

# Rainier Ave S Vision Zero Corridor (Phase 2 )



Seattle Bicycle Advisory Board  
James Le  
July 12, 2017



**Seattle**  
Department of  
Transportation

# Our mission, vision, and core values

**Mission:** deliver a high-quality transportation system for Seattle

**Vision:** connected people, places, and products

Committed to **5 core values** to create a city that is:

- Safe
- Interconnected
- Affordable
- Vibrant
- Innovative

For all

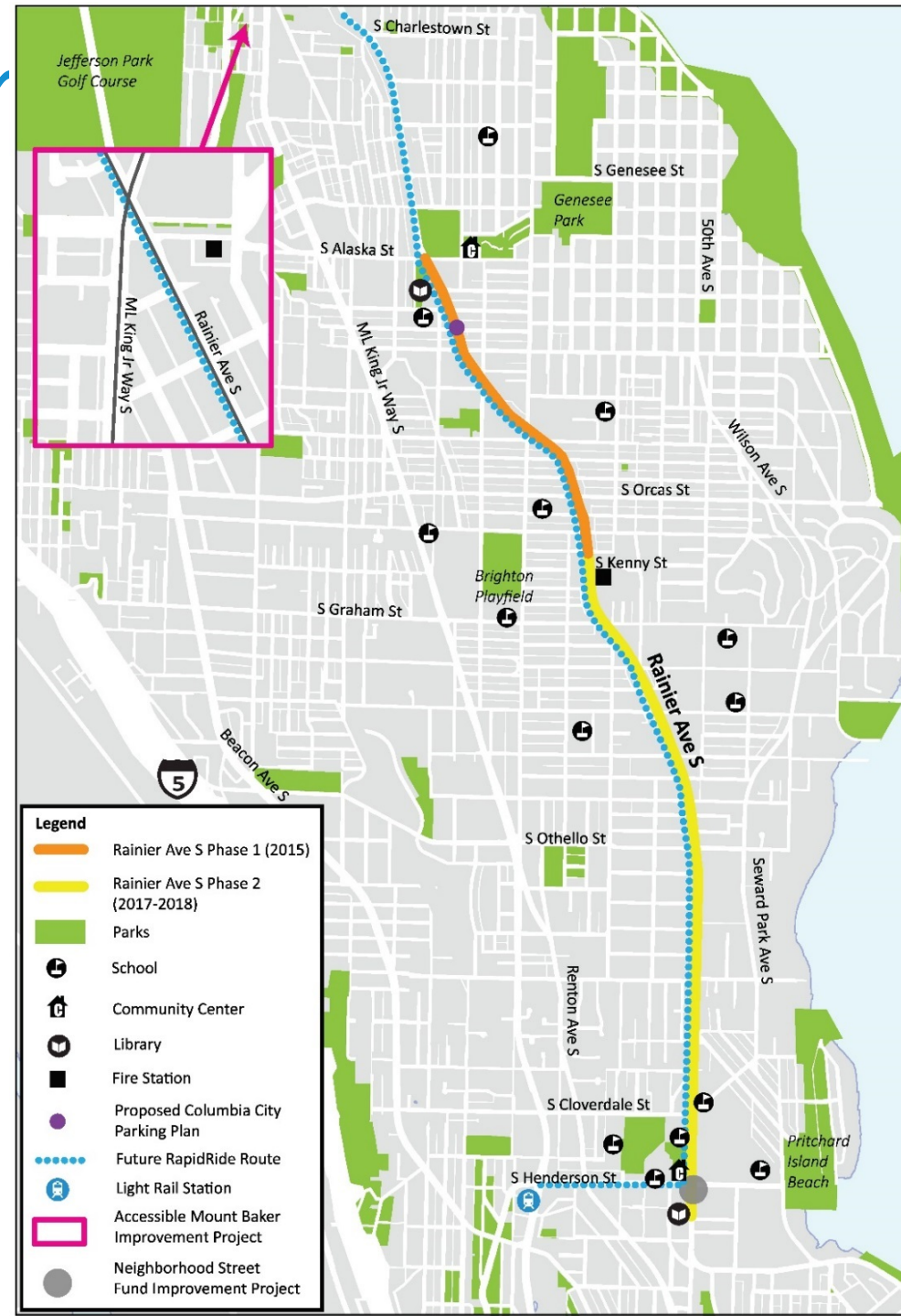
# Overview

- Background
- Project location
- Alternatives
- Outreach
- Schedule
- Questions and answers

