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APPENDIX A

CITY OF RENTON, WASHINGTON

RESOLUTION NO. 4005

**A RESOLUTION OF THE CITY OF RENTON, WASHINGTON,
ADOPTING THE MAY 2009 RENTON TRAILS AND BICYCLE MASTER
PLAN.**

WHEREAS, Engrossed Substitute Senate Bill (ESSB) 5186, passed by the Washington State Legislature in April 2005, and effective July 24, 2005, made two amendments to Washington State's Growth Management Act (GMA) mandating the incorporation of bicycle and pedestrian planning into each jurisdiction's comprehensive plan, as well as the consideration of approaches that promote physical activity; and

WHEREAS, the May 2009 Renton Trails and Bicycle Master Plan and Map Project is a comprehensive update of the City of Renton Trails Master Plan, adopted in 1993, and the Draft Trails Plan, produced by the Citizen's Non-motorized Transportation Committee in 2004. It represents a collaborative effort between the Transportation and Parks Divisions, and reflects the desire to create an interconnected trails, water trails, and non-motorized transportation network to accommodate both recreational and commuting uses, from pedestrians to cyclists; and

WHEREAS, the May 2009 Renton Trails and Bicycle Master Plan creates and fosters opportunity within Renton and neighboring communities for people to move through the city and to access multiple local and regional destinations including schools, parks, businesses and residential areas; and

WHEREAS, the May 2009 Renton Trails and Bicycle Master Plan document was presented to the City Council Committee of the Whole on May 11, 2009;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF RENTON,
WASHINGTON, DOES RESOLVE AS FOLLOWS:**

SECTION I. The above findings are true and correct in all respects.

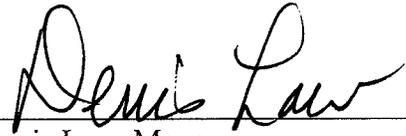
SECTION II. The City Council does hereby adopt the May 2009 Renton Trails and Bicycle Master Plan and asks that the Administration draw up a work program to begin implementing the plan. The May 2009 Renton Trails and Bicycle Master Plan shall remain in full force and effect until further revised, amended, and modified as provided by law.

PASSED BY THE CITY COUNCIL this 11th day of May, 2009.



Bonnie I. Walton, City Clerk

APPROVED BY THE MAYOR this 11th day of May, 2009.



Denis Law, Mayor

Approved as to form:



Lawrence J. Warren, City Attorney

RES:1406:4/14/09:scr

APPENDIX B

RENTON TRAILS & BICYCLE MASTER PLAN

Table 3. MASTER LIST: EXISTING + PROPOSED ROUTES AND FACILITIES

TRAIL/ROUTE NAME	FROM	TO	Approx Length in Miles	CURRENT CROSS-SECTION	PROP. TYPICAL CROSS-SECTION	NOTES
PROPOSED ROUTES, in ALPHABETICAL order						
116th AVENUE SE BICYCLE LANES	Beacon Way SE/Puget Drive SE	SE 192nd Street	2.5	Minor arterial, exist. separated path north of SE 168th	MIXED CROSS-SECTION: SEPARATED MULTI-USE TRAIL, PAVED AND BICYCLE LANES	
140th AVENUE SE BICYCLE LANES	Maple Valley Hwy (SR 169)	SE 208th Street (Kent)	4.3	Principal arterial. Existing bikes lanes SR 169 to SE Petrovitsky Rd (2 mi).	BICYCLE LANES (EXTEND EXISTING)	Existing segment SR 169 to Petrovitsky (2 mi); extend bicycle lanes south to S. 208th (2.3 mi)
BENSON DRIVE SOUTH (SR 515) BICYCLE LANES	South Grady Way	SE 192nd Street	4.1	Major arterial	BICYCLE LANES	
BENSON ROAD/MAIN AVENUE SOUTH BICYCLE LANES	Main Avenue South and South Grady Way	SE 176th Street	2.3	Minor arterial with some sidewalks	BICYCLE LANES	Bicycle lanes/trail could be added to overpass over I-405 with I-405 redevelopment
BURNETT AVENUE SOUTH LINEAR AND PEDESTRIAN PARK	South 7th Street	Cedar River Trail	1	Collector/linear park with paved path and sidewalks & separated multi-use path & street	SIGNED SHARED ROADWAY	
CASCADE TRAIL and SW 27TH CONNECTOR	Interurban Trail/Strander Blvd	Cascade Park via Puget Drive SE	1.3	Utility corridor, streets with sidewalks, exist. 0.3 mile segment of separated trail west of Oakesdale Avenue SW	MIXED CROSS-SECTION: SEPARATED MULTI-USE TRAIL + SIGNED SHARED ROADWAY	23rd: Oakesdale to Shattuck/Shattuck: 23rd to S. 15th/S. 15th: Shattuck Avenue S. to S. Puget Dr/S. Puget Dr: S. 15th to Cascade Park
CEDAR-SAMMAMISH TRAIL	Cedar River at 154th Avenue SE	Renton-Issaquah City Limits	1.8	No existing trail	REGIONAL TRAIL, PAVED	King County Trails Project; acquisition and route planning in progress
CHIEF SEALTH TRAIL	Seattle terminus of exist. trail	Renton City Limits (west)		Utility corridor, undeveloped	REGIONAL TRAIL, PAVED	Various options to connection point to Renton
DUVALL AVENUE NE (138th Avenue SE/Coal Creek Pkwy)	SE 136th Street/Maplewood Heights Elem.	Coal Creek Parkway/Northern City Limits	2.9	Minor arterial with sidewalks and bicycle lanes NE 4th to SR 900 (1.15 mi. existing)	BICYCLE LANES (EXTEND EXISTING)	Carry bicycle lanes through intersections.
EDMONDS AVENUE NE BIKEWAY	NE 3rd Street	NE 27th Street	2	Arterial and collector street with sidewalks	MIXED CROSS-SECTION: BICYCLE LANES + SIGNED SHARED ROADWAY	Bicycle lanes from NE 27th to NE 7th Streets. Signed shared roadway from NE 7th to NE 3rd Streets.
FACTORY AVENUE NORTH BIKE LANES	Bronson Way South	North 4th Street	0.3	Minor arterial	BICYCLE LANES	
FAIRWOOD-PETROVITSKY PARK BIKEWAY	SE 164th Street	Petrovitsky Park	3.3	Arterial	SIGNED SHARED ROADWAY	

TRAIL/ROUTE NAME	FROM	TO	Approx Length in Miles	CURRENT CROSS-SECTION	PROP. TYPICAL CROSS-SECTION	NOTES
GARDEN AVENUE NORTH AND NORTH 6th STREET AND BICYCLE LANES	North 3rd Street	Cedar River Trail	0.9	Garden: Local/minor arterial (4th to 6th) with sidewalks. 6th: principal arterial (minor Park to Garden) with sidewalks	BICYCLE LANES	Reconfigure median/curb on 6th to allow bikes to make left/southbound turn onto Williams Ave. North
GREEN RIVER TO LAKE YOUNGS CONNECTOR (South 200th St, 196th Avenue SE, SE 192nd Street)	SR 167 (Kent/Green River ultimately)	Lake Youngs	3.9	Minor arterials	BICYCLE LANES	Extend to Kent (proposed grade separated crossing of SR 167) to connect w/ Green River
HONEY CREEK TRAIL	Honey Creek/May Creek confluence	Union Avenue NE	1.25	Separated multi-use trail, rough surface	SEPARATED MULTI-USE TRAIL, SOFT SURFACE	Hiking/walking. Requires creek crossing.
LAKE - TOBIN - SHATTUCK BIKEWAY	Airport Perimeter Road	South 2nd Street	0.84	Local street, with sidewalks	SIGNED SHARED ROADWAY	Required to because 2nd and 3rd are one-way. Alternative would be Logan from Airport Way to 2nd or 3rd.
LAKE TO CREEK CONNECTOR (Burnett Avenue North/North 30th/Kennewick Place North/NE 27th Street)	Lake Washington Blvd North	Edmonds Avenue NE/Honey Creek	1.3	Street: collector and minor arterials with sidewalks and bicycle lanes	BICYCLE LANES	
LAKE WASHINGTON LOOP: LOGAN AVENUE NORTH	West entrance to Airport	Park Avenue North	1.46	Major arterial: bicycle lanes from Park Avenue North to North 6th Street	BICYCLE LANES (EXTEND EXISTING) + SEPARATED MULTI-USE TRAIL, PAVED	Extend exist. bicycle lanes from N. 6th St to N. 3rd St and/or add separated trail. Long term: add separate bike/ped. bridge over river crossing at Logan/Airport Rd.
LIBERTY PARK CONNECTOR	Cedar River Trail	Bronson Way North/Factory Avenue North	0.35	Public park; informal access through	SEPARATED MULTI-USE TRAIL, PAVED	Need a bikeway on east side of park to connect Cedar River Trail and Garden Ave.
LINDBERGH AND RENTON PARK SCHOOL ROUTE (SE168th Street, 128th Avenue SE and SE 164th Street)	108th Avenue SE	128th Avenue SE (Renton Park Elementary)	2.4	Collector and local streets	SIGNED SHARED ROADWAY	
MAPLEWOOD HEIGHTS SCHOOL ROUTE (Duvall Avenue NE to SE 132nd Street to 144th Avenue SE)	Duvall Avenue NE to SE 132nd Street to 144th Avenue SE	SE 132nd Street to 144th Avenue SE	1.2	Street: local with some sidewalks	SIGNED SHARED ROADWAY	
MAY CREEK TRAIL	Lake Washington	Cougar Mountain County Park	3.8	Separated multi-use trail, rough surface	SEPARATED MULTI-USE TRAIL, SOFT SURFACE	Missing link to Cougar Mountain County Park. Creek crossing required.
MONROE AVENUE NE BICYCLE LANES	NE 4th Street	NE 12th Street	1	Minor arterial with sidewalks	BICYCLE LANES	
NE 10th STREET BIKEWAY	NE Sunset Blvd	NE 164th St	1.25	Street: collector with some sidewalks; on-street school walk route on south side	SIGNED SHARED ROADWAY	Existing on-street trail separated with curb

