

RAINIER VALLEY GREENWAYS COMMUNITY ACTION PLAN

The Rainier Valley

One of the great strengths of the Rainier Valley is its cultural diversity. The 2010 U.S. Census notes 59 languages among the valley's 40,000 residents who live in the Rainier Beach, Columbia City, Dunlap, Othello, Beacon Hill, Mount Baker, Brighton, Hillman City and Genesse neighborhoods.

These vibrant and diverse neighborhoods are not without their challenges. Southeast Seattle is an area that, compared with Seattle as a whole, has high rates of poverty and poor community health indicators: 30% of residents live below the poverty line, and 57% of residents are overweight or obese. Southeast Seattle residents experience higher rates of diabetes and asthma than any other King County community. In addition, this area is home to some of the lowest performing schools in the county.

Rainier Valley Greenways Group

Rainier Valley Greenways is part of a citywide grassroots movement attracting neighborhood residents and businesses eager to transform Seattle into a city where everyone can safely walk and bike. Rainier Valley Greenways formed in August 2012 with a vision for planning and creating safe, healthy streets in our diverse neighborhoods. Bike Works and Seattle Neighborhood Greenways continue to provide leadership for a growing community coalition. In 2013 and 2014 we received a grant of technical assistance from the National Park Service, which provided the services of three community planners to help with planning, outreach and community engagement activities in Rainier Valley neighborhoods. The Rainier Valley Group has more than 85 members who are a diverse representation of the Rainier Valley community. The group meets monthly at Bike Works and has utilized an online tool via MindMixer www.GOrvGreenways.com to engage a broader group. The another total number of participants on the site (people who have signed up) is 121 with 199 ideas submitted to the website, a total of 1,681 unique visitors to the website, and 11,266 page views. Rainier Valley Greenways group also maintains a social media presence on Facebook with over 240 followers. We have conducted outreach about greenways at over 40 community organizations and public events.

Vision

We envision the Rainier Valley as a healthy place where people of all ages and abilities have safe walking and biking routes to work, transit, school, shopping, recreation, and home.

Goals

Three primary goals support our vision for Rainier Valley as a healthy, safe place to walk and bike:

- **Engage our community** in a dialogue about safer streets while building relationships with community groups and our neighbors.
- **Gather evidence** about areas that need to be improved as well as ideal routes **and advocate persuasively** for changes.
- **Seek victories both large and small** that help us bring awareness to the issues on our streets, build an understanding of neighborhood greenways and other street infrastructure improvements, and create demonstrations and projects that can increase public awareness.



Rainier Valley Greenways Accomplishments: August 2012—August

Engage Our Community



- Created an outreach list of over 100 community organizations in SE Seattle
- Met with many organizational leaders and groups to help inform them about neighborhood greenways and the importance of safe streets
- Reached out to diverse populations through print material, including a core message in large postcard format, translated in ten different languages
- Utilized social media outreach strategies via Facebook, Twitter, our RV Greenways Google Group, Seattle Neighborhood Greenways website, and a social engagement program (MindMixer) at

GOrvGREENWAYS.com to generate and continue a community dialogue

- Participated in the Rainier Valley Heritage Parade and Festival in 2013 and 2014

Gather Evidence & Advocate Persuasively



- Collected community input on streets and intersections with a crowdsourcing community asset mapping exercise and submitted recommendations to SDOT for consideration and inclusion in the 2014 Seattle Bicycle Master Plan Update adopted in April, 2014
- Conducted biking and walking audits of proposed neighborhood greenway routes
- Partnered on a signal timing study with UW School of Public Health and presented results to SDOT
- Gave public testimonials and worked with city officials to advocate for improvements on our streets

