

Rainier Ave S Vision Zero Corridor (Phase 2)



Seattle Pedestrian Advisory Board
James Le
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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
- Alternatives
- Schedule
- Feedback / Q&A

Background

Projects in development along Rainier:

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



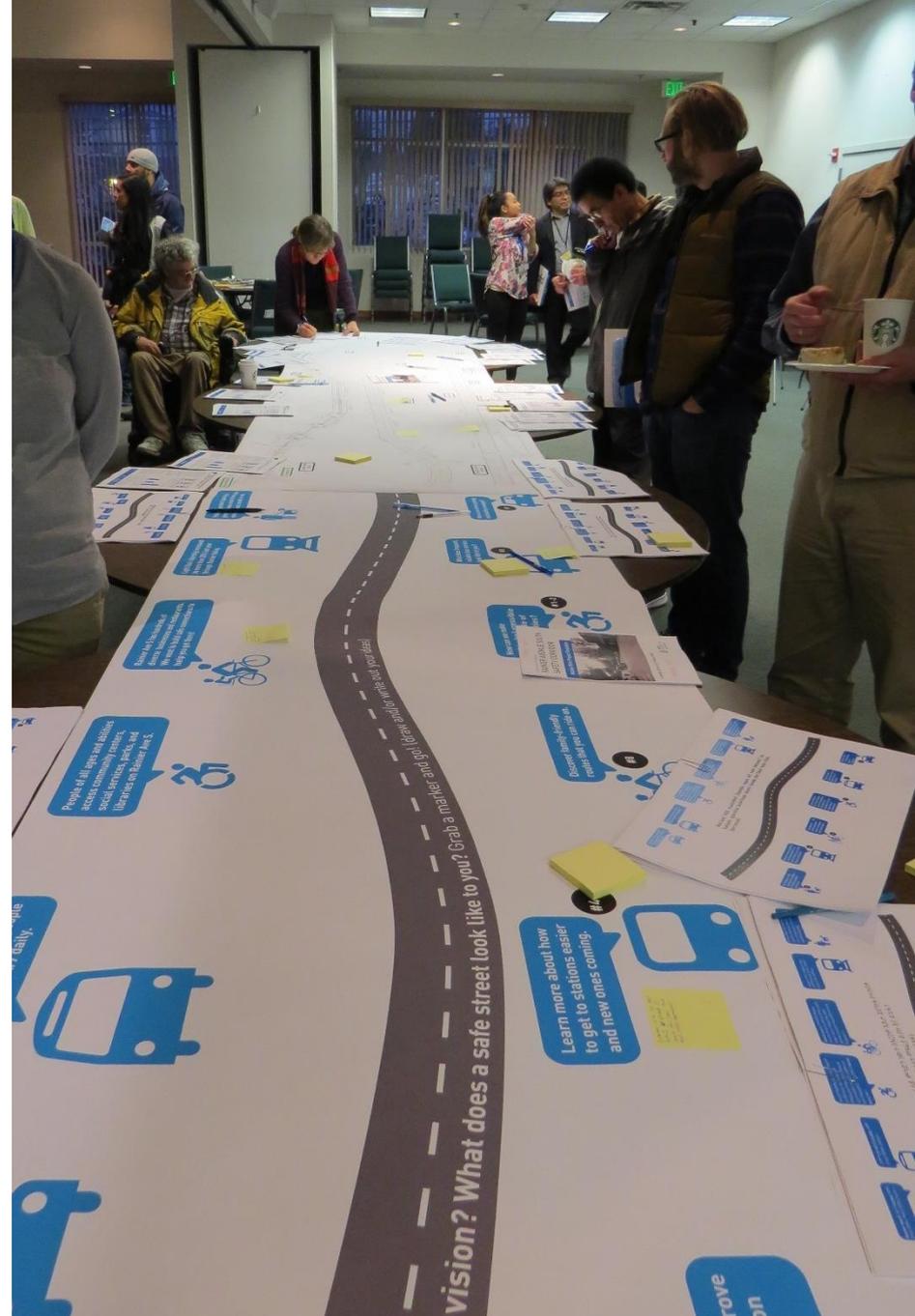
Vision Zero (Ph.2)

Goals:

- Reduce speeding and crashes
- Make intersections work better
- Enhance safety for pedestrians and bicycles
- Improve bus efficiency and reliability

