

S Henderson St Improvements

- A) S Henderson Street and Rainier Ave S
- B) S Henderson Street and 52nd Ave S
- C) S Henderson Street between Martin Luther King Jr. Way S and Rainier Ave S

Applicant Problem

A) S Henderson St and Rainier Ave S

The intersection of Rainier Ave S and S Henderson St is the heart of the Rainier Beach community. It is heavily used by people trying to cross the street safely. It is surrounded by community destinations including:

Schools: South Shore K-8, Dunlap Elementary, South Lake High School, and Rainier Beach High School.

Community gathering places: Rainier Beach Community Center, Rainier Beach Library, ethnic community resource centers, social services, and churches.

PROJECT TYPE

Pedestrian/Roadway/Intersection Improvements

APPROXIMATE LENGTH

2,000 lf

COST ESTIMATE

Project A

SDOT NSF	\$455,770
SDOT SRTS	\$100,000
SDOT PMP	\$100,000
SDOT BMP	\$50,000
SDOT Vision Zero	\$100,000
Project A Total	\$805,770

Project B

Project B Total	\$125,710
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Project C

Project C Total	\$361,580
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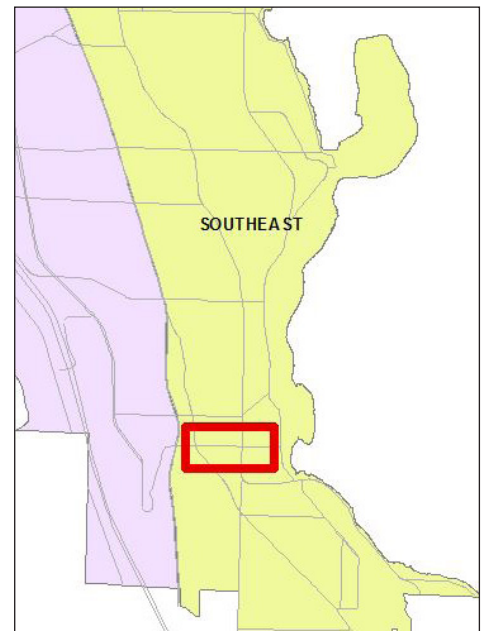
A) Looking northwest from the southeast corner of the intersection of S Henderson St and Rainier Ave S



C) Looking southwest from the northeast side of the intersection of S Henderson St and 46th Ave S



B) Looking southwest from the north side of S Henderson St east of 52nd Ave S



Transit Stops: Rainier Beach light rail station and the major bus hub of 7, 8, 9, 38, 106, and 107. Health care and healthy recreation: Neighborcare Health at Rainier Beach, community pool, Beer Sheva Park, Chief Sealth Trail, Pritchard Park, after school programs, and the future north-south neighborhood greenway.

Local businesses: Our bank, pharmacy, grocery store, payless shoe store, barber shops, and Hair and Beauty shop, and other local stores people need to visit.

Housing: Low income housing such as Washington Park apartments among others. We expect many new residents every year as the Rainier Beach Urban Village grows.

But unfortunately it's unsafe and uncomfortable intersection to cross. The Seattle Department of Transportation has identified this as a dangerous intersection in need of upgrades according to Brian Dougherty the Safe Routes to School Coordinator and Jim Curtin the primary safety staff. 622 people have been involved in collisions at this intersection or in the immediate blocks north and south resulting in 126 injuries.

We also want to highlight the cultural diversity of the community in a neighborhood that is experiencing a lot of change.

B) S Henderson St and 52nd Ave S

We hope to address two problems associated with the current design and use of the plaza and pedestrian crossing: 1) The plaza landscape and hard-scaped area features a low seating walls that encourages sitting for long-periods, with frequent users of the place to consume alcohol and engage in negative behavior (smoking marijuana, littering). Students from schools who pass through frequently (enroute to lunch destinations - McDonald's and Safeway) and are exposed to this activity on a daily basis. Another issue is the landscape around the plaza - current plantings and design requires high level of maintenance to maintain and SDOT has not been able to maintain it - the plaza area is often overgrown, filled with litter and with dead or dying trees. 2) The cars frequently speed through the pedestrian crossing, obviously heavily used by youth, at S. Henderson, which is striped with curb bulbs, but does not (apparently) signal to motorists the need to slow down and yield to pedestrians.

