3. Places

What will happen where I live?

This section reviews the proposed projects grouped by place, so that readers can see how the projects work together as a whole, by location and corridor.

The SETS recommendations are presented as individual projects in the project descriptions. The projects are numbered sequentially and are presented in geographic order to make them easier to locate in the document. Someone who lives in the North Beacon Hill Urban Village who wants to see the recommendations in their neighborhood, will find them fairly easily grouped together in the project sheets and labeled accordingly.

Looking at the recommended projects one-by-one, however, does not adequately explain how the projects are meant to work together and what their cumulative effect is meant to be. Installing a pedestrian signal at one intersection, for example, may be an important safety improvement for that location and could help a lot of people cross the street. But adding a series of pedestrian improvements and traffic calming measures in the heart of an urban village may help transform auto-dominated retail to a pedestrian-focused neighborhood business district, with lively interesting sidewalks that invite people to stroll and linger.

Again, taking North Beacon Hill as an example, each proposed project has independent value and is likely to be implemented as a stand-alone investment. But the projects taken as a whole are meant to: strengthen the urban village; make the business district more inviting to people on foot, bike and transit; bring people to the Link light rail station; maintain capacity for vehicles on the arterial streets and discourage drivers from diverting to residential streets; and improve safety for all travelers. Although they may be built separately over many years, the final cumulative impact of all the projects together will be greater than any single project.

This section of the report provides a brief discussion of each set of projects grouped by geographic area, in order to describe the overall intent and anticipated results of the proposed investments taken as a whole.

Urban Villages

There is a section for each urban village:

- **North Beacon Hill**
- **MLK at Holly**
- **North Rainier**
- **Columbia City**
- **Hillman City***
- **Rainier Beach**

*Although Hillman City is not technically defined as an Urban Village, it is included in this section and separated from Columbia City.

Corridors

The three major north-south corridors in the study area are Rainier Ave. S, Beacon Ave. S. and Martin Luther King Jr. Way S. (MLK).

Rainier runs the entire length of the study area, through four of the five urban villages and improvements along Rainier are discussed in each of those urban village discussions. In addition, however, the study evaluated how Rainier operates as a corridor, and is proposing major modifications to the configuration of the street between S. Alaska St. and S. Cloverdale St.

Beacon has been rebuilt for most of its length, with the exception of the portion north of S. Spokane St. through the North Beacon Hill urban village. Thus, with the exception of two improvements proposed at Beacon and S. Orcas St. and Beacon and Columbian Way S, all the Beacon improvements are covered in the North Beacon Hill Urban Village discussion.

Martin Luther King Jr. Way S. south of the intersection with Rainier was not evaluated as part of this study as it has already been rebuilt all the way to the city limits as part of the light rail projects. There is one project on MLK proposed north of Rainier, which is included in the North Rainier Valley section.

Spot Improvements

For convenience, spot improvements have been grouped into three sections:

- **Beacon Hill, outside the urban village**
- **North Rainier Valley**
- **South Rainier Valley**

The recommendations in each of these areas are stand-alone projects and are described at the end of this chapter.

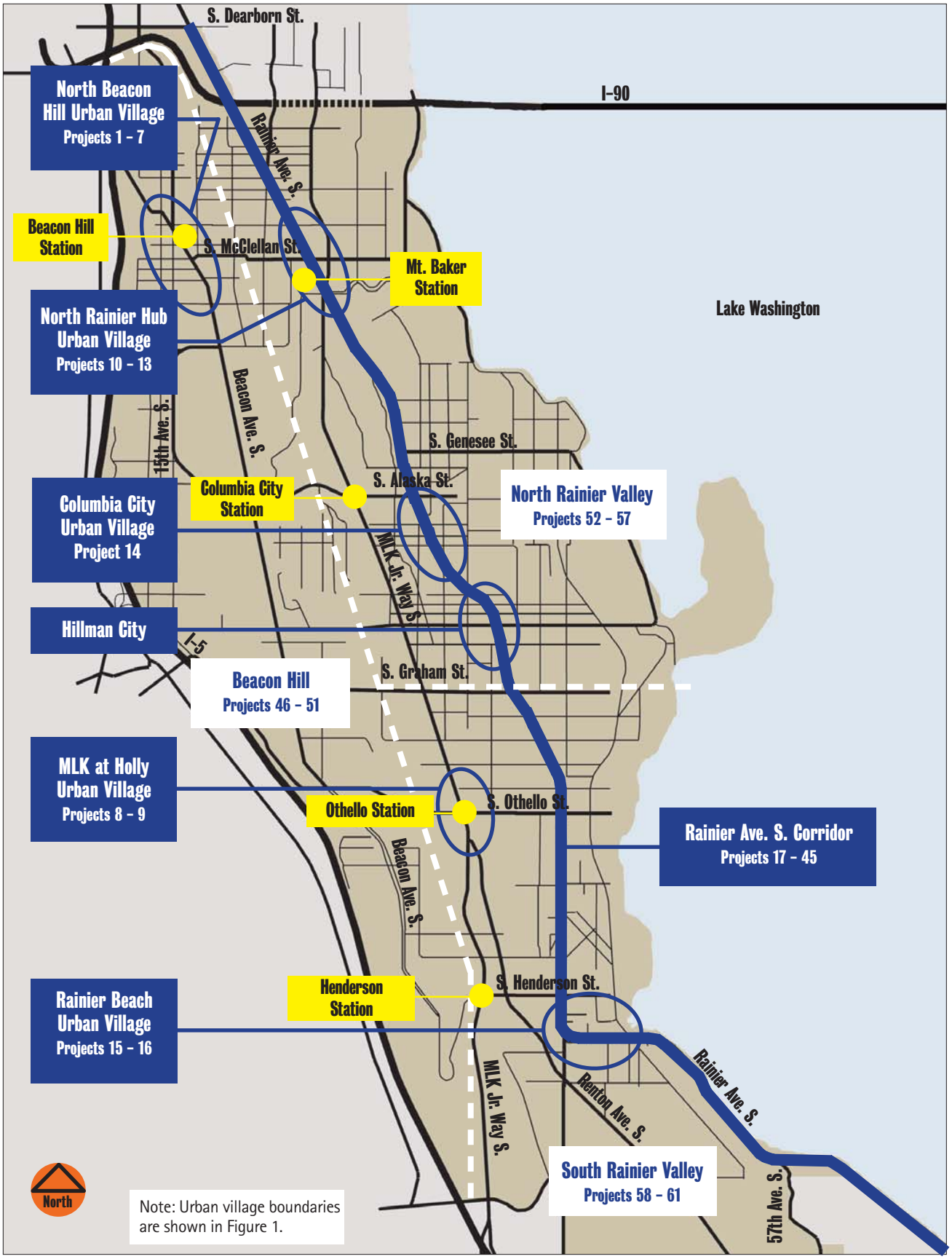


Figure 7:
Map of Study Area Showing how Projects are Grouped by Place

Draft May 9, 2008

North Beacon Hill Urban Village & Station Area

The North Beacon Hill business district stretches along Beacon Ave. S. from its intersection with 14th Ave. S. almost to S. Spokane St. It sits on the flat top of the hill and is easily and comfortably walkable. Shopping and services include two supermarkets, coffee shops, restaurants, banks, barbers and hair salons, a bakery, gas stations and small retail and services. There are no major employers; Amazon is located to the north and the Veteran's Hospital to the south.

Strong anchors include the new public library and El Centro de la Raza; in 2009 the Beacon Hill Station will open in the heart of the district.

Buildings in the business district include traditional one-story commercial buildings with entrances on the sidewalk, houses converted for business use, and new construction often with entrances set back behind parking lots abutting the sidewalk.

Single-family houses, small and mid-sized apartment buildings and small churches sit around and amid the commercial core.

Delite Bakery welcomes customers to its new building.

Economic development

Between now and 2030 many of the parcels in the urban village will likely redevelop, providing the opportunity to expand the range of goods and services, and possibly add housing on upper floors. This will also be an opportunity to reorient businesses so that pedestrian entrances abut the sidewalk, and parking is to the side or back.

The central intersection of Beacon and Lander is currently dominated on three corners by parking lots.

The Beacon Hill Station will serve about 3,000 riders a day. These riders will be potential customers for local businesses. The area's enhanced accessibility could be a catalyst for development, including higher density mixed-use projects where allowed by current zoning. A proposed new public plaza between the station and El Centro de la Raza could host an outdoor market, and be a gathering place for festivals and celebrations.

Transportation – what works

- Beacon has right-of-way to accommodate vehicles, transit, bicycles and pedestrians.
- Traffic volumes are moderate.
- Sidewalks are wide enough for today's use, but may need to be improved for future demand.
- Parking is ample, both on- and off-street.
- Existing bus service is frequent and includes some of the most used routes in the region.

People

Density	21 people per acre / 2024 est. 30
Demographics	3,250 people 19% under 18; 22% over 65
Auto Ownership	28% of households have no car.
Journey to Work	31% transit; 47% drive alone 85% work in Seattle.
2020 Station Boardings	3,000 a day

Sources: 2000 U.S. Census; Sound Transit

Transportation – what doesn't work

- Beacon cuts across the street grid at an angle, creating wide intersections that are difficult for motorists, pedestrians and bicyclists to navigate.
- Some blocks have multiple curb cuts, and parking lots abut corners, creating conflicts between vehicles and people walking and bicycling.
- There are no bicycle lanes or sharrows.
- Traffic on 15th Ave. S. moves quickly through the business district.
- Public schools need safe walking routes.

Project Recommendations

The North Beacon Hill business district is likely to redevelop substantially between now and 2030. Already density is higher than anywhere else in Southeast Seattle. A series of small improvements at streets and intersections throughout the business district, coupled with using the opportunities presented by redevelopment projects to align commercial buildings to the sidewalk, could result in a more vibrant, pedestrian-focused neighborhood center.

Objectives

- Make the business district more inviting to people on foot, bicycle and transit; use design to encourage people to walk and linger in public spaces.
- Bring people to the Beacon Hill Station, and encourage those riders to become customers of local businesses.
- Maintain capacity for vehicles on the arterial streets and discourage drivers from diverting to residential streets.
- Improve safety for all travelers.

Increasing walkability in a neighborhood not only brings more people to the street, it also has great health and environmental benefits.

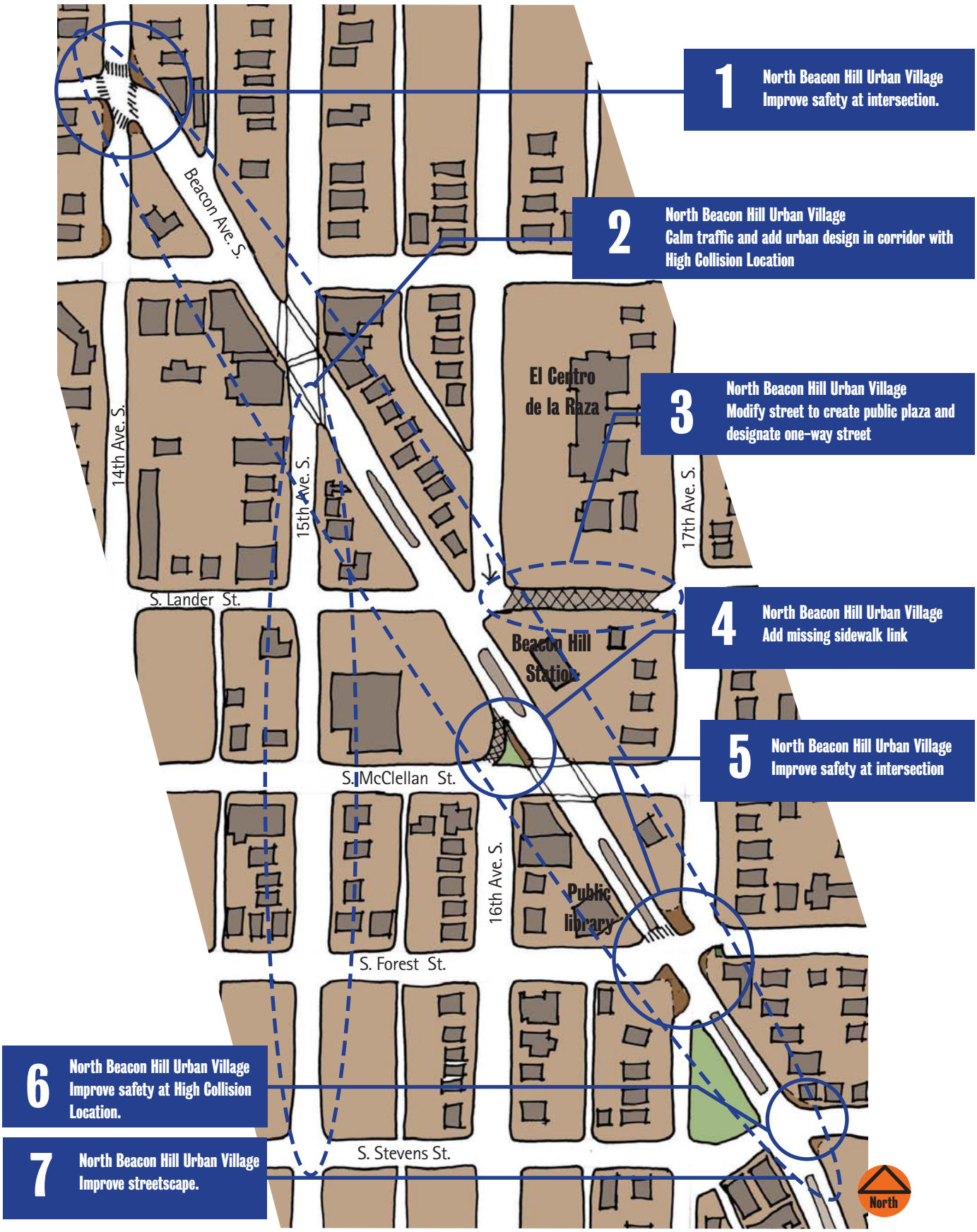


Figure 8:
North Beacon Hill Urban Village Projects

MLK at Holly Urban Village & Station Area

In the last decade, the MLK at Holly Urban Village and station area has undergone a greater transformation than anywhere else in Southeast Seattle. Holly Park, originally constructed by the Seattle Housing Authority during World War II to house the families of Boeing workers, was designed as a modern "garden community." Its use as defense worker housing continued through the Korean War, after which it was converted to low income housing.

