Beacon Hill Walking Audit Report

Figure 1 – Walking Audit Participants
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About Feet First

Feet First, the state’s only non-profit pedestrian advocacy organization, has been promoting walkable communities in the Puget Sound region and across the state since 2001. Feet First promotes walkable communities for health, transportation, environment, and enjoyment, helping people take steps that create better places to live, learn, shop, work, and play. Feet First’s mission and advocacy work has several areas of focus, including encouraging policy makers to make decisions that support walkable neighborhoods, and energizing and educating the community at large about walkability issues through informative, interesting, and interactive means. Feet First works to create walkable communities through its community walking audits, Safe Routes to School program, walking maps, wayfinding, and other unique community engagement processes.

Feet First has organized and conducted walking audits for neighborhood associations, business districts, and schools. This service includes research of the local design, outreach to the community, creation of a local walking map for the event, and preparation of a detailed report on findings and recommendations. Reports have been used by organizations support grant applications, prioritize engineering changes, and to create neighborhood plans.

Planning for Walking in North Beacon Hill’s Business Districts

Planning and implementing for a multi-modal Beacon Hill

Over the past thirteen years, multiple documents have been created and used to influence and plan for changes in the built environment that will improve the community. The following documents were reviewed for the creation of this report. The following recommendations tie to these pre-existing planning efforts and propose alternatives when and where appropriate.

- North Beacon Hill Neighborhood Plan, 1999
- City of Seattle Neighborhood Design Guidelines, 2006
- Feet First Walking Audit, North Beacon Hill, 2006
- Seattle Bicycle Master Plan, 2007
- Seattle Complete Streets Policy, 2007
- Seattle Pedestrian Master Plan, 2009
- North Beacon Hill Neighborhood Plan Update: Recommendations to City Council, City of Seattle (DPD), 2010
- Action Plans for North Beacon Hill, City of Seattle (DPD), 2010
- Beacon Hill Family Bicycle and Pedestrian Circulation Plan, 2011
- Seattle’s Neighborhood Greenways, Seattle Toolkit 2012

It is evident by the consistency and continued effort of the City agencies and community organizations involved in the creation of these report, there is significant and broad support to encourage and plan for a sustainable built environment that provides residents, business owners, and employees a myriad of safe transit options.
Why Encourage Walking and Biking in Beacon Hill’s Business Districts?

The Beacon Hill Merchants Association encourages all of Beacon Hill’s business districts to be safe and easily-accessible places to connect to public transportation, walk for recreation, and shop at local businesses. Representing one of Seattle’s most diverse neighborhoods, the Beacon Hill Merchants Association aims to support the goals and success of all of its business members. One way to support this goal is to improve the walking environment. Community participation and investment in neighborhood planning has long been a goal for the Beacon Hill community, and with the recent financial and institutional support from the City of Seattle around neighborhood greenways there is further momentum to improve Beacon Hill’s commercial areas by supporting a safe and healthy walking environment.

Why a Walking Audit?

The walking audit conducted in February 2012 was an opportunity for members of the Beacon Hill community to share firsthand knowledge of their walking environment and to jointly develop improvement strategies. Beacon Hill community organization members, business owners, and residents walked a pre-determined route and took notes on the quality of the walking experience. The audit recommendations gathered from participants and documented in this report are intended to inform current North Beacon Hill Neighborhood Update Action plan strategies, work in concert with Beacon Hill Neighborhood Greenways efforts, and set clear action items for the Beacon Hill Merchants Association for further neighborhood improvement project grant applications. The top observations and recommendations from the walking audits are outlined in the following pages. For a detailed listing of all observations and recommendations please see the field notes in the Appendix on page 15.

Methodology

The following steps were undertaken to produce this walking audit:

- **Information-Gathering:** Feet First met with Beacon Hill Merchants Association staff to gain an understanding of where people live, work, and play. During this meeting the challenge to encourage people to choose to go by foot was addressed in relationship to promoting local business and connecting to public transportation options. Additionally, earlier neighborhood planning documents were reviewed.
- **Ground-Truthing:** Feet First visited North Beacon Hill and compared map data with in-person observations. Notes and photographs were taken of pedestrian infrastructure-related assets and issues. Based on these observations, walk routes and points of interest were chosen and maps were prepared for the community walking audits.
- **Scheduling:** A single route was selected to assess the length of Beacon Ave S from the south at Beacon Ave S and S Spokane St to the northern point of 14th Ave S and Beacon Ave S. The walking audit took place on Saturday, February 25, 2012 from 1:00 pm to 3:00 pm with a focus on the commercial district along this length of Beacon Ave S.
- **Outreach:** Feet First and the Beacon Hill Merchants Association invited business owners, employees, and community members to participate in the event. The Beacon Hill Merchants advertised the event on their website. They also distributed the information to their stakeholder database and to other invested parties such as Beacon BIKES, El Centro de la Raza, and members of the Jefferson Park planning committee. Feet First tweeted the event, and posted it on the Feet First Facebook page as well as to the Feet First website calendar of upcoming events.
- **Walk Participation:** Walking audit participants were given maps, clipboards, and digital cameras. They recorded their observations during the walk by writing on the maps and taking photographs.
• **Reporting:** Feet First collected the comments and photographs, and compiled the findings into this report. The report was provided to representatives of Beacon Hill Merchants Association, Beacon BIKES, and participants from the walking audit who volunteered to review the material for consistency.

