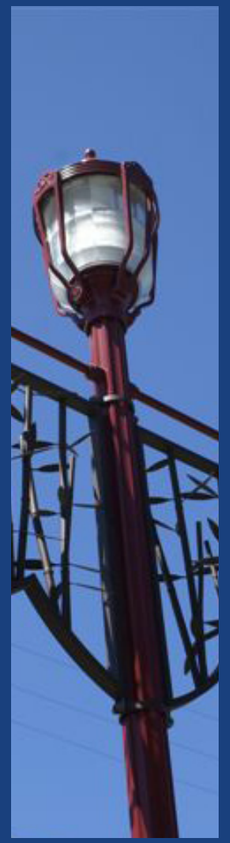

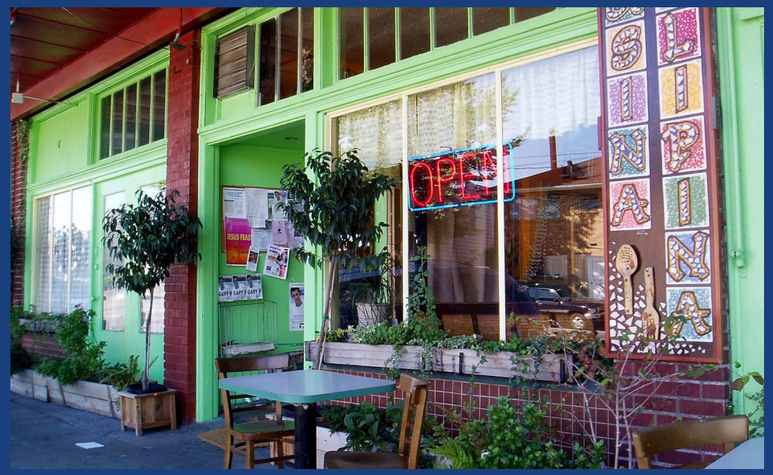

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Southeast Transportation Study
Needs and Opportunities

Prepared for Seattle Department of Transportation by
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Mirai Associates Inc.
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October 2006

SDOT
Seattle Department of Transportation

Southeast Seattle: Change is Happening Now

Southeast Seattle is a diverse area with a rich history and a strong sense of community. It is now experiencing rapid change with construction of Seattle's first light rail line marking a major milestone.

By 2009, when Link trains start running, Sound Transit will have invested over a billion dollars in Southeast Seattle, fundamentally altering both mobility options for its residents and its accessibility to the broader region.

Although twenty years from now much of Southeast Seattle will probably look a lot like today, people living there are likely to experience their community very differently. Along residential streets there may be few obvious signs of the changes that will almost certainly occur around light rail stations, in neighborhood business districts, and where multi-family zoning is in place.

Already, NewHolly and Rainier Vista are replacing World War II era temporary housing, adding density and connecting street grids. In Columbia City, old buildings are being refurbished and new customers are strolling up and down

NewHolly

the street. Throughout the area, existing buildings, both commercial and residential, are being improved, new businesses are opening, and new apartments and townhomes are being built. In response to demands from community organizations, Southeast Seattle is now unique in the city in allowing backyard apartments, which could create new rental housing, increase density, and potentially make homeownership affordable to more families.

The People of Southeast Seattle

In order to best serve residents and businesses in the study area, it is important to understand who they are. The study area encompasses approximately ten square miles and includes many different communities. The demographic analysis completed for this Study can be deceiving because it reports totals and averages for the entire area, masking some of the differences between communities.

Over 40 different languages spoken, among them: Chinese, Tagalog, Vietnamese, Spanish, Japanese, Monkhmer/Cambodian, Laotian, and a variety of African and Pacific Island languages.

24% of the population is **under 18 years old,** compared to 15% city-wide. Areas zoned multi-family have even higher youth populations.

35% of the population is **foreign-born,** about twice as many as for the city as a whole.

The median income for the study area is $44,700, comparable to the city-wide median of $45,700, but Rainier Valley, just one of the neighborhoods in the study area, is considerably lower with a median income of $38,731. The overall poverty level, 13%, is about the same as the city-wide level, but Rainier Valley's poverty level, at 18%, is **50 percent** higher than the city-wide average of 12%.

Educational attainment is lower than the city-wide average: nearly **25%** of residents have not finished high school, compared to just over 10% city-wide.

Households are large: 2.86 people on average compared with 2.08 city-wide.

Home ownership is high: 62% versus a city-wide average of 48%.

The elderly population, at 13%, is about the same as the city-wide average. Most of the elderly live in areas zoned single-family and along the Lake Washington waterfront.

How and where people live is also diverse. Pockets of residential areas with large lots, no curbs, gutters, or sidewalks and often sub-standard road conditions, most likely reflect remnants of a once strong near-rural truck farming community. Other neighborhoods are comprised of homes on large lots with views of Lake Washington and Mt. Rainier. Some residential streets are built on a traditional grid, while other roads curve up and down hillsides or reflect the post World-War II pattern of cul-de-sacs.

Multi-family zoning is located predominantly along the north-south corridors, and newly constructed multi-family units are increasing density in those areas. The Seattle Housing Authority owns and operates four family-housing communities in Seattle, two of them located in Southeast Seattle: Rainier Vista and NewHolly. Seattle Housing Authority also operates a senior housing program in Columbia City with 65 units.

Southeast Effective Development, SEED, is developing a 500-unit mixed-use project: 208 units will be independent living for low- and moderate-income elderly, 178 units will be affordable family housing, and the remaining units will be developed to meet a variety of community needs.

Commercial centers range from the larger Columbia City and North Rainier Town Center to single commercial sites tailored to specific markets such as the Polynesian Grocery at MLK and S. Henderson. Some commercial nodes draw people from a broad geographic area. For example, King Plaza at MLK and S. Myrtle draws shoppers from throughout the region, and even as far away as Oregon and British Columbia, who drive to this popular destination for hard-to-find specialty products.

Light rail construction at McClellan Station

Transportation Changes

With the same topographic challenges as the rest of the city, Southeast Seattle is less than three miles wide at its widest point, constrained by water, the I-5 freeway, and a series of large and small ridges that limit east-west travel.

Only three streets run the length of the study area: Beacon Ave., Martin Luther King Jr. Way S. and Rainier Ave. S. East-west travel is similarly constricted with no uninterrupted arterials running from Lake Washington all the way to I-5.

Looking ahead, technology will overcome topography. The Link light rail investment will transform Southeast Seattle into one of the most accessible places in the region. By 2030, Link will have been operating for 20 years and service will likely have been extended north to Capitol Hill, the University District and Northgate, and ultimately on into Snohomish County, across Lake Washington, and towards Tacoma. Southeast residents will have fast, reliable connections to major destinations throughout Seattle and the region. At the same time, residents throughout the region will have easy access to Southeast Seattle and all it has to offer.

Building on a Firm Foundation

Decades of political foresight, neighborhood activism and thoughtful planning have led to the changes taking place in Southeast Seattle today are the results of decades of political foresight, neighborhood activism and thoughtful planning. Seattle's Comprehensive Plan established five Urban Villages: North Beacon Hill, North Rainier, Columbia City, MLK at Holly Street and Rainier Beach. Neighborhoods developed plans for each Urban Village and, once the Link alignment was nailed down, Station Area Plans addressed the five station areas. The Transportation Strategic Plan defines implementation strategies for the transportation goals of the Comprehensive Plan. This work provides a firm foundation for a 20-Year Transportation Plan.

Southeast Transportation Study Background

The Link investment and the Mayor's Action Agenda, taken together, create a rare opportunity to achieve the goals of the City's Comprehensive and Transportation Strategic Plans and to implement the visions captured in the Neighborhood Plans prepared for each urban village.

The Southeast Transportation Study (SETS) will identify and prioritize transportation projects and programs looking ahead to 2030, and will develop a funding strategy for implementation.

Working with community leaders, the City of Seattle's Department of Transportation (SDOT) will evaluate transportation projects based on the following goals:

- **Develop solutions** to improve transportation safety, mobility and accessibility for Southeast Seattle's communities.
- **Capitalize on the Link investment** to connect neighborhoods to light rail, and Southeast Seattle to the region.
- **Support the goals and objectives** of Southeast Seattle's Neighborhood Plans and Station Area Plans as well as the City's Comprehensive Plan and Transportation Strategic Plan.
- **Support cost-effective investments** to preserve and maintain transportation infrastructure, leveraging other existing efforts and investments where possible.

The study will also address broad issues regarding how transportation works for residents, businesses and visitors.

- **How can land use, economic and transportation choices all work together to achieve the goals of adopted plans?**
- **How can urban village centers be strengthened to meet more of the daily needs of surrounding residents within walking distance of their homes?**
- **How will the street network meet the challenges of future growth?**

In short, how will streets function not only as transportation corridors where people travel, but also as places along which people live, shop, study, worship, and play?

An Existing Conditions report, completed in 2005, highlighted specific themes as well as issues associated with geographic subareas. It was agreed that the SETS focus will be to:

- **Encourage transportation investments** that support light rail and Southeast Seattle's economic vitality.
- **Improve use of and access** to east-west corridors.
- **Improve functionality** of major north-south corridors and balancing the needs of different transportation modes.
- **Improve pedestrian and bicycle** connections and accessibility.
- **Encourage increased transit service** between neighborhoods and light rail stations.
- **Improve safety** for a diverse population including elderly and children.
- **Address mode conflicts**.

The primary **geographic focus** of SETS is:

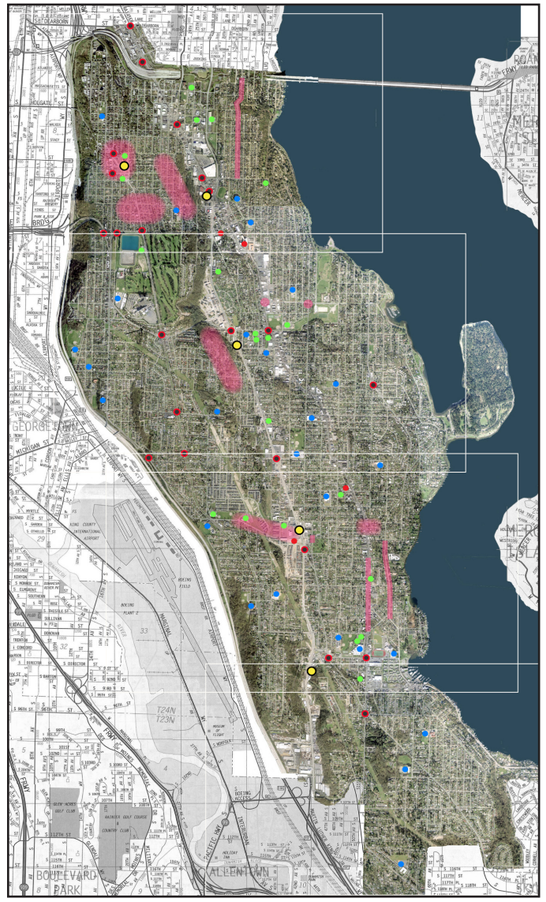
- Areas within ½ mile of light rail stations.
- Major east-west connectors.
- Major commercial/residential hubs.
- Major north-south roadways except for Martin Luther King Jr. Way S (MLK), which is already being improved through light rail construction. East-west connectors to MLK will be included in this study.

Phase One

Phase One of the SETS identified a variety of transportation needs. The Study team:

- **Reviewed** over 20 past plans and studies completed in the study area since 1998.
- **Collected** existing transportation data such as transit routes and frequency, pedestrian and bicycle networks, arterial street network, traffic volumes, and collision data.
- **Analyzed** census data to determine area demographics and travel patterns of residents.
- **Collected** identified SDOT (2005) maintenance and roadway improvement needs that are planned but currently unfunded.
- **Reviewed** current City policies, including the most recent updates of the Comprehensive Plan and the Transportation Strategic Plan.

The team then compiled over 300 projects into a matrix that is the starting point for analyzing problems, developing proposed improvements and preparing a prioritized project and program list.



The study area spans from I-5 to the west, Lake Washington to the east, the city boundary to the south, and I-90 to the north. It also includes the area bounded by S. Dearborn Street, Davis Place SE, and I-90.

Phase Two

Since July 2005, the project matrix has been reviewed, gaps identified, and more information added. With the addition of new information, **the initial matrix grew to over 500 items;** some of these are projects, some are programs, and some are not specific. Collectively, all items are now listed as 'actions'.

From Needs to Actions

In order to move forward with actions it is necessary to first confirm the needs. For instance, an item captured on the needs project matrix states: "Install curb bulbs at S. McClellan St. and Beacon Ave S". A site visit confirmed that the need, or problem, is unsafe crossing conditions for pedestrians. Installing curb bulbs is one possible solution but not necessarily the only one.

