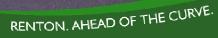
## RENTON TRAILS AND BICYCLE MASTER PLAN

Adopted May 11, 2009





### RENTON TRAILS AND BICYCLE MASTER PLAN

### May 2009

Adopted May 11, 2009

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### TABLE OF CONTENTS

EXECUTIVE SUMMARY	 3
	 J

#### PART 1: INTRODUCTION AND OVERVIEW

Vision Statement	9
Overview and Purpose	
Growth Management Act	11
Project Process	12
Public Outreach	13
Public Input	
Goals and Objectives	15

#### PART 2: CURRENT CONDITIONS

The Setting	19
Destinations and Trip Generators	21
Existing Trails and Bicycle Facilities	
Planning Area Evaluations and Opportunities	

#### PART 3: RECOMMENDATIONS

Routing	39
Evaluation Criteria & Methodology	41
Cross Sections	
Design Standards	55
Recommended Improvements and Prioritization	
Recommended Improvement Maps	59
Recommended Improvement Tables	
Signage Recommendations	

#### PART 4: BACKGROUND, PLAN AND POLICY REVIEW

Review and Summary of Previous Plans and Policies	83
Review and Summary of Previous Plans and Policies City of Renton	83
Regional Level	88
State Level	91
TERMINOLOGY AND DEFINITIONS	93
BIBLIOGRAPHY	
PROJECT SHEETS	
APPENDICES	161

APPEND	CES, Listed individually	161
Α.	City of Renton Resolution No. 4005 (May 11, 2009)	163
В.	Table 3. Master List of Existing and Proposed Improvements and Routes	. 167
C.	What We've Heard: Summary of Public Comments, Open House #1	175
D.	What We've Heard: Summary of Public Comments, Open House #2	179
Ε.	Public Open House #3: Public Comments	183
F.	2004 Draft Trails Plan Routes and Status	189
G.	Puget Sound Regional Council Destination 2030 Update,	
	Appendix 9: Projects (July 24, 2008)	193
Н.	1-405 Corridor Improvement Program Congestion Relief and	
	Bus Rapid Transit Projects: Bike and Pedestrian Improvements	
	(January 24, 2005)	205
Ι.	City of Renton Public Works and Transportation Systems Division	
	2009-2014 TIP	209
J.	Non-motorized Funding Sources	213
	City of Renton Parks, Schools, and Trails (January 2008)	

#### LIST OF FIGURES

Fig. 1.	Project Process	11
Fig. 2.	Geographic Planning Areas	21
	2006 Aerial Photo	
Fig. 4.	"Ped Shed"	23
Fig. 5.	Destinations and Existing Non-motorized Facilities	25
Fig. 6.	Sample Evaluation Matrix	42
Fig. 7.	General Guidelines for Selecting Cross-Sections	43
Fig. 8.	Types of Cross Sections	44
Fig. 9.	Proposed Trails and Bikeways Improvements	59
Fig. 10.	Proposed Trails and Bikeways Improvements—Downtown	61

#### LIST OF TABLES

Table 1.	Draft Prioritized Matrix of Recommended Improvements	63-66
Table 2.	Recommended Improvements, by Division	67-72
Table 3.	(Appendix A)	161

### EXECUTIVE SUMMARY

The Renton Trails and Bicycle Master Plan and Map Project is a comprehensive update of the City of Renton Trails Master Plan, adopted in 1993, and the Draft Trails Plan, produced by the Citizen's Non-motorized Transportation Committee in 2004. It represents a collaborative effort between the Transportation and Parks Divisions, and reflects the desire to create an interconnected trails, water trails, and non-motorized transportation network to accommodate both recreational and commuting uses, from pedestrians to cyclists. The project was initiated in 2006 with the receipt of a federal grant.

The Master Plan provides a vision statement, goals and objectives, and a review of policy at the local, state, and federal levels. It reviews existing conditions of the non-motorized system through the City, identifies new destinations and their service areas, and from this seeks to identify new projects and routes that are incomplete. Facility design guidelines are reviewed and current standards are proposed. A final project list is included, as well as project sheets for most routes. Criteria are developed and used to create a list of prioritized improvements for each division.

The following paragraphs summarize the content of each section.

#### INTRODUCTION AND OVERVIEW, PART 1

The first task of the project was to develop a vision statement, goals and objectives to define and guide the project and provide the foundation for the plan:

> The Bicycle and Trails Master Plan creates and fosters opportunity within Renton and neighboring communities for people to move through the city and to access multiple local and regional destinations including schools, parks, businesses and residential areas. The master plan supports a city where residents and visitors can enjoy recreation and exercise contributing to a healthy lifestyle, and where commuting by bicycle using an integrated trails/road network, becomes a realistic transportation alternative.

Project objectives and goals help to further articulate the vision by providing more specific direction and guidance for actions implementing the vision.

#### CURRENT CONDITIONS, PART 2

Inventory and analysis of existing conditions was gathered in a variety of ways. Base mapping was acquired from the City via the King County GIS Center, which had recently produced a walking map for the Burien, SeaTac, Tukwila and Renton area. Field reconnaissance was performed across the City to confirm current non-motorized facilities, transit routes, routes that are currently used by bicyclists, and destinations. Additional research on destinations, general conditions, and facilities was done using the City's CAD data, resources provided on the City's website, and King County's Bicycling Guide Map and Regional Trails Map. In addition, public comment was invaluable, gathered from e-mails to City staff and discussion during the project's four public open houses.

The inventory was structured according the geographic planning areas used by the City's Open Space and Recreation plan: Central, West, Southwest, Southeast, and North and East. Inventory and analysis reveal that existing bicycle facilities in the City are limited and are not contiguous, and many of the routes proposed in the earlier plans remain incomplete. The Cedar River Trail is the longest non-motorized facility in the City, and because of its central location within the City, can therefore be seen as the spine of the City's trails and bicycle network. Pedestrian facilities, in the form of softsurface trails, are more numerous, especially along other riparian corridors: the Black River, Springbrook Creek, Honey Creek, May Creek, Thunder Creek, and Soos Creek, though these trails are not all continuous or complete.

A number of significant barriers to bicycle and pedestrian travel were identified: the steep topography between downtown and the neighborhoods, the limited crossing points of the Cedar River, Interstate-405, Sunset Boulevard/SR 900 and some other busy arterials. In particular, the lack of connections between downtown in the river valley and the neighborhoods above, due to the steep topography, are seen as critical connections to make, especially with multiple employment centers in both downtown and the nearby Green River Valley. In addition, connections between the regional trails-- the Interurban/Green River Trail corridors, Lake Washington Loop and the Cedar River Trail—are seen as essential links to be made. Public comment echoed the importance of these connections.

#### **RECOMMENDATIONS, PART 3**

The recommendations section describes how routes are identified, selected, and prioritized, as well as how crosssections are determined for the routes. Primary, secondary, and minor routes are developed, based on previously proposed routes and the survey of existing conditions and opportunities, to ensure connections between all identified destinations and to serve the range of trips Rentonians make on foot or bike. Identification of routes as primary, secondary, or minor does not necessarily target them as priority projects, but helps ensure a high level of connection between facilities and destinations.

A set of criteria for evaluating, selecting, and prioritizing routes for the final master plan were developed. The criteria are as follows:

- Safety
- Accommodation/Accessibility
- Continuity & Directness
- Connectivity/Linkage
- Regional Trail Connectivity
- Trail Experience
- Sensitivity
- Concurrency
- Funding/Construction Opportunities.

#### **Design Guidelines and Cross-Sections**

The design guidelines are intended to direct the construction of trail and bicycle facilities presented in the plan, and still allow some flexibility in implementation. The design guidelines are based on recognized regional, state and national standards and/or guidelines and include dimensional recommendations for widths, separation of elements, and signage. The range of options includes bike lanes, signed shared roadways, paved shoulders, multi-use trails, and separated multi-use trails.

#### **Recommended Improvements**

Existing trails and bicycle facilities in Renton, including regional trails, bike lanes, signed shared roadways, and multiuse trails comprise nearly 26 miles. Over 60 existing and proposed routes were identified, including critical connections to regional trails. Additions to the City's non-motorized network as proposed in the recommended improvements are as follows:

Proposed trails and bicycle facilities and approximate mileage:		
Separated multi-use trails,		
for bikes and pedestrians (paved)	3.2 miles	
Multi-use trails, for pedestrians only (unpaved)	12.2 miles	
Mixed cross-sections on the same route		
(e.g. bike lanes + multi-use trail)	9.5 miles	
Regional trails	9.7 miles	
New bike lanes	26.0 miles	
Extended bike lanes (including existing segments)	14.1 miles	
Signed shared roadways	21.8 miles	

#### TOTAL MILES PROPOSED TRAILS AND BICYCLE FACILITIES:

96.5 miles

#### BACKGROUND/PLAN AND POLICY REVIEW, PART 4

This review of previous plans and policies includes local, regional, state and national levels. The previous trail plans are reviewed, as are local plans of relevance to the City's nonmotorized network. Of most consequence are the documents at the regional level: possible improvements to several corridors passing over or under I-405 as part of the I-405 Corridor Improvement Project; possible rail to trail conversion of the BNSF rail line through Renton; and the King County Regional Trail Plan, which identifies several regional trails with connection into and through Renton.

#### PROJECT SHEETS, PART 5

A set of project sheets is included to provide more detail on proposed projects and selected existing routes.

# PART 1: INTRODUCTION AND OVERVIEW



### **Renton Trails and Bicycle Master Plan**

### **VISION STATEMENT**

The Bicycle and Trails Master Plan creates and fosters opportunity within Renton and neighboring communities for people to move through the city and to access multiple local and regional destinations including schools, parks, businesses and residential areas. The master plan supports a city where residents and visitors can enjoy recreation and exercise contributing to a healthy lifestyle, and where commuting by bicycle using an integrated trails/road network, becomes a realistic transportation alternative.



### PART 1: INTRODUCTION AND OVERVIEW

#### **OVERVIEW AND PURPOSE**

In 2006 the City of Renton's Transportation Division received a federal grant to produce a bicycle route map and future bicycle route plan for the City and the potential annexation areas. Within the same time frame the City of Renton's Parks Division was in the process of hiring a consultant to update their trails planning document. Instead of having two documents, one for bike routes and one for trails, the City of Renton's Transportation and Parks Divisions have combined their resources to create this integrated and comprehensive planning document that ties together the Parks Division's recreation-oriented trails, paths, and sites and Transportation's bike route facilities.

The most recent Parks trails planning document was adopted by Council in 1993, and an updated draft completed in 2004 in conjunction with the Non-motorized Transportation Advisory Committee. While progress has been made on the implementation of the adopted plan, major new developments, particularly in the City's core, have made the need for an update evident. Furthermore, there are more cyclists on the road today, as people recognize the health benefits of cycling for both recreational and commuting purposes, as well as the potential relief from traffic congestion and rising energy costs.

#### **GROWTH MANAGEMENT ACT**

The 2005 Amendments to Washington State's Growth Management Act (GMA) mandates the incorporation of bicycle and pedestrian planning into each jurisdiction's comprehensive plan, as well as the consideration of approaches that promote physical activity.

The recommendations of the Master Plan, when adopted, will be an implementation of the Comprehensive Plan.

Beyond compliance with state mandates, the value of nonmotorized planning is evident to most communities in the Puget Sound region for the multiple benefits it provides: flexibility in transportation choice, congestion relief, health benefits, fun, and enhanced livability for communities.

The unique combination and configuration of Renton's geographic setting, land use patterns, transportation network, and recreational opportunities set the stage for the development of a well-connected network of trails and bikeways. Renton's central location within the Puget Sound region, interconnection with, and easy access to, the region's motor-



Cedar River Trail



The Landing, under construction



Springbrook Trail



Pedestrian sign off Lake Washington Boulevard North

#### THE TRAILS AND BICYCLE

#### **MASTER PLAN**

- Builds on previous non-motorized plans
- Goes beyond previously proposed routes to look at the big picture: policy, plans, and proposal at both the local and the regional scale

ized transportation system, and the presence/existence of major employment centers centrally located within the City, make it a readily accessible place to live, work, and play. Unique natural resources like the Cedar River, Lake Washington, and proximity to the Green River Valley and Cougar Mountain Regional Wildland Park also make it an excellent recreational destination. Perhaps most significantly, the City is the hub of three major regional trails: the Cedar River Trail, the Lake Washington Loop, and the Interurban Trail, providing Renton direct access to over 80 miles of regional trails.

Tying these resources together through a network of trails and bikeways, as this Master Plan outlines, will ensure that Renton remains "ahead of the curve" in terms of livability by creating an accessible, sustainable, and pleasant place to live, work, and play.

#### **PROJECT PROCESS**

The Master Plan was developed through a process that comprised five main tasks:

1. Information Review and Preliminary Documentation:

The first task entailed a planning and regulatory investigation of policies at federal, state, and local levels as well as relevant local and regional plans and proposals. A set of guiding principals for the development, design, and implementation of the trails and bicycle network was also developed during this task.

#### 2. Existing Conditions Evaluation:

The second task consisted of an inventory of existing conditions and opportunities; assessment of traffic or trip generators and destination service areas; and analysis of travel corridors, including soft-surface hiking and walking trails. This information was presented to the public at the project's first open house.

#### 3. Routing Options & Evaluation Criteria

The third task involved transportation planning analysis and identification of route options; designation of proposed routes and cross-sections; and establishment of evaluation criteria for designating priorities. A second open house was conducted to get the public's input at this stage of the process.

4. Draft Master Plan & Bicycle-Friendly Routes Map

The Trails and Bicycle Master Plan document was drafted during this fourth task, incorporating information from the

two open houses and finalizing the recommendations. Two maps were created during this task; one showing existing trails and bicycle routes and a second map showing proposed routes. In addition a signage plan complementing the proposed routes and safety flyer were created. A third public meeting for the project was conducted, to share the Draft Master Plan and recommendations to the public and get their feedback.

#### 5. Final Master Plan and Bicycle-Friendly Routes Map

Completion of the Master Plan included final evaluation of the recommended routes and the development of project sheets for selected routes. The signage elements were also finalized during this task, along with the bicyclefriendly routes map, which features safety information for cyclists.

#### PUBLIC OUTREACH

Public input and participation in the Master Plan process was a valuable resource for on-the-ground information and overall validation of the project. As described above, the project conducted three public meetings, described in greater detail below.

<u>Public Open House #1</u>: The purpose of this first public open house was to further develop the inventory of destinations, identify all potential trail and bikeway routes, confirm existing conditions and opportunities, refine the program, and listen to concerns. The project team solicited comments from the community to supplement other inventory and research, and aid the team in evaluating corridors and options. Presentation graphics included goal statements, existing conditions maps, aerial photographs, and site images.

<u>Public Open House #2:</u> The second open house included a presentation of the route options, evaluation criteria, cross sections, and other improvements. The goal of the meeting was to solicit comments from the public on the alternatives and seek consensus on a preferred network of routes. Comments from these meetings were incorporated into the Draft Trails and Bikeways Plan.

<u>Public Open House #3:</u> The draft plan recommendations were presented and public comment sought.

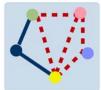
#### destinations and connections



#### evaluate existing network



#### identify preferred network



#### prioritize



Figure 1. Project Process

#### **PUBLIC INPUT**

Attendance at each of the open houses was between 20 and 40 attendees. Participants were able to offer their comments to the team during both presentations and working sessions, and comment forms and maps were available for those wishing to leave written comments. In addition, a brief project description and contact information for City staff were posted on the City's website, and a number of comments were received via e-mail to City staff.

The majority of comments were neighborhood-specific routing recommendations and ideas for improvements, as well as trouble spots and missing links. A fair number of bicyclists who commute into and out of Renton, as well as recreational cyclists, made varied recommendations for regionalscale routes between Renton and its neighboring jurisdictions. On the whole, the public conveyed enthusiasm and support for the project and its recommendations.

In addition to the public outreach, presentations by City staff and the project team were made throughout the project to the Parks Commission, Non-motorized Transportation Advisory Committee, City Council, and the Mayor.

#### **GOALS AND OBJECTIVES**

The Master Plan was developed in collaboration with both Transportation and Parks staff, reflecting the desire to create an interconnected network to accommodate both recreational and commuting uses, from pedestrians to cyclists, and improve mobility for non-drivers. With these concerns in mind, project goals and objectives were developed to guide the project.

#### **Project Objectives**

- Enhance public awareness about the benefits of walking, cycling and recreating for the individual and community health.
- Create a safe and convenient trails and bikeways network to provide both local and regional connectivity in order to increase bicycling and trail use.
- Interconnect neighborhoods and local destinations: schools, parks, shopping, civic sites, and other local destinations, emphasizing route safety for less skilled riders/users.
- Develop commuting routes between neighborhoods, employment and business centers, and transit facilities that will accommodate more skilled riders/users.
- Capitalize on the convergence of the Lake Washington Loop, Cedar River Trail and Interurban Trail in Renton and enhance the connectivity of the regional trail network by creating connections to proximate regional trails: the Green River Trail, Soos Creek Trail, Lake Youngs Trail, and the East Lake Sammamish Trail, as well as neighboring communities.
- Increase use of hiking and water trails, parks and other recreational sites.
- Promote bicycle safety, especially on shared roadways, by increasing awareness among the driving public.
- Update policies, ordinances and procedures to make opportunities for walking and bicycling.
- Introduce cycling skills into school curriculum.















#### **Project Goals**

- Identify local and regional destinations in a nonmotorized network, for both commuting and recreational purposes.
- Inventory and evaluate existing non-motorized routes, hiking and water trails.
- Identify missing links in the existing network to connect important destinations and complete routes.
- Identify connections to regional trails.
- Identify and provide signage for a preferred network of routes.
- Identify safety issues on existing and proposed routes.
- Develop a methodology to prioritize improvements.
- Ensure accommodation of a wide variation in users and trip purposes: pedestrians and all types of bicyclists: long distance and "fast" cyclists, recreational, less-skilled riders, and children.



# PART 2: CURRENT CONDITIONS



### PART 2: CURRENT CONDITIONS

#### THE SETTING

Renton is located on the south shore of Lake Washington, where the Cedar River flows into the lake. The central part of the City and its older neighborhoods lie in the level area south of the lake, while the rest of the City is spread out on the slopes of Lake Washington, and hillsides above the Cedar and Green River Valleys, and Honey, May, and Panther Creeks. The river valleys and plateaus are generally fairly level, and the roadways leading between these two distinct topographical areas are steep. The population is roughly 80,000, and the city's footprint on the landscape is just over 20 square miles.

The City is centrally located within the Puget Sound environs, and is well connected to the rest of the region via Interstate 405, and State Routes 167 (Valley Freeway), 169 (Renton Maple Valley Road), 515 (Talbot Road/Benson Drive South), and 900 (Sunset Boulevard/SE Renton-Issaquah Road).

As is often the case with major limited-access transportation corridors, these routes divide the City into distinct areas and pose significant barriers to non-motorized travel due to the great traffic volumes and limited crossing opportunities. In particular, I-405, and SR 167, as well as the Cedar River, demarcate distinct neighborhood/planning areas and limit access to non-vehicular traffic

Several major local arterials, however, run north-south, and provide alternative access to Seattle, Bellevue, Kent and points beyond. Rainier Avenue North, Lake Washington Boulevard and Duvall Avenue are all popular bicycle routes for both commuters and recreational cyclists.

Renton is also well served by regional and local buses, through a hub-based transit system based at the downtown transit center. The RUSH (Renton Urban SHuttle) transports commuters from downtown Renton to the City's major employment sites. Sounder Commuter Rail and Amtrak service, via the current temporary and planned final Tukwila Station at the Renton/Tukwila City line, make easy connections to Seattle's King Street Station and other points north and south. This well-established transit network provides an excellent opportunity to create and enhance linkages with the non-motorized network, thereby increasing the efficiency and usage of both modes of travel.











The Landing under construction



Cedar River Park and Trail

#### DESTINATIONS AND TRIP GENERATORS

The Trails and Bicycle Master Plan is about getting people where they want to go. A thorough analysis of where people are coming from and where they need and want to go, therefore, lays the framework to create a highly connective nonmotorized and recreational network. The determination of important destinations, neighborhood conditions and character, topography, natural features, and existing travel patterns and recreational routes are all part of this analysis.

As a means of organization, the Master Plan uses the geographic planning areas designated in the 2003 Park, Recreation and Open Space Implementation Plan, updated to reflect current annexations. The areas are divided by the most salient natural and manmade boundaries and for the most part form distinctive and fairly cohesive units in terms of topography, land use, and transportation networks.

The City's 6 identified planning areas, as shown in Figure 2, are:

- Central Planning Area
- Southwest Planning Area
- Southeast Planning Area
- North Planning Area
- East Planning Area
- West Planning Area

The project limits for the Master Plan are Potential Areas of Annexation (PAAs), to accommodate potential future annexations.

#### **Employment Centers**

Renton is unique in that it has many major employers centrally located in or not far from the central business district. Some of the major employers are:

- Central Planning Area (Urban Center Downtown, Urban Center North): Boeing, PACCAR, Fry's Electronics, The Landing, including Target, Lowe's, and other "big box" retail, Renton Municipal Airport, Renton City Hall.
- Southwest Planning Area (Valley): Green River Valley/Renton industrial area: Boeing Longacres, Valley Medical Center, IKEA, and various industrial, ranging from light to heavy.
- East Planning Area: Sunset, East Renton, The Highlands

The advantage of these centrally-located employers is the greater potential for residents to walk or bicycle to work, and these routes should be capitalized on.

#### Parks and Recreation

The City of Renton has a variety of parks, recreation sites and open space resources, both natural and developed that are important destinations for its citizens. In addition to developed parks, recreation sites, and open space, the City has a number of open spaces that are linear in character, providing excellent opportunities for bicycling, walking, and hiking, and boating (water trails). Among these linear open spaces are: Lake Washington, the Cedar River, May, Honey, Springbrook and Panther Creeks, in addition to several utility corridors that are currently used or have potential use for walking, hiking, and bicycling.

Some highlights of the City's parks, recreation and open space system:

- 12.5 miles of existing trails
- Two lake-front beaches along Lake Washington (Gene Coulon and Kennydale Beach)
- Many park/recreation/civic sites, including:
  - A community center (at Cedar River Park)
  - Two library branches (downtown and in the Highlands)
  - An historical museum (downtown)
  - A sports park complex (Ron Regis Park along SR 169 and the Cedar River Trail)
  - A skateboard park
  - An 18-hole public golf course
  - A central downtown park/Transit Center
  - A senior center (on the Cedar River).

#### Schools

Safe, convenient connections to schools are a primary building block of a non-motorized network. Aside from the fact that children and most older students are non-drivers, schools are the one destination that are very often close enough to homes to enable walking or biking. Renton has over 20 schools. With an area of about 20 square miles, that equates roughly to a school in every square mile of City. In terms of walkable catchment area (or "ped shed"), determined as the area encompassed in a 5-10 minute walk, (see Figure 4), that puts many schools in walkable or cycling range of many of Renton's citizens.





Figure 2. Geographic Planning Areas (from 2003 Park, Recreation, and Open Space Implementation Plan

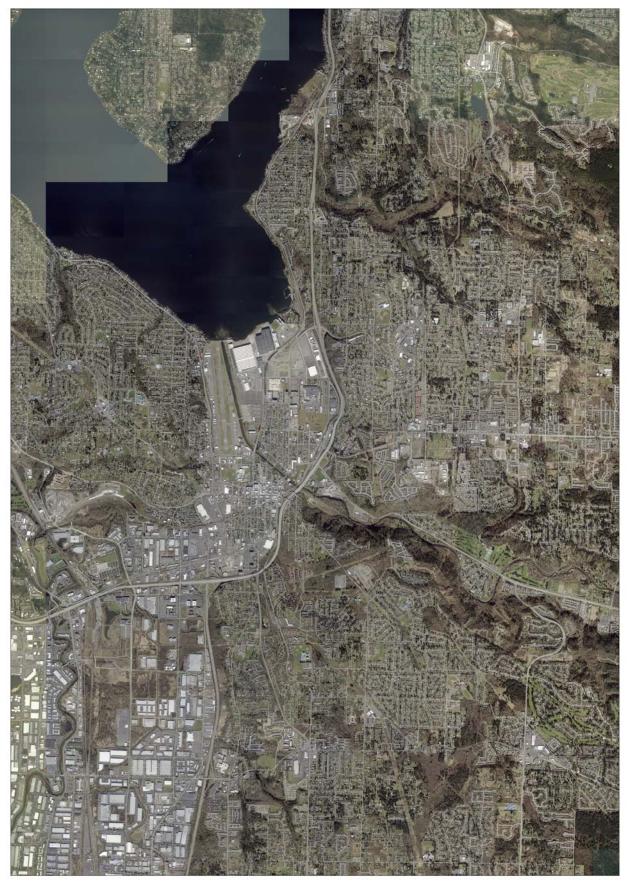


Figure 3. 2006 Aerial Photo

Organizations like the National Center for Safe Routes to School attest that safe non-motorized routes provide multiple benefits, from personal and public health to reducing vehicle miles traveled, providing traffic calming and enhanced neighborhood livability.

See Appendix K for map of Renton schools.

#### Other destinations

Some other notable destinations in Renton, both for its citizen's and for the larger regional community include:

- Black River Riparian Forest
- Henry Moses Aquatic Center
- IKEA
- Renton Civic Theater
- Renton History Museum
- Renton IKEA Performing Arts Center
- Renton Technical College
- CARCO Theater
- Farmer's Market
- Gene Coulon Memorial Beach Park

See Figure 5. Destinations and Existing Non-motorized Facilities.

#### **EXISTING TRAILS AND BICYCLE FACILITIES**

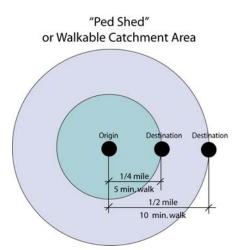
The Cedar River Trail, the keystone of the City's nonmotorized network, runs through the heart of the City and offers both a rural and urban experience for both pedestrians and bicyclists. Across the City, existing trails, mostly softsurface or rough (undeveloped) along the City's numerous creeks and utility corridors, provide ample walking trails for pedestrians.

The situation for bicyclists is different. Bike lanes are few and nearly always discontinuous (not linking to other bike lanes or non-motorized facilities), as are separated multi-use trails. Some signed shared-use roadways exist, but often are not contiguous with other bicycle facilities.

Below is an inventory of existing non-motorized facilities in and around Renton.

#### "PED SHED"

- \* Defined as the walkable area around an origin or destination
- Walkable area is considered to be ¼ to ½ mile, the distance most people are willing to walk in 5-10 minutes
- It takes the average able-bodied person about 15-20 minutes to walk one mile





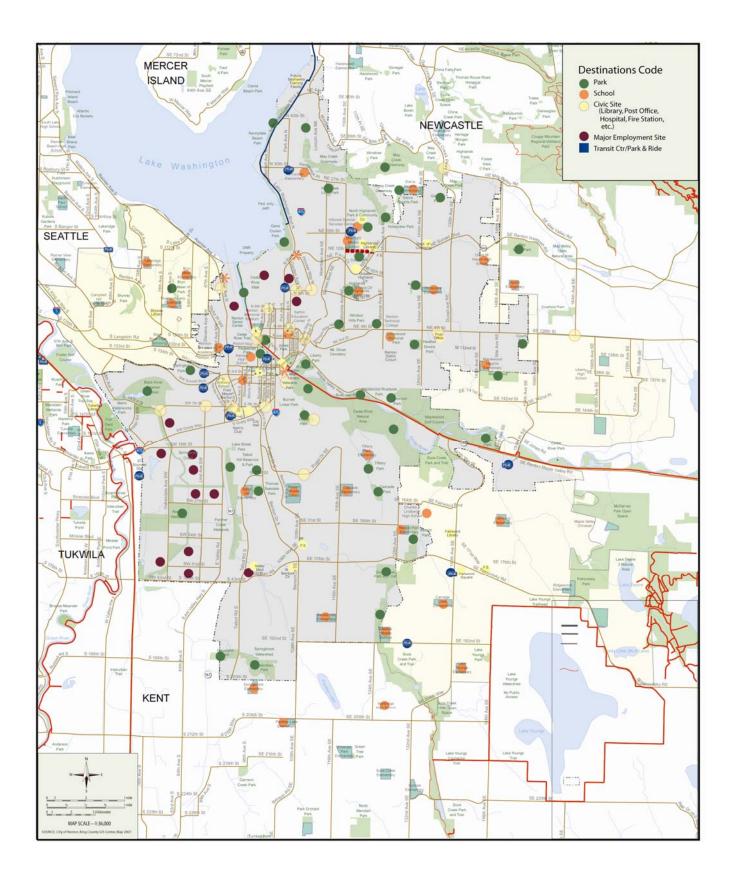


Figure 5. Destinations and Existing Non-motorized Facilities

SEPARATED MULTI-USE TRAILS:

- Cedar River Trail also listed below under "Creeks and Greenway Corridors," (pedestrian-only section between North 6<sup>th</sup> Street and the Lake Washington Shoreline)
- Burnett Avenue South, Burnett Place South (Burnett Linear Park)
- Garden Avenue North and North 8<sup>th</sup> Street Trail (along PACCAR property)
- Ripley Lane
- Strander Boulevard
- Springbrook and Soos Creek Trails, also listed below under "Creeks and Greenway Corridors"
- SW 27th Street

BIKE LANES:

- SW 16<sup>th</sup> Street west of Oakesdale Ave SW
- Oakesdale Avenue SW
- Monster Road SW
- Duvall Avenue NE
- Rainier Avenue North (alongside Renton Municipal Airport)
- Lake Washington Boulevard North, north of Gene Coulon Memorial Park
- Logan Avenue North
- 140<sup>th</sup> Ave SE (King County)
- NE 4th/SE 128<sup>th</sup> Street (Renton and King County)
- Talbot Road South (south of 43<sup>rd</sup> Street)

#### DESIGNATED SHARED USE ROADWAYS:

- Airport Perimeter Road
- Taylor Avenue NW and Hardie Avenue SW

#### CREEK AND GREENWAY CORRIDORS:

- Cedar River Trail
- Honey Creek Trail
- Black River Trail
- Springbrook Trail (multi-use)
- May Čreek Greenway
- Soos Creek Trail (multi-use)

WATER TRAILS—LAUNCH AND LANDING SITES (Lake to Locks Water Trail)

- Cedar River Boathouse
- Gene Coulon Park
- Cedar River Trail Park
- Riverview Park



Burnett Avenue South



SW 27th Street



"PACCAR Trail" along Garden Avenue North and North 8th St.



Black River Riparian Forest trailhead, Naches Avenue SW

#### UTILITY CORRIDORS:

- PSE right-of-way through SE Renton, the "Tower of Power" trail system (informal walking and mountain biking trails)
- Seattle-Mercer Island Waterline Right-of-Way

#### PLANNING AREA EVALUATIONS

- Area character and Issues
- Transit Routes
- Existing Bicycle and Walking Routes
- Opportunities

#### **Central Planning Area**

Renton's Central Planning area is a diverse area that includes the central business district (downtown), an industrial area, and a residential neighborhood. The area is bounded by I-405 to the south and east, Lake Washington to the north, and Rainier Avenue North (SR 167) to the West, and is transected by the Cedar River.

The street pattern of the industrial area, home to major employers The Boeing Company and PACCAR, is an elongated grid, with some large industrial parcels. Burlington Northern Santa Fe (BNSF) Railway tracks run along the east and west edges of the area, serving the industrial areas. The topography is flat. Some of the area is transitioning to commercial use, with big-box retail and mixed-use development through The Landing and Southport developments. The evolution of the area from industrial to a mix of retail, commercial, and residential land uses will bring more bicyclists and pedestrians to the area.

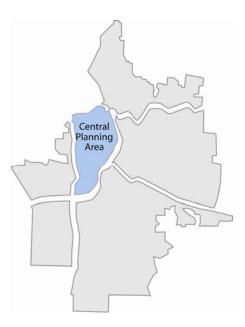
Downtown Renton has a gridded street pattern with walkable block sizes, and has an economic vitality with small shops, businesses, and restaurants. Two pairs of one-way couplets provide through access through downtown, South 2<sup>nd</sup> and South 3<sup>rd</sup> Streets (SR 900 through downtown), running eastwest, and Williams and Wells Avenues South, running northsouth. Two distinctive features of the area: the BNSF rail corridor which passes through downtown in southwesterlynortheasterly direction, and Burnett Avenue South (also a former rail corridor) which runs north-south and forms a divided boulevard with park blocks in between. Also notable are the centrally located Piazza Park and Renton Transit Center.

