



## TRANSPORTATION ELEMENT



### Introduction

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

Ownership, control, development and maintenance of public rights-of-way are primary functions of city government. Transportation investments shape 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 increasing difficulty of generating greater 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 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 Downtown Business District – serves as a key hub for the region's long-range multimodal transportation system, and also provides major civic, cultural, and employment centers.

This Transportation Element assists the City of Renton in coordinating transportation and land use planning within its municipal boundaries, guides 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 High Occupancy Vehicles (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]*

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 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]

**Policy T-#:** Support transportation modes and technologies that are energy-efficient and improve system performance [Response to PSRC per MPP-T-6]

### **Maintenance, Management and Safety**

The design, construction, operation and maintenance of the transportation system impacts long-term use and safety for all 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]

**Policy T-#:** Use techniques such as coordinating signal timing to optimize the performance of the transportation network.

### **Transportation Demand Management (TDM)**

Transportation Demand Management (TDM) focuses on more effectively using existing and planned transportation capacity, ensures compatibility with planned uses, helps accommodate growth consistent with community character and land use objectives, offers alternatives to single occupancy vehicle

(SOV) travel and serves to mitigate impacts and better meet mobility needs.

Reducing trip-making, dispersing peak period travel demand throughout the day, and increasing transit usage and ride sharing are significantly less costly means of accommodating increased travel demands than constructing new or widening existing transportation facilities. Reducing the number of trips made via single occupant vehicles 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. Substantial investment in ITS – such as signs and internet sites providing real time feedback on travel times and alternatives – continues in the Puget Sound Region. The City is currently developing plans to implement an adaptive signal control system (ACSC) along the SW 43rd Street/Carr Road/Petrovitsky Road corridor.

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 based on a district’s land use intensity and access to transit is important to community character and mobility, and can help reduce total costs of development. Satellite parking with shuttle services and collective structured parking are potential physical methods for managing and increasing the parking supply.

Opportunities to reduce SOV travel are particularly found in Renton’s mixed use centers. Regional plans call for Regional Growth Centers such as Renton’s to work towards



reducing SOV shares. In 2014, PSRC estimated the following work trip mode shares in Renton's Regional Growth Center as of a 2010 base year (percentages are rounded):

- SOV: 82%
- HOV: 9%
- Walk and Bike: 3%
- Transit: 7%

#### **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-#:** Through investments in non-motorized facility connections, collaboration with transit providers, and commute trip reduction programs with employers, encourage a reduction in drive alone work trip shares to below 75% during the period 2010 to 2035. [Response to PSRC Comments]

**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 to 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 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. Minor arterials 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.

Generally, local access streets include all public streets not classified as principal, minor, or collector arterials.

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. The City has adopted more specific street classifications in the Renton Sunset area as shown in Figure T-2.

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]

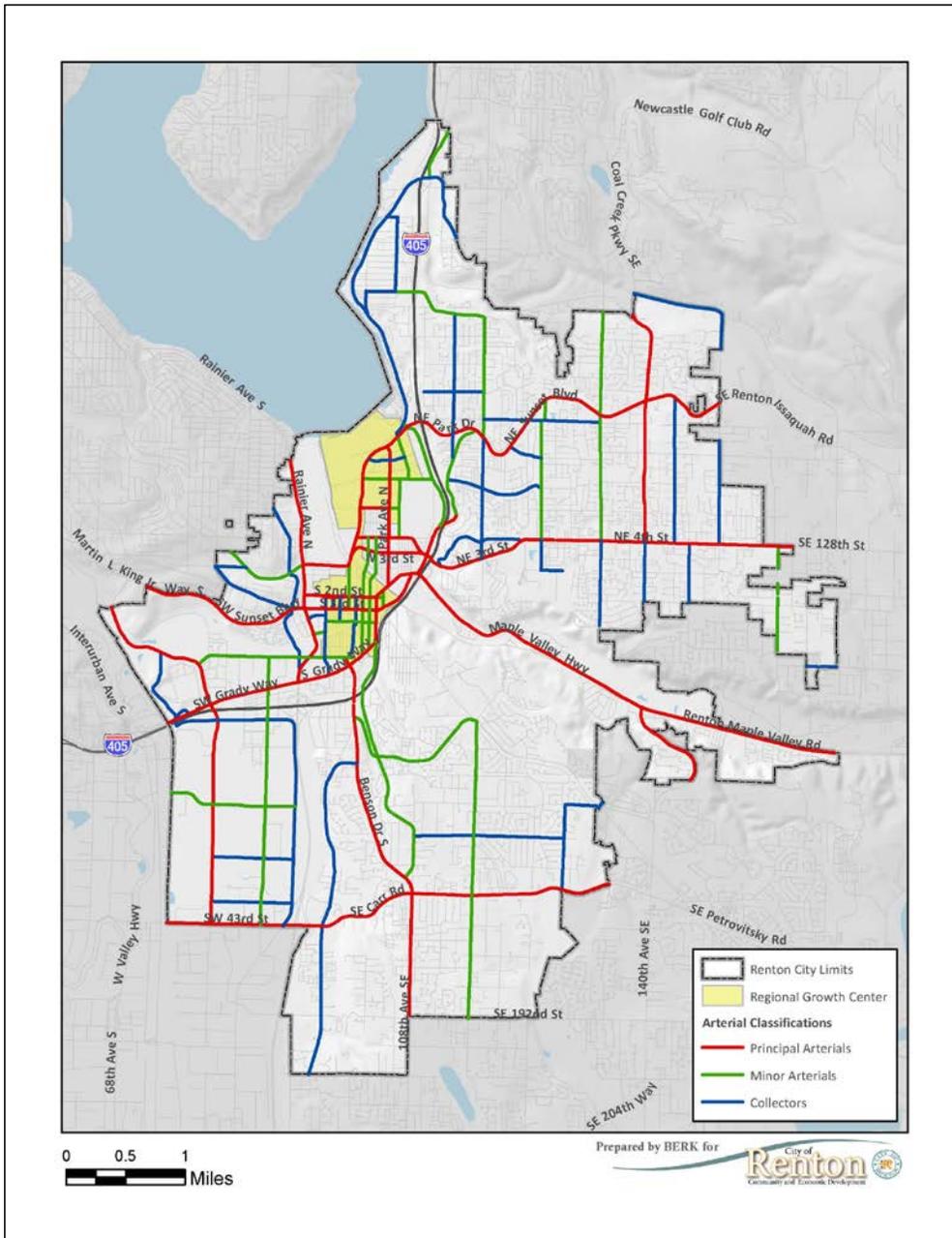
**Policy T-#.** Support street vacations when:

- 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.



Figure T-1. Conceptual Arterial Streets Map





### 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 serve commuters and recreational users.



Source: Cedar River Trail, Renton Trails and Bicycle Master Plan 2009

#### Inventory

The City's existing non-motorized transportation system is comprised primarily of roadside sidewalks. These facilities provide safe non-motorized mobility for 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 deficiencies exist along sections of Maple Valley Highway (SR-169), Puget Drive, and Talbot Road South. The *City of Renton Comprehensive 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 8<sup>th</sup> Street, and striped bicycle lanes on portions of Southwest 16<sup>th</sup> Street, Oakesdale Avenue Southwest, Duvall Avenue NE, and NE 4<sup>th</sup> 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) and 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.

### Inventory

The Downtown Renton Transit Center is the hub of transit service in Renton. The Transit Center acts as both a destination and a major transfer

center. Bus service in Renton is currently provided by King County Metro and Sound Transit.

Metro provides 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 Downtown 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. Rainier Avenue has business access and transit only (BAT) lanes.

### 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) and 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. The City is very supportive of Sound Transit's proposal to add Bus Rapid Transit (BRT) to the I-405 corridor, including direct HOV ramps at a new interchange at NE 8th Street.

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 and 2020:

- SW 43rd Street/Carr Road/Petrovitsky Road Corridor Improvements: Implement adaptive signal control system (ACSC) along corridor which also will support transit operations. The system may be expanded to include transit signal priority if King County Metro would provide a BRT route to the corridor.
  - NE 3rd/NE 4th Corridor Improvements: Implement projects at locations along this arterial corridor to improve traffic operations including revising/adding turn lanes, access management, and traffic signal modifications. Projects will upgrade pedestrian and bicycle facilities. Project to consider transit signal priority enhancements and queue jump lanes to improve transit reliability.
  - NE Sunset Boulevard (SR 900) Corridor Improvements from I-405 on the west to the east City limits: Reconstruct arterial to enhance pedestrian and bicycle facilities and transit facilities/develop street to latest adopted Principal Arterial street standards. The City is also discussing extension of BRT to this corridor, which would connect the Sunset Area with The Landing, Boeing, and other employment centers.
  - Grady Way Corridor Improvements from Lind Avenue to Main Avenue: Reconfigure traffic lanes and add turn lanes and other traffic signal improvements to enhance traffic operations and transit reliability.
- These HOV investments will improve transit travel time, accessibility and reliability and contribute to a reduction in congestion and pollution by providing an 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 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 frequency and reliability of transit serving Renton's Downtown and promote the Downtown Transit Center as part of a 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.

**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. 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 and has a Regional Growth Center called the Renton Urban Center. Renton’s adopted Urban 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; the southern portion of the center includes the downtown core and adjacent residential area.

The City is obligated to meet the 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. Table T-1 shows the City’s growth targets, capacity, and transportation model assumptions.

**Table T-1. Growth Targets**

	Housing Target	Employment Target
2012-2035 Growth Target per 2014 Buildable Lands Report	14,050	28,755
Growth Capacity Estimated 2012 BLR and Land Use Element Update	15,351-16,741	26,090-31,076
Transportation Model Assumptions	16,741	31,076

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

The City has tested the future land use, desired mode split, and planned transportation improvements in the City’s transportation model. The model results show the following 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, design, and operate streets to enable safe and convenient access and travel for all users including pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers, and to foster a sense of place in the public realm with attractive design amenities.