In the late 1990s it became the first of Seattle's three Hope VI projects, designed as a mixed-income and mixed renter- and owner-occupied development. The Housing Authority rebuilt what is now called NewHolly/Othello Station according to traditional neighborhood development principles, with homes set along a newly developed street grid, replacing 871 housing units with 1,450 apartments, townhomes, duplexes and single family homes.

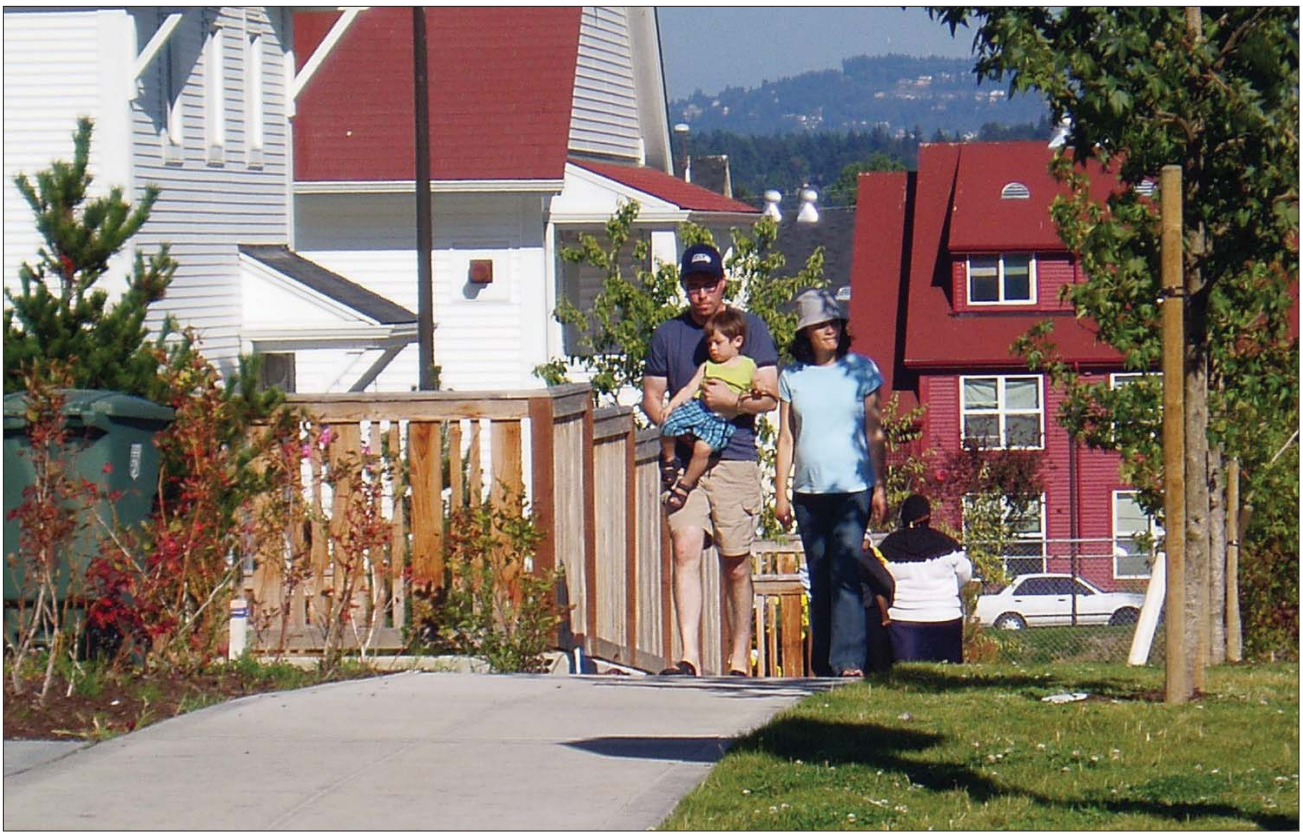
At the same time, Sound Transit has been building the first segment of the region's light rail line along Martin Luther King Jr. Way S, with a new station at the intersection of MLK and S. Othello St. Construction is now nearly complete and the trains are scheduled to start running in 2009.

Economic Development

With NewHolly/Othello Station nearly complete, 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 redevelopment and new development of pedestrian oriented shopping, restaurants and services.

SETS and MLK

Because MLK is being completely rebuilt from the intersection with Rainier Ave. S. to the south city limits as part of the light rail project, it would not have been appropriate for this study to revisit the design of the street. For that reason, the analysis done for SETS focused on access to and from the light rail station from adjacent areas. To the west of MLK, changes were undertaken during the course of this study to improve pedestrian crossing conditions with a new signal at S. Myrtle St. and 38th Ave. S. To the east of MLK, SETS includes two project recommendations to improve pedestrian and bicycle safety and access to and from the station area.



A young family out for a walk at Othello Station where the sidewalks are well used.

King Plaza, on the west side of MLK, attracts shoppers from as far away as Vancouver, BC and Portland, Oregon.

People

MLK at Holly Residential Urban Village

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

Sources: 2000 US Census; Sound Transit

Transportation – what works

- Circulation within the NewHolly/Othello Station developments, away from the arterials, works well with comfortable sidewalks and narrow streets.
- Multiple Metro routes, with frequent service and high ridership, operate here.
- After Link light rail opens some bus routes will be re-oriented to serve the station.
- The new Chief Sealth Trail connects from this area to Beacon Ave. S.

Transportation – what doesn't work

- When Link light rail opens the area will remain, at least initially, auto-oriented, with parking between the street and most store fronts reflecting MLK's history as a state highway.

Project Recommendations

The combined developments of NewHolly/Othello Station and the new Link light rail line running at grade through this urban village, have given the area extensive new transportation infrastructure. SETS projects address two problem intersections for pedestrians and cyclists, and separating the bicycle/pedestrian route from the main traffic route from the southeast.

Objective

- Improve safety for bicyclists and pedestrians.

A NewHolly home with a front porch on the sidewalk.

The Chief Sealth Trail is a one of the great new assets in the MLK at Holly Urban Village, providing a long distance route for commuters and recreational cyclists as well as walkers.

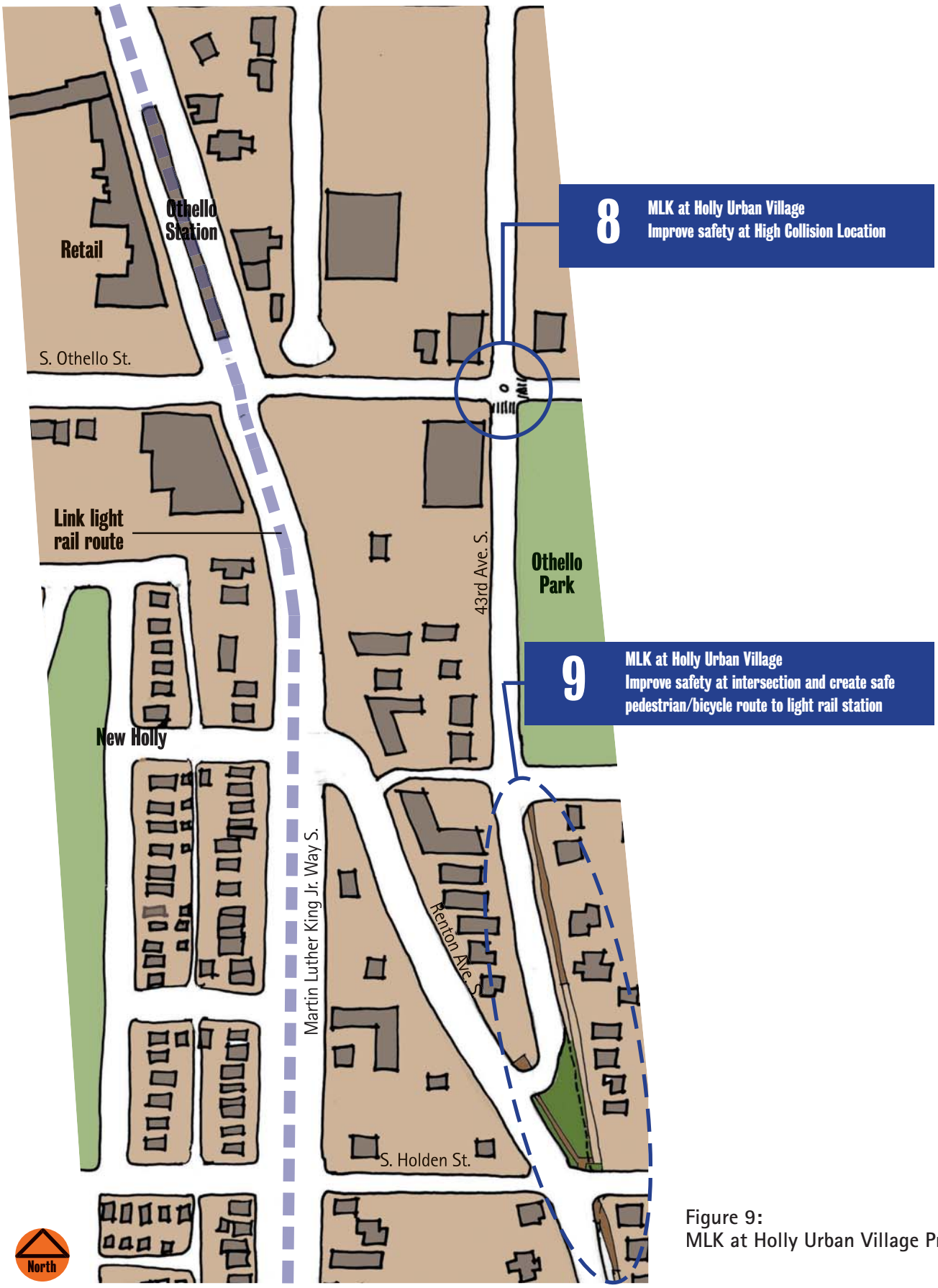


Figure 9:
MLK at Holly Urban Village Projects

Draft May 9, 2008

North Rainier Hub Urban Village

The North Rainier Hub Urban Village extends from I-90 in the north to S. Dakota St. in the south. The retail core centers around Rainier Ave. S. and S. McClellan St, but the entire length of Rainier through the urban village is home to a variety of commercial, retail, and light industrial development, along with homes and apartments.

Retail businesses along Rainier are auto-oriented with independent stores, both small and large, as well as national chains. Lowes home improvement store occupies the site of Seattle's first baseball stadium, with QFC and Rite-Aid across Rainier to the west. Specialty retail, such as Borrachini's Bakery—selling bread and cakes from the same building since 1923—and the Mutual Fish Company—started in 1947 and now operated by the third generation—attract customers from around the city and even across the region.

North Rainier Urban Village also includes a number of large employers including Pepsi, the University of Washington Laundry, and Darigold.

Education and social services include Franklin High School, at Rainier and MLK, with an enrollment of over 1,400 students, the Lighthouse for the Blind, King County United Way and others.

The only outdoor seating in the area, these tables at Starbucks overlook a parking lot and the intersection of Rainier and MLK. Its popularity is a sign that residents would support a more pedestrian-friendly business district.

Currently, the light industrial areas along the street work well for the businesses there. However, despite the large number of pedestrians who walk to stores from their nearby homes, or who attend Franklin High, or work in the area, there is no place within the commercial core that is truly comfortable for people on foot.