Budget:

- \$1,000,000 appropriated by CM Harrell
- \$1,000,000 from Vision Zero

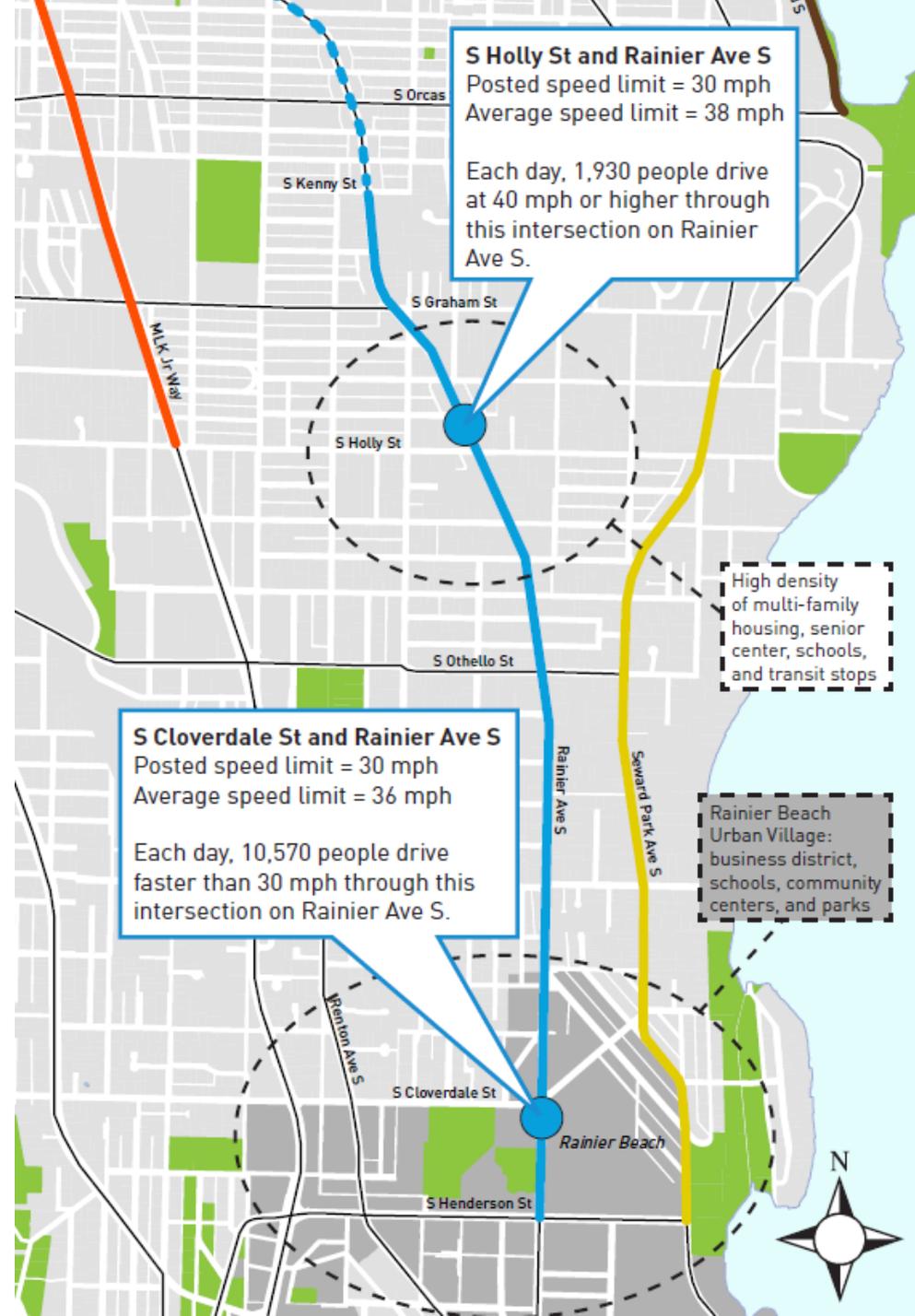


"We ♥ Southeast Seattle" Community Forum – March 7, 2017

Context

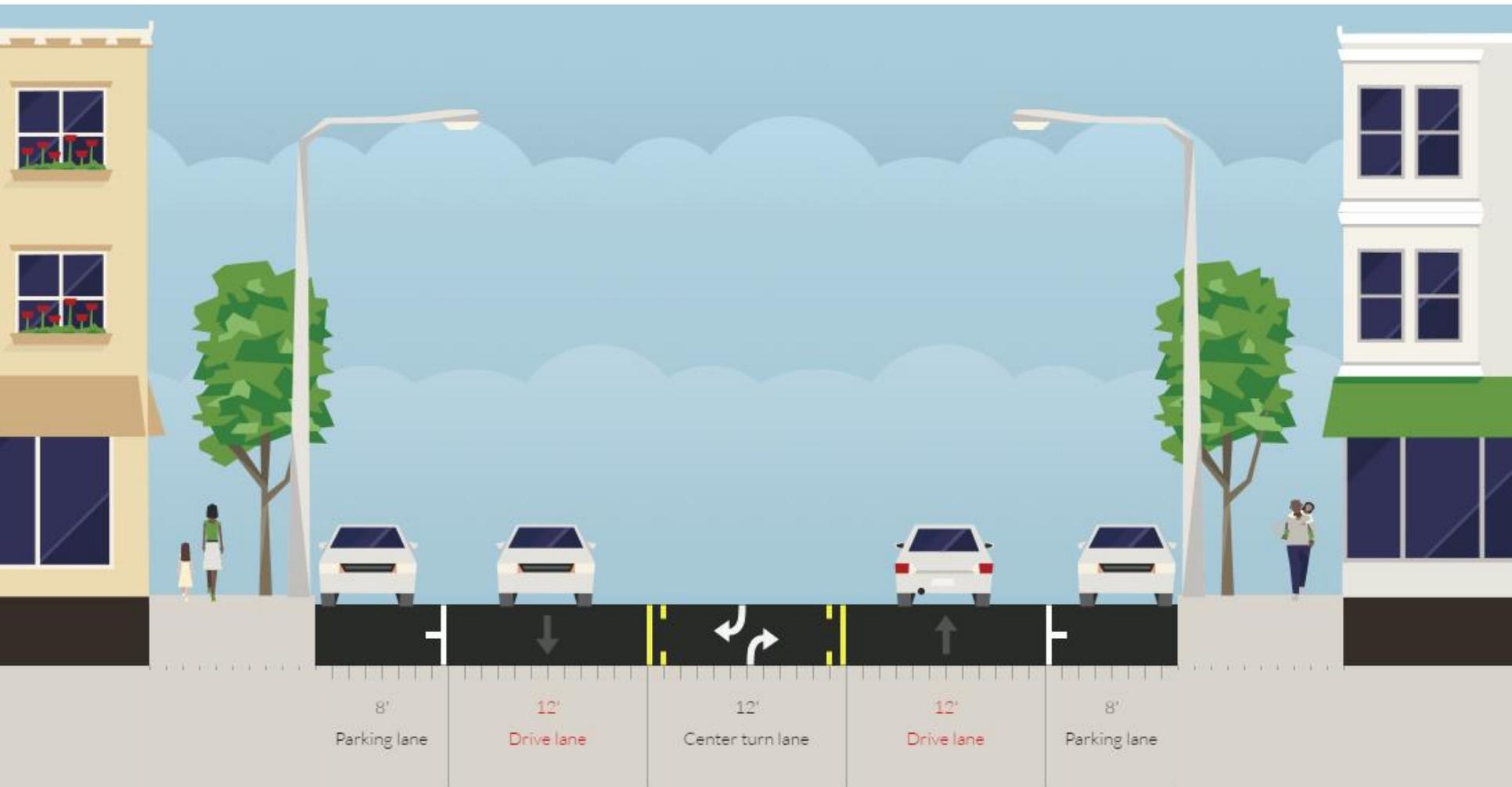
Roadway characteristics:

- Principal arterial
- 4 to 5 lanes
- 52 feet wide
- 17,500-20,000 AWDT
- Emergency response route
- 13,000+ daily transit riders
- Parking, alternating sides



Existing cross-section

Alaska to Kenny, 1 mile – implemented 2015 (Phase 1)



Existing cross-section

Kenny to Henderson, 2 miles (Phase 2)