The next step of the Study will consider a range of approaches to each of the identified problem areas, taking into account current conditions as well as future changes, including growth in population and employment, changes in development patterns, and changes in traffic and transportation patterns and demands.

Bus stop on Rainier Avenue in Columbia City

Using this Document

For convenience, the map of Southeast Seattle has been broken into four parts, from north to south. The following four two-page spreads summarize the key elements and issues for a portion of the study area, highlighting the transportation opportunities and challenges for each area.

Pages 12-13 then add detail about area-wide issues, including transit and cycling, as well as a list of High Accident Locations and 2030 projections for the most congested intersections. There is also information about how potential projects will be evaluated.

Finally, the last several pages of the document present the current needs matrix, sorted by area and, for projects not specific to one area, by category.

Cyclist and bus share a lane on Beacon Avenue

North Beacon Hill

Place

Business District Development

- Shopping and services: Two supermarkets, restaurants, banks, barbers/hair salons, bakery, car repair and other small services. Lacks broader range of services and shops.
- Strong anchors: Public library and El Centro de la Raza.
- Major employers: None within urban village. Amazon.com is to north and VA Hospital is to south.

What works

- Wide streets, good sidewalks in most places, ample customer parking without huge parking lots, relatively moderate traffic volumes on Beacon Avenue.

What doesn't work

- Angled Beacon Avenue cutting across the grid creates difficult street patterns and intersections. Design and operations need to meet needs of all users.

People

North Beacon Hill Residential Urban Village

Density	9 households per acre / 2024 est. 13
Demographics	3,250 people 19% under the age of 18; 22% over 65
Auto Ownership	28% of households have no vehicle.
Journey to Work	31% on transit; 47% drive alone. 85% work in Seattle.
2020 Station Boardings	3,000 a day

Transportation

Pedestrians

- Wide intersections, uncontrolled crossing from Link station to Red Apple.
- Multiple curb cuts and "triangle corner" parking lots.
- Lack of mature street trees; limited urban design treatment.
- New buildings are set behind parking lots fronting on sidewalks.
- Public schools need safe walking routes.

Cyclists

- No bike lanes in core business district.
- Poor connections across I-5 to the west to and from SODO and West Seattle.

Transit

- Metro Route 36 running north-south carries over 7,000 passengers with peak headways under ten minutes.
- There are no east-west routes here because of street pattern and steep grades.

Vehicles

- Drivers shift to residential streets to avoid congestion.
- 15th Avenue S., adjacent to Jefferson Park, currently carries approximately 27,000 vehicles daily. This number is expected to climb to nearly 35,000 by 2030.

Opportunities

The Link station will bring thousands more people a day to the core business district and the proximity to the station will likely spark higher density development on parcels zoned for it, adding potential customers for local businesses.

Challenges

Attracting more customers without attracting their cars; accommodating kiss-and-riders and preventing hide-and-riders; developing an overall urban design plan to guide new projects and redevelopment; enhancing pedestrian and cyclist circulation, safety and amenities. Encouraging a broader mix of retail, services and amenities to attract more walking and biking trips from nearby residents and, ideally, to reduce driving trips to more distant areas.

Rainier Ave. S. & Martin Luther King Jr. Way S.

North Rainier

Place

Business District Development

- Auto-oriented retail: QFC, Rite-Aid, Lowes, strip malls.
- Employers: Retail, services, UW Laundry, Pepsi, Darigold.
- Education and social services: Franklin HS, Lighthouse for the Blind, King County United Way and others.

What works

- Wide streets, good sidewalks, some mature street trees.
- Thriving businesses provide jobs, goods & services to local residents. Specialty retail, such as Borracchini's Bakery and Mutual Fish Company, attract customers from broad area.
- Attractive residential neighborhoods, increasing density.

What doesn't work

- Angled MLK and Rainier intersection, with high traffic volumes, is difficult for walkers and cyclists to navigate.
- Auto-orientation of business uses, large parking lots fronting streets, and many curb cuts, all work against a pedestrian-friendly urban village.

People

North Rainier Hub Urban Village

Density	4 households per acre / 2024 est. 5
Demographics	4,200 residents 23% under the age of 18; 13% over 65
Auto Ownership	29% of households have no vehicle.
Journey to Work	20% on transit; 55% drive alone. 75% work in Seattle.
2020 Station Boardings	3,500 a day

Transportation

Pedestrians

- Intersection at Rainier & McClellan has stop light controlled crossings with ped lights and good sight distances, but the street width is a problem for disabled and slow walkers.
- Spacing of signalized intersections and speeding vehicles make it difficult for pedestrians to cross Rainier Ave. S.
- Free right turn from Rainier to MLK southbound lacks any pedestrian crossing.

Cyclists

- No bike lanes, high traffic volumes, narrow curb lanes and many curb cuts on Rainier.
- No bike lane planned for re-built MLK.

Transit

- Multiple routes serve MLK and Rainier, with frequent headways and very high ridership.
- Buses stop in traffic lane and are not delayed by having to merge into traffic.
- Limited east-west service.

Vehicles

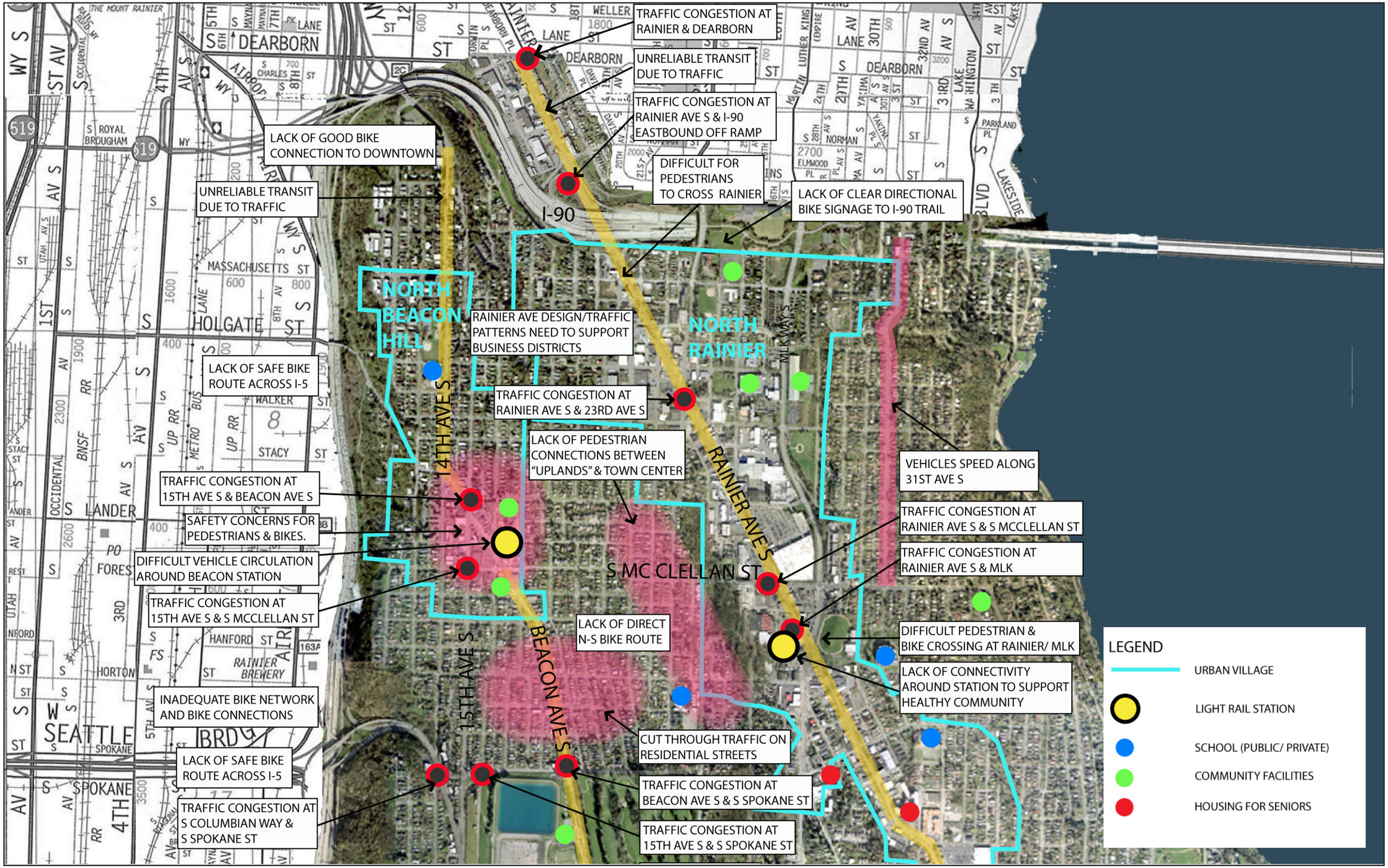
- Rainier Avenue north of McClellan is highest volume arterial in study area.
- Rainier Avenue S and S Dearborn Street is the most congested intersection in the study area.
- Several high accident locations are in this area.

Opportunities

The Washington Traffic Safety Commission recently partnered with the City of Seattle to develop a Rainier Traffic Safety Corridor plan to address corridor safety problems. The Link Station here will have the highest ridership south of downtown. Developers are interested in adding more high density housing in mixed-use projects.

Challenges

Transition from highway-style development to a pedestrian-friendly urban village will take time. Traffic volumes will always be high here because of arterial pattern and large scale retail. Bus facility, to be built across Rainier from the rail station, will require solving safe-crossing issues. Careful planning and design is needed for special needs travelers including the blind, other disabled and seniors.


TRAFFIC CONGESTION AT RAINIER & DEARBORN
UNRELIABLE TRANSIT DUE TO TRAFFIC
TRAFFIC CONGESTION AT RAINIER AVE S & I-90 EASTBOUND OFF RAMP
LACK OF GOOD BIKE CONNECTION TO DOWNTOWN
UNRELIABLE TRANSIT DUE TO TRAFFIC
DIFFICULT FOR PEDESTRIANS TO CROSS RAINIER
LACK OF CLEAR DIRECTIONAL BIKE SIGNAGE TO I-90 TRAIL
I-90
NORTH BEACON HILL
RAINIER AVE DESIGN/TRAFFIC PATTERNS NEED TO SUPPORT BUSINESS DISTRICTS
NORTH RAINIER
LACK OF SAFE BIKE ROUTE ACROSS I-5
TRAFFIC CONGESTION AT RAINIER AVE S & 23RD AVE S
LACK OF PEDESTRIAN CONNECTIONS BETWEEN "UPLANDS" & TOWN CENTER
14TH AVE S
RAINIER AVE S
VEHICLES SPEED ALONG 31ST AVE S
TRAFFIC CONGESTION AT 15TH AVE S & BEACON AVE S
SAFETY CONCERNS FOR PEDESTRIANS & BIKES.
TRAFFIC CONGESTION AT RAINIER AVE S & S MCCLELLAN ST
TRAFFIC CONGESTION AT RAINIER AVE S & MLK
DIFFICULT VEHICLE CIRCULATION AROUND BEACON STATION
S MC CLELLAN ST
TRAFFIC CONGESTION AT 15TH AVE S & S MCCLELLAN ST
LACK OF DIRECT N-S BIKE ROUTE
15TH AVE S
BEACON AVE S
DIFFICULT PEDESTRIAN & BIKE CROSSING AT RAINIER/ MLK
LACK OF CONNECTIVITY AROUND STATION TO SUPPORT HEALTHY COMMUNITY
INADEQUATE BIKE NETWORK AND BIKE CONNECTIONS
CUT THROUGH TRAFFIC ON RESIDENTIAL STREETS
LACK OF SAFE BIKE ROUTE ACROSS I-5
TRAFFIC CONGESTION AT BEACON AVE S & S SPOKANE ST
TRAFFIC CONGESTION AT S COLUMBIAN WAY & S SPOKANE ST
TRAFFIC CONGESTION AT 15TH AVE S & S SPOKANE ST
LEGEND
URBAN VILLAGE
LIGHT RAIL STATION
SCHOOL (PUBLIC/ PRIVATE)
COMMUNITY FACILITIES
HOUSING FOR SENIORS

Visiting in front of the Columbia City Bakery

Columbia City / Hillman City

Place

Business District Development

- Newly thriving Columbia City business district includes: cinema, restaurants, bakery, butcher, bookstore, banks, pharmacy, hair salons, mixed retail and services.
- Hillman City is in transition to potentially more vibrant business district as well.
- Both lack supermarket, hardware, and other retail targeted to daily needs.
- Assets: Farmers Market; public library; Zion Prep; Rainier Valley Cultural Center, Washington State Services for the Blind; large community ccnter nearby.

What Works

- Columbia City's historic district offers attractive and elegant storefronts, some with housing on upper floors. Adjacent residences are also being spruced up.
- Great pedestrian design and feel in Columbia City. Dining and retail displays on sidewalk.
- Hard work of local boosters has paid off with wide variety of small, locally owned and operated businesses.

