



ACCESSIBLE MT BAKER

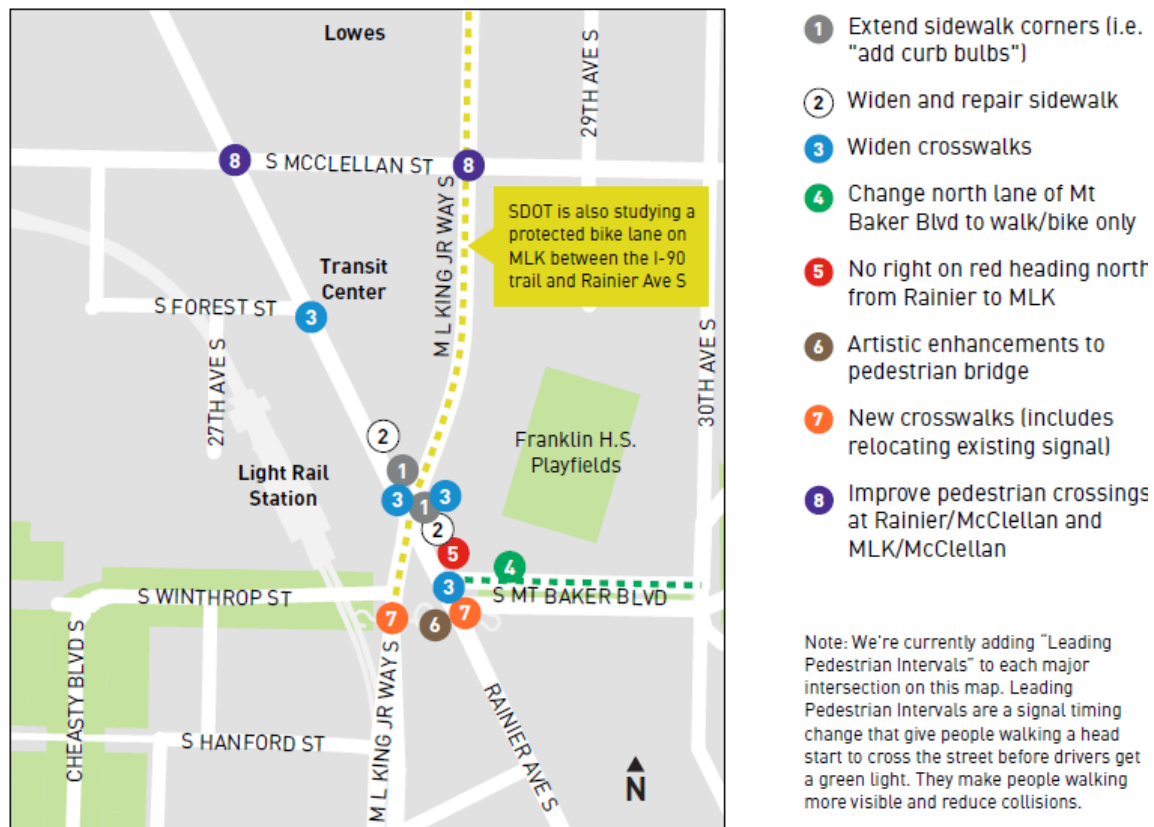
NEAR TERM IMPROVEMENTS SURVEY NOVEMBER - DECEMBER 2019

SUMMARY REPORT

PROJECT OVERVIEW

The Mt Baker Station Area has been the focus of several planning processes in the past 10 years in which the community has articulated a vision for a thriving, diverse, sustainable, and affordable town center. Part of that vision is improved transportation safety and connections. SDOT is currently working on steps toward the greater vision, including near-term walking/biking improvements to help people get to the transit center and light rail station at Rainier and MLK.

Based on past outreach, SDOT has identified a list of 8 potential near-term improvement concepts, shown in the map below. We're selecting which to move forward to develop into design based on costs/benefits and community input.



SURVEY OVERVIEW

The survey was available from November 20 through December 19, 2019 and administered both online through SurveyMonkey and in person via paper. The survey shared information about the location, cost, and anticipated impact of each of the 8 potential improvements accompanied by photo examples of similar improvements. The survey then asked respondents to rank the list of possible near-term improvements. You can view the survey in Appendix A.