TRAIL/ROUTE NAME	FROM	TO	Approx Length in Miles	CURRENT CROSS-SECTION	PROP. TYPICAL CROSS-SECTION	NOTES
NE 12th STREET BIKEWAY	Edmonds Avenue NE	Union Avenue NE	1	Street: collector with some sidewalks; on-street school walk route on south side	SIGNED SHARED ROADWAY	Existing on-street trail separated with curb
NE 3rd AND 4th STREET BICYCLE LANES	Logan Avenue North	Eastern City Limits	3	Principal arterial with sidewalks and limited bike lanes	MIXED CROSS-SECTION: SEPARATED MULTI-USE TRAIL + BICYCLE LANES	Existing bicycle lane begins east of Duvall. Carry bicycle lanes through intersections. Need mid-block crossing at Post Office.
NE 7th STREET BIKEWAY	NE Sunset Blvd	Monroe Avenue NE	0.5	Street: collector with some sidewalks; on-street school walk route on south side	SIGNED SHARED ROADWAY	Existing on-street trail separated with curb
NE SUNSET BLVD (SR 900) BICYCLE LANES	NE 3rd/NE 4th Street	SE May Valley Road	6.5	Principal arterial with sidewalks	BICYCLE LANES	4.1 in Renton, 6.5 total
NORTH RIVERSIDE DRIVE	Williams Avenue North	Bronson Way North	0.23	Street: local without sidewalks	SIGNED SHARED ROADWAY	
OAKESDALE AVENUE SW BICYCLE LANES	SW 7th Street	SW 43rd Street	2.2	Arterial with sidewalks and bicycle lanes	BICYCLE LANES (EXTEND EXISTING)	Extend existing bicycle lanes north under I-405 overpass with I-405 improvements, to connect with SW 7th Street
PANTHER CREEK TRAIL	Cleveland Richardson Property	Lake Street Park	2	No existing trail	SEPARATED MULTI-USE TRAIL, SOFT SURFACE	1.7 to City Limits, 2.8 to Springbrook Watershed Park. Could be included as part of I-405 redevelopments. Include connection to Edlund Property.
PARK AVENUE NORTH BIKEWAY	North 30th Street	North 40th Street/Lake Washington Blvd North	0.75	Local street	SIGNED SHARED ROADWAY	
PHILIP ARNOLD PARK BIKEWAY (Cedar Avenue, South 7th Street and Beacon Way South)	Cedar Avenue South	Beacon Way SE and Puget Drive SE	1.3	Local and collector streets	SIGNED SHARED ROADWAY	
PUGET DRIVE SE AND SOUTH 21st STREET BICYCLE LANES	Talbot Road South	116th Avenue SE and Beacon Way SE	1	Minor arterial with limited sidewalks	BICYCLE LANES	If space is constrained, add climbing lanes uphill at a min.
SAM CHASTAIN WATERFRONT TRAIL	Cedar River Trail	Gene Coulon Park	0.7	No existing trail	SEPARATED MULTI-USE TRAIL, BOARDWALK	Not intended for bikes; on hold indefinitely.
SE 171st WAY BIKEWAY	140th Avenue SE	SE Petrovitsky Road	0.41	Street	BICYCLE LANES	
SE PETROVITSKY ROAD BICYCLE LANES (South 43rd Street/179th Street/SE Carr Road/SE Petrovitsky Rd)	Tukwila/Green River Trail and Interurban Trail	Petrovitsky Park	6	Principal arterial with some sidewalks, short separated multi-use trail segment near Ridgewood Elem.	BICYCLE LANES	Busy, narrow street. ROW looks to be nearly fully utilized. Some ex. separated trail at Ridgewood Elem.
SEATTLE WATERLINE SPUR	Cedar River/Riverview Park	161st/131st Ave SE	1	Separated multi-use trail, rough surface	SEPARATED MULTI-USE TRAIL, ROUGH SURFACE	Utilizes utility corridor
SEATTLE WATERLINE TRAIL	Downtown/I-405 at Cedar Ave. South	Lake Youngs Watershed	3.75	Separated multi-use trail, rough surface	SEPARATED MULTI-USE TRAIL, ROUGH SURFACE	Utilizes utility corridor, w/ spur to Cascade Park

TRAIL/ROUTE NAME	FROM	TO	Approx Length in Miles	CURRENT CROSS-SECTION	PROP. TYPICAL CROSS-SECTION	NOTES
SOOS CREEK TRAIL	Cedar River Trail	Soos Creek Park (Kent) at SE 208th Street	4.5	Separated multi-use trail, rough surface	REGIONAL TRAIL, PAVED	Some existing segments; some segments being developed by King County
SOUTH 2nd AND 3rd STREET BIKEWAY	Rainier Avenue South	Main Avenue South	1	Principal arterial, one-way, with sidewalks	SIGNED SHARED ROADWAY	Check to see if bicycle lanes can be accommodated thru narrowing of lanes
SOUTH 3rd PLACE BICYCLE LANES	Rainier Ave. South	Shattuck Ave. South	0.25	Local street	BICYCLE LANES	
SPRINGBROOK TRAIL	Black River Trail/Monster Road SW	SW 43rd Street	2.85	Separated multi-use trail, paved	SEPARATED MULTI-USE TRAIL, PAVED	2 segments to be completed
TALBOT ROAD SOUTH	SW 7th Street	Renton City Limits (southwest)	3.25	Collector, bicycle lanes north of SW 43rd Street. Some sidewalks; on-street school walk route on east side, bicycle lanes from SW 43rd to S. 200th	BICYCLE LANES (EXTEND EXISTING)	Bicycle lane/trail under I-405 could be included w/ I-405 redevelopment
THUNDER CREEK TRAIL	I-405	Puget Drive SE	1	Separated multi-use trail, rough surface	SEPARATED MULTI-USE TRAIL, ROUGH SURFACE	Could be included w/ I-405 redevelopment
TUKWILA STATION/LONGACRES WAY CONNECTOR (South Grady Way and Longacres Way SW)	Oakesdale Avenue SW	Tukwila Station	0.7	Principal arterial + collector	MIXED CROSS-SECTION: SEPARATED MULTI-USE TRAIL, PAVED + BICYCLE LANES	
TWO RIVERS TRAIL: BLACK RIVER TRAIL	Black River Riparian Forest Trailhead/ Monster Road	Naches Avenue SW	0.9	Soft-surface trail, rough	REGIONAL TRAIL, PAVED	Trail parallels railroad ROW
TWO RIVERS TRAIL: FORT DENT TRAIL CONNECTOR	Fort Dent Park	Monster Road SW	0.25	Soft-surface trail, rough, under railroad trestle	REGIONAL TRAIL, PAVED	BNSF Railroad ROW between Tukwila/Ft. Dent Park/Interurban Trail and Renton. Path follows Black River to its confluence with Green River
TWO RIVERS TRAIL: HOUSER WAY SOUTH (RAILROAD ROW)	Shattuck Avenue South	Main Avenue South	0.6	Local street without sidewalks, Shattuck to Burnett. Local street + RR tracks and sidewalks, Burnett to Main.	REGIONAL TRAIL, PAVED	New cross-section to allow RR use between Burnett and Main--long term
TWO RIVERS TRAIL: NACHES AVENUE SW	Black River Riparian Forest Trailhead	SW 7th St	0.2	Local street	REGIONAL TRAIL, PAVED	
TWO RIVERS TRAIL: SHATTUCK AVENUE SOUTH	SW 7th Street	Houser Way South	0.16	Collector with some sidewalks, perpendicular parking on west side	REGIONAL TRAIL, PAVED	Reconfigure on-street parking to accommodate bikes
TWO RIVERS TRAIL: SOUTH/SW 7th STREET	Oakesdale Avenue SW	Burnett	1.3	Minor arterial with sidewalks	REGIONAL TRAIL, PAVED	Add bikes lanes through "road diet" to create separated trail.
UNION AVENUE NE (132nd Avenue NE)	SE 95th Way	Dead end (about SE 4th Street)	2.1	Minor arterial with sidewalks	BICYCLE LANES	
WILLIAMS & WELLS AVENUE BIKEWAY	South Grady Way	North 6th St	1	Minor arterial, one-way, with sidewalks	SIGNED SHARED ROADWAY	Reconfigure crossing at 6th to allow bicycle passage

