TRANSPORTATION ELEMENT

Discussion

[Revised text based on existing Comp Plan summary and Commerce guidance document]

Ownership, control, development and maintenance of public rights-of-way are a primary function of city government. Transportation investments shape community development patterns which, in turn, influence the economic health, safety, and character of a community. The design, construction, and maintenance of city streets, roads, sidewalks, trails and other transportation facilities impact all Renton residents, employees, and visitors.

For many decades, transportation problems have been seen primarily as engineering problems with engineering solutions. As a result, transportation planning has been primarily concerned with the construction of new facilities – mostly roads but also transit, Airport, and rail facilities – and has relied on gas taxes to fund the construction. However, our current transportation challenges are different.

The facilities built in preceding decades are reaching the end of their design life and require maintenance, rehabilitation, or retrofitting. Securing revenue for transportation investments is increasingly difficult as the purchasing power of gas tax revenue has eroded steadily over time along with the political ease of increasing revenue through taxes. The public's concerns about transportation issues have also expanded beyond cost and mobility to include neighborhood impacts, sustainability, and accommodations for all types of users. There is growing demand for alternatives to single-occupancy vehicles and reducing the impacts of transportation on the environment.

While specific responsibility and authority for transportation choices is divided amongst various governments and agencies, users expect local and regional transportation facilities to function as a unified system. Achieving that requires a great deal of coordination with federal, state, regional, county, and municipal stakeholders and decision makers.

Renton has been designated a Core City by the Puget Sound Regional Council (PSRC). A core city contains a regionally designated growth center – Renton's Urban Center encompassing Boeing, the Landing, and Central Business District – serves as a key hub for the region's long-range multimodal transportation system, and also provide major civic, cultural, and employment centers within their counties.

This Transportation Element assists the City of Renton in coordinating transportation and land use planning within its municipal boundaries, to guide development of a multimodal system that provides transportation choices for all users, and facilitates interjurisdictional coordination of transportation related projects. This element is consistent with Puget Sound Regional Council's *VISION 2040* and *Transportation 2040.*

This Transportation Element includes goals and policies addressing the following topics:

- Framework and General Goals
- Maintenance, Management and Safety
- Transportation Demand Management
- Street Network
- Pedestrian and Bicycle Transportation
- Transit and HOV
- Transportation Options and Mobility
- Growth Strategy, Land Use and Transportation
- Level of Service Standards, Design, and Concurrency
- Freight
- Airport
- Finance, Investment, and Implementation
- Intergovernmental Coordination

Framework Goal Statement

[From GMA Goals 2 & 12 / existing transportation Goal 1]

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Coordinate transportation investments with the pace of growth and land use development patterns to ensure Renton maintains an efficient, balanced, multimodal transportation system.

General Goals and Policies

The following goals and policies are applicable in all transportation decisions. Policies specific to particular transportation topics are covered elsewhere in this element.

Goals

[Consolidated version of state transportation planning priorities (i.e. economic vitality, preservation, safety, mobility, environment and stewardship)]

Goal T-X: Continue to develop a transportation system that stimulates, supports, and enhances the safe, efficient and reliable movement of people, vehicles, and goods. [State transportation planning priorities, existing Objective T-A, Goal 3 and Policy T-14]

Goal T-X: Balance transportation needs with other community values and needs by providing facilities that promote vibrant commerce, clean air and water, and health and recreation. [State transportation planning priorities]

Goal T-X: Maintain, preserve, and extend the life and utility of prior transportation investments. [State transportation planning priorities]

Goal T-X: Reduce the number of trips made via single occupant vehicle. [Existing goal 2, 5; Objective T-B]

Goal T-X: Apply technological solutions to improve the efficiency of the transportation system. [Based on existing ITS section text]

Goal T-X: Promote and develop local air transportation facilities in a responsible and efficient manner. [Existing objective T-S]

Goal T-X: Establish a stable, long-term financial foundation for continuously improving the quality, effectiveness and efficiency of the transportation system. [State transportation planning priorities and existing goal 8]

Policies

Policy T-#: Develop a connected network of transportation facilities where public streets are planned, designed, constructed, and maintained for safe convenient travel of all users – motor vehicle drivers, pedestrians, bicyclists, and transit riders of all ages and abilities. [Existing goal 11]

Policy T-#: Implement a multimodal level of service that maximizes mobility, is coordinated with level of service standards of adjacent jurisdictions, and meets concurrency requirements. [Existing policy T-13]

Policy T-#: Develop a transportation system that preserves and protects natural resources and complies with regional, state, and federal air and water quality standards. [Existing goal 9]

Policy T-#: Support electric vehicle infrastructure in all areas except those zoned for residential or resource use or those areas designated as critical areas. [New planning for EV requirement from Commerce]

Maintenance, Management and Safety

The design, construction, operation, and maintenance of the transportation system impacts the long-term use and safety for all system users. Safety planning and mitigation, including strategies for protecting the transportation system from disasters, includes multidisciplinary efforts that can significantly improve the livability of our community.

Policies

Policy T-#: Prioritize essential maintenance, preservation and safety improvements of the existing transportation system. [King County CPP and audit findings]

Policy T-#: Maintain and preserve the transportation system mindful of life-cycle costs associated with delayed maintenance.

Policy T-#: Develop and coordinate prevention and recovery strategies and disaster response plans with regional and local agencies to protect the transportation system against major disruptions. [King County CPP and audit findings]

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Transportation Demand Management (TDM)

Transportation Demand Management (TDM) encompasses the range of actions and strategies that offer alternatives to single-occupant vehicle (SOV) travel and help to more efficiently use the transportation system. TDM focuses on more effectively using existing and planned transportation capacity, ensures the compatible use of the transportation system consistent with planned uses, helps accommodate growth consistent with community character and land use objectives, and serves to mitigate impacts and to better meet mobility needs.

Encouraging and facilitating reductions in trip-making, dispersion of peak period travel demand throughout the day, increased transit usage, and increased ride sharing are significantly less costly means of accommodating increased traffic volumes than constructing new, or widening of existing transportation facilities, such as roads and bridges, to accommodate increased traffic volumes. Reducing the number of commute trips to work made via single occupant cars and light trucks is also an effective way of reducing automobile-related air pollution, traffic congestion and energy use.

