

Seattle Department of Transportation

# BEACON HILL STATION ACCESS & MOBILITY STUDY



September 2019



**Seattle**  
Department of  
Transportation

# THANK YOU

**Special thanks to the Beacon Hill community for their attendance and active participation in Station Access and Mobility Study events, meetings, and surveys.**

## **ADVISORY GROUP**

Tim Abell  
Angela Castañeda  
Arlene Chavez  
Robert Getch  
Dean Hasegawa  
David Miller  
Melanie Truhn

## **SEATTLE DEPARTMENT OF TRANSPORTATION STAFF**

Jonathan Dong  
Summer Jawson  
James Le  
Serena Lehman  
Jonathan Lewis  
Mitchell Lloyd  
Chad Lynch  
John Marek  
Venu Nemani  
Chris Saleeba  
Gabriel Seo  
Michael Shaw  
Diane Wiatr

## **OUTREACH SUPPORT**

Kristian Alcaide, Department of  
Neighborhoods (DON)

## **Community Liaisons (DON)**

Lanvin Andres  
Trang Hoang  
Linda Li  
Kathleen Martinez  
Kanako Mori  
Stanley Tsao  
Ada Yuen  
Mohamud Yussuf

## **ACCESS STUDY PROJECT TEAM**

### **SDOT**

Chisaki Muraki-Valdovinos,  
Project Manager  
Lizzie Moll, Deputy Project  
Manager

### **Consultant Team**

MAKERS Architecture and  
Urban Design  
Fehr & Peers  
Studio Pacifica  
Creative Inclusion

*Thank you to other Seattle  
Department of Transportation,  
Office of Planning and Community  
Development, and Office of  
Economic Development staff for  
their advice and feedback!*

# CONTENTS

Common Acronyms and Abbreviations .....	4	Accessibility Improvement Study .....	57
Key Definitions .....	5	Beacon Hill Gateway North.....	61
<b>1. Executive Summary .....</b>	<b>6</b>	15th Ave S Corridor Analysis and	
Introduction.....	6	Improvements .....	65
Community Priorities.....	6	Crossing Improvement at 15th Ave S /	
<b>2. Study Purpose &amp; Approach .....</b>	<b>8</b>	S Lander St.....	66
Beacon Hill Station Access &		Bike Connection from Jose Rizal Bridge.....	69
Mobility Study.....	8	13th/14th Ave Greenway .....	70
Study Process .....	9	21st Ave S Corridor Study and Traffic	
<b>3. Context .....</b>	<b>10</b>	Calming Improvements.....	71
The North Beacon Hill Story.....	10	East-West Greenway Alignment Study	
Past Community Planning Efforts .....	14	and Implementation.....	72
Existing Conditions .....	19	17th Ave S Corridor Analysis and	
Focus on Accessibility.....	29	Spot Improvements.....	73
Recent Improvements.....	30	23rd Ave S Spot Improvements .....	74
<b>4. What We Heard .....</b>	<b>31</b>	S Lander Festival Street Expansion .....	76
Community Engagement .....	31	Beacon Hill Town Center and	
Actions to Address Community Needs.....	37	Neighborhood Gateways .....	77
<b>5. Infrastructure Improvement</b>		Town Center Alley Improvements.....	78
<b>    Recommendations .....</b>	<b>38</b>	Neighborhood Street Tree Planting.....	79
Evaluation Approach .....	38	<b>6. Working together .....</b>	<b>80</b>
Project Cost Estimates .....	39	Next Steps.....	80
Crossing Improvement at Beacon Ave S /		Getting to Project Delivery.....	80
S Stevens St.....	43	APPENDIX A: Citations for the North Beacon	
Mobility Hub Improvements at the		Hill History .....	81
Beacon Hill Light Rail Station.....	45	APPENDIX B: Feedback to Agency Partners .....	82
Crossing Improvement at Beacon Ave S /		APPENDIX C: Description of Evaluation	
15th Ave S.....	49	Criteria and Measures.....	84
Beacon Ave S / S Forest St / 17th Ave S /		APPENDIX D: Additional Projects.....	85
S McClellan St Triangle Improvements ....	51	APPENDIX E: Beacon Ave S Corridor Study –	
Beacon Ave S Corridor Study.....	55	Recommended Next Steps and Costs.....	86
		APPENDIX F: Community Feedback on the	
		Golf Dr S / 12th Ave S / S Charles St	
		Intersection.....	89



## COMMON ACRONYMS AND ABBREVIATIONS

ADA - Americans with Disabilities Act  
APS - Accessible Pedestrian Signal  
BPSA - Bicycle and Pedestrian Safety Analysis  
BMP - Bicycle Master Plan  
DON - Seattle Department of Neighborhoods  
FMP- Freight Master Plan  
HALA - Housing Affordability and Livability  
MHA - Mandatory Housing Affordability  
NACTO - National Association of City Transportation Officials  
PBL - Protected Bike Lane  
PMP - Pedestrian Master Plan  
PROWAG - Public Rights-of-Way Accessibility Guidelines  
ROW - Right-of-Way  
RRFB- Rectangular Rapid Flashing Beacon  
SDOT - Seattle Department of Transportation  
ST - Sound Transit  
TMP- Transit Master Plan  
TNC - Transportation Network Company

## KEY DEFINITIONS

Accessibility in this document refers both to technical requirements to meet the 2010 Americans with Disabilities Act (ADA) Standards for Accessible Design, as well as design choices that make the environment more detectable, navigable and/or comfortable to people with disabilities.



## FIGURES

Figure 1. Beacon Hill Transportation Opportunities Summary Map .....	6
Figure 2. Comparison of North Beacon Hill and Seattle Averages: Demographic Breakdown by Race .....	11
Figure 3. Community Assets and Services .....	14
Figure 4. Previously Proposed Beacon Ave S Cross-Sections .....	17
Figure 5. Previous Conceptual Intersection Designs .....	18
Figure 6. Existing Topography .....	19
Figure 7. Existing Street Types .....	20
Figure 8. Existing Sidewalk Infrastructure .....	21
Figure 9. Pedestrian Priority Investment Network Map from the 2017 Seattle Pedestrian Master Plan .....	22
Figure 10. Existing Bicycle Facilities .....	23
Figure 11. SDOT Bicycle and Pedestrian Safety Analysis (BPSA) Locations (2016) .....	24
Figure 12. Public Life Study 2018 Data Collection Tool .....	25
Figure 13. Existing Transit Network .....	26
Figure 14. Transit Connections to Adjacent Neighborhoods .....	28
Figure 15. Map of Proposed Projects .....	40
Figure 16. Beacon Ave S Corridor Proposed Project Locations Conceptual Design of Crossing .....	41
Figure 17. Beacon Ave S Corridor: Community Identified Opportunities .....	42
Figure 18. Existing Intersection Showing Adjacent Uses .....	43
Figure 19. Conceptual Design and Phased Implementation of Crossing Improvements at Beacon Ave S and Stevens St .....	44
Figure 20. Areas of Opportunity at Existing Intersections .....	45
Figure 21. Conceptual Redevelopment Guidance .....	47
Figure 22. Conceptual Design and Phased Implementation of Mobility Hub Improvements .....	48
Figure 23. Existing Conditions at Beacon Ave S / 15th Ave S .....	49
Figure 24. Conceptual Design and Phased Implementation of Crossing Improvements at Beacon Ave S and 15th Ave S .....	50
Figure 25. Existing Intersections Showing Areas of Opportunity .....	51
Figure 26. Family Bicycle and Pedestrian Circulation Plan Conceptual Design .....	52
Figure 27. Conceptual Design for Beacon Ave S / 17th Ave S / S Forest St Intersection .....	54
Figure 28. Beacon Ave S Corridor Focus Areas .....	55
Figure 29. Sidewalk Conditions and Traffic Signals .....	58
Figure 30. Curb Ramp Locations and Bus Stops .....	58
Figure 31. View of North Beacon Hill Gateway Looking South .....	61
Figure 32. Intersection Showing Potential Improvements at Jose Rizal Bridge / Golf Dr S / S Charles St .....	62
Figure 33. Suggested Movements by Mode at the 14th Ave S / 15th Ave S / Golf Dr S .....	64
Figure 34. Existing Corridor .....	65
Figure 35. 15th Ave S and S Lander St Intersection .....	66
Figure 36. Bike Route Proposed Project Locations and the 2014 Bicycle Master Plan – Existing and Proposed Greenways .....	67
Figure 37. Existing 17th Ave S Corridor .....	73
Figure 38. Existing S Lander Festival Street and Potential Expansion Area .....	76
Figure 39. Alley Locations near Beacon Hill Town Center .....	78
Figure 40. Tree Canopy Cover and Opportunities for Tree Planting Along Streets Identified by SDOT Urban Forestry .....	79



**Pedestrian and transit travel modes are key.**

Outreach confirmed strong consensus about the need to improve pedestrian access throughout the neighborhood. There was also significant support for improving access to transit, and improvements that increase the reliability of bus routes on Beacon Ave S. This feedback aligns with many of the goals and objectives identified in previous plans.

**Topography defines the station area.** Beacon Ave S runs along the ridge of the hill and is a key neighborhood corridor. This diagonal course results in a number of irregular intersections. North-south circulation routes dominate the neighborhood, while east-west circulation is more challenging due to sightlines, short blocks, and topography. Improvements should be made along Beacon Ave S corridor to make multi-modal circulation safer.

**While several investments towards the vision of the neighborhood plan have been made in previous years, safety and access improvements are still needed.** The neighborhood design guidelines are helping larger redevelopment projects deliver streetscape improvements that align with the community's vision. Redevelopment adds people to the neighborhood and pressure on existing transportation infrastructure.

**An inclusive community provides for the needs of communities of color, those who are low-income, and people with different abilities.**

Further investment and improvements are needed to address critical gaps in universal accessibility and improve connections to key destinations such as schools.

**Affordable transportation choices and language access for understanding the light rail system are important.** Families, seniors, communities of color, and those who are low-income find that transportation costs are high in Seattle, which is becoming less and less of an affordable place to live. Non-English speakers need translated materials to understand how to use the expanding light rail system.

See *5. Infrastructure Improvement Recommendations* on page 31 for more details on how to address accessibility needs more specifically.



## 2. STUDY PURPOSE & APPROACH

### BEACON HILL STATION ACCESS & MOBILITY STUDY

North Beacon Hill is an attractive Seattle neighborhood with proximity to Downtown and a variety of housing options. The opening of the Beacon Hill Light Rail Station in 2009 increased the ease of traveling to major employment centers. The neighborhood is relatively well-served by bus routes and highways with connections to other cities across the region.

