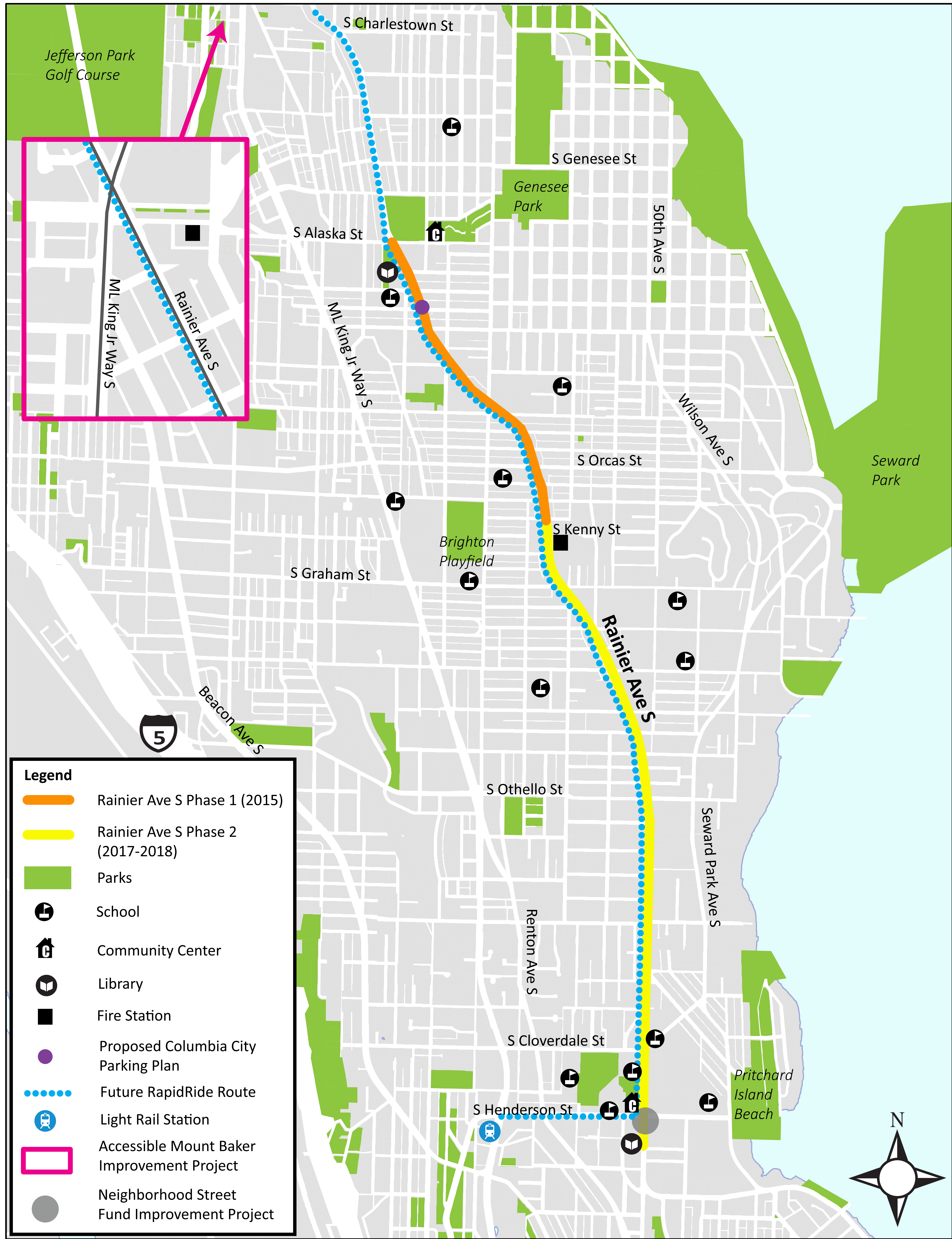


# RAINIER AVE S CORRIDOR IMPROVEMENTS

More than 13,000 people walk and ride transit daily along Rainier Ave S. We want to ensure Rainier Ave S is prioritized for people taking transit and walking.

Neighborhoods are strengthened when residents can safely access local businesses, libraries, schools, and community centers near their homes.





# S Alaska St to S Kenny St

In 2015, we changed about a mile of Rainier Ave S converting the street from 4 lanes to 3 lanes and reduced the speed limit to 25 mph. The results are in!

- Zero serious injury or fatal crashes
- Reduced frequency of crashes
- Fewer people speeding
- More parking spaces for businesses
- Improved bus travel times

## Safer Crossings

We added marked crosswalks and rapid flashing beacons at S Mead St and S Findlay St.

The results are positive with more people walking and using the marked crosswalks to safely cross Rainier Ave S.



Rainier Ave S (after photo) at S Edmunds St



Rainier Ave S (after photo) at S Mead St

## Speeds

People are following the new posted speed limit and less vehicles are speeding:

| Speeds at S 42nd St                   |                                |                               |        |
|---------------------------------------|--------------------------------|-------------------------------|--------|
| Average vehicle speeds                |                                |                               |        |
|                                       | Before<br>(30 mph speed limit) | After<br>(25 mph speed limit) | Change |
| Northbound                            | 33 mph                         | 28 mph                        | -16%   |
| Southbound                            | 34 mph                         | 30 mph                        | -10%   |
| Vehicles driving over the speed limit |                                |                               |        |
| Northbound                            | 8,898 vehicles                 | 7,778 vehicles                | -13%   |
| Southbound                            | 8,979 vehicles                 | 8,333 vehicles                | -7%    |

## Buses

Maintaining good bus service is a priority since more than 13,000 people ride King County Metro’s Route 7 daily.

| Bus travel time along Rainier Ave S<br>between S Letita St to Seward Park Ave S |                             |                            |
|---|-----------------------------|----------------------------|
|   | Before<br>(Minutes:Seconds) | After<br>(Minutes:Seconds) |
| Northbound  | 19:32                       | 16:31<br>(improvement)     |
| Southbound  | 15:34                       | 15:36<br>(no change)       |