Seek Victories both Large & Small



- Received a two-year grant of technical assistance from the National Park Service to assist us with Rainier Valley Greenways outreach, education and activities
- As a result of the signal timing study conducted in partnership with UW School of Public health, SDOT announced plans to fix many of the traffic light signal timing issues in the Rainier Avenue corridor in 2014
- Created a temporary mini park out of two parking stalls on Henderson Avenue in front of Rainier Beach High School on nation- and city-wide PARKing Day in September, 2013 as a demonstration of potential street improvements
- Created a Pop-up Greenway in Columbia City on Ferdinand Street with the help of a Seattle Department of Neighborhoods PACE (People's Academy for Community Engagement) team and SDOT
- Organized and led a walking vigil for Trevon Holden, a young pedestrian who was struck by a hit-and-run driver on Martin Luther King Avenue.
- Had **two** greenway routes selected by SDOT from the Seattle Bicycle Master Plan to be focused on in 2014- 2016
- Helped with outreach for public meetings for SDOT's proposed east-west greenway route (June 2014) and conducted walking and biking audits of the two proposed streets
- Received several grants from the City of Seattle's Neighborhood Matching Fund and Small and Simple grant program to create a Rainier Valley walking and biking map



Actions for 2014- 2015

Our neighborhood outreach suggests that the 5 most popular destinations residents within Rainier Valley walk and bike to are (in order): parks and trails; restaurants and coffee shops; light rail stations; Lake Washington; and businesses. Other popular destinations include bus stops; libraries; places of employment; the farmer's market; and community centers.

But getting around our Rainier Valley neighborhoods by foot or bike isn't often easy. With heavy traffic, high auto speeds, poor signage, and big hills, neighborhood streets are hard to navigate. Two high-speed arterials, Rainier Avenue S. and Martin Luther King Jr. Way S. provide some of the busiest and most difficult places to cross the street, yet they are also the most direct north-south routes through the area and have many popular destinations. More pedestrians have been killed on Rainier Ave S than any other street in Seattle, with the exception of I-5 and Martin Luther King.

We know that there is often not just one solution to each issue or challenge and that solutions must meet the unique needs of specific neighborhoods, streets and intersections. What works on one street might not work for another. However, by informing and engaging Rainier Valley residents in conversation and advocating for possible solutions, greenway routes, dedicated bike lanes and safer streets, Rainier Valley Greenways believes we can help create a healthy place for everyone to live, work and play in Rainier Valley.

For 2014- 2015 our priority projects will include:

- 1.) **East- West Greenway:** Advocate for and assist with the public process for the East-West Greenway route from the Bike Master Plan
- 2.) **North-South Greenway:** Advocate for and assist with the public process for the North-South Greenway route from the Bike Master Plan
- 3.) **Rainier Avenue:** Advocate for changes to signal timing, car speeds, and lane changes for a safer environment for people walking, biking and driving on Rainier Avenue S.
- 4.) **Biking Walking Map:** Create a map of Rainier Valley in partnership with Feet First and distribute the map throughout our community
- 5.) **Protected Bike Lane:** Advocate for a protected bike lane on Rainier Ave or Martin Luther King Jr Blvd which are the most direct North-South routes through the neighborhoods and some of the most dangerous roads in the city
- 6.) **Demonstration Projects:** Seek opportunities to create demonstration projects to raise awareness and educate the public about safer infrastructure for our streets
- 7.) **Outreach:** Continue to conduct outreach with the many diverse community groups in SE Seattle and promote safer streets for all ages and abilities
- 8.) **Foster Leadership:** Create opportunities within the group for citizens to step up and take leadership roles on various projects and at meetings
- 9.) **Identify Additional Priority Areas:** Through our outreach and dialogue continue to identify priority areas that are important to the group that need improvements and advocate for changes
- 10.) **Seek Funding:** Identify and pursue potential funding sources to help us to advocate for safer streets

We welcome assistance of any kind in finding solutions to identified issues or carrying forward any of these actions. Please contact us if you have the passion, time and/or resources to help us make Rainier Valley neighborhoods safer, greener, and more vibrant.



Street Improvement Addendum

The general and specific actions listed below were collected over the last two years through our community engagement process. The RV Greenways Group has combined some of the ideas, added to others, and contributed some of our own recommendations in response to conversations and interaction with residents, neighborhood interest groups, community leaders, business associations, senior services, walking groups like Seattle Sound Steppers, bicycle advocates like Bicycle Alliance of Washington and Cascade Bicycle Club.

IMPROVE INTERSECTIONS AND CROSSINGS

Add more four way stop signs at local intersections in Columbia City:

Traffic circles on residential streets do not work here (no one agrees on how to negotiate them) and even with the big bike changes on Genesee, it is not a safe street to ride on due to driveways, street parking and the threat of getting doored. Columbia City simply needs more four way stop signs at local intersections, to slow traffic down and make motorists notice pedestrians, kids, and cyclists. We would love to see greenways build on the Olmsted model, with interconnected green space navigable by walkers and bikes.