The North Beacon Hill neighborhood is a Residential Urban Village, a City designation that accommodates growth in mixed-use areas. Residents, workers, and visitors have highlighted that transportation issues identified in previous studies and plans are still relevant today. With the recent increase in development, new transportation challenges have also emerged.



*In an urbanizing neighborhood, more people are walking, taking transit, and biking to their destinations.*

Through this study, the Seattle Department of Transportation (SDOT) worked with the community to identify how people can safely and comfortably access the light rail station, local businesses, and unique neighborhood destinations. We also looked to improve the transfer environment between modes and ways to make better use of the streets, trails, and bicycle routes in the area.

Intended outcomes of this study are to:

- Articulate and document community transportation priorities
- Better enable the community to advocate for and advance priority projects
- Inform City transportation investment decisions

#### A MOBILITY STUDY...

- Examines transportation safety and access needs and documents community priorities at the neighborhood scale.
- Refines the recommendations of the Modal Master Plans (Bicycle Master Plan, Pedestrian Master Plan, Transit Master Plan, Freight Master Plan) through more intensive and inclusive outreach to supplement the city-wide modal plans with neighborhood improvement projects.
- Includes neighborhood-specific transportation data to support data-driven decisions.
- Includes recommendations that address the needs of the diverse community, including communities of color and those with mobility issues.
- Provides information on existing grant sources that are available for the community to initiate implementation of recommended projects.

## Project Approach

For this study, we sought to ensure:

- Engagement with a wide cross-section of the diverse community.
- Consideration of community concerns about equity and gentrification and how they relate to transportation improvement projects.
- Development of multi-modal design solutions in a neighborhood with an irregular grid network and significant topographic and intersection alignment challenges.
- Strategic definition of project scopes to address safety and access concerns that can lead to implementation through existing SDOT programs.

## STUDY PROCESS

The study's key tasks occurred throughout 2018:

### January – August

Engaged widely with the community that lives, works, and visits the area to understand their safety and access concerns.

### January – March

Assessed previous planning efforts and identified which plans are most relevant to current community needs and conditions.

### March – October

Developed a list of potential projects and prioritized them based on criteria that incorporated community concerns. Developed design concepts for the top priority projects.

### October – November

Checked in with community to inform prioritized project scope and design concepts.

### November 2018 – July 2019

Drafted the report to present the study's findings and provide direction to SDOT staff and community members on how to realize multi-modal safety and access improvements around the Beacon Hill Light Rail Station.

## Advisory Group

To help us meet the study's challenges, a small group of community volunteers provided input at key stages, including development of the project list and review of proposed design concepts. Their involvement was critical not only to the identification of key issues and improvement needs, but also in providing insights on how the City and the community can better work together.

Advisory group members were:

- Tim Abell - Pacific Northwest Housing and resident
- Angela Castañeda - Beacon Hill Merchants Association and resident
- Arlene Chavez - Roberto Maestas Development
- Robert Getch - Beacon Hill Safe Streets and resident
- Dean Hasegawa - Red Apple Market
- David Miller - Lighthouse for the Blind
- Melanie Truhn - Beacon Hill Council and resident



*Discussion among Advisory Group members and the project team.*

## 3. CONTEXT

### THE NORTH BEACON HILL STORY

Beacon “Hill” – the topography that defines the neighborhood – has shaped local communities for centuries. It was home to a Duwamish Tribe settlement near today’s Airport Way S and S Spokane St intersection, and Indigenous people likely used the forest resources that once abounded on the hill. The first white settlers came to the area in the early 1850s, and residential growth spread in the 1890s.

Public works investments followed, and the 12th Ave S Bridge to Beacon Hill was constructed in 1917, providing an easier link to Seattle’s growing Downtown area. The U.S. Marine Hospital, today’s Pacific Tower, opened at the north end of the neighborhood in 1933.

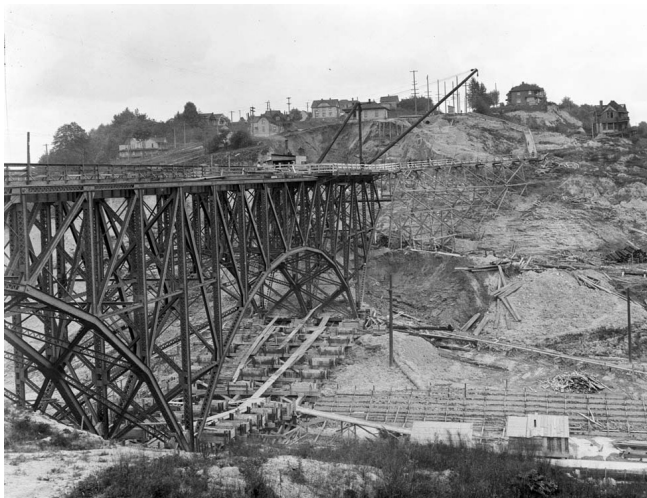
World War II brought a significant number of workers to the area, including many to Beacon Hill. The neighborhood became home to many Boeing employees. I-5 construction was

completed in 1967, which divided the hill from neighborhoods to the west.

As the number of Asian and Latino immigrants began to increase in the neighborhood in the 1970s, the number of minority-owned businesses also began to grow. El Centro de la Raza, founded in 1972, quickly became a hub for social services and the local Latino civil rights movement.

Beacon Hill continues to celebrate the historic and current cultural diversity of the neighborhood. Several recent public investments, including a new library, improvements to the Jefferson Park play area, and the Roberto Maestas Festival Street, have helped elevate the quality of life and enhance the local community identity. Sound Transit’s Beacon Hill Light Rail Station and transit hub, perhaps the neighborhood’s most transformative project in recent years, opened in 2009.

See appendix A on page 73 for citations.



*Construction of the 12th Avenue S bridge to Beacon Hill circa 1917. Photo courtesy Seattle Municipal Archives.*



*Beacon Hill branch of the Seattle Public Library opened in 2004 and was renovated in 2017.*



## Demographics

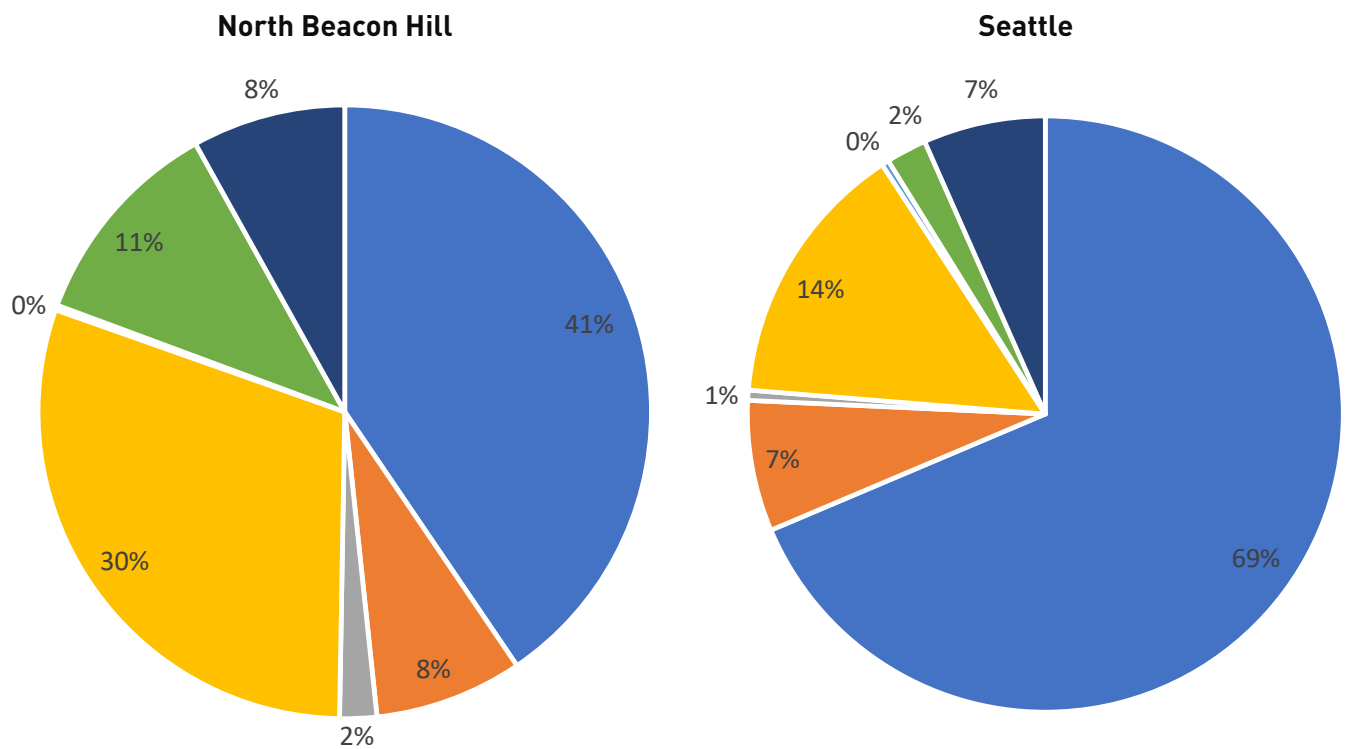
Despite development pressures leading to gentrification and displacement in the neighborhood, North Beacon Hill remains a majority-minority neighborhood.

According to the 2017 American Community Survey data, North Beacon Hill has a higher number of residents of color compared to Seattle as a whole. The City of Seattle is comprised of 31% people of color, while in North Beacon Hill, this number is 59%.

North Beacon Hill also has twice the percentage of Asians than the city as a whole. Eleven percent of North Beacon Hill residents identify as “some other race alone,” versus 2% for all of Seattle.

North Beacon Hill has a higher proportion of males ages 25-34 than females, accounting for 60% of that age demographic. This deviates from Seattle as a whole, which is 48% male.

**FIGURE 2. COMPARISON OF NORTH BEACON HILL AND SEATTLE AVERAGES: DEMOGRAPHIC BREAKDOWN BY RACE**



Note: Data from the 2017 5-year American Community Survey

- White alone
- Black or African American alone
- American Indian and Alaska Native alone
- Asian alone
- Native Hawaiian and Other Pacific Islander alone
- Some other race alone
- Two or more races



*New multi-story development on Beacon Ave S.*

## Recent Growth and Change

The Beacon Hill Light Rail Station is surrounded by a mix of shops, restaurants, and homes. In addition to its geographic proximity to Downtown Seattle, the Columbia City neighborhood, I-5, and I-90, light rail has made Beacon Hill even more accessible to major employment centers such as Sea-Tac Airport and the University of Washington. This accessibility has helped attract numerous new residents, workers, and visitors to the neighborhood.

