

Attendees

Arlene Chavez, El Centro de la Raza	Linda Li, DON Community Liaison
Robert Getch, Beacon Hill Safe Streets	Katy Saunders, Makers Architecture
Melanie Truhn, Beacon Hill Community Council	John Owens, Makers Architecture
Angela Castaneda, Beacon Hill Merchants Association	Chisaki Muraki, SDOT
Tim Abell, Pacific Housing NW	Lizzie Moll, SDOT

Introductions and Study Overview

- Why study access and mobility study at the Beacon Hill station area?

RECOMMENDATION: 15th and Columbian Way project will have impacts. Project team needs to be aware of projects upstream/downstream.

QUESTION: Peggy is a voting member for Beacon Hill Safe Streets. Should she recuse herself for all votes related to this study?

Existing Conditions

- Overview of the area's existing conditions and what the team has learned thus far.

RECOMMENDATION: Change the way bike facility is shown on Beacon Ave / 15th Ave S. It is only a facility on one side of the street. Existing conditions map makes it seem that it is complete on both sides of the street.

Identifying Transportation Issues (GROUP DISCUSSION)

- What is most important to improve mobility?
 - Crosswalks
 - Make it safer for most vulnerable users (kids, people with low-mobility, lower-income, etc.)
 - Safety on arterials is a concern
 - Provide safe access to transit
 - Accessibility – Check with Peggy on APS issue at 15th and Beacon Ave
 - A more complete sidewalk network
- Transit
 - 36 bus provides a strong connection to the CID.
 - 107 and 60 are also important routes, but the 36 is the 'king'
- Group likes the Beacon Hill Concept plan that was done with the urban design framework. Would

like to see this, or at least parts of this, implemented.

- Bike Routes
 - **Beacon Ave S – 15th Ave S is the primary N-S route for cyclists through the neighborhood**
 - Flattest route, better to use than 14th
 - Still has challenges, but is the best option
 - **Regional connections: Decision to not have bike lanes on Rainier Ave S may lead to more bike traffic on Beacon Ave S.**
 - Lack of E-W connection is also challenging, but topography will always limit E-W bike routes. Major circulation through the neighborhood is really N-S, and that still needs improvement, despite existing facilities.
 - Cycling on 15th is scary
 - Lots of through-traffic
 - Perception that it is straight, but it jogs.
 - Despite this, many still use 15th, because it is flat.
 - 14th is confusing for bikes...people avoid it because of the hills
 - 14th and 15th are parallel arterials
 - 12TH Ave –
 - Road conditions are very poor, creating hazards for bikes, even though there is a facility there.
 - Speed limit has been lowered, but it is still a wide street, so feels designed to go faster.
 - Fire route, so no traffic calming
 - Hanford and Beacon greenway crossing island
 - People drive over it, knock the sign down. Is there a better way to sign it? Or design it?
 - Jose Rizal Bridge isn't great for bikes – Traffic and narrow sidewalks, has been identified through the JP study as needing improvements.
- 16TH Ave –
 - Families coming out of parking lot, need better infrastructure for pedestrians near the library, stop controlled?
- 17TH Ave –
 - Stairs on 17th don't have a sidewalk after going down the stairs
- Lighting
 - Lack of lighting along the I-90 trail makes it unsafe
 - Lack of lighting around transit stations and bus stops

- The whole north residential area is lacking lighting
- **Streets around Light Rail Station**
 - Need a full ped signal at S Lander St and Beacon Ave S.
 - 17th and McClellan is also challenging – traffic backs-up due to short blocks (about four cars can fit between signal and end of block) and light timing and cars heading south on 17th who are not turning onto Beacon often drive on the wrong side of the road to turn east.
 - Comment that a previous SDOT plan had a left turn signal at this intersection, but it wasn't implemented.
 - 17th is so wide that people drive on the other side of the street
 - Beacon Ave S is a key bike route.
 - No drop-off/pick up areas.
 - The median is dangerous since when there is a bus stopped at the bus stop, cars often drive past the bus and mount the median, while pedestrians use it as a refuge island.
 - Need to look at prioritizing pedestrians at least on the block in front of the LR station, if not further south.
- LR station
 - Landscape breaks us the space, creates hiding areas and makes the plaza dark.
 - Area just behind the station is too dark for those going to the east side of the neighborhood
 - Some security concerns around the station area (theft, street harassment around the station)
 - Elevators are frustrating...frequent waiting
 - Ticket machines are not located in optimal locations...too few, would be better on the platform.
 - Nothing to look at downstairs, wall is dirty.
 - Bike station is not used.

Outreach Strategy

- Overview of current outreach strategy
- The group generally agreed with the approach of not focusing on Rainier as part of this study.

Do you agree with the approach? What organizations/events are missing from the list?

RECOMMENDATIONS:

- Sharing meeting with other event makes sense.
- No strong preference for rooms in the area...El Centro, Jefferson Park Community Center, Library

Advisory Group Meeting

Agenda

March 12, 2018

6:00-7:30 PM

Beacon Hill Merchants Association

BEACON HILL

Station Access & Mobility Study

were all mentioned.

- Partner with Beacon Hill Safe Streets on Ride Transit month in June
- Need to confirm if the Station Block Party is still happening this year.
- Add *The Denning* to the tenant meetings that we will be going to.
- The Town Center Workshop (May 30ish), Jefferson Park Festival, and the Beacon Fest (June 2) are good community events for tabling.
- El Centro is doing a transportation survey, we should collaborate.