Collisions

Phase 1 Results

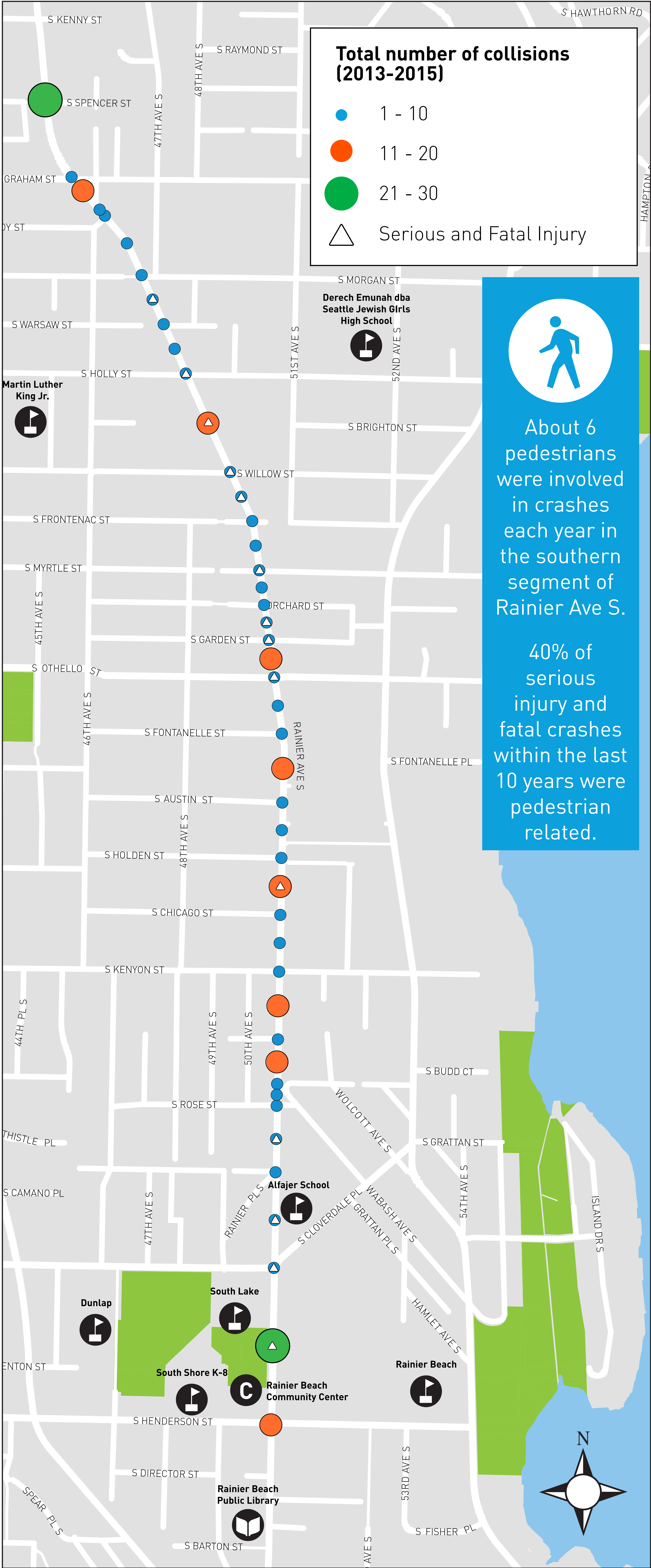
| Crashes on Rainier Ave S between S Alaska St and S Kenny St |   |                            |          |
|---|---|----------------------------|----------|
| Crash Type  | Before Phase 1<br>2005-2015<br>(Yearly Average) | After Phase 1<br>2015-2016 | % Change |
| Angles  | 12  | 10                         | -18%     |
| Bicyclists  | <1  | 0                          | -100%    |
| Head On   | 2   | 0                          | -100%    |
| Left Turn   | 14  | 7                          | -49%     |
| Parked Car  | 13  | 9                          | -31%     |
| Pedestrian  | 3   | 3                          | -9%      |
| Rear Ended  | 27  | 33                         | +25%     |
| Right Turn  | <1  | 1                          | +25%     |
| Sideswipe   | 13  | 7                          | -46%     |
| Other   | <10   | 10                         | +5%      |
| Total number of serious injury collisions                   | 9   | 0                          | -100%    |
| Total number of fatal collisions                            | 1   | 0                          | -        |
| Total collisions  | 95  | 80                         | -15%     |

Informing Phase 2

Top 3 contributing factors to collisions on Rainier Ave S are:

- Failure to yield
- Following too closely
- Inattention and distractions

|                                     | Last 10 years | Last 3 years |
|-------------------------------------|---------------|--------------|
| Total number of collisions          | 1,055         | 313          |
| Number of serious injury collisions | 17            | 7            |
| Number of fatal collisions          | 3             | 1            |











# Traffic Volumes and Speed Studies

## Phase 1

Since Phase 1 was constructed, daily traffic on Rainier Ave S has decreased and daily traffic on MLK Jr Way S increased. This change is accepted as positive since MLK Jr Way S is under-capacity and better suited for freight traffic and through travel.

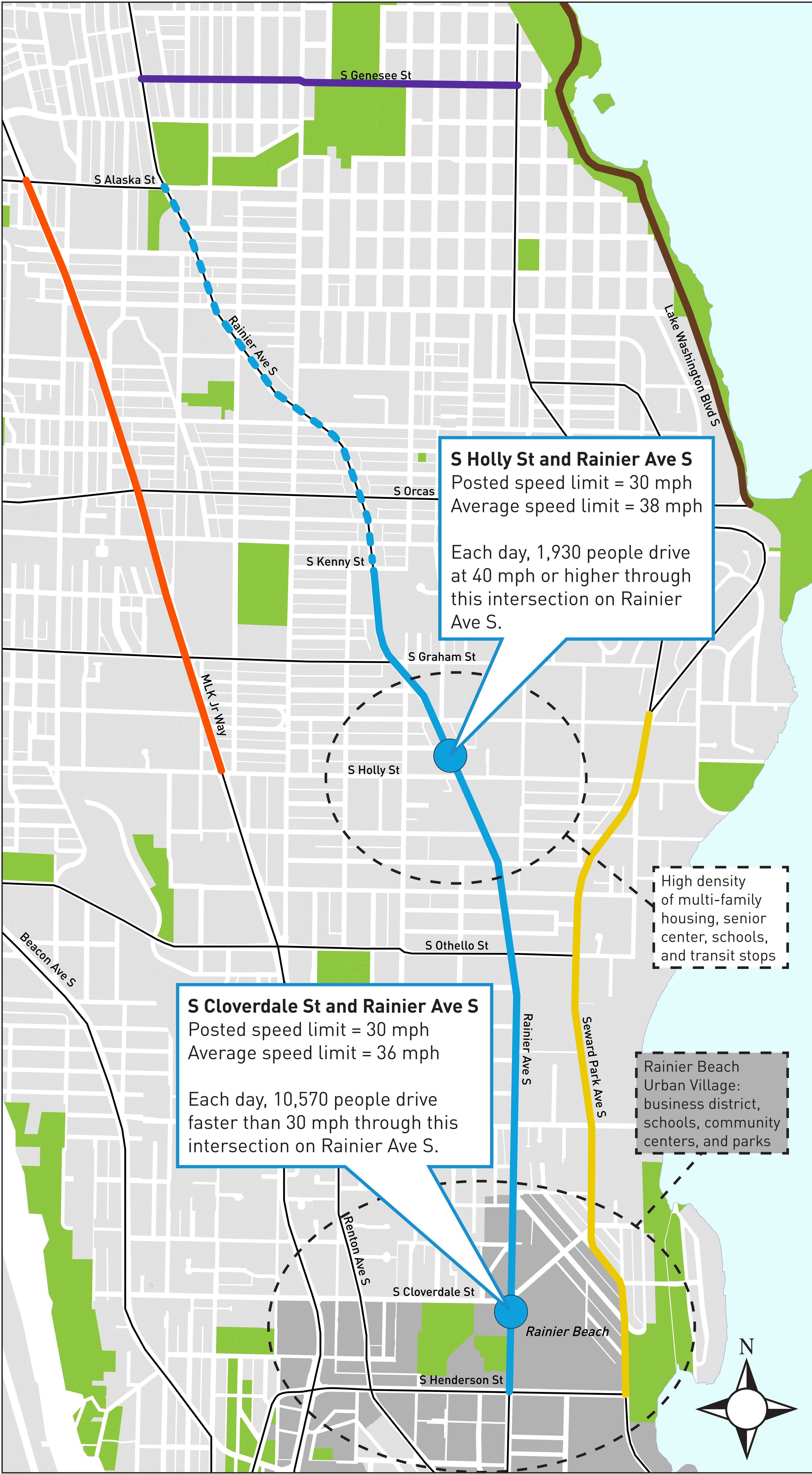
| Average Weekday Traffic  |                                      |                                     |
|--|--------------------------------------|-------------------------------------|
| Street   | Before Phase 1<br>2014<br>(Vehicles) | After Phase 1<br>2016<br>(Vehicles) |
|  Martin Luther King Jr Way S                       | 21,900                               | 30,700 ↑                            |
|  Rainier Ave S:<br>S Alaska St to S<br>Kenny St    | 21,600                               | 15,700 ↓                            |
|  Rainier Ave S:<br>S Kenny St to S<br>Henderson St | 21,600                               | 17,900 ↓                            |
|  Seward Park Ave S                                 | 9,500                                | 9,100 ↓                             |
|  Lake Washington Blvd S                            | 8,000                                | 7,100 ↓                             |
|  S Genessee St                                     | 11,600                               | 9,100 ↓                             |