At the northern-most part of downtown lays the Renton Municipal Airport, Renton High School and the IKEA Center for the Performing Arts, forming larger blocks.

The single-family residential neighborhoods are south of downtown and between the Cedar River and the industrial area to the north. The street network is a continuation of the downtown street grid, and there are four streets that bridge the river (Logan, Williams and Wells Avenues North and Bronson Way North).



Boeing and The Landing under construction





Cedar River Trail at Logan Avenue North Bridge

#### Waterfront

Safe, convenient north-south non-motorized access around Lake Washington is lacking despite the fact that this makes up part of the Lake Washington Loop, an important and heavily-used regional bicycle route. The area between the intersection of the Airport Perimeter Road/Logan Avenue North and Gene Coulon Park is a missing link in the regional trail network.

A separated multi-use trail linking the east and west shores of Lake Washington would provide the most benefit to bicyclists and pedestrians. However, large industrial parcels and their access needs (by roadway and rail), existing river crossings, substantial north-south traffic volumes, and the basic physical constriction of space make this a challenging area for nonmotorized improvements.



South 3rd Street, downtown

In terms of river crossings, the Boeing Bridges, the northern at the mouth of the river and the southern near North 6<sup>th</sup> Street are permitted through State Department of Natural Resources to Boeing, and the permit restricts use by others. The bridges' purpose is to allow airplanes to be hauled between the Boeing Renton Plant and the Municipal Airport. The Logan Avenue Bridge has a narrow separated lane for pedestrians, but its width, approaches, and grade separation from the Cedar River Trail below make it a poor choice for bicyclists.

#### Downtown

As mentioned above, connections between regional trails are best accomplished with separated multi-use trails. Given that downtown Renton is probably the most fully built-out area of the city, flexibility and creativity will be required to achieve this aim.

In addition, as the center of the City's commerce, parking is obviously a critical need, and something that is hugely valued by merchants. Squeezing non-motorized improvements into the existing urban fabric of downtown will also require creativity, and likely some trade-offs.

Downtown improvements in the bicycle and pedestrian network have the potential to bring great benefit to the City, including increased transit use; possible reductions in vehicle trips and demand for vehicular parking; and significantly, increased commerce. Such enhancements would likely boost the City's visibility, reputation and allure throughout the region. EXISTING ROUTES CURRENTLY USED BY BICYCLES AND PEDESTRIANS:

- Cedar River Trail (bicycle access ends north of North 6<sup>th</sup> Street)
- Houser Way North (southbound and northbound)
- Garden and Park Avenues North
- Lake Washington Loop Trail (parallel to I-405 west of Ripley Lane)
- Burnett Avenue North (Burnett Linear Park)
- SW Grady Way
- various other low volume streets

#### TRANSIT ROUTES:

- South 2<sup>nd</sup> and South 3<sup>rd</sup>
- Rainier Avenue South
- South/SW Grady Way
- South/SW 7<sup>th</sup> Street
- Park Avenue North
- Bronson Way North
- Park Avenue North/NE Park Drive



Ped/Bike Lane, Logan Avenue North Bridge



Piazza Park, downtown

#### OPPORTUNITIES:

- Lower-volume streets (some one-way) such as Williams, Wells, Garden, parallel the main north-south routes, Logan and Park Avenues, and could provide good non-motorized access and connections.
- North 3<sup>rd</sup>, 4<sup>th</sup>, 6<sup>th</sup> Streets as east-west routes.
- Possibility of grade separation between pedestrians and bicycles via street right-of-way that parallels the Cedar River Trail and the bank above the river (North Riverside Drive).
- Potential availability of Renton High School property adjacent to Logan for a segment of separated trail.
- The eventual need to upgrade the Logan Avenue Bridge and include a dedicated bike-pedestrian trail.
- Possible redevelopment of the BNSF rail corridor.
- Long-term redevelopment of Liberty Park, as identified in the Tri-Park Master Plan, providing a potential opportunity to install new pathways around the perimeter of the park.
- A route for the Two Rivers Trail, utilizing SW 7<sup>th</sup>/South 7<sup>th</sup> Street (see West Planning Area, below), Shattuck Avenue South, and Houser Way South, with the following additional opportunities:
- Potential near-term and/or long-term redevelopment of Houser Way and the BNSF corridor.
- Low-volume Shattuck Avenue South as another direct thoroughfare through downtown.



South 2nd Street & Renton High School



Renton Transit Center

- Burnett Avenue South as a core pedestrian route.
- Connection with transit via the Renton Transit Center.
- The Williams and Wells Avenues South one-way couplet as a direct thoroughfare through downtown.
- Downtown bicycle and pedestrian amenities: wayfinding signage, information kiosks, benches, access to restrooms, etc.

#### Southwest Planning Area

The Green River Valley makes up most of Southwest Renton. It is bounded by the Valley Freeway (SR 167) on the east, Renton/Tukwila City limits on west (also the Interurban Trail and Green River), Martin Luther King, Jr. Way/SW Sunset Boulevard (SR 900) to the north, and SW 43<sup>rd</sup> and the Renton City limits to the south.

The area has flat topography and consists mostly of large industrial-zoned parcels, with a rectilinear street pattern. The area also features a network of wetlands, along Springbrook Creek and the Springbrook Trail.

The Southwest Planning area, with its recently redeveloped streets; proximity to existing passenger rail and future light rail (via Tukwila Station), regional trails in neighboring Tukwila, and the Springbrook Trail is one area where non-motorized transportation is gaining a foothold.

Existing bike lanes in the area connect together, as well as to the Black River and Springbrook Trail, providing access to recreational resources, walking trails, and Tukwila Station, and regional bike commuting routes.

## EXISTING ROUTES CURRENTLY USED BY BICYCLES AND PEDESTRIANS:

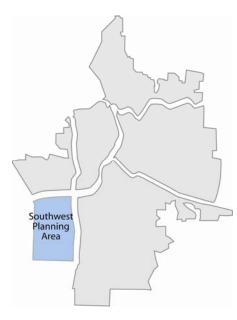
- SW 16<sup>th</sup> (bike lanes and signed shared roadway)
- SW 27<sup>th</sup> (separated shared use trail, west end)
- Oakesdale Avenue SW (bike lanes)
- Springbrook Trail
- The Interurban Trail

TRANSIT ROUTES:

- Lind Avenue SW
- SW 16<sup>th</sup> Street
- SW 43<sup>rd</sup> Street



Black River Riparian Forest trailhead, Naches Avenue SW



**OPPORTUNITIES:** 

- Extension of SW 16<sup>th</sup> signed shared roadway to connect with transit route on Lind Avenue SW.
- Extension north and south of Oakesdale Avenue SW bike lanes to connect with the Springbrook Trail.
- Planned Strander Boulevard/SW 27<sup>th</sup> Street connection between Renton and Tukwila.
- Connections with Tukwila's non-motorized routes.
- Missing links within the Springbrook Trail System.



Houser Way South, west of Burnett Avenue South

#### West Planning Area

The West Planning area is bounded by the Renton City Limits to the north and west (bisected by Martin Luther King, Jr. Way/SW Sunset Boulevard/SR 900), I-405 to the south and Rainier Avenue/SR 167 to the east. It is the smallest planning area, and its most notable feature is the Black River Riparian Forest, a remnant riparian forest with walking trails and a heron rookery, surrounded by industrial parcels. The industrial area is south of SW Sunset Blvd/SR 900, and is crisscrossed by railroad corridors and spurs. North of SW Sunset Blvd/SR 900, a residential neighborhood rises above the city on the hillsides of the Green River Valley.

The hilly terrain of this area poses access challenges: both getting to and from downtown and points north as well as getting around the neighborhood. Unlike other areas of the City, the existing street network does not have a regular and extensive system of collectors and arterials providing throughaccess.

#### Industrial area

The industrial area south of SW Sunset Boulevard/SR 900 has excellent potential to provide connections between the Green River, Interurban and Cedar River regional trails, between Tukwila and Renton, and to make connections with downtown Renton, particularly through the railroad corridors.

The trail in Black River Riparian Forest and the Springbrook Trail and bikes lanes on Monster Road already provide some connectivity. Extending the east-west connection would be ideal.

In terms of the connection of existing regional trails; there is an excellent opportunity to close the missing link between the Green River Trail and Renton via railroad right-of-way and Fort Dent Park. The "Fort Dent Connector," which would link the Green River Trail to Renton, has been identified in several regional non-motorized planning documents as a high priority connection. Linkages between regional trails, and this



SW 7th Street





Monster Road SW near Waterworks Park



Green River at Fort Dent Park



Taylor Avenue Northwest

connection in particular, were also identified through public comment at project open houses.

A multi-use trail to the Black River Riparian Forest, adjacent to the existing railroad and connected to SW 7<sup>th</sup> via Naches would make connections to the east. The SW 7<sup>th</sup> corridor has a lot of potential, preferably as a separated multi-use trail and could become an excellent connection to downtown.

#### Neighborhoods

This area is hilly, making it challenging for bicycle access, even on the designated shared use routes, Hardie and Taylor. The major arterial in the area is Renton Avenue South, which is considered moderately bicycle friendly along some of its length.

## EXISTING ROUTES CURRENTLY USED BY BICYCLES AND PEDESTRIANS:

- Monster Rd SW (bike lanes)
- SW 7<sup>th</sup> Street
- Black River Trail (walking trail)
- Springbrook Trail (multi-use trail)
- Taylor and Hardie Avenues SW (shared use)

#### TRANSIT ROUTES:

- MLK Jr. Way South/SW Sunset Blvd (SR 900)
- SW 7<sup>th</sup> Street
- SW Grady Way

#### **OPPORTUNITIES:**

- Two Rivers Trail (see Central Planning Area, above).
- Fort Dent Connector to connect the Green River Trail and Renton.
- Conversion of undeveloped path alongside railroad corridor in Black River Riparian area.
- Continuation of separated multi-use trail from Black River Riparian area down Naches to SW 7th.
- Possibility for a separated multi-use trail along SW 7<sup>th</sup> Street to connect to downtown.
- Extension north and south of Oakesdale Avenue SW bike lanes to connect with the Springbrook Trail.
- Renton Avenue South as a connection to Seattle.
- Future extension of Chief Sealth trail through the utility corridor.

Southeast Planning Area (Talbot/Benson/Fairwood/ Soos Creek)

Steep hillsides rise up from the Green River Valley and Cedar River corridor. The southeast planning area sits above these two rivers, and borders on downtown. It is bounded by the Valley Freeway (SR 167) on the west, I-405 to the north, the Cedar River to the northeast, and Renton City limits to the south and east.

The terrain is hilly and is transected by utility corridors: Puget Sound Energy transmission lines and the Seattle-Mercer Island Waterline. The area is predominantly residential, with some commercial/retail nodes along the arterials. Arterials curve, sometimes in response to topography, and are somewhat discontinuous; local streets form inwardly-focused neighborhood units. On the northeast side, The Cedar River Natural Area forms a sloped, wooded boundary between these neighborhoods and the Cedar River. Panther Creek and its wetland complex run parallel to SR 167 at the bottom of the west slope. Thunder Hills Creek flows toward I-405 and downtown from the southeast to the northwest. The area has several pockets of multi-family housing that would surely benefit from improved connections.

The primary east-west route, SW 43<sup>rd</sup> Street/SE Carr Road/ SE 176<sup>th</sup>/Petrovitsky Road, though long, is steep in places and has a cross section that changes several times along its approximately 6-mile length.

At the same time, multiple utility corridors in the area have the potential to provide miles of trails across the area. Providing a balance of destination-oriented non-motorized facilities as well as recreational ones will be the challenge in Southeast Renton.

There are several major north-south routes connecting to Kent and beyond: Talbot Road, Benson Road/108<sup>th</sup> Ave SE (SR 515), 116<sup>th</sup> Avenue SE, and 140<sup>th</sup> Avenue SE.

EXISTING ROUTES CURRENTLY USED BY BICYCLES AND PEDESTRIANS:

- Cedar River Trail (on north side of the river east of the Cedar River Natural Zone)
- 140<sup>th</sup> Ave SE (existing bike lanes)
- Benson Road South
- Puget Drive SE
- SE 164<sup>th</sup>
- Talbot Road South (existing bike lanes south of SW 43<sup>rd</sup>/179<sup>th</sup>/Carr Road SE
- Hiking/walking trails in Cedar River Natural Zone





Benson Road South



"Tower of Power" Trail near Philip Arnold Park



Separated trail along 116th Avenue Southeast



Bike lanes on Talbot Road South

TRANSIT ROUTES:

- 108<sup>th</sup> Ave SE
- 116<sup>th</sup> Ave SE
- Puget Drive SE
- SE 168<sup>th</sup> Street
- SE Carr Road
- SE Fairwood Boulevard
- SR 169 Renton-Maple Valley Road
- Talbot Road South

#### **OPPORTUNITIES:**

- Expansion of existing soft-surface or rough path / trails in utility corridors.
- Connections with Cedar River Natural Area.
- Safe walk-to-school routes (Renton Park Elementary, Talbot Hill Elementary, Nelson Middle School, Cascade Elementary, Tiffany Park Elementary).
- Regional trail connections: Interurban and Green River Trails and Soos Creek Trail, Soos Creek and the Cedar River Trail, Lake Youngs Watershed Trail.
- Connections with Kent and points south via 116<sup>th</sup> Ave SE and 132<sup>nd</sup>/140<sup>th</sup> Ave SE.
- Panther Creek wetlands.
- Trail along Thunder Hills Creek.
- Trail along Panther Creek wetlands, connecting to the Edlund Property and onto the Springbrook Trail.
- Pedestrian trails from multi-family areas to shopping areas.
- Good overlap between transit and proposed nonmotorized transit routes.

## **North and East Planning Area** (Kennydale/Sunset/East Plateau/Cedar River)

Though two separate planning areas, divided by Sunset Boulevard NE/SR 900, the North and East planning areas are grouped together for the purposes of this Master Plan because they are more contiguous and interconnected than other planning areas. The East Planning area is bounded by Maple Valley Road (SR 169) to south, I-405 and Lake Washington on the west, and Sunset Boulevard NE/SR 900 to the north. The North Planning area is bounded by Lake Washington to the west, Sunset Boulevard NE/SR 900 to the south, the May Creek corridor/May Creek urban separator and Renton City Limits to the north, and the Renton City Limits to the east.

The terrain is hilly and slopes steeply to Lake Washington on the west and the Cedar River to south. It is primarily residential, with commercial retail nodes and along the arterials, es-



pecially NE 3<sup>rd</sup>/NE 4<sup>th</sup> Street and NE Sunset Boulevard/SR 900.

Like the South Planning Area, topography presents a challenge to non-motorized travel in the North Planning Area, and currently limits connections between this area, downtown and Interstate 405 and its impact on nearby arterials and collectors also limit east-west access.

The east-west routes, Sunset Boulevard NE and NE 3<sup>rd</sup> and 4<sup>th</sup> Streets, are busy commercial streets, with higher traffic volumes, higher speeds, and many access points into the strip-type commercial development lining the streets. However, there are some routes parallel to these thoroughfares that can provide alternative access, even if these tend to be short, discontinuous segments.

Multiple parallel north-south routes (Edmonds, Monroe, Union and Duvall Avenues NE) could make for a highly connective non-motorized network, and provide opportunities to connect with the area's many civic resources.

EXISTING ROUTES CURRENTLY USED BY BICYCLES AND PEDESTRIANS:

- Lake Washington Loop Trail and Lake Washington
   Boulevard North bike/pedestrian facilities
- Cedar River Trail
- May Creek Trail
- Honey Creek Trail
- Edmonds, Monroe, Union, Duvall Avenues NE
- Sunset Boulevard NE (SR 900)
- NE 3<sup>rd</sup>/4<sup>th</sup> Streets/SE 128<sup>th</sup> Street
- NE 12th Street
- 148<sup>th</sup> SE (connects to May Valley Road, May Valley Park, Hazen High School and Apollo Elementary)

#### TRANSIT ROUTES:

- Renton-Maple Valley Road (SR 169)
- NE 3<sup>rd</sup>/4<sup>th</sup>/SE 128<sup>th</sup> Street
- NE Sunset Boulevard (SR 900)
- NE 27<sup>th</sup> Street
- Edmonds Ave NE
- Union Ave NE
- Duvall Ave NE/Coal Creek Parkway
- NE 7<sup>th</sup> Street
- NE 12<sup>th</sup> Street



Busy corner on Sunset Boulevard NE



Devil's Elbow, along Honey Creek Trail



Pedestrian path along NE 12th Street



Union Avenue NE



Burlington Northern Santa Fe Railroad line along the shoreline of Lake Washington

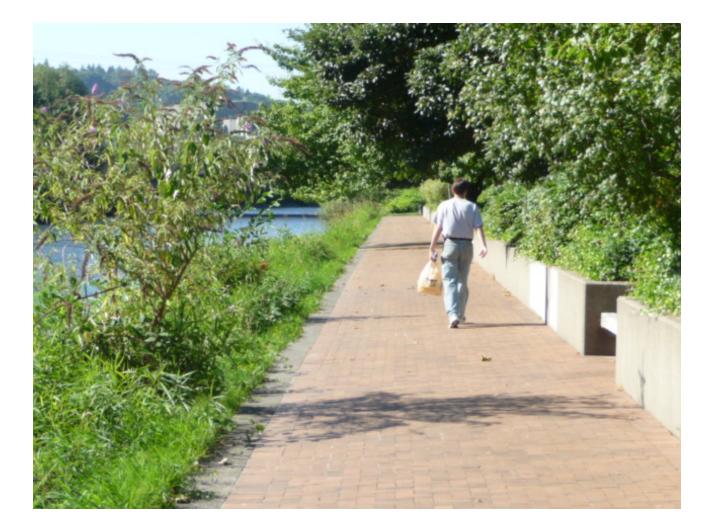


SE May Valley Road

#### OPPORTUNITIES:

- NE 10<sup>th</sup> and NE 12<sup>th</sup> Streets as bypass routes to Sunset Boulevard.
- Connections to good distribution of neighborhood parks.
- Connections to May and Honey Creek Trails, Cedar River Trail.
- Safe walk-to-school routes (Maplewood Heights, Hazen High School, McKnight Middle School).
- Existing trails and planned development of the Honey Creek, May Creek, and Kennydale Creek corridors.
- Good overlap between transit and possible nonmotorized transit routes.
- Possible redevelopment of the areas as a result of the Highlands Subarea Plan.
- Connections to Bellevue, Newcastle and Issaquah.
- Several scenic longer rural routes: SE May Valley Road, SE Jones Road.
- Long term redevelopment of the BNSF railroad corridor.

# PART 3: RECOMMENDATIONS



### PART 3: RECOMMENDATIONS

#### ROUTING

In developing Renton's proposed non-motorized network, it was helpful to think about different categories of routes in order to ensure coverage to all kinds of destinations, as well as to determine which trail cross-section is most appropriate.

#### **Primary Routes**

Primary facilities provide regional connections through and within Renton. Because of the longer distances these facilities traverse, they will constitute the highest mileage of facilities in the system. Examples include the Lake Washington Loop and the Cedar River Trail, both of which are designated regional trails by King County.

Primary facilities were selected based on the following criteria. The facility should:

- Provide continuous connection between major portals to the CBD/downtown/City Center when completed
- Serve and connect with the public transportation system
- Avoid high traffic arterials and state highways unless no other feasible direct connection exists
- Avoid roadways posted at speeds over 40 miles per hour unless no other feasible direct connection exists
- Avoid major hills whenever possible.

#### **Secondary Routes**

Secondary facilities provide subarea/neighborhood connections meant to augment the primary trail system. Typically, they serve smaller commercial, residential, or employment centers, or locations that are not connected by primary facilities. As with primary facilities, these facilities may also cover longer distances. An example would be a trail in a utility corridor. Secondary facilities should:

- Connect the CBD to neighborhoods, major parks, and recreation centers
- Provide alternative connections to areas served by the primary trail system if either of the following criteria apply:
- Provide a connection between two primary facilities that otherwise would not be connected

#### **TYPES OF ROUTES**

\* PRIMARY:

through routes, connecting city to city

\* SECONDARY:

connecting neighborhood to neighborhood

\* MINOR:

connections within the neighborhoods

 Provide access to points of interest and scenic features/destinations that otherwise would not be served by the primary trail system.

#### **Minor Routes**

Minor routes connect residential neighborhoods, commercial centers, employment centers, parks, and specific activity center to the primary and secondary trail system, provide local connections within these areas, or connect these areas with other nearby locations such as schools. These facilities typically cover shorter distances than either of the other types of facilities. Within this category there is the greatest opportunity for expansion, based on development patterns in the City.

#### Encourage More Walking, Hiking and Biking

According to a study by the Puget Sound Regional Council, about 5 percent of all trips made in the Central Puget Sound region are bicycle or walking trips, which is comparable to the national average. In Renton, 2.6 percent of commuting trips are made on foot or by bike. In order for Renton to meet the regional average of commuting trips made without cars, as well as to encourage healthier, more active lifestyles and boost recreation, the City must make primary, secondary, and local routes more accessible, and make them safer and more attractive to use on foot or on bike.

#### **Boost from Regional Connections**

On the regional scale, the completion of missing links, extensions, and new trail development would add approximately 30 more miles of trail in and around Renton, for a total of approximately 112 miles of regional trail linkage in the City, which is about 63% of King County's total system.

Connection to the Green River Trail is possible through the completion of a half-mile missing link between Renton and Tukwila. A planned extension of the Soos Creek Trail to the Cedar River Trail and the development of the Cedar-Sammamish Trail from the Cedar River Trail to Sammamish will provide many additional miles of regional trail through Renton.

#### **EVALUATION CRITERIA**

Evaluation criteria were developed to use as the basis for evaluating routes, determining the final selection of routes, the design and cross sections of the routes, and ultimately, as tools for prioritizing the trails for funding and construction. While all the criteria bear significant weight on planning decisions, first and foremost, trails and routes need to provide a safe experience for all user groups.

The evaluation criteria are based on community needs, safe and efficient bicycle travel. The criteria are listed in proposed order of priority.

**Safety**: The proposed facility should provide a safe trail experience.

Accommodation/Accessibility: The proposed facility should serve the needs of the maximum number of user groups possible; both commuters and recreational users, young and old, pedestrians and cyclists. Some advocate accommodating differing travel modes, user abilities, and trip purposes through separate facilities--separating faster cyclists or equestrians from a primary trail meant to accommodate pedestrians and less-skilled or slower cyclists.

**Continuity & Directness:** The proposed facility should be continuous, clear and easy to follow, proceeding in the most efficient, and direct pathway possible. Cyclists tend to favor routes that require the least expenditure of their energy. In addition, navigability and ease of wayfinding are extremely important to bicycles and pedestrians.

**Connectivity/Linkage:** The proposed facility should link destinations of all levels: neighborhoods, employment centers, schools, parks, shopping, recreation and enter-tainment facilities, public services, and destinations beyond the city limits. In addition the facility should synchronize with transportation nodes and modes through the City, to facilitate multi-modal connections.

**Regional Trail Connectivity**: The proposed facility should take advantage of the nexus of several regional trails in the area, connecting to and between these systems to create an even larger network.

**Trail Experience**: The proposed facility should provide a comfortable and appealing trail experience, and should take advantage of opportunities to follow scenic corridors and connect with scenic resources. In order of most desirable to least desirable, the following cross-sections are

#### FACTORS AFFECTING SAFETY

- Potential for conflict with other trail users and vehicles, especially at crossings
- Traffic volume, speed, and type: smaller, passenger vehicles vs. larger vehicles (e.g. trucks and busses)
- \* Cross section or geometry of facility: proximity to vehicular travel lanes, separation from vehicle lanes, width of facility, grade, sight distances, surfacing, etc.
- \* Perceived safety: overall sense of comfort with the facility

# FACTORS AFFECTING TRAIL EXPERIENCE

- \* Safety and comfort
- Perceived safety
- \* Trail volumes and types of users
- \* Noise, air pollution, traffic speeds and volume
- \* Scenery and scenic resources

recommended: separated trail bicycle lanes, paved shoulders, signed shared roadway, and shared sidewalk.

**Sensitivity**: The proposed facility should be designed to respect and avoid harm to wildlife corridors, critical areas, and other sensitive landscapes.

**Concurrency**: The proposed facility should be concurrent with other City, County and regional non-motorized planning efforts.

**Funding/Construction Opportunities:** Identify opportunities to construct the proposed facility as part of other projects, such as the Transportation Improvement Program (TIP).

#### METHODOLOGY

The evaluation criteria above are listed in order of priority. The sample matrix in Figure 6 illustrates the evaluation methodology. The routes are evaluated by each criterion, using a simple to use scoring system. This methodology is designed to allow some flexibility and judgment.

The final evaluation matrix (Table 1), which identifies projects and their ranking, is located at the end of Recommendations Section (Part 3).

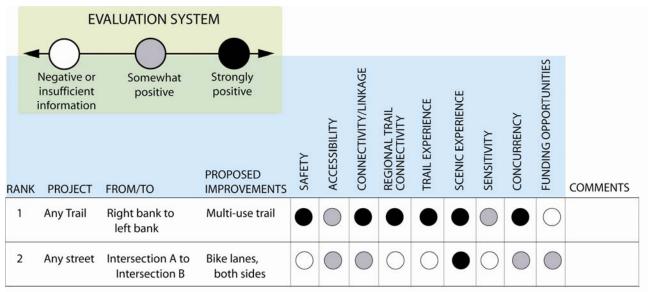


Figure 6. Sample Evaluation Matrix

#### **CROSS SECTIONS**

The safety of the users of Renton's trails and bicycle network can be enhanced by building facilities to a consistent standard and maintaining all facilities adequately. The Master Plan includes a set of guidelines for cross sections as a companion to the recommended routes. The design guidelines provide a reference to the minimum acceptable construction criteria which will satisfy commonly accepted guidelines for safety.

The cross-section guidelines are based on recognized state and national standards, described in the Design Standards section (page 55). Recognized state and national standards include dimensional recommendations for widths, crossslopes, grades, surface treatments, separation of elements, signage and other elements that make up a new facility or system. They are intended to define minimum dimensional criteria for development of safe facilities functioning under normal conditions.

Figure 7, adapted from Washington State Department of Transportation guidelines, recommends cross sections based on roadway classification, traffic speed and volume.

In addition to safety and roadway factors, the assignment of cross sections is based on other factors, such as the constraints of existing conditions and the desired trail experience (see sidebar).

GENERAL GUIDELINES FOR SELECTING CROSS-SECTIONS ON ROADWAYS Adapted from WSDOT								
ROADWAY CLASSIFICATION	TRAFFIC VOLUME AND SPEED (ADT = average daily traffic)	RECOMMENDED ON-ROAD CROSS-SECTION						
Highways and other high-volume streets with limited access	Speeds > 25 mph ADT > 2000	1st choice: Shared use trail 2nd choice: 4' min. shoulders, each side						
Arterials in residential, commercial, industrial areas with higher ac- cess needs		1st choice: Shared use trail 2nd choice: Bike lanes, each side						
Local streets, rural highways, Collector or minor arterials	Speeds < 25 mph ADT less than 2000	Shared roadway						

#### FACTORS FOR DETERMIN-ING CROSS SECTIONS

- \* Safety of trail/facility users
- \* Availability of right-of-way, on road vs. off road
- \* Location of destination, most direct route
- \* Type of trail experience desired
- Accommodation of different kinds of trail/facility users
- \* Character of roadway (traffic speeds and volumes, etc.)
- \* Constraints of existing conditions

	ES OF ECTIONS
OFF-ROAD FACILITIES	ON-ROAD FACILITIES
Multi-use Trail	Bicycle lanes
Separated Multi-use/ Shared Use Trail	Paved shoulder
	Signed shared roadway

Figure 8. Types of Cross Sections

Figure 8, indicates that cross sections are categorized offroad or on-road. The individual cross sections are described below.

#### **Off-road Facilities**

Off-road facilities can offer a multitude of benefits: reduced potential for conflicts with motor vehicles, more spacious facilities, scenic settings, direct access to open space and recreational facilities. There are two types of off-road facilities considered in this master plan: trails associated with road rights-of-way, and trails on other kinds of public or private lands.

#### **On-Street Facilities**

The beauty of the Renton's street network is that it takes people where they want to go. And yet for bicyclists and pedestrians, skill-level, physical ability, level of comfort, and available time determine what route is best. The most direct route may not be the best for every user. While some bicyclists feel comfortable riding on streets without dedicated bicycle facilities, many cyclists do not.

According to Bike Plan Source:

"Experienced bicyclists often prefer arterials for their traffic controls and directness. Other riders tend to avoid them, if possible, because of the traffic. . . Arterials . . . may be the only streets that break certain barriers like railroad yards, freeways, and rivers. But arterials increasingly provide other benefits to cyclists as well. In suburban areas, for example, many popular destinations--schools, worksites, shops--can only be found along arterials. For destination-oriented bicyclists, therefore, using arterials may be the only alternative."

A combination of the facilities described below will be employed on busier roadways like arterials, as well as local and collector streets to create a trail and bicycle network in Renton that will accommodate a wide range of users' comfort and skill levels.

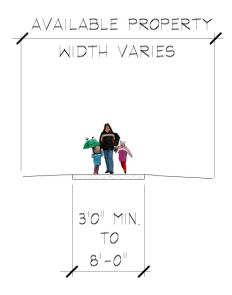
#### **MULTI-USE TRAIL**

This cross-section applies to corridors that are not associated with road rights-of-way. The design of the trail is wide enough to accommodate two-way shared usage by bicyclists and/or pedestrians. Surfacing options include asphalt concrete, Portland cement, gravel or soft-surface. The latter is preferred if hiking of the trail is expected. Examples of off-road trails would be stream, utility, or railroad corridors.

#### **MULTI-USE TRAIL at a glance**

- Not necessarily associated with road right-of-way: could be stream, utility, railroad corridor, park or open space
- 1 and 2-way travel
- Width: 3' minimum, 6-8' preferred, shoulder on each side where trail abuts steep slope
- Surfacing varies





MULTI-USE TRAIL soft surface

#### **HIKING ONLY TRAILS**

Certain trails are designated for pedestrian and hiking only. These soft-surface trails vary in width, but are primarily two to four feet wide. Examples of hiking only trails are May and Honey Creeks, and an example of pedestrian only is the boardwalk on Springbrook Creek.

#### WATER TRAILS

The Lake-to-Locks Water Trail is a day-use trail with over 100 public places to launch and land small non-motorized boats in the midst of vibrant Pacific Northwest communities.

The lakes of the Lake-to-Locks are Sammamish, Washington, and Union. The locks of the Lake-To-Locks Trail are the Hiram M. Chittenden Locks where fresh water meets salt water. This is one way to reach the Cascadia Marine Trail on Puget Sound.

Water launches from Renton can take place from the Cedar River and numerous locations along the shoreline of Lake Washington.

#### SEPARATED MULTI-USE (OR SHARED USE) TRAIL

In areas where the road right-of-way is wide enough, a twoway separated trail for shared usage is possible. As with the off-road trail cross-section, surfacing options include asphalt concrete, Portland cement, gravel, or soft-surface. Separated trails provide greater separation from noise, traffic fumes, and are typically preferred by less-skilled cyclists who do not feel comfortable maneuvering along traffic or who want to travel at lower speeds. According to The Pedestrians and Bicycling Information Center,

> Shared use paths are an addition, and complimentary, to the roadway network: they are not a substitute for providing access to streets and highways. In the past, some communities have treated the development of a shared use path as the only thing they needed to do to "provide for bicyclists" and give them somewhere to ride. However, even the most extensive trail network cannot provide access to all the origins and destinations in a community, and trail users have to be able to get to and from the trail on the regular street network.