Economic development

The opening of the Link light rail line through Southeast Seattle, and the eventual extension of service north through Seattle to Snohomish County, south to Tacoma, and east to Bellevue and Redmond, is going to connect Southeast Seattle to the region. For now, the Mt. Baker Station sits among service stations and auto supply stores, in one of the most auto-centric corners of an auto-centric area. But changes between now and 2030 are likely to be dramatic.

Even today, thirty percent of the households in the North Rainier Urban Village do not own a car, and many people walk to and from the QFC and Rite-Aid for their daily shopping.

Despite the disruption created by light rail construction, new townhomes have already been built directly overlooking the worksite.

The North Rainier Neighborhood Plan and the Station Area Plan both envision a pedestrian-oriented urban village and the area is designated a Neighborhood Commercial Pedestrian Area.

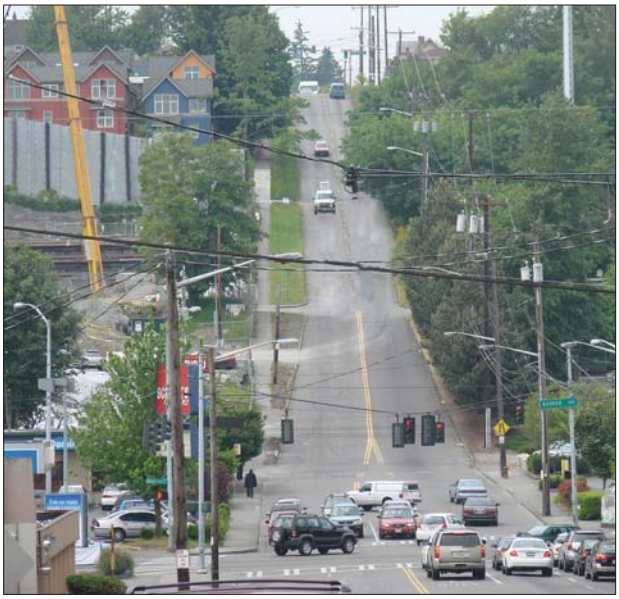
The particular challenge in North Rainier will be to balance the needs of changing land development patterns, and many more people on the sidewalks, with the necessity to maintain capacity on Rainier for high traffic volumes and its use as a major truck route.

Transportation – what works

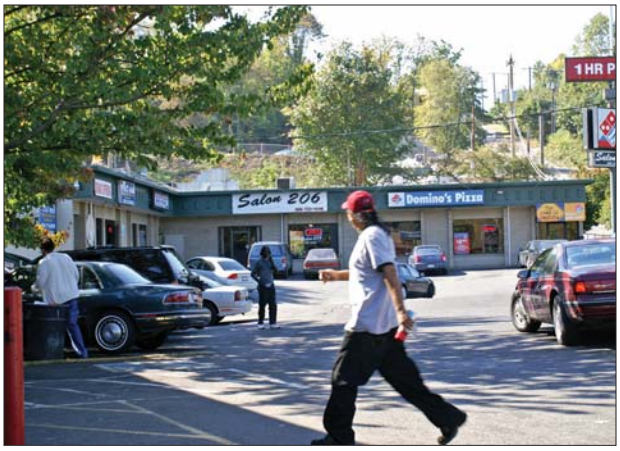
- Despite the highest traffic volumes in the study area, all of the intersections analyzed in the North Rainier Urban Village operate at Level-of-Service D or better in the PM peak hour, and are projected to do so in 2030.
- North of McClellan, sidewalks on Rainier are wide and well maintained with mature street trees.
- Transit ridership is very high, and will be even higher after light rail opens.

Transportation – what doesn't work

- A number of High Collision Locations need safety improvements.
- The intersection of Rainier and MLK is a High Collision Location for vehicles and can only be crossed by pedestrians at street level on one of four approaches.
- Pedestrian conditions in the urban village could be improved; blocks are long, traffic signals and crosswalks are few; free right turns are frequent; curb cuts are many and wide.
- There are no bicycle lanes or sharrows.



New townhomes overlook the tunnel portal where the Link light rail line emerges from Beacon Hill. People's desire to live and shop close to the station is likely to change this area between now and 2030.



Over the next twenty years land values in the station area are likely to increase and some owners will redevelop their properties to higher density uses. New projects need to bring front doors to the sidewalk along with other changes to create a place that encourages people to walk.

People

Density	10 people per acre / 2024 est. 12
Demographics	4,200 residents 23% under 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

Sources: 2000 US Census; Sound Transit

Project Recommendations

The transition from highway-style development to a pedestrian-friendly urban village will take time. Traffic volumes will always be high on Rainier because of the arterial street pattern, land uses at the north end of the urban village, and the need to maintain Rainier as a Major Truck Route. That said, there can be significant improvements in creating an urban village that integrates more housing, welcomes people on foot, and makes the most of the concentration of bus and light rail transit in the heart of the area.

Objectives

- Improve safety for all travelers.
- Maintain vehicle capacity on Rainier, and maintain the Major Truck Route designation.
- Support freight accessibility for existing commercial/industrial businesses, and preserve this land use for the future to provide important jobs and services.
- Improve access to transit for bus and light rail riders.
- Improve transit speed and reliability.
- Support the transition of the core business district from an auto-oriented center to a pedestrian friendly urban village.
- Take advantage of redevelopment to implement a better street environment that meets the needs of all users.

Existing businesses are grandfathered in, but no new drive-throughs, such as this one on Rainier near McClellan, can be constructed within the Station Area Overlay District.

Figure 10:
North Rainier Hub Urban Village and Rainier Ave. S. Projects

Columbia City Urban Village

Columbia City was incorporated in the 1800s and later annexed to Seattle. Its historic core retains many original buildings, with street level retail and apartments above. Looking at its transportation history, Columbia City was served by the Seattle-Renton streetcar line between 1890 and 1937, on a route, Rainier Ave. S, that subsequently became State Highway 167.

Economic development

Columbia City is a thriving business district and attractive residential area. Its renaissance is due in no small part to the Columbia City Business Association's vision for: "First, a pedestrian-friendly, one-stop shopping district that meets the day-to-day needs of the surrounding neighborhoods, and second, a Seattle-wide destination for great food and for stimulating art, entertainment and specialty shops." *[Source: Columbia City Business Association website.]*

In fact, Columbia City has achieved the second part in a just a few short years; it attracts people from Seattle and around the region for its restaurants and shopping. But it is the first part, still a work-in-progress, that is at the center of achieving Seattle's vision for a city of livable neighborhoods, and for helping to realize the goals of the Climate Action Plan.

Walking to shop

Columbia City has all it needs to attract people on foot: a great bakery and butcher shop, a few small or specialty food stores, and a wide variety of retail and restaurants. And these businesses are complemented by a world class farmer's market every Wednesday that sells a broad variety of food for any meal. Founded in 1998, the Columbia City farmers market brings over 40 Washington state farmers and small food vendors to the corner of Rainier and S. Edmunds St. Market days are full of the colors and sounds of shoppers from around the world who live and work in this community. The community is also working on a long-term plan to locate a full-service grocery store in the neighborhood.

Two benches on the sidewalk by the Columbia City Bakery encourage people to relax and visit, no purchase necessary.

Transportation – what works

- The Columbia City Station is just over a quarter mile from the heart of the business district.
- Historic urban design elements have been applied consistently and well. Sidewalks, lighting, curb bulbs, street furniture and plantings are all attractive and functional and create a pedestrian-friendly environment.

Transportation – what doesn't work

- Traffic on Rainier moves quickly through Columbia City.
- There are no bicycle lanes or sharrows on Rainier; bicyclists must ride in limited roadway space or on the sidewalk.
- S. Alaska St. between MLK and Rainier, an important route between Rainier Vista and Columbia City, needs improvements to better serve bus riders, walkers and bicyclists.

People

Density	16 people per acre / 2024 est. 20
Demographics	4,900 residents 30% under 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

Sources: 2000 US Census; Sound Transit

When there are more pedestrians waiting for the light to change than there are cars, it's a sign that the urban village is working.

Project Recommendations

Columbia City already has many of the transportation improvements that make a great place: wide, well-maintained sidewalks, street furniture, curb bulbs, and pedestrian lighting. But for many hours of the day, Rainier has high volumes and speeding cars. Taming traffic through the business district will have minimal effect on drivers' convenience, and a huge effect on the livability of Columbia City, for both its residents and visitors.

Objectives

- Implement improvements along Rainier Ave. S. to slow speeding traffic, improve safety, and create a pedestrian-friendly area.
- Support the business district as a one-stop shopping destination that meets the day-to-day needs of the surrounding residents.
- Complete connections to the Columbia City Station on Martin Luther King Jr. Way S. between Alaska and Edmunds.
- Improve safety for all travelers.

Shoppers of all ages enjoy the Columbia City Farmers Market held Wednesdays from May to October

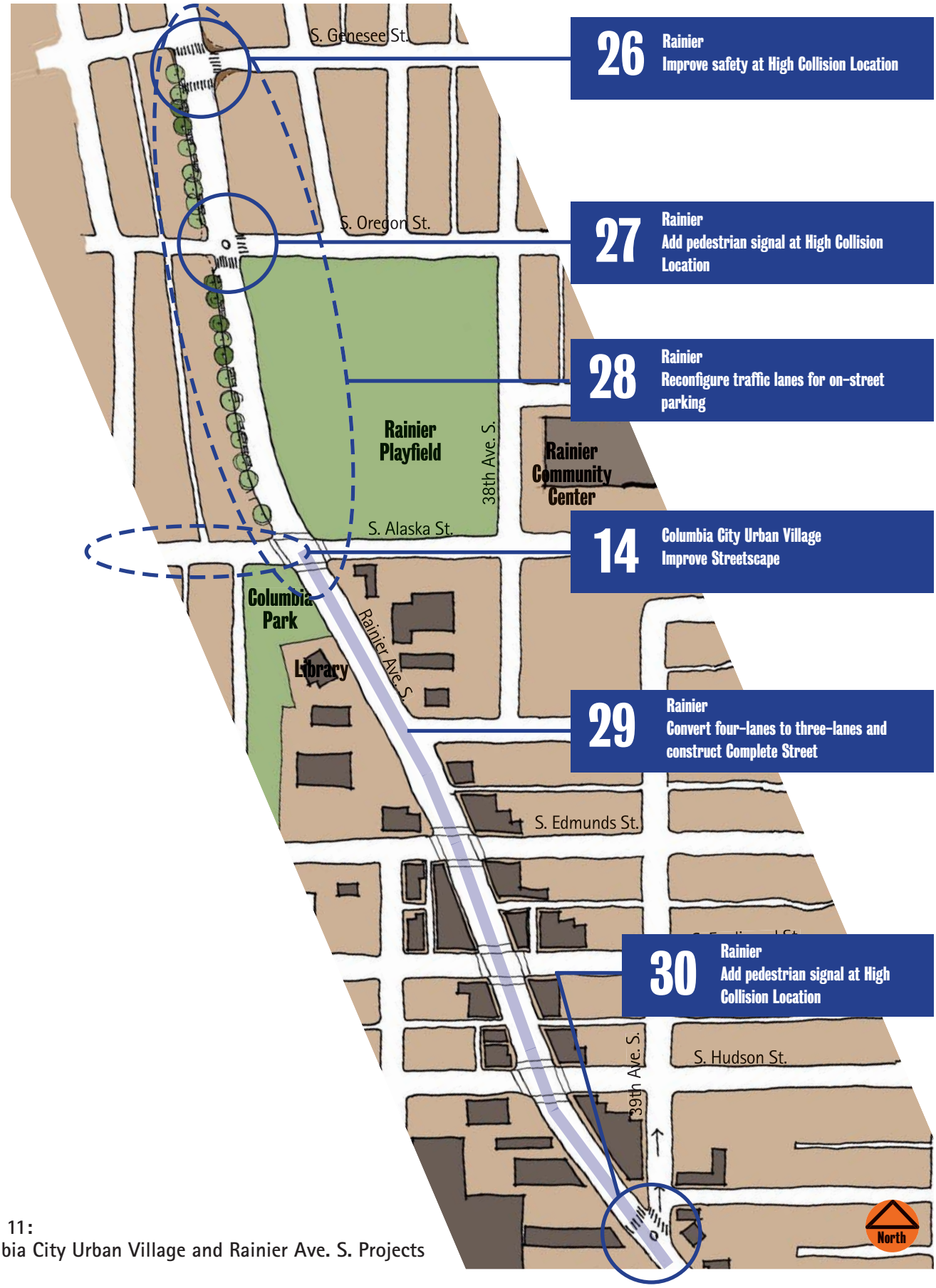


Figure 11:
Columbia City Urban Village and Rainier Ave. S. Projects

Hillman City

Hillman City, first settled in the mid 1800s, has a business district that has remained intact for over 100 years. Like Columbia City to the north, however, it has experienced periods of economic downturn.