Intelligent Transportation Systems (ITS) can be used to apply technological solutions to problems such as congestion, safety, and mobility through means such as real time feedback on travel times and alternatives. Substantial investment in ITS are continuing to be in the Puget Sound Region.

The location and supply of parking is an integral part of the local transportation system and TDM strategies as well as important to commerce and private enterprise. Inadequate parking can increase congestion on streets as people circle and hunt for available spaces. Too much parking is an inefficient use of land and can deter use of alternative travel modes, including transit. A proper balance needs to be achieved between parking supply and demand. Providing for "right size" parking ratios given a district's land use intensity and access to transit is important to community character and mobility, and can help reduce total cost of development. Satellite parking with shuttle services and collective structured parking are potential physical methods for managing and increasing the parking supply.

Policies

Policy T-#: Implement transportation demand management (TDM) programs to support mixed-use development, commercial centers and employment areas and reduce disruptive traffic impacts. [Existing Policy T-7, 65]

Policy T-#: Invest in and maintain Renton's Intelligent Transportation Systems (ITS) Program coordinated with other agencies.

Policy T-#. Incorporate TDM measures such as priority parking places for HOVs and convenient, direct pedestrian access from transit stops/stations in site design and layout for all types of development. [Existing Policy T-73, 71, 72]

Policy T-#: Educate employers about their commute trip reduction obligations under the City of Renton's Commute Trip Reduction (CTR) Ordinance and CTR Plan.

Policy T-#. Regularly review and refine parking ratios that account for existing parking supply, land use intensity, and access to transit. [Existing Policy T-66, 70 and objective T-R]

Policy T-#. Encourage shared and structured parking in downtown Renton to achieve land use and economic development goals as expressed in the City Center Community Plan and to coordinate parking for the benefit of the district businesses and residents. [Existing Policy T-69]

Street Network

Inventory

State highways such as I-405, SR-900 (Sunset Boulevard), SR-169 (Maple Valley Highway), SR-515 (Benson Highway), and SR-167 (Rainier Avenue) are integral elements of Renton's arterial system as well as routes for regional commuters. These five interstate, freeway, and state highways converge in central Renton within a half mile radius of each other. This results in a complex traffic flow as

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regional and local trips interact within a relatively short distance. Local arterial streets link commercial, industrial, and residential neighborhoods to the freeways and state highways. Within neighborhoods, local access streets provide internal circulation and connections to the arterials. Local access streets primarily provide direct access to abutting land uses and are designed to discourage through traffic.

Arterials in the City of Renton are divided into three classifications that are used to identify appropriate uses, establish eligibility for road improvement funding, and define appropriate street design standards:

- Principal Arterials – streets and highways that connect major intra-city activity centers and have high traffic volumes and relatively fast vehicle speeds. The focus is on through travel instead of property access.
- Minor Arterials – streets that provide links between intra-city activity centers or between principal and collector arterials. They carry moderately high traffic volumes and vehicle speeds are typically lower than principal arterials.
- Collector Arterials – streets that distribute traffic between local streets and principal or minor arterials and provide circulation within commercial, industrial, or residential areas. The collector system distributes traffic to local streets to support property access.

A conceptual arterial map is shown in Figure T-1. Annually, the City adopts an Arterial Streets map displaying the three arterial categories above. The City hereby incorporates by reference its Arterial Streets Map dated August 4, 2014, Resolution 4222, or as thereafter amended, into this Transportation Element.

Generally, local access streets include all public streets not classified as principal, minor, or collector arterials. The City has adopted more specific street classifications in the Renton Sunset area as shown in Figure T-2.

[Reference road diet policies in City Center Community Plan? Does that have implications for roadway classifications?]

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Figure T-1. Conceptual Arterial Streets Map