TRAIL/ROUTE NAME	FROM	TO	Approx Length in Miles	CURRENT CROSS-SECTION	PROP. TYPICAL CROSS-SECTION	NOTES
EXISTING FACILITIES, in alphabetical order						
BLACK RIVER TRAIL	Black River Riparian Forest Trailhead/ Monster Road SW	Springbrook Trail	1.53	Separated pedestrian trail, soft-surface	SEPARATED MULTI-USE TRAIL, SOFT SURFACE (EXISTING)	Trail alongside water/heron rookery
CEDAR RIVER TRAIL	Lake Washington	City Limits (east)	4.5	Paved regional trail	REGIONAL TRAIL, PAVED (EXISTING)	Ped. only: 6th to Lake Washington (0.6 mi)
DEVIL'S ELBOW TRAIL (OFF-ROAD SEGMENT)	Edmonds Avenue NE	Duvall Avenue NE/Coal Creek Parkway	1.7	Abandoned road, local street with sidewalks	SEPARATED MULTI-USE TRAIL, PAVED (EXISTING)	Also part of Honey Creek
INTERURBAN TRAIL	Sumner	Tukwila	10	Paved regional trail	REGIONAL TRAIL, PAVED (EXISTING)	
LAKE WASHINGTON LOOP: AIRPORT PERIMETER ROAD	West entrance to Airport	Logan Avenue North	1.3	SIGNED SHARED ROADWAY/ designated bicycle route + bicycle lanes on Logan	SIGNED SHARED ROADWAY (EXISTING)	
LAKE WASHINGTON LOOP: HOUSER WAY NORTH	North 8th Street	Park Avenue North	0.5	SIGNED SHARED ROADWAY/ designated bicycle route (Minor Arterial)	SIGNED SHARED ROADWAY (EXISTING)	
MONSTER ROAD SW BICYCLE LANES	Oakesdale Avenue SW/Black River Trailhead	SW 16th Street	0.7	Collector street with bicycle lanes and some sidewalks	BICYCLE LANES (EXISTING)	
PACCAR TRAIL: GARDEN AVENUE NORTH & NORTH 8th	North 6th Street	Houser Way North	0.5	Separated multi-use trail on east and south side on minor arterial with sidewalks	SEPARATED MULTI-USE TRAIL, PAVED (EXISTING)	Propose name change to distinguish from other section of Garden - PACCAR trail. Widen if possible.
SE MAY VALLEY ROAD BIKEWAY	Coal Creek Parkway	Issaquah-Hobart Road (SR 900)	3.4	SIGNED SHARED ROADWAY	SIGNED SHARED ROADWAY (EXTEND EXISTING)	Extend to SE 128TH along 164TH Ave SE
SW 16th STREET BIKEWAY ("Longacres Bikeway")	Longacres Drive	Oakesdale Avenue SW	0.35	Collector street with sidewalks and bicycle lanes, signed shared use east of Oakesdale	BICYCLE LANES (EXISTING)	Extend to Lind or E. Valley Road
TAYLOR AND HARDIE AVENUE BIKEWAY	Northern city limits (toward Rainier Avenue North)	SW 7th St	1.4	SIGNED SHARED ROADWAY/ designated bicycle route (Collector, except Hardie from Renton Ave S Extension to Langston Rd S)	SIGNED SHARED ROADWAY (EXISTING)	

APPENDIX C

what we've heard SUMMARY OF COMMENTS TO DATE

most frequently

- Connect the regional trails: Interurban, Green River, Cedar River, Lake Washington Loop
- Critical connections: Interurban via Fort Dent Park, Lake Washington Loop via south/Coulon Park
- Establish a safe and convenient east-west route through downtown
- Create safe routes to neighborhoods, especially the Highlands
- Improve wayfinding signage, especially through downtown
- Foster more awareness of bicycle through "Watch for Cyclists" and other signage
- Improve and maintain facilities with bikes in mind: detector loops that detect bikes, good roadway maintenance, storm drain covers and railroad crossings that are safe for bikes
- Modify critical intersections to increase safety and convenience for bikes

general

- Provide continuous roadway sweeping and regular maintenance on designated bike routes
- Redesign storm drain covers such that they don't conflict with or catch bike tires
- Provide bike parking and wayfinding signage downtown
- Look for routes that are inexpensive to develop

recommended routes &

- Safe route to Renton Highlands, Sunset, Harrington, Renton Technical College
- Kennydale to Green River Trail
- Post office on NE 4th, between Union and Duvall is difficult to access by bike or foot
- South Renton to Lake Washington Loop/Gene Coulon Park
- SW 7th as east-west route through downtown
- Williams/Wells as north-south routes through downtown
- East-west - route along railroad right-of-way
- I-5 crossing at S. 129th
- I-405 crossings at Renton Hill, Kennydale (N. 30th/Kennewick Place)
- I-405 improvements should include route from NE 44th St. interchange, parallel to freeway, to May Creek Trail
- Houser Way N between 4th and downtown – convert to 2-way
- Bike route from Hwy 99 into the valley – Renton and Kent
- Edmonds as north-south route through Highlands
- Duvall to Coal Creek Parkway
- SE May Valley Road
- Newcastle to May Creek to Windtree subdivision
- Honey Creek Trail to May Creek Trail
- South 196th, with new overpass, as east-west route across valley between Kent and Renton
- 100th, 116th, and 132nd Avenues SE as north-south routes from Renton to Kent
- Problem interesections noted on Route Options maps

signage

- "Watch for Cyclists" sign for motorists on critical routes
- Wayfinding signage into and out of downtown Renton

opportunities

- Consider trail over top of utility duct on SW 7th
- Rest stop along Lake Washington Loop at 30th Street

pedestrian/walkway requests

- Need for a safe crossing of Sunset to Hazen High School
- Ensure good connections/pathways in and out of The Landing
- Create safe pathways around Highlands Elementary and along Harrington to the Harrington Square
- Don't develop undeveloped rights-of-way in the Highlands area
- Add pedestrian-scale lighting – esp. In the Highlands, for safety
- Provide lighting on a very public (visible) trail system (The Landing, McKnight Jr. High)
- May Creek Trail – provide better access to lower May Creek Trail paralleling I-405 via overpass/underpass
- Provide benches along Lake Washington Blvd Trail (bump-out at 30th St)
- Provide additional soft surface trail (adjacent to Cedar River Trail specifically noted)

APPENDIX D

what we've heard SUMMARY OF COMMENTS TO DATE

overall

- Importance of connections between regional trails stressed
- Positive feedback on many routes: SW 7th, BNSF rail corridor, Panther Creek wetlands, Garden south of North 6th Street, Soos Creek and May Creek corridors, power line corridors
- More detailed route recommendations
- More input from South Renton and Earlington
- Identification of many problem spots and shorter connection ideas, esp. to schools and important destinations

general recommendations

- Need trail and access from Renton Avenue South to Cedar River.
- Need north/south route between Renton and Kent; maybe along Benson Drive SE/108th Avenue SE
- Need an east/west route across southern Renton – it's basically an island – no good bikeway in or out.
- Incorporate increased street sweeping into policy.
- Identify discontinuous routes like Benson Road.
- Renton Hill Association – neighborhood matching funds to do trail. Contact 255-0290.