C) S Henderson St between Martin Luther King Jr. Way S and Rainier Ave S

The road surface is a real problem and needs a total restoration.

Applicant Solution

A) S Henderson St and Rainier Ave S

We think raised crosswalks along all sides of the Rainier Ave S and S Henderson St would achieve this purpose. Raised crosswalks have been shown to increase the safety and comfort of people crossing the street. Raised crosswalks help people cross the street and enforce the speed limit for vehicles that are turning.

Additionally we are asking the city paint these raised crosswalks with colors (red, black, and green) that reflects the African decent of many members of the community.

A similar example to this is the raised crosswalk with red, black, green, and white striping at across that helps safely get people across MLK Jr Way S to Powell Barnett Park. This improvement improves the safety and comfort of pedestrians and does not cause a problem for buses, freight, emergency vehicles, and cars.

B) S Henderson St and 52nd Ave S

Ideas to solve problem 1) redesign plaza to support desired positive activities and discourage negative behaviors; 2) enhance pedestrian crossing at S. Henderson.

C) S Henderson St between Martin Luther King Jr. Way S and Rainier Ave S

The primary N-S throughput on the east side of I-5 is MLK. It is the best roadway and has 2 lanes in each direction. It is easily capable of a 45MPH speed limit. Today due to the Rainier Columbia City Road Diet Rainier is clogged. Wilson/Seward Park are talking too much traffic and even Lk WA Blvd is getting some of the overflow. On a typical evening Rainier is clogged and Seward Park has a multi bloc backup. This could all be fixed if traffic was encouraged onto MLK with both higher speed limits and a better road surface from MLK to Rainier from which traffic would proceed to Renton on Rainier.

Seattle Department of Transportation (SDOT) Review

Project Description

A) S Henderson St and Rainier Ave S

S Henderson Street west of Rainier Avenue S and Rainier Avenue S are designated as principal arterials. S Henderson Street east of Rainier Avenue S is designated as a minor arterial. S Henderson Street within the project area has one eastbound and one westbound lane with on street parking and on-street bike lanes in several locations. King County Metro buses have routes along S Rainier Avenue and S Henderson Street with overhead span wires. There is existing traffic signal control at the intersection with pedestrian crossing signals.

The original request for this intersection was to install raised crosswalks. Raised crosswalks are not compatible with Metro trolley buses, and many trolleys travel through the intersection of Rainier Ave S and S Henderson St. This conceptual design instead shows a protected intersection. A protected intersection treatment would only be possible if a proposed rechannelization of Rainier Avenue S from five lanes to three lanes is found feasible. SDOT has dedicated \$1 million towards implementation of this rechannelization.

As part of the protected intersection, curb bulbs are proposed at all four corners of the intersection with protected bike lanes on S Henderson Street at the bulb locations. This will shorten the crossing distance for people walking and biking through this intersection. Several SDOT programs would contribute funding to leverage this project, including the Safe Routes to School Program, Pedestrian Master Plan Implementation, Urban Trails and Bikeways Improvements, and Vision Zero. This project would need to work closely with Metro Transit during the design phase to ensure that this concept accommodates current and future bus movements.

If a rechannelization of Rainier Ave S is found to be infeasible, this funding for this project would be used to improve crossings of S Henderson St between Seward Park Ave S and MLK Jr Way S.

B) S Henderson St and 52nd Ave S

S Henderson St at this location is designated as a minor arterial. There are existing curb bulbs on the north and south sides of S Henderson St which restrict traffic to

one through lane in each direction with an on-street bike lane. Rainier Beach High School is located on the north side of S Henderson St at 52nd Ave S and there is a small plaza and pathway on the south side of S Henderson Street. At this location there is an existing crosswalk with an overhead flashing crosswalk sign.

The conceptual design for this location includes the installation of Rectangular Rapid Flashing Beacons (RRFBs) at the intersection to replace the overhead flashing crosswalk sign to better signalize pedestrian crossing movements. The southern curb ramp would also be replaced.