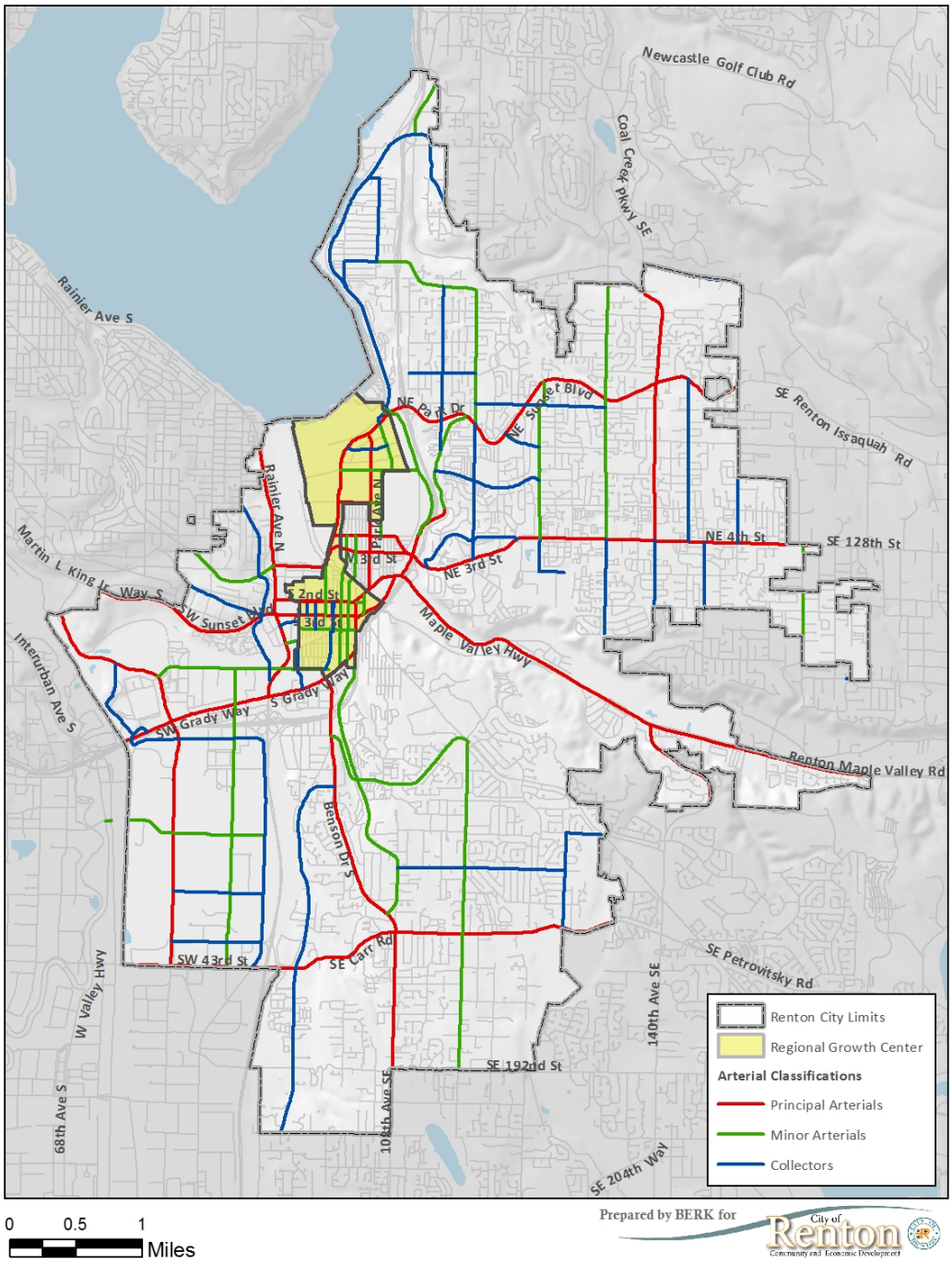
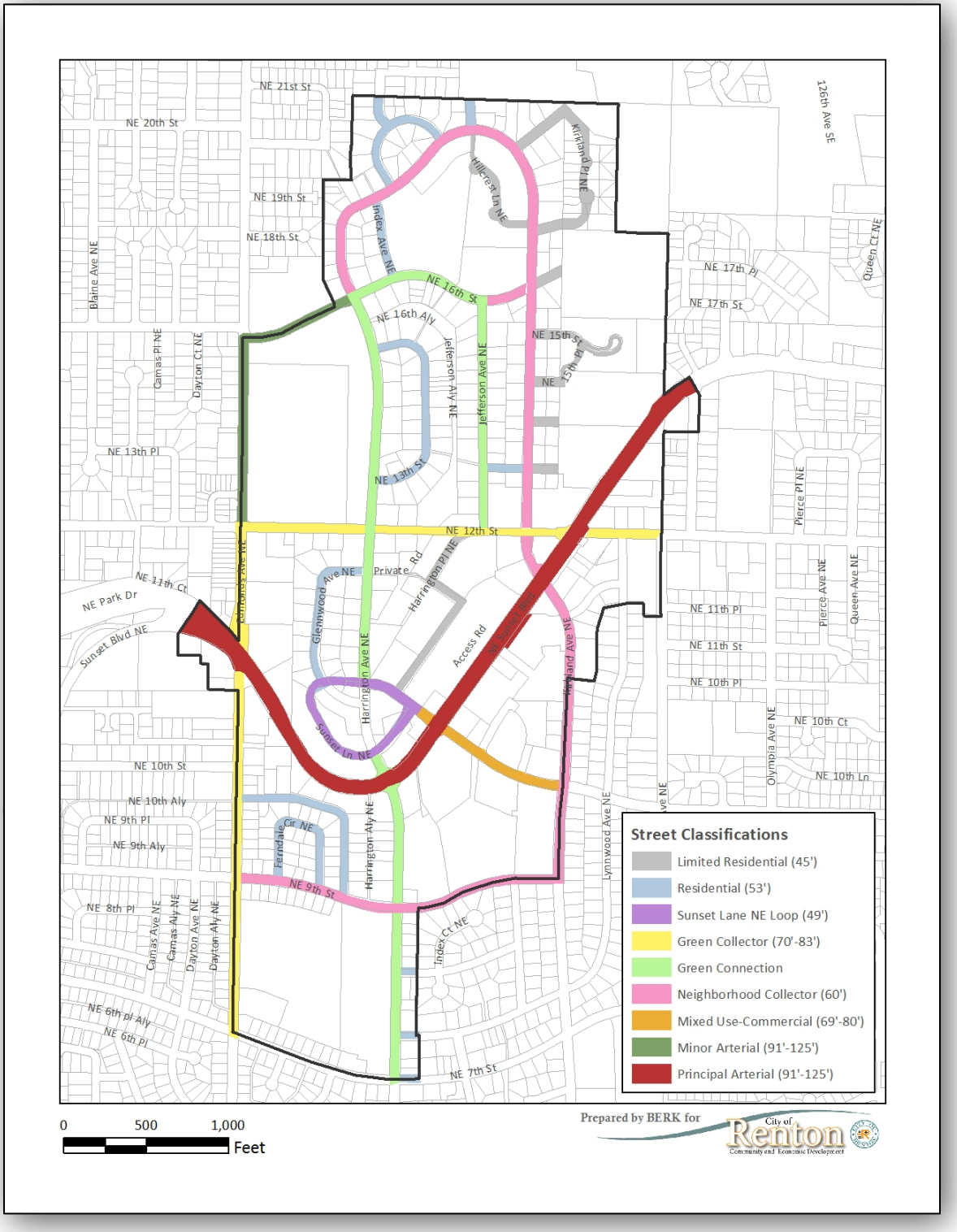


Figure T-2. Renton Sunset Area Street Classification Map



The transportation element seeks to balance local and regional mobility needs. The following policies and priorities address issues related to the street network as a system, the physical design of individual roadways, traffic flow, and traffic operations control. The intent is to reduce the amount of traffic on City streets that has neither an origin nor destination in the City of Renton while providing reasonable levels of traffic flow and mobility for users of the local street system.