What Doesn't Work

- Hillman City lags Columbia City in business growth.
- Many drivers speed through as if on a highway.

People

Columbia City Residential Urban Village

Density	6 households per acre / 2024 est. 8
Demographics	4,900 residents 30% under the age of 18; 5% over 65
Auto Ownership	27% of households have no vehicle.
Journey to Work	24% on transit; 51% drive alone. 75% work in Seattle.
2020 Station Boardings	2,900 a day

Transportation

Pedestrians

- This stretch of Rainier has more closely spaced stoplights and narrower crossings.
- Attractive business district street environment; sidewalks extend north and south and into residential neighborhoods.
- Edmunds Link station is ¼ mile to the west.
- Traffic speeds and volumes can be a problem.

Cyclists

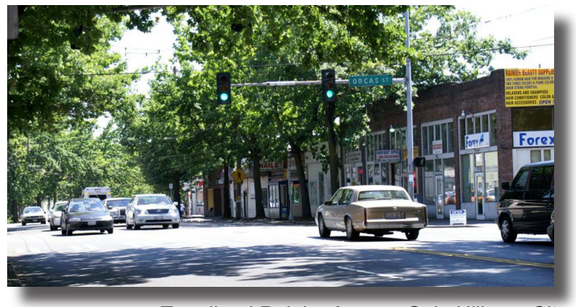
- No bike lanes on Rainier; four travel lanes plus parking use entire road space.

Transit

- Metro Routes 7 and 9 provide frequent, high ridership service.
- Buses are caught in traffic and block traffic at in-lane stops.

Vehicles

- Drivers use Rainier as a major north-south route; congestion, buses stopped in traffic lane, and multiple stop lights slow traffic.
- Alaska and Rainier intersection projected at LOS E in 2030.



Tree-lined Rainier Avenue S. in Hillman City

Opportunities

Adding a supermarket to Columbia City/Hillman City could increase walking trips for local residents. Redevelopment of small strip malls at the north end could add more housing and bring retail up to the street. Columbia City has already become a restaurant destination; proximity to Link could bring in even more customers.

Challenges

Balancing the needs of through travelers on the arterial with the pedestrian environment of the business district. Wayfinding between major assets: Link station, library, cultural and community centers, farmer's market, and business districts. Fitting safe bike routes into a congested street pattern.

Shoppers of all ages visit the Columbia City Farmer's Market

One More Reason to Walk

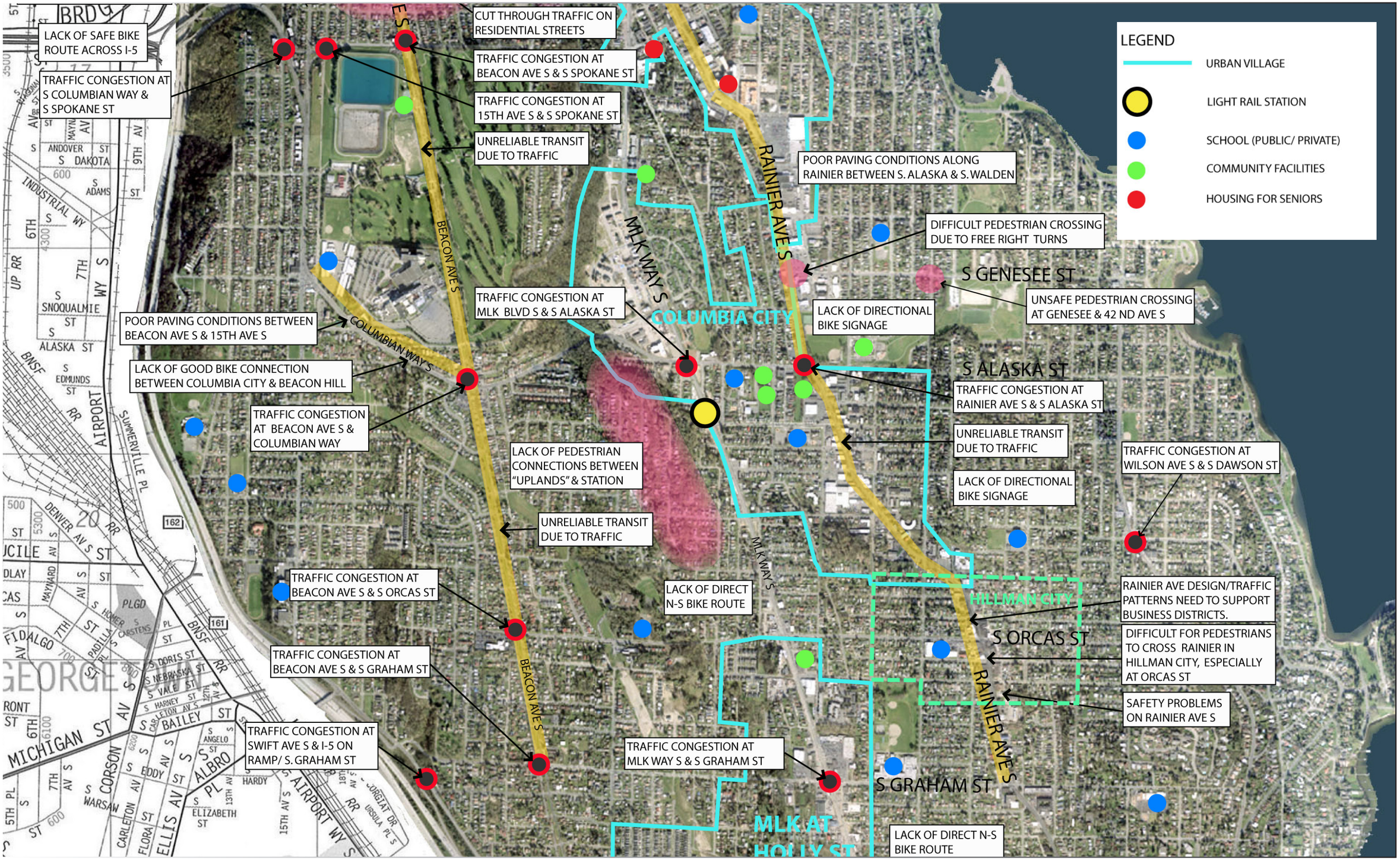
On the first Friday evening of every month, $5.00 buys music lovers a pass to Columbia City's popular BEATWALK (and kids are free). Ten different restaurants and shops host a broad array of live music -- blues, jazz, folk, soul, and more -- "a veritable music feast for the soul."

Unsignalized crossing on Dawson in front of PCC

Seward Park

The Seward Park neighborhood, east of Columbia City and Hillman City, is predominantly single-family. Lake Washington Blvd., an Olmsted boulevard along the lake, is a favorite for cyclists. Traffic volumes are reasonable, and the community wants to ensure that changes to the west do not shift vehicles onto Lake Washington Blvd. A commercial district at the intersection of Wilson Ave. S. and S. Dawson St. includes a PCC supermarket, small retail and restaurants. This stop sign controlled intersection is forecast to be at LOS E in 2030.

Illegally parked cars, vehicles with wide loads, and cyclists all share space on Seward Avenue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TRAFFIC CONGESTION AT 15TH AVE S & S SPOKANE ST
UNRELIABLE TRANSIT DUE TO TRAFFIC
POOR PAVING CONDITIONS ALONG RAINIER BETWEEN S. ALASKA & S. WALDEN
DIFFICULT PEDESTRIAN CROSSING DUE TO FREE RIGHT TURNS
S GENESEE ST
UNSAFE PEDESTRIAN CROSSING AT GENESEE & 42 ND AVE S
TRAFFIC CONGESTION AT MLK BLVD S & S ALASKA ST
LACK OF DIRECTIONAL BIKE SIGNAGE
POOR PAVING CONDITIONS BETWEEN BEACON AVE S & 15TH AVE S
LACK OF GOOD BIKE CONNECTION BETWEEN COLUMBIA CITY & BEACON HILL
S ALASKA ST
TRAFFIC CONGESTION AT RAINIER AVE S & S ALASKA ST
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TRAFFIC CONGESTION AT WILSON AVE S & S DAWSON ST
UNRELIABLE TRANSIT DUE TO TRAFFIC
TRAFFIC CONGESTION AT BEACON AVE S & S ORCAS ST
LACK OF DIRECT N-S BIKE ROUTE
HILLMAN CITY
RAINIER AVE DESIGN/TRAFFIC PATTERNS NEED TO SUPPORT BUSINESS DISTRICTS.
S ORCAS ST
DIFFICULT FOR PEDESTRIANS TO CROSS RAINIER IN HILLMAN CITY, ESPECIALLY AT ORCAS ST
TRAFFIC CONGESTION AT BEACON AVE S & S GRAHAM ST
SAFETY PROBLEMS ON RAINIER AVE S
TRAFFIC CONGESTION AT SWIFT AVE S & I-5 ON RAMP/ S. GRAHAM ST
TRAFFIC CONGESTION AT MLK WAY S & S GRAHAM ST
S GRAHAM ST
MLK AT HOLLY ST
LACK OF DIRECT N-S BIKE ROUTE
COLUMBIA CITY
BEACON AVE S
MLK WAY S
RAINIER AVE S
COLUMBIAN WAY S

New homes overlooking the NewHolly Neighborhood Campus

NewHolly

Place

Business District Development

- Auto oriented small business district.
- Supermarket, groceries, banks, King Plaza, other convenience retail and services.
- Union Gospel Mission headquarters and other churches.
- Nearby is NewHolly Neighborhood Campus, with a new community center, public library and many services and programs.

What Works

- King Plaza and adjacent buildings house specialty local businesses that attract customers from throughout the region and beyond.
- The NewHolly/Othello Station Hope VI project has added almost 600 new homes and a broad mix of income levels and family types.

What Doesn't Work

- Commercial development is highway-oriented, reflecting MLK Jr. Way's history as a state highway.

People

MLK at Holly Residential Urban Village

Density	6 households per acre / 2024 est. 7
Demographics	4,100 people 36% under the age of 18; 7% over 65
Auto Ownership	23% of households have no vehicle.
Journey to Work	23% on transit; 48% drive alone. 76% work in Seattle.
2020 Station Boardings	1,400 a day

Transportation

Pedestrians

- When Link light rail opens the area will remain, at least initially, auto-oriented, with parking between the street and most store fronts.
- Circulation within the NewHolly/Othello Station developments, away from the arterials, works well with comfortable sidewalks and narrow streets.
- Distances between intersections on Othello/Holly Streets are long and crossing between signals can be dangerous.

Cyclists

- There is no bike lane on MLK and none is planned.
- The new Chief Sealth Trail connects from this area to Beacon Avenue.

Transit

- Multiple Metro routes, with frequent service and high ridership, operate here.
- After Link opens some routes will be re-oriented to serve the station.

Vehicles

- The three most congested intersections are Graham at Beacon and at MLK, and MLK at Renton. Other area intersections operate at LOS C or better.
- Traffic is heavy on MLK between Othello and Graham, but lighter to the north and south.
- Graham and Othello/Holly are both major east-west routes.

Opportunities

With NewHolly/Othello Station nearing completion, the number of people living within close walking distance of the business district, and their combined purchasing power, is likely to provide the incentive, over time, for substantial redevelopment and new development of pedestrian oriented shopping, restaurants and services.

Challenges

Developing an overall urban design plan for business district redevelopment that works for current business owners while transitioning to a more pedestrian oriented shopping district with convenient and safe circulation, particularly for children, youth and seniors. Managing safe and convenient access to and from the station for walkers, cyclist and bus transfers. Managing station-related traffic for kiss-and-ride and preventing hide-and-ride. Developing wayfinding plan to tie together business district, NewHolly Campus, Chief Sealth Trail and other destinations. Safe circulation for cyclists traveling to and from locations not on the trail.

The Chief Sealth Trail through NewHolly

A New Neighborhood Takes Shape

NewHolly/Othello Station, a Hope VI development project, is nearly complete. The Seattle Housing Authority replaced 871 WWII-era housing units with 1,450 mixed income renter- and owner-occupied apartments, townhomes, duplexes and single family homes.

Beacon Avenue South

Beacon Avenue, south of the Beacon Hill Residential Urban Village, continues as a boulevard with a landscaped median. In some areas the median includes parking, in others there is a walking trail. Volumes on Beacon are moderate. However, three intersections with major east-west streets are expected to operate at LOS E or F by 2030. These are Beacon Ave. S at the intersections of: S. Spokane St; S. Columbian Way; and S. Orcas St.