**List of Beacon Hill Walking Audit Participants**

- Devor Barton – Resident, Beacon BIKES, Neighborhood Council
- Dee Dunbar – Resident
- Julie Haack – Resident
- Willie Wier – Resident
- Craig Lorch – Resident
- Kat Marriner – Resident
- Mark Holland – Resident
- Paul Leynseele – Resident
- Maidrine Chen – Resident
- Jeremy – Resident
- Judy Eng – Resident
- Susan Sanders – Resident
- Erin Musser – Resident
- Marvin Rosete – Resident
- Phillip Bruan – Resident
- Angela Castaneda – Resident, Beacon Hill Merchants Association
- Robert Hinrix – Resident, Beacon Hill Merchants Association
- Lisa Quinn – Feet First, Executive Director
- Gia Clark – Feet First, Active Communities Mapping Specialist
- Nadine Cole – Feet First, Walking Audit Intern
- Matt Mayo – Feet First, Volunteer
Walking Environment in North Beacon Hill

North Beacon Hill has been recognized by the City of Seattle as a sustainable urban village with existing and potential strengths; the City has also identified Beacon Hill as a community that values and plans for its long term social, economic, and environmental health (Update 2010). A significant aspect of this sustainability is ensuring a safe and well-connected walking environment with a variety of transportation and recreation options. Much of North Beacon Hill has streets with sidewalks that permit passage by foot. However, the safety and quality of the walking experience varies greatly. Although recently developed parcels and roadway projects benefit from the latest design standards, older developments feature sidewalks that were built to design standards that are now outdated.

The City of Seattle, the Beacon Hill Merchants Association and Beacon BIKES (the Beacon Hill Neighborhood Greenways group) are working to support connectivity and walkability in Beacon Hill. Efforts that have been made over the past several years to make Beacon Hill more walkable include:

• Updating North Beacon Hill Neighborhood Plan goals, strategies, and action items.
• Installation of the Roberto Maestas Festival Street adjacent to El Centro de la Raza and the Link Light Rail Station.
• Installation of new curb bulb-outs on all four corners of 15th Ave S at S Lander St.
• Repairs to S McClellan St at Beacon Ave south and at 24th Ave S.
• Recent allocation of project funding for the improvement of several intersections as laid out in the Neighborhood Greenways Plan.

These and a number of other policies and infrastructure improvements have helped to create a more walkable and vibrant Beacon Hill. It should be noted that there are many constraints when adapting and retrofitting existing infrastructure, and the challenge of working in a car-centric culture makes change incremental and slow.

However, the Beacon Hill neighborhood has done an excellent job working to improve the walking and biking environment. The City of Seattle announced in early 2012 significant financial support for the Beacon Hill Neighborhood Greenways by allocating money for improvements in the Beacon Hill neighborhood based on the Beacon Hill Neighborhood Greenways project. There is a significant amount of momentum to incorporate walking as a safe and viable option for individuals.
Beacon Hill Walking Audit

The Walking Audit Route

The route chosen for the Beacon Hill Walking Audit was determined based on five contributing factors identified in the pre-audit meeting with the Beacon Hill Merchants Association:

- Address the accessibility and connectivity of walking routes to the commercial districts in all of Beacon Hill.
- Address connections to public transportation options that serve residents, business owners, employees, and business customers.
- Understand existing barriers businesses face as they related to accessing the businesses by foot.
- Examine the overall perception of safety and quality of the pedestrian experience in the commercial district.
- Determine a route that is complementary to the site analysis and recommendations presented in the Beacon BIKES Family Bicycle and Pedestrian Circulation Plan.

The resulting walk route is shown in figure 4. Due to the time constraints of the walking audit event, this report focuses on the length of Beacon Ave S north of Jefferson Park to the intersection of Beacon Ave S and S 14th St.