## Phase 2

People are driving at high speeds through busy intersections that have a high volume of people walking to access local businesses, schools, parks, and community centers.

Following the posted speed limit can allow more time for people to see each other and avoid a crash.

## Traffic Volumes and Speed Studies on Rainier Ave S





## Next Steps

Let's work together and bring Phase 1 results to more of Rainier Ave S. Our goals are:

- Reduce speeding
- Reduce the number of serious injury or fatal crashes
- Make intersections work better
- Build safer crossings
- Improve bus speed and reliability

## Project Timeline and Public Engagement

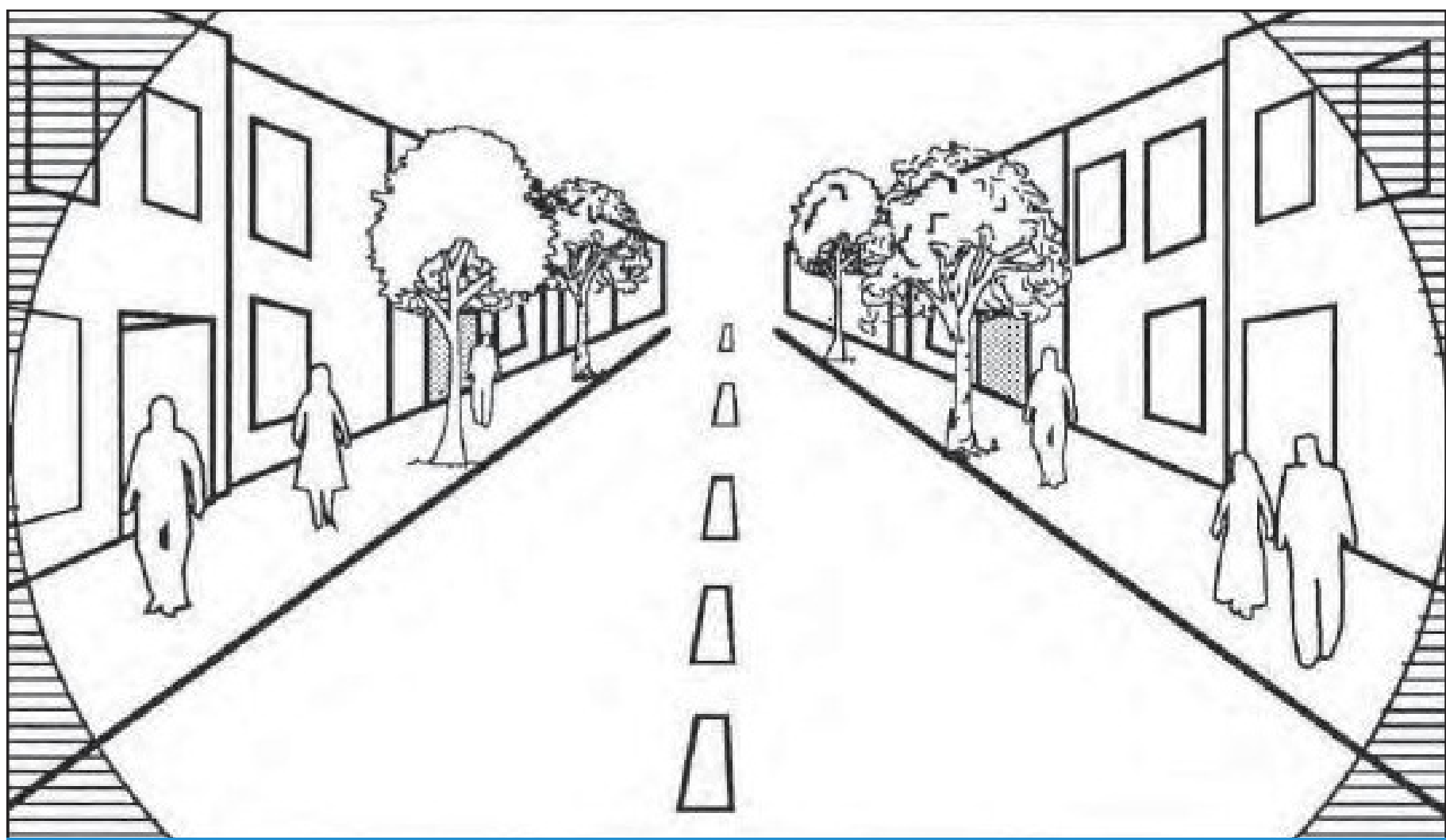
- **Spring 2017**      Brainstorm options
- **Summer 2017**      Share options for input
- **Fall 2017**      Finalize concept for design
- **2018**      Construction

