Welcome

Have a say

Welcome to the RapidRide Rainier online open house! As soon as 2021, King County Metro Route 7 will be upgraded to RapidRide. We want to know how to make RapidRide work best for you. Answer questions at each station; they'll be on the right side of the page.

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Bringing RapidRide to Downtown Seattle, Chinatown-International District, Mt. Baker, and Rainier Beach will keep people moving by:

- Keeping buses frequent and reliable
- Adding more buses at night and on weekends
- Upgrading to RapidRide bus stops with lighting, real-time arrival info, and more

Improvements will benefit all travelers whether they're in a bus, a car, walking or riding a bike, and enhance safety helping to meet the City's Vision Zero goal of zero deaths and serious crashes by 2030.

We're glad you joined our online open house! Here's what you can learn at each station.

RapidRide Expansion

- Learn how the City of Seattle and King County Metro are partnering to deliver new RapidRide lines in Seattle

Why Rainier?

- Learn why the Seattle Department of Transportation and King County Metro are upgrading Metro Route 7 to RapidRide
- Learn about other projects happening in the area
- Tell us what you think of current Route 7 bus service

RapidRide Rainier

- RapidRide is bringing more than just new bus stations and buses
- Learn about how Rainier Ave S could change, including opportunities to help you get to the bus, keep buses moving quickly and on-time, and help you bike along the corridor
- Learn and provide feedback on possible bus stop changes

Segment Concepts

Learn about and provide feedback on possible improvements in these sections of the RapidRide Rainier corridor:

- Chinatown-ID to Mt. Baker
- Mt. Baker to Columbia City
- Columbia City to Rainier Beach
- S Henderson St to the Rainier Beach Station

Survey

1. How far do you live from Rainier Ave S?

- On Rainier Ave S
- 1-2 blocks
- 3-5 blocks
- More than 5 blocks away
- I don't live along Rainier Ave S corridor

2. How do you currently get around the Chinatown-International District and the Rainier Ave S corridor? (Select all that apply)

- Walk
- Drive a car alone
- Drive a car with others
- Ride a bus
- Personal bike
- Taxi, Lyft, Uber
- Carsharing (Car2Go, ZipCar)
- Bikeshare (Spin, Ofo, LimeBike)
- Other (please specify):

3. When traveling along Rainier Ave S, what is most important to you? Rank items in the order of most important to least important, with 1 being most important.

	1	2	3	4	5	6	7
Comfortable bus stations with real-time arrival info and lighting improvements							
Frequent buses that arrive on-time							
Accessible ways to bike through the area safely							
New pedestrian crossings							
Keeping buses moving around traffic in bus only lanes							
New ways to get to Rainier Beach Light Rail station by bus							
A smooth, repaved road							

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RapidRide Expansion

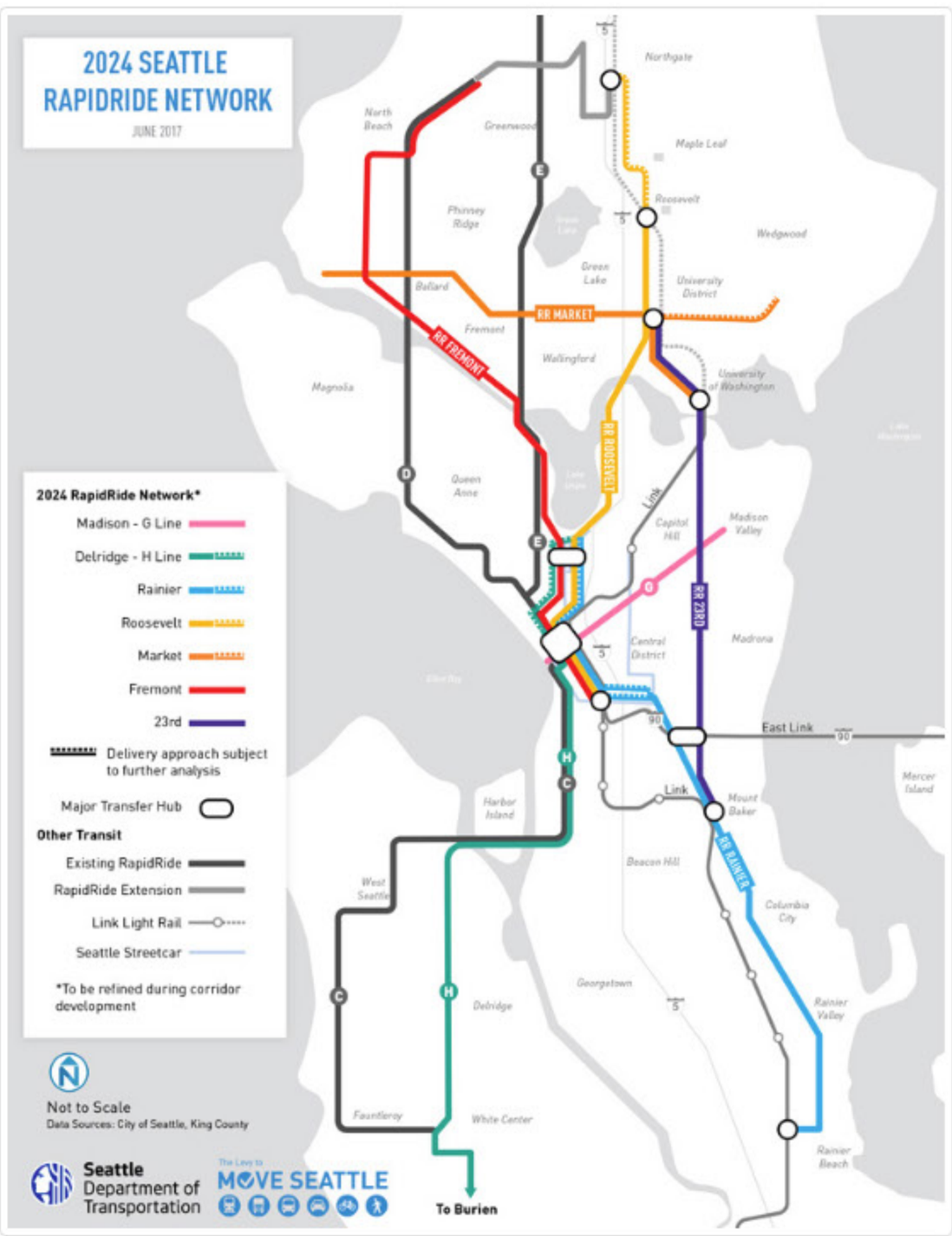
RapidRide buses come so often, you don't need a timetable. Just show up to your closest RapidRide stop and a bus will arrive shortly to take you on your way. You don't need to rely on a schedule or worry about catching a particular trip. RapidRide features include:

- Frequent service which is always there
  - Simple and easy to use
  - Faster boarding for everyone
- Streamlined and safe service
  - Move more, stop less
  - Increased safety and security
- Innovative on the inside and outside of the bus
- Integrated, intelligent transportation systems

By 2040, a total of 26 RapidRide lines will run throughout King County.

RapidRide in Seattle

RapidRide in Seattle is a partnership between the City of Seattle and King County Metro to deliver seven new RapidRide lines to offer reliable, convenient, and high-quality transit options to Seattle's growing population. Each neighborhood is unique, and lines will be tailored to meet needs.