The survey was marketed via the SDOT social media, a listserv to Accessible Mt Baker project subscribers, a listserv from the Office of Planning and Community Development, information on the project webpage, and at in-person stakeholder meetings.

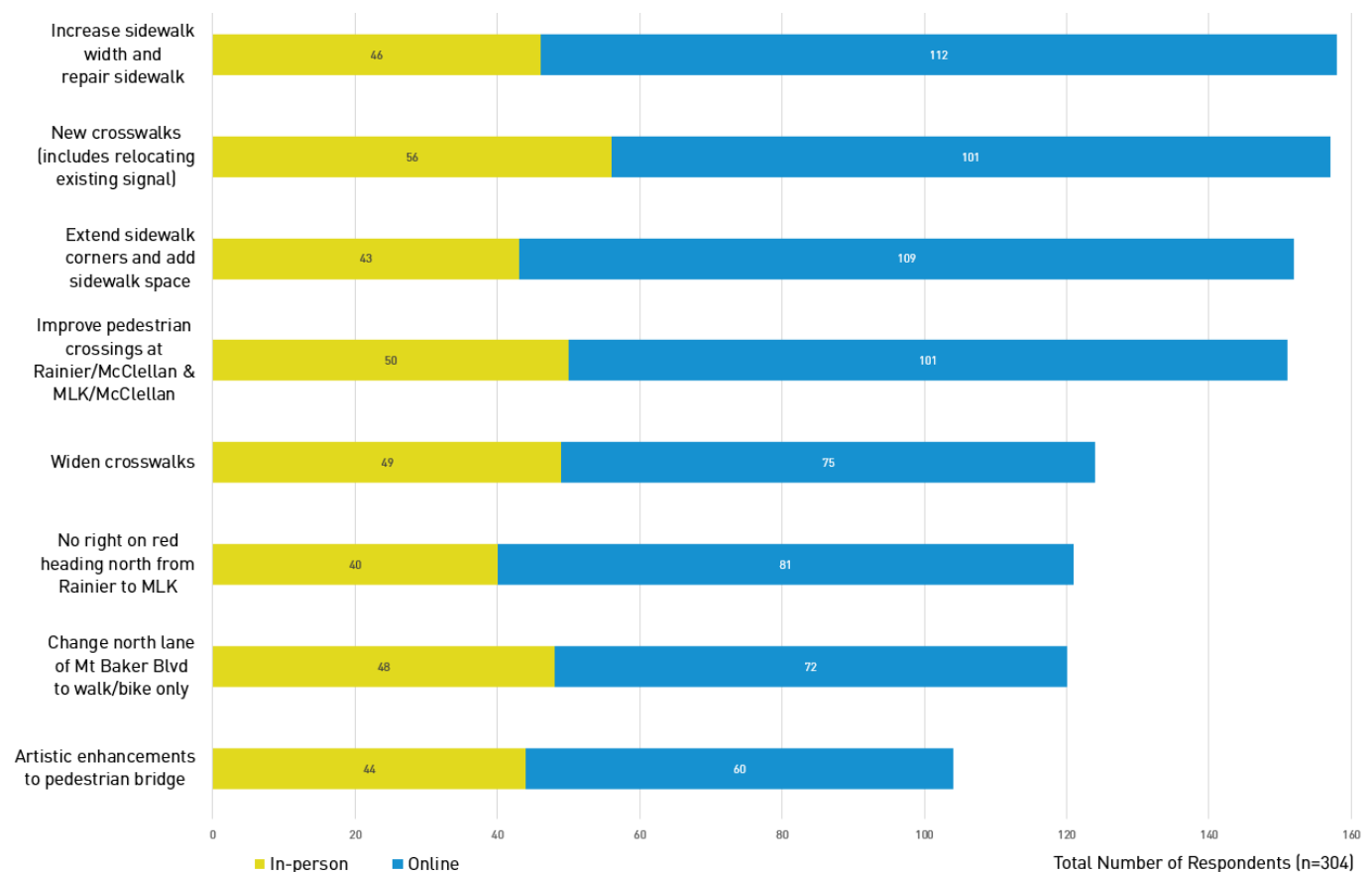
KEY FINDINGS

We received 304 total survey responses, 237 online and 67 on paper.