## We Want to Hear From You!

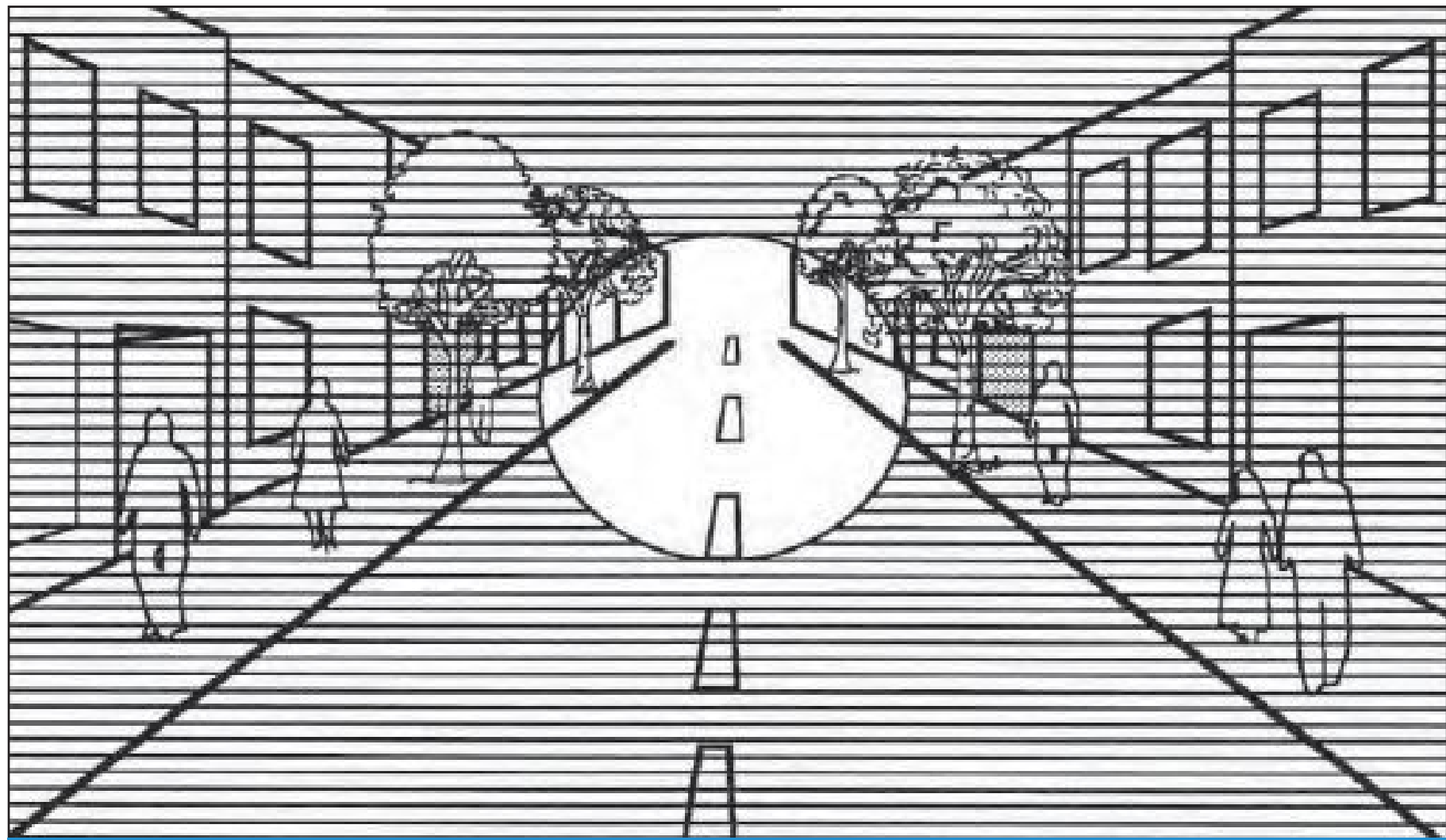
Share feedback by taking our online survey:

**[www.surveymonkey.com/r/RainierAveSafety](http://www.surveymonkey.com/r/RainierAveSafety)**

# WHY SPEED MATTERS



Field of vision at 15 MPH




Field of vision at 30 to 40 MPH

A driver’s field of vision increases as speed decreases. At lower speeds, drivers can see more of their surroundings and have more time to see and react to potential hazards.

HIT BY A VEHICLE  
TRAVELING AT:

20  
MPH



9 out of 10 pedestrians survive

HIT BY A VEHICLE  
TRAVELING AT:

30  
MPH



5 out of 10 pedestrians survive

HIT BY A VEHICLE  
TRAVELING AT:

40  
MPH



Only 1 out of 10 pedestrians survives

Speed is especially lethal for vulnerable users like pedestrians and people biking. The risk of injury and death increases as speed increases.

We should not accept death as a byproduct of commuting. It’s time to **slow down** to the speed of life.



The average car trip in Seattle is 3.5 miles. Reducing the speed limit from 35 to 30 mph will add about a minute to this trip (or 17 seconds per mile), assuming free flowing traffic



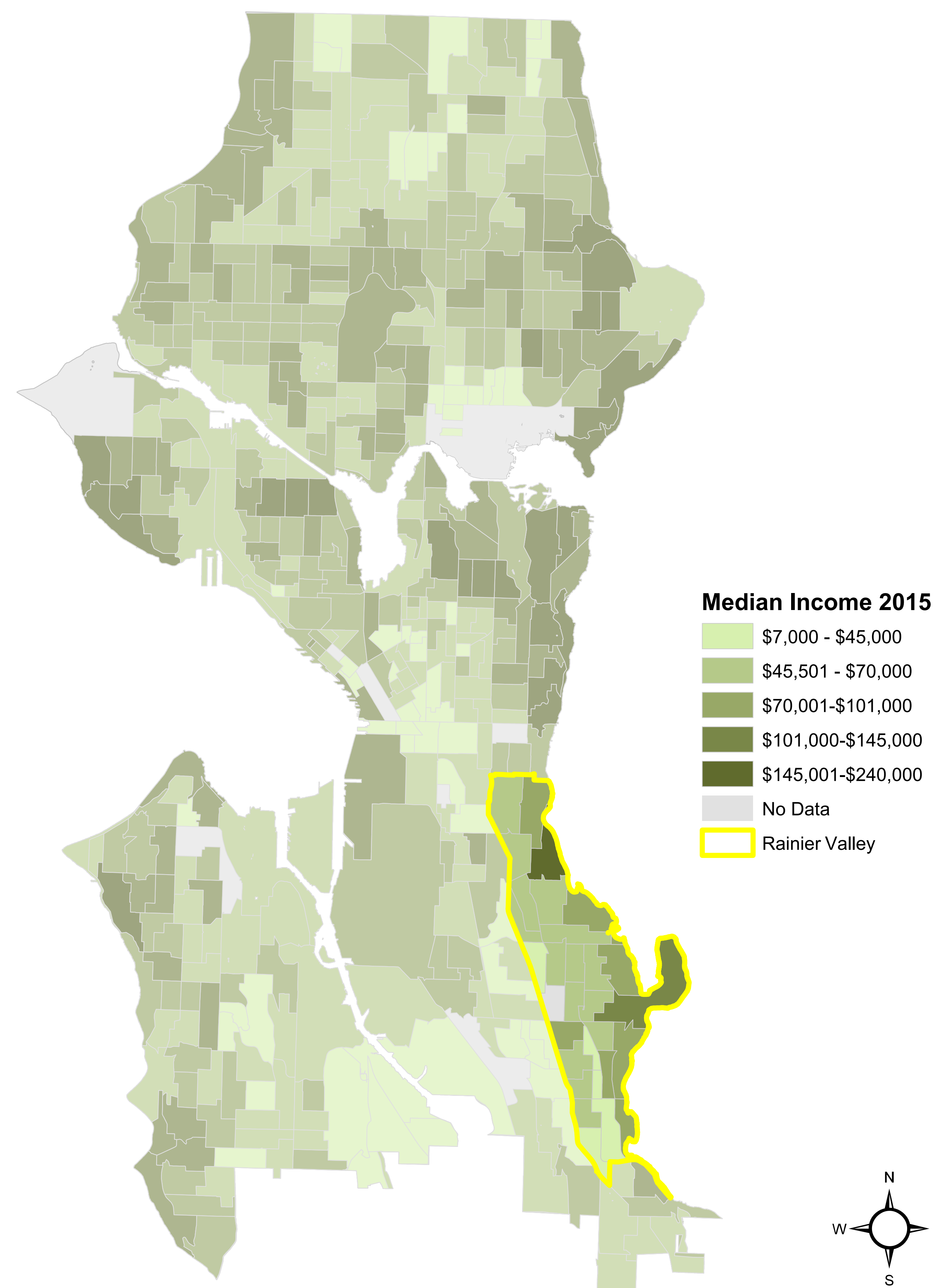
# RAINIER VALLEY DEMOGRAPHICS

Based on the American Community Survey\*, Rainier is an area of high risk displacement and low access to opportunity. Growth and equitable development brings new services and increases access to opportunities. However, more growth where displacement risk is high requires more public investment so that marginalized populations are not displaced.