# Investing in Rainier Ave S

## Projects along Rainier:

- Columbia City RPZ
- Rainier Ave S Phase 2
- Accessible Mt. Baker
- Rte. 7 RapidRide



# Vision Zero (Ph.2)

## Goals:

- Reduce crashes
- Enhance safety for all
- Ensure efficient and reliable transit service

Budget: \$2 million

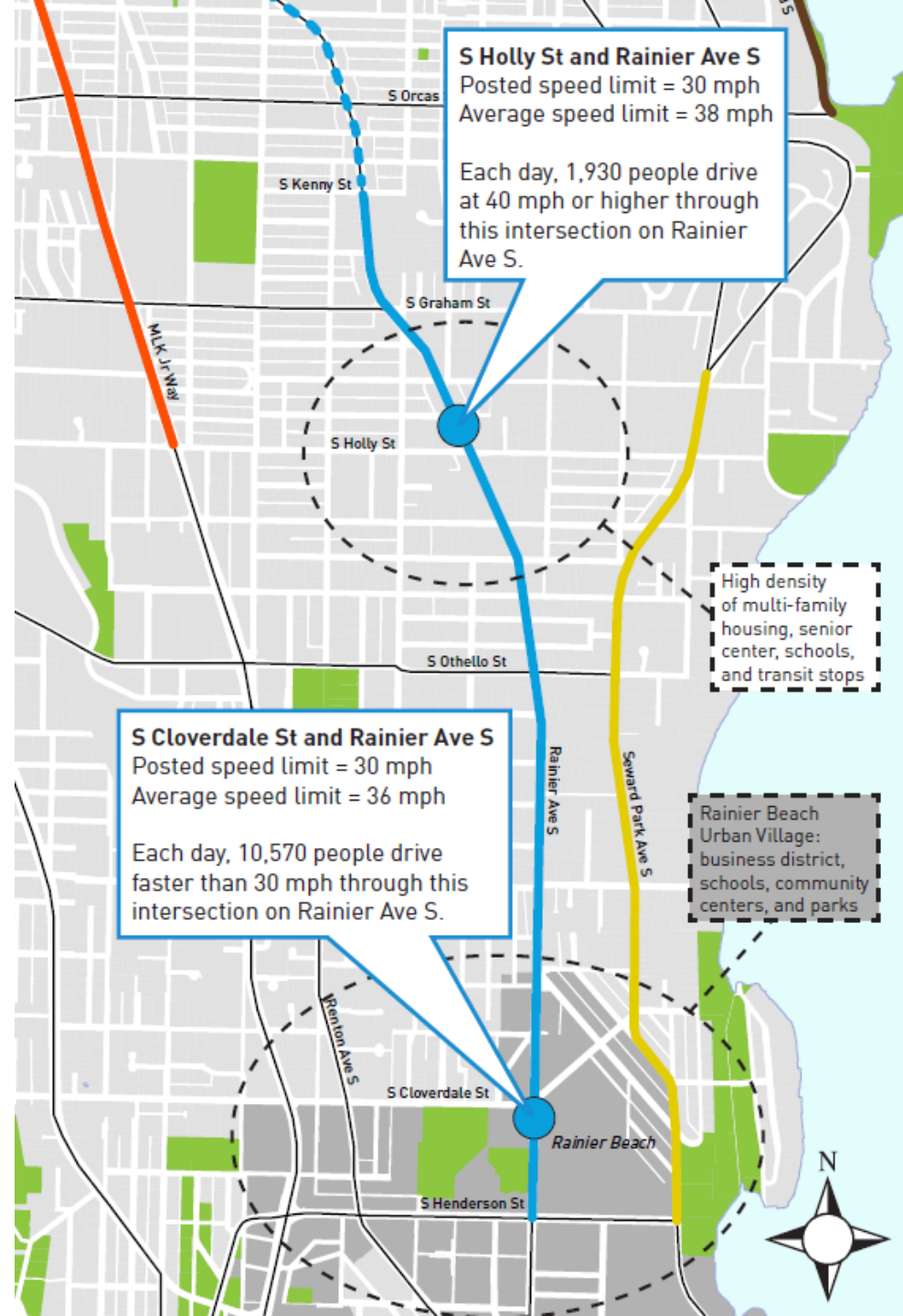