[Response to PSRC, MPP-T-14-16; RMC 4-6-060]

**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.

**Policy T-#:** Prioritize multimodal transportation investments in Renton's Urban Center.

[Response to PSRC MPP-T-12]

### 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:

- Meet requirements of GMA and be defensible
- 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
- Consider the potential for different standards for different parts of the City
- Help fund/implement multimodal transportation improvements
- Provide 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)



The multimodal LOS system would address the following scales: 1) citywide, 2) community planning area, and 3) development level.

The primary component of the system is a plan-level estimate of person trips by mode based on the land use forecasts. Person trips are the number of persons making trips by various modes of travel. Bicycle and pedestrian trips typically involve one person, thus one person trip. But motor vehicles often have more than one occupant. For example, if the average vehicle occupancy was 1.3, and a concurrency service area (like a community planning area) had 1,000 p.m. peak vehicle trips, the person trips would be 1,300. Similarly, if a transit vehicle carries 65 passengers, there would be 65 person trips. Using person trips provides a common metric for use in concurrency and also assessment of transportation impacts or mitigation fees.

To ensure that growth is occurring in a pattern and intensity proposed by the Land Use Element, the person trips could be tracked by

consolidated Community Planning Areas that share a common circulation system and that do not place undue administrative burden.

The last component of the LOS program is at a development scale. Applicants for development would need to provide an analysis of the effect on their proposed development on safety, operations and local access considering a measurement of delay per vehicle of LOS D or LOS E mitigated using Highway Capacity Manual definitions. See Table T-2 for a description of the key steps in the LOS and Concurrency system.

LOS standards guide the types of street, pedestrian, bicycle, and transit improvements needed to meet planned levels of growth. The list and map of planned transportation system improvements are presented in Table T-Y and Figure T-4, later in the Transportation Element.

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.



Table T-2. LOS/Concurrency Program

Program Component or Characteristic	Attributes
Person Trips	Person trips are the number of persons making the same trip in the same mode of travel. Using person trips provides a common metric for use in concurrency and also impact or mitigation fees.
Multimodal Levels of Service	<p>Person trips will be calculated for the following modes of travel:</p> <ul style="list-style-type: none"> <li>• motor vehicles (single- and multi- occupancy)</li> <li>• transit</li> <li>• nonmotorized (bicycle and pedestrian)</li> </ul>
Multiple Service Areas	<p>The City will monitor trip banks to specific service areas, such as consolidated Community Planning Areas, that reflect differences in transportation opportunities, needs and capacities, as well as differences in existing and future land uses.</p> <p>However, the City will determine system needs and collect fees at a citywide scale in order to preserve the City's flexibility to prioritize projects, and to avoid creating smaller accounts that do not collect enough to fund any projects before the legal deadlines to spend the money or refund it.</p>
Trip Calculator, Fee Calculator, Trip Bank	<p>Applicants will provide the type(s) of land uses they will develop, and the number of units they propose for each type (i.e., # of apartments, or # of square feet of retail, office, etc.). The Trip Calculator will convert the applicant's data to the number of person trips in their service area using trip generation rates. The trip calculator results will be used for concurrency by comparing the applicant's person trips to the balance available in the trip bank for each mode. The trip calculator results will be used for fee calculations by multiplying the applicant's person trips for each mode times the fee per trip for each mode.</p>
Multimodal Mitigation Fees	<p>A separate SEPA-based mitigation fee schedule will collect each applicant's proportionate share of their direct impact on the other modes of travel.</p> <p>Strategies such as TDM and parking can earn credits that reduce the mitigation fees.</p>
Safety, Operations and Local Access Analysis	<p>Applicants for development that will generate more person trips than designated thresholds we will develop will be required to submit an analysis of the effect on their proposed development on safety, operations and local access.</p>



■ **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]

**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-#:** Apply the following multimodal LOS standards at a citywide level, community planning area level, and development level: [See White Paper for discussion]

**A. Citywide Person Trips:** Based on the City's land use and growth strategy, establish a citywide level of person trips by mode, and support each mode with capital improvements and programs. The general mode categories include: motor vehicle trips, transit trips, and non-motorized trips.

**B. Community Planning Area Trips:** Through the concurrency review process, track person trips by the following areas to monitor if growth is occurring in relation to the Land Use Element and planned Transportation and Capital Facility Plan investments. If growth is occurring in a different pattern than planned, consider the effect on operational LOS and determine if the Comprehensive Plan land use, LOS or capital investments should be amended.

1. West Hill/City Center/Cedar River Community Planning Areas
2. Valley Community Planning Area
3. Talbot/Benson/Fairwood Community Planning Areas
4. Kennydale/Highlands/East Plateau Community Planning Areas
5. Adopted planned action areas: Track vehicular trips per City-adopted Planned Action ordinances

**C. Operational LOS:** Though the SEPA review process, apply the following operational LOS standard at intersections that could be impacted by a proposed development:

1. **Arterials and Collectors:** Except as listed in C.2, apply a standard of LOS D.
2. **Alternative Arterial and State Route LOS:** Apply a standard of Level of Service E Mitigated for the following:
  - **Specific Corridors:** Carr Road, Logan Avenue, Rainier Avenue, Grady Way, SR 900 and SR 515.
  - **Centers:** Renton Urban Center and Center Village
  - For the above Corridors and Centers, Congestion should be mitigated (such as increasing transit or other modes) when the p.m. peak hour LOS falls below LOS "E." [Response to PSRC Comments]

**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]

**Policy T-#:** Support continued development of the 27th/Strander Corridor into Tukwila.



## 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 T-1 freight corridors (those carrying more than 10 million tons per year), T-2 freight corridors (carrying 4 to 10 tons per year), and other freight routes within the City that are important to the state economy. 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 school buses or 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 18<sup>th</sup>

Subdivision Branch Line splits from the BNSF main 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.