Policies

Policy T-#. Work with the state and neighboring jurisdictions to provide capacity on regional transportation systems and to reduce regional traffic on local streets. [Existing policy T-17]

Policy T-#: Increase the person-carrying capacity of the Renton arterial system. [Existing goal 3 and Policy T-14]

Policy T-#: Adopt and implement street standards based on assigned street classification, land use objectives, and user needs. [Existing policy T-8, 12]

Policy T-#. Arrange the street network in a grid pattern to the extent possible. Connect internal development networks to existing streets and avoid cul-de-sacs and dead end streets. [Existing policy T-16]

Policy T-#. Support street vacations when:

- The right-of-way to be vacated is not needed for future public use;
- The right-of-way to be vacated is not needed for the interconnection of the roadway system or to maintain the function of an established street grid system;
- The abutting property owners have demonstrated a need for the street vacation; and
- The road configuration after the street vacation conforms to adopted City plans. [existing policy T-10 and T-11]

Policy T-#. Review new developments fronting on state highways in the City in accordance with WSDOT access standards for state managed access highways. [Has City implemented standards in accordance with RCW 47.50.030?]

Pedestrian and Bicycle Transportation

Investments in the non-motorized components of the City's transportation system enhance the quality of life in Renton, improve walking and bicycling safety, support healthy lifestyles, and support pedestrian and bicycle transportation modes as alternatives to the use of automobiles. Non-motorized facilities may serve both commuters and recreational users.

Inventory

The City's existing non-motorized transportation system is comprised primarily of roadside sidewalks. These facilities provide safe non-motorized mobility for both pedestrians and cyclists outside of business districts. Within business districts, sidewalks are restricted to pedestrians. Many streets were constructed before the existing code requiring sidewalks was enacted; as a result, numerous local and arterial roadways are currently without sidewalks. Some notable walkway

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deficiencies exist along sections of Maple Valley Highway (SR-169), Puget Drive, and Talbot Road South. These roadways do not currently provide safe non-motorized mobility through Renton. The *City of Renton Comprehensive* both a destination and a major transfer center. Bus service in Renton is currently provided by King County Metro and Sound Transit.

Metro provides both internal city routes and regional service. Local transit service includes RapidRide, buses, shuttles, and Dial-a-Ride (DART). The RapidRide F-line connects The Landing and Boeing plant with Downton Renton, Tukwila, SeaTac, and Burien. It connects with the regional Sounder (commuter rail) and Link Light Rail systems. Sound Transit provides regional express routes and bus connections to Sounder commuter rail service at the nearby Tukwila station. As of 2014, Renton has over 1,100 park and ride spaces located throughout the community to serve local commuters.

High Occupancy Vehicle (HOV) lanes, available to buses and vehicles with two or more occupants, currently exist north and southbound on Interstate 405 and SR-167. HOV queue jump lanes are provided at some interchange ramps in Renton.

Future Plans

VISION 2040 and Transportation 2040 call for channeling future growth into regional growth centers such as Renton and providing transit links between centers. Transit investments are critical to providing local and regional trip alternatives to single-occupancy vehicles.

Transit service and facility improvements are needed to support and encourage increased transit use in the City of Renton. Renton has been and will continue to work with King County Metro and Sound Transit to develop transit system service improvements (e.g. new routes, increased frequency) or capital investments (e.g. signal queues, park and ride facilities) to adequately serve Renton's developing residential and employment areas.

Specific transit service improvements and facilities needed to support Renton's role as a regional center The City hereby incorporates by reference: 1) King County Metro's Strategic Plan for Public Transportation 2011-2021, or as thereafter amended, and 2) Sound Transit's Sound Transit 2 (ST2) Plan adopted by the agency in 2008, or as thereafter amended.

Planned HOV facility investments, such as HOV lanes or intersection queue jumps, are planned in several Renton corridors and direct access HOV interchange ramps are planned at the following locations between 2015-2020:

- NE 3rd/NE 4th Corridor Improvements: Rechannelization and traffic signal modifications, possible transit priority signal treatments and queue jumps, seeking to meet pedestrian, transit and bicycle needs.
- NE Sunset Boulevard (SR900) Corridor Improvements from I-405 on the west to the east City limits: Channelization, traffic signal modifications, signal treatments, possible queue jumps, and access management through installation of medians, seeking to meet pedestrian, transit and bicycle needs.

These HOV investments will improve transit travel time, accessibility and reliability and contribute to a reduction in congestion and pollution by proving and attractive alternative to the single occupant vehicle.

Policies

Policy T-#: Work with other jurisdictions and transit authorities to plan and provide frequent, coordinated and comprehensive transit service and facilities in residential and employment areas. [Existing Objective T-D, T-E, T-F, Policy T-20, 21, 22, 23, 25, and 31]

Policy T-#: Support transit center/ direct HOV ramps to/from I-405 in the vicinity of the Landing (NE 8th) per the City Center Community Plan.

Policy T-#: Work to improve the speed and reliability of transit serving Renton's Downtown and promote the Downtown Transit Center as part of a

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regional high capacity transit system. [Existing Objective T-C and Policy T-24, 26, 27, 28, 30, and 35]

Policy T-#: Increase transit service and access in commercial and mixed use corridors and nodes.

Citywide Walkway Study (March 2008) addresses the sidewalks and walkways within the City and identifies a priority roster to construct "missing" sidewalk/walkway sections throughout the City.

In addition to sidewalks, Renton also has combined bicycle/pedestrian facilities along portions of Garden Avenue North and North 8th Street, and striped bicycle lanes on portions of Southwest 16th Street, Oakesdale Avenue Southwest, Duvall Avenue NE, and NE 4th Street. The *Renton Trails and Bicycle Master Plan* (2009) lists routes that have been identified as important bicycle transportation elements.

The *City of Renton Parks, Recreation, and Natural Areas Plan* (November 2011) provides an in-depth description of proposed walking, bicycle, and mixed-use trails. By nature, these types of trails are primarily used for recreational purposes and supplement the City's non-motorized transportation system; their development should be encouraged.

Future Plans

Renton's existing transportation system is oriented towards accommodating cars, trucks, and buses rather than pedestrians or bicycles. The policies and priorities of this section provide guidelines for reevaluating the existing system and making incremental improvements in the City's walking and biking environment. More facilities are also needed for bicycle storage and parking in shopping areas, employment centers and in public places. Specific recommendations on improvement projects are included in the *Renton Trails and Bicycle, Master Plan*, May 2009, hereby incorporated by reference into this Transportation Element.