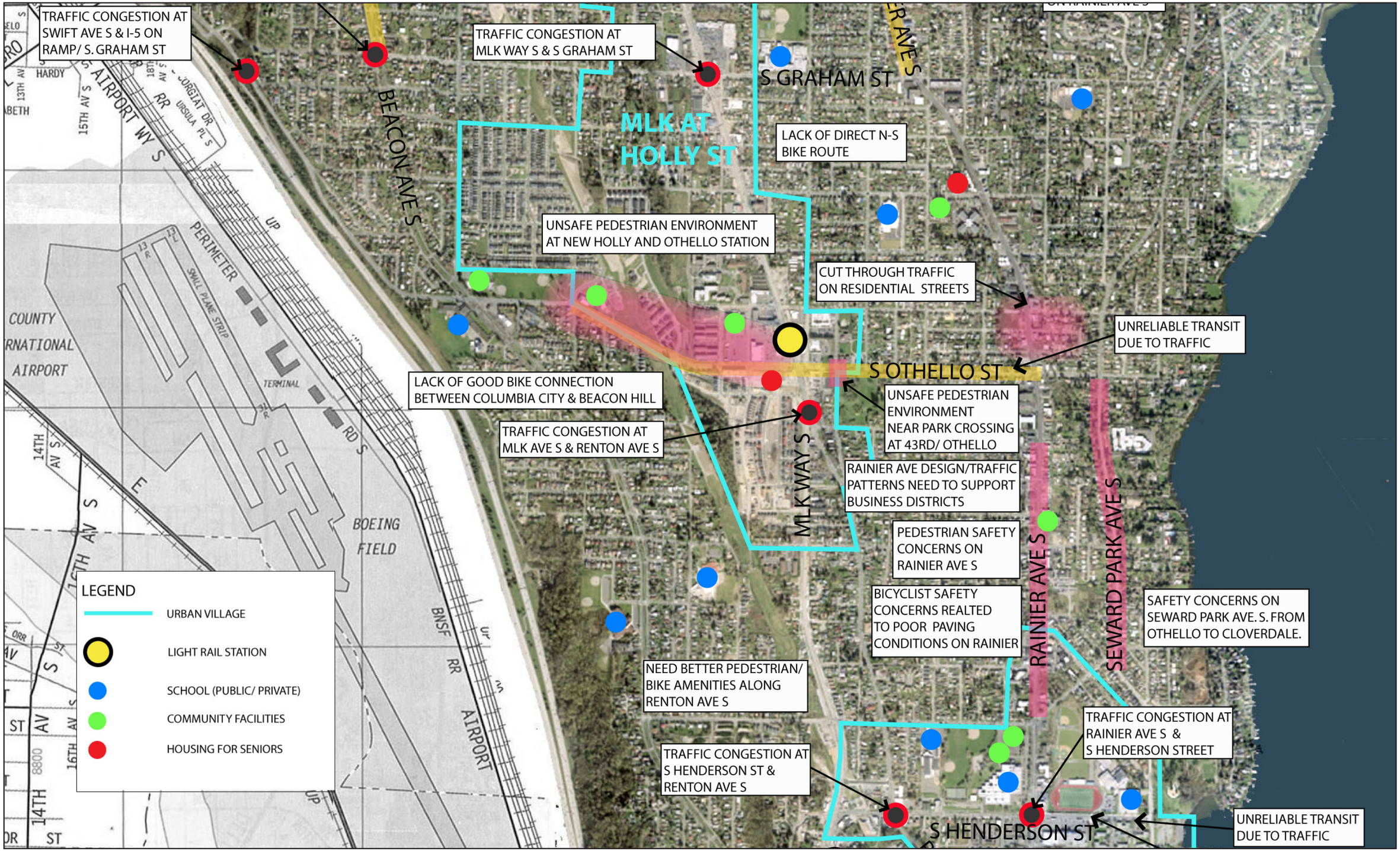
Rainier Avenue S at Othello

Rainier Avenue South

Transportation safety on Rainier Ave. S. is being tackled by the Rainier Traffic Safety Corridor project. High volumes, high speeds, lack of bike lanes, lack of signalized crossings, illegal parking, and, in some areas, poorly maintained sidewalks, all contribute to problems along this street. In addition, while some portions of the street are lined with active businesses or well maintained homes, in other areas vacant storefronts, empty lots, and poorly maintained property create an atmosphere that feels unwelcoming and unsafe.

To the north, between I-90 and the intersection of MLK, Rainier Avenue is fronted largely by active and successful businesses, but functions primarily as a highway, with a five-lane configuration and no bike lanes.

All along the street, jaywalking is common, partly because of the very long blocks. Fourteen of Southeast Seattle's 41 high accident locations are on Rainier Ave, including six of the nine pedestrian high accident locations.


TRAFFIC CONGESTION AT SWIFT AVE S & I-5 ON RAMP/ S. GRAHAM ST
TRAFFIC CONGESTION AT MLK WAY S & S GRAHAM ST
MLK AT HOLLY ST
S GRAHAM ST
LACK OF DIRECT N-S BIKE ROUTE
UNSAFE PEDESTRIAN ENVIRONMENT AT NEW HOLLY AND OTHELLO STATION
CUT THROUGH TRAFFIC ON RESIDENTIAL STREETS
UNRELIABLE TRANSIT DUE TO TRAFFIC
S OTHELLO ST
LACK OF GOOD BIKE CONNECTION BETWEEN COLUMBIA CITY & BEACON HILL
TRAFFIC CONGESTION AT MLK AVE S & RENTON AVE S
UNSAFE PEDESTRIAN ENVIRONMENT NEAR PARK CROSSING AT 43RD/ OTHELLO
RAINIER AVE DESIGN/TRAFFIC PATTERNS NEED TO SUPPORT BUSINESS DISTRICTS
PEDESTRIAN SAFETY CONCERNS ON RAINIER AVE S
BICYCLIST SAFETY CONCERNS REALTED TO POOR PAVING CONDITIONS ON RAINIER
SAFETY CONCERNS ON SEWARD PARK AVE. S. FROM OTHELLO TO CLOVERDALE.
NEED BETTER PEDESTRIAN/ BIKE AMENITIES ALONG RENTON AVE S
TRAFFIC CONGESTION AT S HENDERSON ST & RENTON AVE S
TRAFFIC CONGESTION AT RAINIER AVE S & S HENDERSON STREET
UNRELIABLE TRANSIT DUE TO TRAFFIC
S HENDERSON ST
BEACON AVE S
MLK WAY S
RAINIER AVE S
SEWARD PARK AVE S
AIRPORT WY S
PERIMETER
BOEING FIELD
AIRPORT
BNSF RR
LEGEND
URBAN VILLAGE
LIGHT RAIL STATION
SCHOOL (PUBLIC/ PRIVATE)
COMMUNITY FACILITIES
HOUSING FOR SENIORS

Lake Washiington at the end of Henderson St.

Rainier Beach

Place

Business District Development

- Station area has only a few small businesses; business district is 5 blocks east at Rainier and Henderson. Lake Washington is an additional block east of Rainier.
- Primary retail: Large supermarkets, pharmacies, fast food.
- Large parking lots face the streets, there are multiple curb cuts and confusing entrance/exit patterns.
- Assets: New public library, Community Center, Rainier Beach HS.
- Apartments cluster along the arterials; otherwise housing is mostly single family.
- MLK between Henderson and Boeing Access Rd. is manufacturing/commercial with many truck-dependent businesses.

People

Rainier Beach Residential Urban Village

Density	5 households per acre / 2024 est. 8
Demographics	3,200 people 29% under the age of 18; 10% over 65
Auto Ownership	30% of households have no vehicle.
Journey to Work	30% on transit; 46% drive alone. 68% work in Seattle.
2020 Station Boardings	2,000 a day

What Works

- Community facilities provide important amenities and services for area residents. Wide streets, mature street trees, Lake Washington and waterfront park all make this an attractive area with great potential.

What Doesn't Work

- Existing development is entirely auto-oriented. Despite wide sidewalks there is no pedestrian feel to the streets and no accommodation for cyclists. It's a place to drive to and from, not a welcoming place to be, and pedestrian accidents are very high.

Transportation

Pedestrians

- Rainier and Henderson, and Rainier and 51st (by the library) are high accident locations for pedestrians.
- Retail is set back from street behind large parking lots with many curb cuts.
- Mature trees in business district do not currently extend all the way to the Link station
- Sidewalks are wide and high quality and Henderson crossings at MLK, Renton and Rainier are signalized.
- Multiple youth activity centers – library, high school, community center – make pedestrian safety and access particularly important.

Cyclists

- No bike lanes on MLK, Renton or Rainier.
- Bike lanes on Seward Park Avenue are often blocked by illegally parked cars.
- Southern end of Chief Sealth Trail crosses Henderson near the Link Station.

Transit

- Multiple routes, frequent headways and good ridership.
- Buses on Rainier use in-lane stops.
- Henderson east of Rainier is used by Metro for bus layover.

Traffic

- Commuters in this area are heading both north to Seattle and south to Renton and beyond.
- Henderson is the southern-most major east-west connector in the study area.
- Between Renton and Seward Park there are plans to add a bike lane and some dedicated turn lanes on Henderson.
- The intersection of Henderson and Renton is expected to be at LOS E by 2030.

Opportunities

Flat topography, wide street right-of-ways and existing setbacks provide good conditions to reconfigure the commercial development into a pedestrian-oriented neighborhood business district. Possibilities for denser, mixed-use projects with housing could provide the economic incentive for property owners to redevelop. Residential properties along Henderson are already being refurbished; the housing stock near the station could be significantly renewed in the medium term.

Challenges

Developing an overall urban design plan for business district redevelopment that works for current property owners while transitioning to a more pedestrian oriented shopping district with convenient and safe circulation, particularly for children and youth. Developing clear connections between Link station, business district and Lake Washington, and tying in community center, library, and Chief Sealth Trail.

Safeway development at Henderson

A Place for Active People

The Rainier Beach Community Center offers a wide range of programs for all ages. Activities include swimming, basketball, volleyball, dance and karate, among others. The Center also houses a daycare center, a computer center, a teen parenting program, cooking lessons and activities for seniors.

Intersection of 51st Ave. S, Renton Ave. S. and S. Roxbury

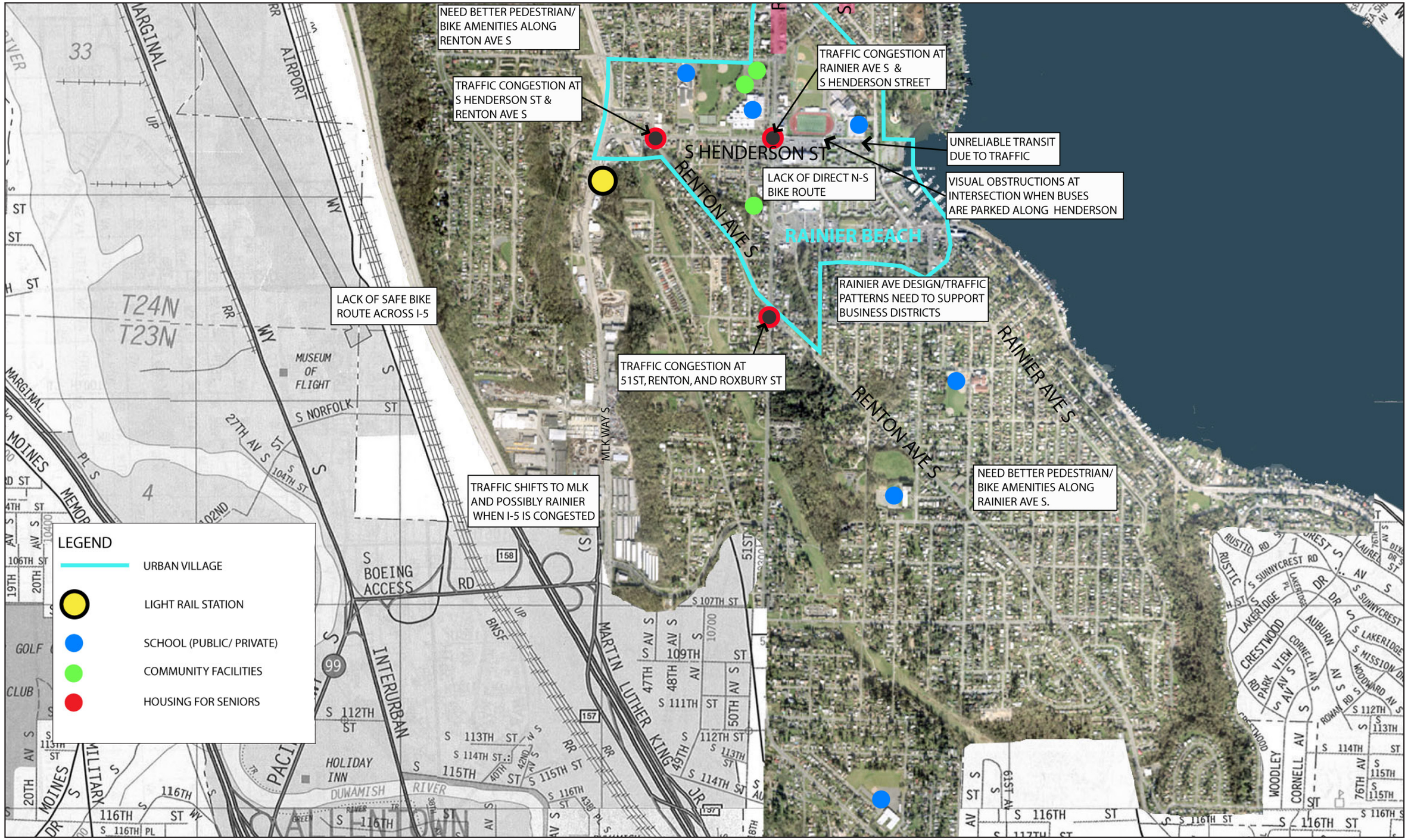
Renton Avenue South

Although classified as a minor arterial, Renton Ave. S. plays a large role in providing access to Skyway, Renton and Tukwila. South of Othello street, it becomes the most direct roadway to Seattle's southern neighbors. This arterial is also used by cyclists and carries Metro route 106 connecting Renton transit center, Skyway, Rainier Beach and NewHolly to downtown Seattle. Renton and Tukwila are the most convenient major commercial centers for Southeast Seattle residents.