Advocate for a stop sign at Adams and Letitia

Make the Orcas & Rainier intersection safer. There are crashes there all the time. Some solutions might be adding a left turn lane, having a longer yellow light, or adding lights to the intersections north and south of Orcas on Rainier to slow down traffic. Something needs to be done to reduce the injuries caused on that corner.

Make it safer to cross Rainier at Tin Umbrella in Hillman City (x 2)

Advocate for traffic lights at Mead and Findley

Add a crosswalk on Renton Ave S at S Fletcher

Shorten the wait time at the intersection of S Graham and MLK. People get fed up and cross prematurely and get hit.

Advocate for a flashing crosswalk at Henderson in front of Rainier Beach HS. Cars often don't stop when people are in the crosswalk trying to cross the street.

Advocate for fewer sensors for traffic lights. Many of the sensors for the traffic lights that cross Rainier (Hudson and Rainier most notably) only allow crossing the arterial when a large metallic object triggers it. This creates a problem for safely crossing Rainier on a bicycle, which is normally unable to trigger the sensor. Cyclists have a choice of riding through the red, waiting until a car shows up, or dismounting going to the crosswalk, pressing the button, and crossing on foot or remounting under pressure and reentering the lane.

Add more crosswalks on Rainier Ave:

Any lighted two way intersection should have four crosswalks. Many are missing one or two. (Dearborn and Rainier is a good example. The south side of the intersection on Rainier has no crosswalk. Same story at 23rd and Rainier.) Further south, there are many stretches of several blocks without lighted intersections or marked crosswalks. Even though any intersection is legally a crosswalk, whether marked or not, cars don't stop on a huge arterial without one. For example, it is hard to cross safely to get to the Rainier Valley Food Bank you have to go far out of your way to a marked crosswalk.



Advocate for re-channelizing Rainier like Columbian Way, the upcoming 23rd Avenue project, and 75th. Reduce crossing distances with median islands and curb bulbs.

Make safer crossings for busy streets. Crossing Rainier or MLK is both dangerous and an exercise in patience.

Make Letitia Ave safer and a more pleasant to walk, drive, and bike. Advocate for changing traffic flow to one way and to have parking allowed only on one side of Oregon Street at the intersection at Rainier, on the east side of Rainier. It is unsafe to turn off Rainier onto Oregon when Oregon Street is congested with cars on both sides of the street including up to the edge of Rainier. It is a dangerous place for pedestrians and bikes, and cars.

Improve the 35th Ave S and S Oregon intersection. People use 35th Ave S and S Oregon as shortcuts around the Alaska-Rainier intersection. Speeding, ignoring the right turn only sign at Oregon and Rainier are normal.

Advocate for painting crisscross and checkerboard crosswalks that light up.

ADD SIDEWALKS

Improve Letitia by adding a sidewalk (x 2) and making it one way.

Add curbs cuts around Brighton Park. This is no safe access to this nice public park for bikes, strollers, people with disabilities even though it is connected to the neighborhood middle school.

Advocate for adding sidewalks on Juneau between 39th Ave and Renton Ave. Along this segment of Juneau where the greenway wiggles from 39th Ave to Renton Ave in order to continue north-south, there are no sidewalks. Pedestrians have to walk in the road.

Advocate for adding sidewalks to the west side of Renton Ave. The west side of Renton Ave S between Henderson and S Fletcher has no sidewalk and kids have to cross busy Renton to get to the better sidewalk on the other side of the street. Instead of a sidewalk there's mud and brambles. This is many kids' main route walking to South Shore School.

Advocate for wide sidewalks on Rainier Ave. S & Henderson so that kids can ride on them.

Advocate for adding a sidewalk from John C. Little Sr. Park across 37th to the north side of Myrtle.

