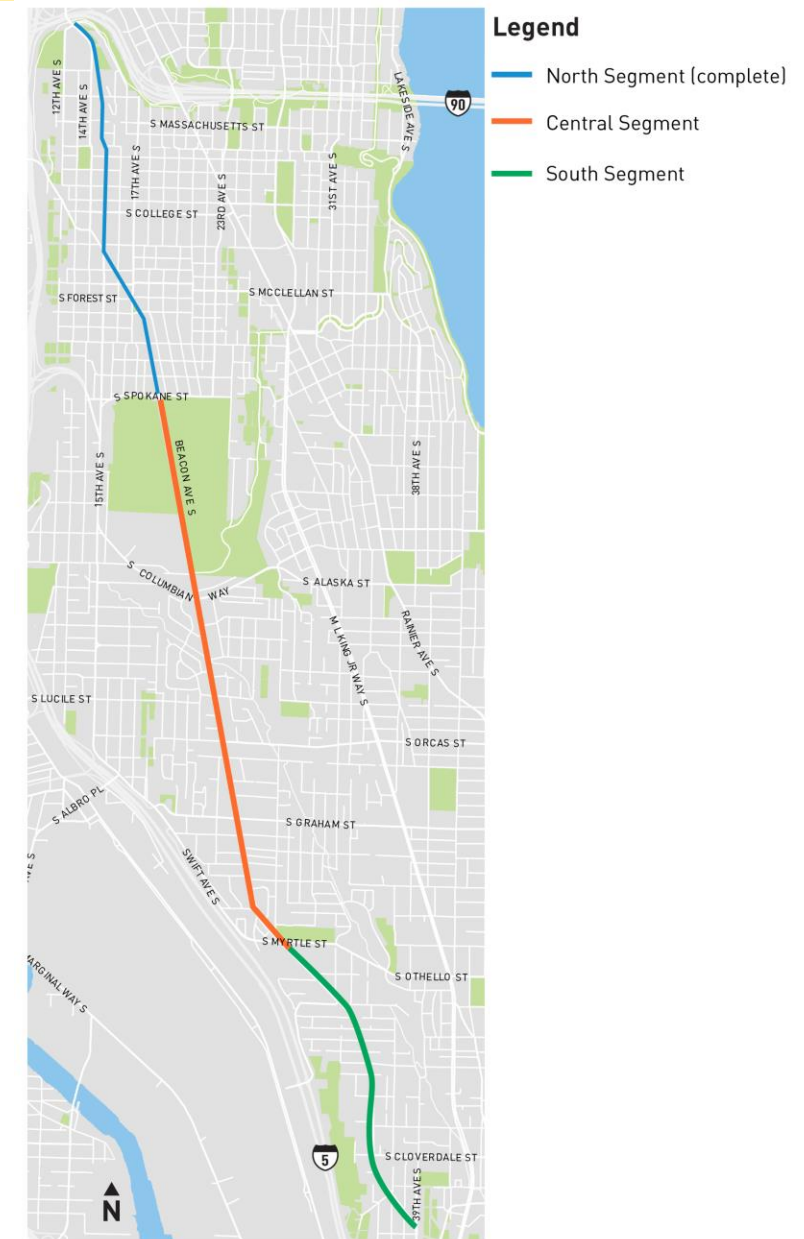
Community concerns:

- Cars speeding
- Difficult pedestrian crossings
- Unsafe conditions for people walking, rolling, biking, and accessing transit

Community wants:

- More reliable transit service
- Improved access to Beacon Hill Link light rail station
- ADA upgrades
- Safer connections to schools, parks, businesses, and other neighborhood destinations

In response to this feedback, SDOT has been working to build connections between the 3 biking segments across multiple years as funding becomes available.



Project Background: North Segment

North Segment (Dr. Jose Rizal Bridge to S Spokane St) completed in 2025.



15th Ave S at the Jose Rizal Bridge, facing north.



Beacon Ave S outside of Beacon Hill Station, facing southeast.