Click map to enlarge

Click graphic to enlarge

Benefits of RapidRide in Seattle

- Provides 72% of Seattle residents with transit service that runs every 10 minutes or better all day within a 10-minute walk from their home
- Incorporates the best of King County Metro's service, with simple, frequent service in the latest Metro vehicles
- Better connects people walking and people riding by improving sidewalks, paths, and neighborhood greenways
- Balances the needs of everyone who uses RapidRide corridors, whether they're in a bus, a car, walking, or riding a bike
- Links diverse neighborhoods to downtown, transit hubs, employment opportunities, and shopping districts
- Brings SDOT and King County Metro together to address bus speed and service reliability, so we can better ensure fast and on-time buses as our region grows

Learn more about the Seattle RapidRide network on our website. View the full King County network on King County Metro's RapidRide website.

Funding

The nine-year, $930 million Levy to Move Seattle provides partial funding for the RapidRide Expansion Program, along with funds for other projects to improve safety for all travelers, maintain streets and bridges, and invest in reliable, affordable travel options for a growing city. King County has funding for implementation of the Metro Connects long-range plan, including partial funding for the seven RapidRide lines in Seattle.

SDOT and King County Metro will deliver RapidRide Rainier as a RapidRide corridor, with both agencies contributing to funding and key elements of the project.

SDOT and King County Metro Transit are also pursuing grant funding and other partnership opportunities to stretch SDOT and King County Metro funds to cover the full cost of the program. Input received from the community will help us understand key needs and priorities as we develop RapidRide lines and match available funding opportunities.

As SDOT and King County Metro move further along in planning the project, we will be able to more closely match design elements with available funding. We will provide a future design update that demonstrates how community feedback was considered, which design elements are moving forward, and what the updated funding plan is at that time.

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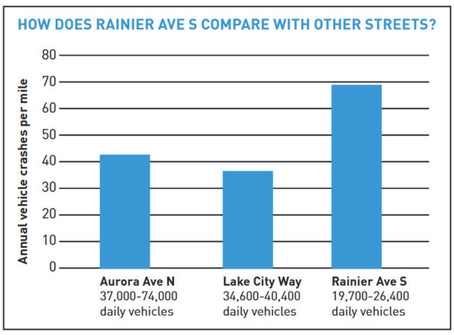
Why Rainier?

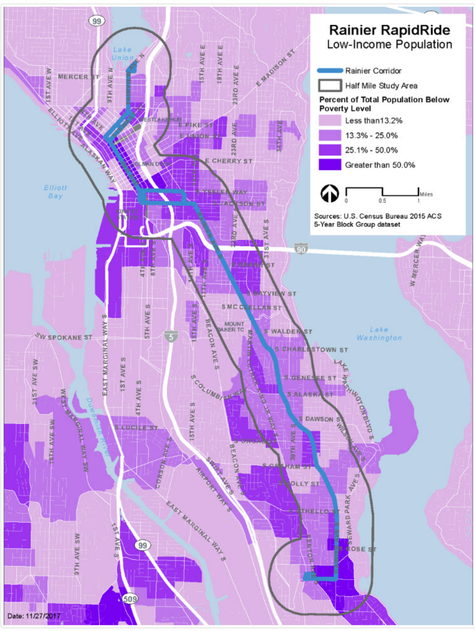
The existing Route 7 is one of the highest-ridership routes in Seattle, serving 11,000 daily riders to a wide variety of schools, homes, and parks. While Route 7 buses are scheduled to come every 10 minutes or better, the congestion on the road at commute times causes buses to be up to 40% slower and more than 5 minutes late up to 20% of the time.

Not only is Rainier Ave S a designated freight route that requires a wider lane so trucks can serve local businesses, it also has the highest number of crashes of any corridor in the city. Proposed RapidRide Rainier improvements will not only improve reliability and transit travel time, they will also create a safer place for all users of the corridor.



Source: Vision Zero Phase 1, Columbia City to Hillman City; click graph to enlarge

The communities around Route 7 and Rainier Ave S are among the most diverse in Seattle, with a wide variety of cultural, racial, and language diversity. In addition, the Rainier Valley has lower car ownership compared to other communities in Seattle, and community members rely on transit. A key goal of RapidRide is to keep what the Rainier Valley community already loves about Route 7, while also providing new and better connections to light rail and improved connections for people walking and biking.



RapidRide Rainier was included in the 2015 Levy to Move Seattle and evaluated in the 2016 Transit Master Plan Update and the 2017 Metro Connects Long-Range Plan.

Other projects in Southeast Seattle

As part of our conversation on RapidRide, we're coordinating with other efforts in Southeast Seattle. To learn more about other projects in the Rainier corridor, visit www.seattle.gov/Transportation/SoutheastSeattle.

Survey

1. Are you a:

- [ ] Current Route 7 rider
- [ ] Likely future RapidRide rider
- [ ] Other (business owner, social service provider, community leader, etc.)

2. How would you rate Metro Route 7 service now?

- ( ) Very satisfied
- ( ) Somewhat satisfied
- ( ) Neither
- ( ) Somewhat dissatisfied
- ( ) Very dissatisfied

3. What days of the week do you use Metro Route 7 bus service now?

- ( ) Weekdays
- ( ) Weekends
- ( ) Both weekdays and weekends

4. How frequently do you ride Metro Route 7?

- ( ) More than 20 times a month
- ( ) 11-20 times a month
- ( ) 5-10 times a month
- ( ) 1-4 times a month
- ( ) A few times a year
- ( ) Never

5. What types of places do you travel to on Metro Route 7? Select all that apply.

- [ ] Home
- [ ] Work
- [ ] A school or place for education, learning or training
- [ ] Shopping center, grocery store, or retail location
- [ ] A neighborhood service location like a bank, library, post office or government service office
- [ ] A recreation or social activity location like a park, community center, restaurant, movie theater, etc.
- [ ] A religious or cultural facility like a church or cultural heritage club
- [ ] A medical facility or a social services agency

6. Do you transfer to or from Metro Route 7 to other buses, trains, or light rail?

- ( ) No, I don't transfer
- ( ) Yes, I transfer to the following bus routes - please specify:
- ( ) Yes, I transfer to other transit services - please specify:

7. Do you ever change your stop, or route because of safety concerns, or other conditions? If yes, please describe your biggest safety concerns.

- ( ) No
- ( ) Yes (please specify):

8. Tell us what matters to you when getting to the Metro Route 7 bus? Select all that apply.

- [ ] Quality sidewalks designed for people with disabilities and easy walkability
- [ ] Curb ramps designed at work for mobility aids
- [ ] Pedestrian signals at crosswalks and busy intersections
- [ ] Longer crossing signals for more time to cross the street
- [ ] Lighting along paths, sidewalks, or intersections
- [ ] Protected bike lanes separated from cars
- [ ] Distance to a station or stop from home