From the cumulative surveys people’s top improvements were to increase sidewalk corners and add sidewalk space (14%), new crosswalks (including relocating existing signal) (14%), and to extend sidewalk corners and add sidewalk space (14%). The lowest ranked improvements were artistic enhancements to pedestrian bridge (10%), changing the north lane to Mt Baker Blvd to walk/bike only (11%), and no right on red heading north from Rainier to MLK (11%). Below is a table of the cumulative rankings and number of responses.

Improvement	# of Responses	%
Increase sidewalk width and repair sidewalk	158	15%
New crosswalks (including relocating existing signal)	157	14%
Extend sidewalk corners and add sidewalk space	152	14%
Improve pedestrian crossings at Rainier/McClellan & MLK/McClellan	151	14%
Widen crosswalks	124	11%
No right on red heading north from Rainier to MLK	121	11%
Change north lane of Mt Baker Blvd to walk/bike only	120	11%
Artistic enhancements to pedestrian bridge	104	10%

Frequency of top ranked improvements for Accessible Mt Baker



SURVEY RESPONSE SUMMARY

Online Survey Rankings

237 respondents took the online survey via SurveyMonkey with a 100% completion rate. Below is a table of the online survey rankings.

Improvement	# of Responses	%
Increase sidewalk width and repair sidewalk	112	16%
Extend sidewalk corners and add sidewalk space	109	15%
New crosswalks (including relocating existing signal)	101	14%
Improve pedestrian crossings at Rainier/McClellan & MLK/McClellan	101	14%
No right on red heading north from Rainier to MLK	81	11%
Widen crosswalks	75	11%
Change north lane of Mt Baker Blvd to walk/bike only	72	10%
Artistic enhancements to pedestrian bridge	60	8%

The online survey also asked people to describe their primary connection to the Mt. Baker area. The online survey form allowed people to choose all the options that was relevant to them. There was also an “Other” option for people to provide comments if these choices did not capture their experience. Below is a table showing the results.

	Live	Work	School/ training	Transit	Visit businesses	Own a business	Other
# of Responses	89	23	8	155	120	7	40
% out of total responses	20%	5%	2%	35%	27%	2%	9%

Paper Survey Rankings

67 respondents filled out the paper survey at in-person meetings. Many surveys were administered in language through translators. The survey was offered with translated materials in Vietnamese, Khmer, Amharic, Spanish, Tigrinya, and Somali. Below is a table of the paper survey rankings.

Improvement	# of Responses	%
Extend sidewalk corners and add sidewalk space	43	11%
Increase sidewalk width and repair sidewalk	46	12%
Widen crosswalks	49	13%
Change north lane of Mt Baker Blvd to walk/bike only	48	13%
No right on red heading north from Rainier to MLK	40	11%
Artistic enhancements to pedestrian bridge	44	12%
New crosswalks (including relocating existing signal)	56	15%
Improve pedestrian crossings at Rainier/McClellan & MLK/McClellan	50	13%

Common Themes in Written Feedback

- Prioritize movement and safety of people who are walking, biking, and on transit, especially along MLK/Rainier intersection with nearby students at Franklin High School.
- Clarify costs for each improvement. Prioritize funding across all proposed improvements is critical to ensuring safety for everyone in this area, with pedestrian crossing improvements being highlighted.
- Make the pedestrian improvements more accessible and ADA-friendly or find an alternative, such as crosswalks under the bridge.
- Mixed feedback on the potential addition of bike/walk only lanes. Some people expressed that this would make the area more pedestrian friendly and improve safety. Others shared concern that it would increase traffic congestion and danger as angry drivers would use residential streets as shortcuts.
- Many expressed relocating the Transit Center as a high priority. In addition, people noted litter and trash near the transit center that makes it feel unsafe, especially at night.