However, the points of connectivity between the business district north of Jefferson Park and the area to the south of the park are not to be overlooked as they are key commercial districts to residents of Beacon Hill, Georgetown, and Rainier Valley. In particular, the McPherson’s Fruit and Produce Market is a significant draw for many people who arrive by bus, foot, bike, and car.

Figure 4 – North Beacon Hill Walking Audit Route.
2/25/2012

Figure 5 – McPherson’s Commercial Area was not reviewed during this walking audit.
**Top Observations and Recommendations**

The following recommendations are action steps and suggestions to encourage more people to walk in Beacon Hill. These recommendations were determined by reviewing the walking audit field notes, participant conversations, and an internal review of current and previous planning documents. The following recommendations rose to the top as priorities for the City to review and implement.

1) **Sidewalk Infrastructure/Accessibility**

While there are, in fact, sidewalks in much of North Beacon Hill, the quality of the sidewalk infrastructure varies greatly, often changing quickly from parcel to parcel. During the walk, participants noted the discrepancy between sections of the walk and commented on the hope for improvements, particularly on Beacon Ave S from S Forest Street to S Spokane St. This area is narrow, poorly maintained, and in need of lighting at night.

**Recommendation:**

a) **Work with businesses and property owners to regularly maintain the sidewalks.** In particular, this would include removing leaves and keeping sidewalks clear of hazards such as downed branches and pooling water. A group of community volunteers regularly removes trash from the streets. Work with this group to request property owners to maintain their sidewalks. If conversations with property owners do not improve the situation, individuals can anonymously file a complaint with the City of Seattle Department of Planning and Development, Code Compliance Division (206.615.0808).

b) **Remove the pooling of water at 3411 Beacon Ave S.** This pooling could be the result of poor drainage from the yard or possibly a result of the sidewalk grade. If this is a result of drainage from the property owner’s driveway, there is potential to partner with a local organization such as Seattle Tilth for the design and installation of a rain garden at this location.

Figure 6- Sidewalk Infrastructure Comparison (a) Between S Forest and S McClellan (b) (c) between S Hanford St and S Stevens St (d) between S Spokane and S Hinds (e) between S Spokane and S Hinds
location. Such an addition would improve the quality of the walk by both reducing the pooling water as well as adding visual and environmental interest to this area.

2) Safe and Friendly Walking Environment

There are a number of grocery stores as well as several restaurants, shops, and other neighborhood amenities including the Beacon Hill Library primarily along Beacon Ave S. Creating uniformity along the street wall facing the street provides a sense of formality, predictability, and safety for a person walking. An ideal street wall is relatively uniform in the distance it is set back from street while maintaining variety at the first floor level through each businesses window display and entrance décor.

The goal is to provide a safe walking environment at the sidewalk level while encouraging a vibrant commercial district with visual and physical permeability into the stores. Many of the storefronts in North Beacon Hill provide a uniform street wall but are not visibly or physically permeable to the street. This detracts from the pedestrian environment and discourages new customers to enter the store. Many of the storefronts in North Beacon Hill are poorly lit, have uninviting entrance ways, have awnings that are in disrepair or missing, and lack windows facing the sidewalk.

Goal 10 of the 2010 Neighborhood Plan Update for North Beacon Hill aims to create an “urban village that is a pleasant place to walk, with good access to alternative transportation; where lively, friendly and safe streetscapes encourage pedestrians and bicyclists...” All of the action items that were prioritized by the community in the 2010 Action Plan were focused on safety. In particular, it was noted that more “eyes on the street” may reduce crime and create a more pleasant and safe neighborhood environment. Improving the street wall and the visible and physical permeability of these storefronts may improve both real and perceived safety concerns while increasing business visibility.

Recommendation:

a) Increase visual connection between business and sidewalk. Work with business owners to open up the visual connection between the street and adjoining businesses to increase the number of “eyes on the street” and work to improve safety in the community. Business and property owners of North Beacon Hill can assist in making pedestrians feel safer by removing material from window surfaces, opening shutters and blinds that face the street, to actively demonstrate that stores are open. The Beacon Hill Merchants Association can create marketing material to support the notion that increased transparency between the street and the store has been proven to reduce crime. This can be part of a larger safety campaign involving property owners.

b) Create storefront fund and incentive program. Businesses and property owners should be encouraged and supported in adding additional windows to lengths of building structures that currently have extensive lengths of windowless buildings. The Beacon Hill Merchants Association should work with the City of Seattle Department of Economic Development to creatively fund or support incentives that encourage the addition of windows at the sidewalk level.
Implement first floor design standards for future property developments. Design standards should require buildings to have an active relationship with the sidewalk in order to promote the North Beacon Hill Neighborhood Plan goal of creating a lively place to walk and bike. Increasing the number of windows and visual connections between the inside of buildings and the outside would dramatically increase the number of “eyes on the street” to achieve the North Beacon Hill Neighborhood Plan Action Items.

