Accessible Mt. Baker
Putting Disadvantaged Pedestrians First
Our mission, vision, and core values

**Mission:** deliver a high-quality transportation system for Seattle

Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

For **all**

**Vision:** connected people, places, and products
Racial Equity Toolkit

• Process to achieve equity and non-biased outcomes
• Lens to focus on racial equity for your project
• Opportunity to educate yourself on equity
• Living document through phases of a project
• Chance to strengthen and improve your project
Start with Data
Outreach

- Public Outreach & Engagement Liaisons

- Total survey responses collected: 462
- Written Comments: 317
- General public participants: 263
- E and SE Asian participants: 130
  - Chinese-speaking survey participants: 40
  - Vietnamese-speaking survey participants: 32
  - Tagalog-speaking survey participants: 58
  - Khmer-speaking survey participants: 21
- East African participants: 56
  - Amharic-speaking survey participants: 13
  - Oromo-speaking survey participants: 16
  - Somali-speaking survey participants: 10
- Community meetings: 19
- Non-English meetings with multilingual communities: 14
- Youth Survey Participants: 28
- Businesses reached by door-to-door outreach located within a 3-block radius from the light rail station: 39
- Different languages translated from key materials: 9
- Stakeholders: 45
POEL Core Values

- POELs are trusted, respected and neutral Members of their Community
- Serve as a communications bridge
- Cultural competency
- Equity
- Independence
- Transparency and building trust
- Flexibility
- Accountability
- Quality
Community Activities
Reporting back

Pedestrian Safety Improvement Strategies

Q4: Please prioritize the specific strategies that you believe will improve pedestrian safety in the neighborhood from 1 to 3\(^1\) (with 1 being your highest priority)

<table>
<thead>
<tr>
<th>Strategy</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bus stop close to light rail</td>
<td></td>
</tr>
<tr>
<td>Slowing down traffic</td>
<td></td>
</tr>
<tr>
<td>More pedestrian waiting space</td>
<td></td>
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<tr>
<td>Sidewalk/crosswalk maintenance</td>
<td></td>
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<tr>
<td>Shorter pedestrian crossings</td>
<td></td>
</tr>
<tr>
<td>Streets/open space lighting</td>
<td></td>
</tr>
</tbody>
</table>

\(^1\)Adjusted scale to enable better analysis, detail explanation can be found in Appendix 1

Figure 1 Race, Survey Sample vs. Population

<table>
<thead>
<tr>
<th></th>
<th>White</th>
<th>Asian</th>
<th>Black</th>
<th>Hispanic/Latino</th>
<th>Mixed</th>
<th>Others</th>
</tr>
</thead>
<tbody>
<tr>
<td>Survey Sample(^1)</td>
<td>28%</td>
<td>43%</td>
<td>22%</td>
<td>2%</td>
<td>4%</td>
<td>1%</td>
</tr>
<tr>
<td>Mt. Baker Population(^2)</td>
<td>52.1%</td>
<td>17.7%</td>
<td>17.8%</td>
<td>5.8%</td>
<td>6.2%</td>
<td>0.3%</td>
</tr>
</tbody>
</table>

\(^1\)Two types of survey answer were collected: 1. Collective Rankings, and 2. Individualized ratings

\(^2\)Percentage of people in each of the three groups who choose the option as their first priority, calculated using the individualized ratings for each answer option

\(^2\)Refers to Chinese, Vietnamese, Filipino, and Cambodian multilingual survey groups
Mt. Baker Station
Crash history

Crashes 2010 - 2013

- Rainier/MLK = 76
- Rainier/McClellan = 65
- MLK/McClellan = 42
- Rainier/Bayview = 34
- MLK/Bayview = 18
- Rainier/Forest = 16

* Includes crashes involving people walking or biking
Guiding principles

- Ensure diverse voices and traditionally underrepresented communities are heard and considered

- Prioritize modes:
  1. Ped/Bike: Safety and comfort
  2. Transit: Reliable and frequent
  3. Freight: Access and reliability
  4. Auto: Calm and predictable
Fixing the bottleneck...
Walk – *What it could look like...*

**KEY HIGHLIGHTS**

- Shorter crossing distances
- Direct and easy to navigate routes
- Less wait – fewer signal phases
- Ample space for safe movement and waiting
- Improved and protected sidewalks and cycle lanes
- All at-grade (no pedestrian bridge)
- Tree-lined streetscape
Bike – What it could look like...

LEGEND
- Cycle Tracks or Protected Bike Lanes
- Bike Lanes
- Neighborhood Greenway
- Bike Parking/Bike Share
- Redeveloped Arterial Street
- New Local Street
- Walk/Bike/Transit/and Emergency Vehicle Priority Signal

KEY HIGHLIGHTS
- Connected routes
- Well-buffered and protected paths
- More comfortable experience with separation from traffic
- Bike parking and bike share facilities
Bus – What it could look like...

KEY HIGHLIGHTS
• Potential for new priority treatments including queue jumps and dedicated bus lanes
• Easier transfers
• Stops aligned with major pedestrian routes
• More space for amenities
• Better visibility of facilities
• Transit Center moved/repurposed
Open space— What it could look like...

**KEY HIGHLIGHTS**
- A central public open space connecting transit with people
- A walkable, bike friendly town center
- New streets that are landscaped to enhance the multimodal environment
- Existing trees preserved where possible to maintain community identity
Keys to Success and Innovation

• Pre-Study Equity Lens & Toolkit
• Cultural equity in survey reporting
• Early Charrette & Stakeholder sessions
• 1st Seattle Study to employ a Pedestrian First Modal Hierarchy
• NACTO Urban Street Design Guide
  – Alternative Performance Measures
• Simultaneous translation / multicultural focused open house
Questions?

michael.james2@seattle.gov | (206) 386-4012

www.seattle.gov/transportation/accessibleMtBaker.htm

http://www.seattle.gov/transportation