9. If the items you selected above were constructed, would you be more likely to ride Metro Route 7?

- ( ) Yes
- ( ) No
- ( ) Don't know

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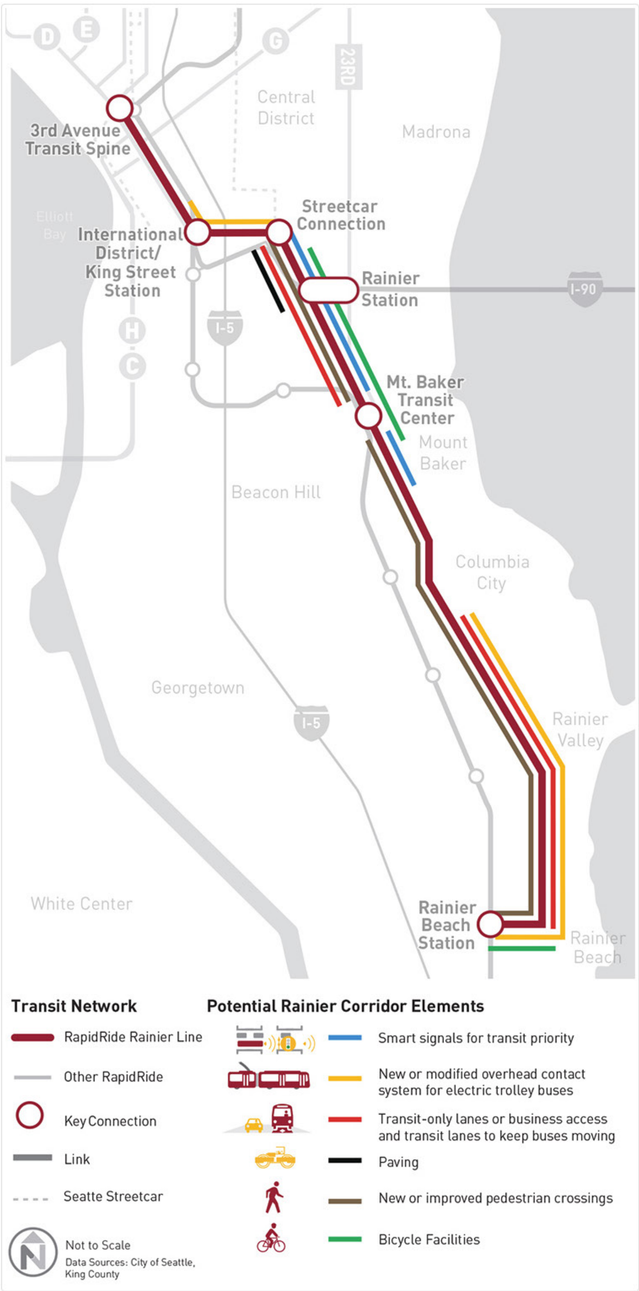
RapidRide Rainier

The RapidRide Rainier Line will keep what you like most about Route 7, but upgrade the service with the best of Metro.

The below map shows the complete toolkit SDOT and Metro will use to provide faster, improved bus service on Rainier Ave S.

The RapidRide Rainier route

RapidRide Rainier will follow the same general alignment of Route 7 today. Service will begin at 3rd Ave & Stewart St downtown, continue on S Jackson St, and then follow Rainier Ave S until Henderson St and then connect to the Rainier Beach Link light rail station.



Click map to expand

We previously looked at two alternative routing options:

- **North end of the line:** Downtown or South Lake Union – We reviewed an option for RapidRide Rainier to travel all the way to South Lake Union, north of downtown Seattle. However, we found that providing that connection would duplicate existing and planned high-quality service, increasing operating costs and complicate bus operations.
- **Chinatown-International District option:** S Yesler St or S Jackson St – Based on the goal of reducing bus travel times, we analyzed an option for RapidRide Rainier to travel on S Yesler St rather than S Jackson St. Based on this analysis, RapidRide Rainier will remain on the existing routing along Jackson St. Although the S Yesler St routing option did provide some travel time benefits, it reduced access to the RapidRide Rainier in Chinatown, added significant costs, and increased schedule risks.

Learn more about bus stop changes.

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Bus Stop Changes

We're looking at ways to change bus stop locations to increase bus speed and reliability and upgrade existing bus stops to RapidRide stations. High ridership stations will have more amenities than regular bus stops, including:

- Real-time arrival signs
- ORCA card readers to allow passengers to board at all doors
- Larger shelters and lighting to improve comfort while waiting for the bus

When looking at which stops to upgrade or change, we looked at existing ridership, nearby destinations, distance to other stops, transfer opportunities, and other factors.

Why change bus station locations?

- To have fast, frequent, and on time bus lines
- Improve access to stations
- Improve station comfort
- Make it easy to know where to get on and off buses by having northbound and southbound stations at the same place on Rainier Ave S

More about stop spacing:

- RapidRide station spacing goals are 0.5 miles apart
- Local Metro bus stops are typically 0.25 miles apart, and typical RapidRide Stations are 0.5 miles apart
- RapidRide stations on the Route 7 corridor will be 1.5 miles apart on average in response to the ridership and need of the corridor
- A 0.1 mile increase between stops is about a 2-minute walk

Map of proposed bus stop changes —

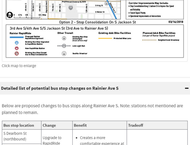
2 options for potential bus stop changes on S Jackson St —

We developed two options for bus stops along S Jackson St between 2nd Ave Ext S and Rainier Ave S (map below).

Option	Bus station Locations	Change	Benefit	Tradeoff
Option 1 RapidRide and other buses use different bus stops	1 Main St (southbound)	Remains - RapidRide stops	New RapidRide stations	
	5th Ave S	Remains - RapidRide stops		
	5th Ave S / 6th Ave S	New RapidRide station	• RapidRide buses would have limited stops and be able to pass local buses, allowing for improved transit speed • Other bus routes would continue to serve existing bus stops	• RapidRide buses would be faster than other buses • Transferring between RapidRide and other buses would require walking between bus stops • Increases costs and complexity of overhead trolley lines • Some parking along S Jackson St may be impacted
	Maynard Ave	Remains - RapidRide stops		
	12th Ave S	Remains - RapidRide stops		
	12th Ave S	New RapidRide station		
	Dunn Ave S / 14th Ave S	Remains - RapidRide stops		
Option 2 RapidRide and other buses use the same bus stops	1 Main St (southbound)	Upgraded to RapidRide station	• Fewer stops would allow all buses on Jackson St to travel faster • RapidRide buses would have more stations with local buses, allowing for easier transfers	• Longer distances between stops would require passengers on all buses to walk further • RapidRide buses would sometimes need to wait behind local buses at stops, slowing them down • Some parking along S Jackson St may be impacted
	5th Ave S	Upgraded to RapidRide station		
	Maynard Ave	Consolidated with 5th Ave S		
	8th Ave S	New RapidRide station		
	12th Ave S	Upgraded to RapidRide station		
	Dunn Ave S / 14th Ave S	Removed		

Option 1 – RapidRide and other buses use different bus stops

This option provides new RapidRide stops (red circles) for the RapidRide Rainier Line only. Other local buses will still use existing stops (white circles with grey outline). Option 1 includes adding two new RapidRide station pairs: one pair between 12th Ave S and Rainier Ave S and one pair at 6th Ave S.


Typical Spacing Goal
Typical Spacing Goal
Option 1 - New RapidRide Only Stops on S Jackson St
03/19/2018
3rd Ave S/6th Ave S/S Jackson St Ext/2nd Ave to Rainier Ave S
Rainier Ave S
S Jackson St
Rainier Ave S
S Hanford St
S Atlantic St
S Spokane St
S Lander St
S Holgate St
S Forest St
S Bayview St
S Graham St
S Hudson St
S Dearborn St
S Weller St
S Massachusetts St
S Lane St
S Plum St
S Hinds St
S Henderson St
S Cloverdale St
S Hardy St
S Frontenac St
S Othello St
S Holden St
S Brice St
S Dovercliff St
S Henderson St
S Hendersen St
Rainier Beach Station
Bus Stop Changes Proposed
Stops Remaining
Stops Relocated
Stops Consolidated
Stops Eliminated
Stops Added
Proposed Bus Facilities
Proposed Bus Facilities
Existing Bus Facilities
Existing Bus Facilities
Proposed Bus Facilities
Proposed Bus Facilities
Seattle Metro Bus Facilities
Seattle Metro Bus Facilities
Seattle Metro

Segment concepts

RapidRide Rainier is proposing improvements along the Rainier corridor. To learn about and provide feedback on possible improvements in these sections of the RapidRide Rainier corridor, click on the following links or use the drop-down navigation.