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.

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.

**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



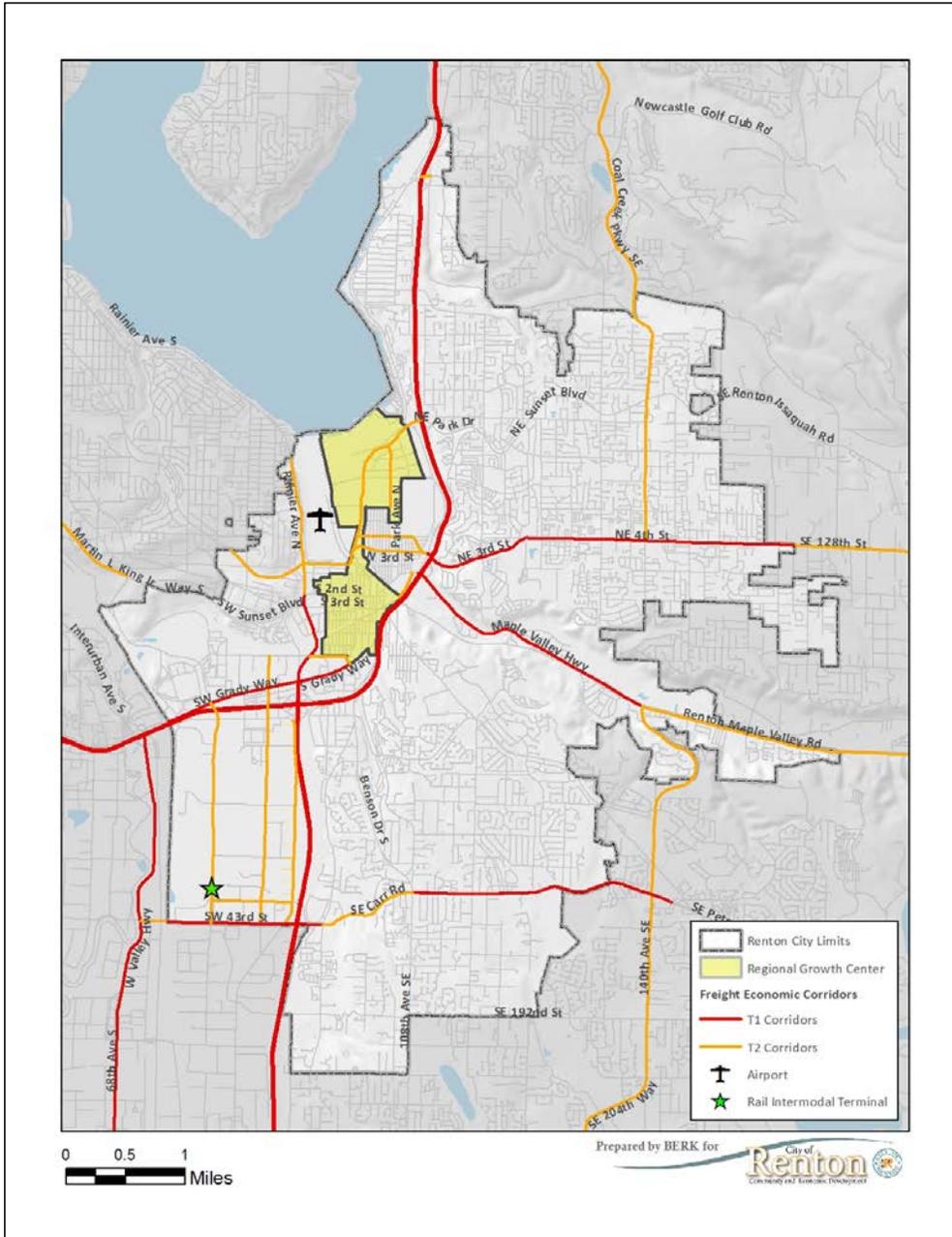
warning signals, on at-grade crossings. [Existing Policy T-83, 84]

**Policy T-#:** Work to improve rail crossings and reduce delays through implementing ITS measures,

DRAFT



Figure T-3. State Freight Routes in Renton





## Airport

The Renton Municipal Airport is a major general aviation airport and a designated Reliever Airport for SeaTac International Airport in the Federal Aviation Administration's 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.*

The airport is a self-sufficient enterprise fund within the City's operations.

### 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 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 (aviation uses except scheduled commercial passenger airlines) generated by Renton, Boeing, and 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.

#### 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.

The airport has begun a comprehensive Master Plan update scheduled to be completed in the spring of 2016.