recommended routes & improvements

- Pedestrian path along SW Langston to Sunset to 68th Avenue South
- Fort Dent connector should be a high priority.
- Continue Soos Creek Trail up to waterline ROW.
- Smithers from 7th to high school is a good route.
- Rainier Avenue South – difficult transition southbound at city limits. Northbound not as bad, but trail continuity could be better.
- SW 7th is good path choice.
- RR ROW from Monster Road to downtown is good path choice.
- Need trail from NE 3rd Street through Liberty Park to Maple Valley Highway.
- Need path to Hazen High School from Union Avenue NE along NE 10th Place.
- Continue Duvall Avenue NE path to SE 136th Street.
- South 4th Street from Shattuck to Burnett good path choice.
- Continue garden south from North 6th to North 2nd Street, east to Factory Avenue North
- Improve signage along Jones Road for traffic safety, make bike lane and sidewalk.
- Panther Creek wetland path – good idea.
- Improve Burlington Northern access from Monster Road to Green River Trail.
- Use water/powerline easement for path along South 132nd Street between MLK Jr. Way South and Renton Avenue South
- Connect May Creek Trail to Newcastle Trail.
- Use BNSF corridor for mass transit (rail)/bike & trail
- Earlington Park path along powerline, waterline at 134th, bike trail from P&R diagonally to NW or multi-use in Seattle City Light corridor.
- Talbot Road South – need northbound transition on approach to South 43rd.

problem spots

- Talbot from City Hall to Puget Drive South is dangerous.
- Sidewalks force bikes into traffic at corners of SE 168th between 116th SE and SE 128th.
- Need a northbound transition zone on Talbot Road at South 43rd.
- Sidewalk alternate is bad to riding in traffic at South 43rd between 167 and Talbot Road South
- Pedestrian pushbutton not responsive at Airport Way
- Sunset at 38th; need left turn (northbound) bike lane
- Need left-turn bike lane Duvall to NE 4th Street
- Need left-turn bike lane; southbound Duvall to NE 4th Street
- Difficult crossings:
 - SW Sunset Blvd & Taylor
 - South 3rd Place & Rainier Avenue S
 - Logan & Airport Way

APPENDIX E

Renton Trails and Bicycle Master Plan
Public Open House #3: Public Comments
November 12, 2008

Overall

- Clarify information in the 6-year TIP. What money from that budget is available for these projects?
- How long before 7th can be developed?
- Is education/trail etiquette going to be addressed?

Station 1: Routes and Cross Sections

- 154th/164th corridor unsafe, especially at the bottom of the hill. Could paved shoulder be striped as bike lane? The bridge transition over the Cedar River eliminates the roadway shoulder for bikes/pedestrians to utilize and is an unsafe transition.
- Don't wait so long to make improvements to an east/west corridor – specifically 7th.
- 154th crossing at Maple Valley Highway extremely dangerous
- Put bike lanes on 7th now. In response to the difficulty of eliminating a travel lane, commenter noted that a travel lane on Rainier was eliminated and that didn't create problems.
- Grade separation between walkers and bikers on multi-use trails.
- Between Lake and Shattuck on 2nd, add a separated trail on the north side to address eastbound needs on one-way westbound street
- 154th shoulder could include a bike lane symbol.
- 154th has a "Share the Road" sign at the bottom, but needs same at the top of the hill
- Designated bike lanes needed on Cemetery Road (NE 3rd/4th Streets) and Sunset.
- Extremely difficult to get to post office (NE 4th Street) – difficult crossing.
- Time lines are important. Tell us in the final report what the schedule is for these improvements.
- East-west route most critical to provide now - 7th just needs paint, should be top priority.
- Houser at north end at Lake Washington Blvd / by The Landing intersection– needs to be addressed. Cyclists have to go against 1-way traffic and cross railroad twice, which is extremely dangerous in wet conditions. Is there some way this route can be improved?
- Another supporter for east-west connector – anywhere, just make it safe.
- North 3rd and Sunset is the worst intersection in the City.

- Route that may need further study/consideration: Houser Way route past, but not through PACCAR gate, stay out of tunnel but divert onto sidewalk at 3rd. This puts you on the east side of the road, where it is possible to make connections up the hill. This route was identified as the best way to get from LW loop to the neighborhoods up on the hill, avoiding the construction underway further north on Park. This was also identified as a good route to skirt the busy downtown area.
- Is Shari's/Silver Cloud/ Fire Route currently available and what improvements are planned?
- At Garden and 4th – remove barrier and provide signage giving cyclists the ok to go against traffic.
- SE 140th at top of hill (light at Fairwood – by powerlines) – clean up glass and garbage.
- Improve maintenance of shoulders, especially sweeping, and not just out of travel lanes, but off shoulders.
- Education, especially on excessive bike speeds/passing courtesy important.
- Check King County map to compare our existing conditions map. Cascade Club ride leaders often refer riders to this map to explain routes.
- Other problematic intersections: Bronson Way and Factory Avenue North, South 3rd Street at Main and Mill Avenue South.

Station 2: Projects and Priorities

- The “triangle” between the Green River/Interurban Trails, the Cedar River Trail, and Lake Washington Loop is biggest missing link, esp. for recreational cyclists.
- Cedar River Trail to Coulon Park/Lake Washington Loop is another big missing link.
- Two Rivers Trail, especially SW 7th Street should be highest priority – multiple comments on this route.
- East-west corridors needed to the south as well – between Kent, Tukwila and Renton. Lots of people commute north-south from Kent to points north.
- Show completed sections of bike lanes on 140th and Soos Creek trail.
- On Philip Arnold Park connector, Renton/Cedar Ave. South preferred to Beacon between 4th and 7th.

Station 3: Wayfinding Signage

- On existing routes with parking, use “share the road” sign, especially residential streets where there is no room for bike lane.
- Speed limit signs for designated bike trail (15 mph, see King County code).
- On 154th Place SE/where it becomes SE 142nd, install “share the road” signs at top of hill for southbound (downhill) traffic.
- Bridge at bottom of 154th not wide enough – use “Watch for Bikes” signage.
- Add signs to separate fast/slow riders, where appropriate, for safe shared facilities (Bikers and Walkers 10 mph).
- Add green bike boxes at intersections.
- Research other pavement markings applicable to bicyclists, such as green lane markers.
- Include Trail Ends sign to alert cyclists.
- Use bike symbol to show bikes where to position on loop detectors
- Consider signing a route up the hill to 116th by way of waterline right-of-way past Philip Arnold Park.

Guide Map

- Benson, Carr/Petrovitsky Rd, NE 3rd/4th are too dangerous to be on the map – too narrow, no space for bikes.
- Recommendation for route from Cedar River to points west: north on Mill, west on 2nd, north on Burnett, west on Tobin.
- Add trail etiquette tips on guide map.
- Add chevron/grade arrows on Union, SE 168th, SE 192nd.
- Add local bike route from downtown to Philip Arnold Park.
- Add arrows at hills.

Station 5: Intersections/Routes and Solutions

- 7th and Talbot/Grady congestion and right-of-way issues at the intersection leads to driver/non-motorized user confusion and safety concerns.
- Cedar River Bridge crossing at 154th Place from Highlands/Plateau to Cedar River Trail – bikers must merge into vehicle travel lane for non-motorized crossing of bridge. The transition is complicated with a 10% roadway grade and no traffic control measures to slow vehicles.
- Bike lane transition through signalized intersections – consider installation of shared lane markings/stripping before and after signal.

- Southbound Shattuck crossing Grady – bike detector loop needed.
- 16th and Oakesdale eastbound – 16th signal induction loop has issues with bike detection/8th and Garden also needs to have bike detection capability.
- Bike lanes on Logan interrupted by curb bulb-outs.
- Add pavement markings for bike loop detectors.