Economic Development

The heart of the district, centered on Rainier Ave. S. and S. Orcas St, is about five blocks long and a half block deep. A number of successful barbershops and beauty salons share the street with a convenience store, restaurants and bars, a karate studio, medical offices, small clothing stores, an employment program, a state driver's licensing office and other businesses. In the last year, storefronts have been refurbished, new businesses have opened, including a glass studio, a furniture store, a bookstore, a women's gym, and a small grocery. Several windows have "Coming Soon" signs promising, among other things, a barbecue restaurant and a bakery.

Pleasant residential neighborhoods of well-kept homes surround Rainier. Currently, there are few people on the sidewalks of Hillman City, but multiplying the changes of the last couple years and looking five or ten years into the future, it's reasonable to expect that the existing storefronts will be fully occupied, that a few under-used sites will have been redeveloped and that the sidewalks will be much busier than today.

Strength in togetherness

Columbia City and Hillman City were part of the same Neighborhood Planning area; from end to end they stretch less than a mile along Rainier. Hillman City will likely prefer to create a unique identity with urban design treatments that differ from those in Columbia City, and it's appropriate that they do so. However, linking the two business districts by extending their urban design treatments north and south to a meeting point along Rainier to would create an extended business district that would encourage people to travel back and forth between them, to the advantage of both.

A glass studio is one of the new businesses recently attracted to Hillman City.

A sign on Orcas tells drivers, who are only a half block from the Hillman City business district, how to get to Columbia City. This sign should say "Entering Hillman City and Columbia City."

Transportation – what works

- Hillman City has some of the largest and most beautiful street trees in the city of Seattle.
- Currently, there is adequate parking on Rainier Ave. S. and on side streets, however as more customers are attracted to the district this may change.
- The core business district is densely developed and generally supportive of transit, walking, and bicycling.

Transportation – what doesn't work

- Traffic moves quickly through the business district.
- Drivers often park partially on the sidewalk because the volume and speed of traffic makes it difficult to open the driver's side door.
- Pedestrians have only one traffic signal in the heart of the business district, at S. Orcas St, plus a pedestrian-activated signal near Group Health at S. Brandon St. It is difficult to cross Rainier north and south of Orcas.
- On the east side of Rainier between S. Findlay St. and Brandon, numerous long curb cuts interrupt the sidewalk continuity.

Drivers sometimes park on the sidewalk, which is unpleasant for pedestrians and a hazard to the trees.

Project Recommendations

Hillman City needs the transportation improvements that make a neighborhood business district a great place: closely spaced traffic signals, curb bulbs, wide, well-maintained sidewalks, and street furniture.

Objectives

- Implement improvements along Rainier, to slow traffic, improve safety, and create a pedestrian-friendly area.
- Support the business district by joining Hillman City and Columbia City through extension of the existing urban design features along Rainier from 39th Ave. S. to S. Kenny St.
- Reorient wayfinding markers to direct people to Hillman City.
- Improve safety for all travelers.

A Hillman City storefront recently restored and part of the neighborhood's revival.

Figure 12:
Hillman City and Rainier Ave. S. Projects

Rainier Beach Urban Village

The Rainier Beach Urban Village combines large scale retail with apartments, single family homes, small auto-oriented businesses and major public facilities including the new public library, Rainier Beach High School and Rainier Beach Community Center. With a few exceptions, such as a small retail area on 57th Ave. S. and another at Martin Luther King Jr. Way S. and S. Henderson St, all of the retail is centered on Rainier.

The eastern edge of Rainier Beach is the Lake Washington waterfront, accessible to all through a public park and boat launch. The Henderson Station is about a half mile to the west at the corner of Henderson and MLK, and is the most southerly station in Seattle.

Development in Rainier Beach is almost entirely auto-oriented. Despite wide, and for the most part well-maintained, sidewalks there is little pedestrian feel to the streets and no separate accommodation for bicyclists.

Rainier Beach community and business organizations have been working hard to improve the business district. The two anchor supermarkets provide important shopping opportunities for surrounding residents but, set back from the street behind large parking lots, they do not support a pedestrian-oriented streetscape.

Rainier Beach has one of the lowest auto-ownership rates in the city, and one of the highest percentages of children and youth, both very important reasons to improve access and safety for people walking, bicycling, and riding transit.

Economic Development

People

Density	14 people per acre / 2024 est. 22
Demographics	3,200 people 29% under 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

Sources: 2000 U.S. Census; Sound Transit

Although people commute through Rainier Beach heading both north into Seattle and south to Renton, traffic volumes are relatively low; volumes on Rainier here are about half of the volumes near I-90 at the north end of the street. Flat topography, wide street rights-of-way, and existing setbacks provide a good starting point to reconfigure development patterns as properties develop and redevelop. In anticipation of the opening of light rail, homeowners and landlords are already refurbishing housing on Henderson between Rainier and the light rail station on MLK. Capacity remains to add housing between the business district and the station.

The new Rainier Beach Public Library is a great place for kids; they need safe routes to get there.

Lake Washington forms the eastern edge of Rainier Beach; public parks and docks make it accessible to all.

Transportation – what works

- Rainier Beach is well served by transit, with 12 bus routes and very high ridership. Light rail will add an additional fast, frequent, reliable transit connection in 2009.
- Mature street trees in some areas make the streets and sidewalks beautiful.
- The Chief Sealth Bicycle Trail connects to the Henderson Station.
- The Mapes Creek Trail provides the beginning of a non-motorized pathway through the heart of the commercial area.
- S. Henderson St. between Martin Luther King Jr. Way S. and Rainier Ave. S. is being rebuilt as part of the light rail construction.

Transportation – what doesn't work

- The intersections of Rainier at Henderson and Rainier at 51st Ave. S. are both Pedestrian High Collision Locations.
- Multiple and wide curb cuts through the business district create difficult conditions for motorists and for bicyclists and people on the sidewalk.
- There are no bicycle lanes or sharrows on Rainier, Renton Ave. S, or MLK; the bicycle lanes on Seward Park Ave. S. are often blocked by illegally parked cars.
- Children and youth, in particular, need safe walking and cycling routes to the area's schools, community center and library, as well as to and from bus stops and the light rail station.

Two supermarket-related developments set back behind large parking lots front Rainier in the heart of Rainier Beach.

Project Recommendations

The two supermarkets and related businesses that dominate the heart of the Rainier Beach business district are housed in new buildings and are not likely to redevelop in the near future. Longer term, however, there will be significant opportunities to make better use of available land, with higher-density mixed use developments that broaden the retail offerings and add housing. Redevelopment will also provide an opportunity to reorient buildings to the sidewalk and create a pedestrian-focused retail center to complement the high school, community center, library, and medium density housing already there. In the interim, projects are needed now to improve safety for all modes, and to ensure area residents have good access to the new Henderson Station.

Objectives

- Improve safety for all travelers.
- Support existing businesses by providing good access for customers arriving by transit, car, foot and bicycle.
- Support the transition of the retail district from an auto-oriented center to a pedestrian friendly urban village.
- Ensure access to light rail for area residents.

New housing just off S. Henderson St. between Rainier Ave. S. and Martin Luther King Jr. Way S, a few blocks from the Link light rail station.

Figure 13:
Rainier Beach Urban Village and Rainier Ave. S. Projects

The Rainier corridor, a great opportunity

Rainier Ave. S. provides the greatest opportunity in the study area to transform a corridor into a more livable, complete street. Along the three primary north/south corridors in Southeast Seattle, Rainier Ave. S, Martin Luther King Jr. Way S. and Beacon Ave. S, the new light rail system will lead to increased densities, transit-oriented development and infill for areas within walking/bicycling distances of stations. Through the Link light rail project, MLK already has been transformed into a complete street for nearly all users, with many more pedestrian crossing opportunities, convenient transit access and wonderful urban design amenities.

The Rainier corridor is approximately 7.5 miles in length, extending from S. Dearborn St. to 75th Ave. S. It serves a diverse population of users including drivers, bicyclists, transit riders and pedestrians as well as a large population that speaks English as a second language.

Corridor highlights

- **Rainier is the "main street" for the business districts and residential neighborhoods** of McClellan, Genesee, Columbia City, Hillman City, Othello and Rainier Beach. These areas developed around the Seattle-to-Renton streetcar line that once ran through the Rainier Valley.

- Strong connections still exist with transit with **over 13,000 daily riders using Metro's bus service on Rainier.** At Rainier and McClellan alone over 1,700 riders access transit daily. Rainier Ave. S. is part of the Urban Village Transit Network supported by voters in the 2006 Transit Now levy.

- **In 2009 Link light rail will begin operating.** Of the four Rainier Valley stations, only the McClellan/Mt. Baker station is on Rainier, but the others are located within ¼ to ½ mile from Rainier, a distance many will walk or bicycle for the convenience of light rail.

Majestic street trees along Rainier create a linear park and are an important element of the city's urban forest.

- **Average daily vehicle volumes on Rainier range from between 42,000 at the north end to 18,000 at the south end.** The entire length is classified as a principal arterial, though street types vary considerably along the corridor reflecting the different uses/needs of adjacent land uses.

- North of Martin Luther King Jr. Way S, **Rainier serves as a major truck route**, providing freight connectivity to the I-90 interchange on Rainier and the I-5 interchanges north via S. Dearborn St. South of Rainier's intersection with MLK the major truck route shifts to MLK.

- **Many bicyclists use Rainier** as it provides a nearly level grade and a direct route through the valley. The Seattle Bicycle Master Plan indicates that further study is needed to accommodate the bicycle demand along this corridor.

- **Significant street trees line most of Rainier creating a linear park.** These trees improve the environment and quality of life for neighbors and travelers along Rainier. Aside from the aesthetic benefits, this urban forest increases traffic safety by serving as a buffer between moving vehicles and pedestrians, slows drivers down by giving the perception of a narrower street, and forewarns drivers of upcoming curves.

- **On-street parking demand varies** along the corridor, with the highest demand in the neighborhood commercial areas. With the exception of the Columbia City urban village, where curb extensions define the parking area, drivers often park partially on the planting strip due to the perceived narrow lane widths. This has led to damaged sidewalks, curbs and planting strips, and negatively impacts the pedestrian environment.

North of MLK, Rainier is designated as a Major Truck Route.

There is no signal to stop traffic for pedestrians at Rainier and S. Oregon St.

Drivers often park partially on the planting strip due to the perceived narrow lane widths.

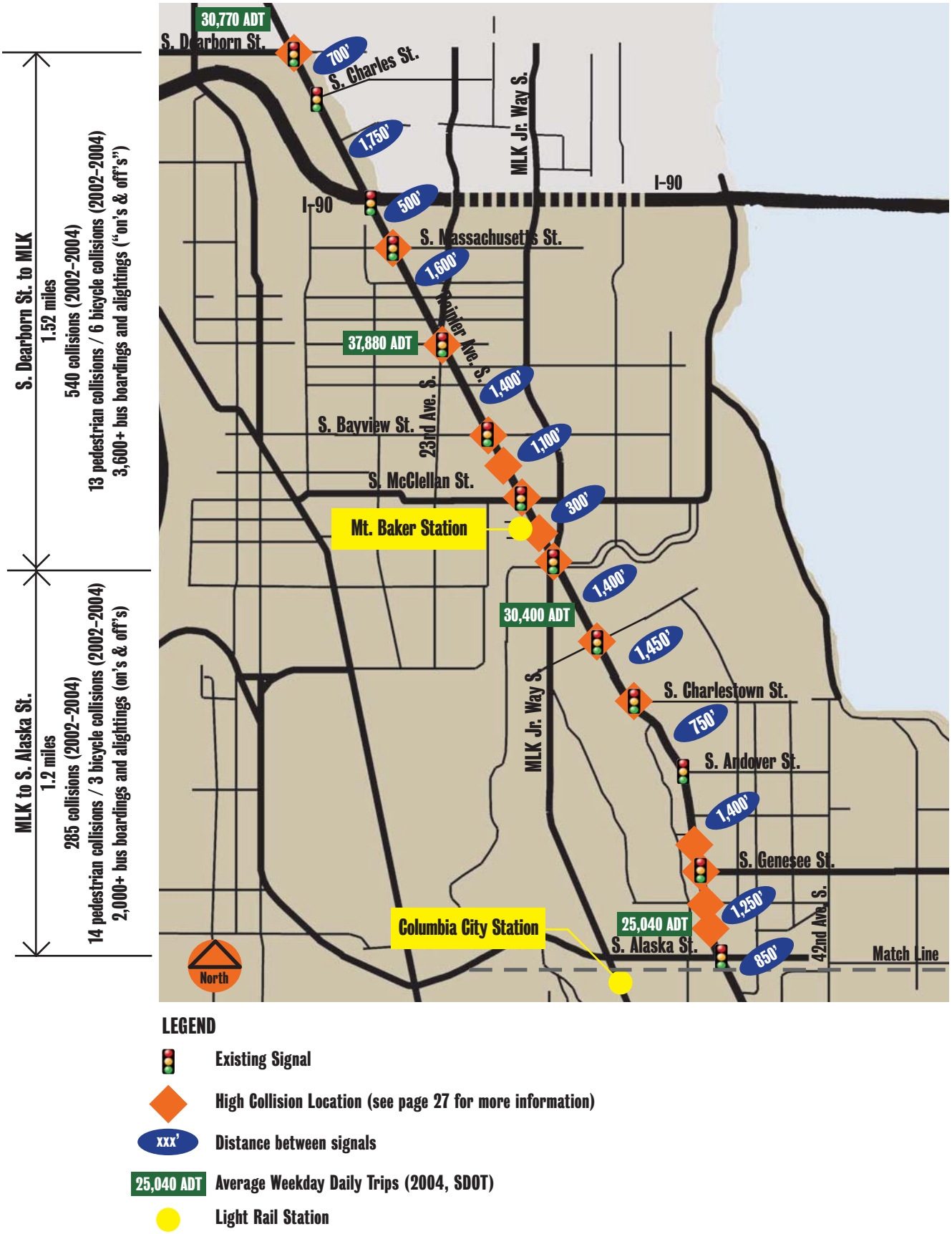


Figure 14:
Rainier Ave. S, Existing Conditions, S. Dearborn St. to S. Alaska St.

