

Chapter 5. Recommendations and Implementation Plan

Study Recommendations

In comparing the two transit options, the project team found that the Hardie Avenue option would provide very similar travel time savings to the Rainier option, with considerably fewer impacts on businesses, lower cost and better pedestrian benefits. The project team reviewed these findings as well as the previous evaluation of the roadway and pedestrian/urban design options on Rainier and Hardie Avenues and developed the study recommendations listed in **Table 5-1** and illustrated in **Figures 5-1** and **5-2**.

Several roadway improvements recommended in this study will require additional coordination with WSDOT, as planning continues for I-405. These are shown in **Figure 5-1** with an asterisk.

This study also includes two recommendations for further analysis. The first is evaluation of moving the South Renton Park and Ride lot closer to Hardie Avenue. This could be beneficial particularly if future Bus Rapid Transit will be using Hardie Avenue. The second is the potential conversion of South 2nd and South 3rd Streets to two-way traffic operations. This potential conversion would require a study to determine the benefits and costs of changing one-way streets to two-way circulation. The further study of a potential one-way to two-way conversion should be included in a more comprehensive downtown circulation study.

In addition, the Sunset/Hardie interchange should be reconstructed from five legs to four as traffic volumes increase; this would also be a consideration in extending South 2nd Avenue from Rainier Avenue South to Hardie Avenue Southwest. Modifications to this intersection would require close coordination with the affected community.

The study's major recommendations are as follows:

- ◆ Select Hardie Avenue Southwest as the transit corridor between South 2nd Street and Rainier Avenue South to achieve higher transit speed and reliability.
- ◆ Improve vehicle and pedestrian safety as well as visual aesthetics on Rainier Avenue South
- ◆ Coordinate with WSDOT to improve city arterials within the Rainier Avenue Corridor Study area not currently included as part of the I-405 plan

Table 5-1. Rainier Avenue Transportation Corridor Study Recommendations

	Transit	Vehicle	Pedestrian & Urban Design
Recommendations			
Select Hardie Avenue Southwest as the transit corridors between South 2nd Street and Rainier Avenue South to achieve higher speed and reliability for transit.			
Construct Business Access Transit (BAT) lanes north- and southbound on Hardie Avenue Southwest	✓		
Extend South 2 nd Street from Rainier Avenue South to Hardie Avenue Southwest	✓	✓	
Re-locate the Fred Meyer entrance to enhance through traffic flow on Hardie Avenue Southwest	✓	✓	
Install a traffic signal at the intersection of Hardie Avenue Southwest and South 5 th Place	✓		✓
Install a transit signal and the intersection of Rainier Avenue South and Hardie Avenue Southwest	✓		
Construct sidewalks with planting strips on both sides of Hardie Avenue Southwest			✓
Accommodate bicycle travel on the BAT lanes with signs and wider BAT lanes			✓
Improve vehicle and pedestrian safety as well as visual aesthetics on Rainier Avenue South			
Provide landscaped medians			✓
Limit left turn access and provide u-turns at intersections		✓	
Provide planter strips, wider sidewalks and pedestrian-scale lighting between the railroad bridge and South 2 nd Street			✓
Install textured and colored pavement at key intersections			✓
Provide mid-block pedestrian crossings with landscaped medians north of Airport Way			✓
Coordinate with WSDOT to improve the following city roadways not currently included in the I-405 plan:			
Intersection of Rainier Avenue South at South 7 th Street		✓	
Widening of South 7 th Street from Rainier Avenue South to Talbot Road South		✓	
Eastbound to northbound turn lane from South Grady Way to Rainier Avenue South		✓	
Southbound to westbound turn lane from Lind Avenue Southwest to South Grady Way		✓	
Address the following issues in subsequent studies			
Evaluate whether to convert South 2 nd Street and South 3 rd Street into two-way streets	✓	✓	✓
Evaluate whether to relocate the South Renton Park and Ride lot closer to Hardie Avenue Southwest	✓		