The intersection at 51st Ave. S, Renton Ave. S. and S. Roxbury St. is a high accident location for vehicles. It is among the most congested unsignalized intersections in the study area. Awkward street angles result in a six-way intersection with a traffic island and ten stop signs.

Rainier Avenue S, South of Rainier Beach

Rainier Avenue turns east just past the Rainier Beach Library, and then runs along Lake Washington. A "Road Diet" implemented here reconfigured the street to two lanes plus center turn lane and bike lanes, and on-street parking. There are limited sidewalks on the east side of the street, a few marked but unsignalized crosswalks – at bus stops – and very poor sight distances in multiple locations. There are almost continuous curb cuts for houses perched on narrow lots between Rainier and Lake Washington. Pedestrians from uphill neighborhoods west of Rainier access Route 107 from a number of stairways and must cross Rainier to or from bus stops.


NEED BETTER PEDESTRIAN/ BIKE AMENITIES ALONG RENTON AVE S
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S HENDERSON ST
UNRELIABLE TRANSIT DUE TO TRAFFIC
LACK OF DIRECT N-S BIKE ROUTE
VISUAL OBSTRUCTIONS AT INTERSECTION WHEN BUSES ARE PARKED ALONG HENDERSON
RENTON AVE S
RAINIER BEACH
RAINIER AVE DESIGN/TRAFFIC PATTERNS NEED TO SUPPORT BUSINESS DISTRICTS
LACK OF SAFE BIKE ROUTE ACROSS I-5
TRAFFIC CONGESTION AT 51ST, RENTON, AND ROXBURY ST
RAINIER AVE S
RENTON AVE S
MLK WAY S
TRAFFIC SHIFTS TO MLK AND POSSIBLY RAINIER WHEN I-5 IS CONGESTED
NEED BETTER PEDESTRIAN/ BIKE AMENITIES ALONG RAINIER AVE S.
LEGEND
URBAN VILLAGE
LIGHT RAIL STATION
SCHOOL (PUBLIC/ PRIVATE)
COMMUNITY FACILITIES
HOUSING FOR SENIORS
T24N
T23N
MUSEUM OF FLIGHT
S NORFOLK ST
S BOEING ACCESS RD
INTERURBAN
MARTIN LUTHER KING JR
HOLIDAY INN
DUWAMISH RIVER
AIRPORT
MARGINAL
MOINES
MILITARY
CRESTWOOD
WOODLEY
CORNELL AV S
AUBURN
LAKERIDGE
SUNNYCREST
RUSTIC

Area-Wide Needs

Many of the transportation-related needs and opportunities in Southeast Seattle are not specific to one Urban Village or subarea. In addition, a number of projects are going on concurrently with the Southeast Transportation Study that provide additional information about needs and potential projects. Important concurrent projects include:

- Rainier Corridor Traffic Safety Project
- Bicycle Master Plan
- Urban Village Transit Network

These are described briefly here.

Analysis of the most congested intersections and the high accident locations in the sty area have provided additional detail about area-wide needs. Other area-wide needs include Wayfinding, Intelligent Transportation Systems, and Preservation and Maintenance.

Sometimes three hands are better than one

Rainier Corridor Traffic Safety Project

Over a three-year period, there have been 1,743 collisions on Rainier Avenue S., about 11 crashes a week. As a result Seattle has undertaken the Rainier Corridor Traffic Safety Project in partnership with the Washington Traffic Safety Commission, Washington State Department of Transportation, King County and Seattle citizens.

The project's plan focuses on actions that will:

- Save lives
- Reduce Traffic congestion due to collisions
- Encourage people to walk safely
- Support a variety of residential and commercial uses along the corridor.

Program funds will be dedicated to increased police enforcement, the development of educational materials, and changes to the road and signs.

Bicycle Master Plan

The Bicycle Master Plan, to be completed in 2007, will be used to guide future improvements to Seattle 's bicycle network. Its focus is on the implementation of bike lanes and encouraging more bicycling. Also included will be a plan and schedule for completing the trails network. Major elements of the plan are:

- Bike lanes
- Way-finding sign system
- Policy evaluation
- Design guidelines
- Maintenance strategy

Congested Intersections

Level of Service (LOS) is a set of standard measures used by traffic engineers to describe traffic conditions, from free flowing (LOS A), to severe delay (LOS F). Arterial intersection LOS is measured differently for signalized and unsignalized intersections, based on the assumption that drivers do not expect to wait as long at a stop sign as they might at a traffic light.

An analysis of 47 selected intersections in Southeast Seattle compared Level of Service today to what might be expected in 2030, assuming no changes in local streets. The analysis identified thirteen intersections likely to operate at LOS E or F in 2030. They are listed here starting with the highest minutes of delay. Unless noted, the intersections are signalized.

Congested Intersections	LOS 2005	LOS 2030
Beacon Ave. S & S. Columbian Way	F	F
Rainier Ave. S & S. Dearborn	F	F
Swift Ave. S & I-5 NB Off-Ramp	F	F
15th Ave. S & S. McClellan (stop sign)	F	F
51st Ave. S. & Renton (stop sign)	F	F
Beacon Ave. S & S. Spokane	F	F
S. Columbian Way & S. Spokane	C	F
Swift Ave. S. & S. Graham	D	E
Rainier Ave. S. & S. Alaska	D	E
Rainier Ave. S. & 23rd Ave. S.	D	E
Renton Ave. S. & S. Henderson	D	E
Beacon Ave. S. & S. Orcas (stop sign)	D	F
Wilson Ave. S & S. Dawson (stop sign)	D	E

High Accident Locations

Keeping track of crashes helps SDOT identify where safety problems need to be addressed. The following locations have qualified as HALs at least once since 1998.

Intersections		Veh	Bike	Ped
Beacon Ave. S.	S. Eddy Street	x		
	S. Orcas St.	x		
	S. Stevens St.	x		
S. Columbian Way	S. Oregon St.	x		
ML King Jr. Way (s)	S. Alaska St.			x
	S. Graham St.			x
	S. Juneau St.	x		
(s)	S. McClellan St.	x		
(s)	S. Othello St.	x		x
(s)	Rainier Avenue S.	x		
	Renton Ave. S.	x		
	S. Thistle St.	x		
Rainier Ave. S. (s)	S. Bayview St.			x
	S. Dearborn St.	x		
	Della Walden			x
(s)	S. Genesee St.	x		
	S. Graham St.			x
	S. Henderson St.			x
	S. Juneau St.	x		
	S. King St.	x		
(s)	S. Massachusetts St.	x		
(s)	S. Orcas St.	x		x
	S. Oregon St.	x		
	S. Stevens St.	x		

(s) = signalized

Intersections		Veh	Bike	Ped
Rainier Ave. S.	23rd Ave. S.	x		
	39th Ave. S.	x		
	42nd Ave. S.	x		
	51st Ave. S.			x
Renton Ave. S.	S. Roxbury St..	x		
15th Ave. S.	S. Dakota St.	x		
	S. McClellan St.	x		
22nd Ave. S.	S. College St.	x		
23rd Ave. S.	S. College St.	x		
	S. Walker St.	x		
37th Ave. S.	S. Genesee St.	x		
	S. Orcas St.	x		
39th Ave. S.	S. Graham St.	x		
	S. Orcas St.	x		
42nd Ave. S.	S. Graham St.	x		

Mid-Block	Between
Rainier Ave. S.	Dearborn/Charles
	Bayview/McClellan
	Charlestown/Andover
	Adams/Genesee
	Oregon/Alaska
	Edmonds/Ferdinand
	Hudson/39th Ave
	Holly/Willow
	Cloverdale/Henderson
	Henderson/Director
	54th Ave/Seward Park

Seattle Transit Plan

Clearly the most significant transit initiative in the SETS study area is the construction of Link light rail between downtown Seattle and SeaTac Airport, with five stations in Southeast Seattle. Set to open in 2009, almost 13,000 people a day are expected to board Link at one of those five stations.

At the same time, the City has developed the Seattle Transit Plan which identifies a set of Urban Village Transit Network corridors and candidate corridors, several of which are in Southeast Seattle. Improving speed and reliability on these key corridors is a central focus of the City's Plan.

Crossing Rainier Ave. S. at Oregon, a high accident location

Moving Towards Action

Although there is great diversity across the different communities in Southeast Seattle, there is a great deal of consistency in the expressed transportation-related needs from one area to the next.

A common theme is a focus on using transportation to develop and reinforce successful urban villages. In the words of one member of the Core Community Team, projects need to provide "roadway, sidewalk and streetscape improvements that help promote safe, walkable commercial districts that invite people to shop, eat, do their errands, and interact with their neighbors," and that encourage people "to visit and linger."

Specific needs identified in each urban village include safety improvements, particularly for pedestrians, traffic calming, more bike lanes, speed and reliability improvements for buses, and parking management. At the same time there is a recognized need to improve traffic flow, particularly at some highly congested locations and corridors, and to ensure that trucks serving local businesses and truck traffic generated by local employers can operate efficiently.

When light rail begins operating in 2009 it will transform Southeast Seattle into one of the most accessible areas in the entire region; along with that comes a need to ensure that access to and from the stations works smoothly and that the surrounding business districts are poised to capture those riders as customers.

In the next phase of the Study the project team will develop specific project proposals, with cost estimates, to address the identified needs. Projects will be evaluated based on established criteria, and then packaged into a coordinated plan of improvements and programs.

Art in the Rainier Community Center lobby

Building Link light rail

Evaluating Projects

The SETS project evaluation process will evaluate transportation system improvements in a systematic manner, and prioritize projects that are most likely to advance the goals of the Transportation Strategic Plan, and that can be funded and implemented.

Building on Seattle's Transportation Strategic Plan

Seattle's Transportation Strategic Plan (TSP) establishes three major goals, each of which is supported by clearly defined objectives, 2005 baselines and future targets.

- **Improve Safety**: Reduce vehicle, pedestrian and bicycle collisions.
- **Provide Mobility and Access Through Transportation Choices**: Create more livable urban centers by encouraging a mode shift to transit, walking and biking; improve the movement of goods and services; promote healthy neighborhoods through a transportation system that protects and improves environmental quality; and improve mobility be reducing congestion through construction zones.
- **Preserve and maintain transportation infrastructure**: Preserve and maintain arterial pavement, bridges, and transportation control devices; and improve the environment by protecting and enhancing the quality of the urban forest.

Consistency with Seattle's Capital Improvement Program

Seattle's Capital Improvement Program (CIP) uses a scoring system for discretionary projects that considers and weights seven major criteria: Safety; Preserving and maintaining infrastructure; Cost effectiveness or cost avoidance; Mobility improvement; Economic development; Comprehensive Plan/Urban Village and land use strategy; and Improving the environment.

Once prioritized, projects are then ordered for implementation based on additional considerations of: funding availability; interagency coordination; geographical balance; and constituent balance.

Evaluation Criteria for SETS

The evaluation criteria for SETS adapt the SDOT scoring system and define a project scoring process consistent with SETS goals.

Evaluation Criteria	Weight
1. Safety and Security	20%
2. Mobility	15%
3. Infrastructure Preservation/ Maintenance	15%
4. Cost-effectiveness and Implementation Feasibility	15%
5. Comprehensive Plan / Urban Village Strategy	15%
6. Improving the Environment	10%
7. Economic Development	10%
Total	100%

Project Matrix

The projects on next pages were developed from over 20 past plans and studies completed since 1998, along with a detailed analysis of existing data such as unfunded maintenance and roadway improvement needs, transit routes and frequency, pedestrian and bicycle networks, arterial street network, traffic volumes, and collisions, and from public comments.