Policies

Policy T-#. Coordinate transportation planning activities with the *Renton Trails and Bicycle Master Plan* and the *Parks, Recreation, and Natural Areas Plan*. [Existing Policy T-62]

Policy T-#. Enhance pedestrian and bicycle movement and safety by:

- Providing adequate separation between non-motorized and motorized traffic;
- Separating foot and bicycle traffic when possible, but giving preference to foot traffic when necessary;
- Improving arterial intersection crossings for non-motorized users;
- Minimizing obstructions and conflicts that restrict the movement of non-motorized users; and
- Providing convenient access to all transit stops and transit centers. [existing objective T-K, T-L, T-M, T-N, T-P, existing Policy T-49, 50, 51, 60, 61, existing goal 4]]

Policy T-#: Develop and designate appropriate pedestrian and bicycle commuter routes along existing minor arterial and collector arterial corridors. [Existing Objective T-O, Policy T-48]

Policy T-#: Ensure provision of safe and convenient storage and parking facilities for bicyclists. [Existing goal 4 Policy T-52, 53]

Policy T-#. Promote non-motorized travel not only as a viable means of transportation but as an important method for maintaining overall health and fitness. [Existing Policy T-64]

Transit and HOV

As Renton's population continues to grow, there is a greater need to move people efficiently on the local roadway network. A well-managed, attractive and convenient transit system reduces traffic demand by encouraging the use of alternatives to single-occupancy vehicles both for trips within the city limits and for trips to regional destinations. The following policies and priorities seek to maximize the use of transit and other alternatives to single-occupancy vehicles in Renton.

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Inventory

The Downtown Renton Transit Center is the hub of transit service in Renton. The Transit Center acts as

Policy T-#: Coordinate transit, bike and pedestrian planning efforts and evaluate opportunities to leverage investments for the benefit of more users.

Policy T-#: Construct improvements and implement actions to facilitate the flow of HOV's into, out of, and through Renton. [Existing goal 3]

Policy T-#: Support exclusive freeway/arterial HOV facilities that improve transit travel times by enabling buses to bypass congestion. [From existing transit text]

Policy T-#: Allow park-and-ride facilities in appropriate locations subject to design considerations. [Existing Policy T-32, 33, 36, 37, 38, 39]

Transportation Options and Mobility

As described in Renton's Community Needs Assessment (2014) and Housing Element lack of mobility creates obstacles for individuals and families to access the services they need. For a family with very little income, lack of mobility and transportation services can limit a household's ability to obtain basic goods and services, receive medical or dental care, commute to a job, and maintain employment. Current barriers to mobility in Renton include:

- Uneven access to public transit, with limited options for those who do not live downtown, do not commute during peak travel times, or who need to travel within Renton (instead of between Renton and other destinations in the region). The most vulnerable groups include low-income households who are unable to afford vehicle ownership, as well as residents who are unable to drive.
- Elderly residents and others with physical with personal mobility issues also face the challenge of not being able to walk longer distances to and from a bus stop, further limiting their opportunities to use public transit.
- Many pedestrian and bike routes connecting Renton's residential areas with basic services are unsafe, which further limits transportation alternatives for households without an automobile.

Policies

Policy T-#: Invest in connection of non-motorized facilities across Renton. Provide improvements at intersections to improve safety and comfort of pedestrians and bicyclists.

Policy T-#: Support transit agencies' investment in transit service to Renton neighborhoods within and beyond Downtown.

Policy T-#: Develop a connected transportation system that provides opportunities for mobility of people with special needs.

Growth Strategy, Land Use and Transportation

Renton has been designated a Core City with its designated Regional Growth Center, Transit Center, Piazza, Performing Arts Center, and transit oriented mixed use housing and commercial development. Renton's adopted Regional Growth Center boundary includes two primary sections: The northern portion borders Lake Washington and emphasizes mixed use and regional employment, including Boeing's Renton Plant and The Landing, a retail and residential development in the northern half of the center; the southern portion of the center includes the downtown core and adjacent residential area. [Will the City be incorporating its subarea plans into the Comprehensive Plans in some way? City Center Community Plan is important for multiple elements including Transportation.]

The City is obligated to meet its 2031 Growth Targets contained in the King County Countywide Planning Policies, and much of its growth capacity is in mixed use zones such as the Central Business District (CBD). The City must also estimate its growth to the year 2035 to provide the required 20-year planning period under GMA, i.e. 2015-2035. Table T-1 shows the City's growth targets, capacity, and transportation model assumptions.

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Table T-1. 2012-2035 Growth Targets: Adjustments for Growth 2006-2012

	Housing Target	Employment Target
2012-2035 Growth Target	14,050	28,755
Growth Capacity Estimated 2012	15,351	26,090-38,601
Transportation Model Assumptions [to be confirmed]	15,351	28,755

Sources: King County, Puget Sound Regional Council, BERK Consulting 2014

The City has tested the future land use in the City's transportation model, along with the City's desired mode split goals and planned transportation system improvements. The model results show the following results on both city and state facilities: [to be provided when modeling is completed.]

Policies

Policy T-#: Provide multimodal transportation improvements that support land use plans and are compatible with surrounding land uses. [Existing Policy T-1, 2, 5]

Policy T-#: Plan for land use densities and mixed-use development patterns that encourage walking, biking and transit use in designated areas.

Policy T-#: Continue to implement the following design guidelines in Renton's Regional Growth Center: [Transportation 2040, results of Audit]

- Encourage a mix of complementary land uses
- Encourage compact growth by addressing density
- Link neighborhoods, connect streets, sidewalks and trails
- Complete missing links and connections in the pedestrian and bicycle systems
- Integrate activity areas with surrounding neighborhoods
- Locate public and semipublic uses near Renton's transit center(s)
- Design for pedestrians and bicyclists
- Provide usable open spaces such as the Renton Piazza, Burnett Linear Park, Cedar River Trail, and others
- Manage the supply of parking
- Promote the benefits of on-street parking
- Reduce and mitigate the effects of parking

Level of Service Standards, Design, and Concurrency

Transportation concurrency – ensuring the programs, projects, and services needed to serve growth are in place when or soon after growth occurs – is a key requirement of the Washington State Growth Management Act (GMA). The City established the following objectives for its multimodal concurrency system:

- Be defensible and meet requirements of GMA
- Be meaningful to measure transportation system versus development
- Be simple to explain
- Be simple and cost efficient to implement and monitor
- Incorporate other travel modes
- Be receptive to various transportation demand management (TDM) and parking strategies
- Potential for different standards for different parts of the City
- Help fund/implement multimodal transportation improvements
- Provides a basis for interjurisdictional coordination on transportation

Following a review of different systems and methods, the City developed a multimodal LOS and concurrency system for the following modes of travel meeting the objectives:

- motor vehicles (single- and multi- occupancy)
- transit
- nonmotorized (bicycle and pedestrian)

[Placeholder for description of multimodal LOS and concurrency approach. See separate issue paper.]