"We ♥ Southeast Seattle" Community Forum – March 7, 2017

# Context

## Street characteristics:

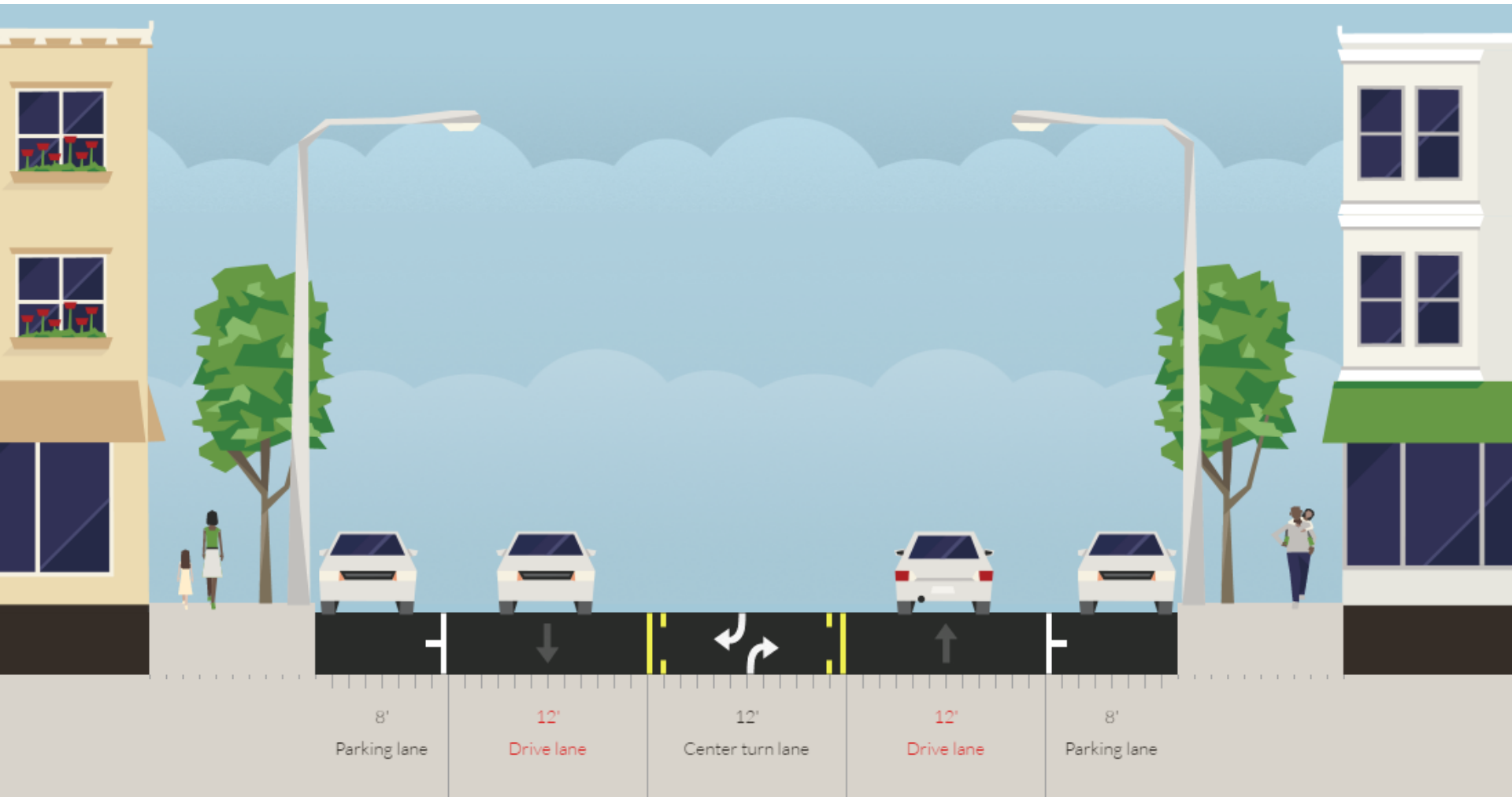
- Principal arterial
- 4 to 5 lanes, 52 feet wide
- 17,500-20,000 average weekly daily traffic
- 13,000+ daily transit riders
- Parking alternate sides