Project Numbers
The entire list of needs and proposed projects eventually totalled over 500 items. Each item on the list was assigned a unique Project ID number to ensure that a permanent record would be kept of every item.

The project team then reviewed the project matrix and in some cases combined similar projects or needs, and in other cases removed projects that have already been completed. At the same time, any remaining gaps were identified, additional projects were added. To maintain a link with the original list, project numbers were not changed. The current matrix retains about 300 items, which keep their original numbers, so the items on the matrix are not numbered sequentially.

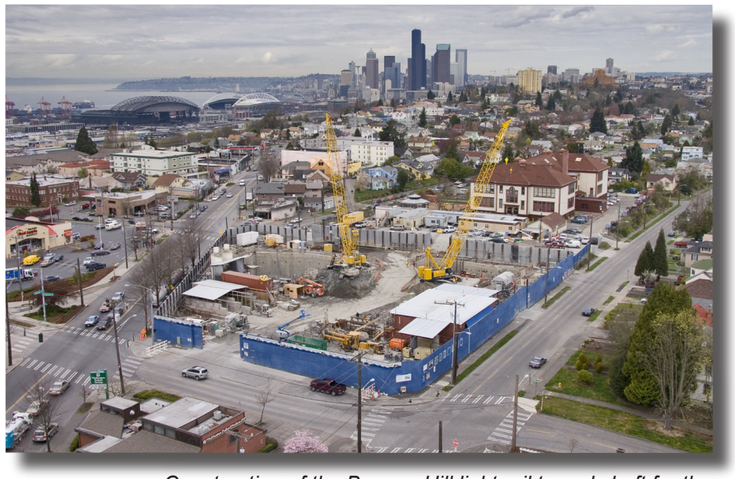
By Area and By Type
Pages 13-19 present suggested projects by area, starting in the north and moving south. Page 20 includes transit and bicycle projects, many of which cross urban village boundaries; items on this list that are not also included in the area lists, are shown by shading. Finally, page 21 lists all the projects other than transit and bicycle that cross area boundaries.

A future pedestiran in Columbia City tries to figure out how it's done

North Beacon Hill, Beacon Hill Station Area

Project ID	Category	North Beacon Hill, Beacon Hill Station Area Project/Proposed Improvement
173	bikes	Investigate I-5 ped/bike crossing improvements at Swift going down Albro.
234	bikes	Investigate free use of Beacon Hill Station elevator for ped/bike access through and up Beacon Hill.
253	bikes	Investigate potential opportunities to cut under elevated sections of I-5 for new ped/bike crossings.
284	bikes	Improve bicycle access on S. Alaska Street/ S. Columbian Way, west of Rainier Avenue S.
316	bikes	Add bike lane or should improvements to Columbia Way (between Beacon Ave. S. and MLK).
325	bikes	Provide east/west bike improvements between Rainier/Columbia City and station, possibly along Alaskan/Columbian and continuing across Beacon Hill to the west and Genesee Park to the east.
433	bikes	Consider continuing bike lane connection north from Beacon Ave to 14th Ave S.
434	bikes	Arterials on hills should Include hill climbing lanes for bikes on North Beacon Hill; consider bike/ped elevators up steep cliffs (such as Dearborn to Jose Rizal, or leveraging Beacon Hill tunnel station elevators) to increase bike/ped accessibility.
435	bikes	Add 15th Ave S to bicycle route map, connecting to Swift/Morgan/Othello to the South.
372	crossings	Install a pedestrian signal and crosswalk at S. Lander St. and Beacon Ave S.
374	crossings	Repaint all existing crosswalks with "ladder-type" configuration at: 15th Ave S. and Beacon Ave S.
380	crossings	Install curb bulbs at 14th Ave S. and Beacon Ave S.
382	crossings	Install curb bulbs at S. McClellan St. and Beacon Ave S.
383	crossings	Install curb bulbs at S. Forest St. and Beacon Ave S.
384	crossings	Install curb bulbs at S. Hanford St. and Beacon Ave. S.
385	crossings	Install curb bulbs at S. Spokane St. and Beacon Ave S.
386	crossings	Install curb bulbs at 17th Ave S. and S. McClellan St.
387	crossings	Install curb bulbs at S. Stevens St. and Beacon Ave S.
388	crossings	Install curb bulbs at S. Horton St. and Beacon Ave S.
389	crossings	Install curb bulbs at S. Hinds St. and Beacon Ave S.
390	crossings	Install appropriate pedestrian enhancements at the new proposed Beacon Hill Library.
429	crossings	Improve crossing at Beacon Ave. S. and S. Lander St. with pedestrian half signal, median or other appropriate device.
504	crossings	Lack of pedestrian crossing at S. Columbian Way and 15th Ave. S. (northern intersection)
527	crossings	Evaluate busy streets near Maple Elementary School (4925 S. Corson, Beacon Hill) and see if marked crosswalks exist.
528	crossings	Provide safe walking path to Wing Luke Elementary School (3701 S Kenyon St). Few sidewalks exist. Students use trail and staircase in need of more frequent maintenance.
497	misc	Reconnect neighborhoods by lidding freeway between Beacon Hill and SODO and Beacon Hill and I.D./Little Saigon
430	parking	Implement parallel parking both sides of S. Lander near the Beacon Hill Station with 2 hour
296	sidewalks	Develop a stairclimb/pedestrian access from Angeline southwesterly to Mountainview/30th Ave.
297	sidewalks	Develop a stairclimb/pedestrian access from 30th Avenue westward to 29th Avenue S.
322	sidewalks	Rehabilitate stair climb at west end of S. Angeline to connect up-slope to Beacon Hill
409	sidewalks	Provide sidewalks on both sides of every street within the Beacon Hill Urban Village area where there are currently none, as redevelopment occurs.
410	sidewalks	Examine the possibility of wider sidewalks (8 foot wide minimum), on Beacon Avenue in the Urban Village core area.
505	sidewalks	Lack of sidewalks along Beacon Ave. S. from 14th Ave S. to Holgate (across I-5)
470	street	Improve paving on S. Columbian Way west of Beacon Ave. S to 15th Ave S
508	street	Lack of clear street delineation on Beacon Ave. S. between S. Avon St. and S. 53rd St.
393	traffic	Turn 14th Ave. S. between S. Bayview St. and Beacon Ave. (one-block) into one-way northbound street with a chicane at 14th Ave. and Beacon Ave. S. intersection (SW corner).
394	traffic	Consider installing additional traffic calming devices on 14th Ave S. between S. Lander St. and S. Stevens St. to reduce cut through traffic to 15th Ave. S. / Beacon Ave. S. and to inhibit cut-through arterial traffic on residential streets.
412	traffic	Install traffic circles at: 18th Ave. S. and S. Hanford St.
413	traffic	Install traffic circles at 18th Ave. S. and S. Horton St.
414	traffic	Install traffic circles at 18th Ave. S. and S. Hinds St.
415	traffic	Install traffic circles at 16th Ave. S. and S. Hinds St.

Project ID	Category	North Beacon Hill, Beacon Hill Station Area Project/Proposed Improvement
416	traffic	Install traffic circles at 17th Ave. S. and S. Horton St.
428	traffic	Re-configure Beacon Avenue S. between 15th and Spokane St. to two lanes of traffic with a two-way left turn lane, bikes lanes and on-street parking.
431	traffic	Traffic calm the block between Beacon and 17th with wider sidewalks, decorative paving, street trees, etc. Improve streetscape west of Beacon with sidewalk, crossing and landscape improvements.
391	traffic	Install a free right arrow signal at Beacon Ave. S. and 15th Avenue S. (from Beacon Ave S. southbound to 15th Ave S. southbound).
447	transit	Improve transit reliability on 14th Avenue S. between Jackson and Beacon
448	transit	Improve transit reliability on Beacon between 14th Avenue S. and Myrtle
453	transit	Improve transit reliability on Columbian between Spokane/4th Avenue S and Beacon
454	transit	Improve transit speed and reliability on Columbian/Alaska Way between Beacon and Alaska/Rainier
406	urban design	Fill in the "gaps" of missing street trees along key pedestrian streets within the North Beacon Hill urban village.
407	urban design	Create "gateway entrances" to the North Beacon Hill urban village at key locations such as Beacon Ave and S. Stevens Street/Beacon and 14th and 15th Avenues through the inclusion of public art works, special banners or signage, improved landscaping and special paving materials on street and sidewalks.
418	urban design	Continue the Beacon Avenue "boulevard treatment" between 14th Ave. S. and S. Massachusetts St. with street trees, improved street lighting, curb extensions, and channelization to define one vehicular lane and one bicycle lane in each direction.



Construction of the Beacon Hill light rail tunnel shaft for the station entrance

North Rainier, Mount Baker/S. McClellan St. Station Area

Project ID	Category	North Rainier, Mount Baker/S. McClellan St. Station Area Project/Proposed Improvement
58	bikes	Add "Bike/Ped Access" signage to "Dead End" streets including 25th S and Massachusetts; 17th, 18th, and 19th to I-90 trail.
86	bikes	Designate McClellan bicycle path as key bicycle street.
137	bikes	Extend bike lanes South from I-90 to MLK/Rainier intersection.
138	bikes	Stripe or sign McClellan and Mt Baker/Cheasty for east-west bike connection to McClellan Station from Mt Baker and Beacon.
142	bikes	Replace pole stubs at I-90 bike path entrance with recessed holes that pose less danger to peds and bikes.
143	bikes	Add destination signage on the I-90 bike route at all forks and entrances indicating where routes will take you.
144	bikes	Provide better signage on the I-90 bike path between the bridge and Lake Washington Blvd.
146	bikes	Provide a better (bike) route around MLK/Rainier Ave intersection.
149	bikes	Add destination signage on the I-90 bike route at all forks and entrances.
150	bikes	Add a sign directing bikes and peds to the I-90 path at the Dead End sign at 25th Ave S and S Massachusetts St.
151	bikes	Continue bike lane on MLK south of I-90 to meet the lanes north of I-90.
435	bikes	Add "Bike/Ped Access" signage to "Dead End" streets including 25th S and Massachusetts; 17th, 18th, and 19th to I-90 trail.
513	bikes	Complete SR-519 Mountains to Greenway Connection
521	bikes	Study MLK - I-90 to Rainier bike lanes
94	crossings	Provide decorative paved crosswalks in the North Rainier Town Center area.
102	crossings	Provide for decorative, textured crosswalks at hillclimbs and street intersections in North Rainier Valley.
104	crossings	Consider allowing an at-grade crossing for bicyclists and pedestrians between Mount Baker and Cheasty Boulevards. Accomplish this by moving the limit line on northbound Rainier Ave S. south of the overhead pedestrian bridge.
105	crossings	Develop a physical connection between Mt. Baker and Cheasty Boulevards.

Project ID	Category	North Rainier, Mount Baker/S. McClellan St. Station Area Project/Proposed Improvement
58	bikes	Add "Bike/Ped Access" signage to "Dead End" streets including 25th S and Massachusetts; 17th, 18th, and 19th to I-90 trail.
86	bikes	Designate McClellan bicycle path as key bicycle street.
137	bikes	Extend bike lanes South from I-90 to MLK/Rainier intersection.
138	bikes	Stripe or sign McClellan and Mt Baker/Cheasty for east-west bike connection to McClellan Station from Mt Baker and Beacon.
142	bikes	Replace pole stubs at I-90 bike path entrance with recessed holes that pose less danger to peds and bikes.
143	bikes	Add destination signage on the I-90 bike route at all forks and entrances indicating where routes will take you.
144	bikes	Provide better signage on the I-90 bike path between the bridge and Lake Washington Blvd.
146	bikes	Provide a better (bike) route around MLK/Rainier Ave intersection.
149	bikes	Add destination signage on the I-90 bike route at all forks and entrances.
150	bikes	Add a sign directing bikes and peds to the I-90 path at the Dead End sign at 25th Ave S and S Massachusetts St.
151	bikes	Continue bike lane on MLK south of I-90 to meet the lanes north of I-90.
435	bikes	Add "Bike/Ped Access" signage to "Dead End" streets including 25th S and Massachusetts; 17th, 18th, and 19th to I-90 trail.
513	bikes	Complete SR-519 Mountains to Greenway Connection
521	bikes	Study MLK - I-90 to Rainier bike lanes
94	crossings	Provide decorative paved crosswalks in the North Rainier Town Center area.
102	crossings	Provide for decorative, textured crosswalks at hillclimbs and street intersections in North Rainier Valley.
104	crossings	Consider allowing an at-grade crossing for bicyclists and pedestrians between Mount Baker and Cheasty Boulevards. Accomplish this by moving the limit line on northbound Rainier Ave S. south of the overhead pedestrian bridge.
105	crossings	Develop a physical connection between Mt. Baker and Cheasty Boulevards.
110	crossings	Enhance crossing of Rainier Avenue South and MLK Jr. Way South to address the needs of local users, many of whom are disabled.