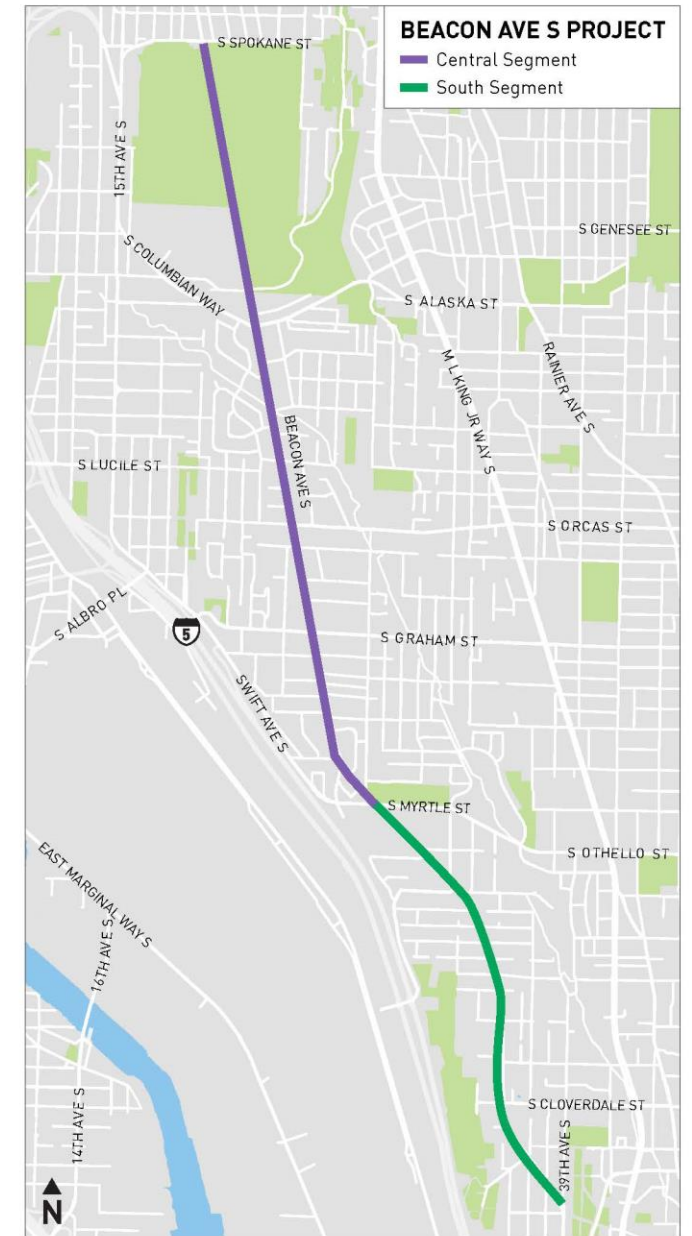
Project Location & Timeline

We are now working on the remaining two segments along Beacon Ave S:

- **Central Segment:** S Spokane St to S Myrtle St
- **South Segment:** S Myrtle St to 39th Ave S

Timeline:

- **Initial Planning:** 2019-2020
- **Design:** Winter 2026-fall 2027
 - Outreach and engagement kickoff: Summer 2026
- **Construction:** Winter 2028 - winter 2029
 - Will include transit, paving and other safety improvements



Project Area

The Beacon Ave S project area includes many important destinations:

- *Parks and Trails:* Jefferson Park, Chief Sealth Trail, Van Asselt Park, Benefit Park
- *Schools:* Mercer Middle School, Cleveland High School, Van Asselt School Interim Site, Wing Luke Elementary, and Rising Star Elementary
- *Local Businesses* at S Columbian Way, S Graham St, S Myrtle St, and S Chicago St
- *Major Job Centers* like the VA Medical Center



Data About Daily Users in the Area:

- **1,000** pedestrians walking at the intersection of Beacon Ave S and S Columbian Way
- **300** people walking or rolling on the existing median path
- **200** bikes riding on Beacon Ave S through Jefferson Park
- **7,000** daily boardings on the Route 36 (3rd highest non-RapidRide Route in the system)
- **2,000** to **12,000** cars and trucks on Beacon Ave S



Speed and Crash Data

- **Most vehicles travel 9-10 mph over posted speed limit** (25 mph)
- There were **266 reported collisions** between 2019-2023
 - **85 involved someone getting injured or seriously injured**
 - 3 collisions involved someone walking
 - 4 collisions involved someone biking
- **1 Fatal pedestrian collision at Beacon Ave S and S Portland St and 1 fatal bicycle collision at Beacon Ave S and S Stevens St (north segment) in 2025**



Central Segment Introduction: S Spokane St to S Myrtle St



Central Segment Existing Conditions



Beacon Ave S through Jefferson Park, facing southwest.



Beacon Ave S bus stop and businesses south of S Columbian Way, facing south.

Central Segment Existing Conditions



Beacon Ave S multi-use path near
S Vern St, facing north.



Beacon Ave multi-use path
pavement near S Holly St, facing
south.

Central Segment: Project Scope

- **Fresh pavement:** At key locations largely between S Spokane st and S Columbian Way, with a few other spot locations to keep the street in good condition for years to come.
- **New protected bike lanes:** From S Spokane St to S Alaska St to expand the South Seattle bike network.
- **Multi-use path improvements:** Widen and repave the existing path from S Alaska St to S Myrtle St to make it safer to walk, bike, and roll in Beacon Hill. Adding street art and updating seating along the path.
- **Enhanced street crossings:** Along Beacon Ave S between S Spokane St to S Myrtle St to improve safety for people walking, biking, and rolling.
- **Updated signals:** At key intersections to improve traffic flow and create separation between different modes of travel, including at S Columbian Way, S Graham St, and S Myrtle St.
- **New business access and transit (BAT) lanes:** Near S Spokane St, S Columbian Way, and S Graham St to improve route 36 bus service and traffic flow by separating buses from other vehicles.
- **Redesigned parking and vehicle lanes:** Redesigned parking and vehicle lanes at S Columbian Way and S Graham St.

Central Segment: Metro Route 36

We collaborated with King County Metro (KCM) on the Route 36 Improvements study and are working together to build the improvements recommended in the study. KCM plans to deliver:

- Bus stop improvements,
- Bus signal improvements, and
- BAT lanes near S Orcas St.

Combined, our goal is to:

- Reduce bus travel times by 10-15% (1.5 to 2.5 minutes per trip) during busy morning and evening travel times,
- Meet on-time performance minimum threshold (over 80% of trips),
- Increase bus ridership.



South Segment Introduction: S Myrtle St to 39th Ave S



South Segment: Existing Conditions



Beacon Ave S at the Van Asselt School Interim Site, facing south.



Beacon Ave S at S Cloverdale St, facing north.

South Segment Project Scope

- **Multi-use path improvements:** From S Myrtle St to 39th Ave S to make it safer to walk, bike, and roll.
- **Enhanced street crossings:** Along Beacon Ave S between S Myrtle to 39th Ave S to improve safety for people walking, biking, and rolling.
- **Redesigned parking and vehicle lanes:** South of S Myrtle St, near the Van Asselt School Interim Site

Next Steps

- **Now:**
 - Inform the community about upcoming project and the basic scope
 - Project team is working on developing initial designs.
- **Late summer/early fall 2026:**
 - Share initial designs,
 - Gather community input on the designs.

Q&A