To address the issue of unaffordable housing, the City's Housing Affordability and Livability Agenda (HALA) increased development capacity and introduced new forms of housing around Urban Villages. In North Beacon Hill, the Urban Village boundary has been expanded and continues to support mixed-use multistory structures. Several new residential buildings with ground floor commercial spaces have been built in recent years along and near Beacon Ave S. The residential areas that flank each side of Beacon Hill are primarily single family homes, though some are being replaced by townhome-style buildings in areas currently zoned for low-rise development. North of the commercial center

is zoned for low-rise multifamily development and includes a mix of small apartment buildings, single family homes, and townhome developments.

As with other neighborhoods in Seattle, gentrification and displacement are top issues for Beacon Hill, a community that has a high concentration of people of color (59%) and people whose primary language used at home is not English (47%). The cultural and racial diversity that makes North Beacon Hill special is at risk of displacement, as development pressures are pushing out long-time residents and businesses.

North Beacon Hill is designated by the City of Seattle as a Residential Urban Village - an area targeted for residential growth and provision of local goods and services.

The increase in development and population has resulted in more people walking, busing, taking light rail, biking, and driving to get places. Further development and additional residents will increase demands on the transportation system, highlighting issues of safety, especially around areas of high activity.

## Important Places and Spaces

Beacon Ave S is the spine and primary commercial corridor of the North Beacon Hill neighborhood. The Beacon Hill Light Rail Station is located within the neighborhood's commercial center – home to El Centro de la Raza, the Hilltop Red Apple Market, and the Beacon Hill Branch Library. This center is a diverse and thriving community of cafés, restaurants, retail shops, salons, and professional offices. South of the center, additional commercial spaces continue along Beacon Ave S, with small clusters of shops, cafés, and restaurants. Many of these local businesses are owned by people of color and are important meeting places for community members.

There are several small public spaces in the commercial center including a community garden at El Centro and Stevens Place Park. Jefferson Park is located at the southern boundary of the neighborhood and is a short walk from the commercial center.



*Beacon Hill Public Library Branch.*



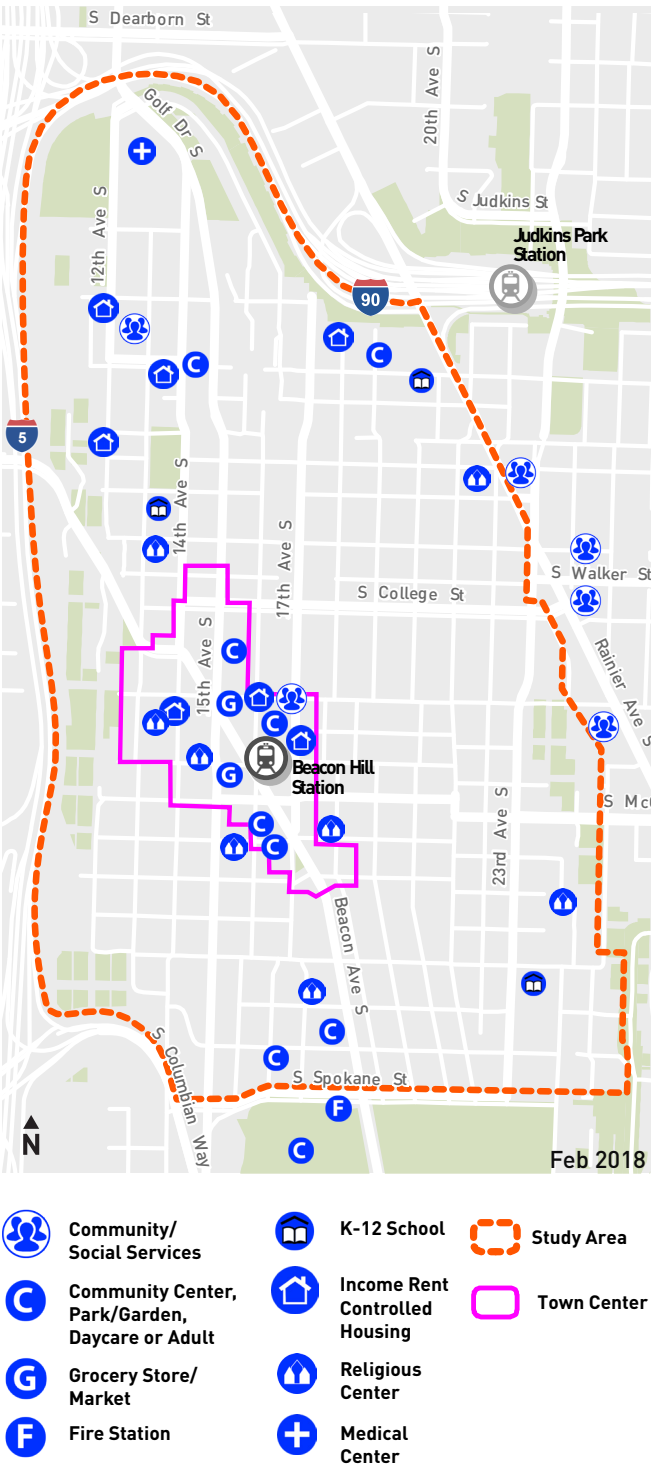
*Plaza Roberto Maestas at El Centro de la Raza during a community celebration in 2018. El Centro de la Raza is an important community destination that hosts educational and social service programs.*



*Beacon Hill Light Rail Station and a mixed-use building (redeveloped in 2014) to the south.*



**FIGURE 3. COMMUNITY ASSETS AND SERVICES**



Two Seattle Public Schools are located in the study area – Beacon Hill International School and Kimball Elementary. Hamlin Robinson School is an independent school that serves children with special needs and an upcoming development will bring two additional co-located private schools near Hamlin Robinson.

The neighborhood also has preschool programs at El Centro de la Raza and the Denise Louis Education Center at Beacon Ave S and S Hinds St. A third day care facility is planned for the upcoming development adjacent to the Pacific Tower. The Pacific Tower, a former Marine Hospital and home to Amazon between 1998 and 2010, serves as a prominent gateway into North Beacon Hill. The new facility will also include adult care. Currently, it houses the Pacific Medical Center, as well as offices and community rental spaces.

Historically, the neighborhood has offered relatively affordable housing options to low-income earners and families. This is generally no longer the case due to increases in Seattle real estate values. Seattle Housing Authority operates Beacon Tower at S Massachusetts St and 14th Ave S, providing 108 affordable senior housing apartments. Plaza Roberto Maestas has added 112 new affordable units in the area, many of which were built to accommodate families.

A number of religious institutions complement social services that are offered in the area and serve as centers for community gathering.

## Getting Around Beacon Hill

Residents and visitors surveyed online and in person in Beacon Hill reported using a mix of transportation modes to travel around the neighborhood.

Walking is a primary transportation mode for many residents, workers, and people visiting the neighborhood. Survey results confirmed the importance of walking in Beacon Hill, and improvements to benefit pedestrians continuously ranked at, or near the top, on priority rankings.

Transit is also a critical travel mode in the neighborhood, and many residents of color, seniors, and/or residents who are low-income depend on transit. Participants engaged during the study reported frequent bus and light rail use. The top five bus stop destinations for boarding and alighting in the area were stops near:

- Beacon Hill Light Rail Station
- Veterans Affairs (VA) Hospital (outside of the study area)
- 14th Ave S / S Massachusetts St
- Beacon Ave S / S Bayview St; Beacon Ave S / 15th Ave S
- Pacific Medical Center

In addition to walking and taking transit, many residents, workers, and frequent visitors to Beacon Hill depend on private vehicles to get to work, school, and/or to run errands.

A smaller percentage of Beacon Hill residents and workers ride bikes to get to work, school, and run errands, as well as for pleasure and recreation. Safety concerns for those who do bike, or would like to bike, ranked high, and people expressed a desire for more bike infrastructure and safer street conditions.



*Walking is a popular transportation mode, and activity, in North Beacon Hill.*



*Buses are a popular transit option in North Beacon Hill, particularly for those residents who live south and north of the light rail station area.*



*The Beacon Hill Light Rail Station attracts significant numbers of people. Boardings and alightings at bus stops near the station are the highest in the neighborhood.*

## PAST COMMUNITY PLANNING EFFORTS

Throughout the past decade, the Beacon Hill community has been articulating neighborhood transportation needs through SDOT plans, other City plans, and community initiated plans. Many of the transportation projects identified in the following plans have been constructed, while some concepts are still relevant to how the neighborhood would like to shape growth and investment.

### SDOT Plans

Several plans provided a foundation for this Mobility Study, and we sought to incorporate and/or refine many of the recommendations:

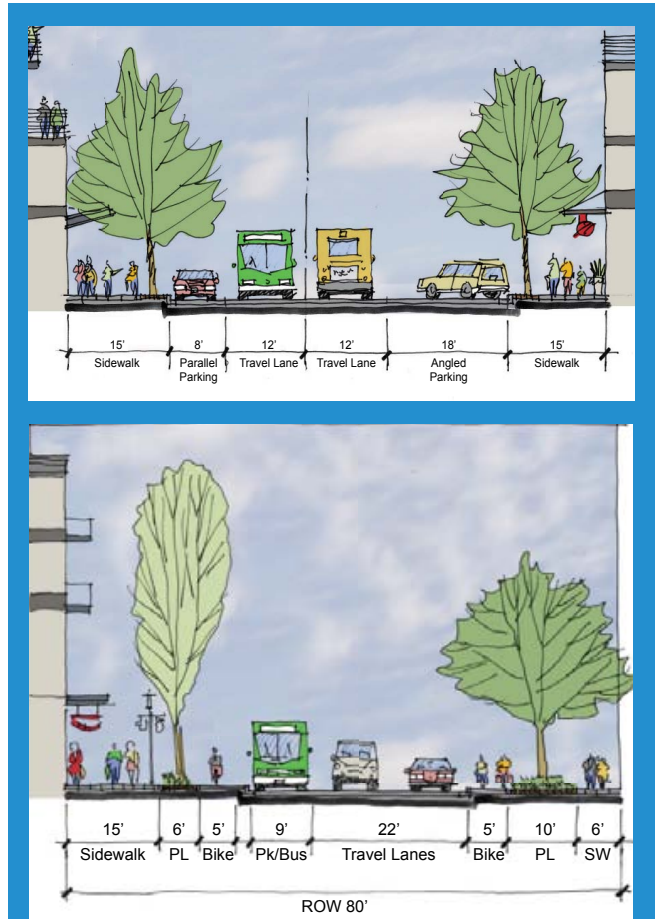
- The **Southeast Transportation Study (2008)** predates the opening of the Beacon Hill Light rail Station in 2009. Many of the projects identified in the study were refined by the subsequent City plans.
- **Move Seattle (2015)** proposed a Beacon/12th/Broadway Complete Streets project to provide smooth and integrated traffic flow for all modes, but was not carried into the last levy cycle.
- The **Seattle Transit Master Plan (2012, amended 2016)** indicates planned priority bus service along 14th Ave S and Beacon Ave S.
- The **Seattle Freight Master Plan (2016)** did not identify streets in the study area included in the designated Freight Master Plan Network Map but streets carry truck and commercial vehicle traffic to support local businesses.
- The **Seattle Bicycle Master Plan (2014)** and **Bicycle Implementation Plan (2019)** proposes several bike improvements in the neighborhood including implementation of a bike facility between S Spokane St to Jose Rizal Bridge and implementation of on Beacon Ave S between S 39th St and S Spokane St.
- The **Seattle Pedestrian Master Plan (2017)** and **Pedestrian Implementation Plan (2018-2022)** identifies streets within the study area that are proximate to schools and transit and are included in the plan's Priority Investment Network.



## Other City Plans

- **Find It, Fix It Report (2018)** identifies street, maintenance, and community open space improvement needs in the North Beacon Hill neighborhood.
- **North Beacon Hill Neighborhood Plan (2010)** and **Beacon Hill Town Center Urban Design Framework (2011)** identify right-of-way improvements that enhance the safety and quality of experience for people walking, biking, and using transit in the neighborhood's commercial center (see examples in Figure 4). Several proposed improvements have been implemented, such as the construction of the Roberto Maestas Festival Street.
- **Mandatory Housing Affordability (2019)** is a component of the Housing Affordability and Livability Agenda. The Mandatory Housing Affordability (MHA) legislation requires new development to include affordable homes or contribute to a City fund for affordable housing throughout Seattle's Urban Villages. Changes expanded the North Beacon Hill Urban Village boundary and allowed more mixed-use commercial and residential buildings along Beacon Ave S, particularly south of the commercial center.

**FIGURE 4.** PREVIOUSLY PROPOSED BEACON AVE S CROSS-SECTIONS

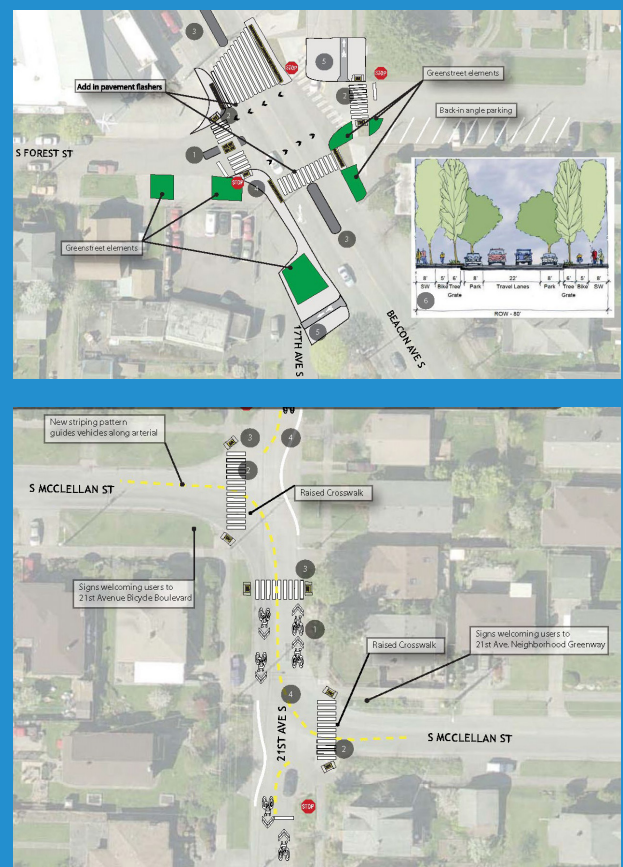


*The North Beacon Hill Neighborhood (2010) and Town Center Urban Design Framework (2011) plans proposed several conceptual cross-sections for Beacon Ave S. The top section shows a proposed configuration for Beacon Ave S north of S Lander St. The bottom section shows a proposed configuration for Beacon Ave S, south of the commercial center. See original plans for all concepts. Future studies recommended in this Mobility Study should assess feasibility of these concepts, based on the neighborhood's current transportation needs and current street design standards.*

## Community Plans

- **Beacon Hill Council** implemented their own survey around MHA legislation. It was a multi-lingual survey that identified key community concerns.
- **Beacon Bikes Family Circulation Plan (2011)** identified bike and pedestrian improvements to increase safe access to key neighborhood destinations, notably Seattle Public Schools and parks (See Figure 5).
- **Environmental Protection Agency (EPA) Air and Noise Pollution Study (2018)** was led by El Centro de la Raza and focused on reducing and mitigating air and noise pollution impacts in Beacon Hill.

**FIGURE 5. PREVIOUS CONCEPTUAL INTERSECTION DESIGNS**



*The Beacon Hill Family Bicycle and Pedestrian Circulation Plan (2011) proposed several conceptual designs, including concepts for Beacon Ave S / 17th Ave S / S Forest St and 21st Ave S / S McClellan St.*

## EXISTING CONDITIONS

### Topography

North Beacon Hill sits on a ridge that runs north-south through the neighborhood and shapes the character of and circulation through the area. The ridge roughly aligns with Beacon Ave S south of the light rail station (S Lander St) and with 14th Ave S north of the station.

There are significant grade changes on all east-west streets that cross the hill (see Figure 6). Several streets on the north end of the neighborhood are very steep, with a few streets interrupted by stairs. For many people, the steep grades are a barrier to comfortable pedestrian and bike circulation in the area.

The western edge of the neighborhood is bounded by significant slopes that flank the eastern side of the I-5 corridor, limiting connections to adjacent neighborhoods, to the S Holgate St Bridge, and the Mountains-to-Sound trail.

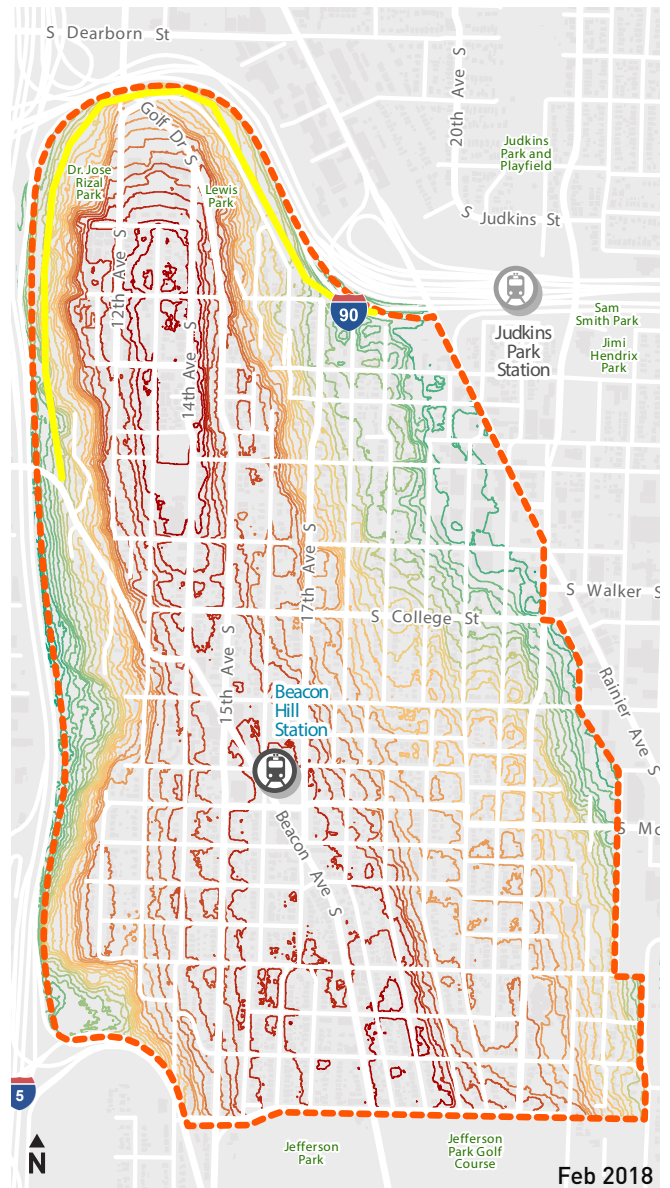
On the eastern side of the neighborhood, south of S College St, the hill flattens out as it drops down to Rainier Ave S, though there are still very steep segments further to the southeast side of the neighborhood.

#### What We Heard

Several residents told us they would ride a bike in the summer if their routes didn't require going uphill, or if there were comfortable and safe routes to get to their destinations.

People from the larger Southeast Seattle area likely use Beacon Hill streets when traveling into and out of Downtown Seattle.

FIGURE 6. EXISTING TOPOGRAPHY



Link Light Rail Station



Existing



Under Construction



North Beacon Hill: Station Access and Mobility Study



Mountains to Sound Trail

Elevation (Contours every 10ft)

Low (50ft)



High (330ft)



North Beacon Hill has a slightly irregular street grid, the most notable element of which is Beacon Ave S as a diagonal corridor through the neighborhood. This results in a number of oddly shaped intersections, particularly in the commercial center. In other areas, the street grid responds to or is interrupted completely by steep topography. The rest of the street network has slight interruptions or bends where the streets follow the topography.

North of the town center, several Neighborhood Corridor Streets connect Beacon Hill to First Hill and the Chinatown/International District (see Figure 7). These streets have adjacent residential uses and help move people and goods between urban villages, centers, and the city's regional transportation network. South of the Town Center, Beacon Ave S and 15th Ave S are designated as Urban Center Connector Streets. These principle and minor arterial streets are part of the Frequent Transit Network that links urban centers and villages with buses.

None of the streets within the study area are included in the 2016 Freight Master Plan(FMP)'s Network Map. However, given the delivery needs for local businesses, these streets carry truck and commercial vehicle traffic.