- Chinatown-ID to Mt. Baker
- Mt. Baker to Columbia City
- Columbia City to Rainier Beach
- S Henderson St to the Rainier Beach Station

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Chinatown-ID to Mt. Baker

We developed three different segment options for S Jackson St to S Bayview St, the portion of the corridor that includes S Dearborn St, the I-90 interchange, the future Judkins Park Station and 23rd Ave S. Several key assumptions informed these (and other segment) options:

- Meet RapidRide performance measures
- Complete continuous bike facilities
- No street widening or sidewalk narrowing
- 25,000 average daily traffic is upper threshold for lane reduction
- Prefer 11 feet travel lanes for freight and transit
- Construct prior to Accessible Mt. Baker

The City's modal plans were reviewed, which call for bus lanes, protected bike lanes, paths to frequent transit stops, and designate Rainier and Henderson as freight routes. King County Metro was engaged, and preliminary traffic modeling was conducted. The three options developed are:

- **Option 1** includes bus-only lanes to keep buses moving and Neighborhood Greenway connections
- **Option 2** includes a mix of protected bike lanes, bike lanes, and Neighborhood Greenway connections
- **Option 3** is a hybrid option that includes transit-only lanes, protected bike lanes, and Neighborhood Greenway connections

Options for Rainier Ave S from S Jackson St to S Bayview St

To see more details and maps for each of these options, expand sections below the table.

	Option 1	Option 2	Option 3
Description	Maximizes bus-only lanes while offering all ages and abilities bike facilities off Rainier Ave S	Maximizes bike facilities on Rainier Ave S while still keeping buses moving	Mixes bus-only lanes and bike facilities on Rainier Ave S
Bus travel time – northbound PM peak	Up to 4 min faster (benefits in AM peak are likely larger)	Up to 2 min slower	Up to 3 min faster (benefits in AM peak are likely larger)
Bus travel time – southbound PM peak	Up to 1 min faster	Up to 2 min slower	Up to 2 min slower
Bus reliability	Improved	Little or no change	Improved
Traffic travel time PM peak, both directions	Up to 2 min slower	Up to 2 min slower	Up to 2 min slower
Pedestrian improvements	S Plum St crossing, bus stop improvements, other potential improvements	S Grand St, S Plum St, S College St crossings, bus stop improvements, other potential improvements	S Plum St crossing, bus stop improvements, other potential improvements
All ages and abilities bike facility*	Yes	Yes, except from S College St to S Bayview St — unbuffered bike lane on Rainier Ave	Yes
Left turn access	Restricted/no turn lane (some design flexibility)	Restricted/no turn lane	Restricted/no turn lane (some design flexibility)
Freight access Lane widths	10.5 feet	11 feet	10.5 feet
Safety considerations	Preferred lane width for freight is 11 feet; left turn restrictions could cause diversion onto neighborhood streets	Two uncontrolled freeway ramp bike crossings; left turn restrictions could cause diversion to neighborhood streets; mixing of passengers and people biking at RapidRide stations	One uncontrolled freeway ramp bike crossing, preferred lane width for freight is 11 feet; left turn restrictions could cause diversion to neighborhood streets; mixing of passengers and people biking at RapidRide stations
Parking	No change	No change	No change

**Numbers based on concept design and are subject to change. Left turn restrictions could potentially cause diversion on to neighborhood streets.*

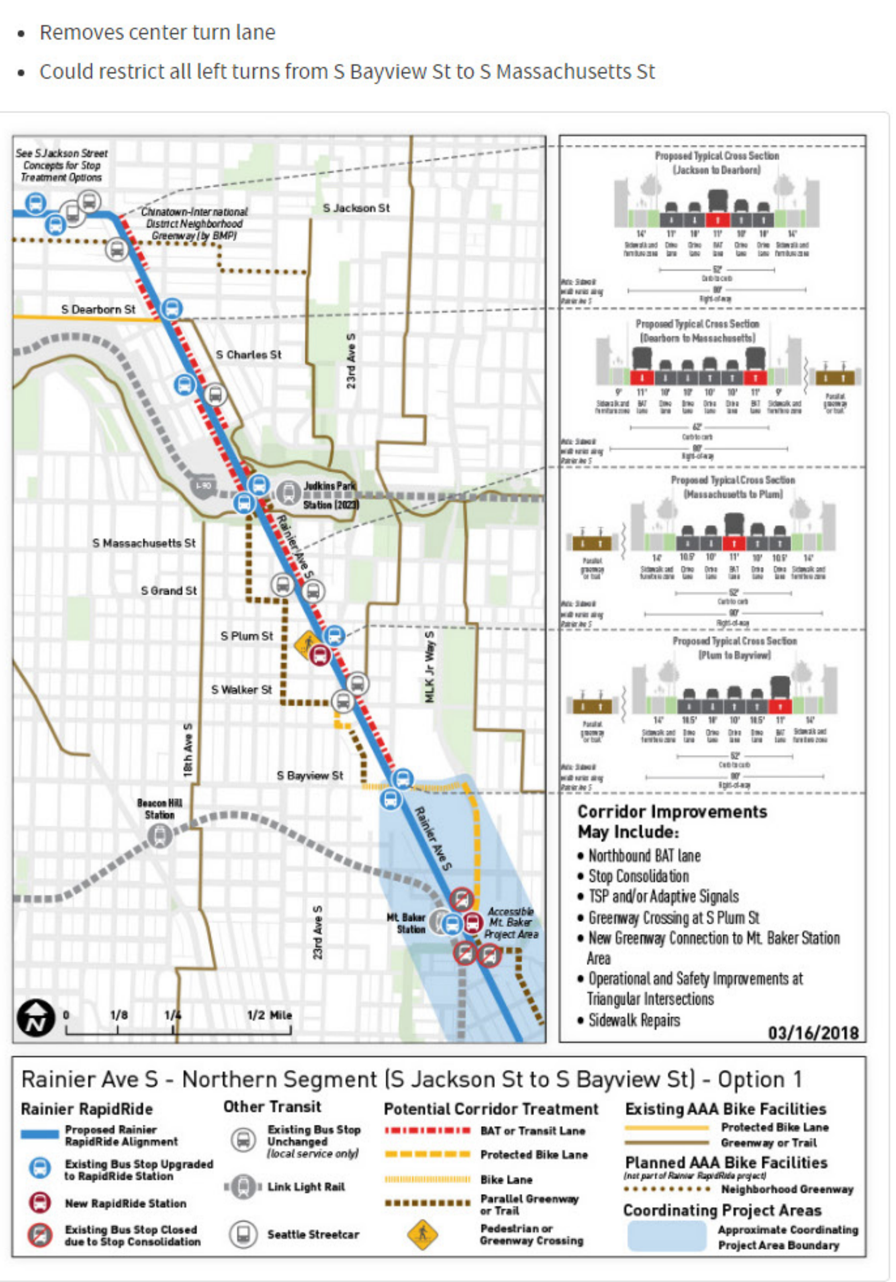
Option 1 –

Description:

- Adds bus lanes primarily in the northbound direction, with some southbound lanes
- Provides all ages and abilities bike facilities off of Rainier Ave S
- Adds a pedestrian crossing at S Plum St
- Maintains two travel lanes in each direction

Impact:

- Removes center turn lane
- Could restrict all left turns from S Bayview St to S Massachusetts St