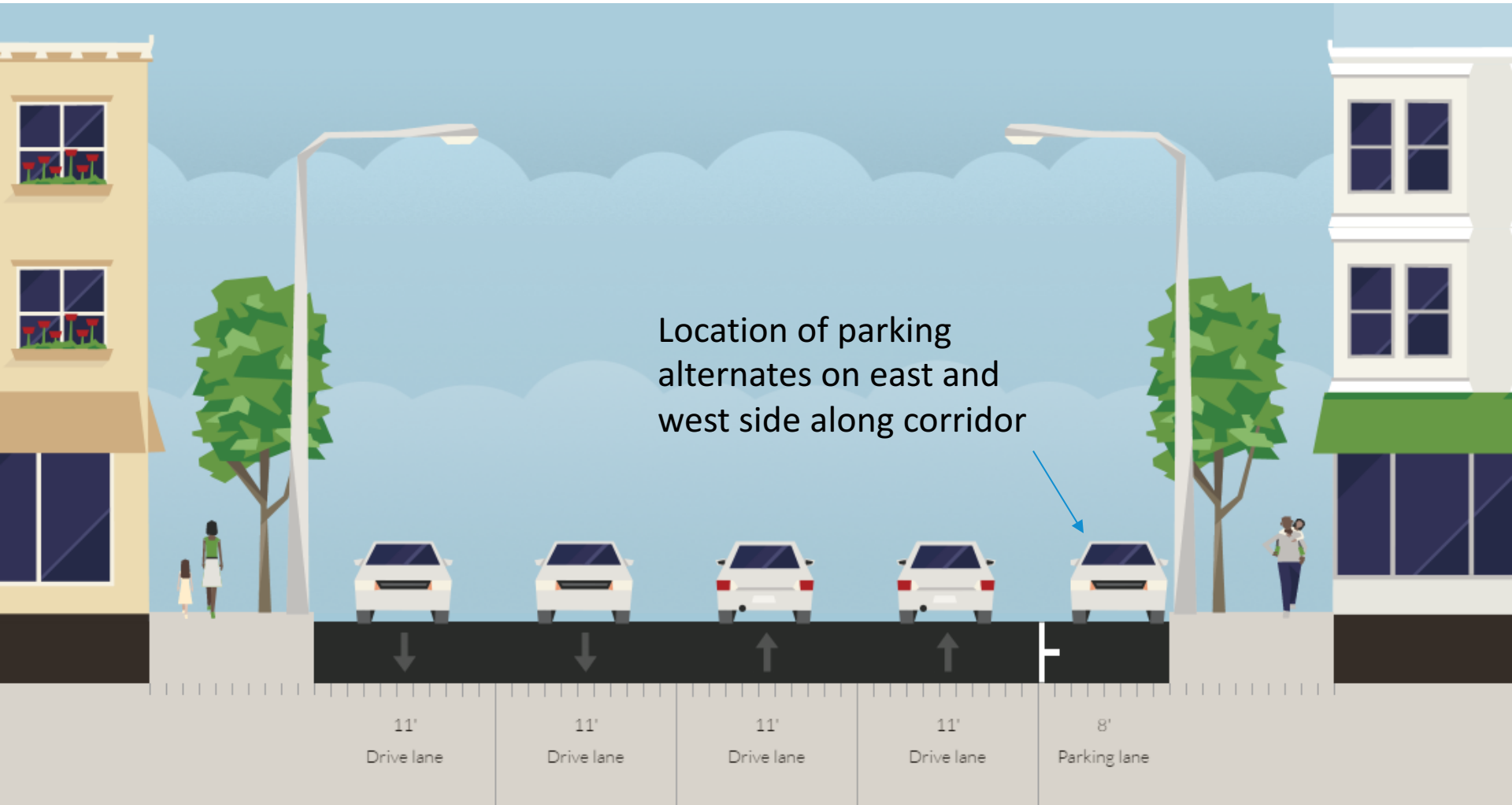
# Existing cross-section for Phase 1

Alaska to Kenny, 1 mile – implemented 2015



# Existing cross-section for Phase 2

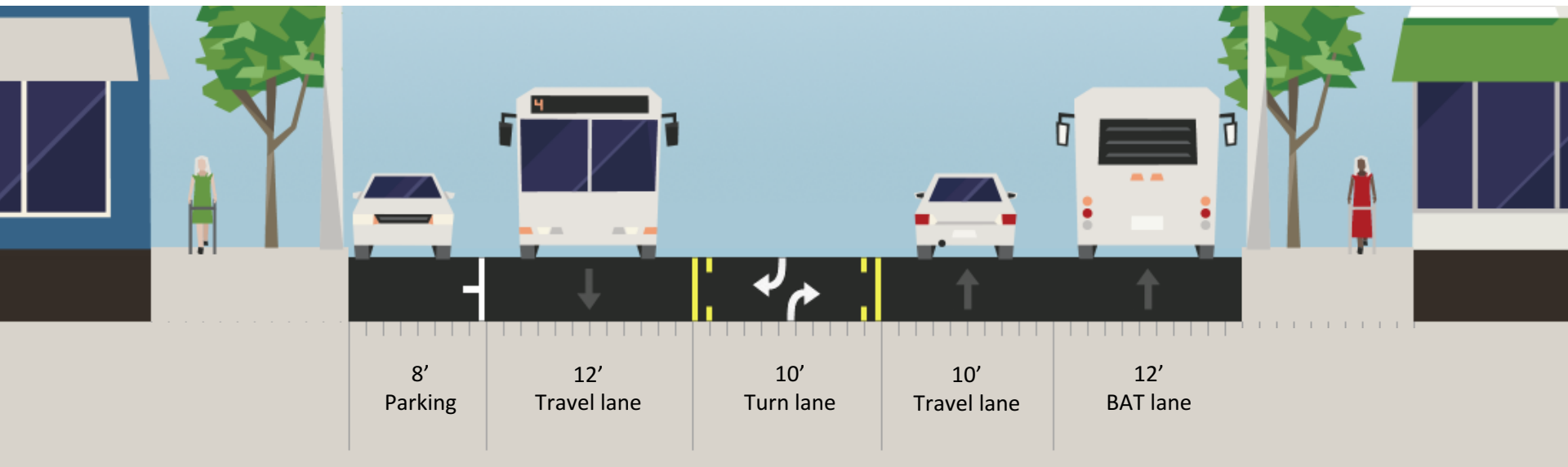
Kenny to Henderson, 2 miles