- ## What We Heard

Due to the proximity of North Beacon Hill to two major freeways, there is a significant traffic that uses neighborhood streets to access ramps to I-5 and I-90. Traffic is notable on 15th Ave S, 21st Ave S, 23rd Ave S, and S Spokane St. Traffic volumes on smaller residential streets is also an issue for residents in the neighborhood.

## Sidewalks

The study area includes locations that lack sidewalk facilities (see Figure 8). Several of the gaps in the sidewalk network are due to the steep slopes. However, there are areas just west of Rainer Ave S and north of S College St, and a number of sidewalks around 23rd Ave S near Kimball Elementary that are missing.

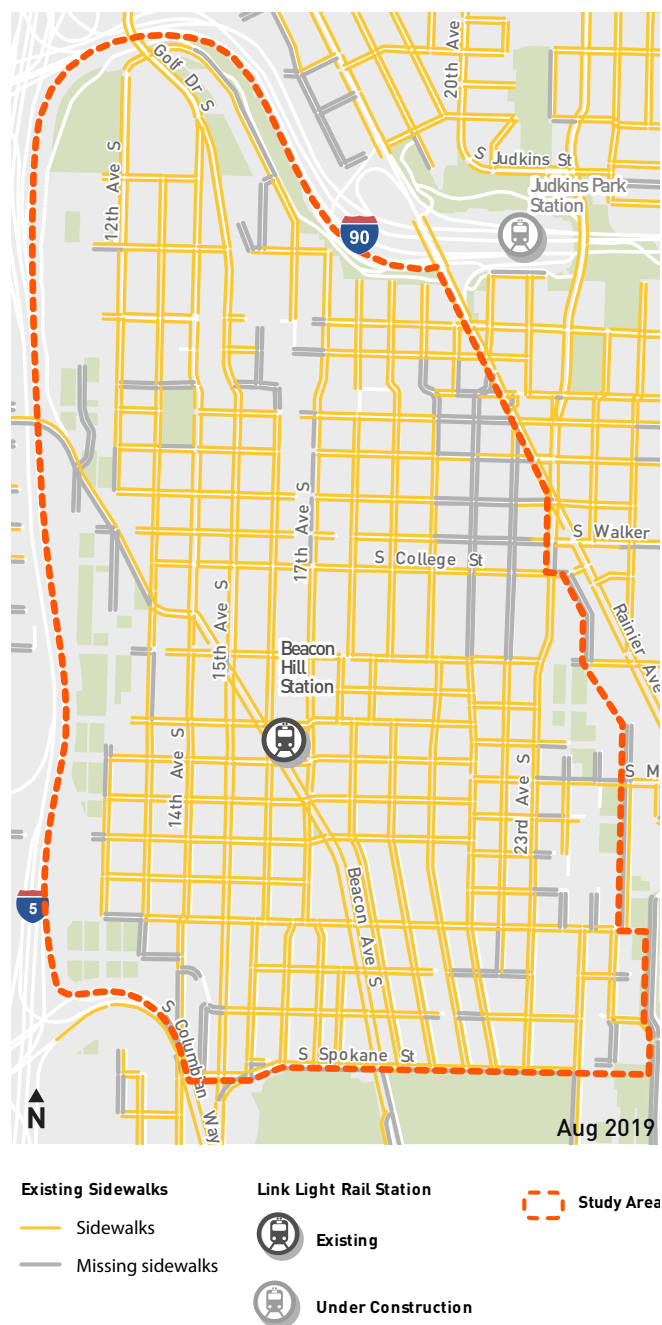
Though North Beacon Hill has a relatively connected sidewalk network, the *condition* of existing sidewalks is another key concern for the neighborhood. Many sidewalks are cracked or have poor surface conditions due to age or uplift from existing trees. This is particularly true along Beacon Ave S where the large beech trees that shade the corridor are constrained by planting pits that are not large enough to accommodate these trees. Significant stretches of 15th Ave S also have sidewalks that do not meet the current standard width. See Figure 29 on page 51 for a map of the sidewalk conditions assessment conducted by SDOT in the study area.

The Pedestrian Master Plan's Priority Investment Network (PIN) identified walkways that are proximate to transit and schools (see Figure 9). Almost all of North Beacon Hill's sidewalks are part of the PIN, and there is a prioritized cluster of streets in eastern portion the study area, just west of Rainier Ave S. There are also missing sidewalk segments throughout the neighborhood, many due to the area's steep topography.

### What We Heard

People said uplift by tree roots make the sidewalk uneven, which is especially a barrier for those who are vision and/or mobility impaired.

FIGURE 8. EXISTING SIDEWALK INFRASTRUCTURE





- Arterial Street
- Non-arterial Street
- Arterial Missing Sidewalk
- Non-arterial Missing Sidewalk
- Arterial Street not in the PIN
- Non-arterial not in the PIN
- Light Rail Station
- Transit Hub
- Frequent Transit Bus Stop
- Rapid Ride Stop
- Future BRT Stop
- Streetcar Station



22 | SEATTLE DEPARTMENT OF TRANSPORTATION



## Bicycle Facilities

Beacon Hill's topography has a strong influence on bike circulation in the neighborhood. All existing bike routes run north-south and include in-street facilities, which are a mix of sharrows, bike lanes, and neighborhood greenways on lower-traffic volume streets (see Figure 10).

The Mountains-to-Sound (MTS) Trail wraps around the northern edge of the neighborhood and is an amenity especially for those in the northeast part of Beacon Hill. Recent improvements include a hill climb<sup>1</sup>, which connects to the Beacon Hill commercial center and the MTS Trail via Beacon Ave S before approaching S Holgate St Bridge.

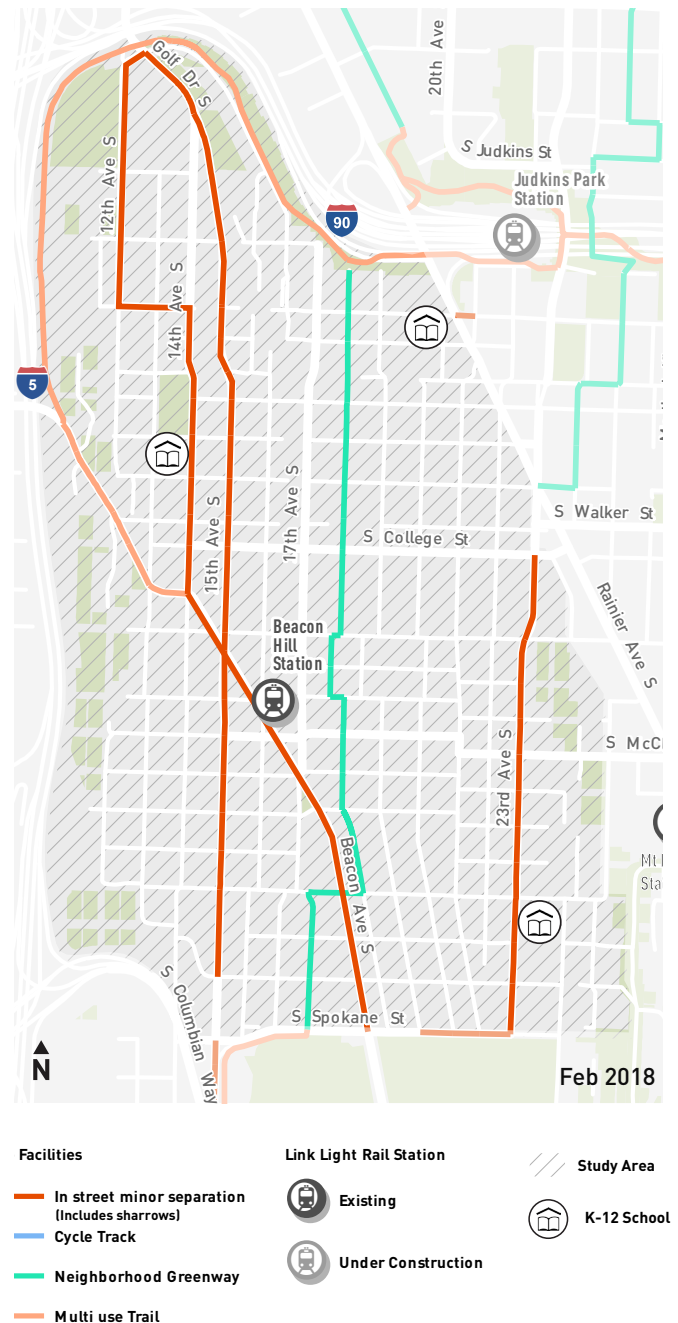
Beacon Ave S between 14th Ave S and S Spokane St was not designated as part of the bike network in the Seattle Bike Master Plan (BMP). Nonetheless, Beacon Ave S is the flattest route through the neighborhood and is one of the most used avenues for bicycling<sup>2</sup>. Bike lanes and sharrows were added along this section of Beacon Ave S. Per the Bicycle Implementation Plan (2019), SDOT will be exploring and implementing improved bike facilities on this segment by 2024. Strava data from June 2017 shows that bicyclists are using Beacon Ave S and the neighborhood greenway to connect to the Mountains to Sound Trail, and 15th Ave S as the main north-south routes.

Strava is a social fitness network where users upload their rides and runs to track cycling and running exercises. From March 2014 to August 2017, the City purchased this data from the company to gain an understanding of the routes that current cyclists were using. Though the data does not provide a comprehensive picture of routes being used by people who bike, it is currently one of the few sources of bicycle data that SDOT has access to.

<sup>1</sup>Since bicycle travel uphill is often at slower speeds, hill climbs provide bicyclists a dedicated, separate space for the uphill segments of a street when there is space for one bicycle lane in the right-of-way.

<sup>2</sup>June 2017 Strava Data

FIGURE 10. EXISTING BICYCLE FACILITIES



### What We Heard

Safer north-south bike routes are still needed to connect to existing facilities. The neighborhood lacks east-west bike routes, but that circulation is also limited by topography. Several people indicated a desire to bike on Beacon Ave S since it is the flattest north-south route through the neighborhood.

The regional bike network provides north-south bicycle travel through the neighborhood. The Chief Sealth Trail crosses Beacon Ave S south of Columbian Way S (south of the study area) and likely directs the bulk of Downtown-bound bicycle traffic onto Beacon Ave S. In addition, a new protected bike lane on S Alaska St between Beacon Ave S and Martin Luther King Jr Way S (construction to be completed in 2019) will provide an easier connection for bikers traveling to and from Columbia City.