Accessible Mt Baker

Mt. Baker Hub / Franklin High School Event Summary

Updated October 2019



Seattle
Department of
Transportation

OVERVIEW

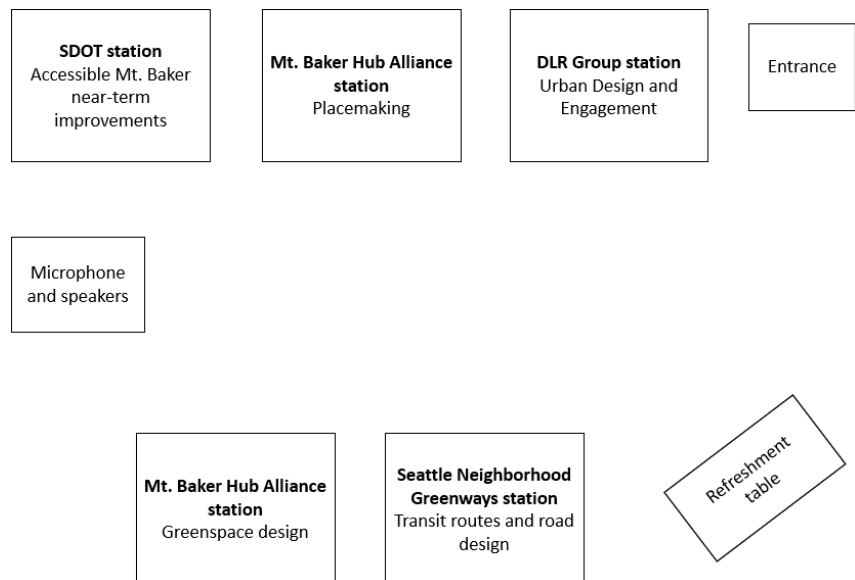
The project team participated in a celebratory arts event led by the [Mt. Baker Hub Alliance](#) held to commemorate a mural next to the Mount Baker light rail station. The event was targeted to engage Franklin High School students and focused on art and combating climate change. The Accessible Mt Baker team attended the event to begin collecting input on students/project neighbors' priorities on a list of potential walking/biking improvements. The event was also open to members of the public.

- **Location:** Artspace Community Room (2915 Rainier Ave S)
- **Date:** Friday, September 20, 2019
- **Time:** 2:30 – 4:30 PM

FORMAT

Approximately 45 students arrived during their class time as part of a school field trip. The event started with a short speaking presentation from the organizers and artists.

Students/staff then had a chance to walk to each station. The SDOT station had two display boards: one showed a map with the list of potential near-term walking/biking improvements. The other showed images with examples of the improvements. Three project team staff walked small groups of students through each potential improvement and then students got 3 sticky dots to mark their top 3.



KEY FEEDBACK

Based on the sticker dot activity and verbal feedback, students strongly prioritized the following improvements:

- No right on red heading north from MLK to Rainier
- Artistic enhancements to pedestrian bridge
- New crosswalks on south side of MLK/Rainier

Other feedback highlights include:

- Students readily understood the need for safety improvements for people walking and biking in the project area and easily caught on to the intent of each improvement we shared.
- Students highlighted drainage issues on the southeast side of Rainier/MLK next to the playfields, where drivers will often inadvertently splash people waiting for the light to change.

PHOTOS



Figure 1. The project team explains the potential improvements to a group of students.



Figure 2. Students move around the event's 5 stations.