c) Improve street wall for pedestrian environment. Avoid or minimize the following elements:
- Off-street parking
- Drive-thrus
- Gas stations
- Blank facades
- Dead spaces – absence of shops, restaurants
- Empty lots
- Parking lots
- Curb cuts
- Driveways
- Conventional suburban-type “shopping centers”
- Breaks in the street wall from buildings set far back far from the street
- Windowless facades

3) Streetscape Environment

The 2010 Neighborhood Plan Update also calls for the creation of a conceptual design for Beacon Ave S from the town center to S Spokane St. Throughout the walking audit, participants commented on the general feel of walking along Beacon Ave S. The Merchants Association should work with local businesses and property owners to support further connection and visibility between storefronts and the sidewalk. The Merchants Association can encourage the addition of awnings, lights, and benches. However, the larger, longer-term solution to creating a safe and vibrant walking environment in North Beacon Hill is to allow increased space for walking to connect to transit, for recreation, and for shopping. Storefront activities such as café chairs, street food vendors, and outside sale tables that do not conflict with the walking path are encouraged to create a vibrant and safe walking environment. However, if the sidewalk widths are not increased, there will be a conflict between businesses trying to draw in customers and a safe clear walking path. Many North Beacon Hill sidewalk widths are currently too narrow to accommodate both interests safely.
Recommendation:

a) **Push for future streetscape improvements along Beacon Ave S.** The Beacon Hill Merchants Association can work with City of Seattle planners to push for further development of a conceptual design of Beacon Ave S from the town center to S Spokane Street and to secure funding to improve the stretch of road from the urban village to S Spokane St. The North Beacon Hill Neighborhood Plan Update suggests a 14’ sidewalk and planting strip for the length of road with a 10’ median for turning or designed as a planting strip. Feet First supports the creation of an additional conceptual plan as a way to increase the quality of the walk along Beacon Ave S. It is critical for neighborhood vibrancy to encourage and support the commercial district as a lively and exciting destination.

b) **Increase business identification at the street level.** The Beacon Hill Merchants Association should work with local business owners to increase visibility of business storefronts in order for business names and services to be clearly identifiable. In order to increase customers arriving to a store by foot, it is important to clearly identify the name and service provided by the business inside.

4) **Public Open Space**

North Beacon Hill’s urban village runs along the ridge of Beacon Hill generally along 15th Ave S and Beacon Ave S until S Spokane St. The neighborhood enjoys scenic views of the Cascades to the east and the Olympics to the west. However, there is a notable lack of places to stop and sit in The North Beacon Hill urban village. The three main spaces that are close to the urban village are a small pocket park at the intersection of S Bayview St/15th St S/Beacon Ave S, known in the community as the Triangle Park (top right image) Roberto Maestas Festival Street at the Light Rail Station (center right image), and Steven’s Place Park (bottom right image). Each of these serves a purpose and each could be improved upon as well.

**Recommendation:**

a) **Triangle Park:** This pocket park is a key part of the North Beacon Hill neighborhood, located in order to serve as a north gateway to it. Currently, this unnamed park suffers from neglect despite community efforts to remove trash on a regular basis. This park could benefit from additional maintenance either by Seattle Parks and Recreation or perhaps by a neighborhood community group. For example, the park is rather dark at night; improved visibility may change perceptions of safety in this area. Interactive art could be placed in the park to create additional interest and distract from the constant flow of vehicles along the adjacent streets. It is also advisable for longer-term planning goals to improve safety and access. Feet First recommends working with Beacon Hill organizations such as Rockit Space, Hello Bicycle, and El Centro de la Raza in the creation of a series of public art installations to liven the space through temporary project. Seattle arts organizations such as 4 Culture and Art Sparks may also be helpful partners. With some effort this pocket park can be a great potential neighborhood asset and will serve the community well as a connection point to downtown and into the urban village center.

Figure 9 – (top to bottom) Triangle Park, Festival Street, Steven’s Park
b) **Extension of Roberto Maestas Festival Street:** Zone changes in Beacon Hill’s commercial core located near the Sound Transit Link Light Rail will permit an increase in building height. As development occurs and new projects change the current feel of this area it is important to preserve a central gathering location for community activities. The well-designed and community-supported Roberto Maestas Festival Street on the east side of S Lander St, between the Link Light Rail station and a large parcel of property to be developed by El Centro de la Raza, is an excellent example of how public right of ways such as this stretch of road can also be multifunctional community spaces. It is the recommendation of the Beacon Hill Merchants Association and Feet First to extend the festival street on S Lander St to the west side of Beacon Ave S.