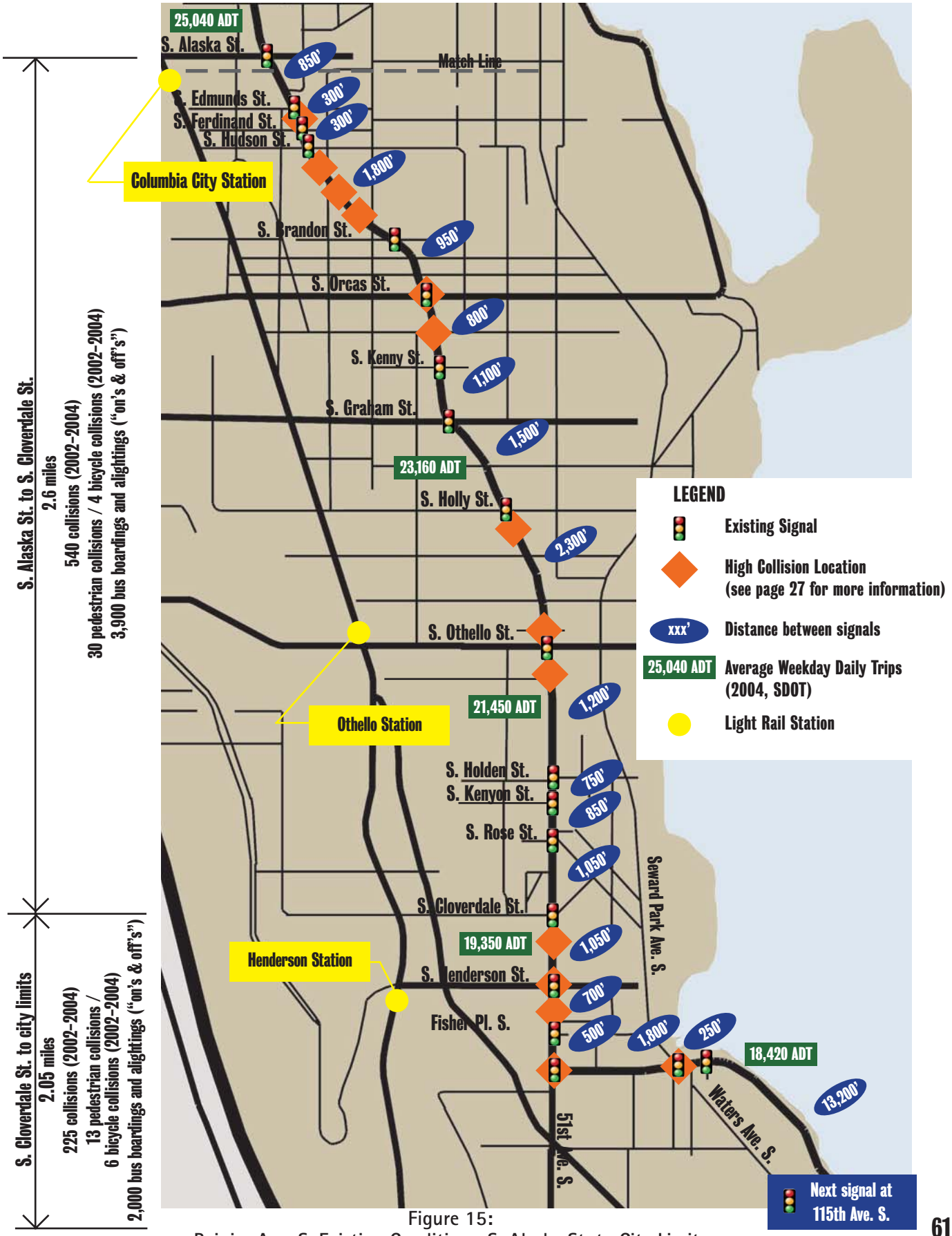


Figure 15:
Rainier Ave. S, Existing Conditions, S. Alaska St. to City Limits

Rainier at a Crossroads

Rainier, mile for mile, is one of the highest collision corridors in the city. In the three-year period between 2002 and 2004, 1,743 collisions occurred, or nearly 50 collisions per month, including 37 where someone was killed or disabled. Seventy-three pedestrians were involved in collisions of which seven were fatal. For bicyclists, 19 were involved in collisions with one fatality. Most collisions occurred on clear days, in daylight hours, and all but 55 drivers were sober.

Recently, the Rainier Traffic Safety Project Task Force developed a number of near-term engineering measures to improve safety on Rainier. Many of these have been implemented including: upgrading all the roadway signs and markings; installing a pedestrian lead signal at S. Henderson St; installing countdown signals at S. Bayview St, S. McClellan St, S. Ferdinand St, S. Orcas St, and S. Othello St; and installing LED pedestrian push-buttons at S. Massachusetts St, S. Genesee St. and S. Edmunds St. These improvements, combined with the SETS comprehensive, multimodal projects, provide a transportation plan to improve safety along the corridor over the next twenty years.

A countdown signal alerts pedestrians to how much time remains for them to cross the street safely.

Balancing the needs of all travel modes can be a challenge. The limited 52' street width of Rainier needs to accommodate vehicles, buses, trucks and bicycles.

In recent years new developments such as this QFC and RiteAid have greatly expanded the shopping opportunities for southeast Seattle residents. However, pedestrians have to navigate through the parking lots that line the street frontage.

The land use connection

Rainier passes in front of single family homes, Mom and Pop businesses, senior centers, day care centers and parks. It's on the recommended walking route for six elementary schools, and runs in front of two high schools. It passes by large apartment buildings, supermarkets, a big box retailer, freight dependent businesses, fast food places and fancy restaurants. People drink coffee at sidewalk tables, play football, check out library books, attend worship services and, every now and then, shut down a few blocks of the street and parade along it. These environments are reflected in the street type designations along Rainier which include Main Street, Mixed Use Street, Regional Connector and Industrial Access Street.

The light rail connection

Change is already happening in the corridor as a result of Link light rail construction. With one station on Rainier, and three stations on MLK within walking distance of Rainier, residents will have a much greater ability to get around quickly, reliably and conveniently. Improved accessibility will effect both development and transportation. The new light rail system will lead to increased densities, transit-oriented development and infill for areas within walking/bicycling distance of stations. This, in turn, must be balanced with additional transportation investments that support growth to enhance neighborhood livability which, in turn, will help to ensure the success of light rail.

Balancing the needs of neighbors and travelers

Most of us are guilty of looking out our windows and complaining about all the traffic, but then we jump in our cars and drive past other people's homes and businesses. Naturally, neighbors and users of Rainier are often one and the same, but Rainier must serve many more than just those who live or work along it. Making the best use of the streets we have — in this case generally 52 feet of pavement plus a little more on each side for the planting strip and sidewalk — requires us to find ways to meet the needs of people passing through as well as those stopping along the way.

Building a better street for all

Nearly half of all the projects recommended in this study are on Rainier; a few others cross Rainier or connect to it. The number one focus of these projects is safety. Intertwined with this is the intention to build a street that works for all users: trucks, buses, cars, walkers, bicyclists, and those who live, work, shop, worship and play along it. Over its seven-and-a-half mile length, the character of Rainier varies as it passes through different neighborhoods. The study recommendations address the street from end-to-end, matching solutions to needs in each location.

Deciding what works where

All streets have two functions: to provide mobility and to provide accessibility. From a design perspective, these functions may be incompatible since high, uninterrupted speeds are desirable for mobility, while low speeds with interruptions are desirable for access. Along its entire length, Rainier must balance these functions. In the northern portion, mobility may be the primary function, although access to freight dependent businesses is also important. In urban villages and areas served by light rail, accessibility may be the primary function. It is a dynamic balance as private and public investments influence the function of the roadway. This balance is expressed in the goals set out for the Southeast Transportation Study; the proposed projects along Rainier are consistent with these goals:

- Improve mobility and safety for the diverse needs of Southeast Seattle.
- Improve the transportation network with a particular focus on connections to the new light rail system.
- Support the growth to enhance neighborhood livability.
- Make cost effective investments to maintain existing roads and build on other existing efforts.
- Prioritize transportation improvements that support the City's Comprehensive Plan as well as the strategies and actions defined in the Seattle Transportation Strategic Plan Update.

Left, this pedestrian overpass provides a safe crossing at Rainier and MLK, but only across the south approaches of the intersection. As shown to the right, many pedestrians choose to cross at grade, even though only one leg of the intersection has a crosswalk.

Rainier, a complete street: what and why

Although all the SETS projects reflect the City's Complete Street policy, the most dramatic of these recommendations is implementing the four-lane to three-lane conversion on Rainier Ave. S. between S. Alaska St. and S. Cloverdale St. The following section describes how this recommendation was developed and provides a preliminary analysis of the concept.

Rainier today

No one debates that improvements are necessary on Rainier so that it will not only work better for everyone who travels on it but also meets the needs of those who live and conduct business along it. From a planning perspective, one could say the corridor has great potential. The diversity and character of the adjacent land uses, the many historical buildings, and the fact that buildings abut the sidewalk, create an active street frontage. Separation between moving traffic and pedestrians is reinforced by majestic street trees and on-street parking.

However, there are underlying problems. The 52-foot curb-to-curb width provides two 9-foot inside travel lanes and two 17-foot outside lanes that accommodate a travel and parking lane. Within the curb-to-curb space, Rainier is challenged to meet the conflicting functions of mobility, moving vehicles, and access to businesses, services and homes along the corridor.

Due to the narrow lane widths, drivers routinely park partially on the planting strip creating an inhospitable pedestrian environment. This, in turn, encourages drivers to speed as the outside lanes effectively become much wider. Drivers also make frequent lane changes to pass other vehicles stopped while waiting to make left turns or to go around busses partially blocking the through lane.

The Rainier Traffic Safety Project collision analysis identified the leading contributing causes of collisions as failing to yield, following too close and inattention. As a result, rear-end collisions made up one third of the reported collisions, with angle, sideswipe and driveway related collisions making up over 40 percent of the remaining collisions.

When the stars align

Opportunities to evaluate and implement a four-lane to three-lane conversion are more successful when unique circumstances arise. In the case of Rainier, multiple circumstances, many unique to Southeast Seattle, now present an opportunity to pursue the conversion concept.

Making a decision to move forward

The project team evaluated the feasibility of a three-lane conversion in all or part of the Rainier corridor. Working closely with the Core Community Team (CCT) the project team was reminded that the Columbia City four-lane to three-lane conversion has been explicitly and repeatedly recommended since 1976, and was the top priority action in the Columbia City/Hillman City/Genesee 1999 Neighborhood Plan.

Representatives of other neighborhoods and business districts along the corridor have stated that if the conversion is "good enough for Columbia City" it is good enough for the rest of the corridor. Preliminary analysis performed for SETS confirmed that the four-lane to three-lane conversion could work well for the portion of the corridor between S. Alaska St. and S. Cloverdale St.