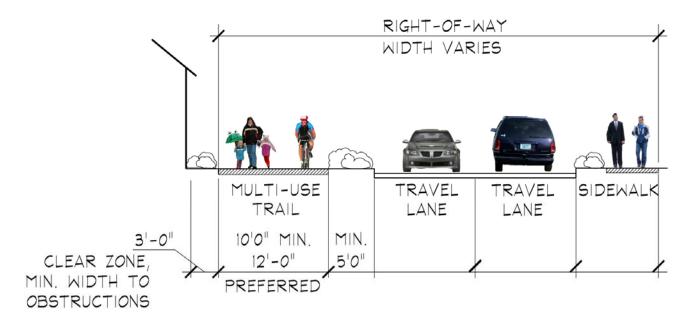
#### SEPARATED MULTI-USE/SHARED USE TRAIL

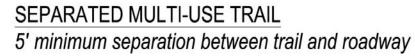
#### at a glance

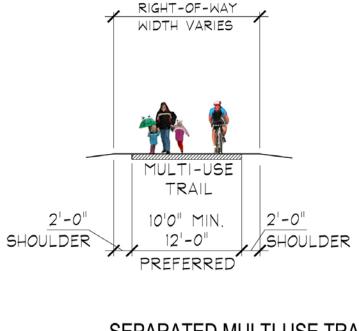
- Facility in the right-of-way yet physically separated from traffic by open space or a barrier
- 2-way travel
- Width: 10' minimum, 12' preferred + 2' shoulder on each side = 14' or 16' total
- 5' minimum separated from roadway
- Surfacing varies
- Not always preferred by more skilled cyclists, commuters

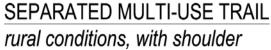












#### **BICYCLE LANES**

The bicycle lane cross section accommodates cyclists in a designated striped lane and pedestrians either in the shoulder or on a sidewalk in the case of a curbed roadway. For reasons of safety, bicycle lanes are always one-way facilities traveling in the direction of traffic designated for the exclusive use by bicyclists.

#### **BICYCLE LANES at a glance**

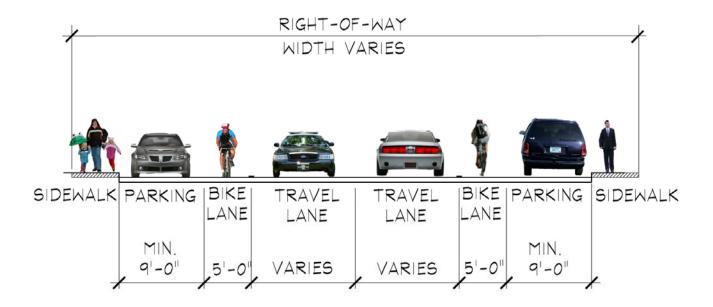
- 1-way facilities traveling in the direction of traffic, usually on both sides of roadway
- Exclusive use by bicyclists
- Width: 5' minimum to curb face or guardrail, 4' minimum without curb and gutter
- 13 feet: shared bike lane and parking area, without curb face
- 14 feet: shared bike lane and parking area with a curb face
- Paved surface denoted with pavement markings:

4" or 6" solid white line demarcating bike lane, bicycle lane symbol (see Signage plans)

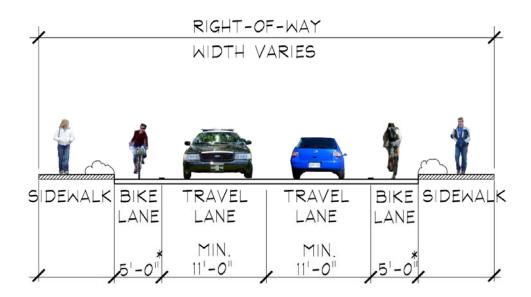
4" solid white line demarcating parking area

Bike lane symbol (6' high) and directional arrows should be painted on the far side of each intersection

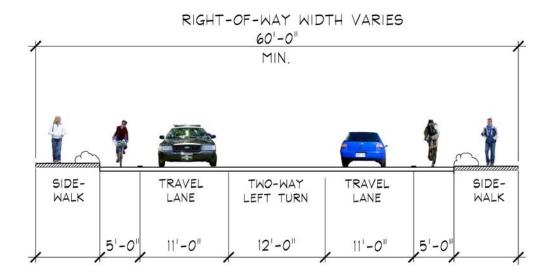




BIKE LANES: TWO-WAY ROAD, with PARKING 2 travel lanes, 2 parking lanes, 2 bikes lanes



BIKE LANES: TWO-WAY ROAD, no PARKING 2 travel lanes, 2 bikes lanes



BIKE LANES: ROAD, with TURN LANE 2 travel lanes, 1 two-way left turn lane, 2 bikes lanes

Existing examples: Talbot Road South, south of South 43rd Street; SW 16th Street, west of Oakesdale Avenue SW



BIKE LANES: 4-LANE ROAD, with TURN LANE 4 travel lanes, 1 two-way left turn lane, 2 bikes lanes

Existing example: Duvall Avenue NE, north of NE 4th Street





#### SIGNED SHARED ROADWAY

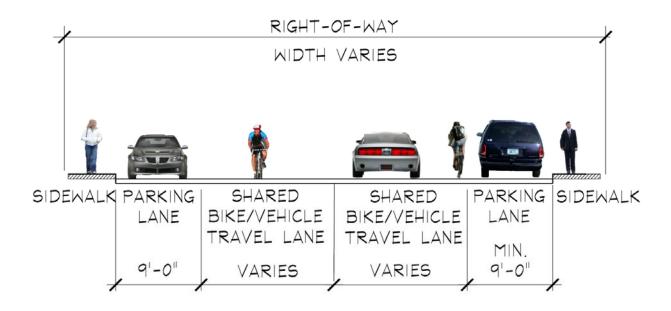
When right-of-way widths and existing roadway conditions prohibit the addition of dedicated bicycle facilities, a roadway can be designated for shared use by motorists and bicyclists. Typically, this design solution is used on roadways with low traffic speeds and low levels of traffic or with wide curb lanes (i.e. 14 feet minimum). Signed shared roadways may provide a safer alternative to travel on busier parallel routes; direct cyclists toward particular destinations, such as parks, schools, shopping areas; or may serve as a link between discontinuous segments of dedicated bicycle facilities. Because signed shared roadways are often local streets, they may not necessarily be the most direct route. Ideally, signed shared roadways give bicyclists more priority in traffic maneuvers.

The WSDOT Design Manual recommends the following criteria be used in determining whether to sign a bike route/ shared roadway:

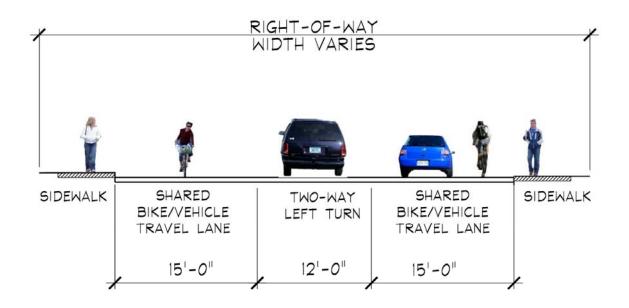
- The route offers a higher degree of service than alternative streets
- The route provides for through and direct travel in bicycle corridors
- The route connects bicycle facilities
- Traffic control devices have been adjusted to accommodate bicyclists
- Street parking is prohibited for improved safety where lane width is critical
- Surface hazards to bicyclists have been corrected
- Maintenance of the route is at a higher level than comparable streets, such as more frequent street sweeping and repair.

#### SIGNED SHARED ROADWAY at a glance

- Bicyclists share roadway with motorists for safety, wayfinding, or other purposes
- No change to roadway configuration required, though routes are often designated with signage and other measures to give bicyclists priority or enhance their safety and comfort
- Usually on lower volume, speed roadways/local streets.
- Signage: every ¼ mile, or at every turn



# TWO-WAY SHARED USE ROADWAY, with PARKING 2 shared bike/vehicle travel lanes, 2 parking lanes



# TWO-WAY SHARED USE ROADWAY, with TURN LANE 2 shared bike/travel lanes, 1 two-way left turn lane

Existing example: SW 16th Street, east of Oakesdale Avenue SW

#### **PAVED SHOULDERS**

Paved shoulders are for shared use by bicyclists and pedestrians. In traffic situations shoulders are often used by stopped vehicles and for emergency uses. Even so, a paved shoulder goes a long way to enhancing the corridor for use by bicyclists and pedestrians. In addition to minimum width, paved shoulders should be free from obstructions and have a reliably smooth surface, without rumble strips.



#### **PAVED SHOULDERS** at a glance

- For use by bicyclists and pedestrians + stopped vehicles, emergencies
- Width: 5' minimum with curb and gutter, 4' minimum without curb and gutter
- Widths should be increased with higher bicycle use, motor vehicle speeds above 50 mph, higher percentage of truck and bus traffic.



#### SHARED SIDEWALK

A shared sidewalk cross-section allows cyclists to share the sidewalk with a pedestrian. This cross-section is considered a last resort solution in isolated situations such as across bridges and along high speed and high-traffic roadways, which lack adequate right-of-way for the provision of bicycle lanes, but have existing sidewalks. On sidewalks, bicyclists are expected to yield to pedestrians and walk their bicycles if sidewalks are particularly narrow.

Both the shared roadways and shared sidewalk crosssections are included among the alternatives as a means to fill in gaps at difficult locations. Neither is considered an optimum solution and both are avoided where possible.



#### SHARED SIDEWALK at a glance

- Generally not advised, except for special circumstances: bridges, high speed/high-traffic roadways
- Bicyclists must yield to pedestrians

#### **COMBINED CROSS-SECTIONS**

Certain conditions, such as right-of-way limitations, traffic volumes, environmental conditions, etc. may preclude the consistent use of a single cross-section along a route or street. While consistency is generally the preference, it is preferable to have a facility that uses a combination of cross-sections rather than no facility at all, or one that ends abruptly.

#### **IMPLEMENTATION OF CROSS SECTIONS**

It is recommended that, at the project design level, each project be reassessed to determine the appropriateness of the suggested improvements, and to determine the available right-of-way, etc.

Moreover, it is also critical for the Master Plan to have some flexibility in the designation of cross-section. In the evolution of the planning process, certain assumptions were made about existing conditions, road locations in the right-of-way, condition and location of utilities, etc. When the project is finally in the development phase, a topographic and right-ofway survey will provide the first clear picture of the actual conditions of the route, and it may be necessary to implement a different design solution or combination of design solutions than are shown in the Master Plan. In addition, there may be development of other capital projects or changes in funding strategies that dictate a different cross section or facility classification than the one currently identified.



#### DESIGN STANDARDS

# AASHTO GUIDELINES FOR THE DEVELOPMENT OF BICYCLE FACILITIES

This manual of design standards is recognized nationally as the "industry standard for development of bicycle facilities." All of the design guidelines included in the recommendations section of this plan will meet the minimum standards articulated in the AASHTO document.

#### **WSDOT Local Agency Guidelines**

This manual identifies specific design standards related to bicycle and pedestrian facility installations. These standards are referenced in the design guidelines.

#### KC Regional Trails Inventory & Guidelines

According to the King County Trails website, "the King County Regional Trail System is one of the nation's most extensive multi-use off-road systems with over 175 miles of trails for bicycling, hiking, walking, and horseback riding." King County Regional trail guidelines are closely aligned with the AASHTO guidelines but are intended to create and unify the regional network by standardizing regional trail design elements, based on the concerns of safety, convenience, aesthetic experience, and economical maintenance.

The quality and connectivity of local non-motorized networks varies, but the King County system is the backbone of recrea-

tional and commuting use across the region. Some King County regional trails see as many as 2,000 users a day. As such, the regional trail standards are designed to accommodating a large number and variety of users in a safe, efficient and enjoyable manner.

#### FUNDING

The City of Renton includes a Bicycle Route Development Program in the annual Six-Year Transportation Improvement Program (TIP). The TIP is adopted annually by the City Council. The 2009-2014 TIP (Appendix I) has programmed \$448,000 to implement projects identified in the Trail and Bicycle Master Plan. The funding can be used for planning, design and construction phases of the projects as well as for local matches for state and federal grants, as identified in Appendix J. Although it may not be the primary purpose of a particular project or program, many TIP projects have the potential to assist in implementing projects within the Trails and Bicycle Master Plan.

The Washington State Recreation and Conservation Office (RCO) provides matching grants for trail acquisition and development, and is open to local and state agencies. Under the Washington Wildlife and Recreation Program (WWRP), eligible projects range from long-distance, cross-state rail-trail conversions to small paths connecting neighborhoods or to other trail systems. Grant applications are received on even calendar years.

In 2007, King County voters approved Proposition 2, which includes expanding the regional trail system over a six year period, with the last distribution to cities ending in 2013.

# RECOMMENDED IMPROVEMENTS & PROJECT PRIORITIZATION

The recommended trails and bikeways improvements are shown in Figure 9 (city-wide) and Figure 10 (downtown area detail).

Tables 1 and 2, following the recommended improvements maps, is the prioritization matrix for the recommended improvements evaluated on the criteria described earlier in this chapter, and described in the sample evaluation matrix (figure 6).

These projects are organized from highest to lowest priority on the basis of their ranking among the criteria. The table identifies each project by location and cross-section. Following the prioritized matrix is a listing of recommended improvements broken down by Parks and Transportation divisions. The complete inventory of proposed recommendations and existing facilities can be found in Appendix B, organized alphabetically. The inventory identifies each route by location, length, proposed cross section, etc.

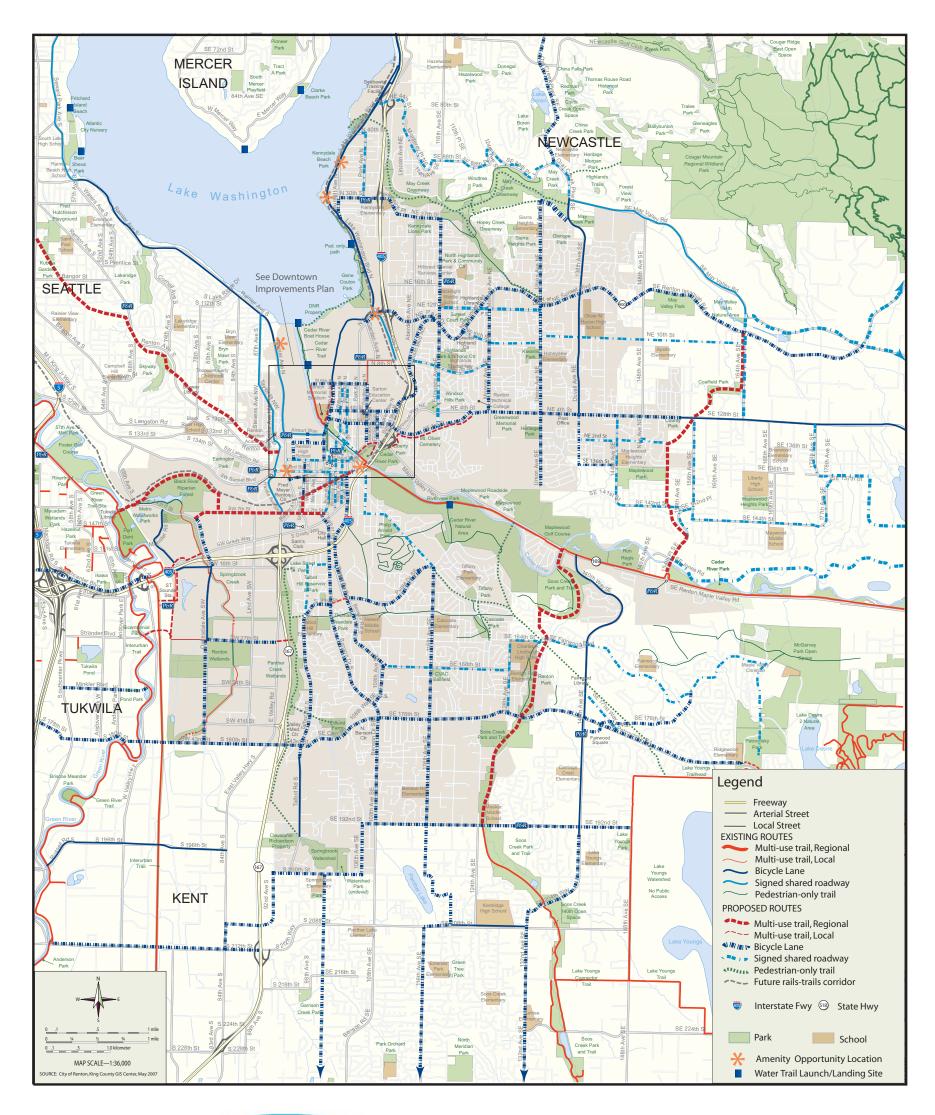
#### IMPLEMENTATION OF PRIORITIZED PROJECTS

Conditions and priorities in all communities change over time. Therefore the entire project list should be periodically reevaluated. This review should be completed by a group including residents, committee members, City staff, and others to assure it reflects the needs and desires of the community at large. Reevaluation may involve changes as significant as redefining routes or as minor as shifting project priorities. Maintaining flexibility and responsiveness to the community's concerns and desires will assure long-term success and continued growth of the system.

Finally, opportunities for trails and bikeways development may arise (through property acquisition, grant approval, concurrence with other projects, public support, etc.) that could shift project priorities. This list should be reviewed and updated periodically as project implementation progresses.

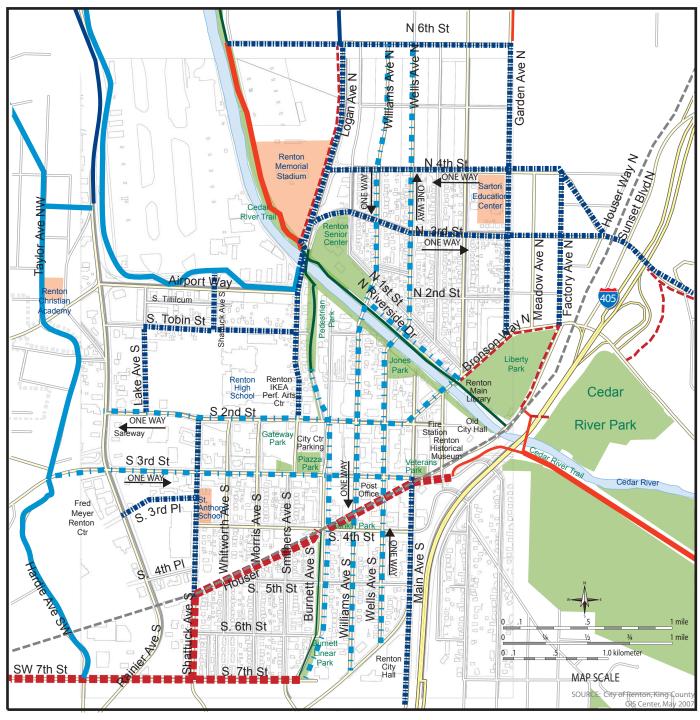
#### PROJECT SHEETS

A selection of proposed improvements have been detailed as project sheets, which can be found at the end of the Master Plan.









### Legend



#### **PROPOSED ROUTES**



Renton Trails and Bicycle Master Plan

**Trails and Bicycle Improvements Plan: Downtown** MAY 2009



#### RENTON TRAILS & BICYCLE MASTER PLAN TABLE 1. PRIORITIZATION MATRIX FOR RECOMMENDED IMPROVEMENTS

				<b>Evaluation Key</b>	Negati	ve or Ins Info.	ufficent	Some	what Pos	sitive	Stro	ngly Pos	itive	
						$\bigcirc$	1		$\bigcirc$	2			3	
	TRAIL/ROUTE NAME Proposed routes only	FROM	то	PROP. CROSS SECTION	SAFETY	ACCOMMODATION / ACCESSIBILITY	CONTINUITY/ DIRECTNESS	CONNECTIVITY/ LINKAGE	REGIONAL TRAIL CONNECTIVITY	TRAIL EXPERIENCE	SENSITIVITY	CONCURRENCY	FUNDING OPPORTUNITIES	NOTES, Possible Funding Sources
HIGHE	ST PRIORITY IMPRO	VEMENTS												
1a-1g	TWO RIVERS TRAIL: Fort Dent Connector, Black River Riparian Forest, Naches Ave SW, SW 7th Street, Shattuck Ave South, Houser Way South	Green River Trail	Cedar River Trail	SEPARATED MULTI- USE TRAIL, PAVED	•	•			•		$\bigcirc$	$\bigcirc$	•	KC, TIP 1, 2, 12, 14
2	SPRINGBROOK TRAIL	Black River Trail/Monster Road SW	SW 43rd Street	SEPARATED MULTI- USE TRAIL, SOFT SURFACE (COMPLETE)	•	•	$\bigcirc$		•		$\bigcirc$	$\bigcirc$	$\bigcirc$	
3	MAY CREEK TRAIL	Lake Washington Blvd North	Cougar Mountain County Park	SEPARATED MULTI- USE TRAIL, SOFT SURFACE	•	$\bigcirc$	$\bigcirc$	$\bigcirc$	•		$\bigcirc$	$\bigcirc$	$\bigcirc$	
4	PANTHER CREEK TRAIL	Cleveland Richardson Property	Lake Street Park	SEPARATED MULTI- USE TRAIL, SOFT SURFACE	lacksquare	$\bigcirc$	$\bigcirc$	$\bigcirc$	$\bigcirc$	$\bigcirc$	$\bigcirc$	$\bigcirc$	$\bigcirc$	I-405 Congestion Relief, TIP 5
5	HONEY CREEK TRAIL	Honey Creek/May Creek confluence	Union Avenue NE	SEPARATED MULTI- USE TRAIL, SOFT SURFACE		$\bigcirc$	$\bigcirc$	$\bigcirc$	$\bigcirc$		$\bigcirc$	$\bigcirc$	0	
6	DEVIL'S ELBOW	Edmonds Avenue NE	Duvall Avenue NE/Coal Creek Parkway	MIXED CROSS- SECTION: SEPARATED MULTI- USE TRAIL, PAVED (EXISTING) + BICYCLE LANES	$\bigcirc$					$\bigcirc$		$\bigcirc$		
7	DUVALL AVENUE NE BICYCLE LANES	SE 136th Street/ Maplewood Hts Elem.	Coal Creek Parkway/ Northern City Limits	BICYCLE LANES (EXTEND EXISTING)	$\bigcirc$					$\bigcirc$		$\bigcirc$		TIP 3, 4, 5
8	LIBERTY PARK CONNECTOR	Cedar River Trail	Bronson Way North/ Factory Avenue North	SEPARATED MULTI- USE TRAIL, PAVED		ullet	$\bigcirc$					$\bigcirc$	$\bigcirc$	TIP 12, 14
9	SAM CHASTAIN WATERFRONT TRAIL	Cedar River Trail		MULTI-USE TRAIL, BOARDWALK		$\bigcirc$					$\bigcirc$			TIP 11
10	NE 3rd AND 4th STREET BICYCLE LANES	Logan Avenue North	Eastern City Limits	SEPARATED MULTI- USE TRAIL + BICYCLE LANES (EXTEND EXISTING)	$\bigcirc$	$\bigcirc$			•	$\bigcirc$		•	•	TIP 9, 18, 19, WS PBP
11	TUKWILA STATION/ LONGACRES WAY CONNECTOR (South Grady Way and Longacres Way SW)	Oakesdale Avenue SW	Tukwila Station	SEPARATED MULTI- USE TRAIL + BICYCLE LANES	•	•			•	$\bigcirc$		$\bigcirc$	$\bigcirc$	TIP 12, 14
12a-12b	LAKE WASHINGTON LOOP: AIRPORT PERIMETER ROAD & LOGAN AVENUE NORTH	West entrance to Airport	Park Avenue North	BICYCLE LANES (EXTEND EXIST. SOUTH OF NORTH 6TH STREET) + MULTI USE TRAIL BETWEEN GTH AND CEDAR RIVER.			$\bigcirc$		•	$\bigcirc$		•	•	TIP 11
13		Tukwila/Green River Trail and Interurban Trail	Petrovitsky Park	BICYCLE LANES	$\bigcirc$	$\bigcirc$				$\bigcirc$	•	$\bigcirc$	$\bigcirc$	TIP 1, 2; WS PBP
14	GARDEN AVENUE NORTH & NORTH 6th STREET BICYCLE LANES	Cedar River/ Cedar River Trail	North 3rd Street	BICYCLE LANES										TIP 1, 2, 18. 19; STP MPO Alloc.
15	CASCADE TRAIL AND SW 27th STREET CONNECTOR	Oakesdale Avenue SW & SW 27th Street	Puget Drive SE	SEPARATED MULTI- USE TRAIL + BICYCLE LANES	$\bigcirc$			$\bigcirc$		$\bigcirc$			$\bigcirc$	Tukwila/ Renton Project

				<b>Evaluation Key</b>	Negati	ve or Insi Info.	ufficent	Some	what Po	sitive	Stro	ongly Pos	itive	
						$\bigcirc$	1		$\bigcirc$	2			3	
	TRAIL/ROUTE NAME Proposed routes only	FROM	то	PROP. CROSS SECTION	SAFETY	ACCOMMODATION / ACCESSIBILITY	CONTINUITY/ DIRECTNESS	CONNECTIVITY/ LINKAGE	REGIONAL TRAIL CONNECTIVITY	TRAIL EXPERIENCE	SENSITIVITY	CONCURRENCY	FUNDING OPPORTUNITIES	NOTES, Possible Funding Sources
16	NE 7th STREET BIKEWAY	NE Sunset Blvd	Monroe Avenue NE	SIGNED SHARED ROADWAY	$\bigcirc$	$\bigcirc$				$\bigcirc$		$\bigcirc$	$\bigcirc$	
17	NE 10th STREET BIKEWAY	NE Sunset Blvd	164th Ave SE	SIGNED SHARED ROADWAY	$\bigcirc$					$\bigcirc$		$\bigcirc$		I-405 Congestion Relief; STP MPO
18	OAKESDALE AVENUE SW BICYCLE LANES	SW 7th Street	SW 43rd Street	BICYCLE LANES (EXTEND EXISTING)	$\bigcirc$	$\bigcirc$				$\bigcirc$		$\bigcirc$	$\bigcirc$	TIP 1, 2
19	BURNETT AVENUE SOUTH LINEAR AND PEDESTRIAN PARK	South 7th Street	Cedar River Trail	SIGNED SHARED ROADWAY	•	$\bigcirc$	•	•	$\bigcirc$	•	•	$\bigcirc$	$\bigcirc$	STP Enhancements
20	TALBOT ROAD SOUTH BICYCLE LANES	SW 7th Street	Renton City Limits (southwest)	BICYCLE LANES (EXTEND EXISTING)	$\bigcirc$	$\bigcirc$				$\bigcirc$		$\bigcirc$	$\bigcirc$	TIP 1, 2
21	EDMONDS AVENUE NE BIKEWAY	NE 4th Street	NE 27th Street	SIGNED SHARED ROADWAY	$\bigcirc$	$\bigcirc$			$\bigcirc$	$\bigcirc$		$\bigcirc$	$\bigcirc$	
22	BENSON DRIVE SOUTH/ SR 515 BICYCLE LANES	South Grady Way	SE 192nd Street	BICYCLE LANES	$\bigcirc$	$\bigcirc$						$\bigcirc$	$\bigcirc$	
23	NORTH RIVERSIDE DRIVE BIKEWAY	Williams Avenue North	Bronson Way North	SIGNED SHARED ROADWAY	$\bigcirc$	$\bigcirc$				$\bigcirc$		$\bigcirc$	$\bigcirc$	
24	BENSON ROAD SOUTH/MAIN AVENUE SOUTH BIKEWAY	South 2nd Street	SE Carr Road/SE Petrovitsky Rd	BICYCLE LANES	$\bigcirc$	$\bigcirc$	lacksquare	lacksquare	$\bigcirc$	$\bigcirc$	lacksquare	$\bigcirc$	$\bigcirc$	I-405 Congestion Relief
MEDI 25	UM PRIORITY IMPRO	Rainier Avenue	Bronson Way	SIGNED SHARED						$\bigcirc$		$\bigcirc$	$\bigcirc$	
26	STREET BIKEWAY	South		ROADWAY										
	FACTORY AVENUE NORTH BICYCLE	Bronson Way South	North 4th Street	BICYCLE LANES	$\bigcirc$	$\bigcirc$				$\bigcirc$	•	$\bigcirc$	$\bigcirc$	
27				BICYCLE LANES SEPARATED MULTI- USE TRAIL, PAVED (EXISTING) + BICYCLE	•	•	•				•			Safe Routes to Schools
27	NORTH BICYCLE LANES 116th AVENUE SE BICYCLE LANES LAKE - TOBIN - SHATTUCK STREET	South Puget Drive SE Airport	Street City Limits (south) Houser Way	BICYCLE LANES SEPARATED MULTI- USE TRAIL, PAVED										
	NORTH BICYCLE LANES 116th AVENUE SE BICYCLE LANES LAKE - TOBIN - SHATTUCK STREET BIKEWAY WILLIAMS & WELLS	South Puget Drive SE Airport Perimeter Road South Grady	Street City Limits (south) Houser Way	BICYCLE LANES SEPARATED MULTI- USE TRAIL, PAVED (EXISTING) + BICYCLE LANES SIGNED SHARED ROADWAY SIGNED SHARED										Schools
28	NORTH BICYCLE LANES 116th AVENUE SE BICYCLE LANES LAKE - TOBIN - SHATTUCK STREET BIKEWAY	South Puget Drive SE Airport Perimeter Road	Street City Limits (south) Houser Way South	BICYCLE LANES SEPARATED MULTI- USE TRAIL, PAVED (EXISTING) + BICYCLE LANES SIGNED SHARED ROADWAY										Schools
28 29	NORTH BICYCLE LANES 116th AVENUE SE BICYCLE LANES LAKE - TOBIN - SHATTUCK STREET BIKEWAY WILLIAMS & WELLS AVENUE BIKEWAY LAKE TO CREEK	South Puget Drive SE Airport Perimeter Road South Grady Way Lake Washington	Street City Limits (south) Houser Way South N. 6th St Edmonds Avenue NE/	BICYCLE LANES SEPARATED MULTI- USE TRAIL, PAVED (EXISTING) + BICYCLE LANES SIGNED SHARED ROADWAY SIGNED SHARED ROADWAY										Schools TIP 1, 2, 11
28 29 30 31 32	NORTH BICYCLE LANES 116th AVENUE SE BICYCLE LANES LAKE - TOBIN - SHATTUCK STREET BIKEWAY WILLIAMS & WELLS AVENUE BIKEWAY LAKE TO CREEK CONNECTOR SEATTLE WATERLINE TRAIL SEATTLE WATERLINE SPUR	South Puget Drive SE Airport Perimeter Road South Grady Way Lake Washington Blvd North Cedar River/ Riverview Park Cedar River/ Riverview Park	Street City Limits (south) Houser Way South N. 6th St Edmonds Avenue NE/ Honey Creek Lake Youngs Watershed 161st/ 131st Ave NE	BICYCLE LANES BICYCLE LANES SEPARATED MULTI- USE TRAIL, PAVED (EXISTING) + BICYCLE LANES SIGNED SHARED ROADWAY SIGNED SHARED ROADWAY BICYCLE LANES SEPARATED MULTI- USE TRAIL, ROUGH SURFACE SEPARATED MULTI- USE TRAIL, ROUGH SURFACE										Schools TIP 1, 2, 11
28 29 30 31	NORTH BICYCLE LANES 116th AVENUE SE BICYCLE LANES LAKE - TOBIN - SHATTUCK STREET BIKEWAY WILLIAMS & WELLS AVENUE BIKEWAY LAKE TO CREEK CONNECTOR SEATTLE WATERLINE TRAIL SEATTLE WATERLINE	South Puget Drive SE Airport Perimeter Road South Grady Way Lake Washington Blvd North Cedar River/ Riverview Park Cedar River/	Street City Limits (south) Houser Way South N. 6th St Edmonds Avenue NE/ Honey Creek Lake Youngs Watershed 161st/ 131st Ave NE	BICYCLE LANES BICYCLE LANES SEPARATED MULTI- USE TRAIL, PAVED (EXISTING) + BICYCLE LANES SIGNED SHARED ROADWAY SIGNED SHARED ROADWAY BICYCLE LANES SEPARATED MULTI- USE TRAIL, ROUGH SEPARATED MULTI- USE TRAIL, ROUGH										Schools TIP 1, 2, 11
28 29 30 31 32	NORTH BICYCLE LANES 116th AVENUE SE BICYCLE LANES LAKE - TOBIN - SHATTUCK STREET BIKEWAY WILLIAMS & WELLS AVENUE BIKEWAY LAKE TO CREEK CONNECTOR SEATTLE WATERLINE TRAIL SEATTLE WATERLINE SPUR NE 12th STREET	South Puget Drive SE Airport Perimeter Road South Grady Way Lake Washington Blvd North Cedar River/ Riverview Park Cedar River/ Riverview Park Edmonds Avenue NE NE 3rd/NE 4th	Street City Limits (south) Houser Way South N. 6th St Edmonds Avenue NE/ Honey Creek Lake Youngs Watershed 161st/ 131st Ave NE Union Avenue NE	BICYCLE LANES BICYCLE LANES SEPARATED MULTI- USE TRAIL, PAVED (EXISTING) + BICYCLE LANES SIGNED SHARED ROADWAY SIGNED SHARED ROADWAY BICYCLE LANES SEPARATED MULTI- USE TRAIL, ROUGH SURFACE SIGNED SHARED SIGNED SHARED										Schools TIP 1, 2, 11
28 29 30 31 32 33	NORTH BICYCLE LANES 116th AVENUE SE BICYCLE LANES LAKE - TOBIN SHATTUCK STREET BIKEWAY WILLIAMS & WELLS AVENUE BIKEWAY LAKE TO CREEK CONNECTOR SEATTLE WATERLINE TRAIL SEATTLE WATERLINE SPUR NE 12th STREET BIKEWAY NE SUNSET BLVD/	South Puget Drive SE Airport Perimeter Road South Grady Way Lake Washington Blvd North Cedar River/ Riverview Park Cedar River/ Riverview Park Edmonds Avenue NE NE 3rd/NE 4th	Street City Limits (south) Houser Way South N. 6th St Edmonds Avenue NE/ Honey Creek Lake Youngs Watershed 161st/ 131st Ave NE Union Avenue NE SE May Valley	BICYCLE LANES SEPARATED MULTI- USE TRAIL, PAVED (EXISTING) + BICYCLE LANES SIGNED SHARED ROADWAY SIGNED SHARED ROADWAY BICYCLE LANES SEPARATED MULTI- USE TRAIL, ROUGH SURFACE SEPARATED MULTI- USE TRAIL, ROUGH SURFACE SIGNED SHARED ROADWAY										Schools TIP 1, 2, 11 TIP 1,2
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28 29 30 31 32 33 34 35	NORTH BICYCLE LANES 116th AVENUE SE BICYCLE LANES LAKE - TOBIN SHATTUCK STREET BIKEWAY WILLIAMS & WELLS AVENUE BIKEWAY LAKE TO CREEK CONNECTOR SEATTLE WATERLINE TRAIL SEATTLE WATERLINE SPUR NE 12th STREET BIKEWAY NE SUNSET BLVD/ SR 900 BICYCLE LANES MAPLEWOOD HEIGHTS SCHOOL ROUTE	South Puget Drive SE Airport Perimeter Road South Grady Way Lake Washington Blvd North Cedar River/ Riverview Park Cedar River/ Riverview Park Cedar River/ Riverview Park Cedar River/ Riverview Park Edmonds Avenue NE NE 3rd/NE 4th Street Duvall Avenue NE to SE 132nd Street to 144th Avenue SE	Street City Limits (south) Houser Way South N. 6th St Edmonds Avenue NE/ Honey Creek Lake Youngs Watershed 161st/ 131st Ave NE Union Avenue NE SE May Valley Road SE 132nd Street to 144th Avenue SE 128th Avenue SE (Renton	BICYCLE LANES SEPARATED MULTI- USE TRAIL, PAVED (EXISTING) + BICYCLE LANES SIGNED SHARED ROADWAY SIGNED SHARED ROADWAY BICYCLE LANES SEPARATED MULTI- USE TRAIL, ROUGH SURFACE SIGNED SHARED ROADWAY BICYCLE LANES SIGNED SHARED ROADWAY SIGNED SHARED ROADWAY SIGNED SHARED										Schools TIP 1, 2, 11 TIP 1, 2, 11 TIP 1, 2 TIP 1, 2; WS PBP Safe Routes to Schools Safe Routes to