# Alternative 1: Benefits

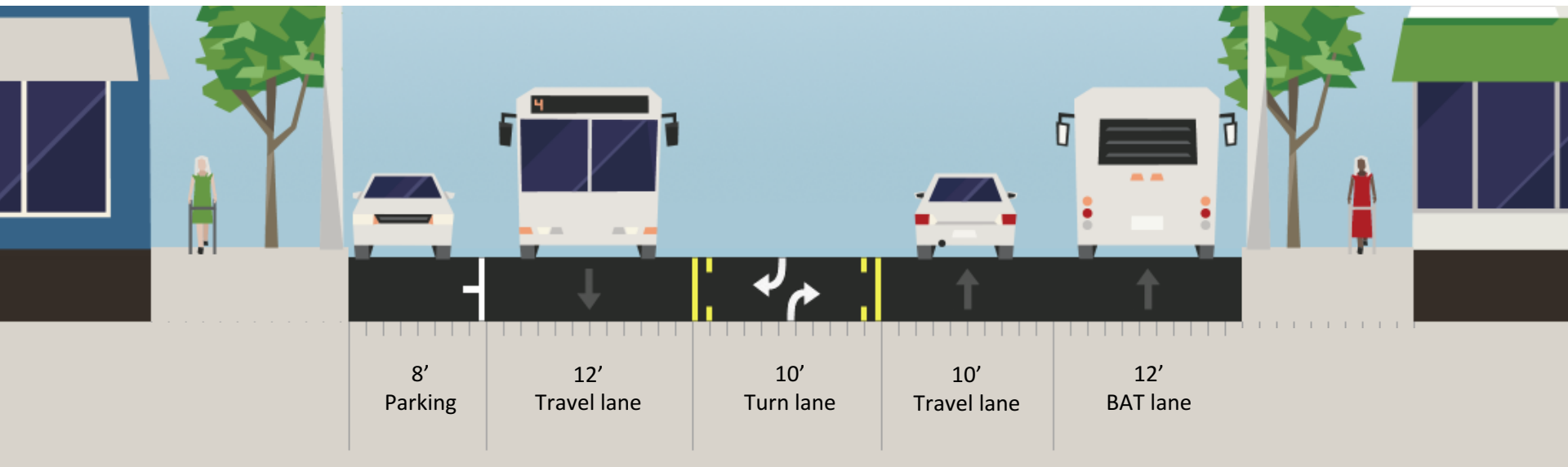
- Inbound Business Access and Transit (BAT) lane improves bus operations
- Provides additional on-street parking along Rainier Ave S
- Accommodates future RapidRide