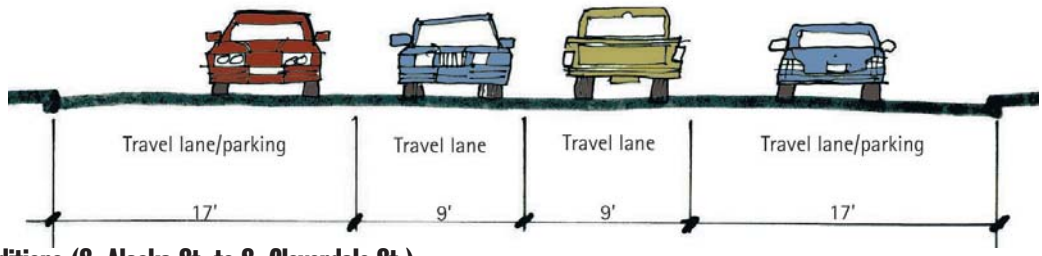
Four-lane to three-lane conversion

Converting four-lanes to three-lanes does not change the overall width of the street (curb-to-curb space). The conversion reallocates how the space between the curbs are used. A four-lane street typically contains four travel lanes, two in each direction. At intersections where there is not a dedicated left-turn lane, vehicles turning left queue in the inside lane until a gap is available to make the left turn. This causes motorists behind the turning vehicle to wait.

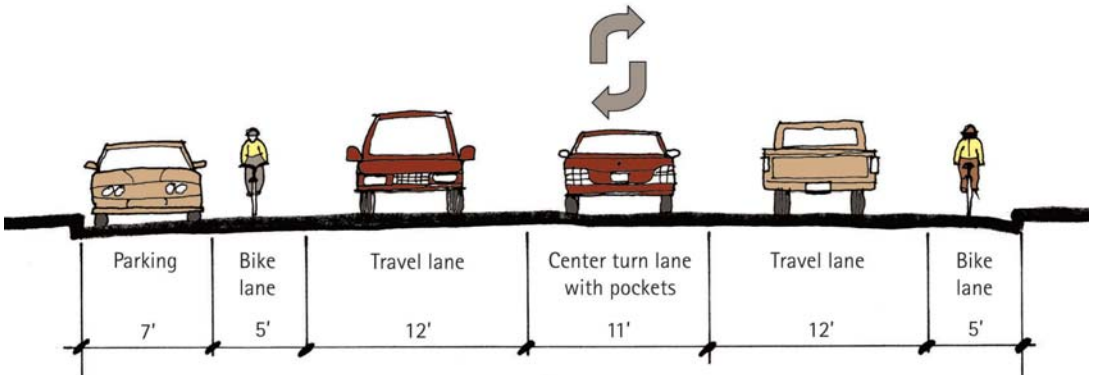
A three-lane street contains three travel lanes, one in each direction. A center lane provides a dedicated space for motorists turning left. Sometimes this turn lane is marked (at intersections) and sometimes this lane is marked as a two-way left turn lane, allowing motorists to turn left into streets and driveways. This keeps the outside lanes available for through traffic. In same cases, it is possible to convert the center lane to a median - either raised or landscaped. This works well in sections of a street where there are not many opportunities for left turns.

The extra space gained from converting to three lanes can be allocated in a variety of ways - parking lane, bus lane, bicycle lane, and even for extending sidewalks into the street right-of-way.

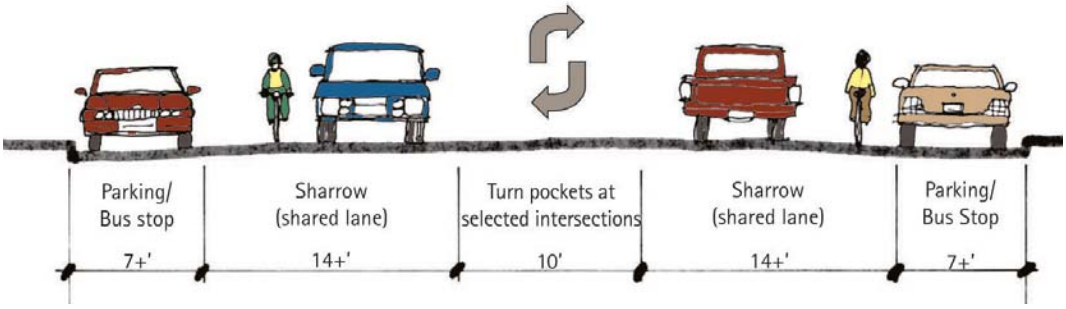
The sketches on the following page depict some options for allocating the street.



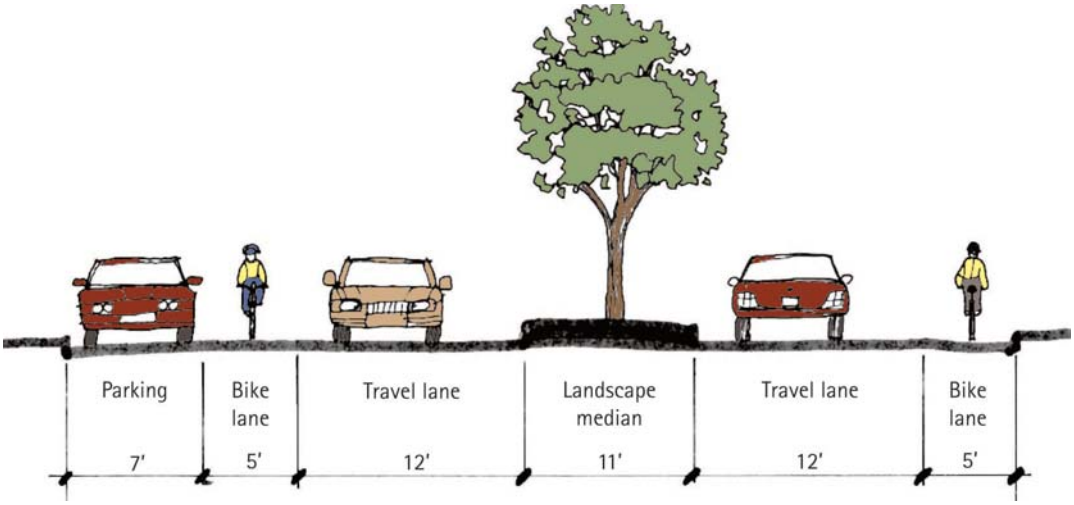
Existing Conditions (S. Alaska St. to S. Cloverdale St.)



Three-lane configuration with possible bike lanes, parking one side, center turn lane/turn pockets



Three-lane configuration with possible sharrows, parking, center turn lane/turn pockets



Three-lane configuration with possible bike lanes, parking, center median (may or may not be landscaped)

Figure 16:
Rainier Ave. S. Street Sections: Possible lane configurations

Rainier Four-lane to Three-lane Conversion: When the Stars Align

Policies and Plans Support Conversion

1990s Neighborhood Plans
Recommend three lanes on Rainier

2005 Southeast Action Agenda
Mayor Nickels' initiative promotes new investment in Southeast Seattle

2007 Complete Streets Ordinance

2007 Bicycle Master Plan
Calls for further study to make Rainier work for bicycles

2007 Bands of Green
Seattle Parks Foundation recommends three lanes on Rainier

Voters Support New Funding

2006 Bridging the Gap

2006 Transit Now

Rainier Traffic Safety Project

2007 Project Recommendation
SETS should evaluate a "Road Diet" for pedestrian safety

Traffic diverted will return to MLK

2009 Link Light Rail Completed/ MLK Rebuilt
Traffic diverted to Rainier redistribute to MLK

Southeast Transportation Study (2005-2007) tasked with:

- Preliminary analysis of technical feasibility of a four-lane to three-lane conversion project.
- Preliminary discussions with community and businesses to gauge support of the conversion.

SETS finds that conversion between Alaska and Cloverdale:

- **Maintains adequate capacity**
- **Supports neighborhood business districts**
- **Increases safety for all users**
- **Allows transit speed and reliability targets to be met**
- **Continues to enjoy strong support from the community**

SETS concludes:

Four-lane to three-lane conversion between S. Alaska St. and S. Cloverdale St. should receive further detailed analysis.

Figure 17:
Rainier Four-Lane to Three-Lane Conversion: When the Stars Align

Preliminary three-lane conversion analysis

The project team analyzed how Rainier Ave. S. would operate with two travel lanes and a continuous center left turn lane with left turn pockets at intersections, plus a combination of parking, bus stops, and bicycle sharrows on both sides of the street.

The analysis used the traffic volumes projected for 2030 and only evaluated the corridor south of Martin Luther King Jr. Way S. Rainier north of MLK has significantly higher traffic volumes, it is classified as a major truck route and businesses are more freight-oriented with buildings generally set back from the street with on-site parking, and utilizes the entire width for travel.

Results: How and why it works

Proponents support the conversion concept for livability and safety reasons and opponents criticize the concept for vehicle capacity and transit speed and reliability issues. It is important to keep in mind that each roadway is unique and research associated with conversion projects is still evolving. The following section addresses the conversion issues in more detail.

Capacity: Currently, left turns from the traffic lane reduce capacity. Because there is no left turn lane, vehicles turning left block the travel lane at intersections or mid-block driveways. As a result, in terms of capacity three-lane roadways can operate similar to the four-lane roadways where turning volumes at cross-streets and driveways are high. Also a reduction in collisions improves capacity as even minor fender benders can cause significant delays to other traffic.

Safety: A three-lane conversion will improve the comfort level for all users. Moving the left-turns out of the traffic stream allows vehicles to move more efficiently, reduces lane changes and vehicle conflicts and can significantly reduce rear end collisions.

A three-lane cross section is self-policing, in that the slowest drivers set the pace. The speeds are reduced as is the variability in speeds. Excessive speeding (i.e. vehicles traveling five mph or more over the posted speed limit) is reduced by 60 to 70 percent. The need to calm or reduce roadway speeds is a factor when determining whether to implement a three-lane conversion.

Drivers turning left onto the street from cross streets or driveways are provided a "refuge" so they only require a gap in traffic from one traffic lane verses three. Drivers turning from the center turn lane have better sight distance, and also have a safe place to wait for a gap in the oncoming traffic, without delaying vehicles behind them, or forcing them to change lanes.

Pedestrians and transit riders benefit in several ways. Crossings are improved and made safer by reducing through lanes from four to two and providing a mid-point for crossing the street (and the installation of median islands becomes feasible). Slower travel speeds makes judging the speeds of approaching vehicles easier.

Bicyclists benefit from more space on the roadway and also by the traffic calming benefits. Safety is improved when the speed differential between motorists and bicyclists is minimized.

The added distance/separation between the traffic lane and parking lane will allow motorists to park comfortably and safely within the roadway, eliminating the desire to park partially on the planting strip.

Existing four-lanes of traffic on Rainier.

Keeping the buses moving: Although the three-lane conversion improves the comfort level for all users, it can impact transit speed and reliability. The immediate priority is to improve transit speed and reliability on all transit corridors. This can be accomplished in a number of ways, including transit signal priority and/or queue jumps that allows transit to move through an intersection before other traffic, in-lane stops, and also by other engineering, education and enforcement approaches. Transit signal priority can not only keep the traffic signals green for buses to move through intersections, it can also turn traffic signals red to allow buses to pull away from the curb at far side stops minimizing merging issues. Similar to the safety campaigns for pedestrians which stress making oneself visible and clearly indicating the desire to cross, buses can be outfitted with yield signs on the rear of the bus that light up to tell drivers the bus is merging into traffic. Other improvements in fare payment systems and the boarding and alighting process could reduce the time the buses spend at bus stops and make in-lane bus stops desirable, even in a three-lane section. These improvements are detailed in the transit section of this report.

Transit improvements identified in SETS along other portions of the corridor, north of S. Alaska St. and south of S. Cloverdale St, can also improve transit speed and reliability for the entire corridor.

Fewer than 200 vehicles diverted: During the peak hour, the 2030 analysis indicates that fewer than 200 vehicles in the peak direction and 40 vehicles in the off peak direction would divert to other streets. The resulting traffic volume that would remain on the corridor closely represents the 2006 peak hour volume.

Impacts of diversions during MLK construction: In 2001, prior to the start of light rail construction, MLK was carrying approximately 30,000 vehicles a day. During construction, this volume dropped by more than 50 percent, to 13,500 (2006 volumes). Some trips that were removed from MLK were distributed to Rainier and other north/south routes. More significantly, however, the total volume of north/south trips in southeast Seattle dropped between 2001 and 2006 – that is vehicle trips went away. In 2009 light rail will be operating, providing an attractive alternative to driving, and the newly reconstructed MLK will again provide a direct connection to I-5, serving as the major truck route. Drivers will once again rediscover this four-lane street, with no parking and a 35 mph speed limit, and a redistribution of vehicle trips in Southeast Seattle can be expected.

Improvements in fare payment systems and the boarding and alighting process could reduce the time the buses spend at bus stops.

Next Steps

The analysis done by the project team was preliminary and focused on looking for fatal flaws. The next step is to confirm this result with operational analysis. The SETS team analyzed Rainier between MLK and the city limits, and it is recommended that additional analysis look at the same area.

Once the project limits are reconfirmed or modified, the next step is to complete a block-by-block analysis and evaluation. Considerations that need to be evaluated in more detail include, among others: transit speed and reliability improvements; traffic signal timing changes and the necessity for right turn lanes for capacity and progression; and identification of locations for center medians to prevent motorists from passing in the center turn lane.