APPENDIX F

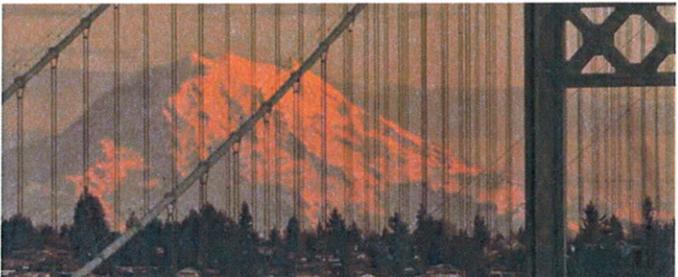
2004 Draft Trails Plan						
Routes & Status						
*	ROUTE	Type of Facility	LENGTH	SUR-FACING	2008 STATUS	NOTES
1	Black River Trail	Multi-use	1.53	Paved & SS		
2	Burnett Trail	SW & BL	1.3			
3	Cascade Trail (waterline)	Multi-use	3.2	Paved & SS		
4	Cedar River Trail	Multi-use	4.5		EXISTING	Ped only north of 6th St
5	Devil's Elbow Trail	Multi-use	1.7			
6	Duvall Trail	SW & BL	2.6		EXISTING	
7	Fairwood Trail (140th Ave SE)	SW & BL	3		EXISTING	
8	Honey Creek Trail	Ped. only	0.95	Soft-surface		
9	Lake Washington Trail	Multi-use	2.7		EXISTING	
10	Lake Youngs Trail	Multi-use	2.7	Soft-surface		
11	May Creek Trail	Ped. only	2.5	Soft-surface		
12	NE 3rd/NE 4th Trail	SW & BL	2.8			
13	Oakesdale Trail	SW & BL	1.7		EXISTING	Bike lane ends at 27th
14	Panther Creek Trail	Ped. only				
15	Petrovitsky Trail (S 43rd/SE Carr Rd/SE 176th St)	SW & BL	4.8			
16	Soos Creek Trail	Ped. only	2.28	Paved	EXISTING	Extend from Blvd Park to SE Petrovitsky Rd
17	Springbrook Trail	Multi-use	2.86	Paved	EXISTING	Two missing segments
18	Sunset Trail	SW & BL	3.2	Paved		
19	SW 7th Trail	SW & BL	1.3			
20	Talbot Trail	SW & BL	2.4			
21	Thunder Creek Trail	Ped. only		Soft-surface		
22	Union Trail (132nd Ave SE)	SW & BL	2.09			
23	SW 16th Street Trail	SW & BL			EXISTING	
24	Interurban Trail	Multi-use	10		EXISTING	Regional trail
25	Monster Road Trail	BL			EXISTING	
26	Fort Dent Connector	Multi-use	0.25			
27	Sam Chastain Memorial Trail	Ped. only	0.71			
28	Cedar Sammamish Trail	Multi-use	10-20			
29	Seattle Waterline Trail	Ped. only	2.5	Soft-surface		
30	Puget Drive Trail	SW & BL	0.85			
31	Benson Trail	SW & BL				
* Numbering system is from Trail Plan						

APPENDIX G



DESTINATION 2030 Update

Appendix 9: Projects



Puget Sound Regional Council
PSRC July 24th, 2008

DESTINATION 2030 Update

metropolitan transportation plan

for the central puget sound region

Appendix 9: Projects

July 24, 2008

Puget Sound Regional Council

1011 Western Avenue, Suite 500
Seattle, Washington 98104-1035
206-464-7090 / FAX 206-587-4825 / psrc.org

"Strategic" Projects in Destination 2030 sorted first by Sponsor then by Type then by Sponsor Sort (if any) then alphabetically by title

Proj Title	D 2030 ID	In County	From or at	To	Description	Est. Cost (y2006\$)	Status	Complete	TIP Proj(s)	Outcome(s)
...for sponsor: King County/Metro										
W Pipeline Trail (West)	4044	King County	Sammamish River Trail (near W. Riverside Drive)	104th Avenue NE	Design and construct an approach to Tolt Pipeline Trail	\$1,500,000	Candidate	2010		Regional Trail (Sep.) Other-Nonmotorized
Two Rivers Trail	4030	King County	Cedar River Trail (Renton)	Junction of Green River and Interurban Trails (Tukwila)	Acquisition, design, permitting, and construction of paved regional trail link between the Cedar River Trail and the Green River and Interurban Trails	\$1,250,000	Candidate	2010		Regional Trail (Sep.) Other-Nonmotorized
W Lake Sammamish Pkwy Bike Lanes	3288	King County	Bellevue city limits	Issaquah city limits	Class 2 bike lanes	\$2,101,239	Exempt	2010		Bike Lanes
Eastside BNSF Trail (Segment D from Redmond CL to Woodinville)	4011	King County	Woodinville rail junction@rail spur coming from Redmond at Woodinville-Redmond Road/SR202	NE 124th St. in Redmond	Paved bike path to AASHTO standards connecting main BNSF Corridor Trail to segment within Redmond CL.	\$1,568,422	Candidate	2015		Regional Trail (Sep.)
Eastside BNSF Trail (Segment D within Redmond aka Willows Rd Bike Path)	2919	King County	NE 124th St	E. Lake Sammamish Bike Trail @ SR 520	Shared use bike path	\$3,105,164	Candidate	2010		Regional Trail (Sep.)
Eastside BNSF Trail (Segment C, Woodinville to Snohomish)	4161	Snohomish County	Woodinville rail junction@rail spur coming from Redmond at Woodinville-Redmond Road/SR202	City of Snohomish	Study and possibly implement acquisition, design, and construction of a paved and soft-surface regional trail. Rail freight to continue from Woodinville to BNSF main Stevens pass East-West line while trail is under consideration.	\$4,000,000	Candidate	2020		
Eastside BNSF Trail (Segment B, Bellevue to Woodinville)	4041	King County	Woodinville rail junction@rail spur coming from Redmond at Woodinville-Redmond Road/SR202	BNSF track@just northwest of the SR520 and I-405 interchange in north Bellevue	Acquisition, design, and construction of a paved and soft-surface regional trail	\$4,000,000	Candidate	2020		Regional Trail (Sep.) Other-Nonmotorized

7/24/2008 *Types: Roadway-Related, Transit-Related, Ferry, Nonmotorized, Other. Projects may fit in more than one type but will be listed only once in a 'primary' type.
 () Additional counties into which the project falls besides the 'primary' county under which the project is listed are shown in parentheses below the project title.
 Page 39 of 165

"Strategic" Projects in Destination 2030 sorted first by Sponsor then by Type then by Sponsor Sort (if any) then alphabetically by title

Proj Title	D 2030 ID	In County	From or at	To	Description	Est. Cost (y2006\$)	Status	Complete	TIP Proj(s)	Outcome(s)
Projects of type*: Non-motorized										
Eastside BNSF Trail (Segment A, Renton to N. Bellevue)	4040	King County	BNSF track@just northwest of the SR520 and I-405 interchange in north Bellevue	North end of Coulon Park in Renton	Acquisition, design, and construction of a paved and soft-surface regional trail	\$4,000,000	Candidate	2020		Regional Trail (Sep.) Other-Nonmotorized
Projects of type*: Roadway Related										
100th Ave NE	401	King County	NE 145th St	NE 139th St	Widen roadway to 5 lanes.	\$4,151,000	Candidate	2022	BOTH-11	ITS Bike Lanes Sidewalk Major Widening-GP
132nd Ave SE	413	King County	SE 208 St	SE 224 St	Widen Roadway - assumed estimate 3 total lanes	\$10,044,000	Candidate	2022		Improvement-Road Bike Lanes Sidewalk Major Widening-GP
132nd Ave SE	414	King County	SE 224 St	SE 242 St	Widen Roadway - assumed estimate 3 total lanes	\$11,567,000	Candidate	2022		ITS Bike Lanes Sidewalk Major Widening-GP
132nd/140th Ave SE	237	King County	SR 169	SR 516	Design and Construct Fiber optic cable connections, connecting CCTV Cameras, new signal controllers/cabinets and ITS equipment along the corridor. This project will connect into the Trans Valley ITS project with the King County Traffic Control Center	\$500,000	Exempt	2011		ITS

"Strategic" Projects in Destination 2030 sorted first by Sponsor then by Type then by Sponsor Sort (if any) then alphabetically by title

Proj Title	D 2030 ID	In County	From or at	To	Description	Est. Cost (y2006\$)	Status	Complete	TIP Proj(s)	Outcome(s)
Projects of type*: Roadway Related										
REDMOND- WOODINVILLE RD	830	King County	160TH AVE NE	NE 124th ST	Widen Red-Wood Rd from intersection with new 160th Ave NE Extension near the Puget Power trail north to NE 124th St. Improvements include 1 through lane in each direction, left turn and extended right turn lanes if appropriate, access management, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power and right-of-way acquisition. Redmond and WSDOT will coordinate a planning process to finalize final design for segment between 116th and 124th; the latter might not be widened. See also WSDOT project 1755.	\$19,423,616	Candidate	2015		Improvement-Road Bike Lanes Sidewalk Major Widening-GP
19 West Lake Sammamish Parkway Widening	3665	King County	NE 51st St	Bel-Red Rd	Widen West Lake Sammamish Pkwy from NE 51st St to Bel-Red Rd. Improvements include 2 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power and right-of-way.	\$11,463,424	Candidate	2030		Major Widening-GP Bike Lanes Sidewalk Improvement-Road

Lead Sponsor: Renton										
Projects of type*: Non-motorized										
...for sponsor: Renton										
Burnett St Promenade Bike Lanes	3296	King County	7th Ave S	Cedar River	Class 2 bike lanes	\$500,000	Exempt	2010		Bike Lanes
Cedar River Trail	2671	King County	Terminus of existing Cedar River Trail	Rainier and 88th	Shared use bike path Not in local plans	\$250,000	Candidate	2010		Regional Trail (Sep.)