Facing Northbound

# Alternative 1: Considerations

- BAT lane may be used as illegal passing lane
- BAT lanes may not be fully used until RapidRide is operational in 2021
- Final BAT lane configuration removes parking along Rainier

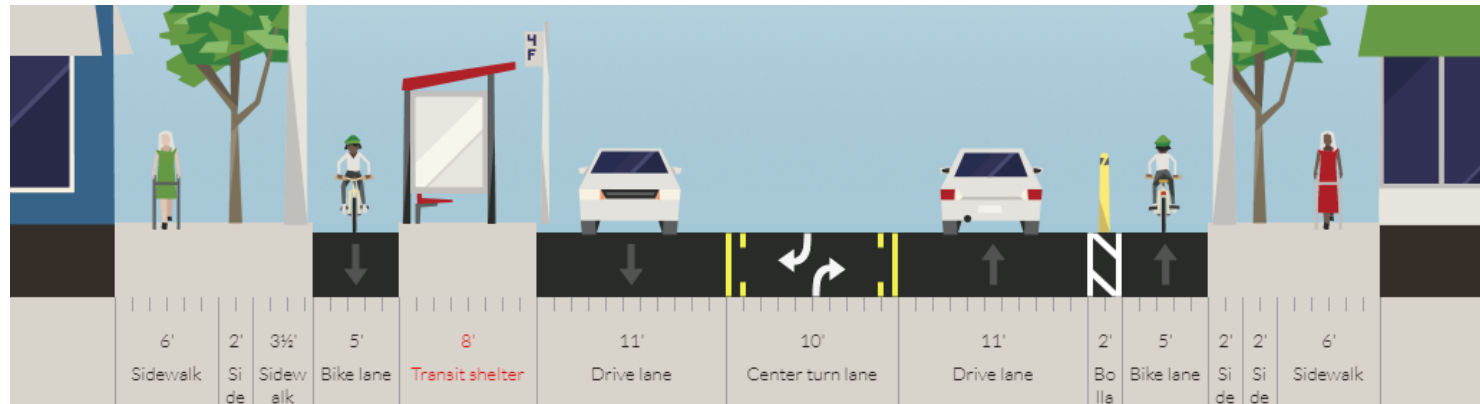


Facing Northbound

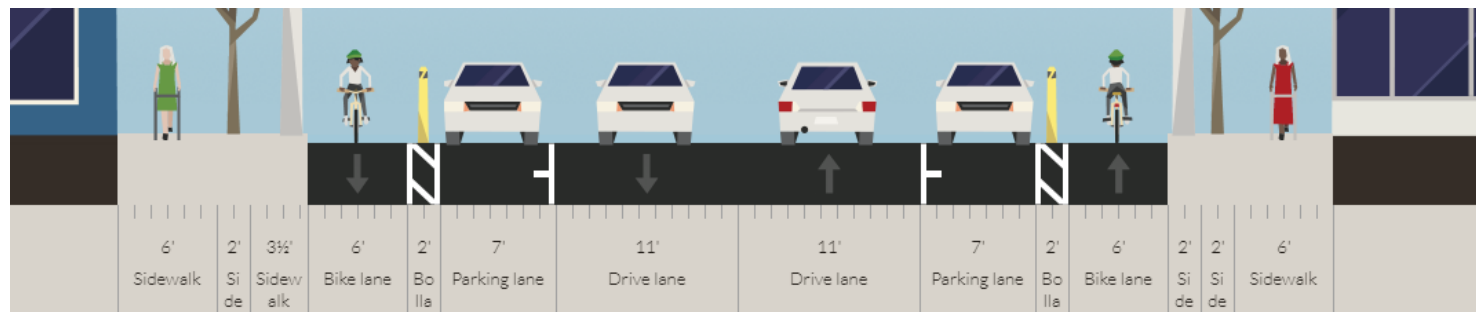
# Alternative 2: Benefits

- Provides north-south bike route
- Maximizes use of right-of-way space
- Provides on-street parking

Facing Northbound (both cross sections)