C) S Henderson St between Martin Luther King Jr. Way S and Rainier Ave S

S Henderson Street in this location is designated as a principal arterial roadway/urban village main. The existing roadway exhibits multiple cracks in the existing pavement in several locations. Various sections of the roadway are included in future paving plans.

The proposed improvement would include repaving S Henderson St from east of Renton Ave S to west of 48th Ave S.

Constructability

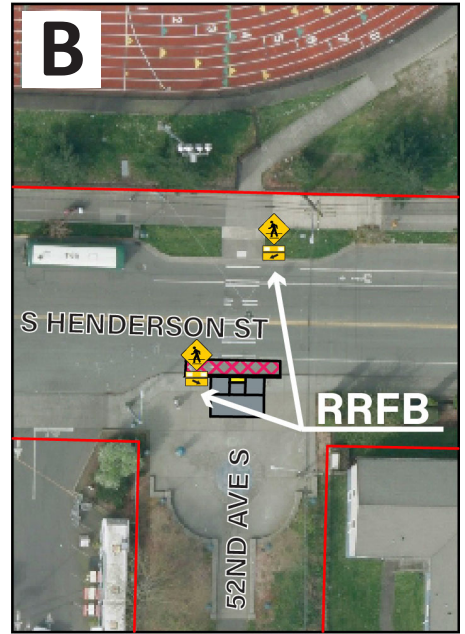
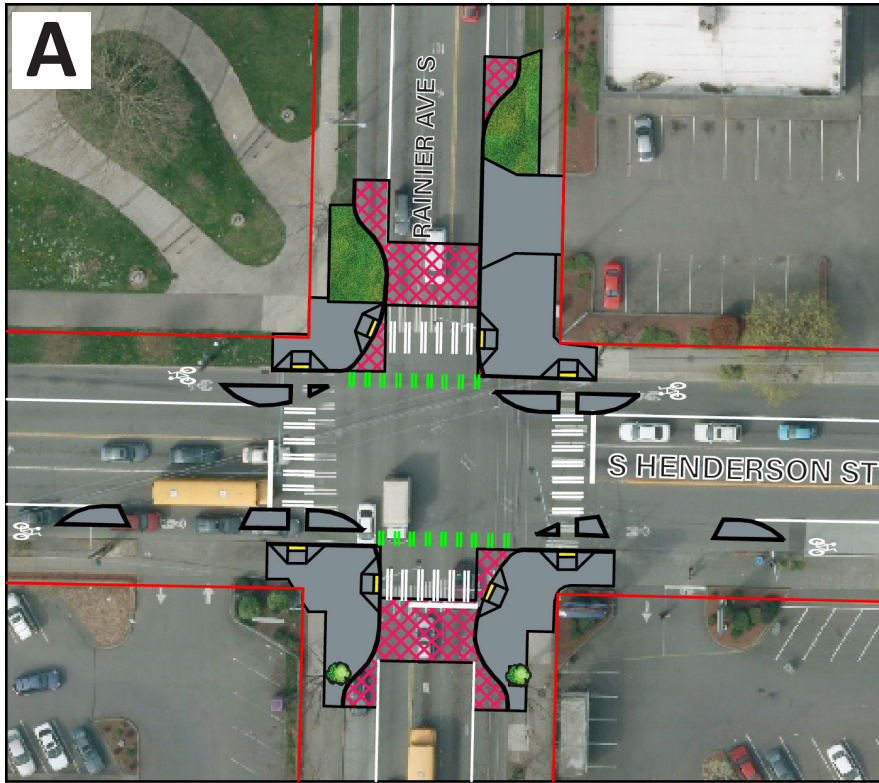
- Coordination with King County Metro will be needed to ensure that the design of these projects accommodates current and future bus movements

Impacts

- Potential impacts to span wires for metro buses at intersection of S Henderson St and Rainier Ave S
- Relocation of shared bike lanes due to proposed curb bulbs at S Henderson St and Rainier Ave S

Benefits

- Increased pedestrian crossing safety
- Increased ease of travel for vehicles on S Henderson St



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