				Evaluation Key	Negati	ve or Insu Info.	ufficent	Some	what Pos	itive	Stro	ngly Pos	itive	
						$\bigcirc$	1		$\bigcirc$	2			3	
	TRAIL/ROUTE NAME Proposed routes only	FROM	то	PROP. CROSS SECTION	SAFETY	ACCOMMODATION / ACCESSIBILITY	CONTINUITY/ DIRECTNESS	CONNECTIVITY/ LINKAGE	REGIONAL TRAIL CONNECTIVITY	TRAIL EXPERIENCE	SENSITIVITY	CONCURRENCY	FUNDING OPPORTUNITIES	NOTES, Possible Funding Sources
39		SR 167 (Kent/ Green River ultimately)	Lake Youngs	BICYCLE LANES	$\bigcirc$	$\bigcirc$	$\bigcirc$			$\bigcirc$		$\bigcirc$	$\bigcirc$	TIP 1, 2
40		Maple Valley Hwy (SR 169)	SE 208th Street	BICYCLE LANES (EXTEND EXISTING)	$\bigcirc$		$\bigcirc$			$\bigcirc$		$\bigcirc$	$\bigcirc$	WS PBP
41	PUGET DRIVE SE AND SOUTH 21st STREET BICYCLE LANES	Panther Creek	116th Avenue SE and Beacon Way SE	BICYCLE LANES/ CLIMBING LANES	$\bigcirc$	$\bigcirc$			$\bigcirc$	$\bigcirc$		$\bigcirc$		TIP 1, 2
LOWE	R PRIORITY IMPROV	EMENTS												
42	PARK AVENUE NORTH BIKEWAY	North 30th Street	North 40th Street/Lake Washington Blvd	SIGNED SHARED ROADWAY	$\bigcirc$	$\bigcirc$				$\bigcirc$		$\bigcirc$	$\bigcirc$	
43	FAIRWOOD- PETROVITSKY PARK BIKEWAY	140th Avenue SE	Petrovitsky Park	SIGNED SHARED ROADWAY	$\bigcirc$	$\bigcirc$				$\bigcirc$		$\bigcirc$	$\bigcirc$	
44	UNION AVENUE NE BICYCLE LANES	SE 95th Way	Dead end (about SE 4th Street)	BICYCLE LANES	$\bigcirc$	$\bigcirc$			$\bigcirc$	$\bigcirc$		$\bigcirc$	$\bigcirc$	TIP 1, 2
45	TAYLOR AVENUE NW & HARDIE AVENUE SW BIKEWAY	Lake Washington Blvd North	SW 7th St	SIGNED SHARED ROADWAY (EXISTING)	$\bigcirc$	$\bigcirc$			$\bigcirc$	$\bigcirc$		$\bigcirc$	$\bigcirc$	
46		Seattle City limits	Renton City Limits (west)	REGIONAL TRAIL, PAVED			$\bigcirc$	$\bigcirc$		$\bigcirc$	$\bigcirc$	$\bigcirc$		кс
47	THUNDER CREEK TRAIL	I-405	Puget Drive SE	SEPARATED MULTI- USE TRAIL, ROUGH SURFACE		$\bigcirc$	$\bigcirc$	$\bigcirc$	$\bigcirc$	$\bigcirc$	$\bigcirc$	$\bigcirc$	$\bigcirc$	
48	PHILIP ARNOLD PARK BIKEWAY	Cedar Avenue SE	Beacon Way South/ Puget Drive SE	SIGNED SHARED ROADWAY	$\bigcirc$	$\bigcirc$	$\bigcirc$	$\bigcirc$	$\bigcirc$	$\bigcirc$	•	$\bigcirc$	$\bigcirc$	
49	SE 171st WAY BIKEWAY	140th Avenue SE	SE 176th Street	SIGNED SHARED ROADWAY	$\bigcirc$	$\bigcirc$			$\bigcirc$	$\bigcirc$		$\bigcirc$	$\bigcirc$	
50	CEDAR-SAMMAMISH TRAIL	Cedar River at 154th Avenue SE	Issaquah City Limits	REGIONAL TRAIL, PAVED			$\bigcirc$				$\bigcirc$	$\bigcirc$		КС
51	SOOS CREEK TRAIL	Cedar River Trail	Lake Meridian	REGIONAL TRAIL, PAVED			$\bigcirc$				$\bigcirc$	$\bigcirc$		КС
52	SE MAY VALLEY ROAD BIKEWAY	Lake Washington Blvd North	Issaquah- Hobart Road	SIGNED SHARED ROADWAY			$\bigcirc$					$\bigcirc$	$\bigcirc$	

#### KEY TO POTENTIAL FUNDING SOURCES: (refer to Appendices G, H and I)

CMAQ	Congestion Mitigation and Air Quality Program, MPO Allocation
I-405 Congestion Relief	WSDOT
КС	King County Department of Natural Resources and Parks - Regional Trails
STP - Enhancement	Surface Transportation Act, Enhancment Program
STP - MPO Allocation	Surface Transportation Act, MPO Allocation
TIP	City of Renton Transporation Improvement Program
WS PBPB	Washington State Pedestrian and Bicycle Program
KC Prop 2	King County Proposition 2
RCO/Trails	Washington State Recreation and Conservation Office
Parks CIP	City of Renton Parks Capital Improvement Project

#### **RENTON TRAILS & BICYCLE MASTER PLAN**

	TRAIL /ROUTE NAME	FROM	то	Approx Length in Miles	CURRENT CROSS-SECTION	PROP. TYPICAL CROSS-SECTION	NOTES
PAR	PARKS DIVISION - PRIORITIZED BY PROJECT						
1a	TWO RIVERS TRAIL: FORT DENT TRAIL CONNECTOR	Fort Dent Park	Monster Road SW	0.25	Soft-surface trail, rough, under railroad trestle	SEPARATED MULTI- USE TRAIL, PAVED	UP & BNSF ROW between Tukwila/ Ft. Dent Park/ Interurban Trail and Renton. Path follows Black River to its confluence with Green River
	TWO RIVERS TRAIL: BLACK RIVER TRAIL	Black River Riparian Forest Trailhead/ Monster Road SW	Naches Avenue SW	0.9	Soft-surface trail, rough	USE TRAIL, PAVED	Trail parallels railroad ROW
	TWO RIVERS TRAIL: NACHES AVENUE SW	Black River Riparian Forest Trailhead	SW 7th St	0.2	Local street	SEPARATED MULTI- USE TRAIL, PAVED	
	TWO RIVERS TRAIL: SW 7th STREET	Oakesdale Avenue SW	Burnett	1.3	Minor arterial with sidewalks		through "road diet" to create SEPARATED trail?
1e	TWO RIVERS TRAIL: SHATTUCK AVENUE SOUTH	South 7th Street	Houser Way South	0.17	Collector with some sidewalks, perpendicular parking on west side	SEPARATED MULTI- USE TRAIL, PAVED	Reconfigure on- street parking to accommodate bikes
1f	TWO RIVERS TRAIL: HOUSER WAY SOUTH	Shattuck Avenue South	Burnett Avenue South	0.3	Local street without sidewalks	SIGNED SHARED ROADWAY	
1g	TWO RIVERS TRAIL: HOUSER WAY SOUTH (RAILROAD ROW)	Burnett Avenue South	Main Avenue South	0.3	Local street + RR tracks and sidewalks	SEPARATED MULTI- USE TRAIL, PAVED	New cross-section to allow RR use between Burnett and Main (long term?)
	SPRINGBROOK TRAIL	Black River Trail/Monster Road SW	SW 43rd Street	2.85	Separated multi-use trail, paved	USE TRAIL, PAVED AND SOFT SURFACE	completed
	MAY CREEK TRAIL	Lake Washington	Cougar Mountain County Park	3.8	Soft-surface hiking only trail	SURFACE	Washington. Hiking/walking only. Creek crossing required.
	PANTHER CREEK TRAIL	Cleveland Richardson Property	Lake Street Park	2	No existing trail	USE TRAIL, SOFT SURFACE	1.7 to City Limits, 2.8 to Springbrook Watershed Park. Could be included as part of I-405 redevelopments. Include connection to Edlund Property.
5	HONEY CREEK TRAIL	Honey Creek/ May Creek confluence	Union Avenue NE	1.25	Separated multi-use trail, rough surface	SEPARATED MULTI- USE TRAIL, SOFT SURFACE	Hiking/walking only. Creek crossing required.

	TRAIL /ROUTE NAME	FROM	то	Approx Length in Miles	CURRENT CROSS-SECTION	PROP. TYPICAL CROSS-SECTION	NOTES
6	DEVIL'S ELBOW TRAIL	Edmonds Avenue NE	Duvall Avenue NE/Coal Creek Parkway	1.7	Abandoned local street, with sidewalks	MIXED CROSS- SECTION: SEPARATED MULTI- USE TRAIL, PAVED (EXISTING) + BICYCLE LANES	
7	LIBERTY PARK CONNECTOR	Cedar River Trail	Bronson Way North/ Factory Avenue North	0.2	Public park; informal access through park		Need a bikeway on east side of park to connect Cedar River Trail and Garden Ave.
8	SAM CHASTAIN MEMORIAL TRAIL	Cedar River Trail	Gene Coulon Park	0.7	No existing trail	MULTI-USE TRAIL, BOARDWALK	Not intended for bikes; on hold indefinitely.
9	BURNETT AVENUE SOUTH LINEAR AND PEDESTRIAN PARK	South 7th Street	Cedar River Trail	1	Collector/linear park with paved path and sidewalks & separated multi-use path & street		
10	SEATTLE WATERLINE TRAIL	Downtown/ I-405 at Cedar Ave. South	Lake Youngs Watershed	3.75	Separated multi-use trail, rough surface	USE TRAIL, ROUGH SURFACE	corridor, w. spur to Cascade Park
11	SEATTLE WATERLINE SPUR	Cedar River/ Riverview Park	161st/131st Ave SE	1	Separated multi-use trail, rough surface	SEPARATED MULTI- USE TRAIL, ROUGH SURFACE	-
12	THUNDER CREEK TRAIL	1-405	Puget Drive SE	0.9	Separated multi-use trail, rough surface		Could be included w/ I-405 redevelopment
13	BLACK RIVER TRAIL	Black River Riparian Forest Trailhead/ Monster Road	Springbrook Trail	1.53	Separated pedestrian trail, soft- surface	SEPARATED MULTI- USE TRAIL, SOFT SURFACE (EXISTING)	water/heron rookery
14	CEDAR RIVER TRAIL	Lake Washington	City Limits (east)	4.5	Paved regional trail	REGIONAL TRAIL, PAVED (EXISTING)	Ped. only: 6th to Lake Washington (.6 mi)
15	INTERURBAN TRAIL	Sumner	Tukwila	10	Paved regional trail	REGIONAL TRAIL, PAVED (EXISTING)	
16	CENTER	Logan Avenue North	Williams Avenue North	0.15	Separated multi-use path, paved	SEPARATED MULTI- USE TRAIL, PAVED (EXISTING)	Confirm ability to share path alongside Sr. Center (combine bikes and peds.)
KIN	G COUNTY PARKS						
	TWO RIVERS TRAIL: see F SOOS CREEK TRAIL	<b>'arks Division Pr</b> Cedar River Trail	Soos Creek Park (Kent) at SE 208th Street	4.5	Separated multi-use trail, rough surface	REGIONAL TRAIL, PAVED (EXTEND)	Some existing segments; some segments being developed by King County
	CHIEF SEALTH TRAIL	Seattle City limits/ terminus of exist. trail	Renton City Limits (west)	TBD	Utility corridor, undeveloped	REGIONAL TRAIL, PAVED	Various options to connection point to Renton
	CEDAR-SAMMAMISH TRAIL	Cedar River at 154th Avenue SE	lssaquah City Limits	1.8	No existing trail	REGIONAL TRAIL, PAVED	King County Trails Project; acquisition and route planning in progress

#### Approx **PROP. TYPICAL** CURRENT TRAIL /ROUTE NAME FROM то Length NOTES **CROSS-SECTION CROSS-SECTION** in Miles TRANSPORTATION DIVISION - PRIORITIZED BY PROJECT **DUVALL AVENUE NE** SE 136th St/ Coal Creek Minor arterial with **BICYCLE LANES** Carry bike lanes 29 (EXTEND EXISTING) **BICYCLE LANES** Maplewood Parkway/ sidewalks and bike through (138th Avenue SE/Coal Heights Elem. Northern lanes NE 4th to SR intersections. Creek Pkwy) **City Limits** 900 (1.15 mi existing) Logan Avenue NORTH AND NE 3rd/4th Eastern City Principal arterial MIXED CROSS-2 3 STREET BICYCLE LANES with sidewalks and North Limits SECTION: limited bikes lanes SEPARATED MULTI-USE TRAIL + **BICYCLE LANES TUKWILA STATION/** Monster Road Principal arterial + MIXED CROSS-3 Tukwila LONGACRES WAY SW Station collector SECTION: **CONNECTOR** (SW Grady SEPARATED MULTI-Way and Longacres Way USE TRAIL + SW) **BICYCLE LANES** LAKE WASHINGTON West entrance Park Avenue 1.3 Shared use SIGNED SHARED Long term: add 4 LOOP: ROADWAY separate bike/ped. to Airport North roadway/ **AIRPORT PERIMETER** designated bike (EXISTING) bridge over river **ROAD & LOGAN** route + bike lanes crossing at **AVENUE NORTH** on Logan Logan/Airport Rd. Bridge possibly in Parks' purview? Bike lanes planned and funded; long term: improve river crossing at Logan/Airport Principal arterial Busy, narrow street. 5 SE PETROVITSKY ROAD Tukwila/Green Petrovitsky 6 **BICYCLE LANES BICYCLE LANES (South River Trail and** Park with some ROW looks to be 43rd Street/ 179th Interurban Trail sidewalks, short nearly fully utilized. Street/SE Carr Road / SE separated multi-use Some ex. separated trail at Ridgewood Petrovitsky Rd) trail segment near Ridgewood Elem. Elem. GARDEN AVENUE Cedar River **Bronson Way** 1.12 Garden: **BICYCLE LANES** Reconfigure 6 NORTH AND NORTH 6th Local/minor arterial median/curb on 6th Trail (4th to 6th) with to allow bikes to STREET BICYCLE LANES sidewalks. 6th: make left/southbound turn principal arterial onto Williams Ave. (minor Park to Garden) with North sidewalks 7 **CASCADE TRAIL AND** Talbot Road Utility corridor, MIXED CROSS-23rd: Oakesdale to Interurban 1.3 SW 27TH STREET Trail/Strander streets with South SECTION: Shattuck/ Shattuck: CONNECTOR Blvd sidewalks, exist. 0.3 SEPARATED MULTI 23rd to S. 15th/ S. mile segment of USE TRAIL + 15th: Shattuck separated trail west SHARED Avenue S. to S. Puget of Oakesdale ROADWAY Dr/S. Puget Dr: S. Avenue SW 15th S to Cascade Park 8 NE 7th STREET BIKEWAY NE Sunset Blvd Monroe 0.5 Street: collector SIGNED SHARED Existing on-street Avenue NE with some ROADWAY trail separated with curb sidewalks: on-street school walk route on south side NE 10th STREET 9 NE Sunset Blvd NE 164th St 1.25 Street: collector SIGNED SHARED Existing on-street **BIKEWAY** ROADWAY trail separated with with some sidewalks; on-street curb school walk route on south side

#### Approx CURRENT **PROP. TYPICAL** TRAIL /ROUTE NAME FROM то Length NOTES CROSS-SECTION **CROSS-SECTION** in Miles 10 OAKESDALE AVENUE SW 7th Street SW 43rd 2.2 Arterial with **BICYCLE LANES** Extend existing bike (EXTEND EXISTING) SW BICYCLE LANES Street sidewalks and bike lanes north under I-405 overpass with Ilanes 405 improvements, to connect with SW 7th Street; 11 TALBOT ROAD SOUTH SW 7th Street Renton City 3.25 Collector, bike lanes **BICYCLE LANES** Bike lane/trail under l-**BICYCLE LANES** Limits north of SW 43rd EXTEND EXISTING 405 could be (southwest) Street. Some included w/ I-405 sidewalks; on-street redevelopment school walk route on east side, bike lanes from SW 43rd to S. 200th 12 EDMONDS AVENUE NE NE 4th Street NE 27th 2 Arterial and MIXED CROSS-Bike Lanes: NE 27th **BIKEWAY AND BICYCLE** Street collector street with SECTION: BICYCLE to NE 7th Streets LANES sidewalks LANES + SIGNED Signed shared SHARED roadway: NE 7th to ROADWAY NE 3rd Streets 13 BENSON DRIVE SOUTH/ 4.1 Major arterial BICYCLE LANES South Grady SE 192nd **SR 515 BICYCLE LANES** Way Street 14 RIVERSIDE DRIVE Williams 0.23 Street: local without SIGNED SHARED Bronson **NORTH BIKEWAY** Way North ROADWAY Avenue North sidewalks 15 **BENSON ROAD AND** South 2nd SE 176th 2.5 Minor arterial with **BICYCLE LANES** Bike lanes/trail could MAIN AVENUE SOUTH Street Street some sidewalks be added to **BICYCLE LANES** Overpass over I-405 with I-405 redevelopment 16 SOUTH 2nd AND 3rd Rainier Avenue Main Principal arterial, SIGNED SHARED Check to see if bike 1 STREET BIKEWAY ROADWAY lanes can be South Avenue one-way, with accommodated thru South sidewalks narrowing of lanes 17 FACTORY AVENUE **Bronson Way** North 4th 0.3 Minor arterial **BICYCLE LANES NORTH BIKELANES** South Street SHATTUCK AVENUE Houser Way South 2nd 0.34 Collector street with **BICYCLE LANES** 18 SOUTH BICYCLE LANES South Street sidewalks 19 116th AVENUE SE Beacon Way City Limits 2.5 Minor arterial, exist. MIXED CROSS-**BICYCLE LANES** SE/Puget Drive (south) separated path SECTION: SE north of SE 168th SEPARATED MULTI USE TRAIL, PAVED (EXISTING) + **BICYCLE LANES** 20 LAKE/ TOBIN/ South 2nd 0.4 Local street, with SIGNED SHARED Required to because Airport SHATTUCK BICYCLE Perimeter Road Street sidewalks ROADWAY 2nd and 3rd are one-LANES way. Alternative would be Logan from Airport Way to 2nd or 3rd. 21 WILLIAMS & WELLS SIGNED SHARED South Grady North 6th St Minor arterial, one-Reconfigure crossing 1 AVENUE BIKEWAY ROADWAY way, with sidewalks at 6th to allow bike Way passage 22 LAKE TO CREEK **BICYCLE LANES** Burnett Avenue Honey Creek 1.2 Street: collector and **CONNECTOR** (North North minor arterials with 30th/ Kennewick Place sidewalks and bike North/ NE 27th Street) lanes

	TRAIL /ROUTE NAME	FROM	то	Approx Length in Miles	CURRENT CROSS-SECTION	PROP. TYPICAL CROSS-SECTION	NOTES
23	NE 12th STREET BIKEWAY	Edmonds Avenue NE	Union Avenue NE	1	Street: collector with some sidewalks; on-street school walk route on south side	SIGNED SHARED ROADWAY	Existing on-street trail separated with curb
24	NE SUNSET BLVD/ SR 900 BICYCLE LANES	NE 3rd/NE 4th Street	SE May Valley Road	6.5	Principal arterial with sidewalks	BICYCLE LANES	4.1 in Renton, 6.5 total
25	MAPLEWOOD HEIGHTS SCHOOL ROUTE (Duvall Avenue NE to SE 132nd Street to 144th Avenue SE)	Duvall Avenue NE to SE 132nd Street to 144th Avenue SE	SE 132nd Street to 144th Avenue SE	1.2	Street: local with some sidewalks	SIGNED SHARED ROADWAY	
26	LINDBERGH/RENTON PARK SCHOOL ROUTE (SE168th Street, 128th Avenue SE and SE 164th Street)	108th Avenue SE	128th Avenue SE (Renton Park Elementary)	2.4	Collector and local streets	SIGNED SHARED ROADWAY	
27	MONROE AVENUE NE BICYCLE LANES	NE 4th Street	NE 12th Street	1	Minor arterial with sidewalks	BICYCLE LANES	
28	SOUTH 3rd PLACE BICYCLE LANES	Rainier Ave. South	Shattuck Ave. South	0.25	Local street	BICYCLE LANES	
29	GREEN RIVER TO LAKE YOUNGS CONNECTOR (South 200th St, 196th Avenue SE, SE 192nd Street)	SR 167 (Kent/Green River ultimately)	Lake Youngs	3.9	Minor arterials	BICYCLE LANES	Extend to Kent (proposed grade separated crossing of SR 167) to connect w. Green River
30	140th AVENUE SE BICYCLE LANES	Maple Valley Hwy (SR 169)	SE 208th Street	4.3	Principal arterial. Existing bikes lanes SR 169 to SE Petrovitsky Rd (2 mi).	BICYCLE LANES (EXTEND EXISTING)	Existing segment SR 169 to Petrovitsky (2 mi); extend bike lanes south to S. 208th (2.3 mi)
31	PUGET DRIVE SE AND SOUTH 21st STREET BICYCLE LANES	Talbot Road South	116th Avenue SE and Beacon Way SE	1	Minor arterial with limited sidewalks	BICYCLE LANES (EXTEND EXISTING)	Climbing lanes uphill only?
32	PARK AVENUE NORTH BIKEWAY	North 30th Street	North 40th Street/Lake Washington Blvd North	0.75	Local street	SHARED USE ROADWAY	
33	FAIRWOOD- PETROVITSKY PARK BIKEWAY	SE 164th Street	Petrovitsky Park	3.3	Arterial	SHARED USE ROADWAY	
34	UNION AVENUE NE BICYCLE LANES (132nd Avenue NE)	SE 95th Way	Dead end (about SE 4th Street)	2.1	Minor arterial with sidewalks	ADD BICYCLE LANES	
35	TAYLOR AND HARDIE BIKEWAY	Northern city limits (toward Rainier Avenue South)	SW 7th St	1.4	Shared use roadway/ designated bike route (Collector, except Hardie from Renton Ave S Extension to Langston Rd S)	NO CHANGE	
36	PHILIP ARNOLD PARK BIKEWAY (Cedar Avenue, South 7th Street and Beacon Way South)	Beacon Way South and Cedar Avenue SE/Puget Drive SE	Puget Drive SE		Local and collector streets	SHARED USE ROADWAY	
37	SE 171st WAY BIKEWAY	SE 140th Avenue SE	SE 176th Street 7	0.41 1	Street	BICYCLE LANES	

	TRAIL /ROUTE NAME	FROM	то	Approx Length in Miles	CURRENT CROSS-SECTION	PROP. TYPICAL CROSS-SECTION	NOTES
38	NE 12th STREET BIKEWAY	NE Sunset Blvd	Monroe Avenue NE	0.5	Street: collector with some sidewalks; on-street school walk route on south side	SIGNED SHARED ROADWAY	Existing on-street trail separated with curb
39	SE MAY VALLEY ROAD BIKEWAY	Coal Creek Parkway	lssaquah- Hobart Road/SR 900	2.4	Rural arterial, no sidewalks	SIGNED SHARED ROADWAY	
40	LAKE WASHINGTON LOOP: HOUSER WAY NORTH BIKEWAY	North 8th Street	North	0.5	Shared use roadway/designated bike route (Minor Arterial)	(EXISTING)	
41	MONSTER ROAD SW BICYCLE LANES	Oakesdale Avenue SW/Black River Trail Head	SW 16th Street	0.7	Collector street with bike lanes and some sidewalks	BICYCLE LANES (EXISTING)	
42	PACCAR Trail: GARDEN AVENUE NORTH & NORTH 8th STREET	North 6th Street	Houser Way North	0.5	Separated multi-use trail on east and south side on minor arterial with sidewalks	SEPARATED MULTI- USE TRAIL, PAVED (EXISTING)	Propose name change to distinguish from other section of Garden - PACCAR trail. Need to determine how much more width is needed.
43	SW 16th STREET BICYCLE LANES ("Longacres Bikeway")	Longacres Drive	Oakesdale Avenue SW	0.35	Collector street with sidewalks and bike lanes	BICYCLE LANES (EXISTING) + SIGNEDSHARED ROADWAY	Extend to Lind or E. Valley Road

#### SIGNAGE RECOMMENDATIONS

#### Introduction

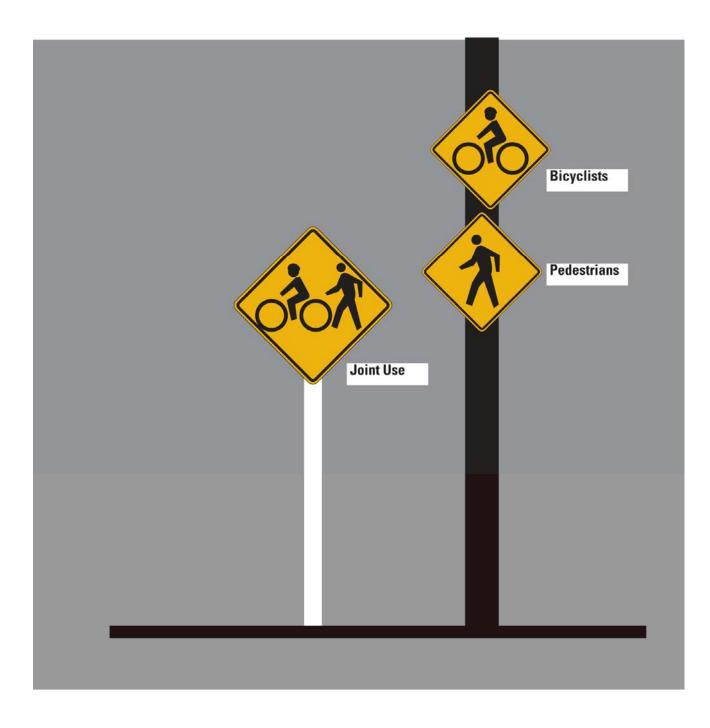
Road networks rely on signage to communicate what conditions drivers can expect to encounter and to communicate rules of the road and traffic control. Nonmotorized networks rely on those same signs, but require additional roadside caution signs and pavement markings to enhance awareness and safety for both motorized and nonmotorized users. In addition, wayfinding signage for bicycles is critical to the connectivity and convenience of the nonmotorized network, especially for links between regional trails, or routes where bicycle facilities may not be contiguous. The Trails and Bicycle Master Plan addresses both caution and wayfinding signage.

Roadside caution signs and pavement markings follow the standards and guidelines of the Manual of Uniform Traffic Control Devices and the AASHTO Guidelines for the Development of Bicycle Facilities. Bicycle route signage is based on regional standards.

The timing of the Trails and Bicycle Master Plan process coincided with the Downtown Wayfinding Project, the focus of which was to "guide people into and around the Downtown area, better connect Downtown with The Landing, and enhance Downtown identity." The Trails and Bicycle Master Plan coordinated with the Downtown Wayfinding Project to the extent that it helped identify gateways into the City and location kiosks in relation to the proposed trails and bicycle network.

The following pages show examples of the proposed sign types.