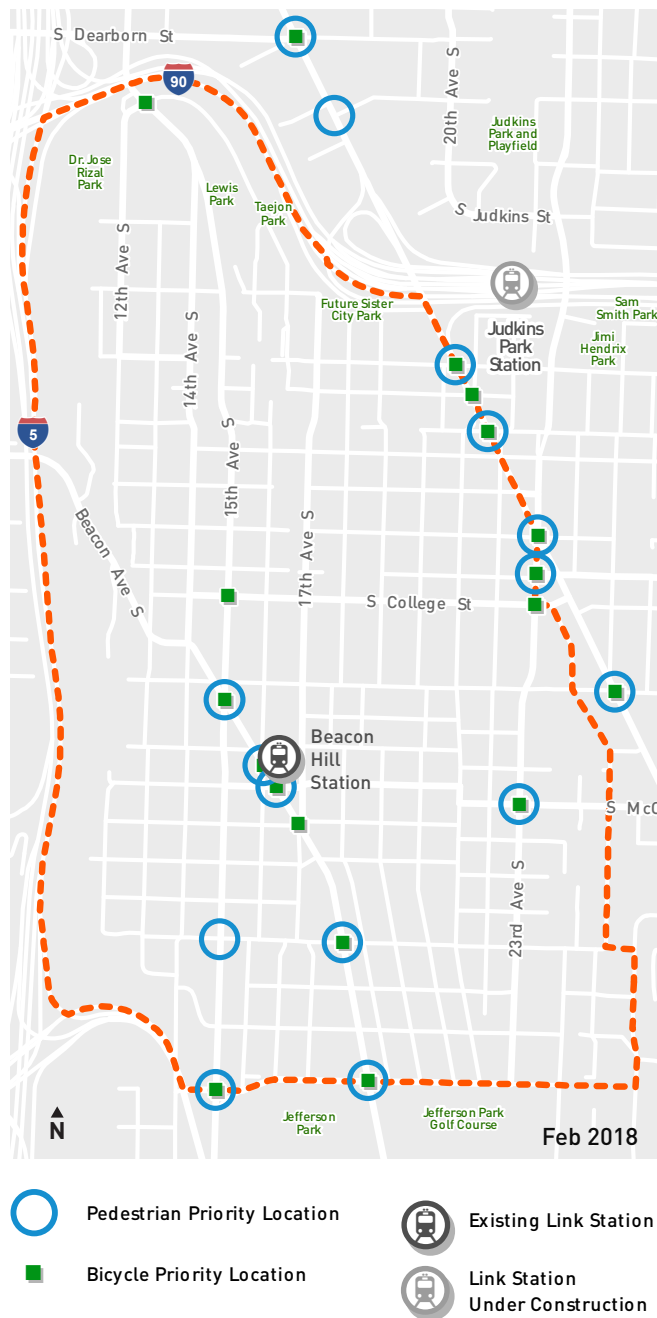
## Bicycle and Pedestrian Safety analysis Locations

The Bicycle and Pedestrian Safety Analysis (BPSA) identified locations with factors (built environment, demographics, roadway, and exposure) that might make them at higher risk for collisions. Beacon Ave S, between the commercial center and S Spokane St, has six safety priority locations, the highest number for any corridor within the study area.

### What We Heard

Bicycle safety improvements along Beacon Ave S were mentioned as a priority at all of our outreach events.

**FIGURE 11. SDOT BICYCLE AND PEDESTRIAN SAFETY ANALYSIS (BPSA) LOCATIONS (2016)**



SDOT collected data across the city in the summer of 2018 on the number of people using streets and sidewalks, and how they were using these spaces. In Beacon Hill, SDOT counted pedestrians and observed stationary activity on S Lander St and Beacon Ave S. They collected this data over two weekdays and one weekend day - in the morning, midday, and evening.

SDOT counted pedestrians at two mid-block points - S Lander St between 16th Ave S and 17th Ave S (on the north side of S Lander St) and on Beacon Ave S between S Lander St and S McClellan St (on the east side of Beacon Ave S).

Females were more likely to linger than men. Although 42% of passing pedestrians were female, 53% of those stationary were female. To further explore the data from the 2018 Public Life Study, please access the following webpage: [https://public.tableau.com/profile/city.of.seattle.open.data.program#!/vizhome/2018\\_public\\_life/Overview](https://public.tableau.com/profile/city.of.seattle.open.data.program#!/vizhome/2018_public_life/Overview)



## Transit network and facilities

North Beacon Hill is well-connected and has good transit options (see Figure 13). Riders arrive at Sound Transit's Link Light Rail station by all modes to get to destinations to the north towards Downtown and the University of Washington, or to the south towards Sea-Tac International Airport. Amongst the five light rail stations in Southeast Seattle that include Beacon Hill, Mount Baker, Columbia City, Othello, and Rainier Beach Stations, train ridership is the highest at the Beacon Hill Station with almost 3,000 average weekday boardings<sup>1</sup>. Ridership is anticipated to keep increasing as redevelopment, especially multifamily housing, continues in North Beacon Hill.

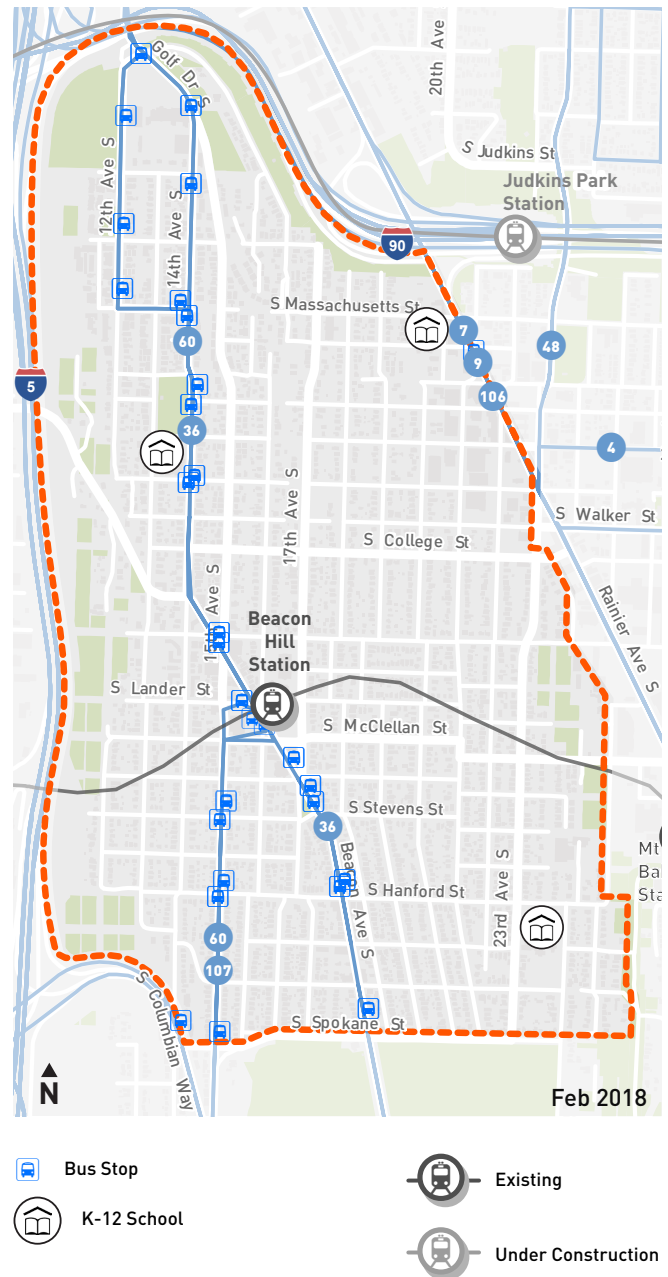
For public school students participating in the ORCA Opportunity Youth Program, Beacon Hill Station was the second most used Light Rail station after the Mount Baker Station, averaging 210 trips per day during the period October 31, 2018 to November 27, 2018. The ORCA Opportunity Youth Program provides all participating students with free, unlimited 12-month ORCA cards for the 2018-2019 school year. Eligible students include high school students enrolled in Seattle Public Schools,

<sup>1</sup>Data from Sound Transit's 2017 and 2018 Quarterly Performance Reports ([www.soundtransit.org/get-to-know-us/documents-reports/service-planning-ridership](http://www.soundtransit.org/get-to-know-us/documents-reports/service-planning-ridership)).



*Elevators in the light rail tunnel to the ground floor plaza level.*

**FIGURE 13. EXISTING TRANSIT NETWORK**



income qualified middle school students in Seattle Public Schools, and Seattle Promise Scholars. For more information, please access the following link: [www.seattle.gov/transit/orca-opportunity-youth](http://www.seattle.gov/transit/orca-opportunity-youth)

Buses also provide a key transit service in the neighborhood. Route 36 serves the neighborhood and has the most daily weekday trips of any King County Metro operated route. This route connects Beacon Hill to the Chinatown/International District and Downtown Seattle to the north, and terminates at Othello Station in the south.

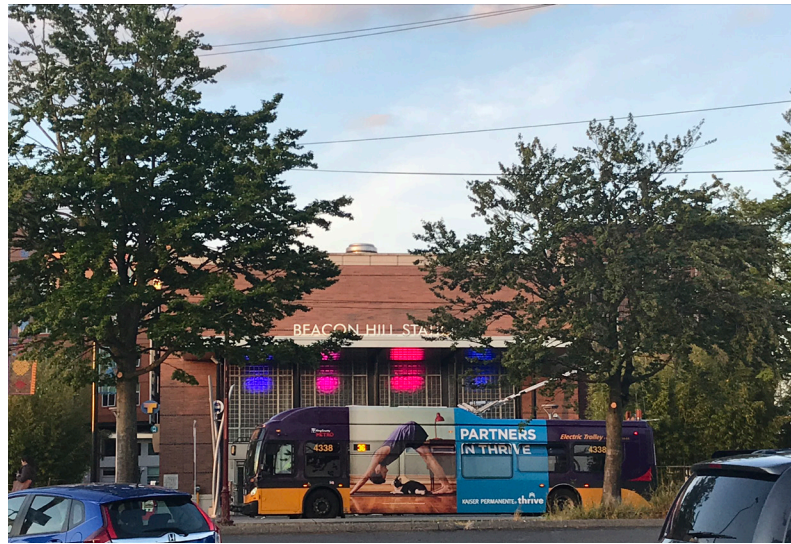
According to the Fall 2018 King County Metro schedule, there are 15 buses per hour in each direction on Beacon Ave S adjacent to the Station during the PM peak for Routes 36, 60, and 107, with about 1,500 bus trips per week. The three bus stops closest to Beacon Hill Station have on average almost 2,000 riders<sup>2</sup> getting on and off the buses on a typical weekday. See Figure 14 on page 21 for bus route origins and destinations.