This work needs to be completed in cooperation with the community and business groups who have championed this project over many years.

Buses can be outfitted with yield signs on the rear of the bus that light up to tell drivers the bus is merging into traffic.

Involving the community in any recommendations and decisions for Rainier is critical. The CCT, shown above, was instrumental in creating this document.

Additional analysis of Rainier will need to occur once project limits are confirmed. This includes a block-by-block analysis and evaluation. What is appropriate for Rainier and S. Charlestown St, shown above, may not be appropriate for Rainier and S. Othello St.

Rainier, segment by segment

Following is a brief summary of the major operational and street design issues for Rainier Ave. S., broken out into four segments, from north to south.

S. Dearborn St. to Martin Luther King Jr. Way S.
This is a high traffic volume street, 38,000 vehicles per day, and a Major Truck Route. Development is primarily commercial/industrial, interspersed with retail and homes. It requires the full street width of four travel lanes and the center left turn lane to operate well.

SETS projects focus on safety for all modes, managing vehicle delay, improving transit speed and reliability. They also improve pedestrian safety and access, particularly at signalized intersections, and improve crossings at intersecting streets and in the retail area around the new light rail station. Longer-term, SETS recommends redesign of the Rainier/I-90 interchange to improve safety.

A bicyclist rides in traffic on Rainier just south of 23rd because there is no bicycle lane.

Martin Luther King Jr. Way S. to S. Alaska St.
This segment has high volumes, 32,000 vehicles per day. Development is dominated by retail and high-density housing, with the exception of Darigold.

SETS projects are similar to those for the Dearborn to MLK segment, again with the idea of creating a street that serves all users more efficiently and safely.

This photo shows early construction activity on the Mt. Baker Station. Light rail will reinforce the transition to a denser, pedestrian-focused urban center.

S. Alaska St. to S. Cloverdale St.

South of Alaska volumes drop off significantly, to approximately 24,000 vehicles a day. Development is dominated by small scale commercial and multi-family residential. The livability and economic success of historic urban villages at Columbia City and Hillman City largely depend on their ability to create a high quality, pedestrian-oriented environment, with parking, wide sidewalks, bus stops and bicycle access. This segment alternates street types; some stretches are designated as a main street and mixed use street, while others are designated as a regional connector.

SETS recommends implementing a four-lane to three-lane conversion project that would primarily address traffic calming and safety needs in this segment. Projects have also been identified that are independent of the conversion project. Some of these are safety projects and others are enhancements to the conversion project, such as urban design treatments in Hillman City. Some of the latter projects may not be necessary if the conversion project is implemented.

Well implemented urban design changes have contributed to the success of Columbia City.

S. Cloverdale St. to City Limits

The Rainier Beach Urban Village has redeveloped with auto-oriented businesses and in this area on-street parking is restricted. However, it still retains a small historic section with limited on-street parking. Auto ownership is low and pedestrian volumes are high with significant transit use. Vehicle volumes here are the lowest in the corridor, about 20,000 a day.

South of Rainier Beach, a four-lane to three-lane conversion project has created a regional bicycle facility. It operates well, although speeds are high with a posted speed limit of 35 mph.

SETS projects focus on improving safety, adding pedestrian connections and, through design and operational changes that create a gateway to the business district and calm traffic.

Normally, parked cars provide a buffer between pedestrians and moving traffic. When drivers park on the curb it's a danger to pedestrians.

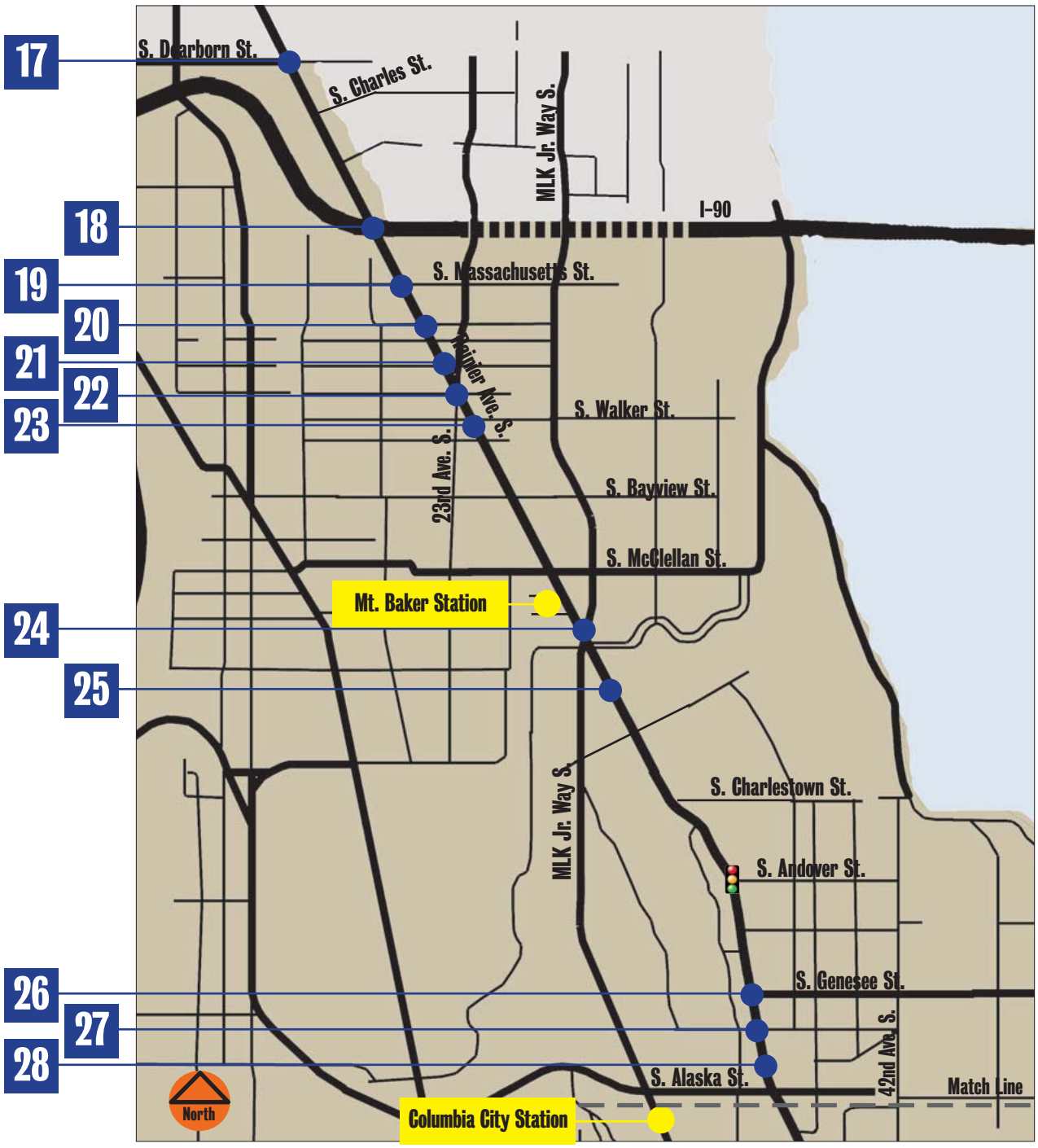
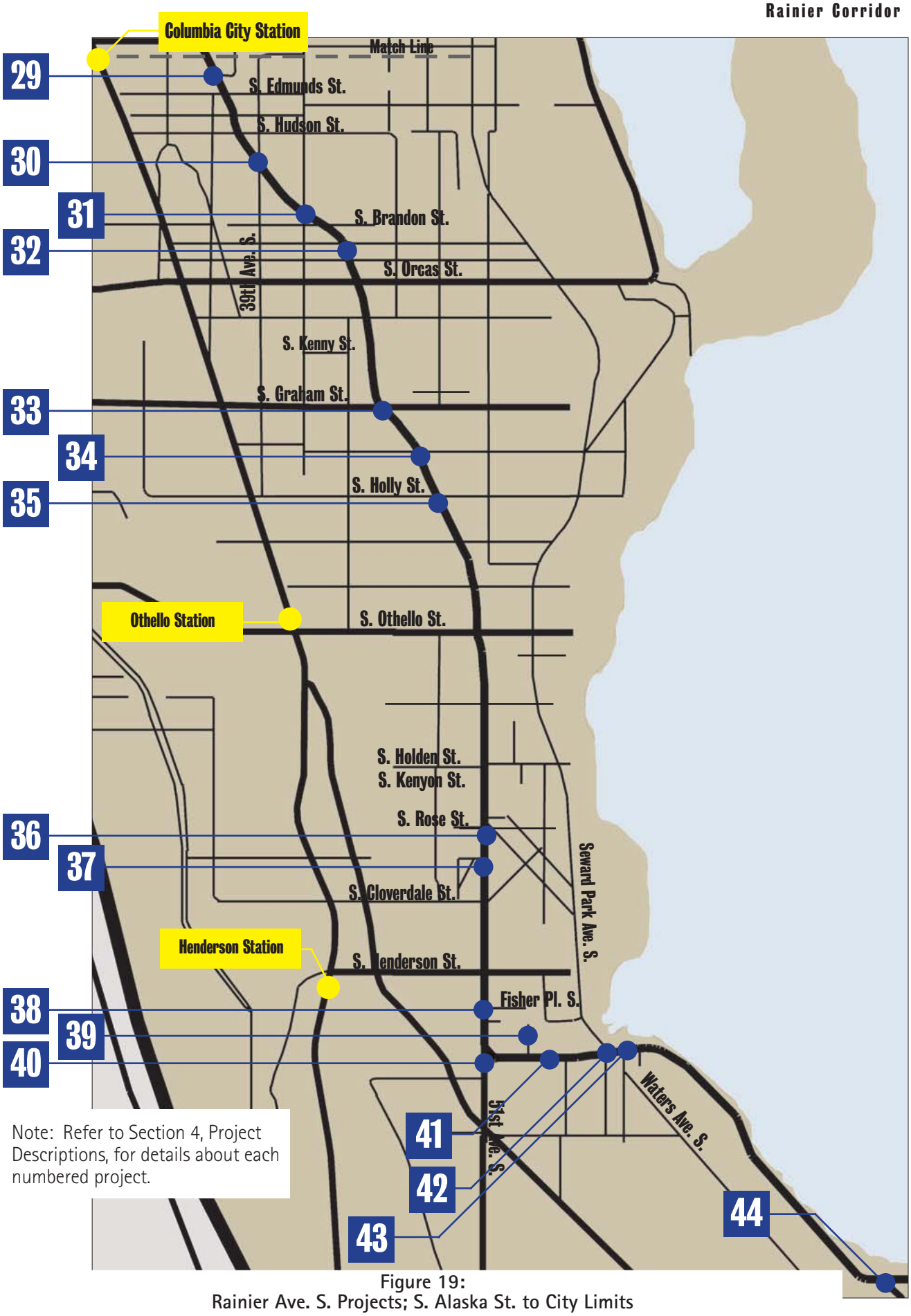


Figure 18:
Rainier Ave. S. Projects; S. Dearborn St. to S. Alaska St.

Note: Refer to Section 4, Project Descriptions, for details about each numbered project.



Note: Refer to Section 4, Project Descriptions, for details about each numbered project.

Figure 19:
Rainier Ave. S. Projects; S. Alaska St. to City Limits

Beacon Hill

In addition to the recommendations in the core business district of the North Beacon Hill Urban Village, six spot improvements are recommended. These improvements will:

- Reconfigure two High Collision Locations to improve safety for drivers, bicyclists and pedestrians.
- Reduce delays at four congested intersections and along the S. Spokane St. corridor.
- Add bike and pedestrian facilities, including a connection from the Chief Sealth Trail across I-5 to the west.

The map on the next page shows the locations and project numbers for each project; detailed discussions of each project are in the Project Descriptions section.

This bucolic looking intersection at Beacon Ave. S. and S. Orcas St. is a Vehicular High Collision Location. An elongated roundabout will reduce conflicts and improve safety.

This intersection at 15th Ave. S, Columbian Way S. and S. Oregon Street is a Vehicular High Collision Location and is near a school and the VA hospital.

The Chief Sealth Trail has been built in the City Light right-of-way, which is interrupted at ground-level by I-5. Bicyclists need a way to cross I-5 and to connect to the I-90 Trail.