"Strategic" Projects in Destination 2030 sorted first by Sponsor then by Type then by Sponsor Sort (if any) then alphabetically by title

Proj Title	D 2030 ID	In County	From or at	To	Description	Est. Cost (y2006\$)	Status	Complete	TIP Proj(s)	Outcome(s)
Projects of type*: Non-motorized										
Houser Way Bike Lanes	3175	King County	Smithers Ave S	N 8th St	Class 2 bike lanes	\$904,700	Exempt	2015		Bike Lanes
Lake Washington Trail	3243	King County	N Airport Way	King Co/Renton line	Class 2 bike lanes. Lake Washington Trail.	\$496,126	Exempt	2010		Bike Lanes
Lind Avenue SW	2752	King County	SW 7th	Grady	Class 2 Not in local plans	\$380,000	Exempt	2010		Bike Lanes
NE 3rd St/NE 4th St	2716	King County	Sunset Boulevard	Union Avenue	Class 2 Not in local plans	\$1,568,422	Exempt	2025		Bike Lanes
NE 4th Street Bike Lanes	3259	King County	Union Ave NE	Renton eastern city limits	Class 2 bike lanes	\$1,568,422	Exempt	2010		Bike Lanes
NE Sunset Blvd Bike Bypass	3219	King County	I-405	Duvall Ave NE	Class 2 bike lanes	\$1,342,458	Exempt	2020		Bike Lanes
Springbrook/Inter urban Connection (SW 27th St)	2856	King County	Oakesdale Ave SW	SR 181	Shared use bike path	\$2,000,000	Candidate	2010		Regional Trail (Sep.)
SW 7th Bike Lanes	3279	King County	SR 515	Tukwila city limits	Bike lanes Not in local plans	\$933,884	Exempt	2010		Bike Lanes
Projects of type*: Roadway Related										
Airport Way / Rainier Ave S	377	King County	SR 900	Logan Ave N	Provide queue bypasses and signal priority systems on Airport Way and Rainier Avenue between SR900 and Logan Avenue N.	\$3,000,000	Exempt	2010		ITS
Duvall Ave NE	2326	King County	NE 4th St	NE 25th Ct (Renton City Limit)	Widen to 5 lanes, CGS (curb, gutter, and sidewalk), add Class II bike lanes, add amenities, channelization.	\$11,000,000	Candidate	2010	REN-17	Improvement-Road Bike Lanes Sidewalk Major Widening-GP

"Strategic" Projects in Destination 2030 sorted first by Sponsor then by Type then by Sponsor Sort (if any) then alphabetically by title

Proj Title	D 2030 ID	In County	From or at	To	Description	Est. Cost (y2006\$)	Status	Complete	TIP Proj(s)	Outcome(s)
...for sponsor: Renton										
GRADY WAY	869	King County	SR 167	SR 515	Re-channelize and modify signals for a continuous eastbound lane.	\$1,000,000	Exempt	2010		Multiple Intersects ITS
Logan Ave N / N 6th St	2347	King County	S 3rd St	Park Dr	HOV improvements, sidewalks	\$6,070,245	Candidate	2020		Major Widening-HOV Sidewalk
Oakdale Ave SW	2328	King County	Monster Rd	SR 900	Replace Monster Rd Bridge; widen to 4/5 lanes +Bike Lanes + CGS	\$20,700,000	Candidate	2020		Improvement-Road Bike Lanes Sidewalk Major Widening-GP New/Widen Bridge
Park Dr-Sunset Blvd	2341	King County	Garden Ave	Duvall Ave NE	HOV lane (Garden Ave to I-405). Construct HOV operational improvements.	\$3,223,230	Candidate	2020		Major Widening-HOV
Park/Sunset Corridor	307	King County	East City Limits	Garden Ave N	Traffic signal improvements on Park Drive to the east and west of I-405 and throughout the Sunset Blvd. SR-900 corridor from NE Park Drive to the east city limits.	\$8,000,000	Exempt	2010		ITS
South Lake Washington Roadway Improvements	4012	King County	N. 6th Street	Park Drive North	Extending Logan Ave North from N 6th street to the existing intersection at Garden Ave North and Lake Washington Boulevard N. N 8th street from New Logan Ave North to existing Park Ave N, N 10th street from New Logan Ave North to existing Garden Ave N; and realignment and widening of existing Park Ave N from N 8th Street to New Logan Ave N.	\$24,000,000	Candidate	2007		New Facility-Road Major Widening-GP Relocation-Road Multiple Intersects
SR 169 Widening I-405 to Renton CL	1607	King County	SE Jones Road	I-405	NFS - widen to 6 lanes from SE Jones Road to I-405, HOV lanes. Transit queue jump @ NB I-405 ramp. Aggressive access management.	\$17,288,524	Candidate	2010	PB-4 REN-18 WDNW-430	Major Widening-HOV Sidewalk ITS

"Strategic" Projects in Destination 2030 sorted first by Sponsor then by Type then by Sponsor Sort (if any) then alphabetically by title

Proj Title	D 2030 ID	In County	From or at	To	Description	Est. Cost (y2006\$)	Status	Complete	TIP Proj(s)	Outcome(s)
...for sponsor: Renton										
SR 515	1307	King County	I-405	South City Limits	Construct queue jumps, by-pass lanes, and transit priority signal improvements on SR-515 or Benson Road from new general purpose direct access interchange at SR-515 or Benson Road to the South City limits.	\$4,000,000	Exempt	2010		Multiple Intersects ITS
SR 900	2327	King County	S 2nd Wy	Sunset Blvd	Widen roadway and bridge between Mill Av and Park Av to 5 lanes.	\$12,724,167	Candidate	2020		New/Widen Bridge Major Widening-GP
SW 27th St / Strander Blvd Ph 1 Segment 2a	4163	King County	Strander Blvd@BNSF RR		Design and construction of the BNSF railroad track relocation (approximately 5,800 feet) to allow one structure to be built over the tracks. One structure is the only feasible option - without it, the western bridge approach is impossible. Includes Wetland mitigation, design for track relocation and track embankment.	\$14,000,000	Exempt	2008		Other-Special
SW 27th St / Strander Blvd Ph 1 Segment 2b	4164	King County	SW 27th St	Strander Blvd	Design and construction of the bridge structure, that will provide a grade separation between rail and vehicles at the Strander/27th St./BNSF RR crossing.	\$26,000,000	Candidate	2010		Grade Separation
SW 27th St/Strander Blvd Ph 2	4165	King County	Oaksdale Ave SW	East Valley Rd	Extend SW 27th St as a five lane arterial between East Valley Hwy and Oaksdale Ave SW, including transit queue jumps at Lind. Construct HOV lanes on SW 27 St and new HOV-only interchange SR 167&27th SW. ST FINANCIAL PARTNER CAPPED AT \$4M.	\$5,500,000	Candidate	2011		New Facility-Road Major Widening-HOV

"Strategic" Projects in Destination 2030 sorted first by Sponsor then by Type then by Sponsor Sort (if any) then alphabetically by title

Proj Title	D 2030 ID	In County	From or at	To	Description	Est. Cost (y2006\$)	Status	Complete	TIP Proj(s)	Outcome(s)
Projects of type*: Transit Related										
Central Renton Transit Corridor	1308	King County	Grady Way	Park Avenue North	Modify existing arterials (Hardie Avenue SW, SW Sunset Boulevard/S. 3rd Street, and Rainier Avenue South) to provide a north-south transit corridor through downtown Renton. This project includes making geometric improvements, building new Business Access and Transit (BAT) lanes, sidewalks, medians, queue jumps, and by-pass lanes, installing a transit signal priority system, and possible reconstruction of BNSF Railroad bridge spanning Hardie Avenue SW. Sound Transit is a financial partner with their contribution capped at \$14.9M for this project.	\$22,585,271	Candidate	2015		Multiple Intersects New/Reloc.Transit ROW ITS
NE 3rd St / NE 4th St	2344	King County	Sunset Blvd	Vesta Ave NE	Transit improvements, including channelization and signal modifications	\$23,003,517	Exempt	2025		Improvement-Road ITS
New P&R Lot-Renton East Highlands	2342	King County	SR 900	Duvall (138th Ave SE)	Construct new lot.	\$4,000,000	Candidate	2020		P & R (new/expand)
Renton Urban Shuttle Local Cir	298	King County	[Not submitted]		Transit shuttle service trips within the City of Renton. Interconnects activity centers, major employers, regional transit routes and park and ride facilities. Cost represents 20 years total costs of operations.	\$7,004,129	Approved	2020		Service Expansion/Reconfiguration-Transit
Signal Priority Program	303	King County	[Not submitted]		It installs city-wide transit priority signal system improvements.	\$2,334,710	Exempt	2010		ITS

APPENDIX H

Bike & Pedestrian Improvements

The I-405 corridor multi-modal strategy includes improvements beyond commuter-focused accommodations. The I-405 Congestion Relief and Bus Rapid Transit Projects improve pedestrian and bicycle connectivity throughout the corridor by providing safe highway crossings, and neighborhood trail linkages. These include five improved crossings in Bothell and Snohomish County, one in Bellevue, and two in Renton. Ten missing connections between existing trails will help to create regional pedestrian/bicycle routes, including completion of non-motorized systems in Renton and Tukwila, improved use of railroad right-of-way in Kirkland, and providing key trail linkages in Bothell.