Click map to enlarge

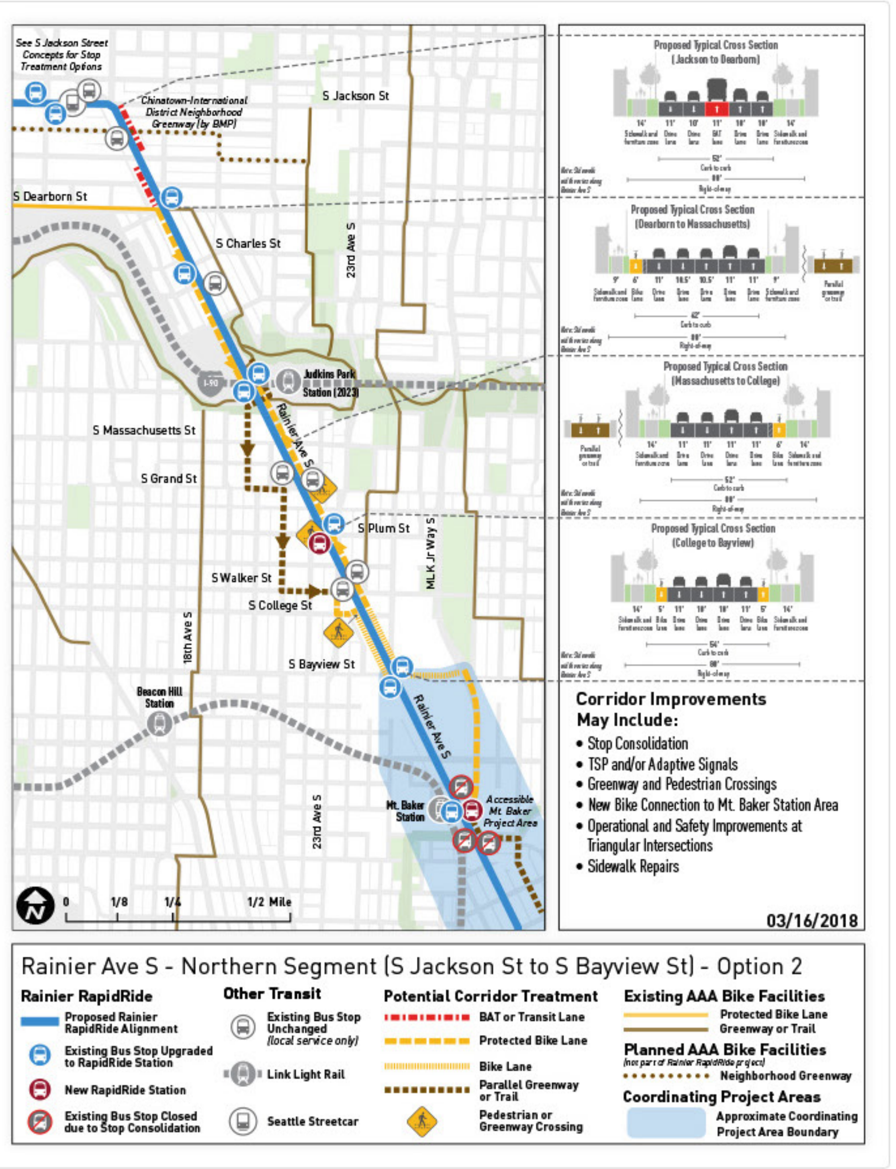
Option 2 –

Description:

- Adds bus-only lanes on Rainier Ave to help buses turn and navigate traffic around the Rainier Ave S and S Jackson St intersection
- Adds both northbound and southbound protected bike lane facilities on Rainier Ave S
- Provides connections to high-quality bike facilities off Ranier Ave S
- Adds pedestrian crossings at S Grand St, S Plum St, and S Bayview St
- Maintains two travel lanes in each direction

Impact:

- Removes center turn lane
- Restricts all left turns from S Bayview St to Massachusetts St



Click map to enlarge

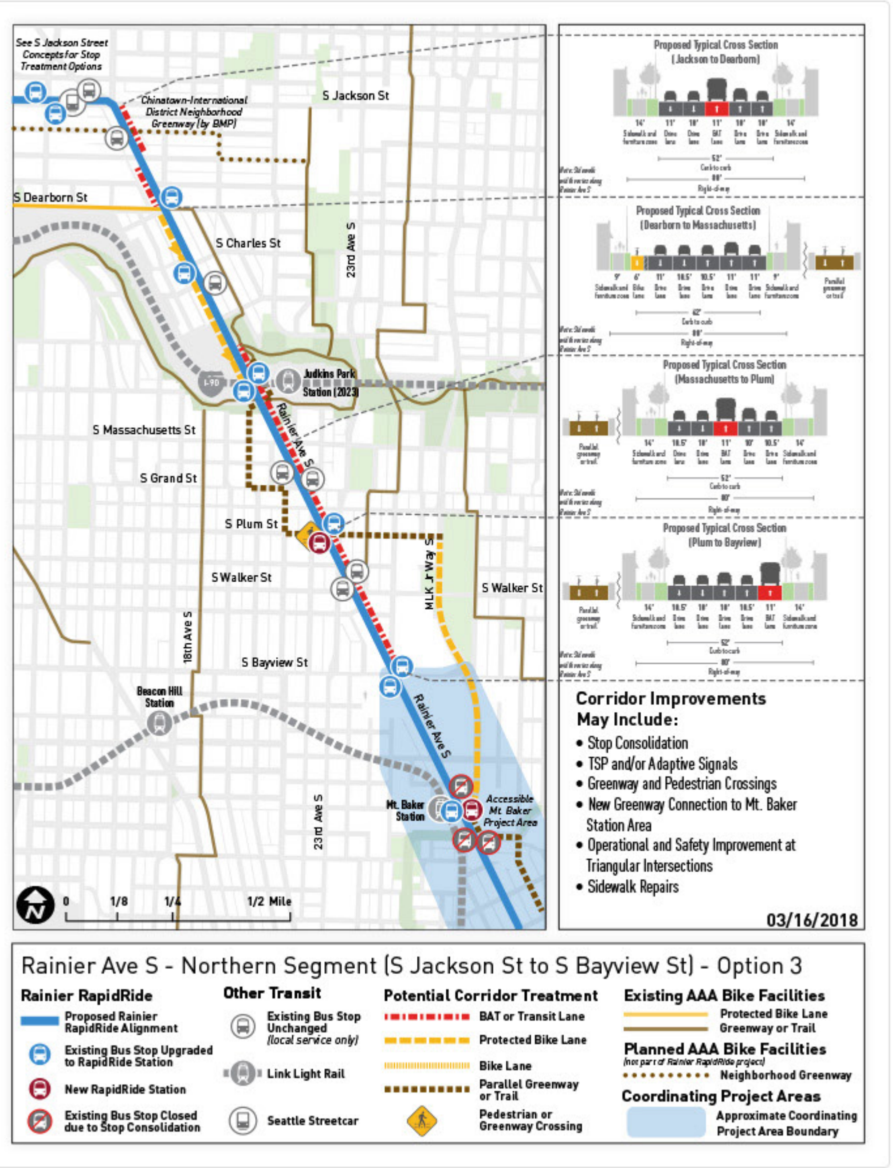
Option 3 –

Description:

- Adds a northbound bus-only lane
- Adds a southbound protected bike lane on Rainier Ave S
- Provides high-quality bike facilities off Rainier Ave S, including a protected bike lane at Martin Luther King Jr Way S
- Adds pedestrian crossings at S Grand St, S Plum St, and S Bayview St
- Maintains two travel lanes in each direction

Impact:

- Removes center turn lane
- Restricts all left turns in both directions



Click map to enlarge

Previously Considered –

Description:

- Adds a bike lane in each direction, protected only by a transit lane and no other buffer
- Adds a transit lane in each direction