46 Beacon Hill
Address congested corridor

47 Beacon Hill
Reconfigure intersection at High Collision Location

48 Beacon Hill
Improve safety at High Collision Location

49 Beacon Hill
Improve safety at High Collision Location

50 Beacon Hill
Reconfigure intersections and provide bicycle access across I-5

51 Beacon Hill
Connect Chief Sealth Trail across I-5; connect to I-90 Trail

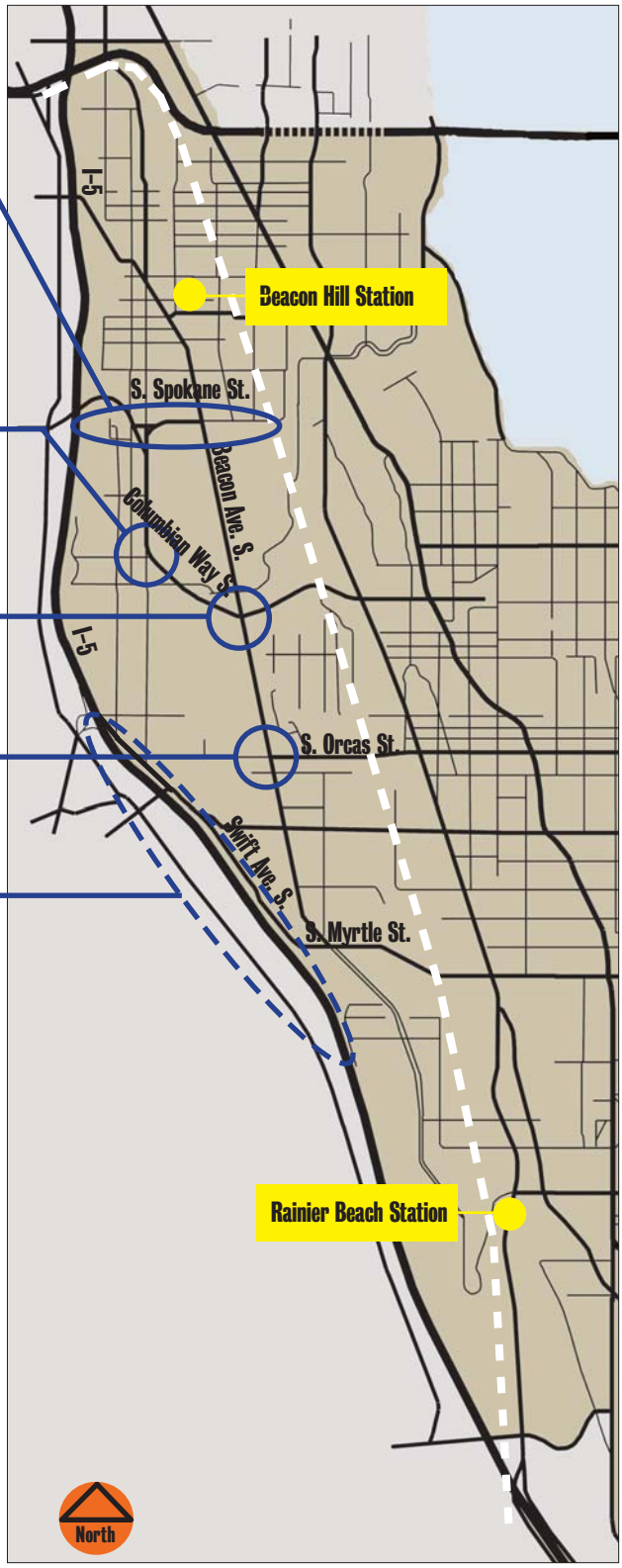


Figure 20:
Beacon Hill Projects, excluding North Beacon Hill Urban Village Projects

North Rainier Valley

In addition to the recommendations located in the North Rainier Station Area, Columbia City, Hillman City, and along Rainier Ave. S, the study includes six recommended projects at other locations in North Rainier Valley. These projects:

- Address safety at three High Collision Locations.
- Add safe walking and bicycling routes near the Mt. Baker and Columbia City Stations.
- Add bicycle facilities on MLK north of McClellan with connections to the I-90 Mountains to Sound Greenway Trail, and on Seward Park Ave. south of Seward Park.
- Construct a roundabout near the PCC supermarket at S. Wilson St. and S. Dawson St, to reduce delays and increase safety.

The map on the next page shows the locations and project numbers for each project; detailed discussions of each project are in the Project Descriptions section.

This intersection at S. McClellan St, Mt. Baker Blvd, S. and Lake Park Dr. S lacks sidewalks on one side and presents poor crossing conditions for people using the park on the northwest corner.

A small roundabout here at S. Wilson St. and S. Dawson St. near the PCC supermarket will reduce vehicle delay, improve pedestrian safety, and reduce the amount of paved surface, providing more room for landscaping.

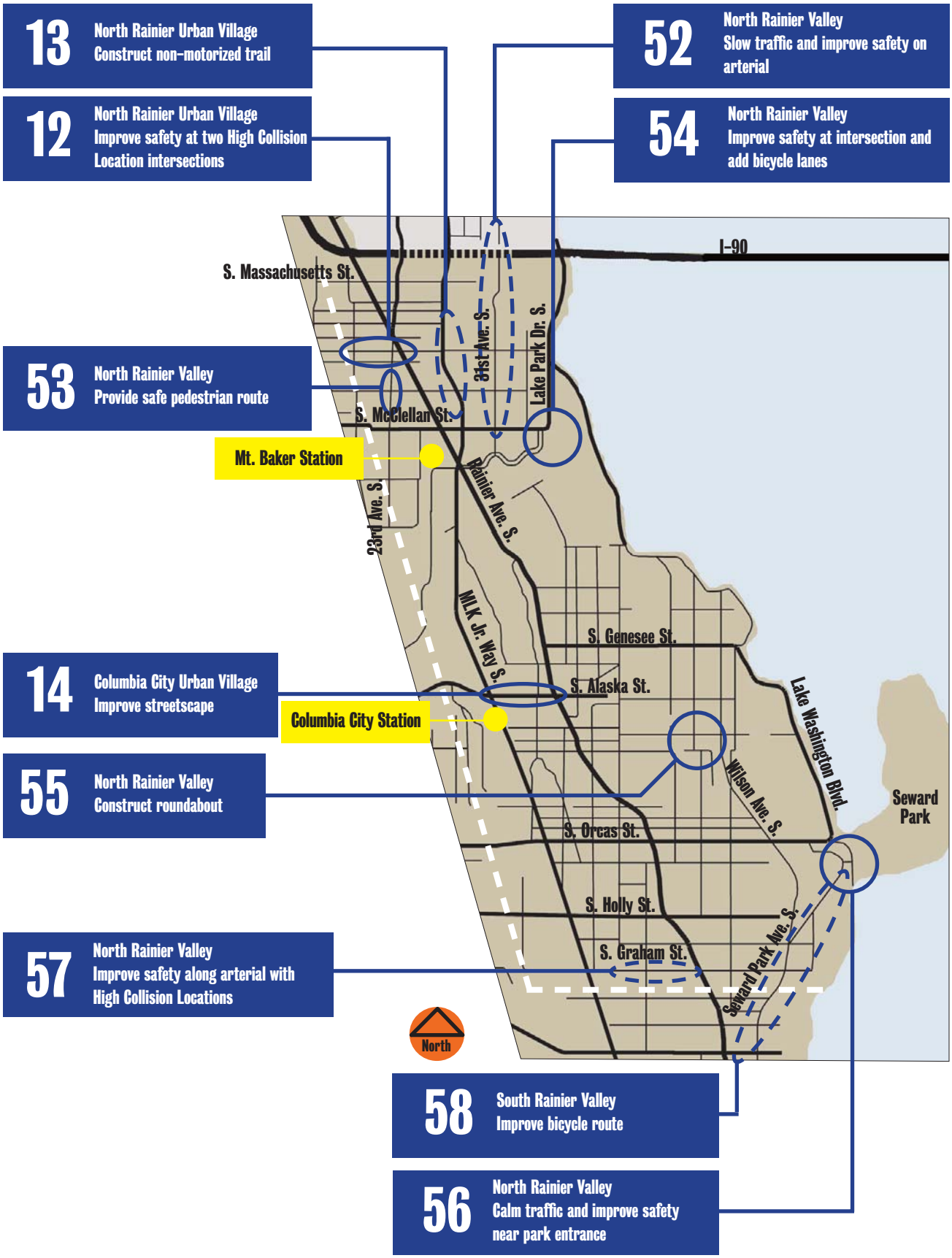


Figure 21:
North Rainier Valley Projects, excluding Rainier Ave. S, North Rainier Hub Urban Village, Columbia City Urban Village and Hillman City

South Rainier Valley

There are four recommended projects in south Rainier Valley outside of the urban villages. These projects:

- Add a pedestrian/bicycle signal at a Pedestrian High Collision Location.
- Provide a safe route to the Othello Station for bicyclists and pedestrians.
- Create a better bicycle street on Seward Park Ave. S.
- Add a double roundabout at a complex intersection at Renton Ave. S, S. 51st St. and S. Roxbury St, a Vehicular High Collision Location with high vehicle delays.
- Reconfigure several intersections to improve safety for all modes.

The map on the next page shows the locations and project numbers for each project; detailed discussions of each project are in the Project Descriptions section.

This crossing adjacent to Othello Park near Othello Station is a Pedestrian High Collision Location.

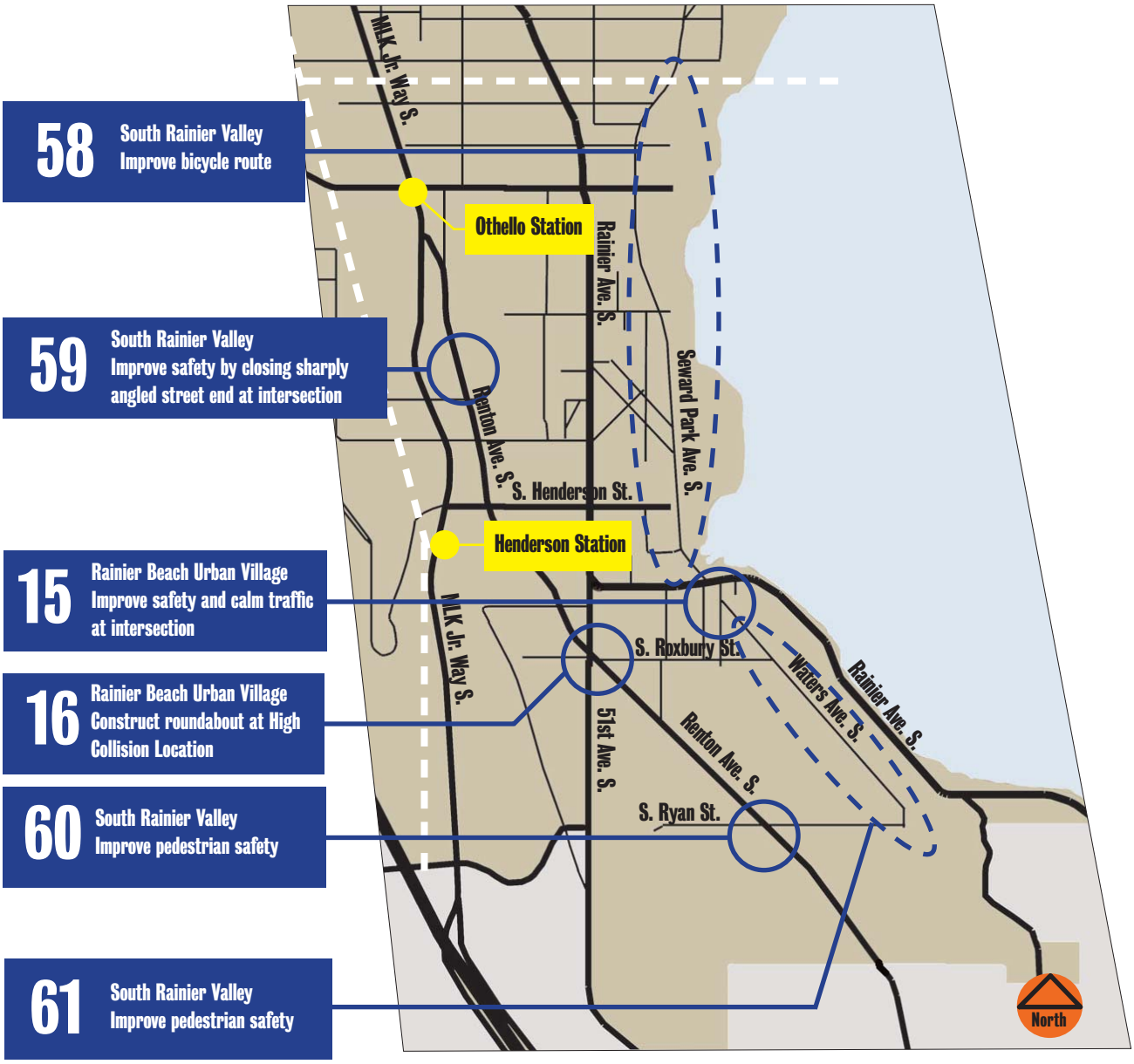


Figure 22:
South Rainier Valley Projects, excluding Rainier Ave. S and Rainier Beach Urban Village