

Final

February 7, 2015

To: Neighborhood Park and Street Fund

From: Rainier Beach Community Club

Re: Support for Rainier Valley Greenway's application for grant for improvements to Rainier Avenue

The Rainier Beach Community Club (RBCC) strongly supports the Rainier Valley Greenway's application for a Neighborhood Park and Street Grant to improve safety on Rainier Avenue. We are especially interested in their proposed raised sidewalks at Rainier and Henderson. Over the past several years RBCC has focused on improving pedestrian use in the Rainier Beach area. Improving pedestrian access and safety will lead to greater use by pedestrians of the Rainier Beach business district which in turn will lead to greater interaction among the diverse groups living in Rainier Beach and a reduction in crime. The hub of Rainier Beach is the Rainier Ave and Henderson intersection. Rainier Beach High School, the Rainier Beach Community Center, South Shore Elementary School, the library and several major grocery stores are within a block of that intersection. Many commuters travel along Rainier Avenue through the Henderson intersection every day, including those traveling north to downtown Seattle and those traveling south to the Boeing Renton plant or the Valley Freeway. Drivers heading to the Rainier Beach light rail station frequently turn off Rainier onto Henderson. There have been many accidents and near misses at Rainier and Henderson. Raised sidewalks would be a major improvement to the intersection.

RBCC has been in existence since the early 1900s. Our purpose is to improve the quality of life in the Rainier Beach area. Several years ago we received a grant to improve pedestrian access and use of the area along Rainier between Ithaca and S. Seward Park. Approving this Rainier Valley Greenway's application will be a continuation of the RBCC effort to make Rainier Beach, especially the business district, a more pedestrian friendly area.

Rainier Beach Community Club



Kathie S. Weibel

RBCC Treasurer

The goal of the Rainier Beach Community Club (RBCC) is to improve our Rainier Beach neighborhood. The Seattle City Council will soon be making decisions on transportation projects to fund. RBCC strongly supports making the area between the light rail and the intersection of Rainier Avenue and Ithaca Street more pedestrian friendly. Greater pedestrian use will encourage the development of small businesses in the commercial area and reduce crime in our neighborhood. RBCC specifically urges the Seattle City Council to support funding for improved crosswalks and sidewalks on Rainier Avenue at the corner of 57th and Rainier. This intersection is the south entrance to Rainier Beach and is surrounded by small retail stores, condominiums and single family residences. The area looks run down and the crime including murders is increasing. The sidewalks are in poor condition and the crosswalks are not easily seen by drivers who commute through the area at 40 MPH despite the speed limit signs of 30 MPH. The RBCC request for sidewalks and crosswalk improvements has been included in the RBCC proposal to the Southeast District Council and is based on the Rainier Beach Neighborhood plan and the Rainier Beach Merchants Association Plan.

RBCC feels so strongly that these improvements should be made that when we won the 2012 Waste Management grant for greatest improvement in recycling in the City we allotted \$20,000 from the grant for these Rainier Avenue improvements. SDOT advised us that they preferred to address improvements along this section of Rainier at one time and that our funds were insufficient to cover their entire plan. RBCC then applied for a NSF grant to accomplish the same improvements and included in our proposal an offer to cost share up to \$10,000. Our project is one of the projects put forward by the Southeast District Council to be considered by the City but we will not know until June if we have been selected.

The RBCC focus is on making Rainier Beach a more welcoming neighborhood. For this to happen, the focus must be on making the area welcoming to pedestrians. As stated in the Rainier Beach Neighborhood Plan "A safe walking environment should be free from crime, and protected from motorists" Improved sidewalks and crosswalks would be a major step forward in this effort.

In our discussion with SDOT they have expressly told us that their focus is the smooth flow of traffic. We sympathize with commuters but if the choice is between improved sidewalk and crosswalks or a smooth flow of traffic, the RBCC supports the sidewalk and crosswalks. They will benefit the neighborhood the most.

NEIGHBORHOOD GREENWAY ENHANCEMENT PROJECTS

OVERVIEW

Seattle is building a network of neighborhood greenways. Neighborhood greenways are safer, calm residential streets for you, your family and neighbors. On streets with low car volumes and speeds a greenway can:

- Improve safety
- Help people cross busy streets
- Discourage cars from using neighborhood streets to avoid main streets
- Protect the residential character of our neighborhoods
- Keep speeds low
- Get people to where they want to go like parks, schools, shops and restaurants

Neighborhood greenways do not add bike lanes and there are minimal if any on-street parking impacts. They are mostly funded through the nine-year voter approved Bridging the Gap Levy. Existing greenways include: 39th Avenue NE, Wallingford, Beacon Hill, Ballard, 26th Ave SW, and Fremont Avenue N.