\*The American Community Survey is a demographic survey collected through mail, telephone, and visits. The data is routinely collected over 1-year, 3-year, and 5-year increments. The survey data set shown in the maps are the latest.

## Median Income

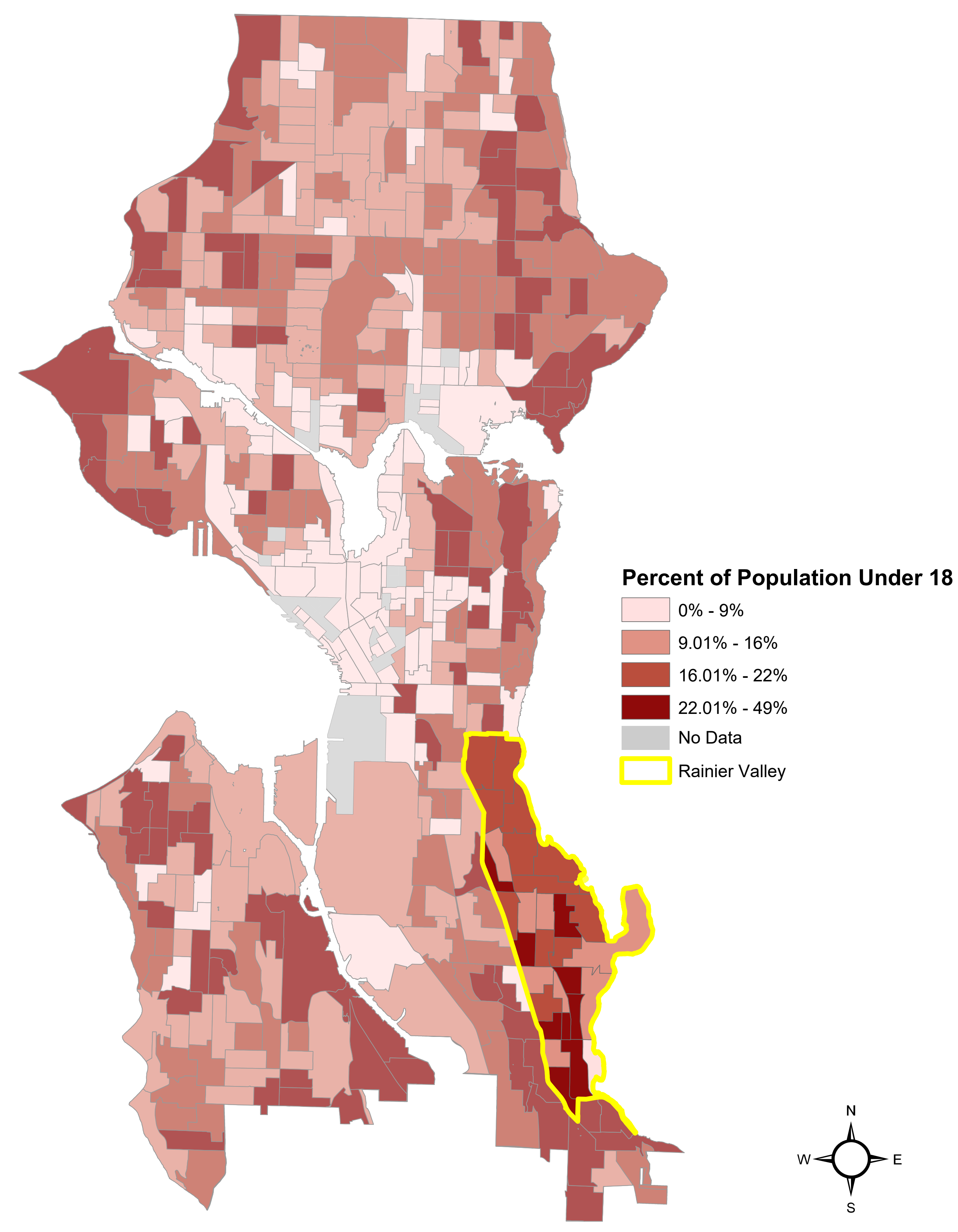
Average median income in Seattle = \$78,000  
Average median income in Rainier Valley = \$58,000



2015 American Community Survey

## Population Under 18

Average population under 18 in Seattle = 16%  
Average population under 18 in Rainier Valley = 20%

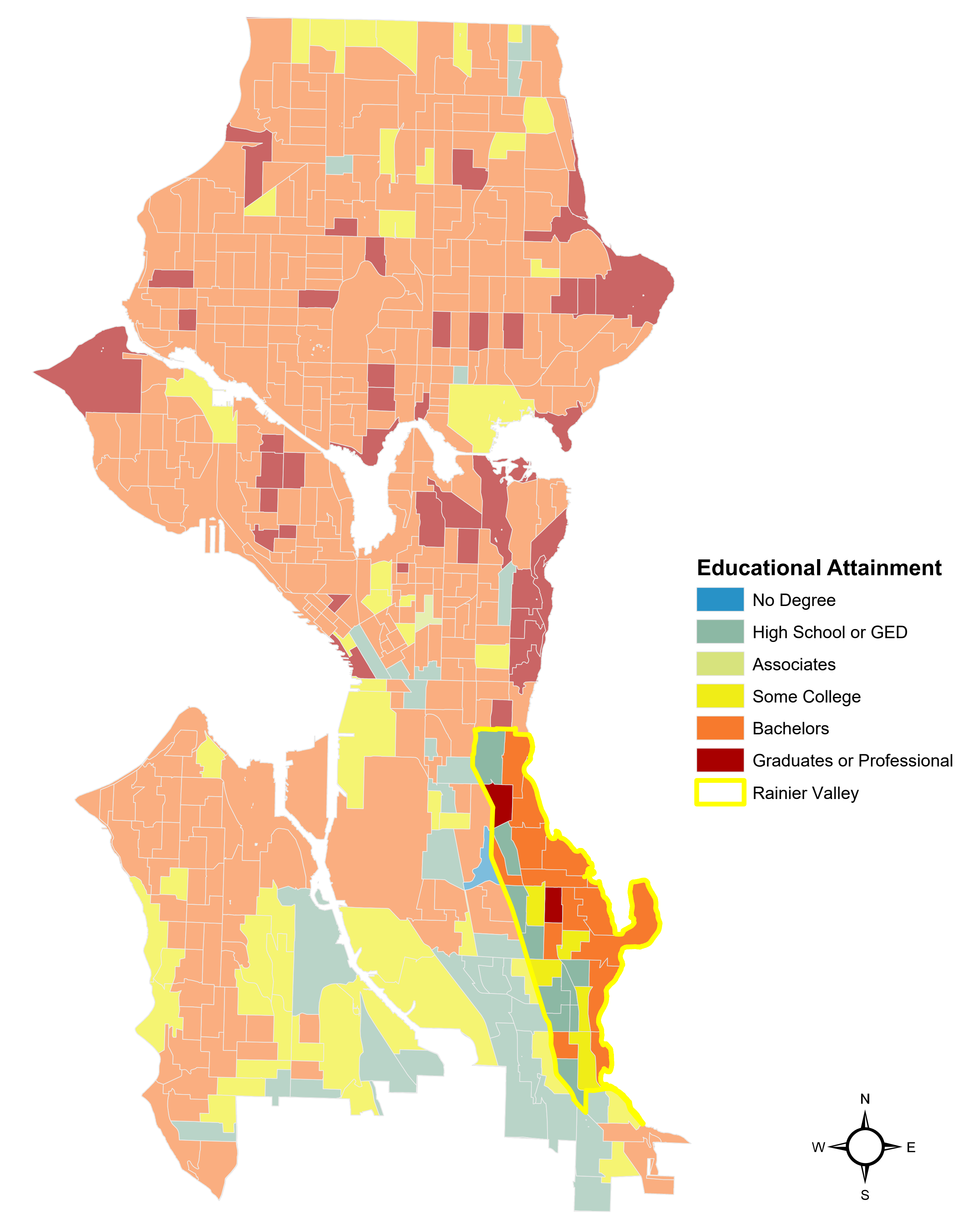


2013 American Community Survey

## Educational Attainment<sup>1</sup>

(<sup>1</sup>Does not include K-12 or doctorate degrees)

