



# City of Seattle

Edward B. Murray, Mayor

## Department of Transportation

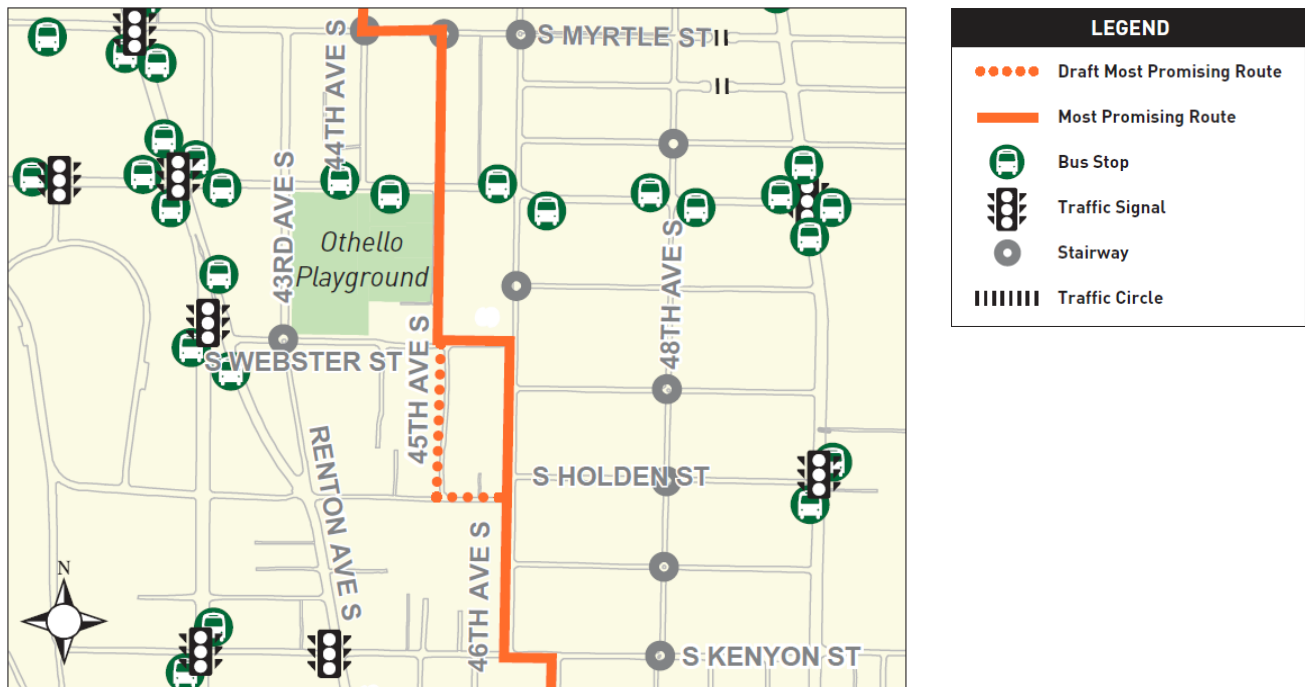
Scott Kubly, Director

To whom it may concern,

Over the last year, the Seattle Department of Transportation (SDOT) studied three potential alternatives for a North-South Neighborhood Greenway along the Rainier Valley. Each potential route extended from the I-90 Trail on the north to Rainier Beach on the south along a series of residential streets. These streets varied in width, alignment, grades, pavement condition, and even features such as lighting and sidewalk connectivity. While these proposed routes were different from one another they all shared the same objective, which was to establish a connecting route consisting of safer, more comfortable streets where people of all ages and abilities can walk and bike to nearby neighborhood destinations like schools, parks, playgrounds or shops.

A public open house was held in November 2014 to gather input from community members about their preference for each one of the routes. A public comment period held in the spring of 2015 helped us gather more feedback via a crowdsourcing mobile app. During this comment period, we received comments in favor of implementing the greenway along different routes, but once we combined such feedback with our technical analysis, we were able to select a draft most promising route for the greenway.

As we held a second open house in September 2015 to share the draft most promising route and recommend safety improvements, we were asked to reconsider the alignment of the greenway between S Webster St and S Holden St. We re-evaluated the existing conditions along this section of the route including the presence of sidewalks, pavement condition, roadway grades, traffic calming implementation, and it was determined that a change to the alignment was warranted as shown on the map:



Decisions like this one are certainly not easy to make since some residents had also expressed preference for implementing the greenway along 45<sup>th</sup> Ave S. Yet technical analysis supports the need for this slight change of the alignment onto 46<sup>th</sup> Ave S, and we believe it will create a more comfortable and predictable experience for people traveling along the greenway.

Should you have any comments or questions about this change, please contact me at your convenience so we can talk about it or visit the project page at:  
[www.seattle.gov/transportation/rainiervalleygreenways2.htm](http://www.seattle.gov/transportation/rainiervalleygreenways2.htm)

Sincerely,

Adan Carrillo

Outreach Specialist, Seattle Department of Transportation