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LOS standards guide the types of street, pedestrian, bicycle, and transit improvements needed to meet planned levels of growth. [Placeholder for description of needed improvements within 6 and 20 years.]

The transportation system's quality of design, sensitivity to human needs, and integration with the surroundings impact the City's urban character and quality of life. Transportation improvements should be designed accordingly.

Policies

Policy T-#: Ensure adequate transportation facilities are in place at the time of development approval or that an adopted strategy is in place to provide adequate facilities within six years. [Existing policy T-3, T-4]

Policy T-#: Ensure that new development contributes its fair share of the cost of transportation facilities, programs and services needed to mitigate growth related transportation impacts.

Policy T-#: Maintain a multimodal level of service that maximizes mobility, is coordinated with level of service standards of adjacent jurisdictions, and meets concurrency requirements. [Existing policy T-13]

[Insert multimodal LOS policy language here]

Policy T-#: Incorporate multiple transportation modes in concurrency determinations. [RCW 36.70A.00(b) and 36.70A.180, MPP-DP-54, 55, 56]

Policy T-#: Encourage development that can be supported by transit and other non- single occupant vehicle modes. [MPP – DP-56]

Policy T-#: Design transportation facilities to fit the neighborhood context. Apply urban design principles. [MPP-T-20, 21]

Freight

Safe and efficient movement and distribution of goods is important for attracting and retaining businesses in the City of Renton.

Inventory

Truck and rail freight are important to the regional and local economy. The Washington State Freight Mobility Plan (2014), hereby incorporated by reference, identifies that the City contains truck freight routes important to the state economy, including but not limited to:

- T-1 freight corridors that carry more than 10 million tons per year
- T-2 freight corridors that carry 4 to 10 million tons per year

Figure T-3 identifies the state designated freight routes.

The City has a system of truck routes for trucks weighing over 26,000 pounds gross vehicle weight. In accordance with the City's truck route ordinance, trucks needing to make deliveries off of the designated truck routes are required to take the most direct arterial route to/from one of the designated truck routes and to combine multiple trips off designated truck routes when feasible. The truck route ordinance does not apply to the operation of Renton School District buses on designated routes, public transit on designated routes, garbage trucks, city maintenance vehicles, or emergency vehicles.

Freight rail service is currently available to several industrial and commercial areas of the City. Existing rail lines bordering the City of Renton include the Union Pacific (UPRR) and Burlington Northern Santa Fe Railroad (BNSF) main line tracks between Seattle and Tacoma.

The BNSF main line runs in a north-south direction and is located along the City of Renton's western city limits, separating Renton from the City of Tukwila. The BNSF main line carries a considerable volume of freight service, as well as passenger service. Two spur lines provide intermittent, as-needed freight service from the main line to the Renton Valley industrial area (southwest Renton) and the Container Corporation of America plant in the Earlington industrial area. The BNSF 18th Subdivision Branch Line splits from the BNSF main

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line at the Black River Junction, and continues through downtown Renton and the North Renton industrial area before continuing along the east side of Lake Washington and connecting back with the BNSF main line in Snohomish County. Spur tracks off of the branch line provide freight service to the Earlington industrial area in west central Renton. Two spur tracks serve the North Renton industrial area north of downtown Renton.

The UPRR mainline track, located 200 to 300 feet west of the BNSF mainline and Renton's City limits, also runs in a north-south direction. The UPRR mainline is a single track, carrying a somewhat lower level of freight-only service. [Any specific issues at at-grade intersections and traffic queues/safety/ non-motorized?]

The infrequent use of the spur tracks and branch lines within city limits results in minimal disruption to vehicular traffic movement in Renton. Future land use development is not anticipated to result in a significant increase in rail freight service in Renton. [Any blockage of traffic or trails with the spur tracks?]

The following policies and priorities seek to balance the needs of freight (trucks and trains) with the needs of other users of the local street network.

Policies

Policy T-#. Work with local, regional, state and federal agencies to address regional freight needs and mitigate local impacts. [Existing Policy T-82, 85]

Policy T-#. Maintain and improve freight access to and from Renton industrial areas. [Existing goal 7, Objective T-X, Objective T-W]

Policy T-#. Minimize the impact of freight traffic on transportation facilities and general traffic circulation. [Existing objective T-X, goal 7, Policy T-81]

Policy T-#. Limit heavy through truck traffic to designated truck routes. [Existing Policy T-79]

Policy T-#. Support railroad crossing improvements that minimize maintenance and protect the street surface. Where warranted, provide protective devices, such as barriers and warning signals, on at-grade crossings. [Existing Policy T-83, 84]

Policy T-#: Through ITS measures, improve rail crossings and reduce delays.