Bachelor's degree or higher education in Seattle = 53%  
Bachelor's degree or higher education in Rainier Valley = 39%



2013 American Community Survey



# WELCOME

**Bienvenido**

ကျန်ဆွဲကမ်း

እንኳን ደህና መጣህ

**Hoan nghênh**

歡迎

**Soo dhaweyn**

**Kumusta**

መርሐባ

**We ♥ Southeast Seattle: Investing in Rainier Ave S**



**5:30 PM – 7:30 PM**



# NEED AN INTERPRETER?

**We have interpreters for the  
following languages:**

**አማርኛ / Amharic**

**廣東話 / Cantonese**

**中文 / Chinese**

**Somali / Somali**

**Español / Spanish**

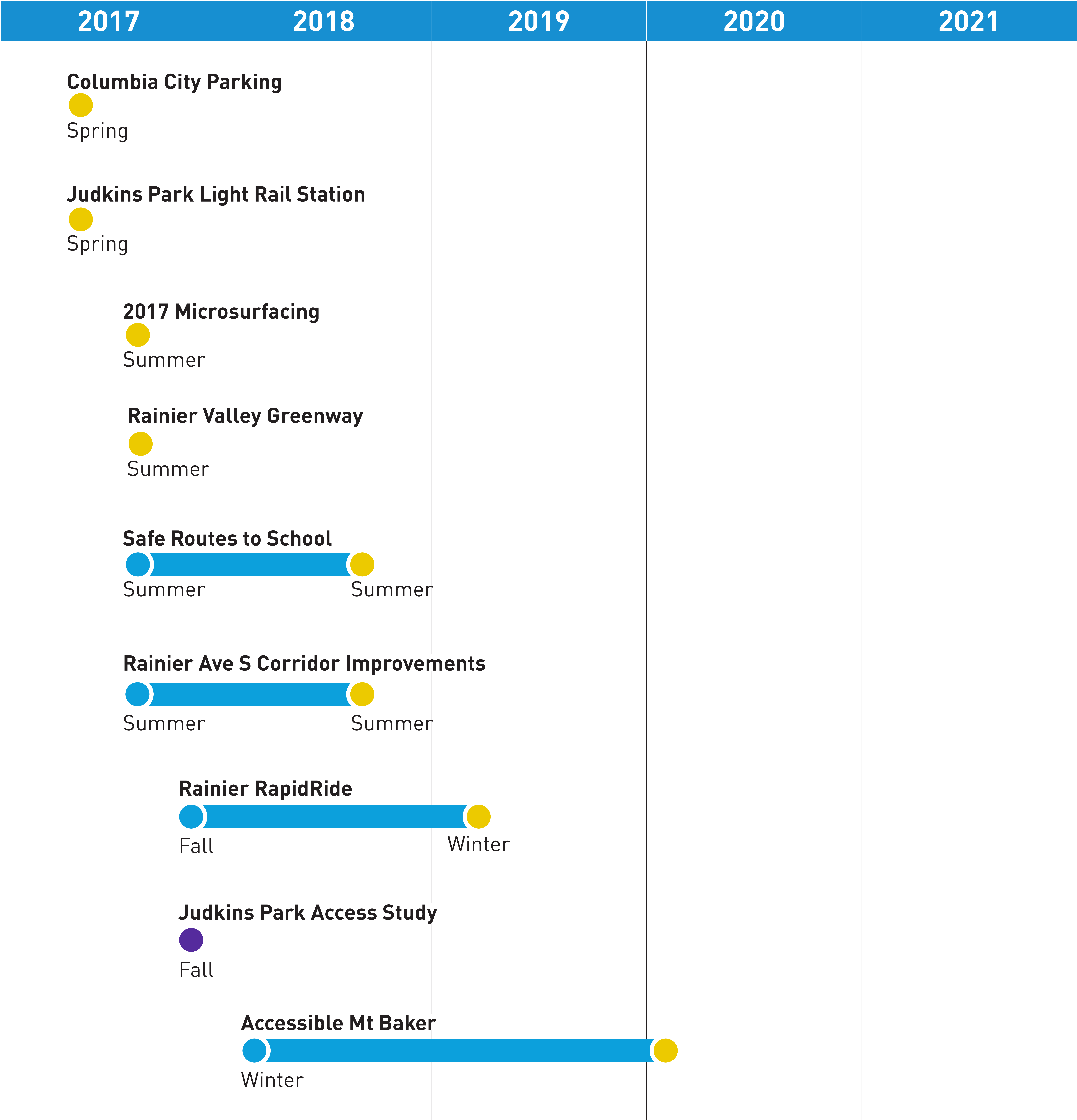
**Tagalog / Tagalog**

**ትግርኛ / Tigrinya**

**Tiếng Việt / Vietnamese**



# PROJECT TIMELINE



● Ongoing study      ● Project design      ● Construction