The map to the right shows the existing trail system along the I-405 corridor. The lettered bike/ped symbols indicate new or additional bicycle and pedestrian improvements as outlined in the I-405 Corridor Environmental Impact Statement (EIS) and Master Plan. The “Nickel” projects in Kirkland, Bellevue, and Renton are the first phase of the Master Plan. The Nickel Funding Package for three projects on I-405 provides for improved bike/pedestrian features within the nickel project designs. Additional bike/pedestrian improvements, as shown here, are planned in future phases of the project, which will be funded through future funding packages, grants, and funding mechanisms such as the Regional Transportation Investment District.



Legend

- Paved Trail
- Soft Surface Trail
- New/Additional Bike & Pedestrian Improvements:
- A SR 524 (Filbert Rd)**
Crossing I-405 from North Rd to Locust Wy – add sidewalk/paved shoulder
- B Damson Rd**
Crossing I-405 from 192nd St SW to Logan Rd – add sidewalk/paved shoulder
- C SR 527**
Crossing I-405 from 220th St SE to 228th St SE – add pedestrian/bike facility
- D North Creek Trail Link**
240th to 232nd – add pedestrian/bike trail
- E Fitzgerald Rd/27th Ave**
Crossing I-405 from 228th St SE to 240th St SE – add pedestrian/bike facility
- F Connection between Sammamish River Trail and North Creek Trail**
Between SR 522 and NE 195th St – add pedestrian/bike overcrossing of I-405
- G SE 8th to Totem Lake**
Add pedestrian/bike facility
- H Lake WA Blvd**
I-405 to SE 60th – add pedestrian/bike facilities
- I Lake WA Blvd/112th Ave SE**
Crossing I-405 from 106th Ave SE to 112th Pl SE – add sidewalks
- J Lake WA Blvd/112th**
SE 60th to May Creek interchange – add pedestrian/bike facility
- K NE Park Dr**
Crossing I-405 from SR 900/Sunset Blvd – add sidewalk/paved shoulder
- L Cedar River Trail S Extension**
I-405 to Burnett Ave – add pedestrian/bike facilities
- M Cedar River Trail/Lake WA Blvd Connector**
Cedar River Trail to Lake WA Blvd Loop – add pedestrian/bike facilities
- N I-405/SR 167 Trail Connection**
Lind Ave SE to Talbot Rd S – add trail connection
- O Jackson SW/Longacres Dr SW**
Crossing I-405 from S Longacres Wy to Monster Rd SW – add sidewalk/paved shoulder
- P Cedar-Duwamish Trail Connection**
I-405 to Interurban Ave S – add bike lanes
- Q SR 181/W Valley Highway**
Crossing I-405 from Strander Blvd to Fort Dent Wy – add bike lanes
- R I-405/I-5 Interchange**
Via or around I-405/I-5 Interchange – add pedestrian/bike facilities

APPENDIX I

CITY OF RENTON - PUBLIC WORKS - TRANSPORTATION SYSTEMS DIVISION - 2009-2014 TIP

Type	TIP	Project Title	2009	2010	2011	2012	2013	2014	Six-Year Period Total	Total 6-Yr Project		Six-Year Total By Category	
										Funded	Unfunded		
Maintenance and Preservation	1	Street Overlay	685,000	719,250	755,213	792,973	832,622	874,263	4,659,310	4,518,382	140,929		
	2	Arterial Rehab Program	310,000	325,500	341,775	358,864	376,807	395,647	2,108,593	2,108,593			
	13	Sidewalk Rehabilitation and Replace	250,000	250,000	250,000	250,000	250,000	250,000	1,500,000	1,500,000			
	15	May Creek Bridge Replacement	20,000	20,000	10,000		530,000	165,000	745,000	50,000	695,000		
	17	Bridge Inspection & Repair	90,000	330,000	50,000	55,000	50,000	50,000	625,000	375,000	250,000		
	22	Loop Replacement Program	25,000	30,000	30,000	30,000	30,000	30,000	175,000	175,000			
	23	Sign Replacement Program	5,000	7,500	7,500	7,500	7,500	7,500	42,500	42,500			
	24	Pole Program	20,000	20,000	25,000	25,000	25,000	25,000	140,000	140,000			
	3	Duvall Ave NE	1,749,671						1,749,671			9,995,403	
	4	Duvall Ave NE - King County	3,091,256						3,091,256				
	5	Duvall Ave NE - NE 7th St to Sunset		5,000	655,000	2,900,000	2,120,000	445,000		6,125,000	1,847,600	4,277,400	
	6	SR 169 HOV - 140th to SR900			3,700,000	1,300,000				2,550,000	170,000	2,380,000	
	7	Rainier Ave - Grady Way to S 2nd St	7,000,000	6,800,000					10,891,800	18,800,000	16,200,000	2,600,000	
	8	SW 27th St/Strander Bv Connect.	8,210,000	1,096,600	1,626,900	5,082,300	10,069,000	36,976,600	9,989,069	9,989,069	26,987,531		
	9	NE 3rd/NE 4th Corridor	3,200	338,300	1,463,510	4,793,945	1,843,830	980,415	9,423,200	1,978,235	7,444,965		
	10	Garden Ave N Widening	10,000	240,000			2,400,000	2,600,000		5,250,000	33,000	5,217,000	
	16	Monterey / NE 20th St Wall Rep			30,000					30,000	30,000		
	38	Lake Wash. Bv-Park to Coulon Pk			82,413	138,325				220,738		220,738	
	39	Lind Av - SW 16th-SW 43rd	3,000	5,000		1,914,000	626,000			2,548,000	8,000	2,540,000	
	40	Logan Av Concrete Panel Repair			460,000					460,000	50,000	410,000	
	Safety	16	Intersection Safety & Mobility	250,000	250,000	250,000	250,000	250,000	250,000	1,500,000	1,480,000	20,000	
		19	Traffic Safety Program	20,000	20,000	40,000	40,000	40,000	40,000	200,000	180,000	20,000	
		20	School Zone Sign Upgrades	50,000							50,000	50,000	
21		RR Crossing Safety Prog.	5,000				10,000			15,000	15,000		
25		Traffic Efficiency Program	50,000	50,000	50,000	30,000	30,000	30,000	240,000	240,000		2,005,000	
11		Lake Washington Trail (South Lake)	235,000							235,000	235,000		
Non-Motorized	12	Walkway Program	250,000	250,000	250,000	250,000	250,000	250,000	1,500,000	1,500,000			
	14	Missing Links Program	25,000	30,000	30,000	30,000	30,000	30,000	175,000	175,000			
	28	Bicycle Route Dev Program	18,000	110,000	80,000	80,000	80,000	80,000	448,000	398,000	50,000		
	29	Barrier Free Transition Plan Implem	40,000	50,000	50,000	50,000	50,000	50,000	290,000	290,000		2,973,000	
	30	South Renton Project		50,000	275,000					325,000	325,000		
	26	Transit Program	80,000	275,000	275,000	275,000	275,000	275,000	1,455,000	1,455,000			
Transit	27	TDM Program	65,000	65,000	65,000	65,000	65,000	65,000	390,000	390,000		1,845,000	
	31	Project Development/Pre-design	50,000	150,000	150,000	150,000	150,000	150,000	800,000	750,000	50,000		
Other	32	Arterial Circulation Program	50,000	250,000	250,000	250,000	250,000	250,000	1,300,000	1,065,000	235,000		
	33	Trans Concurrence	10,000	10,000	10,000	40,000	10,000	30,000	110,000	110,000			
	34	Environmental Monitoring	50,000	30,000	30,000	30,000	30,000	30,000	200,000	200,000			
	35	WSDOT Coordination Program	30,000	65,000	60,000	60,000	40,000	40,000	295,000	295,000	45,000		
	36	GIS Needs Assessment	20,000	20,000	20,000	150,000	150,000	150,000	510,000	510,000			
	37	1% for the Arts	15,000	15,000	15,000	15,000	15,000	15,000	90,000	90,000		3,305,000	
		Total Sources	22,785,127	11,877,150	11,387,311	21,962,907	20,885,759	18,449,615	107,347,868	52,514,306	54,833,563	107,347,868	

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By Type

APPENDIX J

Non-motorized Funding Sources

Grant Funds

Federal Funds distributed through the PSRC (MPO)

Congestion Mitigation and Air Quality Program (CMAQ) – MPO Allocation

Qualifying projects include programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use; for secure bicycle storage facilities and other facilities; for new construction and major reconstruction of non-motorized facilities; and establishment and funding of State bicycle/pedestrian coordinator positions. This includes public education, promotional, and safety programs for using such facilities.