There are 248 miles of greenways identified in the draft [Bicycle Master Plan Update](#) (BMP). The BMP provides a framework for prioritizing neighborhood greenways.

HOW CAN THE NEIGHBORHOOD MATCHING FUND SUPPORT GREENWAYS?

The Neighborhood Matching Fund (NMF) is a resource for enhancements to existing or upcoming [neighborhood greenways](#). For prioritized greenways that will come on line within the next five years, or for completed greenways, the Neighborhood Matching Fund could be used for a variety of enhancements to green the greenway and make them even more pedestrian friendly, add art or other fun elements to a route, or host an event in the neighborhood. Seattle Department of Transportation Street Use review and permitting will be required for many of these enhancements. A list of greenways planned for the next three to five years will be available mid-2014.

Some ideas for projects include:

Landscaping <ul style="list-style-type: none"> • Tree planting • Rain garden • Pocket parks 	Traffic calming <ul style="list-style-type: none"> • Traffic circles • Intersection painting 	Events <ul style="list-style-type: none"> • Night Out gatherings • Education/Outreach • Pop-Up Greenway • Organized bike rides
Pedestrian & Bike Enhancements <ul style="list-style-type: none"> • Street furniture/benches • Little Free Library • Bike racks • Wayfinding • Interpretive signage • Walking Maps 	Art Projects <ul style="list-style-type: none"> • Control box art • Murals • Banners 	Work Parties <ul style="list-style-type: none"> • Walkable zone clean-up and education • Stairway clean-ups • Traffic circle clean-up and replanting

STEPS FOR A SUCCESSFUL NMF PROJECT

COMMUNITY SUPPORT

Every Neighborhood Matching Fund project must demonstrate that the project is supported by the impacted community or neighborhood. Some of the ways to illustrate and develop community support for project are the following:

- Develop a diverse steering committee with at least 5-8 people from the community where the project is taking place.
 - Steering committee must propose and submit NMF application requesting funding
- Include a variety of opportunities for community members to be involved in planning and implementing the project
- Form partnerships with community members to secure commitments for community match such as space, volunteer time, funding, equipment, and furnishings.

PROJECT FEASIBILITY

- Project must be consistent with City policy and be approved by the agency responsible for the location (SDOT, Parks, SPU, etc.)
 - Work with the agency to determine feasibility, requirements, costs, and approvals.
- Project requires community match consisting of volunteer labor, donated materials, donated professional services, and/or cash
 - For planning or non-physical projects, the match required is ½ to 1
 - For physical projects the required match is 1:1.

APPLYING TO THE NEIGHBORHOOD MATCHING FUND

The start-up process for any project usually includes some of the following steps:

- Contact a Neighborhood Matching Fund project manager
- Review NMF Program Funding Guidelines at www.seattle.gov/neighborhoods
- Register for the database at: webgrants.seattle.gov
- Develop response for NMF application questions which require project description, outreach plan, work plan, budget, match commitments

RESOURCE LIST

Seattle Department of Neighborhoods

- Neighborhood Matching Fund: 206-233-0093, www.seattle.gov/neighborhoods/nmf/default.htm
- NMF Contact: Patricia Lopez, Neighborhood Matching Fund Program Supervisor, Patricia.Lopez@Seattle.gov
- Neighborhood District Coordinators: www.seattle.gov/neighborhoods/districts

Seattle Department of Transportation

- Neighborhood Greenways in Seattle: www.seattle.gov/transportation/greenways.htm
- Seattle Bicycle Master Plan: www.seattle.gov/transportation/bikemaster.htm

Community Resources

- Seattle Neighborhood Greenways Community Coalition: www.seattlegreenways.org
- Feet First: www.feetfirst.org
- Cascade Bicycle Club: www.cascade.org

replied 9/16/15[Print](#)[Close](#)

FW: Rainier Avenue S Traffic Safety Update

From: **Kathie Weibel** (weibelk@hotmail.com)

Sent: Fri 9/11/15 6:05 AM

To: Alan Ross (alandross@gmail.com); Carol O'Brien (caobrien65@hotmail.com); curiousjo@gmail.com (curiousjo@gmail.com); Don Andre (don.andre357@gmail.com); Joyce Greenberg (joyceanngreenberg@comcast.net); Matt Kaminski (matt@kaminskilawyer.com); Sally Li (sallyli@u.washington.edu); Su Harambe (harambe2000@windermere.com); Weibel, Kathie S (weibelk@hotmail.com); Rainier Beach Chamber of Commerce Valley Chamber of Commerce (mail@rainierchamber.com); randall trathen (rst2009a@live.com)

fyi

From: Brian.Dougherty@seattle.gov

To: Brian.Dougherty@seattle.gov

Date: Thu, 10 Sep 2015 14:35:25 -0700

Subject: Rainier Avenue S Traffic Safety Update

Starting next month, the Seattle Department of Transportation (SDOT) is moving forward with safety improvements along Rainier Avenue S between Seward Park Avenue S and the city limits at S Ryan Street. We've held several meetings in the community and heard from many people concerns about speeding, collisions, and reckless driving. We've developed a project that will result in lower speeds, fewer collisions and improved safety for everyone along this street. In summary the project includes the following:

Lowering the speed limit to 30 mph

Installing two new radar speed feedback signs to reduce speeding and encourage more drivers to travel at or below the speed limit

Installing a new traffic safety island between Ithaca Place S and S Redwing Street to discourage passing in the two-way turn lane

Rebuilding two of the refuge islands in the center turn lane

All existing islands will be cleaned and signage will be updated.

Upgrading the pedestrian warning signs at all the marked crosswalks to be more visible

Installing 10-foot wide travel lanes; narrower lanes help promote slower driving speeds which, in turn, reduce the severity of crashes.

Installing a painted buffer between the bicycle lane and the travel lane to provide more separation between people on bicycles and motor vehicles

Installing delineator posts (similar to bollards) to provide physical separation between the bike lane and the travel lane southbound south of Cornell Avenue S (west/SB side of the street only)

Improving signage on the curves to give drivers more warning of curves in the road

Installing raised buttons (reflective pavement markings) to encourage drivers to stay in lane and give visual and tactile warning to drivers if they veer out of their lane

Parking will be removed from the south/west side of the street (against the hillside) south of Cornell Avenue S

The two-way left turn lane will remain after the project is complete. The project is expected to begin in early October, though crews will be active laying out the future lane lines later this month. Installation of the new radar speed feedback signs will occur later this year or early next year.

A construction notice will be delivered to adjacent households shortly before work begins. There will be some noise and vibration associated with the removing and reinstallation of lane markings. Most of the work will be scheduled at night to minimize traffic impacts, with expected working hours of 7pm – 5am. After the project is complete we will collect additional data to confirm if speeding and collisions have changed.

Please contact me again directly if you have additional feedback or observations to share with me.



Brian Dougherty

Senior Transportation Planner

City of Seattle [Department of Transportation](#)

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In response to SDOT's request for comments on its Rainier Avenue Safety Project and the Rainier Beach Gateway Project, the Rainier Beach Community Club (RBCC) provides the following.

Rainier Avenue Safety Project. Of the three options presented at the community meetings, we support Option 2. All three options provide for one lane in each direction and a middle turn lane. We've experienced this for the last several years driving on Rainier between Rainier Beach and Renton. Once drivers adjust to the change, traffic flows smoothly. We chose Option 2 because more people in our area use the bus than bikes. Option 2 provides for intermittent bus transit lanes which will allow the buses to discharge and pick up passengers without halting traffic. Without a method for buses to get out of the driving lane we do not believe the one lane in each direction approach would work.

However, we do support safer bike lanes. Our preference would be to have options 1B and 2. 1A and 2 cost estimates are the same. 1B adds approximately \$2 million to that cost. Why isn't one of the alternatives a combined 1B and 2? No technical reason was provided for why this could not be done and the funding must be available, if option 1b is being offered.

We support all the changes SDOT stated they will do eg. more visible and durable crosswalks and bike lanes; more pedestrian friendly traffic lights; flashing signs at schools; reduced speed, etc.

Gateway Project Rainier between Ithaca and Seward Park S. Recently Mayor Murray said "Thriving, walkable business districts are vital to the success of Seattle's neighborhoods." Four years ago RBCC first focused on the southern entrance or Gateway into Rainier Beach along Rainier Avenue. RBCC wanted to make this area welcoming to pedestrians by **improving the crosswalks, sidewalks, traffic lights and adding landscaping.** RBCC used \$20,000 earned through improving recycling in the area as a match for a Neighborhood Street Fund Grant. At the time our NSF proposal was approved and funded we understood that the sidewalks would be widened and leveled; the traffic lights would have second countdowns so that pedestrians knew how much time they had to cross and the cross walks would be clearly designated. We had asked for raised brick but understood it was actually a fake brick that was used. The landscaping we were told was not included in the funding. We were also told our \$20,000 was not needed. These objectives remain our highest priorities.

Each time SDOT talks to us what we are told changes. This time the traffic lights will have the seconds count down which we want and the crosswalks will have more durable markings which is good. However we want a raised cross walk preferably brick so that both drivers and pedestrians know they have entered the Rainier Beach business district. The SDOT proposal provides for wider and more level sidewalks which is good. However, there was no mention of what is going to happen to the power poles or whether there is the possibility of trees or other landscaping. The RBCC objectives have not changed. To the extent that the SDOT proposal does not provide what we have requested we would like it modified.