Subject to change



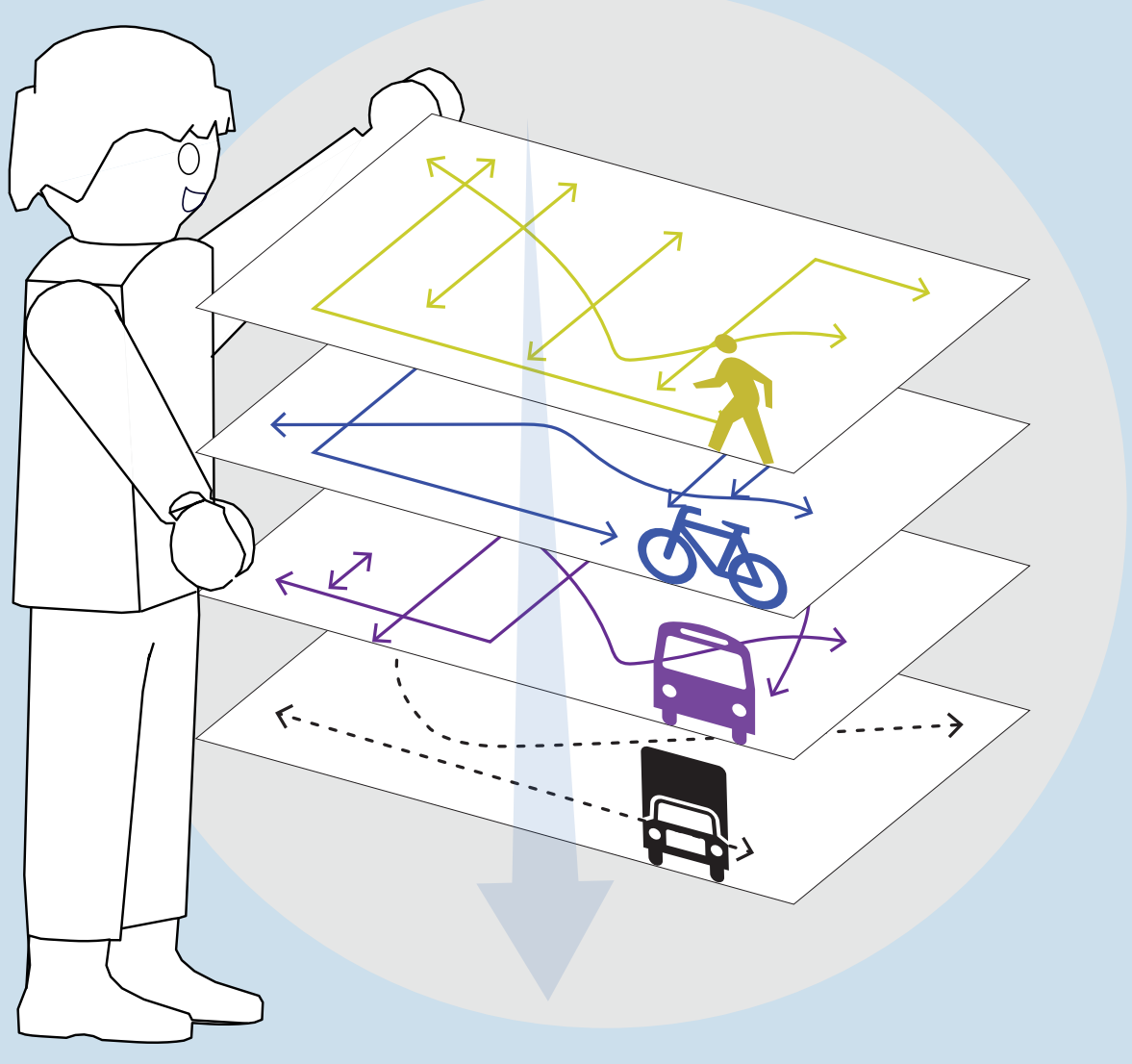
# HOW TO GET AND STAY INVOLVED

## The Four Stages to Getting Involved

1

Planning

**What we do:**  
Collect traffic data, review plans and gather community experiences to define options



Tell us:

What is working and not working?

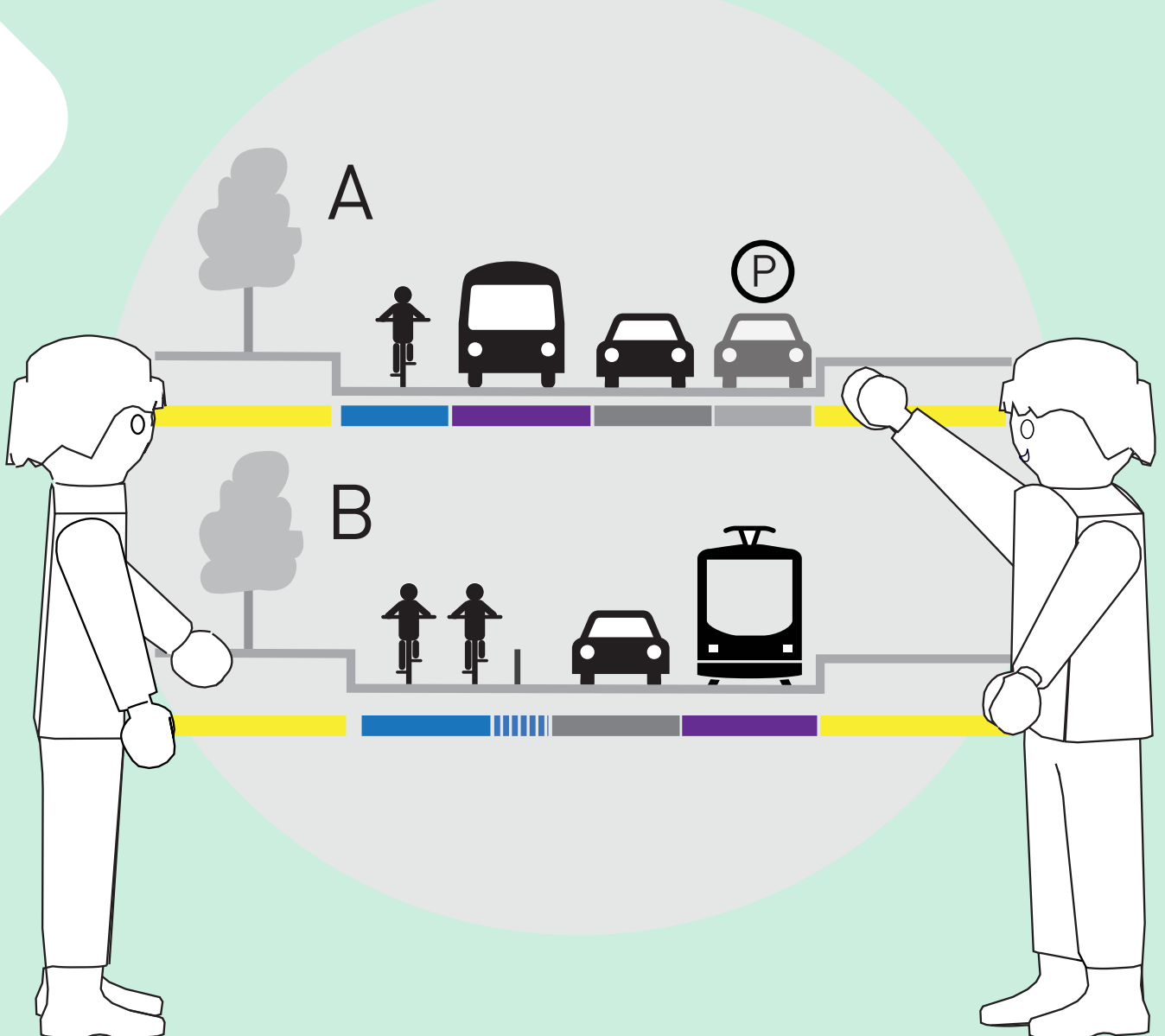
Does the option make sense for your community?

How do you get around your neighborhood and where are you going?

2

Design

**What we do:**  
Share updates as more details are known



Tell us:

How does the design work for you as a traveler?