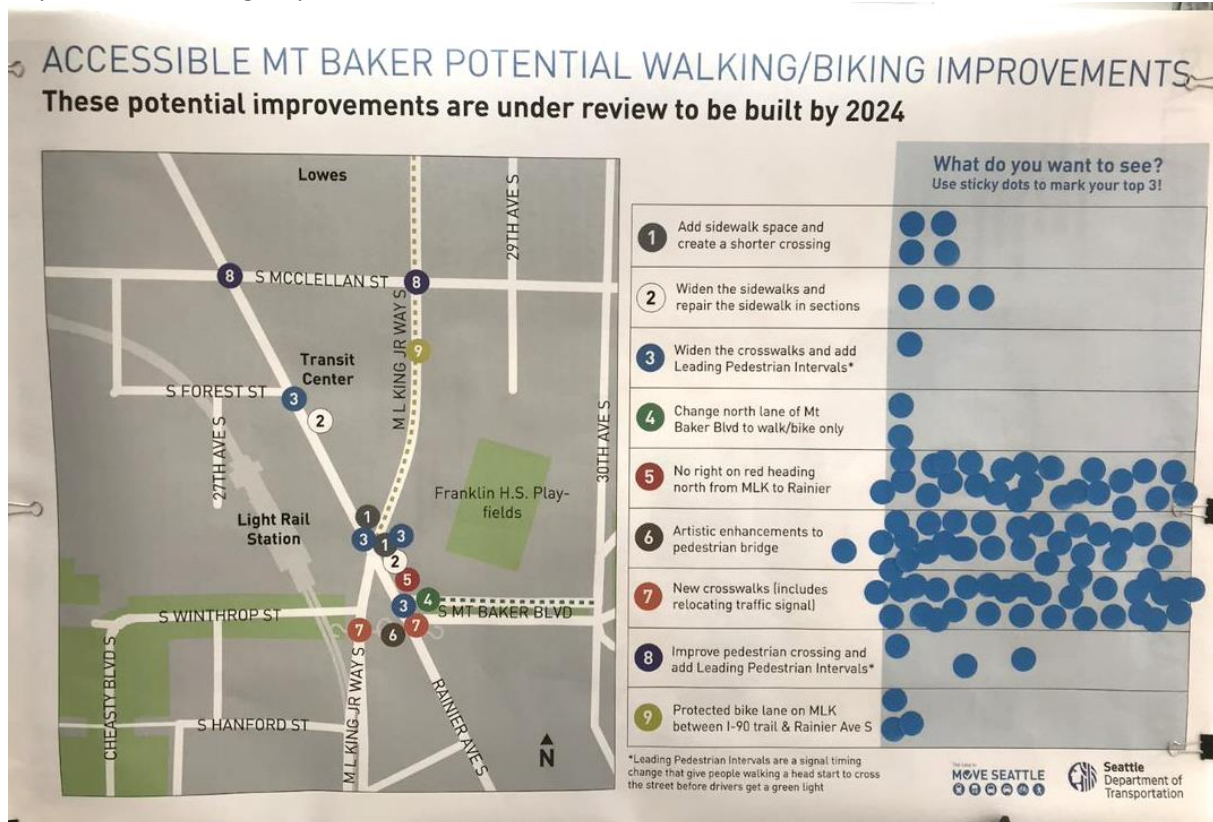


Figure 3. Sticky dots showing top 3 near-term improvements the students/staff prioritized.

NEXT STEPS

- The design team will consider/incorporate this input. The project team expects to identify the near-term improvements by the end of 2019 and we'll share those results.
- Franklin HS is starting a Civic Engagement Club that we may be able to visit for additional input.
- We'll continue working with Mt. Baker Hub and others to collect input on neighbors' priority near-term improvements.

ATTENDEES

[Note: there were a few additional attendees we didn't get names for]

- Approximately 45 Franklin High School students
- Eve Keller, Mt. Baker Hub Alliance
- Flora Tempel, Mt. Baker Hub Alliance
- Sara O'Neill, Mt. Baker Hub Alliance
- Talis Abolins, Friends of Mt Baker Town Center
- Gordon Padelford, Seattle Neighborhood Greenways
- Rico Quirindongo, DLR Architecture, ULI TAP
- Ari Glass, mural artist
- Craig Cundiff, mural artist
- Andrew O'Connell, Franklin High School (principal)
- District 2 City Council candidate Mark Solomon
- Susan Davis, Rainier Valley Chamber of Commerce
- Sara Colling, SDOT (Accessible Mt Baker project team)
- Dustin DeKoekkoek, Perteet (Accessible Mt Baker project team)
- Jasmine Beverly, Cascadia Consulting Group (Accessible Mt Baker project team)



ACCESSIBLE MT BAKER

MT BAKER HUB WORKSHOP
NOVEMBER 23, 2019

SUMMARY REPORT

EVENT OVERVIEW

On November 23, 2019, the project team attended the Mt Baker Hub Alliance annual meeting at the 2100 Building (2100 24th Ave S) to collect input on project neighbors' priorities on the list of potential walking/biking improvements. The event was open to Mt Baker Hub Alliance members.