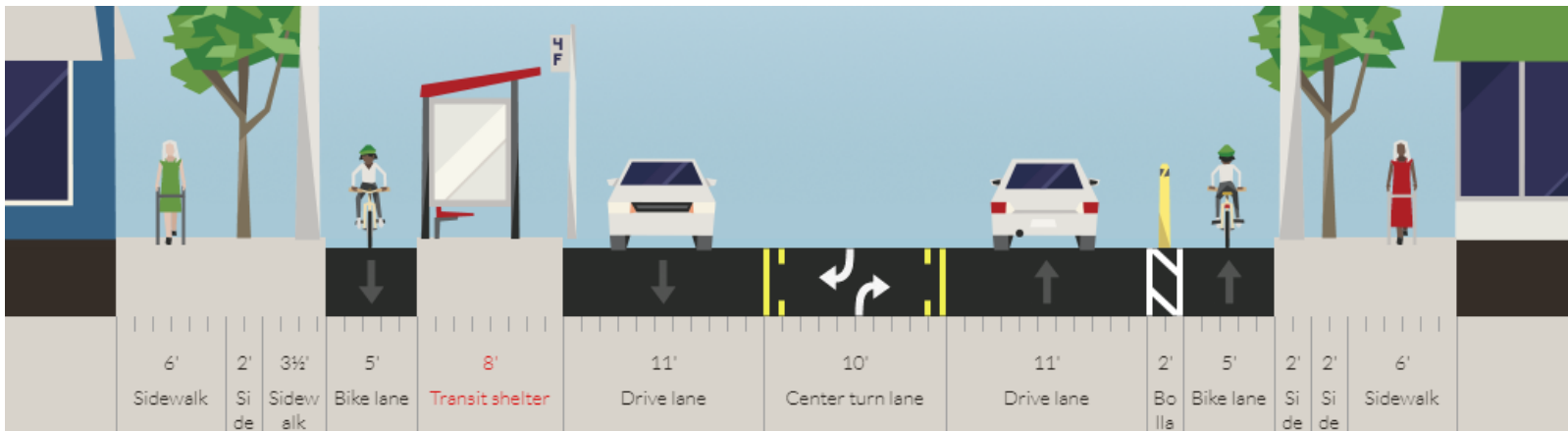
Cross section at major intersections (note – turn lanes at the intersection)



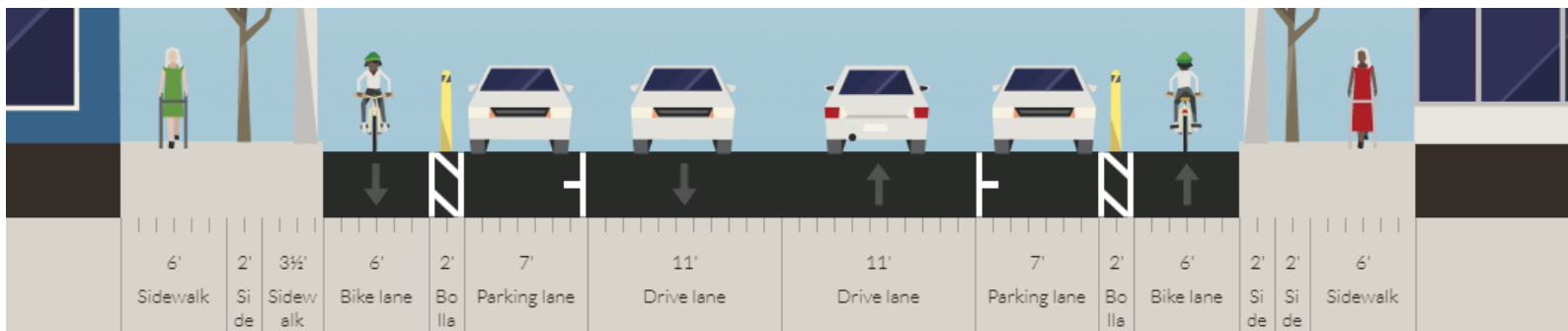
Cross section between major intersections