5) **Speed of Cars along 15th Ave S**

Repeatedly during the walking audit, participants noted the number of cars and the aggressive behavior exhibited by drivers along 15th Ave S. Many participants noted an increase in traffic volume over the past several months. In reviewing some of the information with a Seattle Department of Transportation (SDOT) representative, it was mentioned that higher volumes may have been the result of bridge closures in Georgetown and South Park. Unlike Beacon Ave S, which is known in the community to have frequent pedestrian activity, this stretch of 15th Ave S is primarily residential and drivers may not be aware of the frequency of pedestrians traveling east-west across 15th Ave S. Participants noted feeling even more vulnerable to collisions here than along Beacon Ave S despite marked crossings at S Lander St and S McClellan St. Participants voiced stories of being nearly hit by cars particularly while crossing this stretch of road. Other participants noted that walking visibility is low even when they are driving and trying to pay attention to people.

Residents will soon be encouraged by Beacon BIKES and the City of Seattle to use Neighborhood Greenways streets that run parallel to both Beacon Ave S and 15th Ave S. However, east/west connections across 15th Ave S and Beacon Ave S will still be a concern for many people who live in the neighborhood and want to connect to transit options on Beacon Ave S and the commercial districts.

**Recommendation:**

a) **Install pedestrian flag buckets.** Driver compliance with signs and signals must improve in order to encourage walkers to use the crosswalk. Design modifications, such as the inclusion of pedestrian flags on either side of the crosswalk, could increase pedestrian visibility as well as driver awareness of east/west crossings.

b) **Lower speed limit.** Feet First recognizes that many improvements to the walking environment have been made by SDOT to improve the safety of these east/west crossings. However, a reduction of speed limit to 20mph and strict enforcement of compliance to the lowered speed is recommended to reduce the risk of vehicle and pedestrian collisions.

c) **Enforce speed limits through pedestrian stings.** Ensuring drivers stop for pedestrians east/west crossings along 15th Ave S is a necessary step to encourage driver behavior change. Both Kirkland and Redmond (http://community.seattletimes.nwsource.com/archive) have conducted sting operations to enforce driver
compliance at crosswalk locations. The Redmond operations were directed by Lt. John Miner. The stings last for two hours and are part of a monthly program. Beacon Hill has the opportunity to conduct similar operations at which point officers can hand out information about safe driving and pedestrian crosswalks throughout the neighborhood. The City of Seattle should consider conducting such sting operations along the length of 15th Ave S throughout Beacon Hill. However, particular attention should be paid to the crossing at S McClellan.

6) Intersection Improvement at Beacon Ave S/S Spokane St

This intersection is a known challenge for the Seattle Department of Transportation as it is a main point for traffic onto and off of I-5. Additionally, this intersection is a major connection point for pedestrians walking to various destinations in the community. Beacon Hill Neighborhood Greenways plans call for a mid-block crossing at Lafayette St to the west of this intersection. However, providing a nearby crossing option does not negate the need to address pedestrian crossing problems at this intersection. If an individual arrives at the intersection and immediately presses the pedestrian button, they may or may not get the walk signal at the next signal cycle. This causes inconsistency in wait times and creates confusion and frustration for the individual waiting to cross the street.

Recommendation:

a) Automate Pedestrian Signal Crossing. Generally, push button-activated signals are most effective in areas with low or inconsistent pedestrian demand while automatic pedestrian signals are better in areas with frequent and reliable pedestrian traffic. Based on the observations from the walking audit as well as participant feedback, this intersection warrants the use of fixed-time signals allowing pedestrian crossing without pushing a button.

b) Increase crossing time and add countdown signals. Increasing WALK times will more adequately serve pedestrians, in particular vulnerable users such as children and seniors. Participants commented that the crossing time at Beacon Ave S and S Spokane street have a particularly short WALK cycle; it was noted that even able-bodied adults have a hard times crossing the street before the signal has ended. Feet First suggests that the Department of Transportation (SDOT) review current standards for signal crossing and adjust WALK timing to allow for safe crossing. One way to do this is to conduct a study with engineers and active participation from citizens. Under the supervision of a police escort, senior citizens and adults with children could cross some of the more difficult streets in the North Beacon Hill neighborhood. Each crossing could be timed and this information along with studies from a signal specialist could determine adequate crossing times at problematic intersections.
c) **Repaint Crosswalk.** The crosswalks at this intersection need to repainted. Feet First recommends working with the Seattle Department of Transportation to do this before the Jefferson Park official opening in July, 2012.