Columbia City/Hillman City & S. Edmunds Station area

Project ID	Category	Columbia City, Hillman City, Columbia City/S. Edmunds St. Station Project/Proposed Improvement
291	bike	Improve bicycle access on S. Alaska Street/ S. Columbian Way, west of Rainier Avenue S.
326	bike	Provide east/west bike improvements between Rainier/Columbia City and station, possibly along Alaskan/Columbian and continuing across Beacon Hill to the west and Genesee Park to the east.
355	bike	Provide east/west bike improvements between Rainier Ave/Columbia City and Edmunds Station, possibly along Alaskan/Columbian and continuing across Beacon Hill to the west and Genesee Park to the east.
442	bike	Add wayfinding signage and establish bike route from Lake Washington Blvd. through Genesee Park to Columbia City.
443	bike	Complete gaps of the existing bike route on Alaska Street and 35th Avenue S.
445	bike	Provide more bicycle racks within the Columbia City business district.
537	bike	Encourage bicycle and pedestrian use throughout Hillman City Business District.
305	crossing	Install marked crosswalk on Alaska and 32nd.
538	crossing	Improve Rainier/Orcas intersection for safety
552	crossing	Improve pedestrian safety crossing Rainier Ave. S. between/in Columbia City and Hillman City.
342	maintenance	Resolve sidewalk drainage issues along Rainier Ave. S. in Columbia City by providing routine maintenance of existing grates.
338	misc	Enhance alley connection between MLK Jr Way and Orca School.
343	misc	Do pilot project with pervious paving trench drain along Rainier Ave. S. in Columbia City.
322	parking	Analyze the possibility of Residential Parking Zone in Columbia City.
328	parking	Install parking time-limit signs to select blocks in the Columbia City neighborhood.
329	parking	Create 30-minute load/unload zones near businesses that have difficulty with pickups and drop-offs.
330	parking	Allow unrestricted parking for residents and time limit parking for businesses.
341	parking	Explore extending on-street parking east and west of Rainier Ave. South in Columbia City.
534	parking	Provide parking facilities associated with light rail stations. Consider day/evening uses.

Project ID	Category	Columbia City, Hillman City, Columbia City/S. Edmunds St. Station Project/Proposed Improvement
297	sidewalk	Develop a stairclimb/pedestrian access from Angeline southwesterly to Mountainview/30th Ave.
298	sidewalk	Develop a stairclimb/pedestrian access from 30th Ave. westward to 29th Ave. S.
313	sidewalk	Improve sidewalks along Dawson St. west of MLK Way S. and S. Alaska St.
325	sidewalk	Rehabilitate stair climb at west end of S. Angeline to connect up-slope to Beacon Hill.
556	sidewalk	Lack of sidewalks and curbs lead to unsafe walking conditions in many residential areas of Hillman City, particularly when combined with high vehicle speed on side streets.
567	sidewalk	Disrepair of sidewalks and lack of sidewalk drainage from S. Ferdinand St to S. Dawson St adversely impact Columbia City businesses and employment.
284	street	Provide street, sidewalk, street tree, and alley improvements on 30th Ave. S. between S Alaska and S Angeline Streets.
272	traffic	Reduce the total number of travel lanes on Rainier Ave S within Columbia City from four to two, plus a center turn lane. Although this would serve as a traffic calming measure, it can improve efficiency by moving left-turning vehicles out of the through lanes. It may also provide additional space for bicycle lanes.
340	traffic	Continue to explore reducing traffic lanes on Rainier Ave. S. through Columbia City.
506	traffic	Speeding vehicles on Genesee between Rainier Ave. S and 50th Ave. S.
535	traffic	Improve safety on Rainier Ave. S, especially at Hillman City Business District. This includes reducing vehicle speeds and improving pedestrian crossings.
535	traffic	Improve safety on Rainier Ave. S, especially at Hillman City Business District. This includes reducing vehicle speeds and improving pedestrian crossings.
546	traffic	Improve traffic flow along Rainier Ave. S. in the vicinity of Hillman City. Lack of center turn lane has vehicles stopping traffic and/or causing vehicles to illegally weave around congestion, creating safety issues.
553	traffic	Re-evaluate traffic calming improvements on some streets directly adjacent to Columbia City business district. Traffic circles and curb bulbs installed years ago were a solution to a problem that has now changed due to economic growth in the area. More local trucks need access to businesses on adjacent streets and have difficulty with impediments.
560	traffic	Walking and cycling to and from Hillman City is dangerous and unpleasant due to speeding traffic, limited space for bicycles on streets, minimal separation between sidewalks and autos, unpleasant urban conditions (litter, overgrown lots, weeds, unsightly buildings, perceived personal safety threats).
562	traffic	Walking on residential side streets and crossing streets in Hillman City is dangerous because of high traffic speeds and high volumes, particularly around Rainier Ave. S. and S. Orcas St.
563	traffic	Traffic calming measures (traffic circles) have shifted speeding traffic to adjacent blocks instead of solving the problem.

Project ID	Category	Columbia City, Hillman City, Columbia City/S. Edmunds St. Station Project/Proposed Improvement
337	transit	Strengthen east/west bus connections to the Edmunds Station.
533	transit	Improve reliability of bus #7 (from Hillman City to Downtown)
533	transit	Improve reliability of bus #7 (from Hillman City to Downtown)
557	transit	Trips by auto and transit take too long to get into and out of the Hillman City (to downtown, etc) especially during "off-peak" hours.
271	urban design	Provide streetscape improvements in the Columbia City business district core. Extend the signature streetscape pattern/elements of Columbia City's Historic District on Rainier Ave S, northward from S Edmunds Street to S Alaska Street and on side streets just off of Rainier Ave S , as streetfront redevelopment occurs. This includes brick paving patterns, street lights, landscaping, and street furniture improvements.
327	urban design	Add signage on Lake Washington Blvd for access to Columbia City, especially featuring services which are offered there such as food, restrooms (in Genesee Park), and bike repairs (at Bike Works). In particular, map routing and signage to Columbia City via 43rd Ave S and the Genesee Park paths should be added.
339	urban design	Extend brick band to Alaska St from ??? to demarcate Columbia City Historic District.
344	urban design	Rainier Ave Improvements - Extend Rainier Ave. streetscape elements to side streets within Columbia City.
345	urban design	Add more pedestrian amenities such as benches, signage, lighting and water fountains along Rainier Ave. S. in Columbia City.
346	urban design	Beautify Columbia City with public art and flowers.
347	urban design	Highlight the Columbia City Historic District with a self guided tour map.
348	urban design	Add wayfinding signage to Columbia City.
349	urban design	Replace damaged bollards in Columbia City.
350	urban design	Add bike racks in Columbia City.
351	urban design	Enliven Columbia City alleys with pedestrian-friendly development such as cafes and live/work studios.
352	urban design	Use special paving to welcome pedestrians and well as autos to Columbia City.
364	urban design	Consider implementing a Main Street Program in Columbia City.

Rainier Avenue South

Project ID	Category	Rainier Avenue South Project/Proposed Improvement
56	bikes	Improve pavement on new Rainier bike lanes south of Seward Park.
137	bikes	Extend bike lanes South from I-90 to MLK/Rainier intersection.
142	bikes	Replace pole stubs at I-90 bike path entrance with recessed holes that pose less danger to peds and bikes.
143	bikes	Add destination signage on the I-90 bike route at all forks and entrances indicating where routes will take you.
144	bikes	Provide better signage on the I-90 bike path between the bridge and Lake Washington Blvd.
146	bikes	Provide a better (bike) route around MLK/Rainier Ave intersection.
489	bikes	Add climbing lanes on Rainier Ave. for bicycles where speed differentials are greatest - southbound from Alaska to Findlay; northbound from Kenyon to Findlay.
490	bikes	Create extra in-street space for bike lanes on Rainier by removing on-street parking or moving it to the right where curbs are shallow.
491	bikes	Create a wide, shared-use sidewalk/path on one side of Rainier for bikes and peds.
494	bikes	Place traffic signal actuator markings in the road at each signalized intersection that bisects Rainier Ave. S., allowing bikes to trip the signal.
516	bikes	Improvements along the Rainier / Renton Connector
520	bikes	Improvements along Rainier Ave. S. bike route (south end)
91	crossings	Provide decorative, paved crosswalks at S. Massachusetts & Rainier Ave. S.
93	crossings	Provide decorative paved crosswalks at S. McClellan & Rainier Ave. S.
110	crossings	Enhance crossing of Rainier Avenue South and MLK Jr. Way South to address the needs of local users, many of whom are disabled.
123	crossings	Improve pedestrian crossing at S. McClellan and MLK.
129	crossings	Improve sidewalks on S McClellan between 25th & MLK.
507	crossings	Marked crosswalk improvements needed on Rainier Ave. S. between Seward Park Ave. S. and south City limits
548	crossings	Improve pedestrian crossing of Rainier Ave. S, especially where adjacent to multi-family zones and near bus stops.
552	crossings	Improve pedestrian safety crossing Rainier Ave. S. between (and in) Columbia City and Hillman City.
342	maintenance	Resolve sidewalk drainage issues along Rainier Ave. S. in Columbia City by providing routine maintenance of existing grates.
483	maintenance	Increase frequency of street cleaning along Rainier Ave. S.
549	misc	Improve community connection between east and west side of Rainier Ave. S. near Othello. Rainier Ave. S. currently divides the community due to pedestrian obstacles such as difficult street crossing, cars parked on sidewalks, lack of sidewalks in area.
501	misc	Add Rainier Ave. streetcar to connect people to McClellan Station
328	parking	Install parking time-limit signs to select blocks in the Columbia City neighborhood.
329	parking	Create 30-minute load/unload zones near businesses that have difficulty with pickups and drop-offs.
330	parking	Allow unrestricted parking for residents and time limit parking for businesses.
543	parking	Clearly identify parking spaces and driving along Rainier Ave. S. to reduce cars parking illegally on sidewalks and planting strips.
555	parking	Eliminate parking along Rainier Avenue S. south of S. Genesee to improve safety.
112	sidewalks	Pave major arterials and add sidewalks for all streets in the North Rainier urban village.
130	sidewalks	Improve sidewalks on Rainier Ave. S. between S. Hanford & S. Water St.
500	sidewalks	Expand sidewalk along Rainier Ave. S.
539	sidewalks	Repair sidewalks along Rainier Ave. S. in Hillman City Business District (near Mead).
343	street	Do pilot project with pervious paving trench drain along Rainier Ave. S. in Columbia City.
471	street	Improve paving on the south end of Rainier Ave. S. (57th Ave. S to city limit)
472	street	Improve paving on Rainier Ave. S. between S. Alaska St. and S. Walden St
473	street	Improve paving on Rainier Ave. S. between S. Cloverdale St and S Austin St.
526	street	Study Rainier Ave. pavement improvements
565	street	There is inadequate curb height and lack of marked parking lane along Rainier Ave. S. from Dearborn to Rainier Beach. This invites haphazard parking on planting strips and sidewalks.

Project ID	Category	Rainier Avenue South Project/Proposed Improvement
96	traffic	Retain the current Rainier Ave. S. lane capacity of two travel lanes in each direction and a center median. Where business access is not needed, consider developing landscaped islands in the center median.
97	traffic	Establish a planted median on Rainier Ave. S. from South McClellan to the I-90 lid, connecting with the proposed median in the Central Area neighborhood. Allow for a minimum 8-foot median with one travel lane each way, while still allowing left turn access at each intersection and access points to local businesses (similar to Sand Point Way). Continue south where it does not conflict with future light rail line.
141	traffic	Develop traffic impacts analysis and development of mitigation strategies, with special attention to cut-through traffic on S. Della.
145	traffic	Consider a road diet on MLK between Rainier and I-90 including bike lanes.
179	traffic	Reconfigure Rainier Avenue S between 54th Avenue S to Cloverdale Street to (1) retain the existing number of lanes in each direction, (2) develop a landscaped median to slow traffic and create a more pedestrian-oriented street, and(3) allow on-street parking during off-peak hours.
272	traffic	Reduce the total number of travel lanes on Rainier Ave S within Columbia City from four to two, plus a center turn lane. Although this would serve as a traffic calming measure, it can improve efficiency by moving left-turning vehicles out of the through lanes. It may also provide additional space for bicycle lanes.
340	traffic	Continue to explore reducing traffic lanes on Rainier Ave. S. through Columbia City.
488	traffic	Continue road diet on Rainier with bike lanes where traffic volumes are low.
532	traffic	Improve Rainier Ave. S. so cars don't park on planting strip and sidewalks.
535	traffic	Improve safety on Rainier Ave. S, especially at Hillman City Business District. This includes reducing vehicle speeds and improving pedestrian crossings.
538	traffic	Improve Rainier/Orcas intersection for safety.
541	traffic	Evaluate need for slip lanes at Genesee and Rainier Ave S (consider eliminating).
542	traffic	Evaluate need for slip lane at MLK and Rainier Ave. S. (consider eliminating).
545	traffic	Reduce speeds along Rainier Ave. S. especially in the vicinity of S. Othello St.
546	traffic	Improve traffic flow along Rainier Ave. S. in the vicinity of Hillman City. Lack of center turn lane has vehicles stopping traffic and/or causing vehicles to illegally weave around congestion, creating safety issues.