CREATE GREENWAYS & INSTALL SIGNAGE

Work with SDOT to identify a north/south greenway

Stress to SDOT, city council, and other elected officials the importance of getting the N-S greenway built as soon as possible

Use the GOvGreenways.com community feedback to help identify issues, destinations, preferred routes, and suggestions for improvements

Conduct walking and biking audits identify issues, destinations, preferred routes, and suggestions for improvements

Make S. Henderson a park corridor connection. It would be a great connection between Beer Sheva Park and the Chief Sealth Trail.

At Henderson in front of Rainier Beach HS the bike lanes just end and people don't know how to bike on the road. Extend the bike lanes or add signs so they know the rules.

Not sure speed humps are the most effective means of traffic speed mitigation (often see people speeding up and jumping them rather than slowing), but something is needed.



They need to build an east-west greenway west east from Rainier Vista to the Safeway and the Rainier Community Center where the residents from Rainier Vista now are navigating an unsafe, unpleasant and difficult trip, children and adults are flowing from Rainier Vista to the East across Rainier Avenue.

If there were at least way-finding signs identifying safe routes and nearby destinations, I would feel more comfortable walking and biking in the Rainier Valley.

Make the north-south greenway on 46th between Graham and Othello

For the N-S greenway, 46th needs some traffic calming roundabouts added at Morgan and Warsaw. There is a lot of traffic that speeds on the stretch from Holly to Eddy on 46th. Additionally traffic cuts off the traffic light by cutting through neighborhood using 44th to access Graham and Holly to access Rainier. 39th might be the best crossing for Graham due to the field of view do to the topography, but something will need to be done to address the traffic that is cutting the wrong way up the road to get around the median on Graham that is coming from the Viet Wah parking lot. It might be nice to have the pea patch on the corner of Angel and 42nd included in the route.

Make Bike Works, Columbia City Station (x2), and Columbia City Farmer's Market destinations on the N-S greenway.

For the N-S greenway, make a complete curb on 35th Ave S

For the N-S greenway, the stretch of 35th Ave S between S Edmunds and S Alaska is a great choice for a greenway because it already has an active and vibrant mix of pedestrians and cyclists. However, it needs pedestrian and cycling improvements to improve safety and appeal. While the street has sidewalks on both sides, the curb sorely needs completion. Cars in this RPZ zone park inches or on the sidewalk while cyclists don't have a safe place to pull over since much of the street is lined with gravel. I cycle this road almost daily with my toddler to playgrounds in RVP, at Columbia School, and at Rainier Field. On this road, I often see other cyclists including commuters, Access vans transporting seniors to and from the activity center here, farmer's market shoppers, and pedestrians from the Washington Services for the Blind (located at the corner of 35th and Alaska).

GO GREEN & ORGANIZE CLEANUPS

Take out concrete parking strips

Beautify the Chief Sealth trail (x 2)

I walk with my children from our place on 44th Pl. S along Renton Ave S toward Cloverdale to their school, South Shore. Renton Ave is horrible and ugly. Clip sticker bushes

A lot of seniors live in the apartment complex across from the high school. There's a walking path behind there that connects Henderson and Rainier. Folks don't want to walk back there because it's always dirty. There needs to be better upkeep and maintenance there to make it better for walking.

Cleaner Streets (x 2): less trash/litter and no stranger danger. More clear and not rough sidewalk. More nature!



Add a parklet at Rainier and Dawson near the complex at Rainier & Dawson that houses Full Tilt Ice Cream, Safari Restaurant, Hummingbird Saloon, the Rainier Billiard Hall, etc. This is already a strong community hub that could be enlivened a bit more and allow for users to take their experiences eating ice cream or chapatis outside and into the public realm, while at the same time slightly helping to mitigate speeds and traffic intensity on Rainier. Here is a link to the parklet program: <http://www.seattle.gov/transportation/parklets.htm>

PROVIDE BIKE LANES & BIKE PARKING

Help businesses in Rainier Valley get bike racks

Advocate for bike lane or cycle-track on Rainier (x 4). Make Rainier one lane through the Hillman business district; add bike lane bike racks along the business district; remove parking on Rainier within at least 15 ft. of intersections; and clearly differentiate parking pockets from car lanes patch up sidewalks.

There needs to be alternate rush hour parking along Beacon Ave S and 15th Ave S headed in and out of downtown. There don't need to be cars parked there during rush hour. Give me a bike lane during rush hour instead.