Rainier Avenue from 57th to Henderson. Most of the changes SDOT is proposing for the stretch on Rainier between 57th and Henderson we support. The two additional traffic lights on Rainier Avenue make good sense as does moving the bus stops. Lowering the speed zone around the schools and adding flashing lights is excellent. However, we do have several concerns with the proposed changes. The SDOT proposal includes two lanes up 57th and one lane down. Cars currently race up 57th and along

Introducing.....The New South Shore School!

Seattle Public Schools, in partnership with The New School Foundation, is proud to announce development of a new school in South Seattle. **The New South Shore School**, for pre-kindergarten – eighth grade, will be located in the building that formerly housed South Shore Middle School, at 8825 Rainier Avenue South. **Gary Tubbs**, principal of South Shore School, was most recently principal at TOPS K-8 School. He has held a variety of teaching and administrative positions in Seattle Public Schools over the past 25 years. He brings tremendous vision and expertise to the position. We invite you to join Gary and his staff in:

*Creating a loving community of purposeful learning
that focuses on the whole child: body, mind and spirit!*

Features of The New South Shore School

- 3 classes each of pre-kindergarten and kindergarten beginning fall 2002
- Adding a grade each year to serve children through the 8th grade
- Small class sizes: 17 students in each pre-kindergarten – 5th grade classroom
- Year-round school (20 more instructional days than other public schools)
- Before/after school and intersession programs available on a sliding fee scale

Students at The New South Shore School

- Engage in exciting, hands-on, purpose-centered learning that values respect, awareness, honesty and responsibility.
- Are held to high academic standards that are aligned with those of Seattle Public Schools and the State of Washington
- Engage in a curriculum designed for the whole school that focuses on developing self-management skills through project-based learning.

Families at The New South Shore School

- Support the vision and values of the school
- Agree to be actively engaged in their child's education
- Commit to support the year round school calendar
- Attend parent/teacher conferences and parent meetings

**Please consider joining our new South Shore community by enrolling your
4 and 5-year-old children in February 2002!**

For more information please

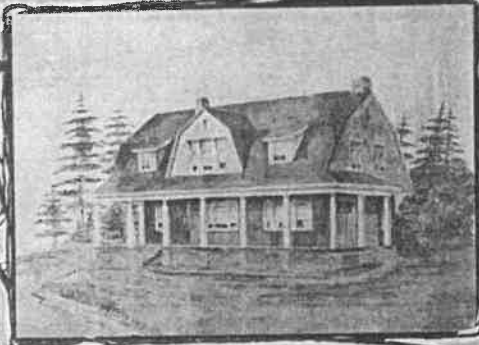
**Call or visit The Bilingual Family Center, 252-7750, 3928 Graham Street, Room 104
(Northeast wing of Aki Kurose Middle School)**

Call The New School Foundation (206) 323-1007 ext.223

Email the principal: Gary Tubbs gtubbs@seattleschools.org



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K.W. DANHER,
RAINIER BEACH.



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NEW HOMES ON
RAINIER AVE.,
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RAINIER BEACH

THE PLACE TO LIVE

Beautiful location on shores of Lake Wash-
ington, within 30 minutes ride of Seattle, on
5 cent electric car line. Service from 5:45
a. m. to 12 p. m.

Streets are cleared, sidewalk on principal
avenues, Electric Street Lights, Telephones,
Schools, Churches, Stores, etc.

Every lot is either on the Lake and car-
line or within one or two blocks of it.

Lots Average in Size

• 50 x 113 and a 15 foot alley •

PRICES:

\$50, \$75, \$85 and \$100

Terms, \$5 and \$10 down and \$5 a month.
A discount of 5 per cent. for full cash payment.

Any location commands a grand view of
Lake Washington, Cascades and Mount Rainier.

Over 180 lots sold and 75 new buildings put
up in last 6 months. Contracts are guaran-
teed for over 50 new homes to go up in the
spring.

Everybody likes Rainier Beach; it is high
and healthy; finest soil in county; boating,
fishing, bathing, free wood and water. With the
improvements under way and contemplated,
values will double and treble in the next
year or two. Don't miss the opportunity of
securing a few lots now, either for home or
investment. Book of photos, map, etc., for
the asking. See owner.

C. K. STURTEVANT

210 Boston Block Seattle, Wash.



NEW HOMES ON
WATERS AVE.,
RAINIER BEACH.



ONE OF THREE
RT
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BAPTIST SEMINARY
BLDG & NEW SOCIAL
HALL,
RAINIER BEACH.

