

Accessible Mt. Baker

Project Timeline and Next Steps



2015

Accessible Mt. Baker Integrated Multimodal Plan

- complete planning study
- conduct public involvement

Safe Routes to School Implementation

- crossing improvements at Rainier/MLK

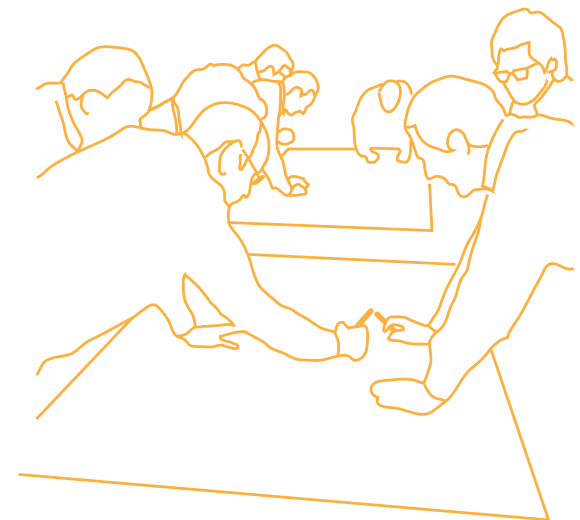
Align Move Seattle Levy Investment Project Timelines

- 23rd Avenue RapidRide
- Rainier/Jackson RapidRide
- pedestrian and bicycle improvements

Develop Funding Strategy

- local and external funding sources
- grant opportunities

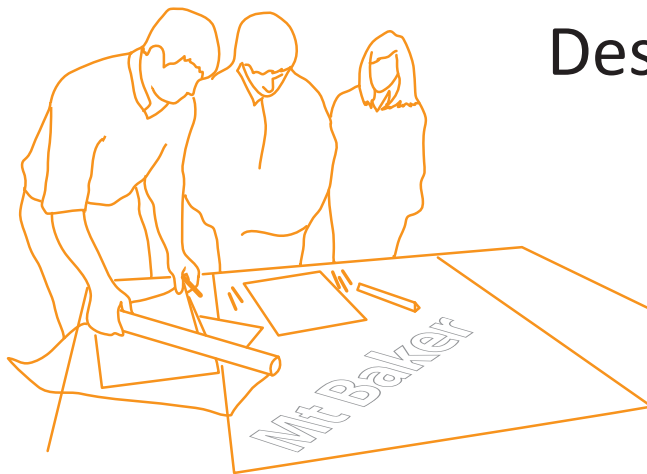
2016



Project Design and Environmental Review

- initiate design and review
- brief City boards and committees
- conduct public involvement

Design



Build Project

- work with businesses and community to reduce economic and mobility impacts during construction
- provide public updates

Construction



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What we have heard so far...



WALK

- Improve pedestrian safety between the rail station and Franklin High School
- Implement "Safe Routes to School" projects
- Provide more pedestrian spaces and slow down traffic
- Improve sidewalks and night lighting, focus on safety and security
- Widen and shorten crosswalks and improve crosswalk pavement and markings
- Improve Hanford steps by maintaining vegetation



BIKE

- Introduce bicycle facilities for all ages and abilities
- Expand bike share to the station area
- Provide bike lanes and minimize conflict points with cars
- Provide better bicycle parking at the Mt. Baker Link Station area
- Coordinate bicycle improvements with the Rainier Valley North/South Greenway



TRANSIT

- Relocate the bus transit center adjacent to the light rail station
- Improve transit rider stops and conveniences
- Allow for commercial and/or community uses at a relocated transit center
- Consider neighborhood circulators serving the Mt. Baker Link Station



FREIGHT

- Maintain freight access
- Reduce the time diesel vehicles spend stopped in traffic near Artspace to reduce soot build up on windows



AUTO

- Provide for consistent and predictable traffic movement
- Provide places for drop off access to transit for private automobiles and transportation network companies such as Uber, Lyft and taxis
- Increase parking for businesses



OPEN SPACE

- Reconnect the Olmsted Boulevard between Winthrop Street to Mt. Baker Boulevard
- Improve urban spaces by adding more open space and businesses
- Utilize planted buffers to improve pedestrian and bicycle facilities
- Make open spaces more welcoming



LIVABILITY

- Diversify business recruitment in the neighborhood
- Encourage a multicultural workforce for people of different languages, races, cultures, and ages
- Encourage living wage housing, job and employment resources, and social and health services
- Encourage mixed-use and higher density
- Encourage development on Sound Transit fenced property

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How we are responding...



WALK

- Direct pedestrian crossing of Rainier and MLK integrated with the Olmsted Boulevard
- Fewer lanes provide more pedestrian space at intersection corners for people waiting to cross street
 - "Safe Routes to School" project currently in design
- Adjusted signal timing to slow down traffic and provide ample crossing time
- Night time lighting for safety and security to be evaluated during design phase
- Improved pedestrian markings and directional signs included
- Improvements to Hanford steps including maintenance, lighting, and landscaping is recommended
- Repaired, replaced, and additional sidewalks are recommended
- Initiate ongoing coordination with Seattle Police Department for station area security



BIKE

- Network of protected bicycle lanes (PBL) serving key destinations and facilities
- Connections to the North/South Greenway at:
 - Mt. Baker Boulevard/30th Ave S
 - Mt. Baker Boulevard/McClintock Avenue S
 - Rainier Avenue S/Charlestown Street
- Bike share expansion will be considered in Mt. Baker Link Station area



TRANSIT

- Bus transit center next to the Mt. Baker Link Station site
- Transit center plaza with open space and convenience business uses
- Move Seattle Levy includes two new RapidRide lines
- Transit center design will consider improving direction signs and public restroom needs



FREIGHT

- Direct freight movement from I-5 to I-90 with redeveloped street network
- More green light signal time moves traffic better near Artspace and reduces engine idling near residences



AUTO

- Traffic evaluation verified the design works for traffic
- The concept plan includes a 27th Avenue connection from Forest to Winthrop and provides new transit drop-off access



OPEN SPACE

- Reconnected Olmsted Boulevard
- Open space plazas incorporated in new bus transit facilities
- Landscape buffers in the central triangle and along primary arterials
- SDOT will continue to work with the Parks Department to plan open spaces and user amenities
- Continue to support community events and activities



LIVABILITY

- Will work with the Office of Economic Development, the Office of Housing, and the Department of Planning and Community Development to support ongoing efforts to increase jobs, encourage living wage housing, and promote new community resources and development
- Will work with the local business community formed under the "Only in Seattle" program to encourage economic development and business vitality