**Roadside Caution Signs** Shown mounted to freestanding posts or to existing utility poles or light standards.



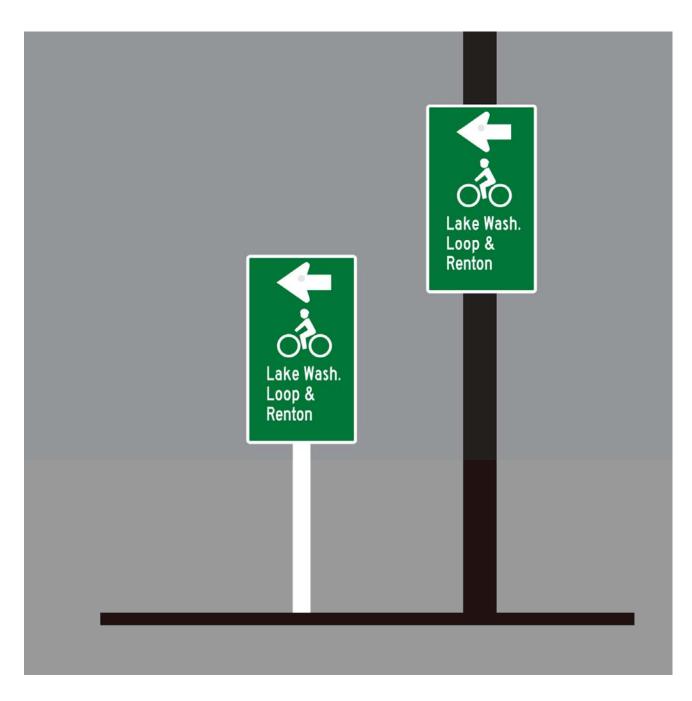
Pavement marking showing loop detector location for bicycles.



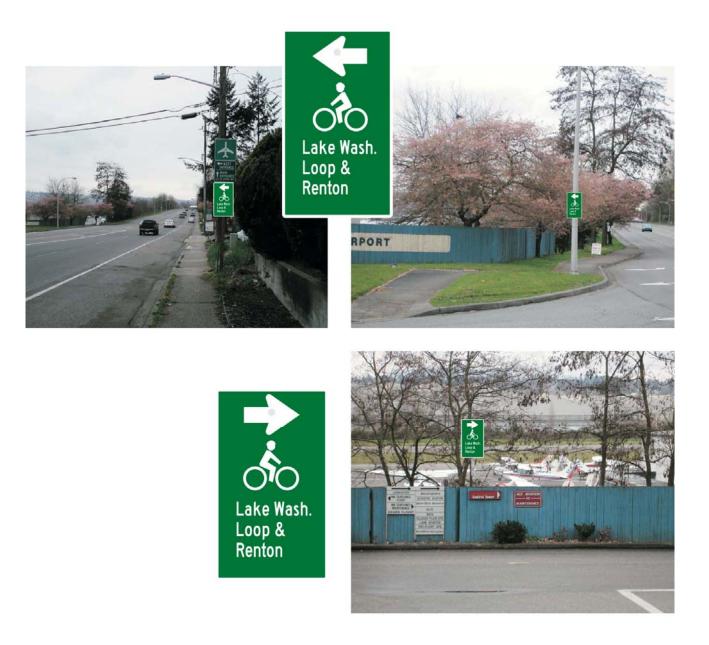
**Bicyclist Symbol** 

00 Markers Parked on Signed Cars Shared Roadways 00 Markers at Designated Bike Lanes Biker

### **Pavement Markers**



**Bike Route Signs** Shown mounted to freestanding posts or to existing utility poles or light standards.



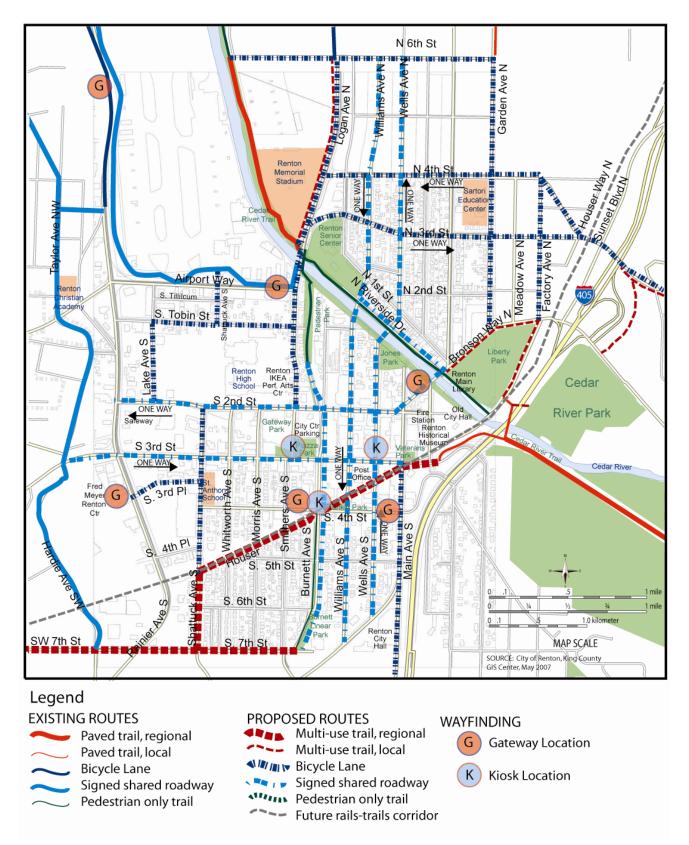
# Bike Route Signs

Sample application, shown at an existing signed shared roadway.



## **Bike Route Signs**

Sample application, shown at an existing signed shared roadway.



### **Proposed Signage Gateways and Kiosk Locations**

# PART 4: BACKGROUND/PLAN AND POLICY REVIEW



# PART 4: BACKGROUND/PLAN AND POLICY REVIEW

# REVIEW AND SUMMARY OF PREVIOUS PLANS AND POLICIES

A major task in the development of this trails and bikeways Master Plan was the review of previous planning documents and policies and the identification of information relevant to this plan. Planning for non-motorized facilities is addressed at all levels of government: local, region/county, state, and federal, and numerous plans were reviewed to ensure concurrency with current regional planning efforts and to avoid contradictory recommendations with previous planning efforts.

At each level of government the messages about bicycle and pedestrian facilities is echoed: to make communities more livable, make them accessible by foot and bicycle. Provide safe and convenient routes through thoughtful design and arrange land uses to make destinations more accessible so people can and will choose to make non-motorized and transit trips rather than driving.

The primary basis of the review was the City's Comprehensive Plan, its open space plan, and most importantly, existing non-motorized plans: for trails (1993) and for walkways. Several regional plans also held particular relevance for this study. Finally, state and federal planning-level documents were reviewed.

#### **CITY OF RENTON PLANNING EFFORTS**

#### **Comprehensive Plan**

Several sections of the Comprehensive Plan address nonmotorized facilities: the Parks, Recreation, Open Space, and Trails Element; the Transportation Element; and the Community Design Element.

Non-motorized facilities are addressed both directly and indirectly in several goals of the Transportation Element:

Goal 1: Contribute to a balanced multi-modal transportation system through reasonable, planned, economically feasible arterial improvements that enhance HOV and transit operations, support adopted land use plans, protect or improve business access, and protect Renton's neighborhoods. Goal 2: Maximize the use of transit in Renton by providing step-by-step improvements to produce regionally linked and locally oriented transit services and facilities needed to serve travel demand generated by Renton residents and businesses.

Goal 4: Maintain, enhance and increase pedestrian and bicycle travel by providing both safe and convenient routes and storage for the commuting and recreating public.

The Non-motorized Transportation section further articulates these goals by stating that the plan is designed to "enhance the quality of life in Renton, to improve walking and bicycling safety, and to support the pedestrian and bicycle transportation modes as alternatives to the use of automobiles."

The plan's objectives include the following:

- Recognize and capitalize upon the multi-functionality of non-motorized facilities: accommodate both commuting and recreational uses
- Enhance both internal circulation and linkages to regional routes and destinations
- Provide connections to open space areas and other recreational opportunities
- Ensure a comprehensive, interconnected nonmotorized network
- Facilitate connections to transit facilities
- Recognize and accommodate the diversity of nonmotorized travel modes, user abilities (ensuring ADA compliancy of new facilities) and trip purposes
- Add hiking trails, water trails, canoe launches

The Non-motorized section acknowledges that the City's existing transportation system has not been oriented toward accommodating pedestrians and bicyclists and the policies. The non-motorized plan, therefore, provides a framework to reevaluate the existing system for the needs of pedestrians and bicyclists, and to provide for a better environment for non-motorized travel.

Approximately a dozen policies provide a basis for expanding and enhancing the existing network, addressing the following aspects:

- Bicyclists and pedestrians
- Transit use
- Universal access
- The interrelation of the motorized network to the nonmotorized

- The diversity of transportation modes/user groups and trip purposes
- Separation between modes/users and safety of users
- Hiking
- Water trails

The existing bicycle and pedestrian network is briefly described and evaluated. Proposed routes are listed.

Outside of the central business district, the Plan states that bicycles are allowed to share the sidewalks with pedestrians, provided they yield to those on foot. At the same time, the plan encourages the separation of modes, in the name of safety, to the greatest degree possible. As the City's network expands, this policy may need to be reevaluated in light of creating a more hospitable and safe environment for pedestrians.

Parks, Recreation, Open Space, and Trails Element The following objectives and policies within the Parks, Recreation, Open Space, and Trails Element deal with nonmotorized facilities:

Objective P-F: Create a walkable community by developing and maintaining a comprehensive trails system that provides non-motorized access through the City, maximizes public access to parks, schools, and open space areas, connects to regional trail systems, and provides increased recreational opportunities for the public.

Policy P-63: Trails should provide for the needs of a diverse population of users including groups such as adults, children, seniors, workers, the disabled and other people engaging in either passive and/or active pursuits including:

- a. pedestrians,
- b. recreational bicyclists,
- c. joggers/runners,
- d. in-line skaters,
- e. bicycle commuters
- f. canoeists and kayakers, and
- g. hikers.

Policy P-66: Linkages should be provided with surrounding communities within major regional corridors such as the Cedar River, Green River, the Lake Washington Loop, and the Soos Creek Trail.

Policy P-68: Integrate Renton's recreational trail needs into a comprehensive trail system serving both local and regional users.

Policy P-69: Plan and coordinate appropriate pedestrian and bicycle commuter routes along existing minor arterial and collector arterial corridors.

Policy P-69: Plan and coordinate appropriate pedestrian and bicycle commuter routes along existing minor arterials and collector arterial corridors.

Policy 78: Provide opportunities for the public to access, via Lake Washington, the "Lakes to Locks" regional water trail system.

Again, the separation between foot/bicycle and between trails and roadway, where possible, is advocated.

#### Community Design Element

The section on streets, sidewalks and streetscape in the Community Design Element promotes pedestrian-friendly design through a number of objectives and policies aimed at more detailed design considerations. One policy in particular, however, suggests a number of important criteria for enhancing non-motorized connectivity:

Policy CD-60. Criteria should be developed to locate pedestrian and bicycle connections in the City. Criteria should consider:

- Linking residential areas with employment and commercial areas;
- Providing access along arterials;
- Providing access within residential areas;
- Filling gaps in the existing sidewalk system where appropriate; and
- Providing access through open spaces and building entries to shorten walking distances

In conclusion, the inclusion, enhancement and promotion of non-motorized facilities are supported on many levels through the City's Comprehensive Plan.

#### **1993 Trails Master Plan**

The 1993 Trails Master Plan is a thorough and wellconsidered plan for the development of a trail system in and around Renton, the first of its kind for the City. It was adopted as part of the Parks, Recreation, Trails, and Open Space Plan. The plan reflects a focus on open space, preservation, and recreation, and was created through a comprehensive community involvement process.

The plan breaks the City up into six geographic planning areas (though the City now uses slightly different planning areas), based on boundaries formed by major vehicular transportation corridors or major geographic features: Interstate 405, State Routes 900 (Sunset Boulevard), 167 (the Valley Freeway), and 169 (Maple Valley Road and the Cedar River). Within these areas, the plan identifies the major corridors and travel routes for non-motorized travel:

- Northeast Corridors: East Shore Lake Washington, May Creek/Honey Creek
- East Corridors: Renton-Issaquah
- Southeast Corridors: Cedar River, Seattle and Mercer Island Waterlines
- Southwest Corridors: Orillia-Petrovitsky, Green River Valley
- West Corridor: Black River
- Northwest Corridor: West Shore Lake Washington

Each of the proposed corridors, and subsequently the feasibility of the proposed routes, is thoroughly analyzed. The plan recommends a separate, hierarchical system of major and minor trails for pedestrians (24 routes) and bicyclists (28 routes). Many routes share the street right-of-way, and five are mixed use, along separated rights-of-way.

In addition, the plan details trail standards and puts forth an implementation plan. Though the proposed routes are not all still valid, and conditions throughout the City have changed, the plan provides an excellent foundation and resource for non-motorized planning today. It is interesting to contrast the 1990 plan's focus on open space, preservation, and recreation with the current climate of non-motorized planning, with the greater emphasis on bicycling as a mode of transportation.

### 2004 Draft Trails Plan

The more recent current trails plan provides an updated inventory of existing and planned trails, and serves as a planning-level resource.

It identifies 31 trails or routes, for both hiking and biking, describing in general terms the existing conditions and proposed character (surfacing, primarily) of each trail (see Appendix F). In addition, connections and destinations (parks or facilities) are mapped on top of aerial photographs for each route.

### Comprehensive Citywide Walkway Study (2003)

The Comprehensive Citywide Walkway Study is in some ways the counterpart to the trails and bikeways plan. The study features a detailed analysis of how pedestrians are accommodated in the City's existing street network and an identification of the missing links in the system. It also includes detailed analyses and strategies for building out sidewalks – cross-section options, evaluation/prioritization systems, timelines, cost estimates, and funding options.

The overall purpose of this study differs somewhat from the Trails and Bikeways Plan, with its focus on inventory, identification of missing links and the implementation of sidewalks. However, the study is a valuable complement to the Trails and Bikeways Plan.

# Long Range Parks, Recreation, Open Space and Implementation Plan (2003)

The adopted Long Range Parks, Recreation, Open Space Plan presents a valuable mix of big-picture and more detailed analysis of the City's public lands, present and proposed.

Parks and open spaces are important trip generators for nonmotorized travel. The identification of existing and future destinations is an important component of the Renton Trails and Bikeways Master Plan. In addition, the plan nicely describes the City's physical setting – natural features, topography, and character.

#### **REGIONAL LEVEL**

# Destination 2030: Metropolitan Transportation Plan for the Central Puget Sound Region (revised 2006)

The Puget Sound Regional Council developed Destination 2030 to provide a strategy for making regional decisions related to growth, transportation, and other elements that affect the quality of life for residents of the region.

The report proposes strategies to curb trends leading to greater congestion, many of which support and encourage non-motorized improvements. Specific policies that support the Trails and Bikeways Plan echo the policies in the City's Comprehensive Plan.

The Metropolitan Transportation Plan, last revised in 2006, was prepared as a first step toward implementation of the policies set forth in Vision 2030 and Destination 2030, a regional planning document that provides a strategy for decisions related to growth and transportation. The MTP identifies the need to invest in three major program areas:

• Development of a Regional Network of Non-motorized Transportation Facilities.

- Development of Local Networks for Non-motorized Travel.
- Development of Transit Access for Pedestrians and Cyclists.

In addition, the MTP includes a map demarcating a Preliminary Regional Non-motorized Network, which includes major separated trails or bikeways and shared use bikeways or walkways. Appendix 9 "Projects" identifies transportation improvements; both motorized and non-motorized that are formally part of Destination 2030. Data obtained from these listings will be used as an aid in developing this plan.

#### King County Regional Trail Inventory and Implementation Guidelines (2004)

The City of Renton is sited at the juncture of several important regional trails. King County's regional trail inventory examines each trail in its system, identifying missing links and proposing short-term and long-term uses for each of these corridors. The regional trails/corridors that pass through or near Renton include:

- Interurban Trail
- Green River Trail
- Lake Washington Loop
- Cedar River Trail
- Soos Creek Trail

Connections to and between these trails will provide both regional and local trail-user benefits and will be a priority of this plan. Of particular interest and priority to King County are connections between the following regional trail corridors:

- Green River/Interurban Trail and Cedar River Trail/ Lake Washington Loop
- Cedar River Trail and East Lake Sammamish Trail
- Cedar River and Soos Creek Trails

Making these connections has also been identified by the public as the highest priority for Renton's non-motorized network.

#### Left by the Side of the Road: Puget Sound Regional Bicycle Network Study, Assessment and Recommendations (Cascade Bicycle Club, 2005)

This document purports to be the "most detailed assessment of bicycle routes ever performed" in the Puget Sound region. The study examines existing conditions, identifies missing links and prioritizes key connections. It also rates existing bike routes with a pass or fail rating based on a number of different factors.

The plan examines routes through Downtown Renton, and rates the NE 3rd/4th Street route "fail."

In addition, the plan identifies a missing link called the "Black River Connector Trail," which would connect the Interurban Trail with the Black River Trail (enabling a connection with the Lake Washington Loop) via 68th S/Monster Rd and Ft. Dent Park in Tukwila. This trail segment has appeared in other plans as the "Fort Dent Connector" and is also seen as a high priority by King County.

As with King County's regional trail plan, improvements and completion of these routes would provide benefits beyond just the City of Renton, and are given high priority accordingly.

#### I-405 Corridor Improvements

The *I-405 Congestion Relief and Bus Rapid Transit Projects* is a multi-modal strategy that features a number of bicycle and pedestrian improvements through jurisdictions along the corridor, as part of the larger I-405 Corridor Improvements Project. Six improvements are identified in the Renton/ Tukwila area and will help complete the non-motorized network. Some of these improvements, including some in Renton, are described in the first phase of the master plan, and will be funded through the Washington State Department of Transportation 2003 "Nickel" Funding Package. Others are planned for future phases of the project, to be funded through various funding mechanisms (see Appendix J).

Shorter-term enhancement possibilities associated with the I-405 improvements include the widening of several routes that pass under or over I-405:

- Oakesdale Avenue Southwest
- Talbot Road South
- Benson Road South

These routes are currently not wide enough to safely accommodate bicycles and pedestrians. The City is working with WSDOT to create safer non-motorized routes as these corridors are redeveloped.

#### **BNSF Rail Corridor Preservation Study**

King County and the Port of Seattle are considering a purchase and land swap deal that would allow the approximately 65-mile Burlington Northern Sante Fe rail corridor for development as a trail. The BNSF line is the route of the former Spirit of Washington Dinner Train, whose terminus was in downtown Renton at Burnett Avenue South. BNSF temporarily closed the line in 2007 to allow improvements to bridges through downtown Renton. The corridor will still be used to move fuselages between the Boeing Renton Plant and Everett. Details for the development of the corridor were being negotiated during the Trails and Bicycle Master Plan process. The development of the corridor would provide several important opportunities for trail connections/trail heads, and access to the central business district, transit, and some parks/community centers through Renton. These potential connections will be incorporated into the Trails and Bikeways Plan.

#### STATE LEVEL

# Washington's Transportation Plan (WTP) 2007-2026 (2006)

The WTP recognizes the many benefits bicycling and walking provide to a community: environmental, health, and a reduction in congestion and positive economic impact. "Innovation should also facilitate readily available alternative transportation, including bicycles and walking, which conserve energy and contribute to personal health." The goals of the Bicycle Transportation and Pedestrian Walkways Plan are to increase non-motorized travel while also increasing safety, through the following strategies:

- Maximizing funding through partnerships
- Raising awareness of the needs for bicycle and pedestrian safety
- Sharing information on bicycle and pedestrian issues between agencies, jurisdictions, and organizations in Washington State.

Increasing safety is a major focus of the plan, and it proposes to do this through engineering, education and enforcement. Recommendations within Renton's Trails and Bikeways Plan will meet the following criteria for the funding of projects through state funds:

- Improving intersections by providing: curb extensions, lighting, raised median, crosswalk enhancements, signs, signals, and mid-block crossing treatments
- Completing bicycle lanes and sidewalks
- Constructing bicycle and pedestrian paths
- Providing safe routes to transit

- Providing pedestrian and bicycle safety improvements for at-risk group (children, the elderly, and people with disabilities)
- Distribution of educational materials.

# TERMINOLOGY AND DEFINITIONS

This master plan uses a variety of terms to describe proposed and facilities/improvements for bicyclists and pedestrians. These terms are adapted from WSDOT Design Manual, Section 1020 Bicycle Facilities.

**Bicycle route** – An officially designated system of facilities for use by bicyclists. A series of bicycle facilities may be combined to establish a continuous route and may consist of any or all types of bicycle facilities.

**Bike lane** – A portion of a highway or street identified by signs and pavement markings intended for exclusive use by bicycles.

**Dedicated facility** – a bike lane, path or other improvement for the exclusive use by bicycles and/or pedestrians

*Facility* – general term used to describe a set of improvements or measures designed to accommodate bicycles or pedestrians

**Path** – In this master plan, the term path is used to denote an informal route, such as a footpath or desire path.

**Shared roadway** – a roadway that is open to both bicycle and motor vehicle travel. This may be an existing roadway, a street with wide curb lanes, or a road with paved shoulders.

**Shared-use or multi-use path/trail** – a facility, often within a road-right-of-way, that is physically separated from motor vehicle traffic and designed for use by a variety of non-motorized users.

**Signed shared roadway** – a roadway that has been designated as a route for bicycle use by signing and/or other measures intended to increase safety and convenience for bicycles.

**Trail** – according the AASHTO *Guide for the Development of Bicycle Facilities* (1999), "in many states, the term *trail* means an unimproved recreational facility". In this master plan, the term trail is used to denote an official non-motorized facility, whether planned or existing, and will be used with qualifying descriptors, such as multi-use trail.

*Walkway* – pedestrian facilities that can be either separated from roadways, such as sidewalks and paths, or part of roadways, such as crosswalks or wide shoulders.

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# Renton Trails and Bicycle Master Plan PROJECT SHEETS

#### Introduction

The following recommended improvements have been detailed in Project Sheets, which are arranged alphabetically.

#### Maps

Vicinity maps are included for each project to show project location and some of the surrounding context. The scale of the maps varies according to the length of the proposed project. The vicinity maps show only the proposed improvement, with connections to parks, schools and trails, and are described in the accompanying text. Refer to Figure 9, Proposed Trails and Bikeways Improvements, for a comprehensive view of all proposed improvements, and connections to parks, schools, etc.

#### Map Legend

The legend for the proposed improvement type is shown below. This legend matches the legend in Figure 9.



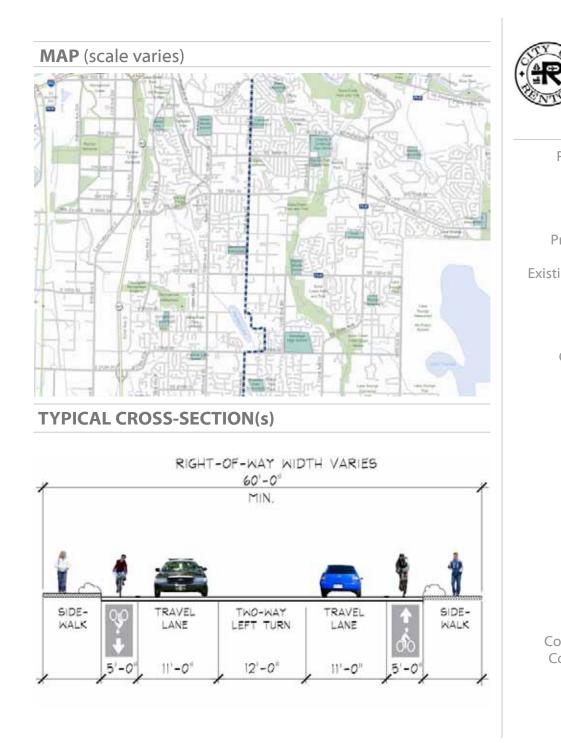
#### **Typical Cross-sections**

The cross-sections included in each project sheet are typical; they are meant to convey approximate dimensions and relationships between right-of-way elements. They do not depict actual conditions, such as actual right-of-way and lane widths, or the presence or absence of turn lanes, and other elements that may vary along the length of a right-ofway. Refer to the discussion on the implementation of cross-sections in the Master Plan.

#### PROJECTS SHEETS FOR PROPOSED IMPROVEMENTS Listed in alphabetical order; refer to Table 3 for a complete listing of all projects PAGE

116th Avenue SE Bicycle Lanes	100
140th Avenue SE Bicycle Lanes	
Benson Drive South/ SR 515 Bicycle Lanes	102
Benson Road/Main Avenue South Bicycle Lanes	103
Black River Trail	
Burnett Avenue South Linear and Pedestrian Park	105
Cascade Trail and SW 27th Street Connector	106
Cedar River Trail	107
Cedar-Sammamish Trail	108
Chief Sealth Trail	109
Duvall Avenue NE Bicycle Lanes	110
Edmonds Avenue NE Bikeway and Bicycle Lanes	111
Factory Avenue Bicycle Lanes	
Fairwood—Petrovitsky Park Bikeway	113
Garden Avenue North & North 6th Street Bicycle La	
Green River to Lake Youngs Connector	115
Honey Creek Trail	116
Interurban Trail	117
Lake—Tobin—Shattuck Avenue Bicycle Lanes	118
Lake to Creek Connector	119
Lake Washington Loop: Airport Perimeter Road	120
Lake Washington Loop: Logan Avenue North	121
Liberty Park Connector	122
Lindbergh and Renton Park School Route	123
Maplewood Heights School Route	124
May Creek Trail	
Monroe Avenue NE Bicycle Lanes	
NE 3rd and 4th Street Bicycle Lanes	
NE 7th Street Bikeway	128
NE 10th Street Bikeway	
NE 12th Street Bikeway	130
NE Sunset Boulevard/SR 900 Bicycle Lanes	131
North Riverside Drive Bikeway	132

Oakesdale Avenue SW Bicycle Lanes	133
Panther Creek Trail	
Park Avenue North Bikeway	135
Philip Arnold Park Bikeway	136
Puget Drive SE and South 21st Street Bicycle Lanes .	137
Sam Chastain Waterfront Trail	138
SE 171st Way Bikeway	139
SE May Valley Road Bikeway	140
SE Petrovitsky Road Bicycle Lanes	141
Seattle Waterline Spur	
Seattle Waterline Trail	143
Soos Creek Trail	144
South 2nd and 3rd Street Bikeway	145
South 3rd Place Bicycle Lanes	146
Springbrook Trail	147
Talbot Road South Bicycle Lanes	148
Taylor and Hardie Avenue Bikeway	
Thunder Creek Trail	150
Tukwila Station/Longacres Drive Connector	151
Two Rivers Trail: Fort Dent Connector,	
Black River Railroad ROW Trail,	
Naches Avenue SW, SW/South 7th Street,	
Shattuck Avenue South, Houser Way South 1	52-157
Union Avenue NE Bicycle Lanes	158
Williams & Wells Bikeway	159



Renton Trails and Bicycle Master Plan
Proposed Improvements

# **116TH AVENUE SE BICYCLE LANES**

Project Status	PROPOSED
Origin and Destination	Beacon Way SE/Puget Drive SE to SE 192nd Street, generally aligned on 116th Ave SE
Project Length	2.5 miles
kisting Condition	Minor arterial, 2 lanes Existing separated multi-use trail north of SE 168th Street
Proposed	Bicycle lanes
Cross-section	
User Groups	Bicyclists, with pedestrians on sidewalks
Connections	PARKS AND SCHOOLS: CVAC Ball fields, Cascade Elementary, Benson Hill Elementary TRAILS: Seattle Waterline, Philip Arnold Park Bike- way
Project Description	A north-south neighborhood route, with connec- tion to Kent
Constraints and Considerations	If adequate right-of-way exists, extension of ex- isting separated trail, even at less than 8' stan- dard, would make a good facility for less skilled riders

### MAP (scale varies)



## **TYPICAL CROSS-SECTION(s)**





Renton Trails and Bicycle Master Plan *Proposed Improvements* 

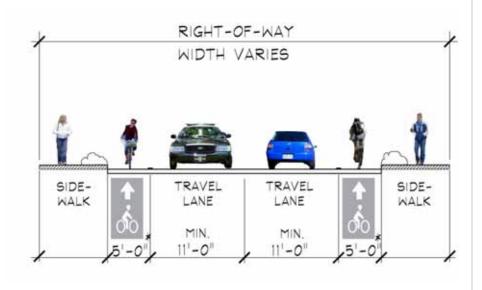
## **140TH AVENUE SE BICYCLE LANES**

Project Status	EXISTING, WITH PROPOSED EXTENSION
Origin and Destination	Maple Valley Highway/SR 169 to SE 208th Street (Kent)
Project Length	4.3 miles
Existing Condition	Principal arterial, 4 lanes Existing bicycle lanes SR 169 to SE Petrovitsky Rd (2 mi).
Proposed Cross-section	Bicycle lanes south of SE Petrovitsky Rd
User Groups	Bicyclists, with pedestrians on sidewalks
Connections	Cedar River, Fairwood Golf and County Club, Fair- wood Square, KC Library, City of Kent PARKS AND SCHOOLS: Carriage Crest and Lake Youngs Elementary TRAILS: Cedar River, Soos Creek , Seattle Water- line
Project Description	A north-south route connecting the Cedar River Trail in Renton and Kent. Parallels Soos Creek Trail and would provide accommodation for cy- clists. Provides access to commercial, civic and recreational destinations.
Constraints and Considerations	High speed and volume multi-lane arterial, with steep grades along stretches.

### MAP (scale varies)



# **TYPICAL CROSS-SECTION(s)**





Renton Trails and Bicycle Master Plan *Proposed Improvements* 

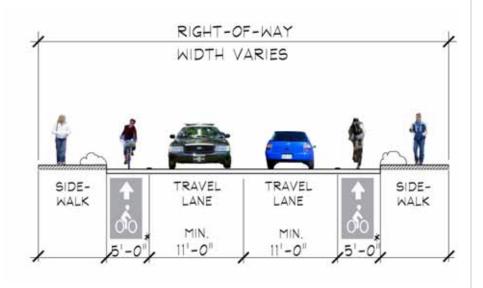
# **BENSON DRIVE SOUTH/SR 515 BICYCLE LANES**

Project Status	PROPOSED
Origin and Destination	South Grady Way to SE 192nd Street
Project Length	4.1 miles
Existing Condition	Major arterial
Proposed Cross-section	Bicycle lanes
Cross-section	AV ANT THAT THE THE
User Groups	Bicyclists, with pedestrians on sidewalks
Connections	City Hall PARKS AND SCHOOLS: Thomas Teasdale Park, Talbot Hill Elementary, Nelson Middle School TRAILS: Cascade BICYCLE LANES: Puget Drive SE, SE 176th Street, Benson and Talbot Road South
Project Description	A north-south route providing neighborhood ac- cess and access into downtown.
Constraints and Considerations	Steep and busy in places.





#### **TYPICAL CROSS-SECTION(s)**



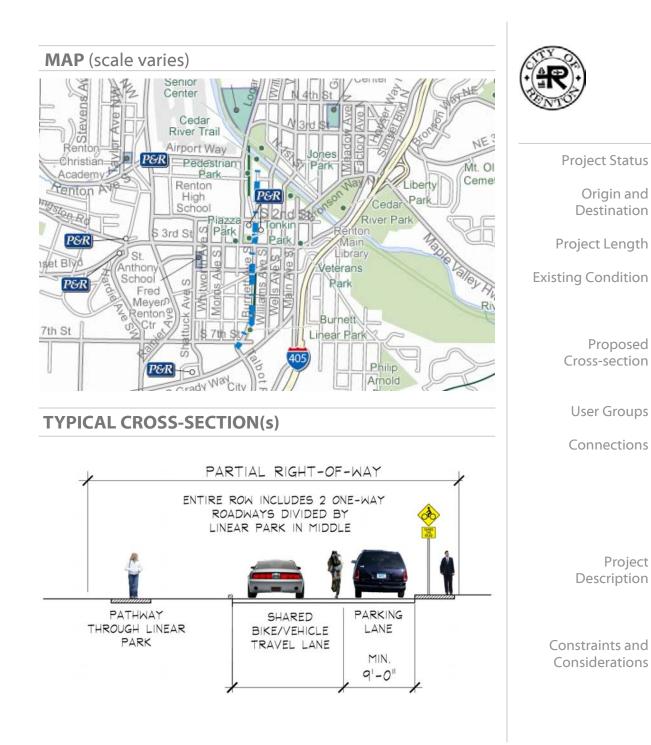


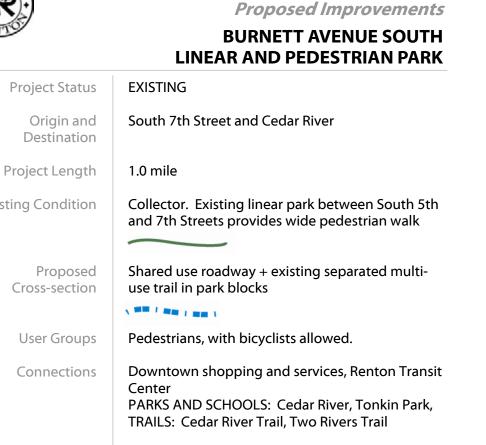
Renton Trails and Bicycle Master Plan *Proposed Improvements* 

### **BENSON ROAD/MAIN AVENUE SOUTH BICYCLE LANES**

Project Status	PROPOSED
Origin and Destination	Main Street South and South Grady Way to SE 176th Street
Project Length	2.3 miles
Existing Condition	Minor arterial
Proposed Cross-section	Bicycle lanes
User Groups	Bicyclists, with pedestrians on sidewalks
Connections	City Hall PARKS AND SCHOOLS: Thomas Teasdale Park, Nel- son Middle School TRAILS: Cascade BICYCLE LANES: Puget Drive SE, SE 176th Street
Project Description	A north-south route providing neighborhood ac- cess.
Constraints and Considerations	Slope. I-405 Redevelopment could provide oppor- tunities to enhance overpass.