Surface Transportation Program (STP) – MPO Allocation

Qualifying projects include bicycle and pedestrian facilities and spot improvements, wheelchair ramps, and other eligible enhancement activities, including the modification of public sidewalks to comply with the Americans with Disabilities Act (ADA).

Surface Transportation Program (STP) – Enhancement Program

The monies are to be expended for non-traditional type projects including historic preservation transportation facilities and museums, landscaping and beautification, scenic highways, bike and pedestrian facilities and education, rail corridors preservation, and outdoor advertising control.

State Funds

Pedestrian & Bicycle Program

Projects that help reduce fatal and injury collisions involving pedestrians and bicyclists in Washington are eligible to apply for the Pedestrian and Bicycle Safety Grants. These safety-focused projects may also support increased mobility and encourage more people to bicycle and walk. Types of eligible projects and programs include those that make engineering improvements and provide public education and outreach.

Sidewalk Program – TIB

The intent of the Urban Sidewalk Program is to provide funding for projects that address safety, access to generators, and system connectivity. All projects must be transportation related on a federally classified route and be consistent with the Americans with Disabilities Act (ADA).

Safe Route to Schools

The Washington State Legislature provides funding to support pedestrian and bicycle safety projects, such as pedestrian and bicycle paths, sidewalks, safe routes to school and transit. The Safe Routes to School Grants were established to address pedestrian and bicycle mobility and safety near schools.

Local Funding

Parks Levy

Trails can receive funding in two ways. Sixty percent of the King County Proposition 2 Levy is dedicated for “King County's acquisition and development of rights of way for regional trails... consistent with the Regional Trails Plan including acquisition of missing critical links and/or maximization of regional trail use, and for repayment of costs.” Another 20% of the levy is dedicated for “distribution to cities in King County of which fifty percent shall be distributed based on city population, and of which fifty percent shall be distributed based on the assessed valuation. City projects means the acquisition of open space and natural lands and the acquisition and development of county regional trails or city trails that are regional in nature, and may specifically include local trails in underserved areas linking to city or county trails that connect to regional trails.” (KC Ordinance 15750, Section 5). The last distribution to cities from this levy will be in 2013.

General Fund

Funding for non-motorized projects is a line item in a city's general fund. This funding can be used to fund non-motorized projects as the city deems appropriate.

Funding Source Grant Criteria:

CMAQ 10% for Non-motorized = 150 Total Points

50 Points = Designated Urban Centers - Based on the urban center environment, the project's impact on urban center, and the circulation within the center.

50 Points = Manufacturing/Industrial Centers - Based on mobility and accessibility, connecting corridors, benefit to center, system continuity, and the long term benefit/sustainability.

10 Points = Project Readiness/Financial Plan

40 Points = Air Quality

STP 10% for Non-motorized = 150 Total Points

50 Points = Designated Urban Centers - Based on the urban center environment, the project's impact on urban center, and the circulation within the center.

50 Points = Manufacturing/Industrial Centers - Based on mobility and accessibility, connecting corridors, benefit to center, system continuity, and the long term benefit/sustainability.

30 Points = Project Readiness/Financial Plan

20 Points = Air Quality

STP Project Enhancement Funds = 100 Total Points

15 Points = Project supports regional growth centers, local town or activity centers and the corridors connecting these locations

15 Points Community demonstrates support for the project

20 Points Project Readiness/Financial Plan

50 Points Non-motorized projects criteria:

- Project connects or links to a non-motorized system or network
- Project connects to other multimodal facilities
- Project addresses current non-motorized needs in the community
- Level of current and future land use in the vicinity of the facility that would be expected to provide utilization of the facility

Pedestrian and Bicycle Program = 15 Total Points

5 Points = Current Conditions – Do the current conditions indicate risk for pedestrians and/or bicyclists.

5 Points = Project Impact – How well will the project: reduce potential pedestrian and bicycle conflicts with motor vehicle traffic and/or establish safer and fully accessible crossings, walkways, trails or bikeways.

5 Points = Implementation – Is there a demonstrated need for the proposed improvements, and, if appropriate for the project/program, a strong partnership among local agencies that will ensure this project moves ahead on time and on budget.

Sidewalk Program (Urban and Regional) = 100 Total Points

50 Points = Pedestrian Safety – How safe is the existing and future non-motorized connection based on the existing condition, proposed improvement, accident history, and existing hazards.

35 Points Pedestrian Access – What is the direct access from existing facilities and structure, what access improvements does the project make, and how does the project help complete the entire network.

15 Points = Local Support – How the project affects the community, and how much financial support is the community providing for the project.

Safe Route to Schools Programs = 20 Total Points

5 Points = Engineering Improvements – How well the project has or will: reduce potential pedestrian and bicycle conflicts with motor vehicle traffic; reduce traffic volume around schools; and/or establish safer and fully accessible crossings, walkways, trails or bikeways.

5 Points = Education and Encouragement Efforts – How well the project has or will teach about: bicycling, walking and/or driving safety skills, the health effects of walking and biking, the impact to the environment, the broad range of transportation choices and provide events and activities utilized to promote walking and biking to school safely.

5 Points = Enforcement Component – How well the enforcement efforts of the project has or will address traffic safety and help to increase the number of children walking and biking to school safely?

5 Points = Implementation – Is there a demonstrated need for the proposed improvements and a strong partnership among local agencies that will ensure this project moves ahead on time and on budget?

ATTACHMENT:

Program	Source	Timing	Funding Level	Due Dates	Eligible Activities	Competition	Criteria
Congressional request (earmarks)	Federal	Annual	\$0 - \$10 m per year	Aug-Sept	Various	National	When a significant need is identified.
Congestion Mitigation and Air Quality Program - MPO Allocation (10% to nonmotorized)	Federal	Every 3 years	\$20 - \$30 m per year	Spring (2009)	Air quality related projects	Regional/Countywide	Weighed heavily based project location in urban and manufacturing centers, and air quality impact.
Surface Transportation Program (STP) - MPO Allocation (10% to nonmotorized)	Federal	Every 3 years	#30 - \$40 m per year	Spring (2009)	All surface transportation related projects	Regional/Countywide	Weighed heavily based project location in urban and manufacturing centers, and moderately on readiness and air quality impact.
Surface Transportation Program (STP) - Enhancement Program	Federal	Varies	Varies	Varies	List of 12 eligible categories	Statewide/Region	Nonmotorized projects weighted heavily if the connect urban centers, tranport facilities, meet non-motorized community needs, and predicted land use suited to utilize project.
Pedestrian & Bicycle Program	State	Annual	\$0 - \$11 m	May 9th, 2008	Pedestrian and bike safety projects	Statewide	Equally weighted among if a safety risk exists, if the project remedies it, and if there is a demonstrated need and support for the project.
Sidewalk Program - TIB	State	Annual	\$700 - \$1 m	Late August	Pedestrian safety projects	Statewide/Region	Weighed heavily on existing and improved safety of corridor and moderately on current and future ped access.
Safe Route to Schools	State	Annual	\$0 - \$11 m	May 2nd, 2008	Routes to schools	Statewide	Equally weighted among the impact of physical improvements, education and encouragement efforts, enforcement and use by children, and demonstrated need and local support.

APPENDIX K

CITY OF RENTON PARKS, SCHOOLS AND TRAILS

- DEVELOPED PARKS
- OPEN SPACES
- PEDESTRIAN ONLY TRAILS
- MIXED USE TRAIL
- BIKE ROUTE (SHARED ROADWAY)
- SCHOOLS
- CITY LIMITS
- TRAIL ACCESS POINT



Technical Services
Planning/Building/Public Works
R. MacOnie, D. Visneski
January 2008