There were 1 Seattle Department of Transportation (SDOT) staff member and 3 SDOT consultants in attendance.

ATTENDANCE

Anecdotally, approximately 13 people attended. 10 people signed in, though the layout of the event did not require all attendees to visit the sign-in table.

WHAT WE HEARD

Throughout the workshop, we were looking for feedback from the community on their priorities for potential near-term walking and biking improvements in the neighborhood. We shared the initial feedback heard through the workshop with Franklin High School students and answered questions. We then walked small groups through each potential improvement and gave participants 3 sticky dots to mark their top 3 improvements.

Key feedback from small group discussions and workshop exercise

Based on the sticker dot activity and verbal feedback, participants prioritized the following improvements:

- Widen repair the sidewalk along the east side of Rainier Ave S on either side of Martin Luther King Jr Way S
- Change north lane of Mt Baker Blvd to walk/bike only
- New crosswalks across Rainier Ave S (includes relocating traffic signal)

Additional feedback from small group discussions and workshop exercise

- Mt Baker Hub Alliance has in seeking additional funding to implement more of the near-term improvements
- Interest in an update on the transit center relocation
- Discussion around how the improvements may pair together for the best combination to enhance safety (i.e. how do improvements #2 and #8 relate work together?)

Questions from small group discussions and workshop exercise

- How SDOT is conducting inclusive outreach for communities of color?
- How do these near-term improvements coordinate with the Urban Land Institute Technical Assistance Panel (ULI TAP) work?
- How is this project coordinating with other nearby projects, such as RapidRide?
- How do these near-term improvements work with light rail expansion?
- Does the recent passing of I-976 impact the funding for this project?
- Who is responsible for maintenance and cleanup for the pedestrian bridge?
- Is it possible to add school zone signs to Rainier Ave S and Martin Luther King Jr Way S?

PHOTOS



Figure 1. Meeting attendees at the Mt Baker Hub Alliance annual meeting.