**Renton Trails and Bicycle Master Plan** 

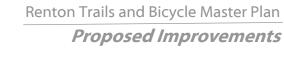
As the core downtown street, the former railroad right-of-way combines park space, parking, transit, and walking trails into a linear transportation/ park corridor.

Project Description

Considerations

Bus traffic in Transit Center is challenging for through bicycle access.

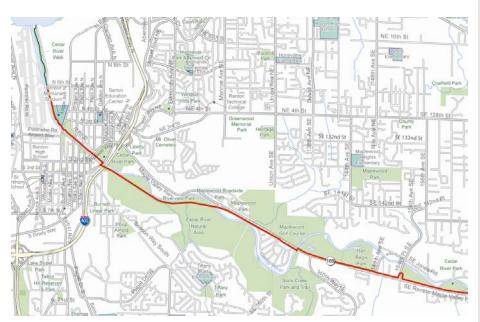




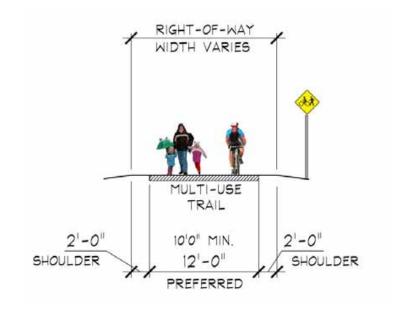
# **CASCADE TRAIL AND SW 27th CONNECTOR**

Project Status	PROPOSED
Origin and Destination	Interurban Trail/Strander Blvd to Cascade Park, via Puget Drive SE Bicycle Lanes
Project Length	1.3 miles, 0.3 existing
xisting Condition	Utility corridor, rough path Separated multi-use trail, SW 27th west of Oakes- dale Avenue SW (0.3 miles)
Proposed Cross-section	Separated multi-use trail (soft-surface) Puget Drive to Cascade Park. Separated multi-use trail (paved) Strander Boulevard to Puget Drive
User Groups	Pedestrians and bicyclists (paved segments only)
Connections	PARKS AND SCHOOLS: Tiffany, Cascade, Talbot and Teasdale Parks, Nelson Middle School TRAILS: Springbrook, Interurban, Panther Creek BICYCLE LANES: Oakesdale, Talbot, Puget Drive
Project Description	An east-west neighborhood trail following a util- ity corridor, well-linked to other trails and parks
Constraints and Considerations	Proposed grade separated crossing of SR 167, Panther Creek Wetlands, steep topography

# MAP (scale varies)



### **TYPICAL CROSS-SECTION(s)**



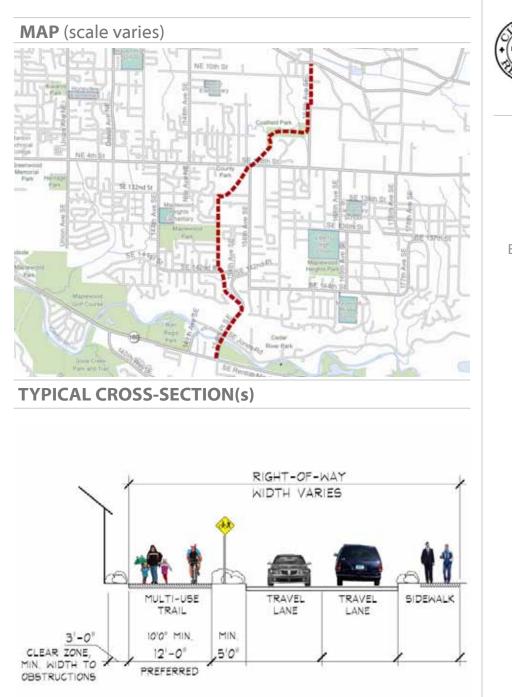


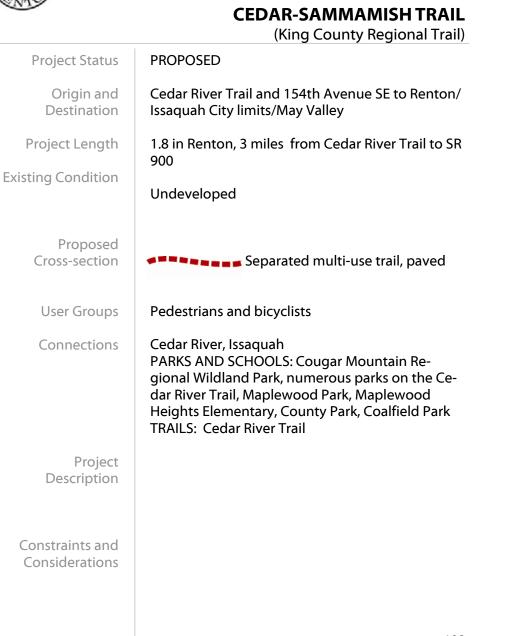
Renton Trails and Bicycle Master Plan *Proposed Improvements* 

### **CEDAR RIVER TRAIL**

(King County Regional Trail)

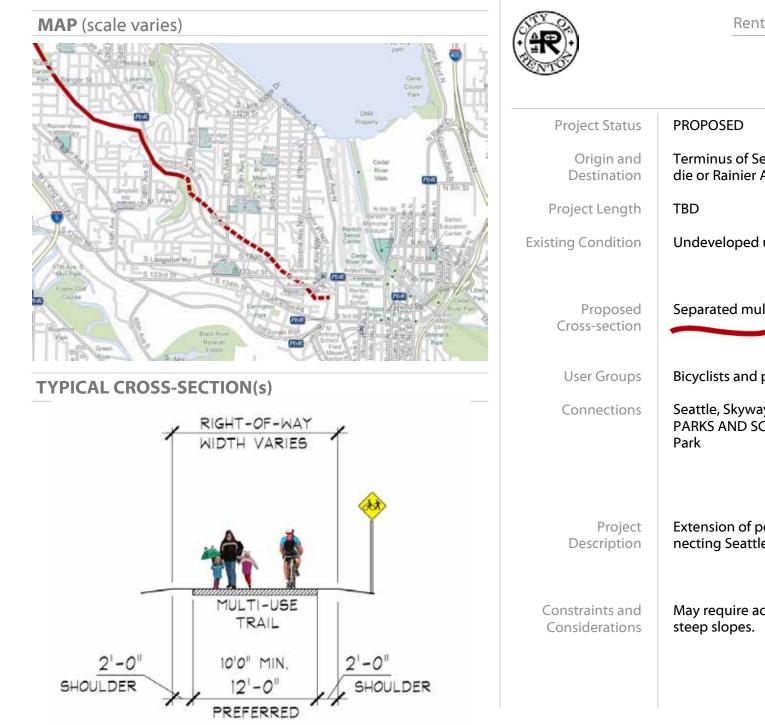
Project Status	EXISTING
Origin and Destination	Lake Washington to Landsburg
Project Length	4.5 miles in Renton, 17 miles total
Existing Condition	Separated multi-use trail, paved in Renton
Proposed Cross-section	No change
User Groups	Pedestrians and bicyclists; Ped. only Bronson to Logan, and north of N. 6th St
Connections	Lake Washington PARKS AND SCHOOLS: Liberty Park, Renton Sen- ior Center, Cedar River Park, NARCO Property, Ce- dar River Natural Area, Soos Creek Park and Trail, Ron Regis Park, Cedar River Trail Park TRAILS: Lake Washington Loop
Project Description	This regional trail follows an historic railroad route between the river and SR 169 and provides excellent views and access to the Cedar River, as well as access to Lake Washington and Renton's
Constraints and Considerations	waterfront.





Renton Trails and Bicycle Master Plan

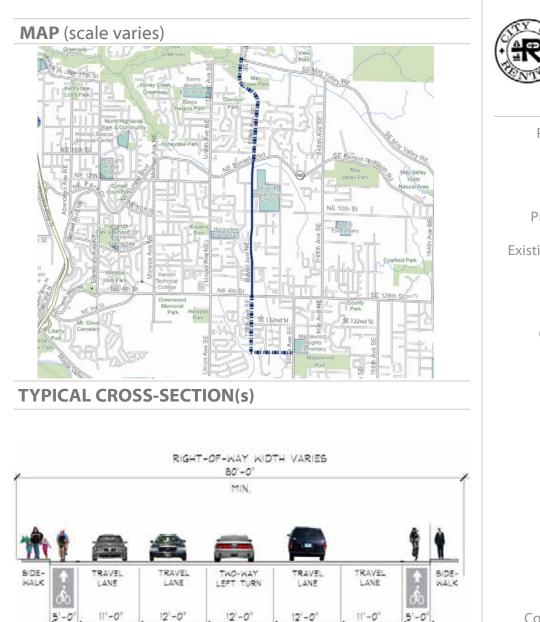
**Proposed Improvements** 



**CHIEF SEALTH TRAIL** 

(King County Regional Trail)

	<i>, ,</i>
Project Status	PROPOSED
Origin and Destination	Terminus of Seattle Chief Sealth Trail to near Har- die or Rainier Avenue South
Project Length	TBD
isting Condition	Undeveloped utility right-of-way
Proposed	Separated multi-use trail
Cross-section	
User Groups	Bicyclists and pedestrians
Connections	Seattle, Skyway, Skyway Library PARKS AND SCHOOLS: Kubota Gardens, Skyway Park
Project Description	Extension of power-line right-of-way trail, con- necting Seattle to downtown Renton
Constraints and Considerations	May require acquisition and easements. Some steep slopes.



12'-0"

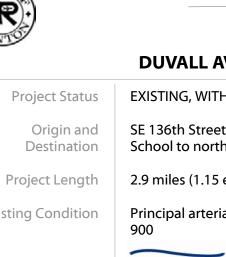
12'-0"

11'-0"

5' -0

5'-0'

11'-0"



Renton Trails and Bicycle Master Plan Proposed Improvements

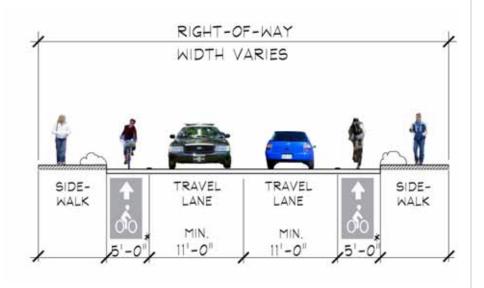
### **DUVALL AVENUE NE BICYCLE LANES**

Project Status	EXISTING, WITH PROPOSED EXTENSIONS
Origin and Destination	SE 136th Street/ Maplewood Heights Elementary School to northern City Limits
Project Length	2.9 miles (1.15 existing)
xisting Condition	Principal arterial, with bicycle lanes NE 4th to SR 900
Proposed Cross-section	Extension of bicycle lane north of SR 900 and south of NE 4th
User Groups	Sicyclists, with pedestrians on sidewalks
Connections	Newcastle and May Valley PARKS AND SCHOOLS: Maplewood Park, Maple- wood Heights Elementary, Oliver Hazen High School, May Creek Park, May Valley
Project Description	A north-south neighborhood connector. Also provides connections north to Newcastle, access to commercial areas, shopping.
Constraints and Considerations	Ensure bicycle facilities are carried through inter- sections at SR 900.

#### MAP (scale varies)



# **TYPICAL CROSS-SECTION(s)**

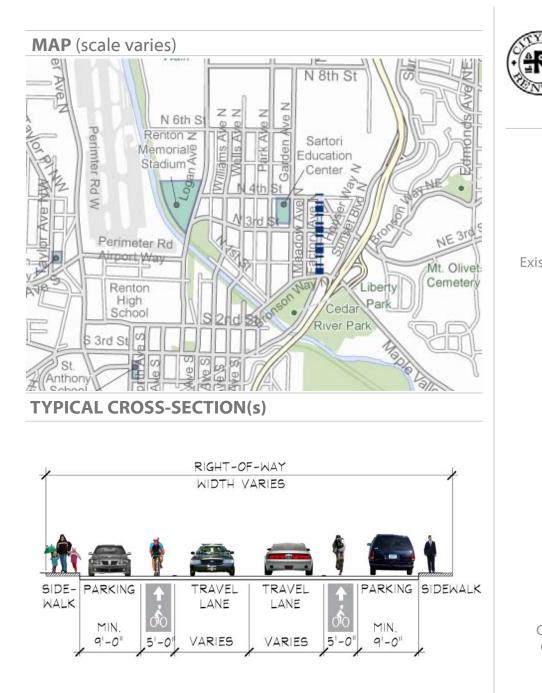




Renton Trails and Bicycle Master Plan *Proposed Improvements* 

### EDMONDS AVENUE NE BIKEWAY AND BICYCLE LANES

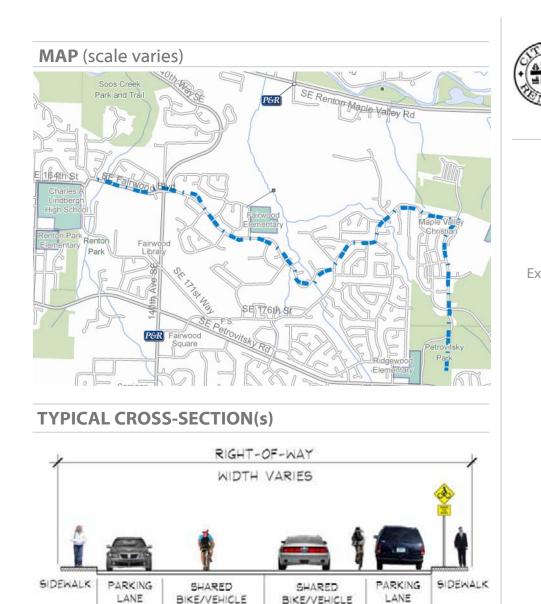
Project Status	PROPOSED
Origin and Destination	NE 3rd Street to NE 27th Street
Project Length	2 miles
Existing Condition	Minor arterial, NE Sunset Blvd to NE 27th Street Collector, NE 3rd Street to NE Sunset Blvd
Proposed Cross-section	Bicycle lanes, NE 27th to NE 7th Streets Signed shared roadway NE 7th to NE 3rd Streets
User Groups	Bicyclists, with pedestrians on sidewalks
Connections	PARKS AND SCHOOLS: Windsor Hills Park, High- lands and North Highlands Parks and Neighbor- hood Centers, McKnight Middle School, Hillcrest Special Services Center TRAILS: Devil's Elbow, Honey Creek BICYCLE LANES: NE 3rd/4th, NE Sunset Blvd, Lake to Creek Connector
Project Description	A north-south neighborhood route providing ac- cess to schools, parks, shopping, civic and ser- vices.
Constraints and Considerations	





# FACTORY AVENUE NORTH BICYCLE LANES

Project Status	PROPOSED
Origin and Destination	Bronson Way/Liberty Park to North 4th Street
Project Length	0.3 miles
xisting Condition	Minor arterial
Proposed Cross-section	Bicycle lanes
User Groups	Bicyclists, with pedestrians on sidewalks
Connections	Downtown PARKS AND SCHOOLS: Liberty Park TRAILS: Cedar River, Two Rivers , Lake Washing- ton Loop
Project Description	A north-south route providing linkage to major bicycle and walking routes.
Constraints and Considerations	



TRAVEL LANE

VARIES

9'-0'

TRAVEL LANE

VARIES

MIN. 9'-0"

Project Length **Existing Condition** Minor arterial and collectors Proposed Signed shared roadway Cross-section STATISTICS. Bicyclists, with pedestrians on sidewalks User Groups Connections PARKS AND SCHOOLS: Soos Creek, McGarvey Park Open Space, Petrovitsky Park, Lindbergh High School, Renton Park, Fairwood and Ridgewood Elementary Schools TRAILS: Seattle Waterline, Soos Creek BICYCLE LANES: 140th Avenue SE, SE 176th Street An east-west neighborhood route to schools and Project Description parks

Renton Trails and Bicycle Master Plan

FAIRWOOD-PETROVITSKY PARK BIKEWAY

(via SE Fairwood Boulevard, SE 165th Street, Parkside Way SE)

SE 164th Street to Petrovitsky Park

PROPOSED

3.3 miles

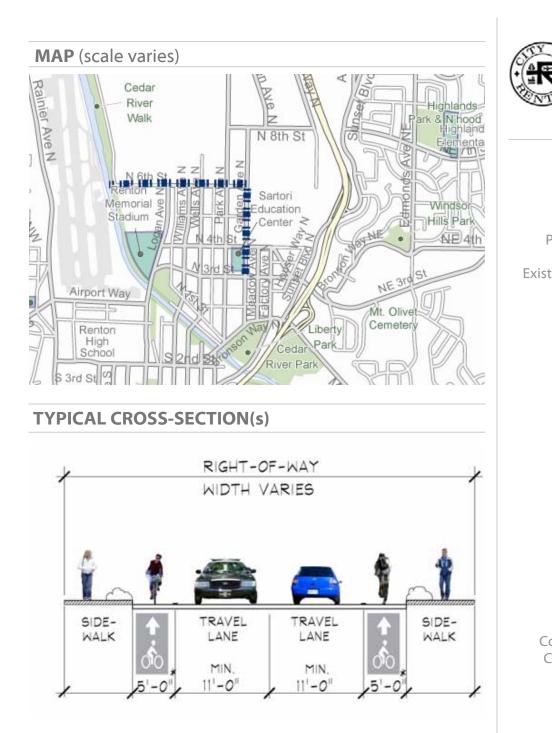
**Proposed Improvements** 

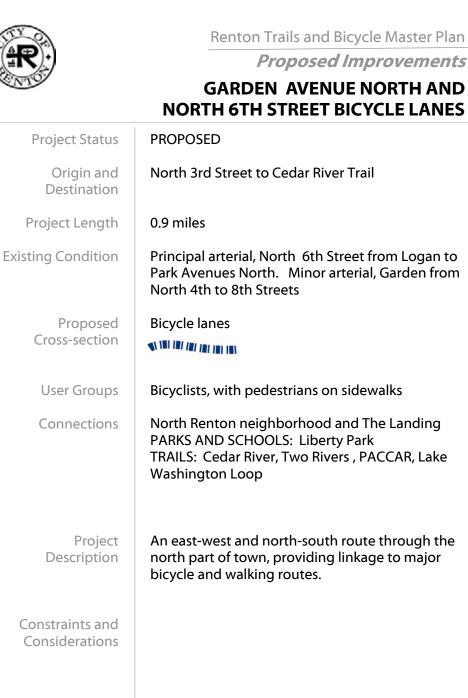
Constraints and Considerations

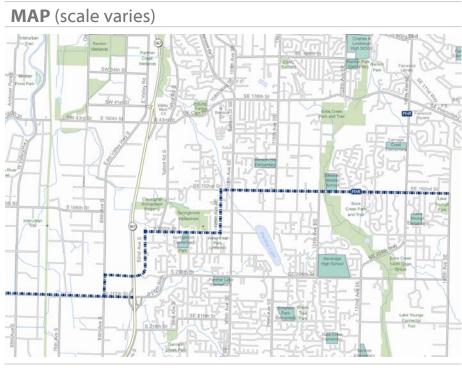
**Project Status** 

Origin and

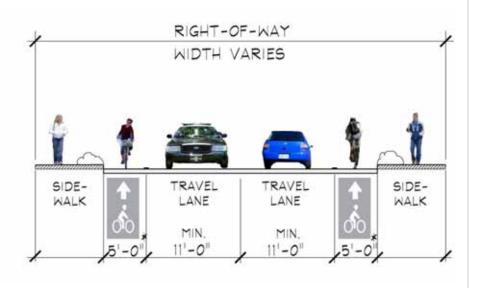
Destination







# TYPICAL CROSS-SECTION(s)

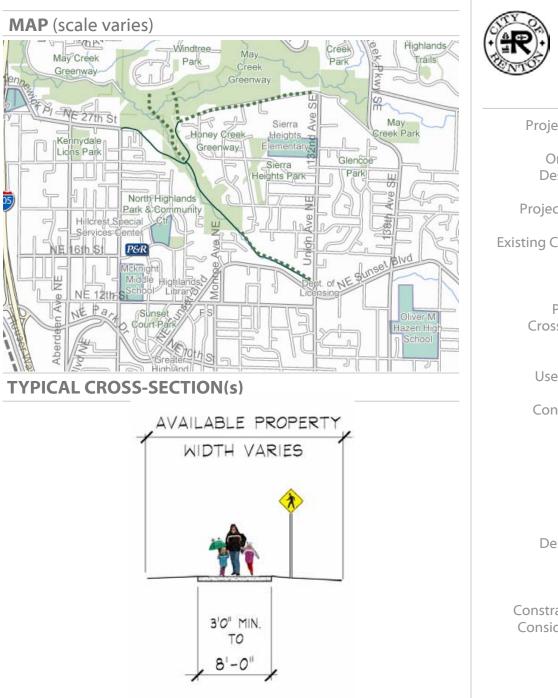




# **GREEN RIVER TO LAKE YOUNGS CONNECTOR**

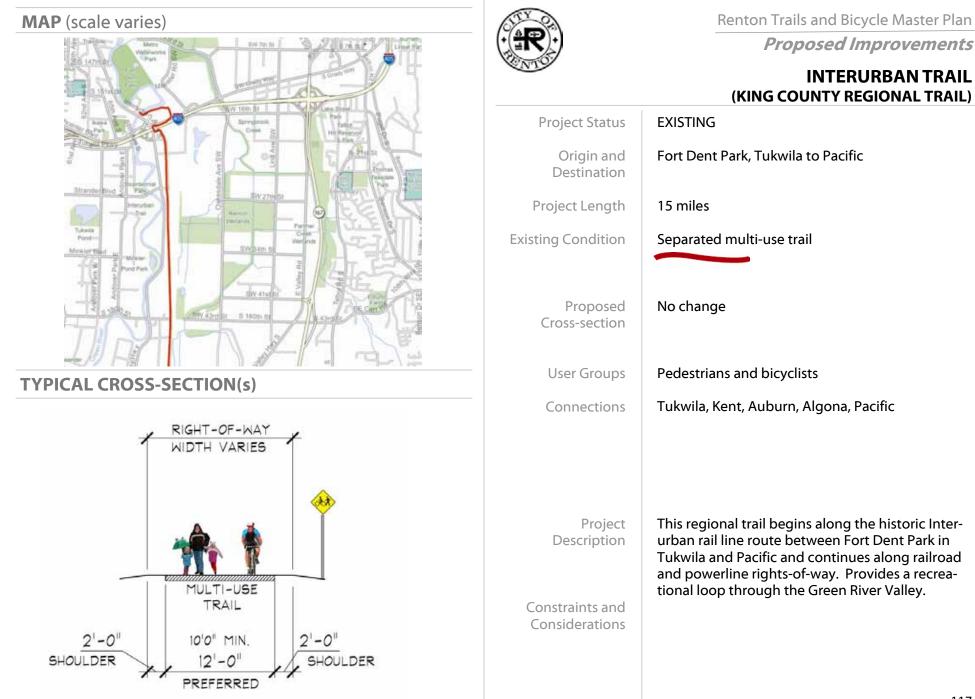
(South 200th Street, 196th Avenue SE, SE 192nd Street)

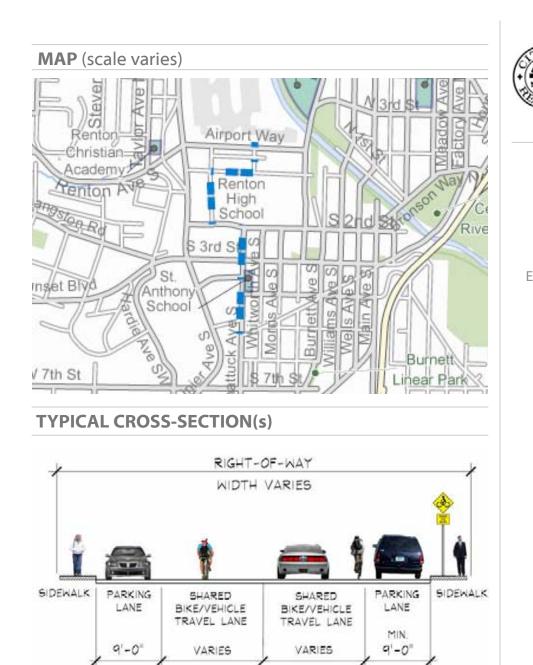
(55411)	
Project Status	PROPOSED
Origin and Destination	SR 167 to Lake Youngs Trail via South 200th Street, 196th Avenue SE, SE 192nd Street
Project Length	3.9 miles in Renton, 6.83 total
Existing Condition	Minor arterials
Proposed Cross-section	Sidewalks and bicycle lanes
User Groups	Bicyclists, with pedestrians on sidewalks
Connections	PARKS AND SCHOOLS: Springbrook Watershed, Springbrook Elementary, Watershed Park, Meeker Middle School, Lake Youngs Watershed TRAILS: Green River, Interurban and Soos Creek
Project Description	An east-west connection between Renton and Kent using on-street facilities
Constraints and Considerations	Long-term vision includes grade separated cross- ing of SR 167 to connect South 196th Street and Russell Road South in Kent, for a more direct con- nection to the Interurban and Green River Trails.

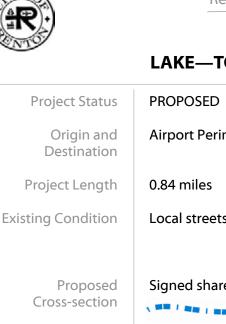


#### **HONEY CREEK TRAIL**

Project Status	EXISTING, WITH PROPOSED EXTENSIONS
Origin and Destination	Honey Creek/May Creek confluence to Union Avenue NE
Project Length	1.25 miles
sting Condition	Existing trail (soft-surface) from Devil's Elbow to south end of Honey Creek Greenway
Proposed Cross-section	Extension north to May Creek, separated multi- use trail, soft-surface
User Groups	Pedestrians
Connections	PARKS AND SCHOOLS: May Creek, Honeydew Park BICYCLE LANES: Union Avenue NE
Project Description	Extension of existing trail alongside Honey Creek. Creek corridor is seen as a valuable natural re- source with high scenic quality.
Constraints and Considerations	

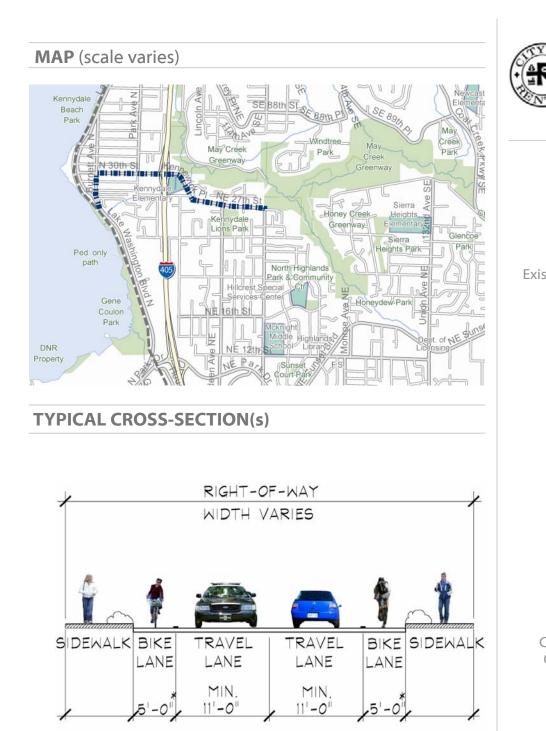






# LAKE—TOBIN— SHATTUCK BIKEWAY

Project Status	PROPOSED
Origin and Destination	Airport Perimeter Road to Houser Way South
Project Length	0.84 miles
xisting Condition	Local streets
Proposed Cross-section	Signed shared roadway
User Groups	Bicyclists, with pedestrians on sidewalks
Connections	Downtown PARKS AND SCHOOLS: Renton High School, Ren- ton IKEA Performing Arts Center TRAILS: Cedar River Trail, Two Rivers Trail, Lake Washington Loop
Project Description	On-street linkage between Lake Washington Loop and downtown. Required because South 2nd and 3rd Street couplet, with high traffic vol- umes, and one-way direction, limit bicycle access
Constraints and Considerations	through the area.



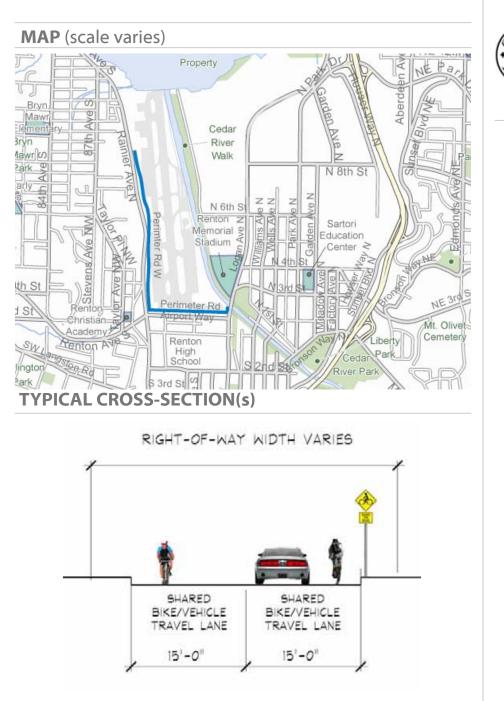


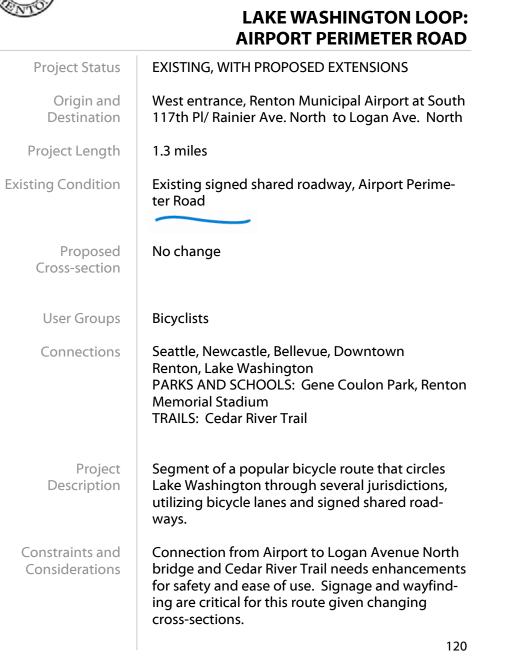
Renton Trails and Bicycle Master Plan

**Proposed Improvements** 

# LAKE TO CREEK CONNECTOR

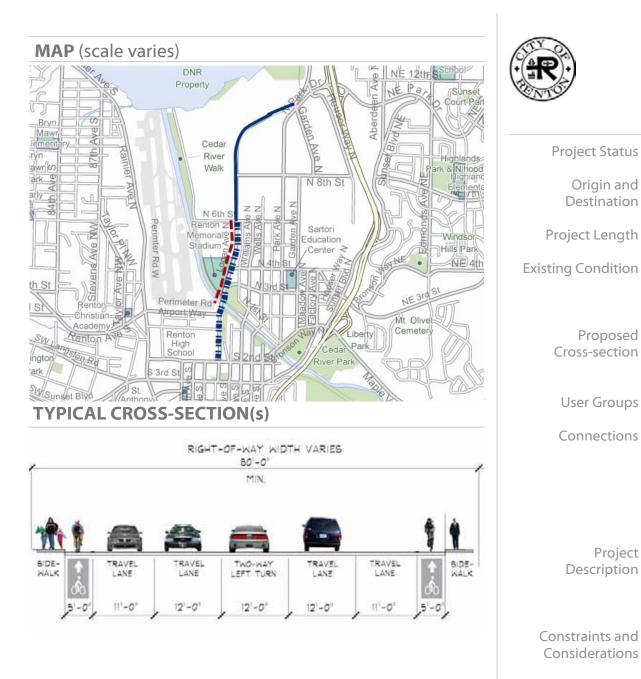
(Burnett Av	e North, N. 30th St/ Kennewick PI N. / NE 27th St)
Project Status	PROPOSED
Origin and Destination	Lake Washington Blvd North to Edmonds Avenue NE/ Honey Creek Trail
Project Length	1.3 miles
xisting Condition	Collector and minor arterial streets with sidewalks
Proposed	Bicycle lanes
Cross-section	AV ANT THE THE THE THE
User Groups	Bicyclists, with pedestrians on sidewalks
Connections	PARKS AND SCHOOLS: Lake Washington, Gene Coulon Park, Kennydale Elementary, Kennydale Lyons Park, Honey Creek, May Creek Greenway TRAILS: Lake Washington Loop, Honey Creek Trail BICYCLE LANES: Edmonds Avenue NE
Project Description	An east-west route providing connections be- tween Lake Washington and the Highlands
Constraints and Considerations	Burnett Avenue and North 30th Street slope fairly steeply up from Lake Washington.