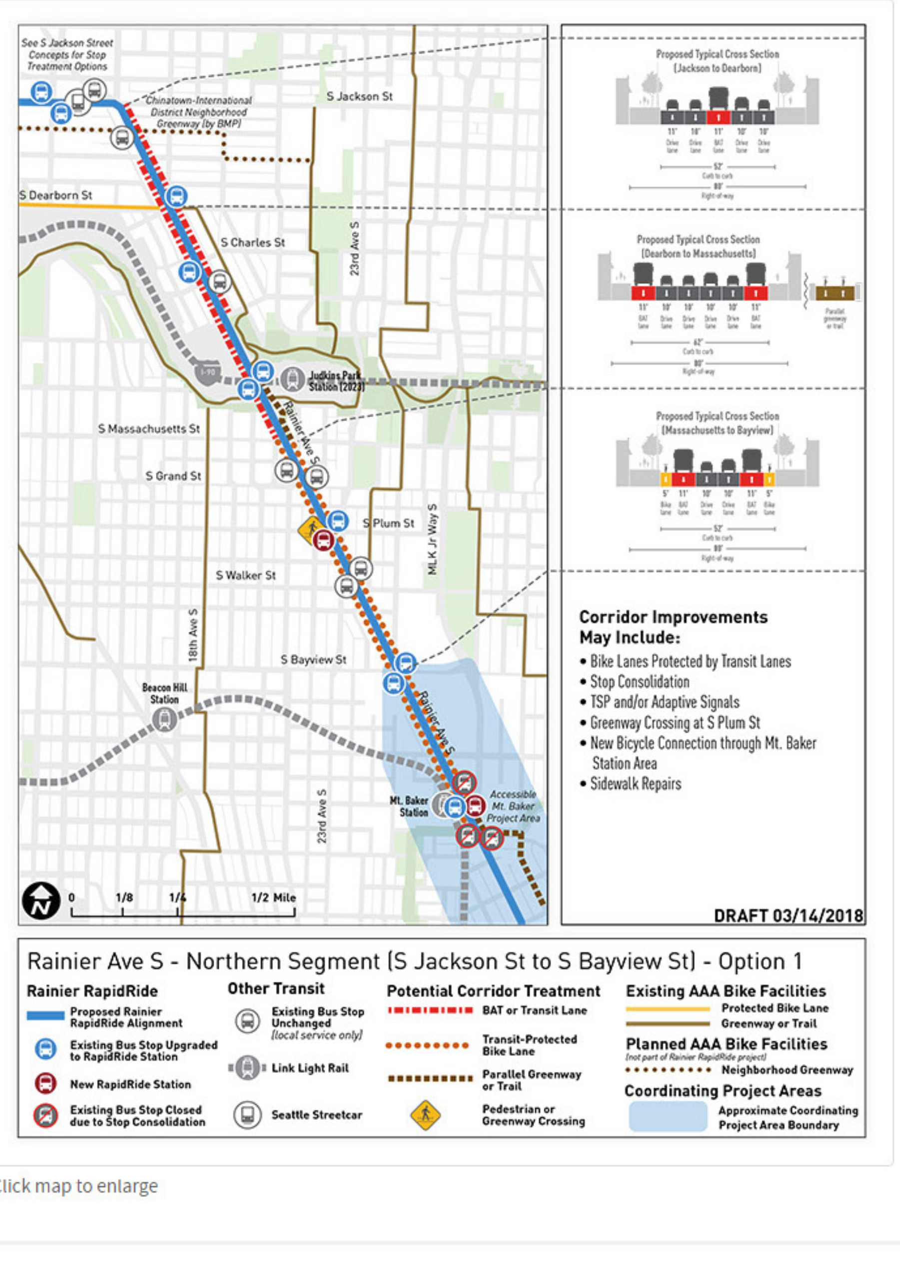
Impact:

- Provides just one general purpose travel lane in each direction between S Bayview St and S Massachusetts St
- 10 minutes or more in traffic travel time plus significant diversion in peak travel times

Why we are not advancing this option further:

This part of Rainier Ave S serves about 36,500 average daily vehicles. One 10-foot lane in each direction cannot accommodate this vehicle volume and increases the risk of crashes on this designated transit, bike and freight route. Therefore, this option is not being advanced for consideration based on safety and operational challenges.

	Previously considered option, not advanced
Description	Adds bus-only lanes and bike lanes in both directions on Rainier Ave S
Bus travel time – northbound PM peak	Up to 3 min faster (benefits in AM peak are likely larger)
Bus travel time – southbound PM peak	Up to 1 min faster
Bus reliability	Potentially improved
Traffic travel time PM peak, both directions	10+ minutes and significant diversion (impacts in AM peak are likely larger)
Pedestrian improvements	S Plum St crossing, bus stop improvements, other potential improvements
All ages and abilities bike facility*	No - unbuffered bike lane on Rainier Ave
Left turn access	Restricted/no turn lane
Freight access Lane widths	10 feet
Safety considerations	Preferred lane width for freight is 11 feet; bike lane does not have buffer or physical protection; congestion and left turn restrictions would cause diversion on to neighborhood streets; mixing of passengers and people biking at RapidRide stations
Parking	No change



Click map to enlarge

Survey

1. When traveling on Rainier Ave S between S Jackson St to S Bayview St, which of these three options do you prefer:

- Option 1 adds bus-only lanes to keep buses moving and Neighborhood Greenway connections
- Option 2 includes a mix of protected bike lanes, bike lanes, and Neighborhood Greenway connections
- Option 3 is a hybrid option that includes both bus-only lanes, protected bike lanes, and Neighborhood Greenway connections
- Other (please specify):

2. For your preferred option, do you have any additional recommendations?

3. What is most important to you in this section of Rainier Ave S? Select your top 3 preferences.

- Bus speed and reliability
- Reduce vehicle speed for safety considerations
- Keeping cars and freight moving
- Bike facilities on Rainier Ave S
- Bike facilities off of Rainier Ave S
- Pedestrian accessibility and new crossings
- Keeping wide enough lane widths for freight use
- Other (please specify):

4. Please share any other thoughts or feedback about these options or the section of Rainier Ave S between S Jackson St and S Bayview St.

Submit

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Mt. Baker to Columbia City

Between Mt. Baker and Columbia City, we are looking at a range of smaller changes to improve the speed and reliability of bus service while improving safety. Corridor wide changes like smart signals, off-board fare payment and stop consolidation would improve bus speed and on-time arrival. To learn more about corridor-wide investments visit the RapidRide Rainier page.

New crosswalks to help people get to buses and improve intersections and other targeted safety changes will help improve safety. SDOT would like to hear your ideas for how to improve safety in this segment, especially in the vicinity of Charleston St and Genesee St. Potential improvements by the bicycle program are also indicated.