Figure 5-1. Study Recommendations

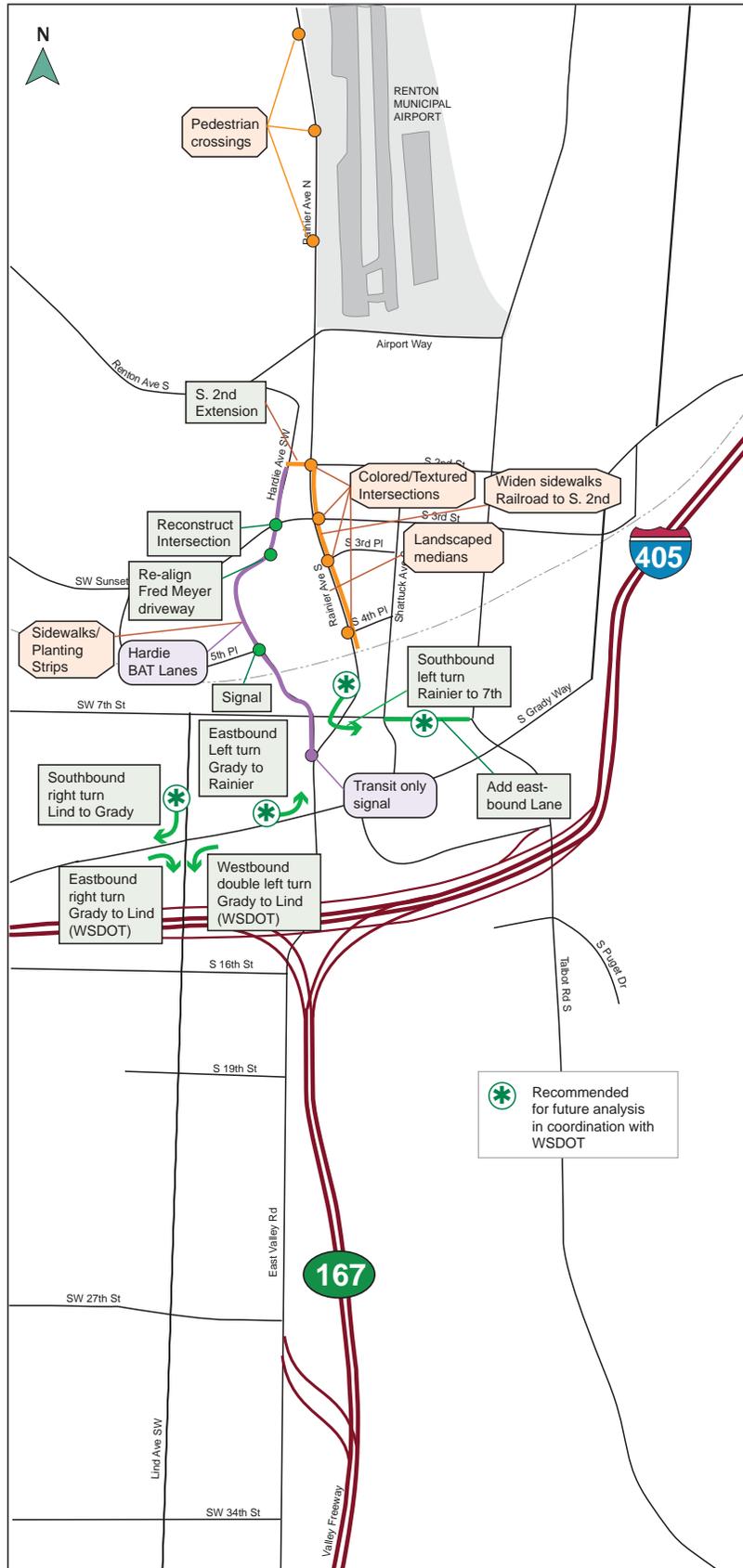
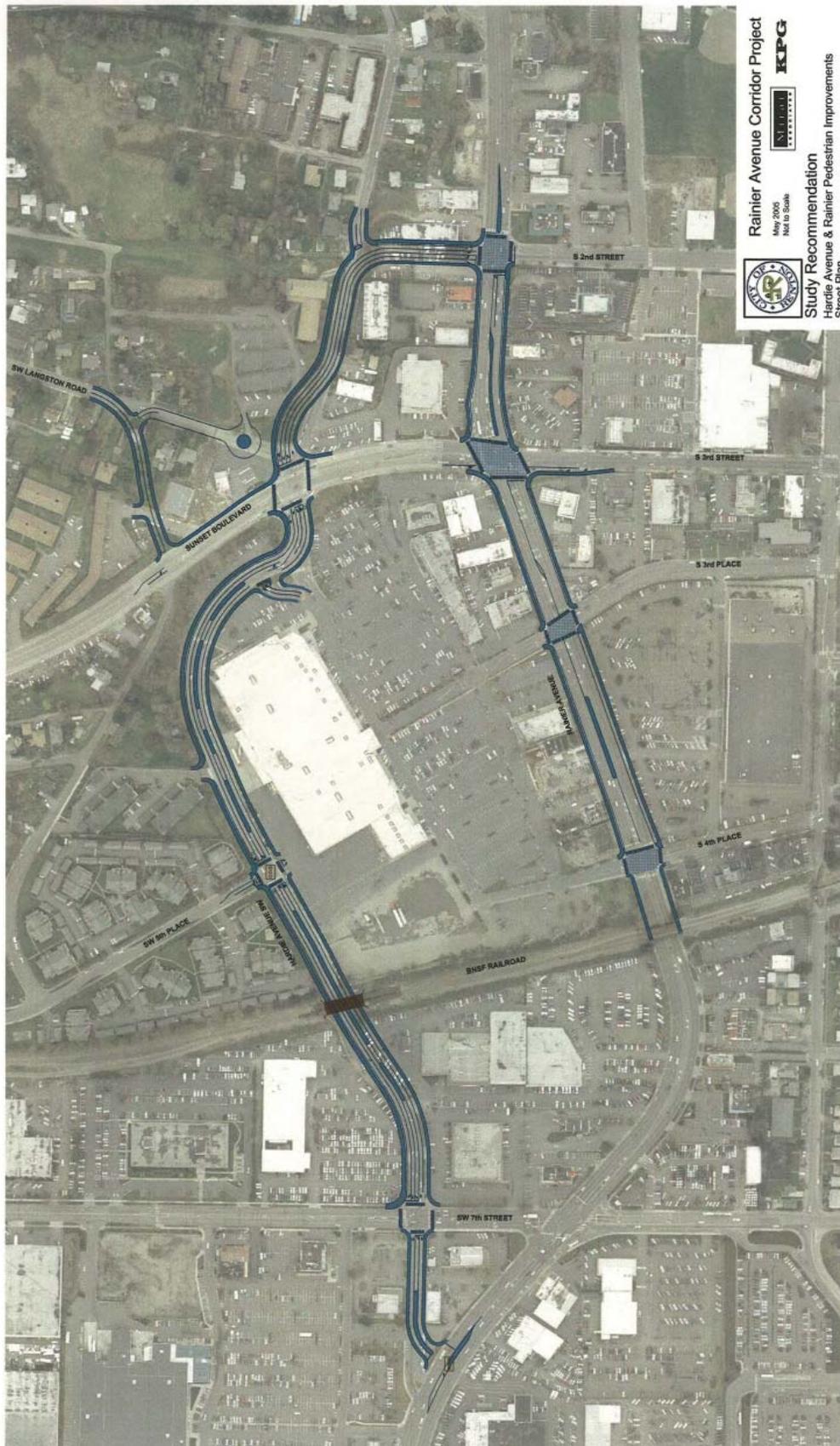