#### ■ Policies

**Policy T-#:** Acknowledge that there are certain impacts 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 regional 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

Table T-3 and Figure T-4 summarize the City of Renton's identified multimodal roadway system improvements needed to address capacity and operational issues based on the forecast travel demands. The project table and map include a project number for reference. The table is generally organized by Community plan area, starting with the Kennydale Planning Area in the north part of the City.

In addition, the table includes programs covering pedestrian and bicycle travel consistent with the City's other adopted plans, such as the *Renton Trails and Bicycle Master Plan* (May 2009).



Programs covering preservation, ITS, safety, and transportation project development are also included. Without programs addressing these items, the City's existing infrastructure will be less efficient and ultimately will cost more to reconstruct transportation facilities.

Key improvements from other agencies including WSDOT, Sound Transit, King County, and adjacent cities are also included in the list to illustrate the interdependence of Renton's transportation element within the regional and sub-regional framework.

To better support use of alternative travel modes, most of the identified roadway improvements include facilities for pedestrians, and others also include improvements for bicycle travel and improving transit service reliability.

The roadway projects focus on improving traffic safety and operations along major corridors. These include adding turn lanes (including center, two-way left-turn lanes) and upgrading traffic signals at major intersections. These

include projects along Lake Washington Boulevard, Sunset Boulevard, Grady Way, Carr Road/Petrovitsky Road, and 116th Avenue SE.

The only project that adds additional travel lanes for a significant distance is the widening of Monster Road between Oaksdale Avenue and Martin Luther King Jr Way (SR 900). This project completes the 4/5 lane arterial corridor and would be constructed in partnership with King County.

The Transportation Element also incorporates improvement projects from the Community Plans and other planning studies. These include the plan to convert the one-way roadways in downtown Renton to two-way operations to support the vision identified in the City Center Community Plan. In addition, the Transportation Element includes the key transportation improvements identified in the Sunset Area Community Planned Action Study, and the Benson Hill Community Plan.



Table T-3. Transportation Improvement Projects and Programs

Project ID	Project Location (Limits)	Description	Community Planning Area
MULTIMODAL ROADWAY IMPROVEMENT PROJECTS			
1	Lake Washington Blvd/NE 44th St (May Creek Bridge to NE 48th St)	Widen arterial including upgraded pedestrian and bicycle facilities and new traffic signal.	Kennydale
2	NE 31st St (May Creek) Bridge Replacement	Replace the existing substandard bridge based on low sufficiency rating.	Kennydale
3	Lake Washington Blvd (Park Ave N to Coulon Park Entrance)	Widen existing roadway to provide additional left turn lanes.	City Center
4	Park Ave N Extension (Logan Ave N to north of Logan Ave N)	Extend Park Ave N through construction of a new 4/5 lane roadway with pedestrian and bicycle facilities.	City Center
5	Houser Way N (from N 8th St to Lake Washington Blvd)	Convert Houser Way N to two-way operation including pedestrian and bicycle facilities.	City Center
6	Rainier Ave Phase 4 (S 3rd St (SR 900) to NW 3rd Pl)	Reconstruct arterial including pedestrian improvements and traffic signal upgrades.	City Center
7	Rainier Ave Phase 5 (NW 3rd Pl to North City Limits)	Convert existing arterial to 3 to 4 lanes with pedestrian and bicycle facilities.	City Center
8	Bronson Way (S 2nd St to Park Ave N)	Rehabilitate or replace existing bridge.	City Center
9	Main Ave S/Bronson Way S Circulation (S 3rd St to Mill Ave S/ Bronson Way S)	Construct new northbound lane on Main Ave S and Bronson Way S and intersection modifications.	City Center
10	City Center One-way Street System Conversion	Convert existing one-way streets per City Center Community Plan.	City Center
11	City Center Circulation and Multimodal Enhancement Projects	Implement arterial and local roadway improvements identified in the City Center Community Plan.	City Center
12	Logan Ave Phase 2 (N 6th St to Park Ave N)	Widen arterial to include additional northbound lane, sidewalks, multi-use trail, and traffic signal modifications.	City Center
13	Grady Way (Main Ave to Rainier Ave)	Reconfigure existing travel lanes to improve traffic operations and transit reliability.	City Center
14	S 7th St (Rainier Ave S to Talbot Rd S)	Widen existing arterial and install traffic signal and additional lanes at intersection of S 7th St/Shattuck Ave.	City Center
15	Sunset Blvd NE (SR 900)	Modify arterial to improve traffic operations	Highlands - East Plateau