Benefits

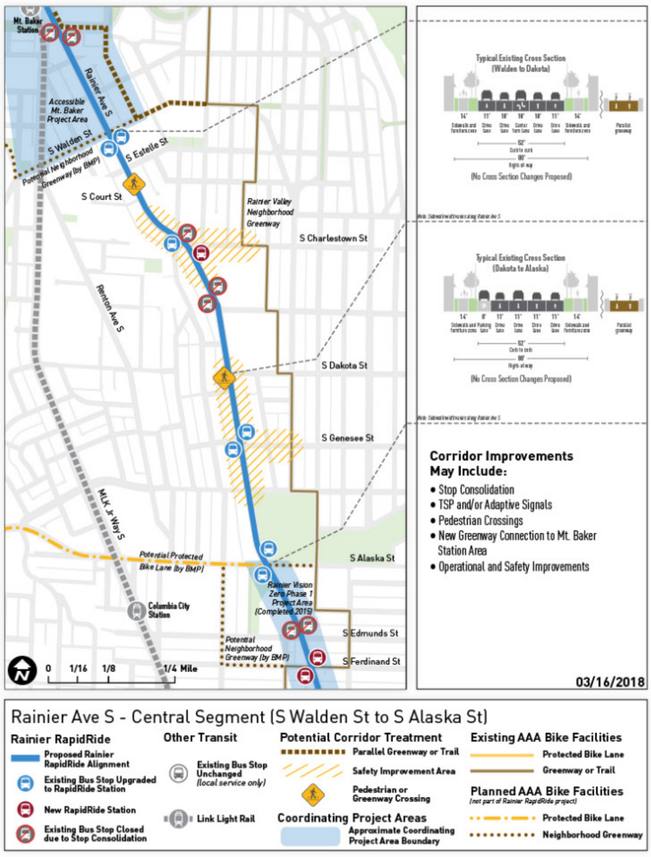
- Decrease bus travel times and improve bus reliability through bus stop consolidation
- Improve safety and access for people walking and biking with new crosswalks
- Keeps existing on-street parking on Rainier Ave S

Tradeoffs

- You may have to walk further to reach your closest bus stop
- People biking are encouraged to use the Rainier Valley Neighborhood Greenway rather than biking on Rainier Ave S

Bus travel time – northbound PM peak	Up to 2 min faster
Bus travel time – southbound PM peak	Up to 2 min faster
Bus reliability	Improved
Traffic travel time PM peak both directions	Little or no change
Pedestrian improvements	New or improved crossings, bus stop improvements, other potential improvements
All ages and abilities bike facility*	Yes
Left turn access	Similar to today (some possible restrictions)
Freight access	No change
Safety considerations	Seeking input on possible safety enhancements near S Charlestown St and S Genesee St
Parking	Depends on proposed changes

Per Designing for All Ages & Abilities, Contextual Guidance for High-Comfort Bicycle Facilities



Survey

1. What is most important to you in this section of Rainier Ave S? Select your top 3 preferences.

- [ ] Bus speed and reliability
- [ ] Reduce vehicle speed for safety considerations
- [ ] Keeping cars and freight moving
- [ ] Pedestrian accessibility and new crossings
- [ ] Connections to existing neighborhood greenways
- [ ] Keeping parking on Rainier Ave S
- [ ] Other (please specify):

2. Are there other locations in this section of Rainier Ave S where you would recommend a pedestrian crossing?

3. Please share any other thoughts or feedback about these options or the section of Rainier Ave S between S Walden St to S Alaska St.

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Columbia City to Rainier Beach

In addition to being a RapidRide corridor, Rainier Ave is also a Vision Zero corridor. Seattle's Vision Zero program has a goal to reach zero traffic fatalities or serious injuries by 2030. RapidRide Rainier and Vision Zero are working in partnership to maintain bus efficiency and reliability while also improving safety along Rainier Ave S. The RapidRide Rainier project will construct new stations and may build other civil improvements. We'll be monitoring the street continuously and will make additional changes as needed.

Vision Zero Phase 1 – Already Completed

In 2015, we completed the redesign of Rainier Ave Vision Zero Phase 1 when we redesigned Rainier Ave S between S Alaska St and S Kenny St from four to three lanes. This project successfully improved safety along Rainier Ave S in Columbia City and Hillman City. Highlights from our one-year evaluation report include:

- Collisions reduced by 15%
- Vehicle speeds reduced by 16% northbound and 10% southbound
- Zero serious injury or fatal crashes in the area we redesigned

In addition to these safety improvements, we also found that transit travel times improved by 1 minute in the southbound direction during the PM peak hour.

Stay up to date! Sign up for project email updates.

Check out the "Phase 2 - recommended design (coming this fall!)" tab below to learn more about construction planned for fall 2018!

Phase 2 – what we heard

Last year, we asked for your feedback on two design alternatives for Phase 2 of the Rainier Ave S Corridor Improvements Project – from S Kenny St to S Henderson St. Here are the key traffic impacts of each alternative, and key points of feedback that we heard:

	Alternative 1 (Dedicated northbound bus lane)	Alternative 2 (Protected bike lanes)
Traffic operational impacts	• Slight increase in delay at signalized intersections. The intersection with the highest delay is S Othello St, where drivers will experience wait an average of 34 seconds longer.	• Substantial impacts to people driving, taking bus and freight along Rainier • Need for center turn lanes throughout the project area, due to side street access demand
What we heard	• Support for center-turn lane • Support for dedicated bus lane(s) to improve bus travel times • Desire for frequent and reliable transit on Metro Route 7 and future RapidRide • Senior populations preferred Alterative 1, but expressed concerns about potential bus stop consolidation due to mobility challenges	• Generally, women with children expressed they preferred Alternative 1, but selected Alternative 2 because they support their children having bike lanes in the future • Support maximizing number of parking spaces for adjacent multifamily use

You can learn more about what we heard in our outreach summary and the results of the traffic analysis.

Phase 2 – recommended design (coming this fall!)

Phase 2 – Recommendation

We're planning to start construction as soon as fall 2018.

This design will:

- Maintain on-street parking with a dedicated parking lane
- Add a center left-turn lane
- Provide a northbound dedicated Business Access and Transit lane

Cross-section illustrating new street design for Rainier Ave S between S Kenny St and S Henderson St, through Alternative 1.Note: the bus lane is shown in red for emphasis, although red paint is not currently planned for this section. Red bus lane paint may be installed after the project has been evaluated.

Rendering of the new street design for Rainier Ave S between S Kenny St and S Henderson St, through Alternative 1. Click rendering to enlarge

Survey

1. How can we make it easier for pedestrians to access the RapidRide Rainier Line when it opens? Select your top two priorities.

- [ ] Add flashing crossing beacons at existing crosswalks
- [ ] Install signs to help you reach your destination or bus stations
- [ ] Repair damaged sidewalks
- [ ] Improve street lighting
- [ ] Other - Write In

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Henderson to Rainier Beach Station

Metro Route 7 currently ends service at two different locations in Rainier Beach. One out of every three buses continues south along the Prentice Loop primarily along Waters Ave S. A goal for new RapidRide lines is to connect riders to other transit opportunities, building a fast, frequent, and easy-to-use transit network across Seattle. To achieve this goal, we're proposing to have RapidRide Rainier run on S Henderson St to the Rainier Beach Station.

Why connect RapidRide to light rail?

Connecting RapidRide Rainier to light rail:

- Offers a way to easily transfer between bus and light rail
- Builds a fast and frequent transit network to help you get where you need to go
- Keeps the bus route consistent and easy to use

Future bus service for the Prentice Loop

Our goal for RapidRide service is to provide a simple, straightforward route that doesn't change, so you know where your bus will go every time you ride. We also want to provide seamless connections to light rail stations and build an efficient transportation network. King County Metro has not yet determined how the Prentice Loop area will be served after RapidRide opens; Metro plans to conduct additional analysis and outreach closer to the launch of the RapidRide Rainier Line.