Project ID	Category	Rainier Avenue South Project/Proposed Improvement
450	transit	Improve transit speed and reliability on Rainier between Yesler and McClellan
451	transit	Improve transit speed and reliability on Rainier between McClellan and Seward Park
457	transit	Improve transit rider safety and convenience with better pedestrian connections on Rainier Avenue South.
458	transit	Improve speed and reliability with retrofitted and new Transit Signal Priority (TSP) on Rainier Avenue between MLK and Columbia City
459	transit	Improve speed and reliability through upgrading controllers and communication infrastructure (15 intersections) on Rainier between MLK and Columbia City.
460	transit	Improve transit rider comfort, convenience and safety with bus zone amenities on Rainier between MLK and Columbia City.
464	transit	Improve transit safety, speed and reliability through driveway consolidation at high mid-block crash locations on Rainier Avenue S.
467	transit	Improve transit speed and reliability by resolving left turn conflicts on Rainier Avenue in Columbia City, and providing protected left turns where warranted.
533	transit	Improve reliability of bus #7 (from Hillman City to Downtown)
271	urban design	Provide streetscape improvements in the Columbia City business district core.
344	urban design	Rainier Ave Improvements - Extend Rainier Ave. streetscape elements to side streets within Columbia City
345	urban design	Add more pedestrian amenities such as benches, signage, lighting and water fountains along Rainier Ave. S. in Columbia City.

Waiting for the bus on Rainier Avenue at Dearborn

Rainier Beach –S. Henderson Street

Project ID	Category	Rainier Beach/South Henderson Street Project/Proposed Improvement
190	bikes	Designate as bicycling streets with appropriate signage installed and lane widths marked to mark them as routes: ·South Henderson Street- explore opportunities for separate bike path.
191	bikes	Designate as bicycling streets with appropriate signage installed and lane widths marked to mark them as routes: MLK from S. Cloverdale St. to Boeing Access Rd.
217	bikes	Continue bike path along sidewalk at west side of MLK as it continues south from Henderson.
222	bikes	Develop east/west bike improvements between Rainier Ave. S. and Henderson Station, as well as connector to the south via Renton Ave S.
253	bikes	Investigate I-5 ped/bike crossing improvements at Swift going down Albro.
186	misc	Establish a Rainier View Ravine Trail for Bicycling and Hiking. The City should coordinate its open space purchases in the uplands of Rainier Beach and develop a trail system that connects the residential areas extending from Kubota Gardens to the Lake Washington waterfront at the Waters/Rainier intersection. Tie into Kubota's proposed gateway landscaping along Renton Avenue South.
502	misc	Make the Henderson Street corridor the major link to the water - both as a dense TOD and ecological connection.
56	street	Improve pavement on new Rainier bike lanes south of Seward Park.
179	traffic	Reconfigure Rainier Avenue S between 54th Avenue S to Cloverdale Street to (1) retain the existing number of lanes in each direction, (2) develop a landscaped median to slow traffic and create a more pedestrian-oriented street, and(3) allow on-street parking during off-peak hours.
198	traffic	Develop traffic calming on Seward Park Ave. S. from Othello to Cloverdale, implement the following: • Add curb bulbs at major intersections • Provide for a parking lane on the west side of street • Add a bicycle lane on the east side of the street • Retain one travel lane in each direction • Consider raised intersections at key crossings between S Othello Street and S Henderson Street
201	traffic	Improve the intersection of 51st, Renton, and Roxbury.

Project ID	Category	Rainier Beach/South Henderson Street Project/Proposed Improvement
157	transit	Provide feeder bus service from Henderson Station, including a connection to Rainier Beach commercial areas and for neighborhood circulation.
160	transit	Reconfigure the S. Henderson St. to primarily service non-automobile transportation modes; allow for development of a local trolley system in the median (or other local circulator system).
162	transit	Implement one and/or all of the following alternatives to ensure successful and efficient local access to the transit station: S. Henderson St. Trolley; explore potential and feasibility of developing a state-of the-art trolley line to travel on S. Henderson St. from the Henderson Station to points south and/or north along Rainier Ave. S.
452	transit	Improve transit reliability on Henderson/Seward Park between Henderson and MLK and Seward Park/ Rainier

Othello/New Holly Station Area

Project ID	Category	Othello/New Holly Station Area Project/Proposed Improvement
49	bikes	Consider striping bike lane west along Othello to Beacon in conjunction with Myrtle St. connection. Explore striping Othello east of MLK with bike lanes.
51	bikes	Work with SHA New Holly development to include pedestrian and bike path along Myrtle-connecting MLK to Chief Sealth and Beacon. Assume bikes will cross MLK at Myrtle and travel south on 42nd Ave S.
55	bikes	Provide east/west bike access improvements, possibly along Swift/Myrtle/Othello. Also consider adding a bike path connection between 42nd Street and Renton Ave S, just east of the Othello Station.
45	crossing	Implement pedestrian crossing improvements at S. Othello St. and 43rd Ave. S.
47	crossing	Develop pedestrian crossing improvements at S. Othello St. between Othello Park and Beacon Hill Ave.
7	misc	Improve linkages to adjacent neighborhoods, particularly Holly Park. Linkage to Chief Sealth Trail in powerline right-of-way.
54	misc	Create a transition zone between arterial traffic and Holly Park Phase 3 on west side of MLK and south of S. Othello St., residential side street on west side of MLK Way S.
9	parking	Explore shared parking for retail development, with reduced parking ratios at Holly Park Redevelopment Phase 3 (coincident with start of light rail service).
511	sidewalks	Pedestrian safety in the vicinity of New Holly (internal streets as well as S. Othello and S. Myrtle)
38	traffic	Plan and develop traffic calming strategies for MLK and S. Graham St.

Because many of the Transit and Bicycle projects cross geographic boundaries, they are listed here separately. Some of these projects also appear in the specific Area listings, while some are only captured here.

Transit

Project ID	Category	Transit Project/Proposed Improvement
449	Transit	Improve transit reliability on Myrtle and Othello between Beacon/Myrtle and east end of Othello.
450	Transit	Improve transit speed and reliability on Rainier between Yesler and McClellan
451	Transit	Improve transit speed and reliability on Rainier between McClellan and Seward Park
452	Transit	Improve transit reliability on Henderson/Seward Park between Henderson and MLK and Seward Park/ Rainier
453	Transit	Improve transit reliability on Columbian between Spokane/4th Avenue South and Beacon
454	Transit	Improve transit speed and reliability on Columbian/Alaska Way between Beacon and Alaska/Rainier
455	Transit	Improve traffic and transit management with ITS program on Montlake Blvd, 24th Ave E. and 23rd Ave E from Pacific Street to McClellan
456	Transit	Improve transit rider information through street name signs and street destination signs on Montlake Blvd, 24th Ave E. and 23rd Ave E from Pacific Street to McClellan
461	Transit	Improve transit rider security with CCTV (8 cameras) on Rainier Avenue S.
465	Transit	Improve Transit speed and reliability by installing traffic signal interconnect/fiber optic cable run on Rainier Avenue S.
468	Transit	Improve transit rider convenience by installing diction equipment on Rainier Avenue S. so corridor can be added to Traveler Information site.
474	Transit	Upgrade signal controllers/cabinets as needed, to allow for a coordinated system, bus priority, and advanced intersection operations.
523	Transit	Study a Othello / Myrtle transit connector route
533	Transit	Improve reliability of bus #7 (from Hillman City to Downtown)
557	Transit	Trips by auto and transit take too long to get into and out of the Hillman City (to downtown, etc) especially during "off-peak" hours.

Shaded items indicate improvements NOT listed on geographic matrices.

Bicycle

Project ID	Category	Bicycle Project/Proposed Improvement
148	bikes	Install bicycle wayfinding signs and adjust 'zig-zag' route to reduce the number of turns on the Rainier Valley bike route.
253	bikes	Investigate I-5 ped/bike crossing improvements at Swift going down Albro.
254	bikes	Investigate free use of Beacon Hill Station elevator for ped/bike access through and up on Beacon Hill.
255	bikes	Investigate potential opportunities to cut under elevated sections of I-5 for new ped/bike crossings.
435	bikes	Add 15th Ave S to bicycle route map, connecting to Swift/Morgan/Othello to the South.
436	bikes	Add "Bike/Ped Access" signage to "Dead End" streets including 25th S and Massachusetts; 17th, 18th, and 19th to I-90 trail
442	bikes	Add wayfinding signage and establish bike route from Lake Washington Blvd. through Genesee Park to Columbia City.
443	bikes	Complete gaps of the existing bike route on Alaska Street and 35th Avenue S.
469	bikes	Improve paving on Lake Washington Blvd. S/Lakeside Ave. S between approx. Lake Park Drive S and Lake Washington Blvd (Colman Park entrance).
487	bikes	Improve visibility of bicyclists by providing free or subsidized bicycle lights.
492	bikes	Designate a clearly signed bike boulevard on a street adjacent to Rainier.
493	bikes	Improve directional signage for bicyclists to current bike routes.
494	bikes	Place traffic signal actuator markings in the road at each signalized intersection that bisects Rainier Ave. S., allowing bikes to trip the signal.
514	bikes	Provide southeast Seattle North South signed bike route
517	bikes	Improvements along the Lake Washington Blvd. bike route
519	bikes	Provide bicycle access at Military Road overpass
522	bikes	Study East Duwamish Greenbelt Trail
523	bikes	Study a Othello / Myrtle transit connector route
525	bikes	Study Chief Sealth to Green River Trail connector
561	bikes	Grade changes on designated bike streets are quite steep.

Other Suggested Projects by Type

Project ID	Category	Miscellaneous Project/Proposed Improvement
475	ITS	Communication links as needed, to connect signalized intersections to the Traffic Management Center and Central Signal System.
476	ITS	Provide traffic cameras for monitoring conditions and providing images to SDOT's website for traveler information.
477	ITS	Provide dynamic message signs as needed, to provide timely information to motorists.
478	ITS	Provide data stations for collecting traffic data that would be used to provide a real-time traffic conditions flow may and incident detection. Information would also be used for planning and performance measure purposes.
479	ITS	Provide detection to ensure efficient street operation. Detection would be used for time-of-day, traffic-responsive, or traffic-adaptive operations.
480	ITS	Provide transit signal priority where appropriate, to provide travel time and reliability advantages for transit. Queue jumping would also be considered.
481	ITS	Provide emergency vehicle priority at all signalized intersections, to assist in timely delivery of emergency services.
482	ITS	Provide accessible pedestrian push buttons and other advanced pedestrian detection devices, as appropriate.
40	Maintenance	Develop funding mechanisms for sidewalk development and maintenance.
41	Maintenance	Expand capacity of sidewalk repair grant programs.
483	Maintenance	Increase frequency of street cleaning along Rainier Ave. S.
484	Maintenance	Identify and repair street surface issues (potholes, persistent puddles, etc)
31	Misc	Expand existing transportation and support services for seniors.
495	Misc	Build a green street network
499	Misc	Develop a trail system for East Duwamish greenbelt
503	Misc	Encourage multiple uses in the transportation grid in the Taylor Creek area (south of Rainier Beach)
564	Misc	Plan appropriately for the differing destination types in Rainier Valley - local, city-wide, and regional. Farmers Market and Beatwalk are local and city-wide, while cultural centers such as MLK/ Othello and MLK/Graham are regional.
534	Parking	Provide parking facilities associated with light rail stations. Consider day/evening uses.
551	Parking	Develop a neighborhood-wide approach to parking in the business districts, preferably at the perimeter of the districts.
485	Traffic	Slow down free right-hand turns where crosswalk accidents are high.
486	Traffic	Improve street lighting at intersections with high accident rates.
512	Traffic	Speeding on collector arterial streets
554	Traffic	Consider making Airport Way S. more recognizable as an alternative to MLK if I-5 is congested. Look at signage and freeway access.

Shaded items indicate improvements NOT listed on geographic matrices.

Left Turn Warrent Study – 2006 Needs List

Location	Accident Warrant	Volume Warrant
12th Ave. S and S. Charles St.		Northbound
15th Ave. S. and Columbian Way		Eastbound and Westbound
Beacon Ave. S. and Columbian Way		Eastbound and Westbound
Rainier Ave. S. and Massachusetts		Eastbound. NB/SB alrady protected. Met volume warrrant EB for Am Peak only.
Rainier Ave. S. and Orcas	Northbound/Southbound	Northbound/Southbound

Using enforcement to make streets safer in Hillman City