Both King County Metro's Metro Connects long-range vision and Seattle's Transit Master Plan (TMP) indicate future priority bus service along portions of this route, which primarily moves through this neighborhood along Beacon Ave S and portions of 12th Ave S and 15th Ave S. The priority bus service recommended in the TMP would provide a new connection between Beacon Hill and the Central District.

Demographic data gathered for King County Metro's 2017 System Evaluation report<sup>3</sup> found that all three bus routes (Route 36, 60, and 107) have 88% or higher of their boardings in low-income census tracts and 89% or higher boardings in minority census tracts. These routes play an important role in providing transit access to low-income households and households of color.

<sup>2</sup>Data collected by King County Metro in March 2017 to June 2017 and September 2017 to March 2018.

<sup>3</sup><https://kingcounty.gov/~media/depts/transportation/metro/accountability/pdf/2017/system-evaluation.pdf>



*A Route 36 King County Metro bus in front of the Beacon Hill Light Rail Station. This electric trolley bus route has the most daily weekday trips of any Metro operated route.*

Transit access from east and west of the neighborhood is served entirely by Sound Transit Link Light Rail, to the SODO Station and to the Mt. Baker Station, respectively. From a bird's eye view, Rainier Ave S is not far from the eastern portion of the study area; however, people do not perceive bus services running on this major corridor as an option due to steep hills, missing sidewalks, and limited crossings across Rainier Ave S.

#### **What We Heard**

For Chinese seniors going to the Chinatown/International District, Bus Route 36 is a dependable and easy option. For those who are not fluent in English, lack of familiarity with the light rail system prevents some from considering it as a viable transit option.

**FIGURE 14. TRANSIT CONNECTIONS TO ADJACENT NEIGHBORHOODS**



Aug 2019

*Beacon Hill is relatively well-connected to adjacent neighborhoods via transit.*



## FOCUS ON ACCESSIBILITY

As part of the study, we devoted a significant amount of attention to accessibility challenges around the Beacon Hill Light Rail Station area for people with low-vision and/or limited mobility. The project team included two experts in Americans with Disabilities Act (ADA) accessibility needs who helped inform the study direction. A walking audit of the station area conducted early in the study identified key safety concerns and mobility issues. The study also benefited from input from the Advisory Group and the larger North Beacon Hill community, with many participants highlighting the need to provide safe mobility for the most vulnerable users, including seniors, children, and people with limited mobility.

In addition to the need to improve critical infrastructure to meet accessibility standards, there are ways that street design can provide an environment that is legible and accessible to all users. Sidewalks, street crossings, and transit stops that are accessible to all provide an inclusive and welcoming environment. Simple solutions that are consistently implemented allow community members to travel with ease—confidently and independently.



*Roberto Maestas Festival Street located adjacent to the Beacon Hill Light Rail Station.*

## RECENT IMPROVEMENTS

During the course of the study, SDOT made improvements to a few key intersections based on analysis and follow-up from earlier work and feedback from the local community. These improvements include:

- A new, accessible pedestrian-activated half-signal at Beacon Ave S / S Lander St. When a push button is tapped, the signal stops all north-south traffic on Beacon Ave S. Stop signs continue to control east-west traffic on S Lander St. This accessible unit also communicates “walk” and “don’t walk” information to pedestrians who are blind or have low vision through audible tones and vibrations of the buttons. This improvement was made at the request of local community members, who identified the existing crossing as challenging, particularly for those with limited mobility and/or low vision.
- At 14th Ave S / S McClellan St, two-way stop signs were added on S McClellan St to better control traffic across the intersection, a site of a fatal collision where a pedestrian was struck by a vehicle in early 2016.
- At S Lafayette St / S Spokane St, a rectangular rapid flashing beacon (RRFB) was added to the existing crosswalk that provides a key connection between Jefferson Park, a new bike trail, and the adjacent neighborhood greenway. A RRFB is a device for improving the safety of uncontrolled, marked crosswalks through two rectangular-shaped yellow indications, each with an LED-array-based light source that flashes with high frequency when activated.



*Stop signs on S McClellan St were added at the intersection with 14th Ave S following requests from the community.*



*RRFB were added to the crossing improvement at S Spokane St / Lafayette Ave S.*

- As part of a city-wide effort to increase tree canopy, SDOT and Seattle City Light are partnering to plant trees throughout the north Beacon Hill neighborhood (See project 12).
- Speed bumps were installed on S Hill St and 13th Ave S to increase safety in the school zone around Beacon Hill International Elementary School.
- A RRFB was installed and pedestrian surface improvements were made across 15th Ave S at Plum St for a better connection to Beacon Hill International Elementary School.



*Pedestrian-activated half-signal at Beacon Ave S / S Lander St.*



# 4. WHAT WE HEARD

## COMMUNITY ENGAGEMENT

SDOT set out to hear community concerns and gather ideas in meetings and events in Beacon Hill. Tapping into neighborhood expertise was essential to ensure that the study prioritizes transportation issues that are of most import to the community.

Our focus was to engage those who do not traditionally participate in city processes. Where needed, a team of Community Liaisons from Seattle's Department of Neighborhoods provided translation and other engagement support. These Liaisons are community members who bring expertise of their communities' needs and concerns, and who help build bridges between City government and local communities.

Three principles guided our engagement for this study.

### 1) Go where people already gather.

Staff attended existing meetings and events to prevent "meeting burn-out" and to reach those who typically do not, or cannot, attend City-held meetings. Community Liaisons helped SDOT identify important organizations and gathering places for the communities they represent in Beacon Hill.



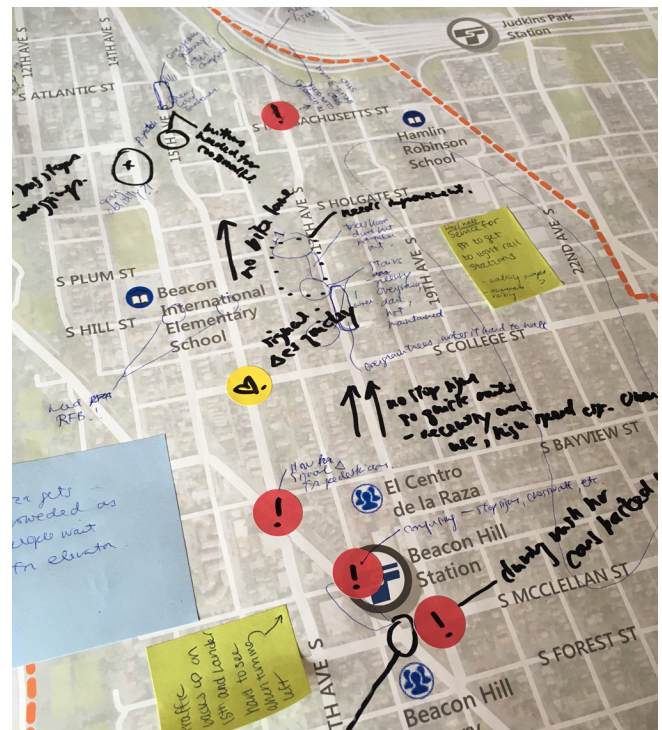
*Cantonese-speaking residents of Beacon Tower, a Community Liaison, and project staff talk about transportation issues.*

### 2) Provide translation support where needed and affordable tools to supplement that effort.

Community Liaisons helped with on-site translation, and when they were not available, staff used Language Line, a service that provides translation services over the phone. Additionally, English and translated Facebook ads directed people to online surveys in eight languages.

### 3) Make it fun and relevant.

Transportation is an issue that touches people of all ages and backgrounds, so SDOT asked questions that were relevant to everyone's experience and had activities that were fun. The project team made engagement feel like talks with neighbors over snacks and beverages and supplemented by drawing activities, caricature artists, and a spin-wheel for prizes.



*Community members' ideas recorded during casual conversations.*

## Community meetings

In addition to engaging advocacy and other community groups, SDOT staff and Community Liaisons attended meetings and events with translation support.

### What We Heard

- Concerns about the number of vehicles using the neighborhood's residential streets, sometimes at high-speeds, to get to surrounding destinations
- People who walk do not always feel safe, especially along and across arterial streets
- Personal security concerns around the light rail station and at bus stops, where there have been recent incidents of crime
- Poor paving conditions on streets and sidewalks
- Desire for more frequent bus service
- Concern around affordability of transit options and language barriers to understanding the light rail system
- Interest in safe biking routes to destinations in the neighborhood

### How We Responded

- Incorporated traffic calming into several project descriptions
- Added a project to the study project list to address ADA accessibility and sidewalk improvement needs



*International Drop-In Center (IDIC) Filipino Senior and Family Services lunch attendees take a break from dancing to speak to staff and a Tagalog-speaking Community Liaison about their transportation issues.*

- Provided Sound Transit with a summary of feedback on safety and security issues around the station (see appendix B on page 74)
- Considered the design needs for the corridor to provide dependable and reliable bus service in the future for all projects proposed along Beacon Ave S
- Documented feedback regarding bike facilities, to be further developed in the next Bike Master Plan update
- Provided King County Metro with a summary of bus-related feedback (see appendix B on page 75)

## 7 Language translations of study information and surveys

- Spanish
- Mandarin
- Cantonese
- Vietnamese
- Tagalog
- Somali
- Japanese



**10**  
Events  
with Community  
Liaison support



## Survey

To gather information about travel (transportation mode) preferences, key neighborhood destinations, and specific locations of concern, we conducted an online survey. About 350 people participated. We translated the survey into seven different languages and gave hard copies to community groups in the neighborhood.