Renton Trails and Bicycle Master Plan

Proposed Improvements



**Project Status** EXISTING, WITH PROPOSED EXTENSIONS Origin and Cedar River to Park Ave. North Destination Project Length 1.46 miles total: 0.69 existing, 0.77 proposed **Existing Condition** Bicycle lanes on Logan (principle arterial) from Park Avenue North to North 6th Street Proposed Bicycle lanes, North 6th Street to South 2nd Cross-section Street. Possible shared used path along Logan. Possible river crossing from North 6th Street to Cedar River. Bicyclists, with pedestrians on sidewalks User Groups Connections

Project

Description

Seattle, Newcastle, Bellevue, Downtown Renton, Lake Washington PARKS AND SCHOOLS: Gene Coulon Park, Renton Memorial Stadium TRAILS: Cedar River Trail

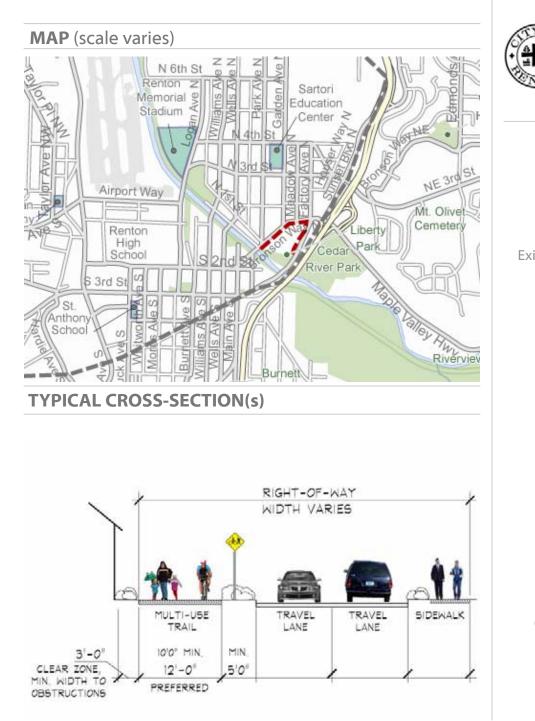
Segment of a popular bicycle route that circles Lake Washington through several jurisdictions, utilizing bicycle lanes and signed shared roadways.

Connection from Airport to Logan Avenue North bridge and Cedar River Trail needs enhancements for safety and ease of use. Signage and wayfinding are critical for this route given changing cross-sections.

**Renton Trails and Bicycle Master Plan** 

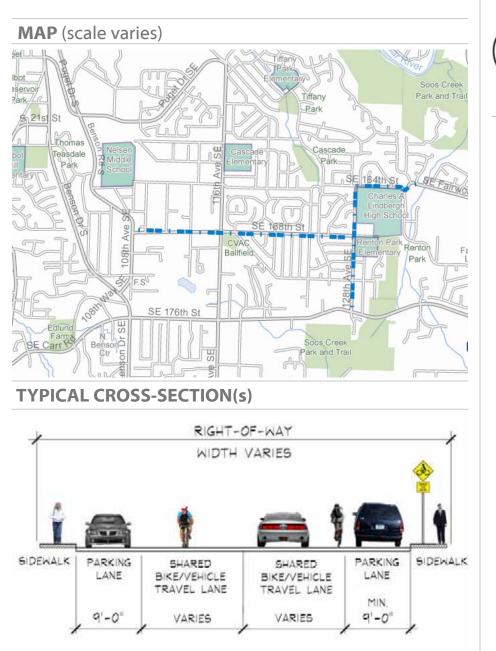
**Proposed Improvements** 

#### LAKE WASHINGTON LOOP: LOGAN AVENUE NORTH



Renton Trails and Bicycle Master Plan	
Proposed Improvements	
LIBERTY PARK CONNECTOR	
POSED	
ar River Trail to Bronson Way/Factory Avenue	

Project Status	PROPOSED
Origin and Destination	Cedar River Trail to Bronson Way/Factory Avenue North
Project Length	0.35 miles
isting Condition	Informal access through public park
Proposed Cross-section	Separated multi-use trail
User Groups	Bicyclists and pedestrians
Connections	PARKS AND SCHOOLS: Liberty Park, Cedar River Parks TRAILS: Cedar River Trail, Two Rivers Trail, Lake Washington Loop BICYCLE LANES: Park Avenue North and North 6th Street
Project Description	A perimeter trail around the park providing con- nections to regional trails , downtown, and north Renton bicycle routes
Constraints and Considerations	

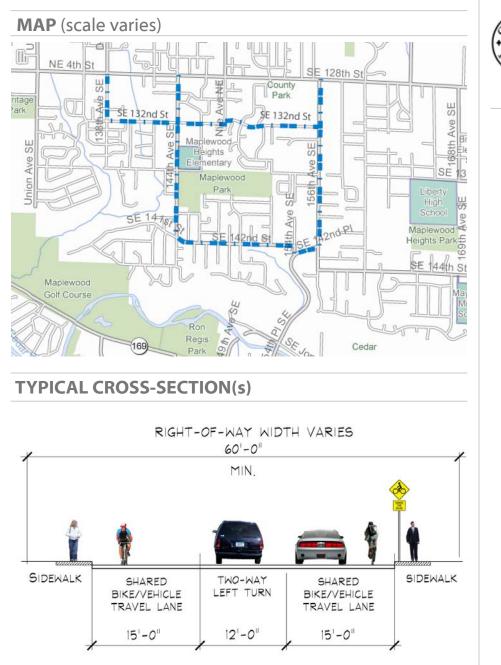




# LINDBERGH AND RENTON PARK SCHOOL ROUTE

(SE 168th Street, 128th Avenue SE and SE 164th Street)

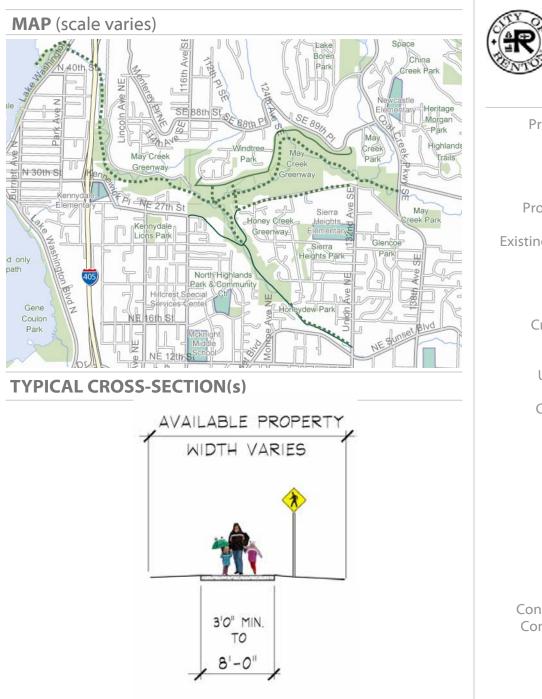
Project Status	PROPOSED
Origin and Destination	108th Avenue SE to Soos Creek (SE 168th) SE 176th Street to SE Fairwood Blvd (128th and 164th)
Project Length	2.4 miles(168th = 1.4 mi., 128th & 164th = 1.0 mi.)
Existing Condition	Collector, local streets
Proposed	Signed shared roadway
Cross-section	
User Groups	Bicyclists and pedestrians, school children
Connections	PARKS AND SCHOOLS: CVAC Ball field, Lindbergh High School, Renton Park Elementary TRAILS: Soos Creek BICYCLE LANES: Benson Road South/108th Avenue SE, SE Petrovitsky Road, and 116th Ave SE; Fair- wood-Petrovitsky Park Bikeway
Project Description	A neighborhood school connection route, with ac- cess to Soos Creek
Constraints and Considerations	





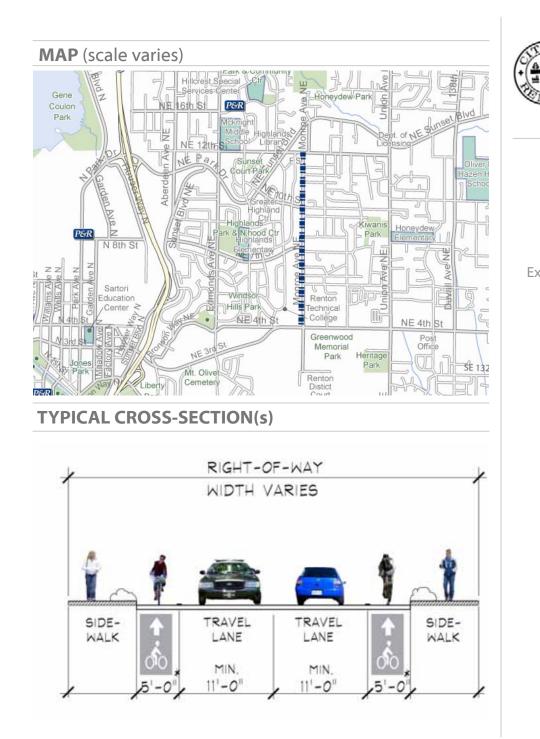
# MAPLEWOOD HEIGHTS SCHOOL ROUTE

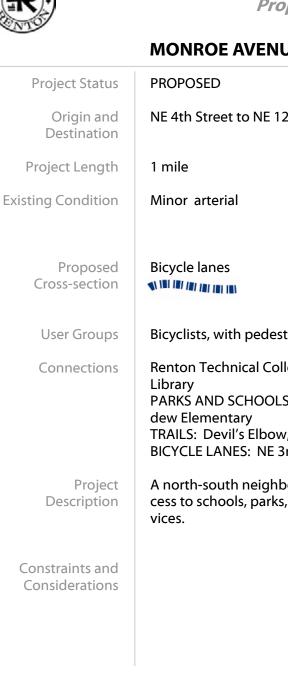
Project Status	PROPOSED
Origin and Destination	NE 4th to Maplewood Heights Elementary via Du- vall Avenue NE, SE 132nd Street, 144th Avenue SE, SE 142nd Street, SE 142nd Place, 156th Ave SE
Project Length	3.9 miles
Existing Condition	Collector (Duvall Avenue NE), local streets
Proposed	Signed shared roadways and sidewalks
Cross-section	
User Groups	Bicyclists and pedestrians
Connections	PARKS AND SCHOOLS: Maplewood Heights Ele- mentary, Maplewood Park
	TRAILS: Cedar Sammamish Trail (via Maplewood Park)
Project	Neighborhood school connector route
Description	
	Ensure cofe expecting of NE 4th to compare with
Constraints and Considerations	Ensure safe crossing of NE 4th to connect with Duvall Avenue NE bicycle lanes



#### **MAY CREEK TRAIL**

Project Status	EXISTING, WITH PROPOSED EXTENSIONS
Origin and Destination	Lake Washington Boulevard North to Cougar Mountain County Park
Project Length	3.8 miles (approx.)
isting Condition	Existing trail on north side of creek between New- castle Waterline Trail and Windtree Park.
Proposed Cross-section	Multi-use trail, soft-surface on south side of creek.
User Groups	Pedestrians
Connections	PARKS AND SCHOOLS: May Creek Greenway and Park TRAILS: Honey Creek, Devil's Elbow
Project Description	A greenway trail along the south side of May Creek , with a connection to Lake Washington and Honey Creek. Complement to Newcastle trail network on north side of creek.
Constraints and Considerations	





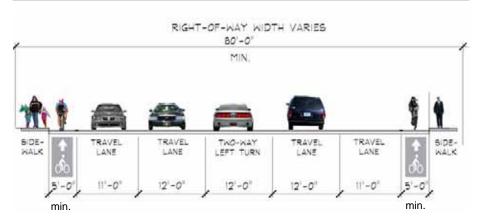
#### **MONROE AVENUE NE BICYCLE LANES**

Project Status	PROPOSED
Origin and Destination	NE 4th Street to NE 12th Street
roject Length	1 mile
ng Condition	Minor arterial
Proposed Cross-section	Bicycle lanes
User Groups	Bicyclists, with pedestrians on sidewalks
Connections	Renton Technical College, Fire Station, Highlands Library PARKS AND SCHOOLS: Sunset Court Park, Honey- dew Elementary TRAILS: Devil's Elbow, Honey Creek BICYCLE LANES: NE 3rd/4th, NE Sunset Blvd
Project Description	A north-south neighborhood route providing ac- cess to schools, parks, shopping, civic and ser- vices.
onstraints and onsiderations	

### MAP (scale varies)



#### **TYPICAL CROSS-SECTION(s)**



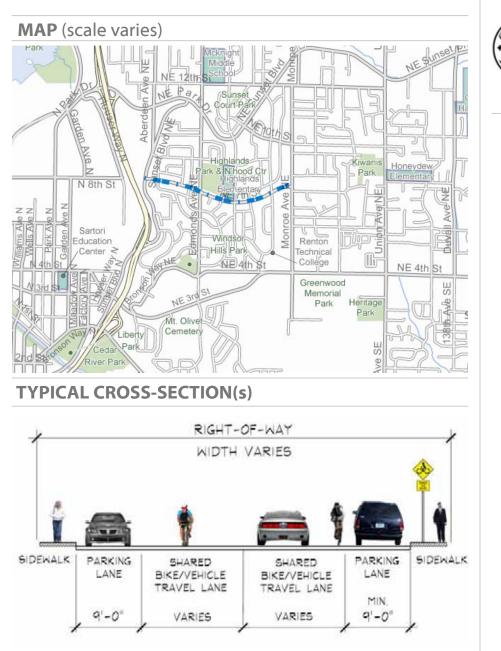
Separated multi-use trail proposed on south side would take place of sidewalk and should include a 5-foot- wide minimum separation from traffic lanes.



Renton Trails and Bicycle Master Plan *Proposed Improvements* 

### **NE 3RD AND 4TH STREET BICYCLE LANES**

Project Status	PROPOSED
Origin and Destination	Logan Avenue North to eastern City Limits
Project Length	3.0 miles +
Existing Condition	Principal arterial. Existing bike lanes in King County
Proposed Cross-section	Bicycle lanes + separated multi-use trail I-405 to Jefferson
User Groups	Bicyclists, with pedestrians on sidewalks
Connections	Renton Technical College, Post Office PARKS AND SCHOOLS: Coalfield Park. BICYCLE LANES: Edmonds, Monroe, Union, Duvall TRAILS: Cedar-Sammamish
Project Description	A major east-west route between downtown and the Highlands, providing neighborhood access, plus access to parks, shopping, civic services.
Constraints and Considerations	Topography on NE 3rd Street from I-405 to Jeffer- son, I-405 under-crossing presents challenging design conditions.





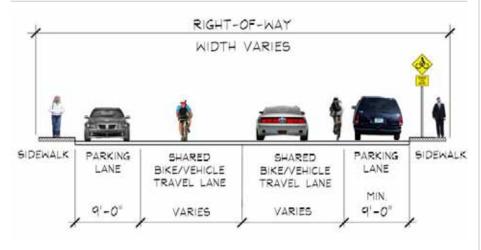
#### **NE 7TH STREET BIKEWAY**

Project Status	PROPOSED
Origin and Destination	NE Sunset Blvd to Monroe Avenue NE
Project Length	0.5 miles
Existing Condition	Collector street with some sidewalks
Proposed Cross-section	Signed shared roadway
User Groups	Bicyclists, with pedestrians on sidewalks
Connections	PARKS AND SCHOOLS: Highlands Park and Neighborhood Center, Highlands Elementary BICYCLE LANES: NE Sunset Blvd, Edmonds and Monroe Avenues NE
Project Description	An east-west route linking parks and schools in the Highlands
Constraints and Considerations	

# **MAP** (scale varies)



### **TYPICAL CROSS-SECTION(s)**

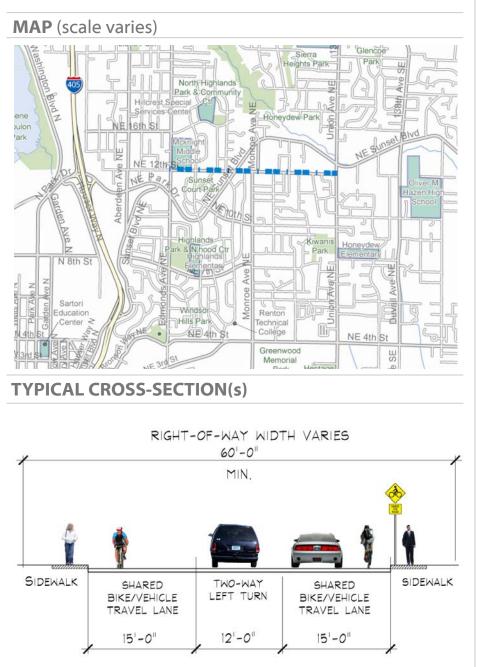


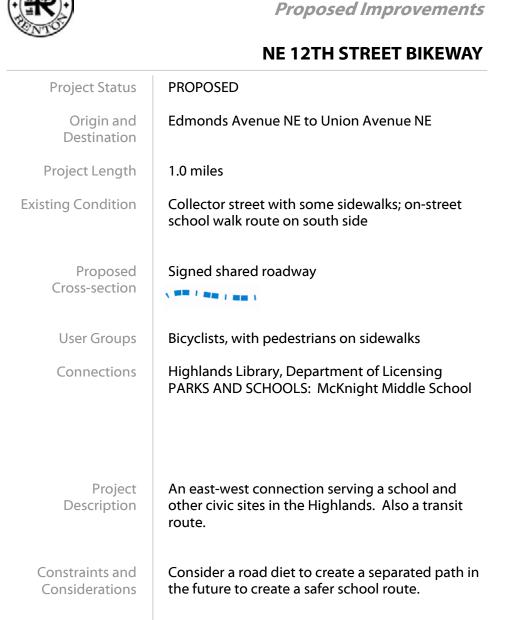


Renton Trails and Bicycle Master Plan *Proposed Improvements* 

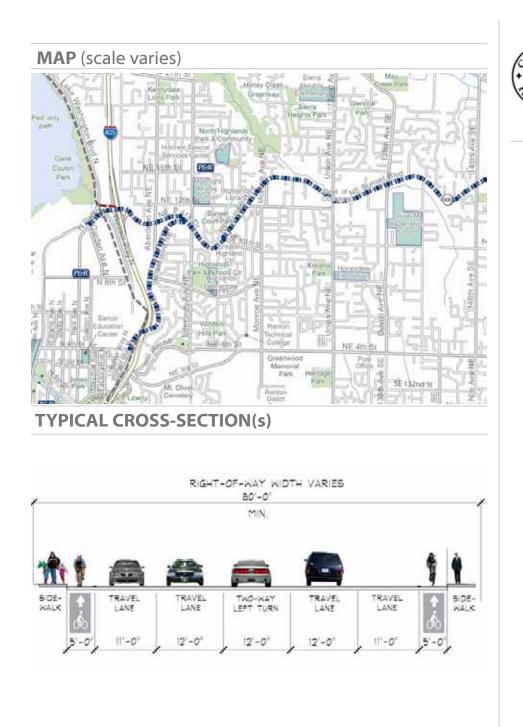
### **NE 10TH STREET BIKEWAY**

Project Status	PROPOSED
Origin and Destination	NE Sunset Blvd to 164th Avenue SE
Project Length	1.25 miles
Existing Condition	Collector street with some sidewalks
Proposed Cross-section	Signed shared roadway
User Groups	Bicyclists, with pedestrians on sidewalks
Connections	PARKS AND SCHOOLS: Greater Highlands Center, Kiwanis Park, Oliver M. Hazen High School, Apollo Elementary BICYCLE LANES: NE Sunset Blvd, Monroe, Union, and Duvall Avenue NE
Project Description	An east-west route linking parks and schools in the Highlands
Constraints and Considerations	NE 10th Street jogs at Union Avenue NE. Ensure good signage and possible crossing improve- ments to make the route safe for school children.





Renton Trails and Bicycle Master Plan



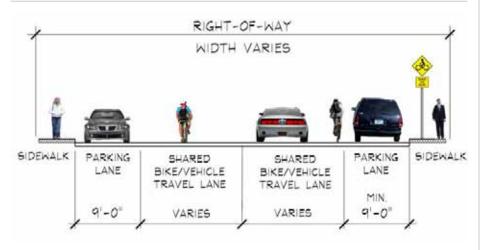
	Proposed Improvements
NE SUNS	ET BOULEVARD/SR 900 BICYCLE LANES
Project Status	PROPOSED
Origin and Destination	North 4th Street to SE May Valley Road/City Limits
Project Length	4.1 miles in Renton (incl. NE Park Dr), 6.5 total
Existing Condition	Principal arterial (SR 900), 4 lanes
Proposed	Bicycle lanes + separated path
Cross-section	
User Groups	Bicyclists, with pedestrians on sidewalks
Connections	Downtown, the Highlands, Highlands Library PARKS AND SCHOOLS: McKnight Middle School, Oliver Hazen High School, Sunset Court Park, May Valley Park TRAILS: Cedar-Sammamish BICYCLE LANES: Edmonds, Monroe, Union, Duvall Avenues NE
Project Description	A critical east-west connection between down- town and the Highlands, providing access to schools, parks, shopping, civic, and neighbor- hood services. Multi-use trail should be consid- ered from I-405, Coulon Park due to bridge width.
Constraints and Considerations	Wayfinding signage at critical nodes necessary to direct slower cyclists to alternate signed shared roadway route on NE 10th Street.
	131

Renton Trails and Bicycle Master Plan

### **MAP** (scale varies)



### **TYPICAL CROSS-SECTION(s)**

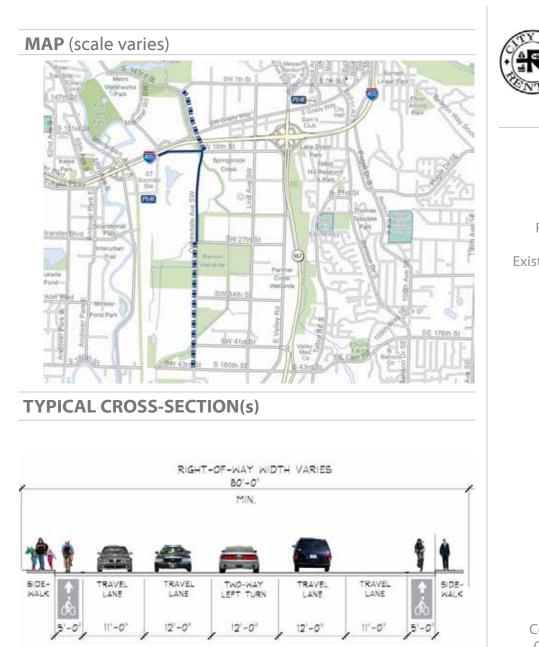




Renton Trails and Bicycle Master Plan **Proposed Improvements** 

#### **NORTH RIVERSIDE DRIVE BIKEWAY**

Project Status	PROPOSED
Origin and Destination	Williams Avenue North to Bronson Way North
Project Length	0.23 miles
Existing Condition	Local street without sidewalks
Proposed Cross-section	Signed shared roadway
User Groups	Bicyclists, with pedestrians on street
Connections	PARKS AND SCHOOLS: Renton Senior Center, Liberty Park TRAILS: Cedar River Trail, Lake Washington Loop
Project Description	An alternate route for bicyclists that parallels the Cedar River Trail. The route provides connections to several other bicycle routes to downtown and North Renton.
Constraints and Considerations	Currently bicycles are not allowed on the lower path west of Williams Avenue North, adjacent to the Senior Center. Consider allowing bicycles with traffic calming measures to slow bicycle speeds.





# **OAKESDALE AVENUE SW BICYCLE LANES**

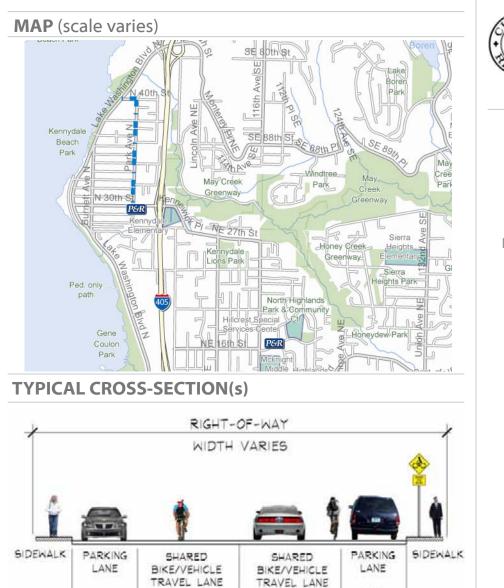
Project Status	EXISTING, WITH PROPOSED EXTENSIONS
Origin and Destination	SW 7th Street to SW 43rd Street
Project Length	2.2 miles
xisting Condition	Principal arterial, with bicycle lanes from SW 16th to SW 27th Streets
Proposed Cross-section	Extend bicycle lanes north of SW 16th Street and south of SW 27th Street
	<b>() (10) (10) (10) (10)</b>
User Groups	Bicyclists, with pedestrians on sidewalks
Connections	Boeing Longacres, Tukwila Station PARKS AND SCHOOLS: Black River Riparian For- est, Renton Wetlands, Springbrook Trail TRAILS: Tukwila Station/Longacres Drive Connec- tor
Project Description	A north-south bicycle connection parallel, in part, to the Springbrook Trail. Provides connection to rail transit .
Constraints and Considerations	As I-405 is reconstructed the undercrossing should be made to allow for bicycle lanes to con- tinue through the intersection (under I-405).





#### PANTHER CREEK TRAIL

Project Status	PROPOSED
Origin and Destination	Springbrook Watershed to Lake Street Park
Project Length	Approx. 2 miles
xisting Condition	Undeveloped
Proposed Cross-section	Separated multi-use trail, soft-surface
User Groups	Pedestrians
Connections	Valley Medical Center PARKS AND SCHOOLS: Edlund Property, Cleve- land Richardson Property, Lake Street Park TRAILS: Cascade BICYCLE LANES: SE Petrovitsky Road
Project Description	A wetland trail through the Panther Creek wet- lands
Constraints and Considerations	Redevelopment of I-405 may provide opportuni- ties to develop this trail.

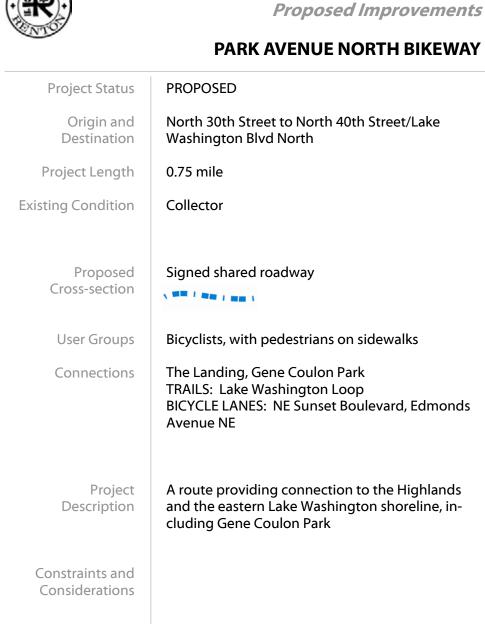


9'-0"

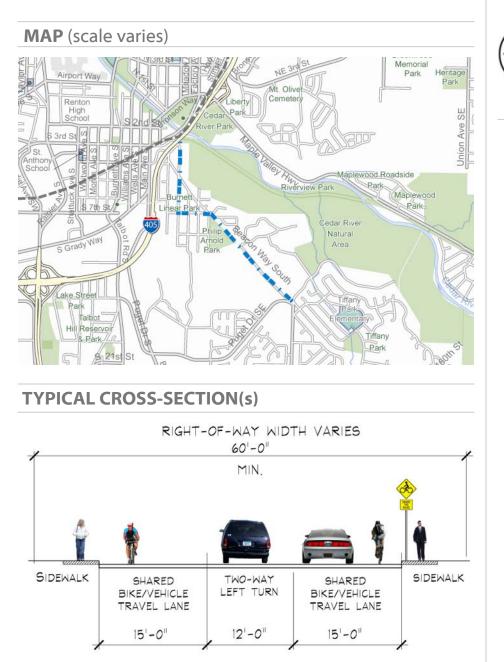
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VARIES



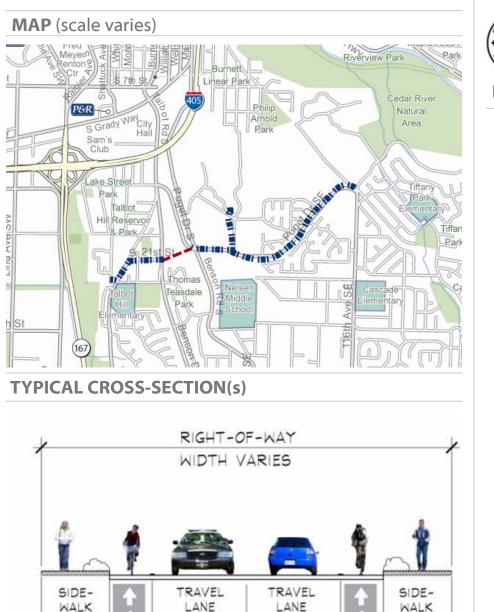
Renton Trails and Bicycle Master Plan





# PHILIP ARNOLD PARK BIKEWAY

(Cedar Avenue South, South 7th Street, Beacon Way South)		
Project Status	PROPOSED	
Origin and Destination	Cedar Avenue South to Beacon Way South and Puget Drive SE	
Project Length	1.3 miles	
Existing Condition	Local and collector streets with some sidewalks	
Proposed Cross-section	Signed shared roadway	
User Groups	Bicyclists, with pedestrians on sidewalks	
Connections	Downtown Renton PARKS AND SCHOOLS: NARCO Site, Philip Arnold Park TRAILS: "Tower of Power," Cascade Trail BICYCLE LANES: Puget Drive SE, 116th Ave SE	
Project Description	An on-street route that provides a continuous route for bicycles between downtown and the Tiffany/Cascade Park area.	
Constraints and Considerations	Consider improvements to the barricade at Ar- nold Park preventing cut-through vehicular traffic to make it more easily accessible for bicycles.	