Options for S Henderson St

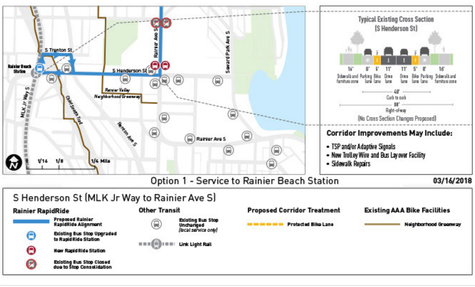
We are presenting two options for the section on S Henderson St from Rainier Ave S to the Rainier Beach Station. Both options:

- Add a new bus station at Rainier Ave S and S Henderson St
- Install new overhead wires to support electric RapidRide buses running on S Henderson St
- Expand existing bus layover area near the Rainier Beach station and increases bus volumes on Marin Luther King Jr Way S, S Trenton St, and Renton Ave S

	Option 1	Option 2
Bus travel time – northbound PM peak	Currently no Metro Route 7 service on Henderson	Currently no Metro Route 7 service on Henderson
Bus travel time – southbound PM peak	Currently no Metro Route 7 service on Henderson	Currently no Metro Route 7 service on Henderson
Bus reliability	Currently no Metro Route 7 service on Henderson	Currently no Metro Route 7 service on Henderson
Traffic travel time PM peak both directions	No change expected	No change expected
Pedestrian improvements	Bus stop improvements	Bus stop improvements
All ages and abilities bike facility*	No – unbuffered bike lane	Yes
Left turn access	No change	No change
Freight access	11 feet	11 feet
Safety considerations	No change	Integrates with potential Rainier Ave/Henderson "protected intersection"
Parking	No change	Preserves about 50%

Option 1

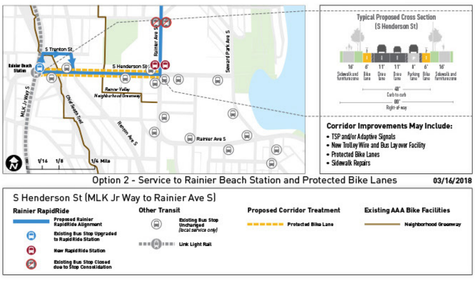
Option 1 would not change the street, keeping the existing bike lanes and on-street parking on S Henderson St.



Click map to enlarge

Option 2

Option 2 converts the existing bike lanes into protected bike lanes on both sides of S Henderson St. This would require the removal of about 30 on-street parking spaces on the south side of the street.



Click map to enlarge

Survey

1. What is most important to you in this section of Rainier Ave S? Select your top 3 preferences.

- [ ] Bus speed and reliability
- [ ] Direct connection from RapidRide Rainier to the Rainier Beach Light Rail station
- [ ] Provide service to the Prentice Loop
- [ ] Bike lanes on S Henderson St
- [ ] On-street parking on S Henderson St
- [ ] Pedestrian accessibility and sidewalk repairs
- [ ] Repaving S Henderson St for a smoother ride
- [ ] Keeping parking on Rainier Ave S
- [ ] Other (please specify):

2. If the RapidRide Rainier line extended west on S Henderson St to connect to the Rainier Beach Light Rail station, we would need to add new overhead bus trolley wire along S Henderson St, including segments of MLK, S Trenton St, and Renton Ave S. How do you feel about this?

- ( ) Strongly favor
- ( ) Somewhat favor
- ( ) Neutral
- ( ) Somewhat oppose
- ( ) Strongly oppose

3. If the RapidRide Rainier line extended west on S Henderson St, Metro would need to increase bus layover near the Rainier Beach Station. This could include more bus layover on S Henderson St, S Trenton St or Renton Ave S. This would also increase bus volumes on these streets and could result in removal of some on-street parking. How do you feel about this?

- ( ) Strongly favor
- ( ) Somewhat favor
- ( ) Neutral
- ( ) Somewhat oppose
- ( ) Strongly oppose

4. If the RapidRide Rainier line extended west on S Henderson St, we could add protected bike lanes on S Henderson St. Adding these protected bike lanes would require us to remove on-street parking (about 30 spaces) on the north side of S Henderson St. Knowing this, how do you feel about adding protected bike lanes on S Henderson St?

- ( ) Strongly favor
- ( ) Somewhat favor
- ( ) Neutral
- ( ) Somewhat oppose
- ( ) Strongly oppose

5. Please share any other thoughts or feedback about these options or the section of Rainier Ave S between S Henderson St and the Rainier Beach Light Rail station.

6. Would you like to be included on the Prentice Loop stakeholder list?

- ( ) Yes - email address:
- ( ) No

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Thank You!

Thank you for participating in the RapidRide Rainier online open house!

We recognize that the Rainier Valley is home to some of the most diverse communities in Seattle. Your voluntary input into our survey will help us guide future outreach in your community. Thank you for providing your feedback to the questions on this page.

Stop by one of our tables to learn about the project, ask questions, and chat with the project team:

King Donuts

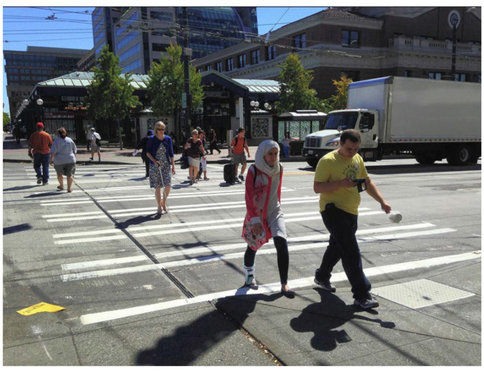
- March 28, 2018
- 3 to 5 PM
- 9232 Rainier Ave S

Viet Wah Asian Supermarket

- April 2, 2018
- 12 to 2 PM
- 1032 S Jackson S

Rainier Farmer Market

- April 6, 2018
- 1 to 3 PM
- 2119 Rainier Ave S



Survey

1. How did you hear about this online open house?

- [ ] Mailer
- [ ] Email from SDOT
- [ ] Email from King County Metro
- [ ] Facebook
- [ ] Twitter
- [ ] News article/blog
- [ ] Word of mouth
- [ ] Other (please specify):

2. What is your home zip code?

3. Are you familiar with any of the below projects occurring in Southeast Seattle? Select all that apply.

- [ ] Accessible Mt Baker
- [ ] 23rd Ave Corridor Improvements Project
- [ ] Rainier Ave S Vision Zero Phase II
- [ ] Sound Transit Judkins Park/I-90 Station
- [ ] Rainier Paving - S Massachusetts St to S Dearborn St
- [ ] Rainier Valley Neighborhood Greenway
- [ ] S King St Neighborhood Greenway

Please tell us a little more about yourself. All questions are optional.

Privacy Notice:
Information provided in this survey is considered a public record and may be subject to public disclosure. For more information, see the Public Records Act, RCW Chapter 42.56. To learn more about how we manage your information, see our Privacy Statement.

4. What race/ethnicity best describes you? Select all that apply.

- [ ] American Indian or Alaska Native
- [ ] Asian or Pacific Islander
- [ ] Black or African-American
- [ ] West African (please specify):
- [ ] East African (please specify):
- [ ] Hispanic or Latino
- [ ] White or Caucasian
- [ ] I'd rather not say
- [ ] Other (please specify):

5. What gender do you identify with?

- ( ) Male
- ( ) Female
- ( ) Transgender
- ( ) I'd rather not say
- ( ) I'd prefer to self-describe:

6. Would accommodations in any of the following areas make engaging on this project easier or more comfortable for you? Select all that apply and describe your needs.

- [ ] Mobility
- [ ] Vision
- [ ] Hearing
- [ ] Cognitive
- [ ] None
- [ ] Other (please specify):

7. What is your age?

- ( ) 19 or younger
- ( ) 20-24
- ( ) 25-34
- ( ) 35-44
- ( ) 45-54
- ( ) 55-64
- ( ) 65 or older
- ( ) I'd rather not say

8. What category best describes your annual household income?

- ( ) Below $20,000
- ( ) $21,000 - $40,000
- ( ) $41,000 - $60,000
- ( ) $61,000 - $80,000
- ( ) $81,000 - $100,000
- ( ) $101,00 - $150,000
- ( ) $151,000 - $200,000
- ( ) $200,000 or more

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