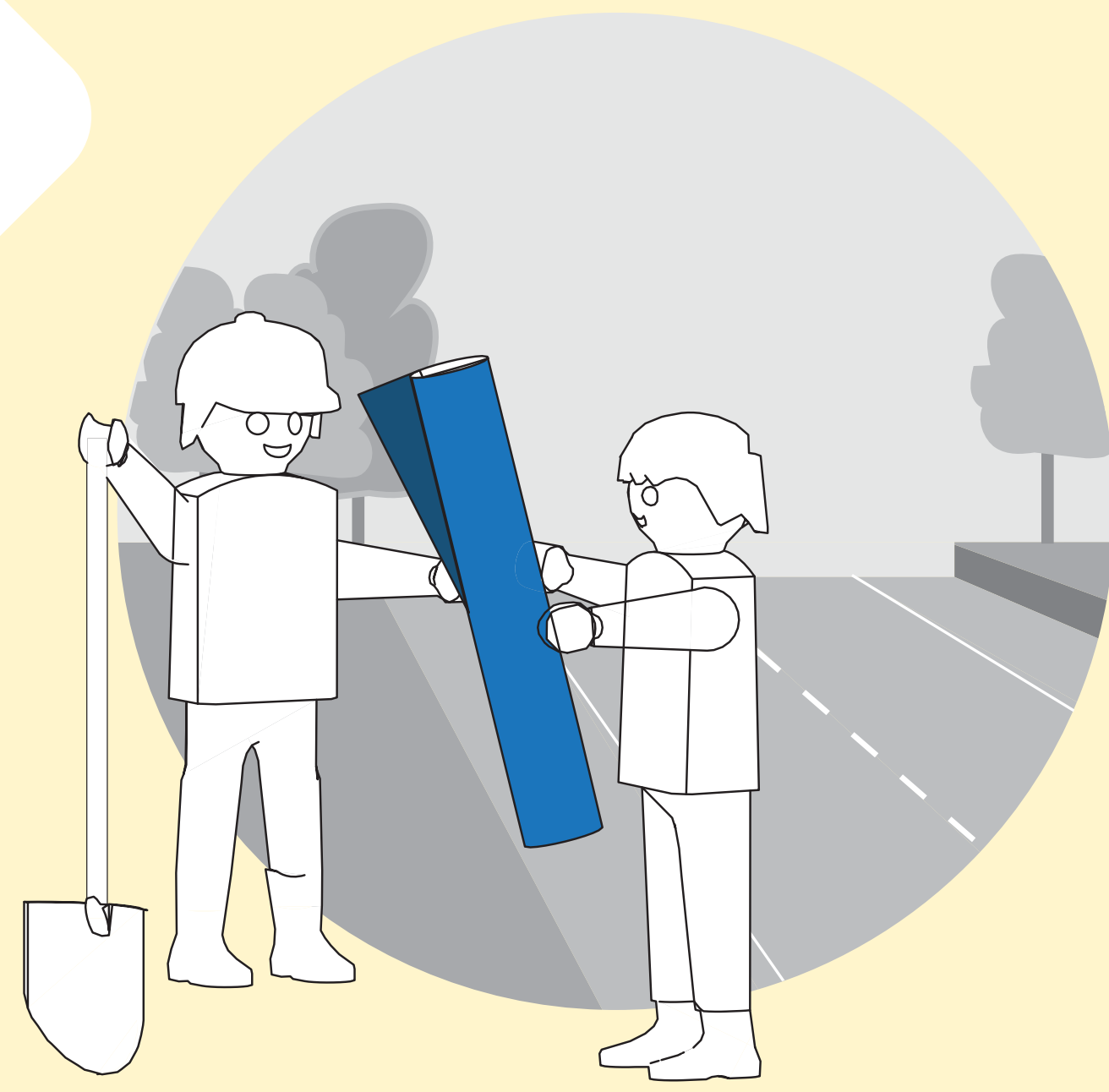
Does the design capture what the community said?

Are we missing something?

3

Construction

**What we do:**  
Provide construction schedule, expected impacts, and a contact for questions



Tell us:

How will construction affect your ability to load and unload?

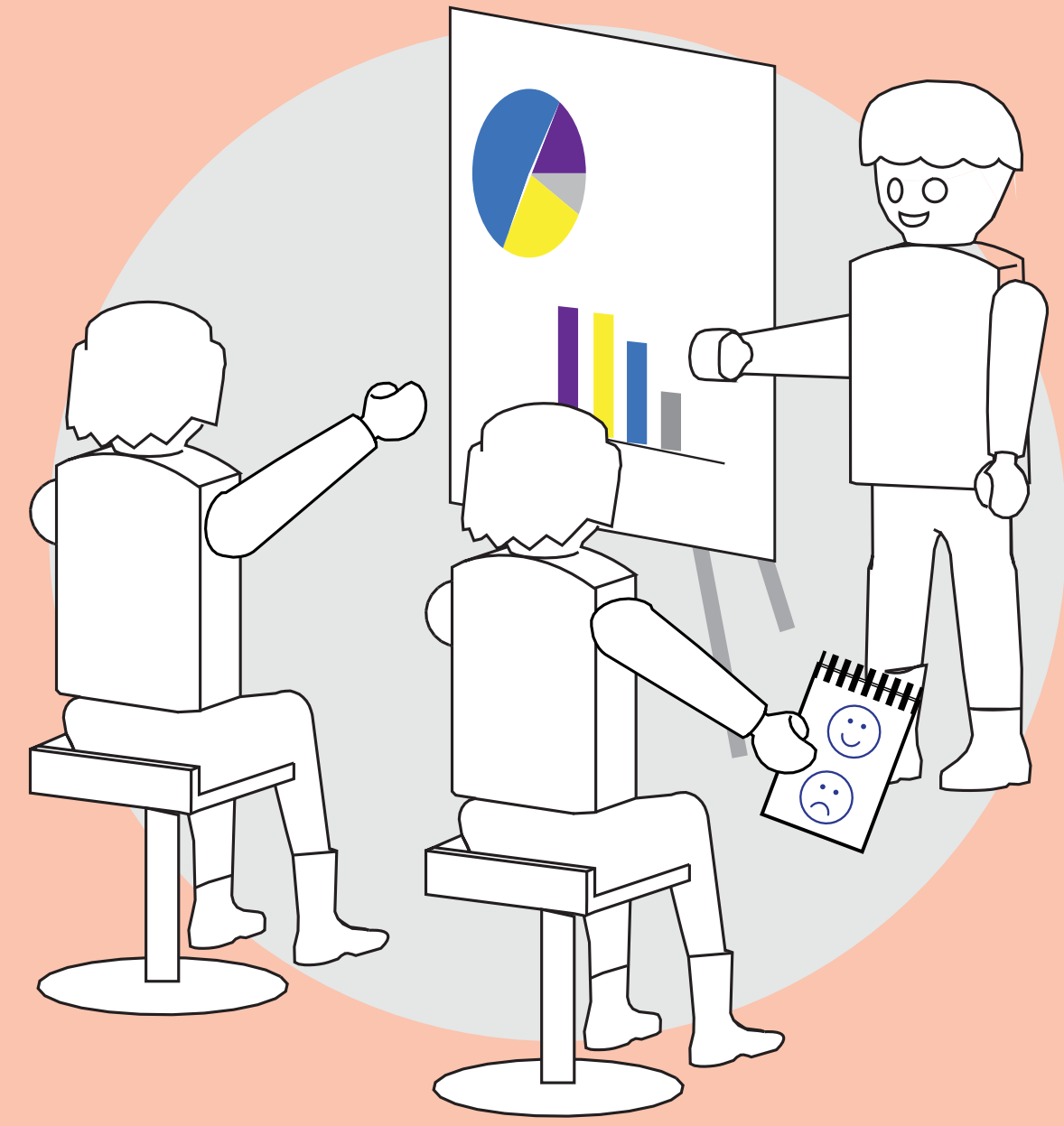
How will construction affect customers with mobility challenges?

Are there important dates or events we need to be aware of?

4

Evaluation

**What we do:**  
Gather feedback from those that work, live, play, and travel near the completed project, and collect traffic data



Were there any unexpected results from the project?

Do you think the project met its goals?