7) **Intersection Improvement at Beacon Ave S/15th Ave S/Bayview S**

According to participants, this all-way crossing is confusing. The walk signal seems sporadic, and the long wait time between intervals encourages unsafe crossing against the signal. When waiting on the corner of 14th at Beacon Ave S, it is unclear who has the right of way. Graffiti is present on buildings and vegetation needs to be maintained.

**Recommendation:**

a) **Increase WALK time.** Work with the Department of Transportation to increase signal crossing time to allow for individuals to cross safely from one long corner to the other.

b) **Post signs or paint walkway.** There are two informational signs noting to pedestrians that this is an all way crosswalk. However, these signs do not seem to be particularly effective. Work with the City of Seattle to see if it is possible to adjust the placement of the signs, increase the number of signs, or possibly paint additional crosswalk markings on the crossing areas to highlight the crossing section.

c) **Education.** Develop an educational campaign that focuses on all aspects of safe walking in Beacon Hill. Walks can focus on this particular intersection as a starting point for the walk. Work with Feet First’s Neighborhood walking ambassador program to help develop and train local residents to lead walks and share information about the community.

**Report Summary**

Findings from the community walking audit that took place in February of 2012 are presented and summarized in this report for the purpose of supporting a more walkable environment. It is imperative for the Beacon Hill Merchants Association, Seattle Department of Transportation, and other Beacon Hill organizations concerned with the walking environment in North Beacon Hill to work closely together to achieve and leverage their complementary goals. Feet First believes these pedestrian improvements will help the members of the Beacon Hill community continue to achieve an increase in neighborhood viability, livability, and mobility. Additionally, these recommendations compliment the City Council decision on April 9th to rezone the North Beacon Hill Residential Urban Village to expand the Station Area Overlay. This expansion will increase capacity of residential units in North Beacon Hill and it is critical to plan and design walking into the future development of this area.

![Figure 12- (top) map of all-way crossing location with common jay walking paths highlighted in yellow. (bottom) All-way crossing with countdown signal showing.](image)
Feet First Contacts & Project Information

For more information about this report or Feet First, please contact:

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Seattle, WA 98104

Feet First is a 501(c)(3) non-profit organization. Feet First promotes walkable communities through advocacy, community organizing, research, and education.
Appendix – Walking Audit Field Notes Saturday, February 25th, 2012
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<th>Field Observation Pt.</th>
<th>Intersection</th>
<th>Community Asset</th>
<th>Engineering</th>
<th>Education</th>
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<th>Field Observations</th>
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<td>Jefferson Park/ S. Spokane St. and Beacon Ave.</td>
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<td>Spokane St. to Beacon Ave. is a popular way for drivers to cut through the neighborhood and has resulted in speeding cars. It was recommended that there be a series of pedestrian warnings on S. Spokane St. This intersection prioritizes vehicle traffic. Each of the four crosswalks need to be repainted. Secondly, the use of pedestrian push buttons instead of an automatic walk signal at every cycle prioritizes moving cars instead of moving people. Driver behavior when turning right from S. Spokane St onto Beacon Ave S. is aggressive. Many drivers do not scan and see pedestrians when they are in the crosswalk. This makes pedestrians feel unsafe.</td>
<td>1) repaint crosswalks 2) remove pedestrian push buttons and install automatic pedestrian signals into every light cycle. 3) add a Leading Pedestrian Signal so that pedestrians get a few seconds head start when crossing to increase visibility to drivers 4) Work with City of Seattle traffic engineers to coordinate this work before the opening of the Park in July. 5) Install a series of pedestrian warnings on S. Spokane St. to inform drivers that they are approaching a heavily used pedestrian crossing. 6) Work with enforcement officials to target aggressive driving behavior at this intersection.</td>
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<td>Jefferson Park/ S. Spokane St. and Beacon Ave.</td>
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<td>The newly designed Jefferson Park will celebrate a grand reopening in July. Along with this opening it would be great to see additional bike lockers, bike rack and street furniture that would accommodate people to visit the park by foot or by bike.</td>
<td>Work with the City of Seattle to install these amenities to encourage additional use of the new park as well as to encourage non motorized transportation options.</td>
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<td>3</td>
<td>S Spokane St adjacent to the golf course</td>
<td>x</td>
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<td></td>
<td></td>
<td>There is no sidewalk on the north edge of Jefferson golf course as it runs along S Spokane Street. The gravel trail is a footpath that many people use.</td>
<td>Work with the property owners and managers of the golf course to add a wider walking path on this side of the golf course. It does not need to be a paved sidewalk, but increasing the width and adding more crushed gravel would accommodate both walkers and wheelchairs. The grade of the slope is not significant and could be easily adapted to a pleasant walking path connection between the new park and neighborhoods on the east of the park.</td>
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<td>4</td>
<td>S Spokane St and Lafayette</td>
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<td>This is a recommended greenway connection to help pedestrians and bicyclists connect from the neighborhood to the park.</td>
<td>Through the work of Beacon BIKES this intersection will be improved to include a safer pedestrian and bicycle crossing. Details to come. Once this crossing location is installed it will require some education for both drivers, walkers and bikers to use properly and adjust to the new infrastructure. It may be helpful to temporarily install pedestrian crossing flags here to assist in improving driver awareness of individuals crossing the street.</td>
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<td>5 Beacon Ave S from S Spokane St to S Horton St</td>
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<td>This stretch of Beacon Ave S has many locations along the sidewalk with accumulated leaves that have become very slippery. The sidewalk feels quite narrow and while there are some great street trees, the tree roots have contorted much of the sidewalk into an uneven walking path making it difficult for wheelchairs and children. In addition to the heaved sidewalk, lighting here is quite poor making tripping a common occurrence even for the sure footed. Walking flags are not available to assist crossing east/west across Beacon Ave S .</td>
<td>1) Work with local business and property owners to regularly maintain the sidewalks. 2) remove the pooling water at 3411 Beacon Ave S 3) Work with the City of Seattle to plan long term adjustments to Beacon Ave S to include middle median lanes similar to the area near the VA hospital as well as add width to the sidewalks to accommodate cafe chairs and other business friendly outside options that do not conflict with the walking path.</td>
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<td>6 Beacon Ave. &amp; Hanford St.</td>
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<td>This area has both angled and parallel parking for residences and businesses. Sidewalks in poor conditions: uneven pavement, no ramps, poor lighting, dying trees, poor drainage, no awnings or covered walkways. Not enough marked crosswalks, pedestrian flags, or stop bars. Often buildings and storefronts had graffiti, broken windows, or closed blinds. More retail diversity is needed. Speeding cars and noise are prevalent in this area. Some commented that pedestrian’s had good visibility. The mural on this section was liked. In the SE corner lots of driveways lead to nothing.</td>
<td>Campaign to improve storefronts/facades. One idea would be to work with the City to allow business to block of parking in front of their own business and install bike parking and café seating. Look at the recent bike parking installation in front of Café Press on 12th Ave in Capitol Hill. This same approach for bike parking and cafe seating could exist in N Beacon Hill.</td>
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| 7                    | Beacon Ave. (general environment/ crossing/etc.) | x | x | x | | | | There are long distances between marked crosswalks. Instead of walking several blocks out of the way to use a marked crosswalk or even a legal but unmarked crosswalk, pedestrians often will cut across Beacon Hill mid-block. Biking in this area was seen as unsafe, especially with a tag-a-long cart. A couple people commented on the nice landscaping outside of "Denise Louie". Other trees were untrimmed. Some participants noted that they felt unsafe in front of some of what seemed to be abandoned buildings. This fear was exacerbated by the presence of bars on many of the storefront windows. Continue below... | 1) Add pedestrian flags at the corners of Beacon Ave S at S Hinds St and S Horton St.  
2) More parking in the back of buildings to provide parking for customers but not at the expense of the pedestrian environment.  
3) Encourage business owners to clean up the front of their business to encourage and invite customers from the street. This could include additional planting areas, removing signs from windows so that customers can see into the storefront, replacing old and non functioning awnings so that pedestrians receive shelter when walking in the rain. |