Project ID	Project Location (Limits)	Description	Community Planning Area
	(I-405 to NE Park Dr; Monroe Ave NE to East City Limits)	including channelization, access management, pedestrian/bicycle facilities and traffic signal modifications.	
16	Sunset Area Community Road Improvements		
16a	- Sunset Blvd (NE Park Dr to Monroe Ave NE)	Reconstruct arterial with pedestrian and bicycle facilities and transit facilities to latest principal arterial standards.	Highlands
16b	- Sunset Ln/NE 10th St (Sunset Boulevard to Glenwood Ave)	Reconstruct Sunset Ln to a 2-lane roadway and extend NE 10th St (Harrington Ave NE to Glenwood Ave NE).	Highlands
16c	- Sunset Area Green Connections	Construct multimodal improvements identified in the Sunset Area Community Planned Action Study.	Highlands
16d	- NE 12th St/Edmonds Ave	Modify intersection channelization.	Highlands
16e	- NE 12th St/Harrington Ave	Modify intersection channelization.	Highlands
17	NE 10th St (Union Ave NE to Duvall Ave NE)	Develop streets to Residential Access standards with one lane in each direction.	Highlands
18	NE 8th St (Union Ave NE to Duvall Ave NE)	Develop streets to Residential Access standards with one lane in each direction.	Highlands
19	NE 3rd St/NE 4th St Corridor (Sunset Blvd to East City Limits)	Modify intersection channelization and traffic signals and upgrade pedestrian and bicycle facilities.	Highlands - East Plateau
20	NE 6th St (Duvall Ave NE to 156th Ave SE)	Develop streets to Residential Access standards with one lane in each direction.	East Plateau
21	Duvall Ave NE (NE 4th St to Sunset Blvd)	Widen existing 4-lane arterial to provide center two-way left turn lane north of NE 7th St, as needed.	East Plateau
22	NE 2nd St (Duvall Ave NE to 156th Ave SE)	Develop streets to Residential Access standards with one lane in each direction.	East Plateau
23	156th Ave SE (NE 4th St to SE 143rd St)	Construct two-way left-turn lane and non-motorized facilities, as needed. Install signal at 156th Ave SE/ NE 142nd St.	East Plateau
24	Maple Valley Hwy (SR 169) Interim (SE 5th St to East City Limits)	Construct intersection and operational improvements. Also see WSDOT SR 169 project.	Cedar River
25	Grady Way (Rainier Ave to West City Limits)	Construct additional turn lanes at Grady Way intersections with Lind Ave and with Oakesdale Ave.	Valley
26	Lind Ave SW (SW 16th St to SW 43rd St)	Widen arterial to provide a center two-way left turn lane and upgrade sidewalks, as needed. Modify traffic signals.	Valley
27	SW 43rd St/Carr Rd(Lind Ave to	Widen SW 43rd St and East Valley Hwy to add travel	Valley - Talbot



Project ID	Project Location (Limits)	Description	Community Planning Area
	Talbot Rd S)	lanes approaching their intersection. Also see SR 167/SW 43rd St interchange project.	
28	SW 43rd St/Carr Rd/SE 176th St/SE Petrovitsky Rd (Oakesdale Ave to 134th Ave SE)	Implement adaptive signal control system (ACSC) along corridor and construct westbound right-turn lane from Carr Rd to Benson Dr SE.	Valley- Talbot - Benson
29	Talbot Rd (SW 43rd St to South City Limits)	Widen existing 2-lane roadway to provide a center two-way left turn lane, where needed, and bike lanes.	Talbot
30	Carr Rd/Petrovitsky Rd (Talbot Rd S to Benson Dr S)	Implement projects along this arterial corridor to improve traffic operations and enhance non-motorized facilities.	Talbot
31	Puget Dr SE (Jones Pl SE to Edmonds Ave SE)	Widen existing 2-lane roadway to provide center two-way turn lane, as needed.	Benson
32	Benson Rd (S 26th St to S 31st St)	Widen existing 2-lane roadway to 3-4 lanes, as needed.	Benson
33	Benson Hill Community Plan Improvements	Implement various pedestrian and bicycle enhancements as identified in the Benson Hill Community Plan.	Benson
34	116th Ave SE/Edmonds Ave SE (Puget Dr SE to S 192nd St)	Widen arterial to provide a center two-way left turn lane and upgrade sidewalks, as needed. Modify traffic signals.	Benson
35	Petrovitsky Rd (Benson Dr S to 134th Ave SE)	Implement projects along this arterial corridor to improve traffic operations and enhance non-motorized facilities.	Benson
36	Monster Rd (Monster Rd SW/Oakesdale Ave SW to MLK Way/Sunset Blvd)	Widen to 4/5 lane arterial with pedestrian and bicycle facilities. Realign intersection of Beacon Coal Mine Rd. Joint project with King County.	West Hill

#### NON-MOTORIZED TRANSPORTATION SYSTEM PROJECTS AND PROGRAMS

Lake Washington Loop Trail	Construct a shared use regional trail from the Cedar River Trail and extending to the north City limits along Airport Way and Rainier Ave N.	City Center
Lake to Sound Trail	The Lake -to-Sound (L2S) Trail is a joint partnership between the cities of Renton, SeaTac, Tukwila, Burien, and Des Moines, in coordination with King County.	City Center - Valley
Walkway/Bicycle/Trails Program	Construct sidewalks, bicycle facilities, and multi-use trails per Comprehensive Walkway Study and Renton Trails and Bicycle Master Plan.	Citywide