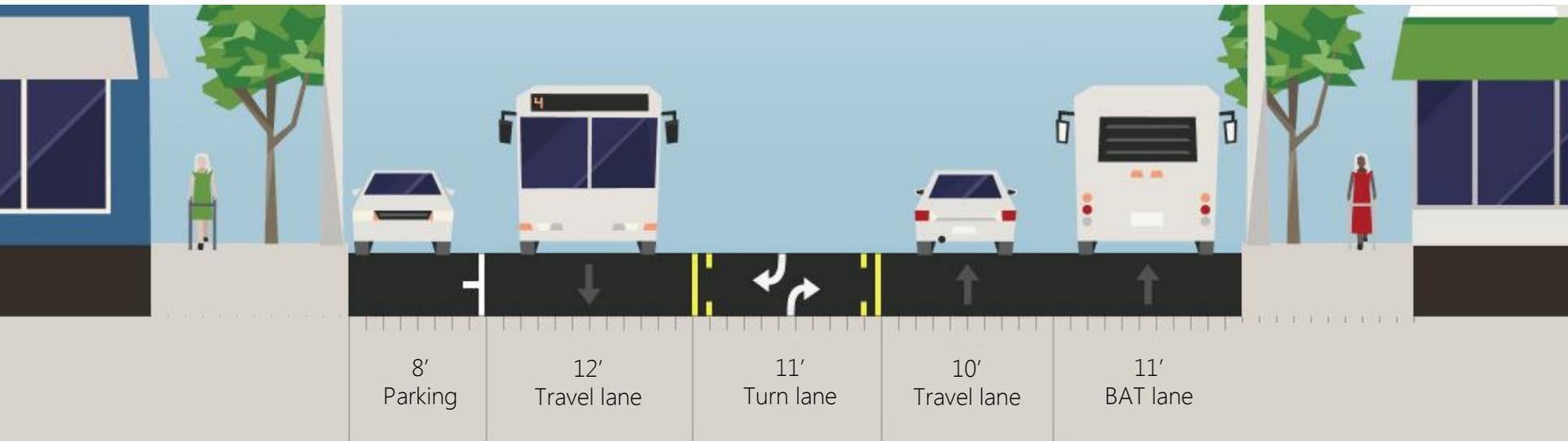
Alternative 1

Benefits

- Inbound BAT lane improves transit operations
- Provides net additional on-street parking along corridor
- RapidRide can phase in future SB transit treatments (removes parking)

Tradeoffs

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



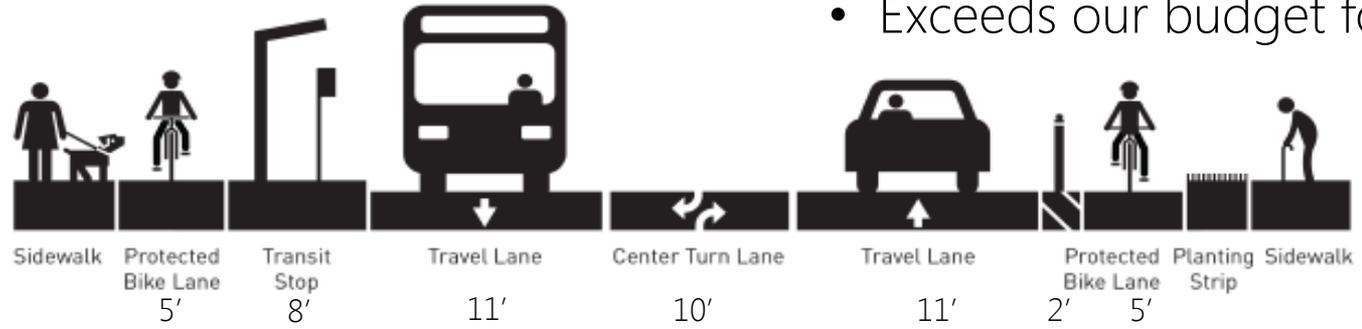
Alternative 2

Benefits:

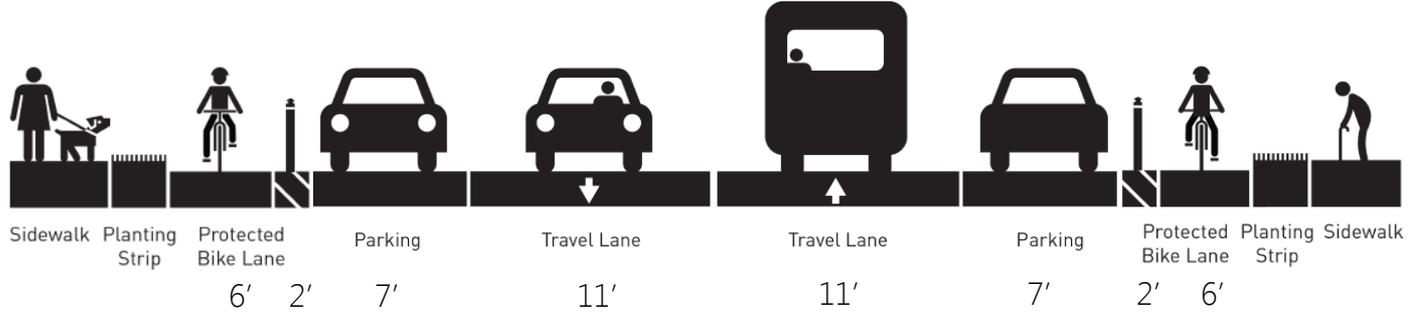
- Provides north-south bicycle route
- Maximizes use of right-of-way space
- Adds bike facilities to SE Seattle
- Provides on-street parking

Tradeoffs:

- May reduce net parking to ± 100 spaces (max parking counted along the corridor is 139)
- Hinges on traffic volume reduction from AMB
- Exceeds our budget for this project



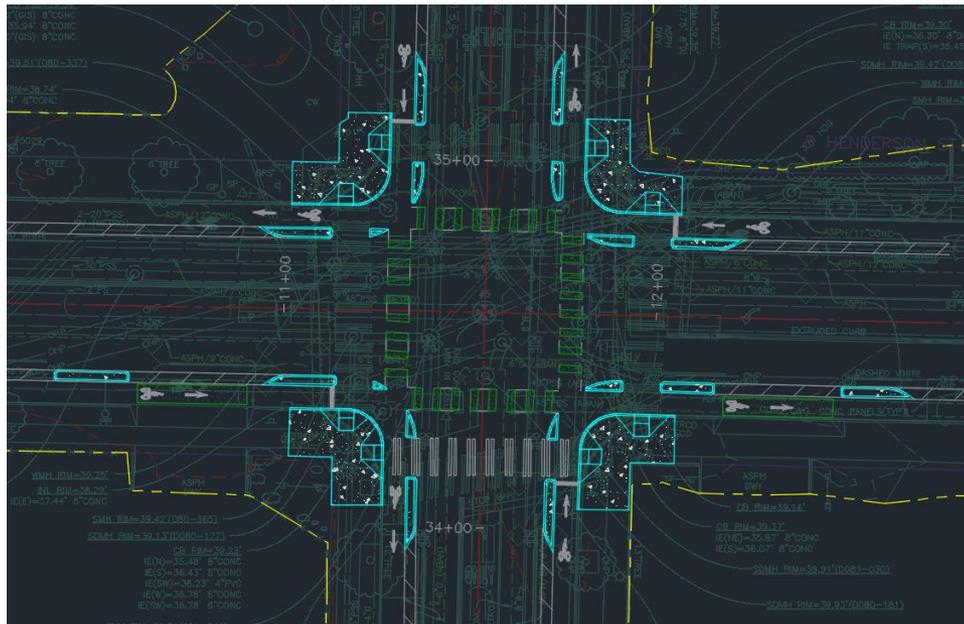
Cross section at intersections (note – turn lanes at the intersection)



Cross section between intersections

Rainier & Henderson

- Intersection to be enhanced for pedestrian and bicycle movements
- ~250 pedestrians during AM/PM peak hours
- Location with highest # of pedestrian crashes in the project area
- +\$1,000,000 cost estimate
 - Funding partners: SRTS, PMP, BMP



Alternatives - cost estimate

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Alternative 2:

PBL, 18 transit islands, Henderson intersection

- +\$5.6 million

(Does not include pavement reconstruction, potential trolley wire relocation, inlets)



Alternatives 1:

Rechannelization/signing only, Henderson intersection

- \$1.6 million

\$

(Cost estimates include materials, installation, and 30% contingency based on SDOT's 2017 Unit Costs Analysis Sheet)

Schedule

Date	Activity/action
Summer 2017	Online open house
Summer 2018	Construction
Fall 2019	1 year project evaluation report

Questions?

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

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