| 8                    | Beacon Ave. (general environment/ crossing/etc.) | x | x | x | | | | Continued... While the street face of buildings was problematic in some areas participants did note that the tree lined streets and parked cars provided protection from car traffic (one person opposed this and wanted cars to "see them" better). Participants noted liking and enjoying the decorative street lights and many noted the variety of fence heights and designs as positive aspects of the neighborhood. | 4) Increase lighting from businesses to the street. This could be a great way to liven the neighborhood feel even during Seattle’s dark winter months.  
5) Work with the City of Seattle for the long term adjustments to Beacon Ave S. Improvements should include adding curb bulbs at many of the problematic crossing locations, adding a median lane similar to that of Beacon Ave S at the VA and near the Jefferson Park.  
6) It was recommended that crosswalks with curb bulbs and pedestrian flags be added to Beacon Ave. S. |
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<tr>
<td>9</td>
<td>Beacon Ave. &amp; S.Stevenson</td>
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<td>Beacon Ave. &amp; S.Forest has many traffic violators and this maybe because car speeds are too fast. Businesses did not have tables/seating outside. No park lighting results in drugs/drinking at night. Many commented on how the park was a great community space with lots of functions and the sidewalk is heavily used. Sidewalk art was a plus in this area.</td>
<td>Work with City of Seattle DOT to repaint and add stop bars and marked crosswalks, and pedestrian crossing signs along Beacon Ave and S Stevenson. Parking at Beacon Ave S and S Stevenson should be addressed particularly when SDOT is reviewing proposed changes for the nearby park. Additionally narrowing the turning radius at this intersection to slow down vehicle speed would greatly improve safety when crossing S Stevenson.</td>
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<td>Beacon Ave. &amp; S.McClellan St.</td>
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<td>This area is confusing for pedestrians and drivers. The crosswalk in front of library is often dimly lite or not working. From what we gathered, this was a new style of crosswalk. Participants noted that it was very expensive to install and does not seem to be any more efficient than a traditional crosswalk. There was a crosswalk erased on 17th Ave to try and encourage people to use the adjacent crosswalk. However, the pattern of behavior has not changed and it was recommended to be reinstalled. NE corner of Beacon Ave. &amp; McClellan St. a possible location for an additional park. Leaf clutter on sidewalks. Minimal garbage cans were available in the area. When heavy car traffic is here cars block visibility for pedestrians.</td>
<td>Work with the City of Seattle DOT to have a review of this crosswalk efficiency and the repainting of the crosswalk across 17th.</td>
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<td>Area is highly used by pedestrians. 15th Ave. &amp; McClellan St. is a high speed area. Lander St. &amp; 15th Ave. is a dark intersection/ crosswalk at night. Crosswalk had too long of wait times. The bus stop located on the west side of Beacon Ave S is a well used transfer location to the Link Light Rail. Currently, many pedestrians do not walk from the bus stop to the corner and use the crosswalk. Instead they cross the street just south of the marked crosswalk. There are plans to move the bus stop to the north side of the S Lander street thus making it more intuitive for pedestrians to use the crosswalk.</td>
<td>Feet First supports the moving of the bus stop to the north side of the intersection. There is also an opportunity with the change of this bus stop location to do a bit of pedestrian education. There could be posted signs noted the goal and reason for the move as well as support from the bus drivers to remind riders when they exit to &quot;use the crosswalk&quot;.</td>
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<td>Red Apple</td>
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<td>Wide angled intersections cause drivers to turn too quickly. The Red Apple grocery store parking lot is heavily used. This building also had nice landscaping on 15th Ave.</td>
<td>Work with the Red Apple owners to improve bicycle parking. A bike rack was recently installed with the assistance of the Beacon BIKEs group. However, there is continued need for covered bike parking. Additionally, the parking lot entrance</td>
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<td>Beacon Ave &amp; S.Lander</td>
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<td>The City of Seattle DOT has done a good job in High speeds seemed common on 15th Ave. and pedestrians felt in danger when using crosswalk. This area has nice decorative street lamps and some hanging artwork.</td>
<td>While the City of Seattle DOT has done much work to improve pedestrian safety crossing 15th Ave, drivers continue to speed. Enforcement may be the best approach to encourage speed compliance.</td>
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<td>Alley is not activated. This means that there is not access to businesses through the alley. However, this space is also not working well as a utilitarian space is a forgotten space ripe for opportunity. The lack of lighting and the</td>
<td>Work with current business owners as well as new developers to create alley entrances to local businesses. This will active the alleys and help create a more walkable commercial area of North Beacon Hill.</td>
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<td>It seemed to participants that Beacon Hill residents are often unaware of the all way crossing at this location. &quot;Walk All Ways&quot; signs are not on each corner. The wait interval between crossings is quite long while the crossing interval is too short to allow a safe crossing time for many able bodied people as well as children, seniors and individuals who need additional time to cross the street. It is widely stated that Bayview Ave. at Beacon Ave. is know for a jay walking area. On 14th at Beacon Ave. it is confusing to see who has the right of way. Graffiti is present on buildings and vegetation needs to be maintained.</td>
<td>It was recommended that a crosswalk at Bayview St. replace the long angled crosswalk at Beacon Ave. and 15th Ave. S. Adjusting the signal timing to increase the walk cycle without increasing the wait time for pedestrians may greatly improve compliance of this crosswalk.</td>
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<td>14th Ave S and Beacon Ave.</td>
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<td>The City of Seattle has a plan for long term engineering solutions to resolve some of the conflict points at this intersection. However, these changes may not come to fruition until funding is available. In the mean time, the City of Seattle DOT can restripe the existing crosswalks.</td>
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<td>Work with the City of Seattle and Sound Transit to support street vendors at the light rail station. Work with Sound Transit to support the creation and installation of a Beacon Hill map and Kiosk at this location.</td>
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