Project ID	Project Location (Limits)	Description	Community Planning Area
	Other Annual Walkway and Barrier-free Transition Plan Program	Construct missing sidewalks, walkways, and other pedestrian facilities based on various studies. Also includes removal of barriers to pedestrian travel.	Citywide
PRESERVATION, SAFETY, ITS, AND TRANSPORTATION DEVELOPMENT PROGRAMS			
	Preservation Programs	Annual City programs including Street Overlay, Arterial Rehabilitation, Sidewalk Rehab and Replacement, and Bridge Inspection and Repair.	Citywide
	Safety Programs	Annual City programs including Roadway Safety and Guardrails, Intersection Safety and Mobility, and Traffic Safety	Citywide
	ITS Program	Provides for improvements to the operational efficiency of the roadway system through various Intelligent Traffic Systems (ITS) improvements.	Citywide
	Arterial Circulation and Project Development Programs	Provide for the short and long-range planning and traffic analyses to evaluate transportation improvements projects. Include other support activities such as funding and public involvement.	Citywide
OTHER AGENCY IMPROVEMENT PROJECTS SERVING RENTON			
WSDOT			
	I-405 Widening and High Occupancy Toll (HOT) Lanes (I-5 to Bellevue)	Add lanes to I-405 and convert existing HOV Lane to HOT lane. Modify Interchanges in Renton per I-405 Master Plan.	
	I-405/SR 167 Interchange Direct HOV/HOT Connector Project	Construct new HOV/HOT direct access ramps between SR 167 and I-405.	
	SR 167 SW 43rd Street to I-405	Construct one or two additional northbound lanes.	
	SR 167/SW 43rd St Interchange	Work with WSDOT to modify and increase capacity of SR 167/SW 43rd Street interchange including widening SW 43rd St/Carr Rd and interchange overcrossing.	
	Maple Valley Hwy (SR 169) Long-range (I-405 to City Limits)	Work with WSDOT to widen existing 4-lane state highway to provide an additional lane in each direction per WSDOT Route Development Plan.	
Sound Transit			
	I-405 Bus Rapid Transit (BRT)	Implement BRT along I-405 corridor in conjunction with WSDOT widening of I-405 to add HOV/HOT lanes.	



Project ID	Project Location (Limits)	Description	Community Planning Area
	I-405 NE 8th St Transit/High Occupancy Vehicle( HOV) Interchange	Construct a direct access HOV interchange in north Renton. Project tied to WSDOT I-405 widening project.	
	N 8th St Parking Garage	Construct a park-and-ride with up to 700 parking stalls for transit riders.	
King County/Metro			
	Cedar River to Sammamish Trail (Cedar River Trail in Renton to East Lake Sammamish Trail in Issaquah)	Acquisition, design, and construction of paved off-road multi-purpose facility linking the Cedar River Trail with East Lake Sammamish Trail.	
	Lake to Sound Trail - Various Segments	Acquisition, design, and construction of paved regional trail.	
	Soos Creek Trail to Lake Youngs Trail (Soos Creek Trail at 116th St to 116th St/148th Ave SE)	Design and construct on-road and off-road connector trail between Soos Creek and Lake Youngs Trails via SE 216th St	
	140th / 132nd Ave SE (From SE Petrovitsky Rd to SE 240th St)	Provide continuity in the north/south corridor by capacity, operational, and safety improvements. Will add additional lanes in the south portion of the corridor.	
	Kennydale P&R	400 new stalls	
	Rainier Ave ITS(Seattle City Limits to Renton City Limits)	Provide ITS improvements which could include signal synchronization, vehicle detection, cameras, and TSP.	
	Renton Ave ITS (from Rainier Ave S to Rainier Ave N)	Provide ITS improvements which could include signal synchronization, vehicle detection, cameras, and TSP.	
	87th Ave S and S 124th St	Realign Intersection	
	68th Ave S (Martin Luther King Jr Way to Renton City Limits)	Construct walls for widening arterial. Also see City of Renton project 36.	
Kent			
	SE 192nd St Roadway Extension (84th Ave/ E Valley Hwy to 108th Ave SE)	Create new roadway connection with 4-5 lanes and bike lanes	
Newcastle			
	112th PI SE (SE 86th PI to 114th Ave SE) and 114th Ave SE (112th PI SE to SE 88th St)	Construct sidewalks	



Project ID	Project Location (Limits)	Description	Community Planning Area
	Replace Coal Creek Prkwy Bridge (South of Coal Creek Pkwy/ SE May Valley Rd)	Replace bridge	
	144th PI SE road extension to May Valley Rd	Construct new street with curb, gutters, and drainage	
Tukwila			
	SW 27th St/Strander Blvd (West Valley Hwy (SR-181) to Naches Ave SW)	Design and construct arterial improvements for a new roadway extending Strander Blvd/SW 27th St from West Valley Highway to Oakesdale Ave	
	Strander/W Valley Hwy Extension Modifications	Modify future roadway and intersection, as needed.	
	Baker Boulevard (from Andover Park W to W Valley Hwy)	Modify roadway and construct pedestrian/bicycle bridge over the Green River to the Interurban Trail and connections to the Tukwila commuter rail/Amtrak Station.	
	Tukwila Station Access with 156th St to 16th Ave S Link (156th St to 16th Ave S)	Construct new roadway with pedestrian facilities to pass under the BNSF and UP railroad tracks; connecting S 156th St in Tukwila to 16th Ave S in Renton.	
	Tukwila Urban Center Transit Center (Strander Blvd to Tukwila Pkwy)	Construct Transit Center in the Central Business District	