### What We Heard

- Intersections and streets around the Beacon Hill Light Rail Station emerged as a high priority for all types of transportation modes
- Beacon Ave S / S Lander St intersection was a key issue for people walking, using transit, and driving
- People who bike also indicated the Beacon Ave S corridor is challenging
- The Beacon Ave S and 15th Ave S corridors both emerged as needing safety improvements for multiple modes
- Other intersections that were top concerns for all transportation modes include:
  - Beacon Ave S / 15th Ave S
  - Crosswalk in front of the library and Beacon Ave S / 17th Ave S / S Forest St
  - Beacon Ave S / S McClellan St



*Residents of Plaza Roberto Maestas talk about mobility improvements at a tenant meeting with project staff, a Spanish-speaking Community Liaison, and an Advisory Group member.*

- In addition to the locations noted above, a few additional streets feel unsafe to people who bike: 15th Ave, 17th Ave, and S Spokane St
- Priorities from responses to the 69 translated surveys were generally similar to the larger survey results, with slight nuances:
  - Of these 69 respondents, none identified themselves as someone who bikes
  - Strong interest in improvements for people walking and using transit
  - Beacon Ave S / S Lander St was the top priority intersection for pedestrian safety overall, though S McClellan St emerged as a significant pedestrian safety concern for Tagalog speakers
- Desire for more frequent bus service and more direct connections to nearby neighborhoods

### How We Responded

- Ensured that the top locations identified were addressed by potential improvement projects in this document
- For all projects proposed along Beacon Ave S, the study considered the design needs for the corridor to accommodate priority bus service in the future



*Staff and a Chinese Community Liaison, attended the Lee Family Association Spring Banquet to provide information on the study and get feedback on transportation issues in the study area.*

## Open Houses

To reach a wide audience, we hosted a booth at the Jefferson Park Family Festival on June 2, 2018. About 150 people stopped by the booth and over 140 individual comments were recorded.

The booth included information about the study and provided an opportunity for participants to give feedback about their safety and access concerns and provide input on community values to help inform the project evaluation process. To add to the festive nature of the large community festival, SDOT hosted a caricature artist and provided giveaways to kids and participants including pre-loaded ORCA cards.

On November 24, 2018, we hosted a booth at the Shop Seattle Gems event and invited community members to envision improvements using virtual reality tools.

### What We Heard

- Improvements that increase safety and access for pedestrians is a top interest, particularly at street crossings
- Top locations of concern included:
  - Beacon Ave S Corridor
  - The Light Rail Station Plaza and adjacent streets and alleys
  - 12th Ave S and Golf Dr S / 14th Ave S / 15th Ave St intersections
  - S Spokane St
- Safety and Equity ranked as the top two most important values to weigh project criteria

### How We Responded

- Identified a number of pedestrian improvement opportunities in the neighborhood
- Dedicated additional project time to refine recommendations and design concepts for the intersections of top concern
- Safety and Equity were weighted more in the project evaluation process
- Developed a phased approach to project implementation that can serve as a pilot and identified opportunities for implementation through existing programs



*2018 Jefferson Park Family Festival.*



*Project team staff engaged in conversation with Beacon Hill resident.*



*Community members using virtual reality tools and crayons to design their own street mural at the Shop Seattle Gems event. This activity helped people envision what a street mural could look like at a community priority location - the Beacon Ave S/16th Ave S/S Lander St intersection - by merging art, technology, community engagement, and transportation.*



## Advisory Group

The study depended on a small group of dedicated volunteers to provide oversight and input. This group met at key project milestones and helped shape the direction of the project's engagement strategy and overall recommendations.

The Advisory Group served several key roles throughout the study. First, they provided a link to the larger Beacon Hill community and helped to identify primary needs and priorities for the neighborhood. Second, their input resulted in the study's focus on several key areas of concern, particularly around the Beacon Hill Light Rail Station and at intersections around the Jose Rizal Bridge. Finally, as many members engage with other community organizations, the Advisory Group provided a sounding board for brainstorming potential partnership opportunities and identifying projects that the community could take a lead role in implementing.

### What We Heard

- North Beacon Hill is a diverse community, and there is a need to ensure that there are safe transportation options for all users, particularly those who are most vulnerable
- The neighborhood has changed significantly in recent years, and there are concerns about gentrification and displacement
- The growing population of the neighborhood is putting more pressure on the area's sidewalks, streets, and intersections



*Advisory Group meeting at the Centilia Cultural Center at Plaza Roberto Maestas.*

- Programmatic changes, such as ORCA transit fare card payment systems and improving communications, are also important in a neighborhood as diverse as North Beacon Hill
- Several groups within the Beacon Hill community are ready to see improvements implemented and to work with the City to help realize projects

### How We Responded

- Refined the study's engagement strategy to connect with particular groups
- Focused project attention in areas where redevelopment was upcoming and along corridors where future redevelopment may occur
- Provided information about potential planned improvements and solicited feedback from the group
- Responded directly to concerns within the community by attending events and key meetings
- Identified potential partnership opportunities for a number of projects

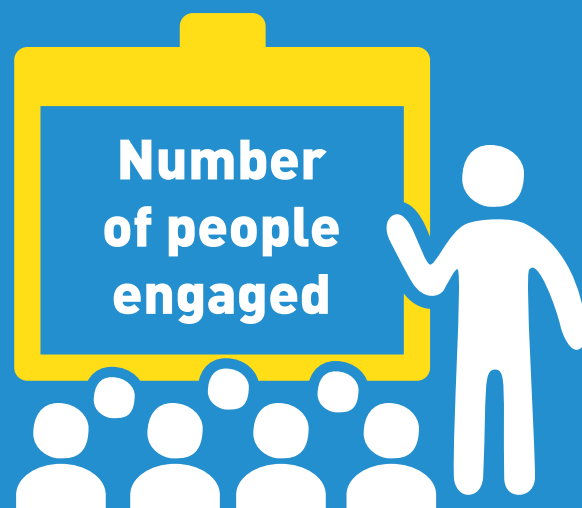


*Project staff engaged two groups of Franklin High School girls who are part of the Women's Transportation Seminar's (WTS) lunch hour Transportation YOU program. Since not all the girls were familiar with the study area, SDOT engaged them in an activity to redesign a major street that they are familiar with based on how they prefer to travel through the city.*



The chart below lists the study's engagement activities.

EVENT/ ACTIVITY	DATE	LOCATION
Advisory Group Meeting	3/12/2018	Beacon Hill Merchants Association
Lee Family Association Spring Banquet	3/18, 2018	Restaurant in Chinatown
Beacon Hill Council Presentation	4/3/2018	Jefferson Community Center
Franklin High School Event	4/5/2018	Franklin High School
Roberto Maestas Tenant Meeting	4/12/2018	Centilia Cultural Center
SHA Beacon Tower Tenant Conversation	4/17/2018	Seattle Housing Authority Tower
Walking Audit	4/30/2018	In Beacon Hill
Pop-up Beacon Hill Library Tabling	5/2/2018	Beacon Hill Library lobby
Filipino Senior and Family Services	5/11/2018	International Drop-In Center
Pop-up Tabling at The Station coffee shop	5/19/2018	The Station coffee shop
Advisory Group Meeting	5/29/2018	Centilia Cultural Center
Booth at Jefferson Park Family Festival	6/2/2018	Jefferson Park
Online Survey	April-June 2018	N/A
Translated Surveys	May-July 2018	N/A
Beacon Hill Safe Streets Event	6/23/2018	Jose Rizal Bridge
Beacon Hill Safe Streets Meeting	6/28/2018	Beacon Hill Merchants Association
Advisory Group Meeting	8/30/2018	Beacon Hill Merchants Association
Pop-up outreach on sidewalk by bus stop	10/23/2018	On Beacon Ave S sidewalk
Seattle Transit Advisory Board	10/24/2018	City Hall
Pop-up outreach in front of Beacon Hill Library	10/25/2018	Beacon Hill Library
Seattle Pedestrian Advisory Board	11/14/2018	City Hall
"Shop Small" Event	11/24/2018	Plaza Roberto Maestas
Pedestrian Accessibility Advisory Board	12/3/2018	Seattle Municipal Tower



**7** Advisory Group members

**150+** Beacon Hill Festival

**110** Inclusive outreach meetings

**75** Pop-up outreach

**30** City Advisory Boards/Committees

**342\*** Survey responders

**~50** Final event/celebration

\*A third of survey responders were people of color (translated surveys plus those who identified themselves as a person of color in the online survey)



## ACTIONS TO ADDRESS COMMUNITY NEEDS

The following recommendations are not physical projects, but opportunities to enhance access and mobility through communication practices and programmatic improvements.

### Other Efforts to Meet Community Needs

We recognize that mobility around a light rail station is key to building ridership of the system, which will contribute to improved mobility in the city and the region. To collectively address community concerns and provide holistic transportation solutions, SDOT staff will continue conversations with Sound Transit and King County Metro to enhance the function of this mobility hub.

SDOT and our partner agencies are continually working towards affordability of transportation options. Through the 2014 voter-approved Proposition 1, SDOT contributes to the funding of:

- ORCA LIFT transit fare card - Low-income access to transit for adults ages 19-64
- ORCA Opportunity transit fare card - Low-income access to transit for high school students enrolled in Seattle Public Schools; income-qualified middle school students enrolled in Seattle Public schools; and Seattle Promise Scholars
- Additional Metro bus transit service for Seattle residents

For more information on these programs, visit the Seattle Transportation Benefits District website at [www.seattle.gov/transit/about-stbd](http://www.seattle.gov/transit/about-stbd).



*Project team staff and Community Liaisons.*

## Improving access and communication

The City of Seattle and our partner transportation agencies are working to improve access to information and services to limited English proficient (LEP) individuals. In 2017, the City of Seattle's Language Access Executive Order directed each City department to develop a work plan to ensure that immigrants and refugees can access the information and services they need.

Currently, SDOT makes use of the Office of Immigrant and Refugee Affairs Language Access Resource guide, which is a comprehensive document that lays out standards around translation, interpretation, and partnering with Community Liaisons and community-based organizations to support in-language outreach.

SDOT is committed to conducting more equitable and inclusive engagement with LEP communities through in-person permit service counters, via communications tools like website and social media channels, and through project and program outreach efforts.

While access to translated documents varies within and throughout each of the transportation agencies, access to an interpreter is available through the general customer service lines. Customers can call or visit the websites below for more information.

Agency	Phone Number	Website
City of Seattle	206-684-2489(CITY)	<a href="http://www.seattle.gov/customer-service-bureau/contact-us">www.seattle.gov/customer-service-bureau/contact-us</a>
King County Metro	206-553-3000 (select interpreter option by pressing 1)	<a href="http://kingcounty.gov/depts/transportation/metro/contact-us.aspx">kingcounty.gov/depts/transportation/metro/contact-us.aspx</a>
Sound Transit	800-823-9230 (non-English translation services)	<a href="http://www.soundtransit.org/help-contacts">www.soundtransit.org/help-contacts</a>