

Rainier Ave/Jackson St Transit Improvements

Frequently Asked Questions about the Rainier Ave Transit Improvements

Which bus stops will be improved and how?

The Seattle Department of Transportation (SDOT) is proposing to install widened sidewalks, or 'bus bulbs', at each of the improvement locations identified in this diagram. Most will see improvements to one side of the street, while several (at Maynard Ave, MLK Way, 39th Ave, Orcas St, and Frontenac St) will be improved in both directions. Locations were selected based on existing sidewalk conditions, the number of riders using each stop, expected impact to bus travel times, and input from King County Metro and community stakeholders.

At each of these improvement locations, new curb ramps will be installed (where needed) to improve pedestrian and transit accessibility. Additional potential funding has been identified for providing pedestrian-scaled lighting, bike racks, and upgraded shelters at these locations wherever possible, based on need and input.

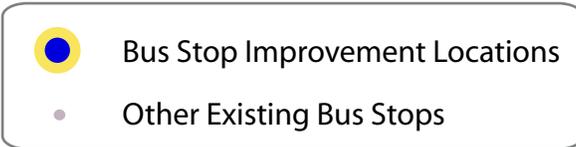
How will these improvements affect travel lanes on Rainier?

SDOT is not proposing to change the number of travel lanes on Rainier. The width of the travel lanes (some of which do not currently meet City guidelines) will be modified to better accommodate buses and parking.

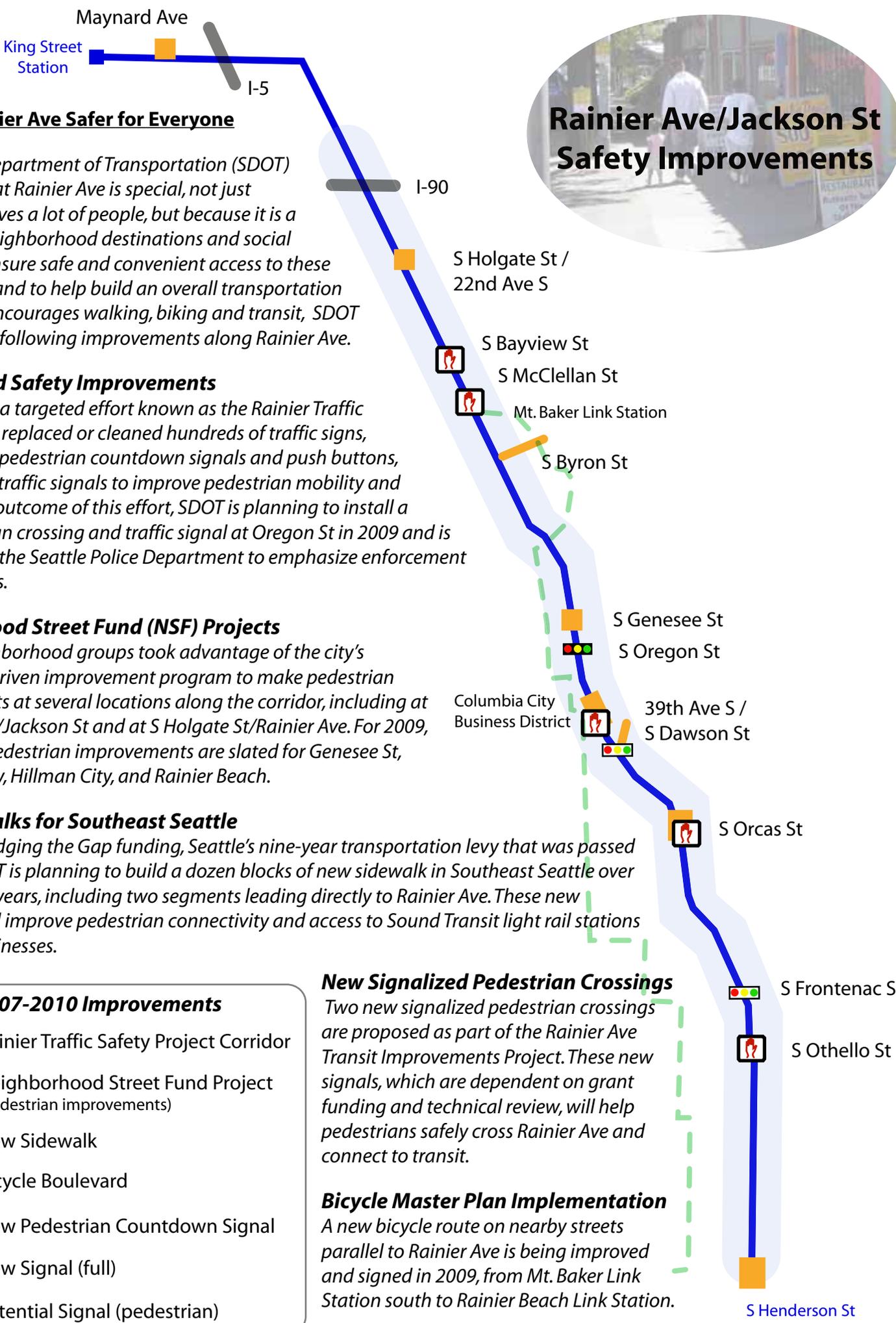
How will these improvements affect parking?