I work in SoDo. There needs to be a cycle-track/separated bike facility on Beacon Ave S. The current sharrows are pathetic.

There needs to be a way of traveling north-south without dealing with many hills, and completely excluding steep grades. Looking over a map, I can't see a way of doing this without modifying either MLK or Rainier to be friendly to bikes.

Add visible bike parking

Add safe, marked bike route between Rainier Vista and Columbia City

There doesn't seem to be a clear, defined route meant for cyclists to get between Rainier Vista and the Columbia City business district. There's a bike lane on S Alaska, but not clear places to cross S Alaska for bicycle. Getting over at 35th S is difficult because the button is hard to reach without cycling awkwardly on to the sidewalk.

IMPROVE PAVEMENT

Advocate for safer, smoother, better ped-bike surfaces

Make sidewalk smoother.

Smoother Streets. I can't skateboard when the street is so rough

Improve the roadway on existing bike paths. A cyclist encounters many more problems from a bad road surface than a car. For a car it creates a bit of bumping and maybe some noise. For a bicycle it often creates dangerous situations. Many bike paths are placed on the side of the road and force riders to deal with grates, rubble and debris, puddles when it rains, and cracks. For example, one path out of the valley is to take Alaska to Beacon. The lane up Alaska presents riders with a fractured road surface at the top just as they are reaching the peak of a long climb and have to deal with turning onto Beacon. The lane down is often strewn with gravel, forcing riders to leave the lane and travel with cars to avoid slipping on any unseen gravel. Near the bottom at the junction with MLK, you need to completely leave the lane to avoid large cracks in the pavement.



Fix potholes and sight lines on Letitia. People already use Letitia as a bike bypass to Rainier. There are already speed bumps to decrease car speed. However, the street is narrow and sight lines are bad. There is no sidewalk on a large portion of the street and there are a ton of very large potholes in the street. Since the city owns a large part of the hillside, as the "planting strip," there is land that could be diverted to widening the street, adding a proper sidewalk and putting storm water retention in. Also a stop sign at Adams needs to be put in; if there is one, drivers ignore it. Letitia would need to be connected to other greenways, perhaps 35th Ave. S. to the South?

Fix the loose, dangerous-for-bikes gravel on Letitia going north because of no curb and gutter.

LOWER SPEED LIMITS

Advocate for residential streets with speed limits of 20 mph

Walking and bicycling on many RV streets is not safe, especially with children. If cars drove slower, or were encouraged to drive slower with police patrols, speed cameras, or speed humps (like speed bumps that are not jarring at low speeds), other users would feel and be safer.

Folks don't go 20 mph in the school zone here. They don't stop for the kids when they're crossing the street. We need speed bumps to get them to slow down.

Advocate for road diets: Where can we make "road diets" in Rainier Valley? In under 5 months, NE 75th in Wedgwood was made safer for people to walk, drive, take transit, and bike. Many of our streets can be made safer with quick, cheap, and effective fixes. This will save lives. Where can we make "road diets" in Rainier Valley? Road re-channelization of NE 75th took four wide, too-fast and unsafe travel lanes that led up to the site of a horrific pedestrian fatality in late March (<http://www.ravennablog.com/multiplecasualtyincidentonne75thstinfrotofecksteinmiddleschool/>) and turned them into a three-lane fully predictable collector arterial with bike lane five months after the fatalities. We could use this treatment ALL over Seattle.

Slow speed limits on side streets are just ignored.

ADD LIGHTING

Better lighting on Lake Washington Blvd

More street lights

ADDRESS PARKING ISSUES

Along Henderson in front of Rainier Beach HS, we need more space for our school buses to park to pick up and drop off kids.

Parking limitations (i.e. only one side of the street) may increase safety as there is more room for both cars and bicycles.