**Figure T-4. Roadway Improvement Projects**

In preparation



**Transportation Program Costs**

In emphasizing multiple travel modes, this plan requires resources to be spread and balanced among all modes. Many of the identified improvement project address multiple travel modes in an integrated manner. The City of Renton cost of funding the transportation improvement projects and programs described in previous sections for the next 21 years (2015-2035) is estimated at approximately \$625 million. (2015 dollars). In addition, the City’s Transportation Element relies on WSDOT, Sound Transit, King County Metro and other agencies to fund and implement regional and sub-regional transportation improvement projects, as identified in Table T-4. Ongoing transportation planning work will include continued refinement of the 20-year transportation plan and costs.

As shown in Table T-4, \$442 million (70.68%) of the City’s transportation costs are for multimodal transportation improvement projects in key corridors throughout the City. Pedestrian, bicycle, and trail projects are estimated to cost \$102 million based on the current plans. The remaining \$93 million is needed to fund ongoing operations, including street overlays, system preservation, traffic signal, signs, implementation of Intelligent Transportation Systems (ITS) and overall administration and development of projects.

**Table T-4. Summary of 2015-2035 Transportation Costs (2015\$)**

	<b>Costs (1,000s)</b>
Roadway Projects	\$ 422,000
Non-Motorized Projects and Programs	\$102,000
Preservation, Safety, ITS, and Project Development Programs	\$93,000
<b>TOTAL Costs</b>	<b>\$ 617,000</b>

**Inventory of Funding Sources**

Having established a 20-year transportation funding level of \$ 617 million, an annual average funding level of approximately \$30 million would be needed to fully implement the Transportation Element by 2035.

Sources of revenue to provide this annual funding need are identified on Table T-5. The forecast revenues are based on historical data extrapolated out to 2035. From existing transportation revenue sources, the City would be expected to generate \$240 million from 2015-2035. This is approximately 40% of the total estimated costs of the 21 year list of transportation projects and programs.

**Table T-5. Summary of 2015-2035 Transportation Revenues**

<b>Existing Revenue Sources</b>	<b>Costs (1,000s)</b>
Grants	\$119,000
Business License Fees	\$52,000
Fuel Taxes	\$51,000
Transportation Impact Fees and Sidewalk Mitigation Payments	\$18,000
<b>TOTAL Revenues</b>	<b>\$240,000</b>

Existing revenues are not able to keep pace with transportation costs for several reasons. They include:

- Declining revenue available from several existing sources, such as the half-cent gas tax and grants;
- Transportation needs and costs growing faster than available revenues;
- Local, state, and federal requirements on transportation improvements lengthening the design process and increasing cost;
- Increased needs for preservation of the existing infrastructure;



- Additional focus on incorporating complete streets concepts into transportation projects which adds costs due to right-of-way and street standards;
- 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.

To help address this shortfall in funding, the City is considering two new funding sources and potential future modifications to the existing Transportation Impact Fee (TIF) program rates.

- **Transportation Benefit District (TBD)** – The City is evaluating the potential for establishing a TBD, as allowed under state law. Without a vote of the City residents, a TBD could be based on a \$20 assessment on the Motor Vehicle Excise Tax (MVET). This could generate over \$30 million over the life of the plan if implemented starting in 2016. State law allows the City to enact up to a \$100 MVET through a vote of residents. A \$100 MVET could raise \$8 million a year if approved. The City would likely target the TBD to help provide more consistent funding for preservation of the transportation system and possibly some key nonmotorized projects.
- **Non-motorized concurrency Impact Fee** – The City's current TIF program is focused on improvements that add capacity to roadways and streets that serve growth, consistent with state law. With the increased focus on completing

key segments of the sidewalk, bicycle, and trails system, the City is considering a supplemental mitigation fee that would cover those modes. This mitigation payment would be integral to the multi-modal concurrency program. Specific rates and projects/costs are yet to be fully defined and would be adopted as part of a subsequent change to the City's existing concurrency requirements (RMC 4-6-070). Preliminary estimates suggest such a program could generate approximately \$8 million for separate pedestrian, bicycle, and multi-use trail projects. The costs of the nonmotorized projects would not overlap with costs included in the impact fee program.

- **Transportation Impact Fee** – The City revised its TIF in 2011. As part of that update, the City set the TIF rate per new PM peak hour trip well below the maximum rate developed in the Rate Study (Rate Study for Impact Fees", City of Renton, August 26, 2011) With adoption of the 2015 Transportation Element and project list, the City will need to review and update the TIF program and ordinance to be internally consistent. At that time, the City could choose to set the TIF rates at a higher (or lower) level, which could affect the ability to complete the growth-related street and roadway projects.

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. 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

**Comment [LT1]:** Not sure this is spelled out anywhere – Transpo only has summarized 2015-2035 – City will need to ADD/UPDATE



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]

**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, state, 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]

**Comment [LT2]:** Should we add policy about a TBD?