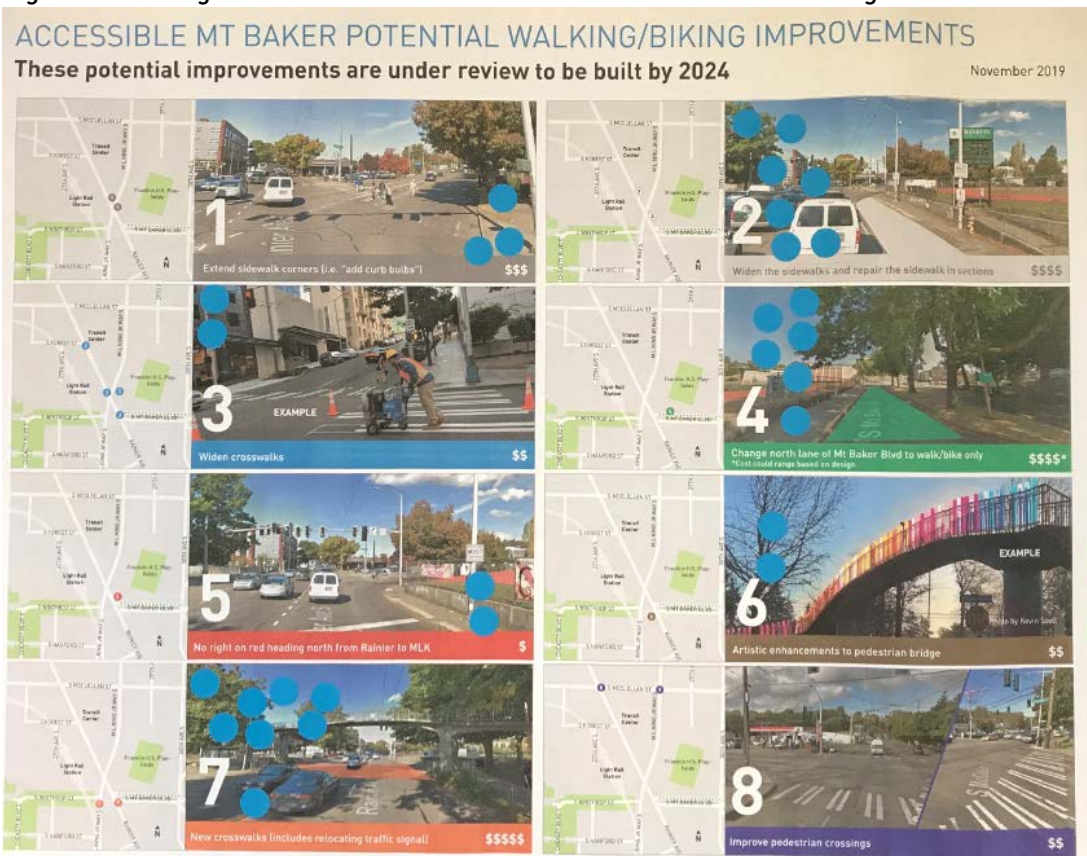


Figure 2. Sticky dots showing the top 3 near-term improvements the group prioritized.

NEXT STEPS

- The design team will consider/incorporate this input. The project team expects to identify the near-term improvements by the end of 2019 or early 2020 and we'll share those results.
- We'll continue working with Mt Baker Hub and others to collect input on neighbors' priority near-term improvements. This includes attending the Mt Baker Hub holiday celebration in early December.



ACCESSIBLE MT BAKER

PUBLIC WORKSHOP
DECEMBER 17, 2019

SUMMARY REPORT

EVENT OVERVIEW

On December 17, 2019, we hosted a public workshop for Accessible Mt Baker at the 2100 Building (2100 24th Ave S) in Mt Baker. The workshop was from 5:30 to 7 PM with a brief introduction followed by small group activities and discussions.

There were 2 Seattle Department of Transportation (SDOT) staff members, 2 Seattle Department of Neighborhoods (DON) staff members, and 5 SDOT consultants in attendance.

ATTENDANCE

Anecdotally, approximately 12 people attended, and 2 people signed in, though the layout of the event did not require all attendees to visit the sign-in table.

WHAT WE HEARD

Throughout the workshop, we were looking for feedback from the community on their priorities for potential near-term walking and biking improvements in the neighborhood. We shared the initial feedback heard through the online community survey and previous workshops. We planned to gather feedback through an activity where participants choose their top 3 near-term improvements with sticky dots. However, based on feedback from the community, we led small group discussions around the near-term improvements and answered questions regarding transportation needs in the area instead of the sticky dot activity.

Verbal feedback from small group discussions

- All near-term improvements are top priorities for the community as they enhance safety
- Prioritize relocating the Metro Transit Center closer to the Mt Baker Light Rail station
- Request for more street lighting in the project area to enhance safety
- Implement signal improvements along Rainier Ave S and Martin Luther King Jr Way S
- Implement features like audio cues and signal timing S McClellan St for improved accessibility, especially for Mt Baker Housing residents
- Prioritizing these near-term improvements is frustrating as there are long-term funding needs in the neighborhood that need to be addressed
- Small, near-term improvements are not worth the funding as there are more important safety and transportation concerns that need to be addressed
- Frustration with slower, reactive responses from SDOT
- Build a protective barrier along the sidewalk instead of improvement #2 to minimize traffic impacts while enhancing safety for students
- Advertise local businesses on the pedestrian bridge for improvement #6
- Build tunnels for pedestrian crossings instead of improvement #7

Questions from small group discussions

- Why is the community being asked to choose the top three improvements rather than SDOT prioritizing all the improvements?
- How are you engaging with immigrants, refugees, and communities of color?
- What happens with improvements not chosen? Does SDOT seek additional funding?
- Does SDOT prioritize contractors of color for projects in South Seattle?
- How do you ensure DBE requirements are being fulfilled for construction projects?