I want parking reform – smarter pricing and management of available parking. Off-street parking requirements harm the environment by encouraging automobile traffic and pollution



Outreach Addendum

COMMUNITY OUTREACH

Outreach Meetings - 41

One on One Meeting

- Afrikando Benadir; Columbia City/February 24, 2014 (*Do a crowd mapping exercise with community in conjunction with Somali Diaspora Network at Women and Children workshop*).
- Casa Latina; Central District, August 22, 2014, (Return and talk to community of men and women to bring awareness about greenways and have them participate in a crowd mapping exercise)
- Filipino Community Center; Beacon Hill, March 11, 2014 (Host a crowd mapping exercise)
- Jean VelDyke Properties; Hillman City, April 30, 2014, (Will invite RVG to a future Hillman City Town meeting- suggest a greenway at Findley Street)
- Rainier Chamber; Rainier Valley, 11/21/2013, (Engage business owners around the “benefit to business” angle of greenways).
- Rainier Chamber Breakfast Club; Rainier Valley, January 23, 2013, (Present greenway info at monthly breakfast or luncheon).
- Seattle Neighborhood Farmer Market; Columbia City, November 12, 2013, (Add content/questions to the market survey to gain insight into barriers transit users, pedestrians and cyclists encounter on their way to market).
- Seattle Parks & Recreation Sound Steps Program (Mari-Grace Becker); October 29, 2013, 2013 (Participate with online-forum MindMixer, collaborate on the proposed “Pop-up Greenway-Edmunds Street” and advocate for and lead walking audits).
- Somali Diaspora Network (Women and Children Empowerment Event); *Columbia City, November 25, 2013 (RVG to attend Women’s & Children Workshop to present Crowd Mapping Exercise)*.
- SEED- Southeast Effective Development; 10/22/2013, (Host Greenway Choice Classes and solicit to students, lead a community mapping at a middle or high school).
- Senior Housing Assistance Group (SHAG): SEED Property, 1/29/14
- Union Gospel Mission; Othello, March 4, 2013 & October 22, 2013 (Lead a Greenways Choice Class- utilize computers, install an interactive bulletin board with maps and solicit to students ideas and lead a community mapping exercise at middle or high school- 4 weeks commitment).
- Urban Impact; Hillman City, October 22, 2013, (Attended a community development team meeting and did a community mapping at the Rainier Ave Church as part of the organization)
- Valley & Mountain Fellowship; *Hillman City, December 5, 2013 (Share email list with community to reach community. Host a community mapping exercise at the Collaboratory, conversation at a Sunday service in the Social Justice Breakout Group or host a bigger Hillman City engagement at the Collaboratory, Tin Umbrella or local Hillman City business.*

Activity Meetings- Crowd Mapping/ MindMixer/Cross Walk Assistance

- Haramain Market (Rainier Avenue Church & Hillman City Community Development Team); Hillman City; March 9, 2014
- Lakewood Seward Park Community Club, 3/18/2014
- Rainier Avenue Church, 10/22/2013 (Activity- Mapping Exercise and Crosswalk)
- SE Crime Prevention Council; SE Senior Center; March 6, 2014
- Senior Assistance Housing Group (SHAG): Courtland Apartments; March 24, 2014
- Senior Assistance Housing Group (SHAG): Dakota Apartments ; *January 29, 2014*
- Sound Steppers, Columbia City, May 10, 2014
- Tin Umbrella; Hillman City, November 23, 2013

Leadership Meetings/ Community Speaking Presentations

- Asian Referral Counseling Services (ARCS), 2/14/14
- Beacon BIKES ?
- Columbia City Business Association, 3/4/14
- Columbia City & Rainier Beach Libraries
- Feet First (Lisa Quinn); October 29, 2013
- Holly Park Community Church, 2/10/2014?
- Mount Baker Club; March 3, 2013
- Mount Baker Housing Association



- [Othello Park Alliance?](#)
- [Puget Sound Sage?](#)
- Rainier Beach Community Club, 3/12/2014
- [Rainier Beach Community Empowerment Coalition?](#)
- Rainier Beach Moving Forward; Transit Meeting; September 26, 2013
- Rainier Chamber Breakfast Club; Columbia City; January 23, 2013
- Rainier Health and Fitness, 11/19/2014
- Seattle Housing Authority, 2/10/2014
- Seattle Parks, Lifelong Learning + Sound Steppers, 10/29/13
- Southeast Seattle Education Coalition?
- Vietnamese Friendship Association?