# Alternative 2: Considerations

May negatively impact transit and general traffic speeds



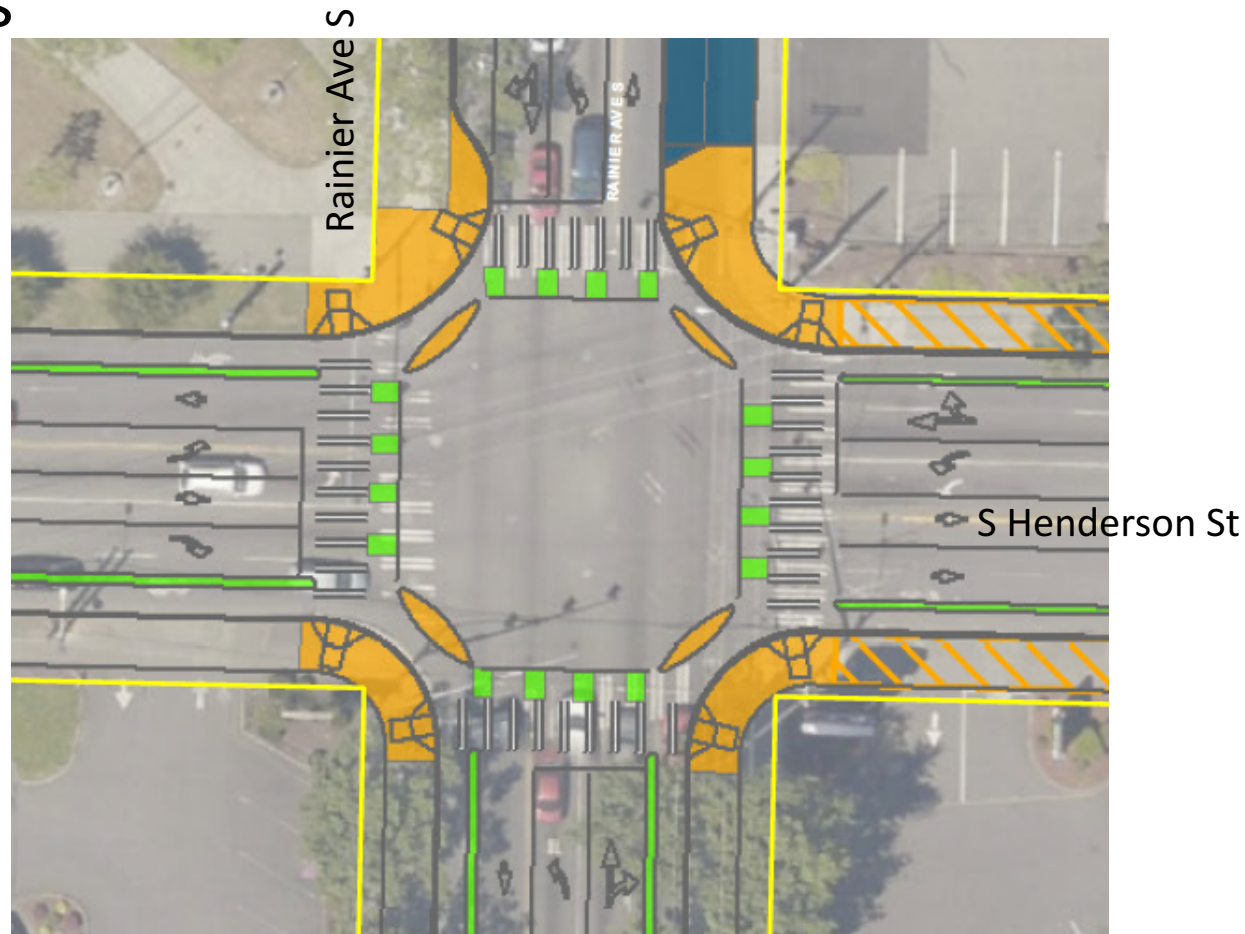
Cross section at intersections—includes turn lane



Cross section between intersections

# Rainier & Henderson protected intersection

- Enhance conditions for pedestrians and people biking
- Address location with highest number of pedestrian crashes



# Cost estimate

\$\$\$



**Alternative 2 about \$5.6+million\*** for protected bike lane, 18 concrete transit islands, Henderson intersection. Does not include pavement reconstruction, potential trolley wire relocation, inlets

**This alternative exceeds our project budget**

\$

**Alternative 1 about \$1.6 million** for rechannelization, signing, and Henderson intersection



# Outreach

- Online open house
  - Info translated to 8 languages
  - Will be open to the public next week
- Focused outreach to key SE Seattle stakeholders
  - Community conversations
  - Staff conversations
  - Small business engagement
  - Intercept surveys along Rainier

# Schedule

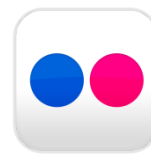
| Date        | Activity  |
|-------------|---|
| Summer 2017 | Online open house, community conversations, door to door outreach along Rainier Ave S |
| Summer 2018 | Construction  |
| Fall 2019   | 1-year project evaluation report  |

# Questions?

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<http://www.seattle.gov/transportation/southeastseattle.htm>

[www.seattle.gov/transportation](http://www.seattle.gov/transportation)



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