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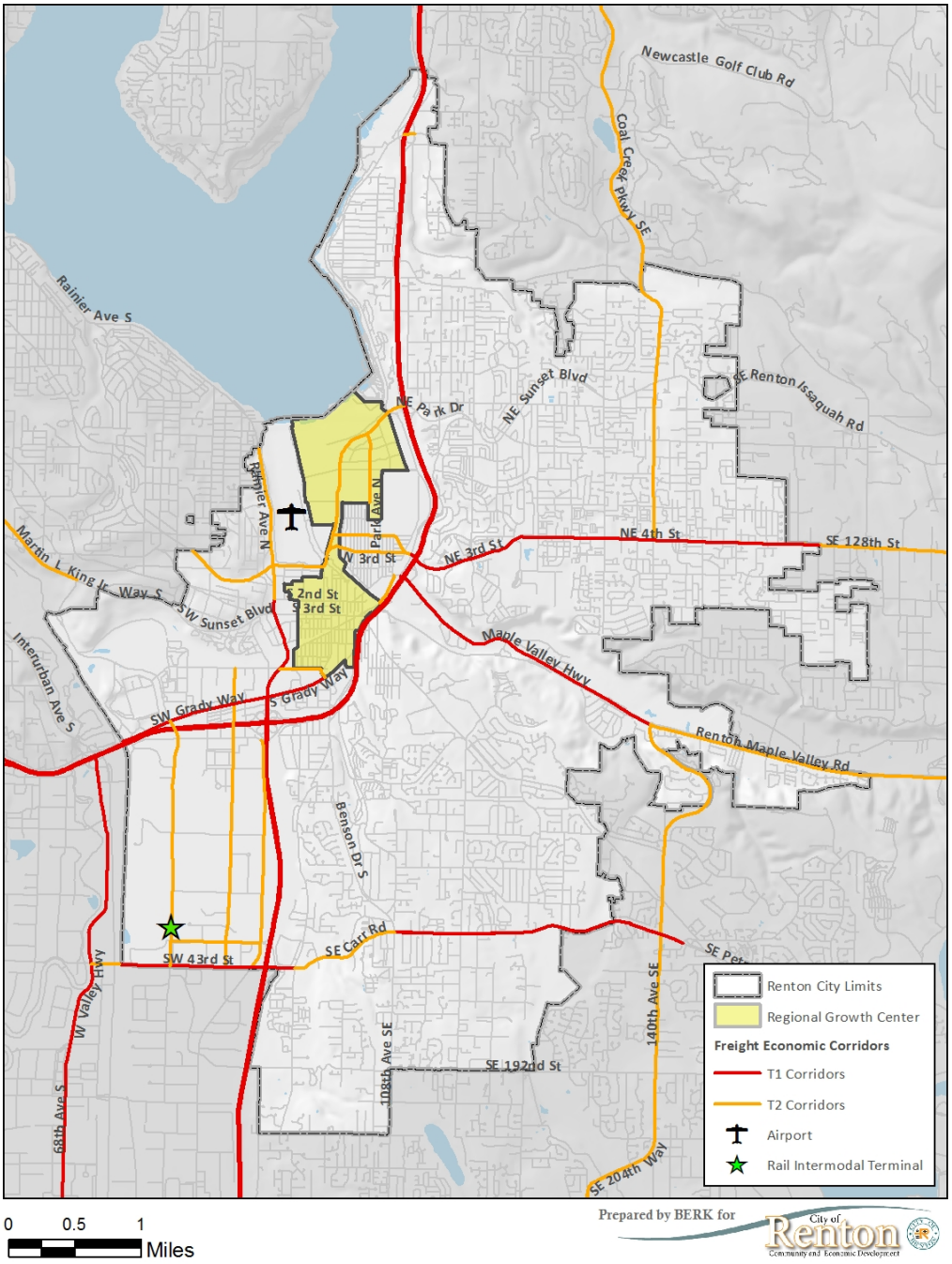
Figure T-3. State Freight Routes in Renton



Airport

The Renton Municipal Airport is a major general aviation airport in the Puget Sound area. As a Reliever Airport for SeaTac International Airport, it is an important regional component of the National Plan of Integrated Airport Systems. Both federal and state government recognize its importance as part of the transportation system and require the City to protect and maintain it so that it can be used safely. Renton's Airport is more than a transportation facility. It is a vital element to Renton's commercial and industrial economy, providing aircraft services, manufacturing support, flight training, and other airport activities.

According to the 2012 WSDOT Aviation Economic Impact Study, four airports in Washington State account for the greatest economic impact:

> *The most significant overall finding is that the statewide economic impacts attributable to airports are substantial, but heavily concentrated in just four facilities - the three major Boeing activity centers (Paine Field, Boeing Field, and Renton Municipal) and Sea-Tac, which is the principal commercial airline hub in the state and ranked 17th nationally in terms of annual enplanements. ****
>
> *Combined, they account for 91% of total jobs and 95% of total statewide output attributable to individual airport activity. Each of these facilities is estimated to support at least 10,000 jobs and more than $5 billion of economic activity.*

Inventory

The Renton Municipal Airport is owned by the City of Renton. The Airport consists of approximately 165.5 acres; it has one runway with two parallel taxiways. The Airport is formally designated as a Reliever Airport in the Federal Aviation Administration's National Plan of Integrated Airport Systems and the Puget Sound Regional Council's Regional Airport System Plan.

The runway, running southeast to northwest, is 5,379 feet long and 200 feet wide. It is equipped with medium intensity runway lighting, runway end identification lighting (REIL), and precision approach path indicators (PAPI). Taxiways are lighted, and there is a rotating beacon, a windsock, and a non-directional radio beacon. The Federal Aviation Administration operates a contracted Air Traffic Control Tower year round during established hours (generally 7 a.m. to 8 p.m.).

The Renton Airport serves general aviation demand (i.e., all aviation uses except schedule commercial passenger airlines and military operations) generated by Renton, as well as by other communities generally within a 30-minute drive. Aircraft services available at the Airport include aircraft maintenance and service, fuel, flight instruction, aircraft charter and rental, and aircraft storage. Fixed base operators (FBO's), which are aviation-oriented businesses offering a variety of services and products to aircraft owners and operators, provide these services to the aviation public.

Contiguous to the Renton Airport is the Will Rogers-Wiley Post Memorial Seaplane Base, which during the summer months is one of the busiest seaplane bases in the Northwest.

The Renton Municipal Airport is a Landing Rights Airport, with US Customs services available for both floatplane and wheeled aircraft arriving by water or by land.

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Future Plans

The Airport Layout Plan (2009) establishes future development and improvement priorities and timelines that will yield a safe, efficient, economical, and environmentally acceptable public facility with capacity for the future air transport needs of the City of Renton and the Puget Sound region.

The number of aircraft and the number of operations are projected to grow only modestly in the coming decades; however, the region has a large unmet need for hangars for aircraft storage. Should Boeing further reduce its presence on the Airport, the Airport would be ideally located to provide additional aircraft storage for King County aviators.