Events

- Rainier Bikeability Tour; May 22, 2012
- Kidical Mass Ride (from Bike Works); July 30, 2012
- Rainier Beach Back2School Bash: August 11, 2012
- Rainier Valley Heritage Parade and Summer Streets Festival; August 17, 2012
- Rainier Beach Back2School Bash: August 10, 2013
- Beat Walk: August 11, 2013
- Rainier Valley Heritage Parade and Summer Streets Festival; August 2013
- Othello Park Music & Art Festival: August 18, 2013
- Night Out Block Party (Rainier Riders); August 6, 2013
- Vigil Walk for Trevon Crease-Holden (Rainier Avenue South); August 2013
- Rainier Beach Community Center Grand Opening; September 22, 2013
- South Side Urban Ag Tour; September 28, 2013
- James St. Clair Memorial Walk; January 18, 2014
- Radio Interview on KEXP 90.3 (Deb Salls & Cathy Tuttle); January 22, 2014
- Sickle Cell Walk/Ride; Seward Park; September 7, 2013
- Rainier Beach Artwork Walk; September 7, 2013
- Cherry Street Coffee House ; September 13, 2013
- PARKing Day (Columbia City and Rainier Beach); September 20, 2013
- Pop-Up Greenway; April 6, 2014
- Pop-Up Bike Lane (proposed); Rainier Valley Heritage Parade and Summer Streets Festival (August 2014)

Walking/Biking Greenway Audits

- Greenways Audit; SE Seattle; 9/25/2013
- Greenways Audit; Urban AG
- Multiple rides by individuals and groups

PARTNERSHIPS

Rainier Valley Greenways Group

- Formed in August 31, 2012;
- Google group in the info loop: [87](#)
- Monthly meetings – Total to present 26
- Part of Seattle Neighborhood Greenways network

Seattle Neighborhood Greenways

- Provides technical and professional support to Rainier Valley Greenways Group
- Hosts Rainier Valley Greenways website and Facebook page



Bike Works

- Provides leadership to Rainier Valley Greenways Group
- Employs 2 community outreach staff
- Sponsors monthly meetings at Bike Works; provides handouts and refreshments
- Designed GO Rainier Valley Greenways logo (which has been adopted for all Seattle Greenways Groups)
- Organizes greenway walking and biking audits
- Creates outreach materials

National Park Service (www.nps.gov/rtca)

- Technical planning assistance awarded October 2012—October 2014
- Provides two community planners and two planning interns
- Provides MindMixer social media website/tool for community engagement (value of internet platform: \$300/month; June 1, 2013—September 1, 2014; total = \$4,200)
- Creates outreach materials

Seattle Department of Transportation

- Provides technical and professional support
- Provided translations and printing of GO Rainier Valley Greenways postcards in 10 languages (Chinese, Korean, Somali, Tagalog, Vietnamese, Amharic, Oromo, Tigrinya, Spanish, English); *how many of each? value: ???*
- Planning support for Pop-Up Greenway Event

Seattle Department of Neighborhoods

- People's Academy of Community Engagement (PACE) Team awarded fall 2013-spring 2014
- Four diverse and talented team members
- Community outreach and interviews; coordination of Pop-up Greenway Event April 6, 2014

GRANTS

- **Small and Simple Grant** (Rainier Valley Greenways, Feet First, Chambers?): Walking Guide to Rainier Valley; Columbia City to Othello front/Othello to Rainier Beach back; *amount: \$15,000*
- **Small Sparks Grant** (PACE): Rainier Valley Pop-Up Greenway *award amount: \$1,000*
- **Neighborhood Street Fund**- applied for multiple NSF projects for intersections and streets that were identified by the group as needing improvements

IN-KIND ASSISTANCE (value of volunteer and professional hours; donated resources)

- Greenway monthly meetings hours
- Event planning meetings hours
- Event participation hours
- Walking and biking audit hours
- Donations to MindMixer store
- Event Donations (food, prizes, etc.)

STUDIES

- Ballard/Rainier Beach/Columbia City Signal Timing Study (Seattle Neighborhood Greenways and US School of Public Health); March 2013; <http://bit.ly/16uWLB0>
- Road Safety Corridor Project; SDOT, November 14, 2014

For more info about Rainier Valley Greenways or this report contact Phyllis Porter, Outreach and Events Specialist, at Phyllis@bikeworks.org or Deb Salls, Executive Director at deb@bikeworks.org both can be reached at 206-695-2522