Figure 5-2. Aerial Overview of Study Recommendations



First Phase Project Recommendations

Given fewer business and property impacts and lower cost and a potential funding partnership with Sound Transit, the Hardie Avenue transit improvements are recommended for early implementation, or phase one improvements. Strong community support for pedestrian and aesthetic improvements to Rainier Avenue suggests that these should also be included as first phase improvements. The following projects are recommended for the first phase of the Rainier Avenue Transportation Corridor improvements.

RAINIER AVENUE SOUTH IMPROVEMENTS

Improve vehicle and pedestrian safety and visual aesthetics with following improvements on Rainier Avenue South between the railroad bridge and South 2nd Street:

- ◆ Provide landscaped medians
- ◆ Restrict left-turn vehicle movements
- ◆ Widen sidewalks, including planter strips, and provide pedestrian-scale lights between railroad bridge and S 2nd St
- ◆ Install textured and colored pavements at key intersections and crosswalks

Figure 5-3 shows the current view of Rainier Avenue South looking north from South 4th Place. **Figure 5-4** shows how Rainier Avenue South may look after the phase one improvements are completed.

HARDIE AVENUE SOUTHWEST IMPROVEMENTS

Select Hardie Avenue Southwest as the transit corridor between Southwest Sunset Boulevard and Rainier Avenue South to achieve higher speed and reliability for transit:

- ◆ Construct northbound and southbound business access transit lanes
- ◆ Complete sidewalks with planting strips on both sides of Hardie Avenue Southwest
- ◆ Install a transit signal at the Rainier Avenue South/Hardie Avenue Southwest intersection
- ◆ Reconstruct the railroad bridge over Hardie Avenue Southwest
- ◆ Remove the stop on Hardie Avenue Southwest at the Fred Meyer driveway and realign the Hardie Avenue Southwest approach to Southwest Sunset Boulevard
- ◆ Accommodate bicycle travel on the BAT lanes (The BAT lanes may need to be wider than 13 feet.)

Figure 5-5 shows a current view of Hardie Avenue Southwest in the vicinity of the railroad bridge. **Figure 5-6** is an artist's rendering of Hardie Avenue Southwest with the recommended phase one improvements.

Figure 5-7 shows an aerial overview of all of the Phase One recommendations.

Figure 5-3. Rainier Avenue Current View



Figure 5-4. Rainier Avenue Conceptual Future View



Figure 5-5. Hardie Avenue Current View



Figure 5-6. Hardie Avenue Conceptual Future View



Figure 5-7. Aerial Overview of Phase One Recommendations