Currently parking is allowed on both sides of the street along parts of Rainier; however, many vehicles park over the curb and on the sidewalk to avoid potential conflicts with moving traffic. This is because the road simply isn't wide enough to comfortably fit in parking in many locations. This condition negatively impacts the pedestrian environment, can damage street trees and other plantings, and reduces the attractiveness and safety of Rainier Ave.

With the proposed improvements to widen sidewalks at bus stops, parking will be restricted to one side of the street along several stretches of Rainier. Where parking is to be retained, a wide (8') and well-marked parking lane will be provided to help avoid conflicts with moving vehicles and pedestrians. This will result in less parking at several locations along Rainier, but the parking that remains will be safer and more accessible. Parking will not be affected in the Hillman City or Columbia City Business Districts.



S Henderson St



Making Rainier Ave Safer for Everyone

The Seattle Department of Transportation (SDOT) recognizes that Rainier Ave is special, not just because it moves a lot of people, but because it is a vital link to neighborhood destinations and social services. To ensure safe and convenient access to these destinations, and to help build an overall transportation system that encourages walking, biking and transit, SDOT is making the following improvements along Rainier Ave.

Coordinated Safety Improvements

In 2007-2008, a targeted effort known as the Rainier Traffic Safety Project replaced or cleaned hundreds of traffic signs, installed new pedestrian countdown signals and push buttons, and adjusted traffic signals to improve pedestrian mobility and safety. As an outcome of this effort, SDOT is planning to install a new pedestrian crossing and traffic signal at Oregon St in 2009 and is working with the Seattle Police Department to emphasize enforcement of speed limits.

Neighborhood Street Fund (NSF) Projects

In 2008, neighborhood groups took advantage of the city's community-driven improvement program to make pedestrian enhancements at several locations along the corridor, including at Maynard Ave/Jackson St and at S Holgate St/Rainier Ave. For 2009, similar NSF pedestrian improvements are slated for Genesee St, Columbia City, Hillman City, and Rainier Beach.

New Sidewalks for Southeast Seattle

Thanks to Bridging the Gap funding, Seattle's nine-year transportation levy that was passed in 2006, SDOT is planning to build a dozen blocks of new sidewalk in Southeast Seattle over the next two years, including two segments leading directly to Rainier Ave. These new sidewalks will improve pedestrian connectivity and access to Sound Transit light rail stations and area businesses.

New Signalized Pedestrian Crossings

Two new signalized pedestrian crossings are proposed as part of the Rainier Ave Transit Improvements Project. These new signals, which are dependent on grant funding and technical review, will help pedestrians safely cross Rainier Ave and connect to transit.

Bicycle Master Plan Implementation

A new bicycle route on nearby streets parallel to Rainier Ave is being improved and signed in 2009, from Mt. Baker Link Station south to Rainier Beach Link Station.

2007-2010 Improvements

- Rainier Traffic Safety Project Corridor
- Neighborhood Street Fund Project (pedestrian improvements)
- New Sidewalk
- Bicycle Boulevard
- New Pedestrian Countdown Signal
- New Signal (full)
- Potential Signal (pedestrian)

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