Policies

Policy T-#: Acknowledge that there are certain costs to the community associated with the existence of the Renton Municipal Airport, such as noise generation, but that these costs have historically been accepted by the community in exchange for the economic and transportation-related benefits and the civic prestige that are also associated with the Airport. [Existing policy T-74]

Policy T-#: Recognize the significance of the Airport for economic development. [Policy recommendation from Commerce]

Policy T-#: Maximize available space on the Airport site for uses that require direct access to taxiways and runways. [Existing objective T-T]

Policy T-#: Continue operation of the Airport as a Landing Rights Airport. [Existing objective T-U]

Policy T-#: Recognize the benefit of Airport access for emergency medical and disaster response in the community. [Policy recommendation from Commerce]

Policy T-#. Promote and develop Airport facilities and services for all wheeled and float-equipped aircraft, owners, pilots, and passengers in a manner that maximizes safety, efficiency, and opportunity for use. [Existing policy T-75]

Policy T-#. Lease Airport property for aviation-related uses that create jobs and expand the City's tax base. [Existing policy T-76]

Policy T-#. Maintain the northern shoreline of the Airport as the only publicly-owned seaplane access and protect its use for that purpose. [Existing policy T-77]

Policy T-#. Develop appropriate land use plans and regulations for structures and vegetation within the Airport's runway approach zone. [Existing policy T-78]

Finance, Investment and Implementation

This section contains details of transportation revenue sources that the City can reasonably expect to receive during the life of the transportation plan. Revenue sources contained in the Financial Program vary widely in terms of the amounts available and the types of projects for which they may be used. In most cases, individual transportation projects are funded by a combination of funding sources, reflecting the fact that transportation projects have multiple purposes and serve multiple beneficiaries.

Transportation Improvements

[Include 20-year projects to support the impact fee program and new multimodal program as part of concurrency. Or include in Capital Facilities Element? Address when modeling and LOS approach is defined.]

Transportation Program Costs

In emphasizing multiple travel modes, this plan requires resources to be spread and balanced among all modes. The total cost of funding the transportation plan outlined in previous sections for the next 20 years (2015-2035) is estimated at **$INSERT.** Renton's share of the costs for the various components of this plan are summarized in Table **INSERT**. The estimated costs do not include transportation projects that are the responsibility of the state, King County, transit authority, or other cities. Ongoing transportation planning work will include continued refinement of the 20-year transportation plan and costs.

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Inventory of Funding Sources

Having established a 20-year transportation funding level of $ **INSERT** , an annual funding level of $ **INSERT** can be determined. Sources of revenue to provide this annual funding need are identified on Table **INSERT**. [Insert dollar figures when transportation model and proposed transportation improvement program supporting multimodal LOS is confirmed.]

The following sources of revenue are available for transportation plan implementation:

- Business License Fee – expected to contribute XX% of future annual funding.
- Half-Cent Gas Tax – expected to contribute XX% of future annual funding.
- Grants – expected to contribute XX% of future annual funding.
- Transportation Impact Fees consistent with Rate Study for Impact Fees for Transportation, Parks, and Fire Protection (2011 or as thereafter amended) – expected to contribute X% of future annual funding.

The above revenue sources are projected to remain approximately the same over the next 20 years, though trends in transportation financing could affect the City of Renton's transportation revenue. The trends include:

- Declining revenue available from several existing sources, such as the half-cent gas tax;
- Transportation needs growing faster than available revenues;
- Local, state, and federal requirements on transportation improvements lengthening the design process and increasing cost;
- The undetermined potential for new funding sources; and,
- The continued inability of regional agencies to address regional transportation needs.

Ongoing transportation planning work will include a review and update of current revenue sources to reflect federal, state, and regional decisions regarding these revenue sources. Should the City's transportation funding approach result in shortfalls, the City will reassess its land use plan, level of service standards, and funding strategies, accordingly.

This Element provides a summary of six and 20-year transportation system proposals (see Level of Service Standards, Design, and Concurrency) needed to support the land use plan. The City has developed a six-year Transportation Improvement Program (TIP) that details projects and funding by year for 2015-2020, and is hereby incorporated by reference [We assume that readoption of new TIPs would need to be adopted regularly for consistency, and have not referred to "or as further amended here."] See also the Capital Facilities Element that summarizes the Six-Year TIP. [Assumes CFP will continue to summarize 6-year plans and funding. Also need the full 20 year list referenced or incorporated for impact fee and multimodal concurrency purposes.]

Policies

Policy T-#: Ensure the transportation system funding and implementation program supports land use policies and distributes transportation costs equitably. [Existing goal 8]

Policy T-#: Pursue federal, state and local sources of funding (e.g. loans, matching funds) for transportation improvements in an efficient and equitable manner. [Policy T-88, Objective T-Y]

Policy T-#: Use business license fees and impact fees charged to new development to fund growth related traffic improvements. [Policy T-86]

Policy T-#: Coordinate equitable public/private partnerships to help pay for transportation improvements. [Policy T-87]

Policy T-#: Seek opportunities for multi-jurisdictional cooperation to fund transportation improvements (e.g. joint transportation mitigation systems or funding mechanism to address impact of growth outside municipal boundaries on the City's transportation system). [Policy T-89 and T-90]

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Policy T-#: Expedite implementation of transportation projects that protect neighborhoods against the impacts of through traffic, improve HOV flow, increase transit service, and enhance pedestrian and bicycle facilities. [Revised Objective T-Z]

Policy T-#: Reassess the land use element, level of service standard, and funding strategies if probable funding falls short of meeting existing needs and to ensure that the land use element, transportation plans, and financing plan are coordinated and consistent.

Intergovernmental Coordination

A significant amount of travel that occurs in Renton is regional in nature – with either the origin or destination (sometimes both) outside city limits. Effectively managing flow within and through the City requires extensive coordination with neighboring jurisdictions, transit service providers, and regional, stat, and federal entities.

Policies

Policy T-#: Develop and maintain relationships between Renton and other agencies and local jurisdictions for cooperative planning of common transportation improvements. [Existing goal 10]

Policy T-#: Continue to coordinate Renton's Transportation Element with adjacent jurisdictions' transportation and land use goals, countywide policies, regional land use and transportation plans, and statewide goals outlined in the GMA. [Existing text]

Policy T-#: Pursue strategies to address inconsistencies (i.e. interlocal agreements) and adjust Renton's Transportation Element, as needed. [Existing text]

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