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11'-0"

010

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LANE

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11'-0"

WALK

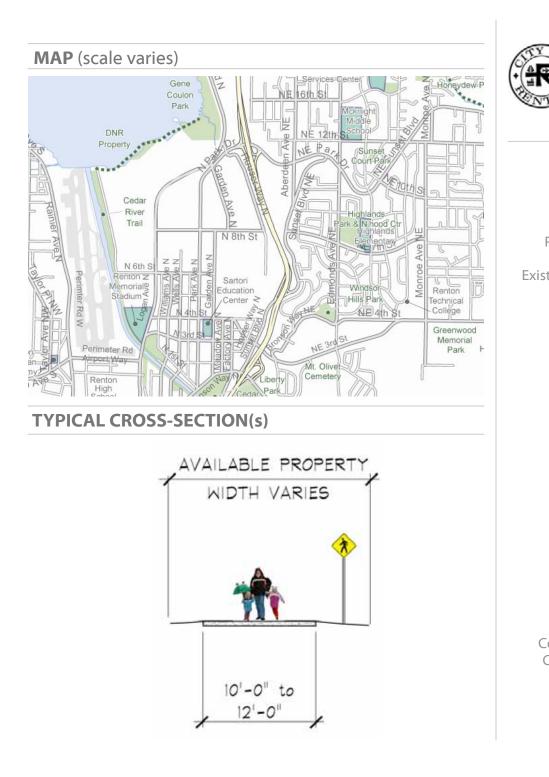
5'-0



Renton Trails and Bicycle Master Plan Proposed Improvements

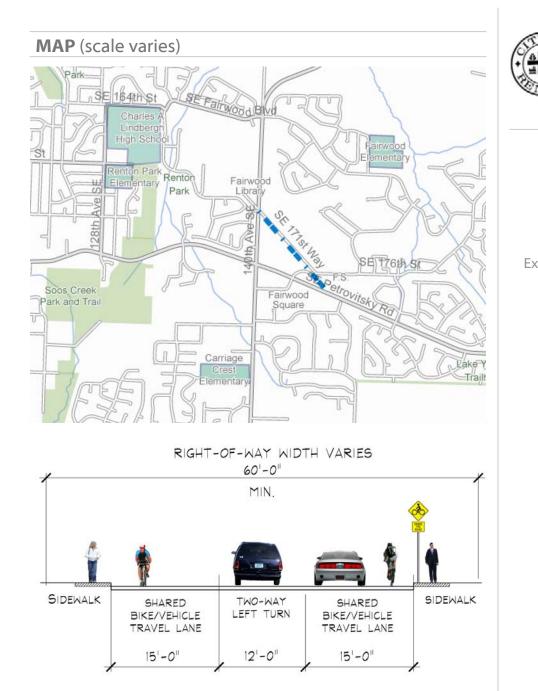
# **PUGET DRIVE SE & SOUTH 21ST STREET BICYCLE LANES**

Project Status	PROPOSED
Origin and Destination	Talbot Road South to Beacon Way/116th Avenue SE
Project Length	1.0 mile
Existing Condition	Minor arterial
Proposed Cross-section	Bicycle lanes + separated path, between Benson Drive South and Benson Road South and short spur up Grant Ave South
User Groups	Bicyclists, with pedestrians on sidewalks
Connections	PARKS AND SCHOOLS: Talbot Hill Elementary, Talbot Hill Reservoir and Park TRAILS: Cascade, Seattle Waterline BICYCLE LANES: Talbot Road South, 116th Avenue SE
Project Description	An east-west connection on a neighborhood arterial
Constraints and Considerations	Steep, curving roadway



# SAM CHASTAIN WATERFRONT TRAIL

Project Status	PROPOSED
Origin and Destination	Cedar River Trail to Gene Coulon Park
Project Length	0.7 mile
isting Condition	Undeveloped
Proposed Cross-section	Multi-use trail (boardwalk), paved trail
User Groups	Pedestrians
Connections	Gene Coulon Park, Lake Washington Waterfront, Cedar River TRAILS: Cedar River Trail
Project Description	A missing link between two of the City's most im- portant open spaces, and along the Lake Wash- ington shoreline
Constraints and Considerations	Property owned by Boeing and Washington State DNR; permitting challenges



## **SE 171ST WAY BIKEWAY**

Project Status	PROPOSED
Origin and Destination	140th Avenue SE to SE Petrovitsky Road
Project Length	0.4 miles
kisting Condition	Local street
Proposed	Signed shared roadway
Cross-section	
User Groups	Bicyclists, with pedestrians on sidewalks
Connections	Fairwood Library, Lake Youngs BICYCLE LANES: 140th Way SE, SE 176th Street, SE Petrovitsky Road
Project Description	A northeast-southwest neighborhood connector, providing access to shopping and services in the Fairwood area.
Constraints and Considerations	



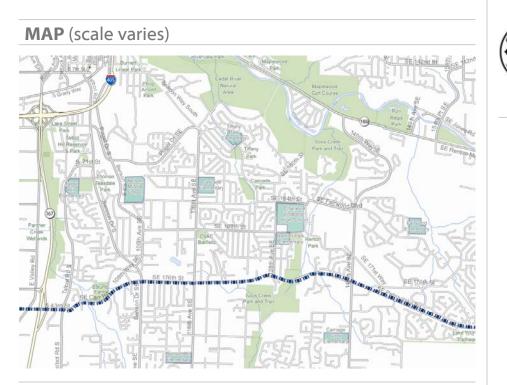
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15'-0"

Renton Trails and Bicycle Master Plan *Proposed Improvements* 

## **SE MAY VALLEY ROAD BIKEWAY**

Project Status	EXISTING, with PROPOSED EXTENSION
Origin and Destination	Coal Creek Parkway to SR 900/Issaquah-Hobart Road
Project Length	3.4 miles (outside City limits) 1.0 on 164th Ave SE to SE 128th St
Existing Condition	Signed shared roadway, on 2-lane rural collector
Proposed Cross-section	Extend signed shared roadway down 164th
cross section	
User Groups	Bicyclists, with pedestrians on edge of road
Connections	Newcastle, Issaquah PARKS AND SCHOOLS: May Creek Greenway and Natural Area, Squak Mountain State Park, Cougar Mountain Regional Wildland Park TRAILS: May Creek BICYCLE LANES: Duvall Ave NE, NE Sunset Blvd
Project Description	An east-west route on a rural road used by recrea- tional cyclists, to make connections to/from Lake Washington to Issaquah
Constraints and Considerations	Curving road, access to residences, possible sight distance limitations.



# **TYPICAL CROSS-SECTION(s)**





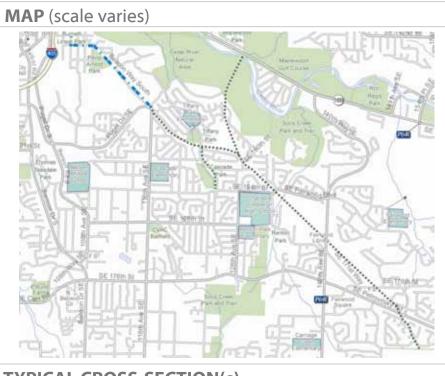
Renton Trails and Bicycle Master Plan

Proposed Improvements

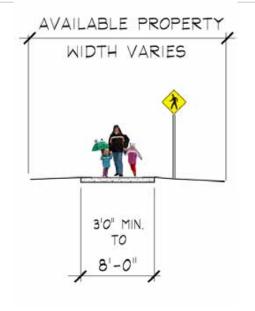
# SE PETROVITKSY ROAD BICYCLE LANES

(SW 43rd Street/ SE Carr Road)

PROPOSED
Tukwila/Interurban Trail to Petrovitsky Park
6 miles
Principal arterial, 2-4 lanes Short separated multi-use trail segment near Ridgewood Elem.
Bicycle lanes (typical), see Constraints and Con- siderations
Bicyclists, with pedestrians on sidewalks
Tukwila, Valley Medical Center, Fairwood Square, North Benson Center PARKS AND SCHOOLS: Soos Creek Park, Ridge- wood Elementary, Edlund Property TRAILS: Green River, Interurban, Cascade, Soos Creek, Lake Youngs
An east-west on-street connection between Tuk- wila and Lake Youngs, providing access to hospi- tal and a major employment center, shopping and several regional trails and parks
Steep grade in several spots, varying right-of-way widths, high volume road. May require a combi- nation of cross-sections depending on condi- tions.



# TYPICAL CROSS-SECTION(s)

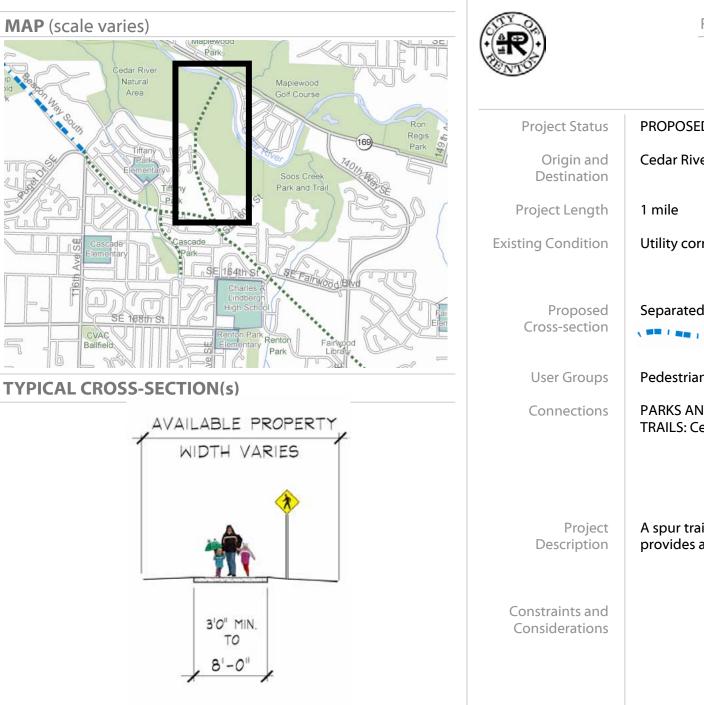




Renton Trails and Bicycle Master Plan *Proposed Improvements* 

## SEATTLE WATERLINE TRAIL

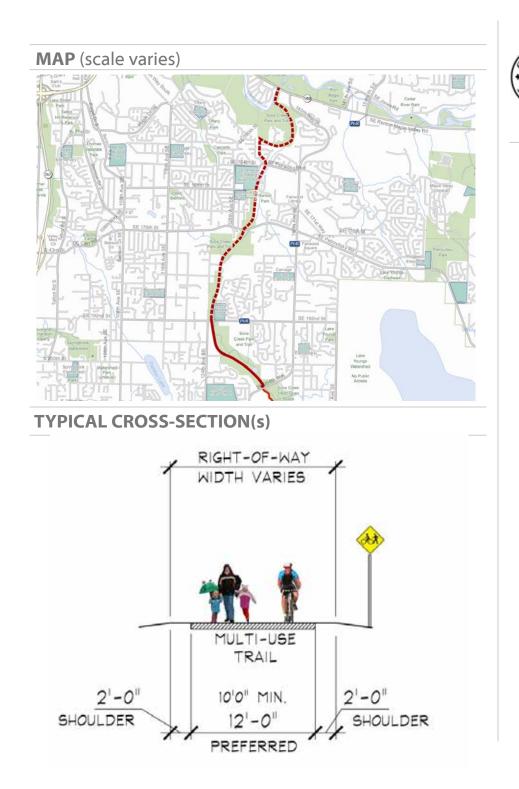
Project Status	PROPOSED
Origin and Destination	Downtown/I-405 at Cedar Ave. South to Lake Youngs Trail, with spur to Cascade Park
Project Length	3.75 miles
Existing Condition	Utility corridor with rough pathway Local streets
Proposed Cross-section	Separated multi-use trail, soft surface, connections to shared use roadway on Beacon Way South
User Groups	Pedestrians
Connections	Fairwood Library PARKS AND SCHOOLS: Cedar River and Cedar River Natural Area, Cascade Park, Charles Lindbergh High School. TRAILS: Cedar River, Soos Creek, Lake Youngs BICYCLE LANES: 140th Ave SE; 116th Ave SE and Philip Arnold Park Bikeway
Project Description	A hiking/walking path in utility corridor, with on- street neighborhood connections to downtown
Constraints and Considerations	

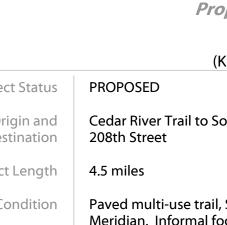


Renton Trails and Bicycle Master Plan
Proposed Improvements

## SEATTLE WATERLINE SPUR

PROPOSED
Cedar River/Riverview Park to SE 160th Street
1 mile
Utility corridor with rough pathway
Separated multi-use trail, soft-surface
Pedestrians
PARKS AND SCHOOLS: Cedar River Natural Area TRAILS: Cedar River, Soos Creek
A spur trail from the Seattle Waterline Trail that provides a connection to the Cedar River Trail



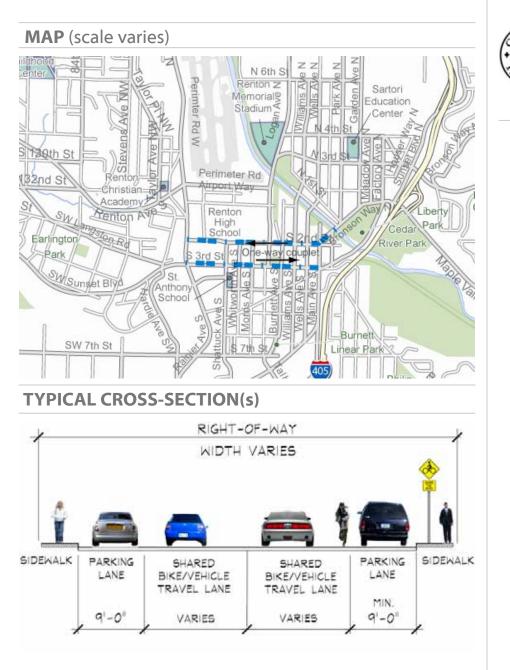


**Proposed Improvements SOOS CREEK TRAIL** 

Renton Trails and Bicycle Master Plan

(King County Regional Trail)

Project Status	PROPOSED
Origin and Destination	Cedar River Trail to Soos Creek Park (Kent) at SE 208th Street
Project Length	4.5 miles
Existing Condition	Paved multi-use trail, SE 208th Street and Lake Meridian. Informal footpaths north of SE 208th Street
Proposed Cross-section	Separated multi-use trail, paved.
User Groups	Bicyclists and pedestrians
Connections	PARKS AND SCHOOLS: Cedar River, Soos Creek Park, Charles Lindbergh High School, Renton Park Elementary, Meeker Middle School, Soos Creek/ 140th Open Space TRAILS: Cedar River, Lake Youngs, Seattle Water- line
Project Description	Extension of regional trail north along creek corri- dor to connect with the Cedar River and Cedar River Trail
Constraints and Considerations	Possible need for right-of-way acquisition, multi- ple road crossings.

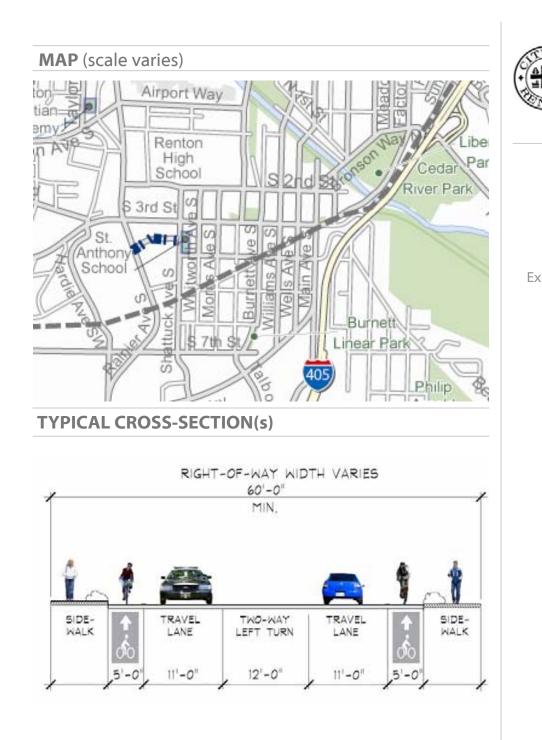


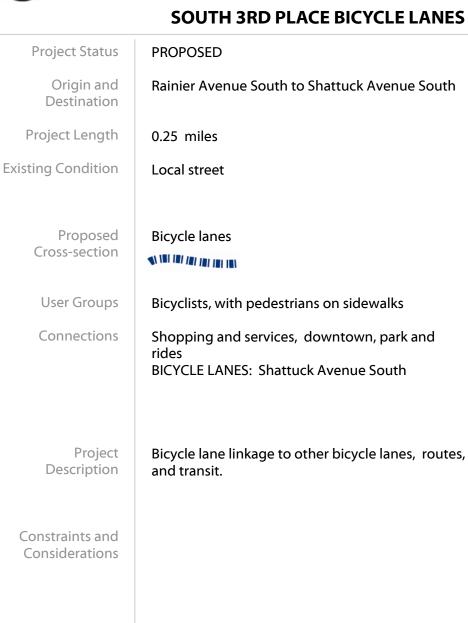


Renton Trails and Bicycle Master Plan *Proposed Improvements* 

# SOUTH 2ND AND 3RD STREET BIKEWAY

Project Status	PROPOSED
Origin and Destination	Rainier Avenue/South to Main Avenue South
	1.0 mile
Project Length	Principal arterials (SR 900)
Existing Condition	
Proposed Cross-section	Signed shared roadways
	Bicyclists, with pedestrians on sidewalks
User Groups	
Connections	Downtown, shopping and services, PARKS AND SCHOOLS: Renton High School, Liberty Park, Renton Transit Center, Burnett Linear Park TRAILS: Cedar River Trail, Two Rivers Trail, Chief
	Sealth. BICYCLE LANES: Shattuck Avenue South, Main Avenue South
Project Description	This one-way couplet provides the best east-west access through the downtown commercial core.
Constraints and Considerations	These streets serve as SR 900 through downtown and as such are busy, high volume roads. Parallel parking on these streets is also considered crucial to nearby businesses.





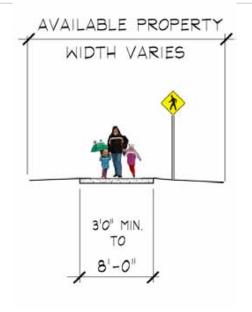
Renton Trails and Bicycle Master Plan

**Proposed Improvements** 





# TYPICAL CROSS-SECTION(s)





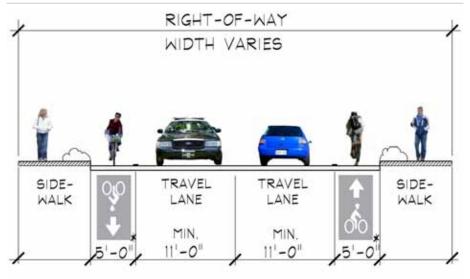
Renton Trails and Bicycle Master Plan *Proposed Improvements* 

## **SPRINGBROOK TRAIL**

Project Status	EXISTING
Origin and Destination	Black River Riparian Forest/Monster Road to SW 43rd Street
Project Length	2.85 miles
Existing Condition	Separated multi-use trail, 8' paved, with a boardwalk segment south of SW 27th
Proposed Cross-section	Complete missing links north and south of SW 27th Street and between SW 41st and 43rd Streets.
User Groups	Pedestrians and bicycles Boardwalk segment south of SW 27th is pedestrian only.
Connections	PARKS AND SCHOOLS: Black River Riparian Forest, Renton Wetlands TRAILS: Green River, Interurban, Two Rivers Trails, BICYCLE LANES: Oakesdale Ave. SW, SW 16th Street
Project Description	Wetland trail providing north-south passage through the Green River Valley from Black River area to Kent and the Interurban Trail
Constraints and Considerations	



# **TYPICAL CROSS-SECTION(s)**

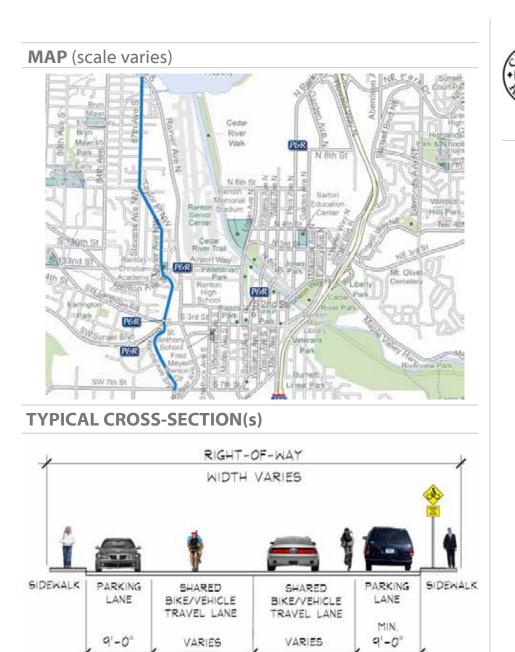


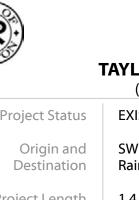


Renton Trails and Bicycle Master Plan *Proposed Improvements* 

# TALBOT ROAD SOUTH BICYCLE LANES

Project Status	EXISTING, WITH PROPOSED EXTENSIONS
Origin and Destination	SR 515/Benson Drive South and South 21st Street to beyond South 43rd Street
Project Length	1.6 proposed, 2.5 total
Existing Condition	Collector, with bicycle lanes south of South 43rd Street/SE Carr Road
Proposed Cross-section	Extension existing bicycle lanes north of South 43rd Street and through intersection
User Groups	Bicyclists, with pedestrians on sidewalks
Connections	PARKS AND SCHOOLS: Talbot Hill and Teasdale Parks, Cleveland Property, Springbrook Water- shed, Talbot Hill Elementary; Valley Med. Center TRAILS: Panther Creek BICYCLE LANES: Puget Drive SE, Benson Road and Drive South, Green River to Lake Youngs Connector
Project Description	A north-south route from the southern city limits to downtown, providing neighborhood access and connections to parks and Valley Medical Cen- ter.
Constraints and Considerations	Possible right-of-way limitations, steep slopes. I- 405 Redevelopment could provide opportunity to improve increased width at undercrossing. Narrow roadway between Benson and S. 43rd Street.

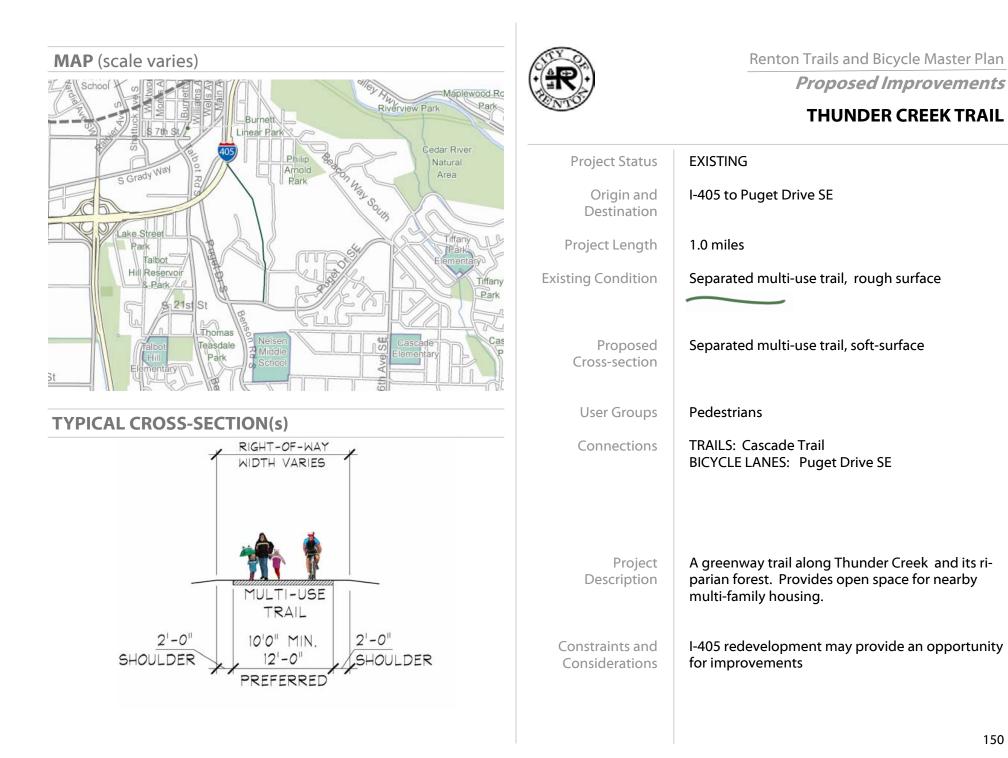


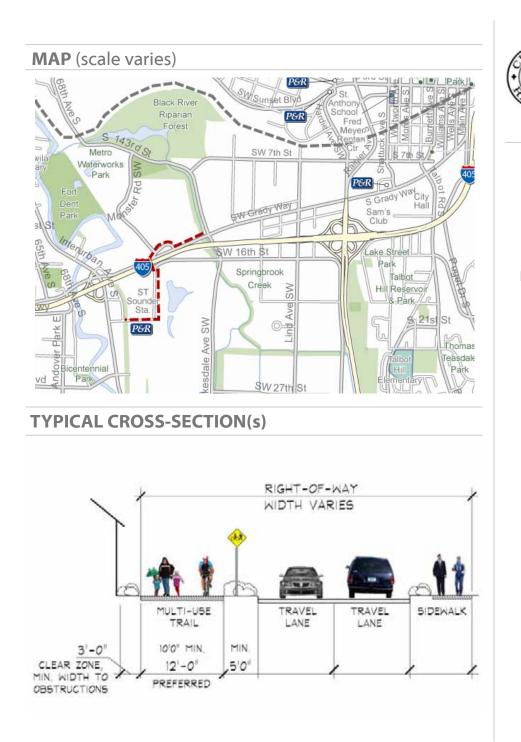


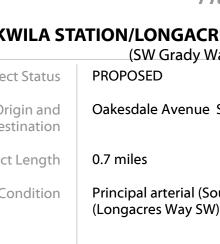
Renton Trails and Bicycle Master Plan **Proposed Improvements** 

## **TAYLOR AND HARDIE AVENUE BIKEWAY**

(Taylor Avenue NW and Hardie Avenue SW) **Project Status EXISTING** SW 7th Street to northern City Limits (toward Rainier Avenue North) Project Length 1.4 miles Signed shared roadway, collectors **Existing Condition** Proposed No change Cross-section User Groups Bicyclists, with pedestrians on sidewalks Connections Park and rides, Fred Meyer Center PARKS AND SCHOOLS: Renton Christian Academy, St. Anthony School, Kiwanis Bicentennial Air Park TRAILS: Two Rivers, Chief Sealth A north-south neighborhood route through the Project Description west part of the city. Provides access to commercial/shopping near SW 7th Street and Rainier Avenue South. Constraints and Considerations







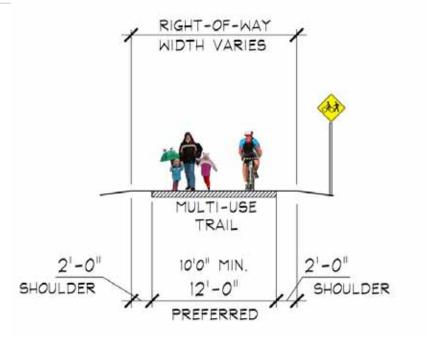
Renton Trails and Bicycle Master Plan **Proposed Improvements** 

# **TUKWILA STATION/LONGACRES DRIVE CONNECTOR**

(SW Grady Way and Longacres Drive SW)	
Project Status	PROPOSED
Origin and Destination	Oakesdale Avenue SW to Tukwila Station
Project Length	0.7 miles
Existing Condition	Principal arterial (South Grady Way), collector (Longacres Way SW)
Proposed Cross-section	Separated multi-use trail, paved
User Groups	Bicyclists and pedestrians
Connections	Sound Transit's Tukwila Station, Tukwila PARKS AND SCHOOLS: Black River Riparian Forest TRAILS: Springbrook Trail, Interurban Trail BICYCLE LANES: Monster Road SW, SW 16th Street, Oakesdale Avenue SW
Project Description	Connection to Sound Transit commuter rail facil- ity, Tukwila, and regional trails.
Constraints and Considerations	



#### TYPICAL CROSS-SECTION(s)



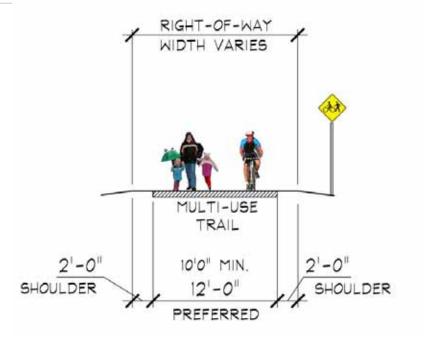
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#### TWO RIVERS TRAIL: FORT DENT CONNECTOR

Project Status Origin and Destination	PROPOSED (Part of proposed Lake to Sound Regional Trail) Fort Dent Park to Monster Road SW
Project Length	0.2 mile this segment, 3.1 miles total trail
Existing Condition	Rough path under Union Pacific railroad trestle
Proposed Cross-section	Separated multi-use trail, paved
User Groups	Bicyclists and pedestrians
Connections	Tukwila, Downtown Renton PARKS AND SCHOOLS: Fort Dent Park, Black River Riparian Forest, Renton Wetlands, Burnett Linear Park TRAILS: Green River, Interurban, Black River, Springbrook Trail, Burnett, Cedar River BICYCLE LANES: Monster Road SW
Project Description	Connection to Tukwila's Fort Dent Park connects the two cities and links regional trails.
Constraints and Considerations	Use of railroad right-of-way needs, dimensions of existing railroad trestle, crossing of Monster Road SW necessitate thoughtful approach.



#### TYPICAL CROSS-SECTION(s)



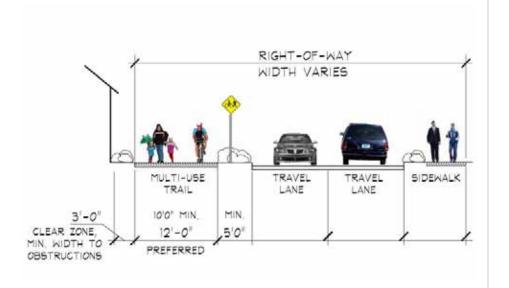
# Renton Trails and Bicycle Master Plan **Proposed Improvements**

#### TWO RIVERS TRAIL: BLACK RIVER RAILROAD R.O.W. TRAIL

Project Status	<b>PROPOSED</b> (Part of proposed Lake to Sound Regional Trail)
Origin and Destination	Monster Road SW to Naches Avenue SW
Project Length	0.9 mile this segment, 3.1 miles total trail
Existing Condition	Rough path parallel to Union Pacific and Burling- ton Northern Santa Fe railroad right-of-way
Proposed Cross-section	Separated multi-use trail, paved
User Groups	Bicyclists and pedestrians
Connections	Tukwila, Downtown Renton PARKS AND SCHOOLS: Fort Dent Park, Black River Riparian Forest, Renton Wetlands, Burnett Linear Park TRAILS: Green River, Interurban, Black River, Springbrook Trail, Burnett, Cedar River BICYCLE LANES: Monster Road SW
Project Description	Multi-use trail through Black River Riparian Forest, separate from wetland trail
Constraints and Considerations	Possible permitting challenges



#### **TYPICAL CROSS-SECTION(s)**





Renton Trails and Bicycle Master Plan

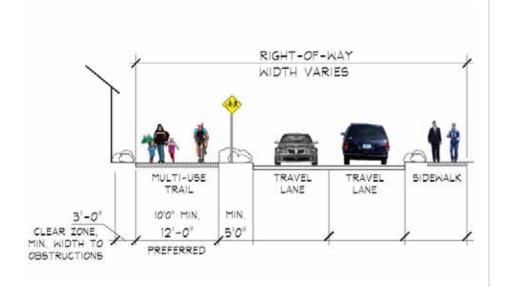
Proposed Improvements

#### TWO RIVERS TRAIL: NACHES AVENUE SW

Project Status	<b>PROPOSED</b> (Part of proposed Lake to Sound Regional Trail)
Origin and Destination	Black River Riparian Forest trailhead to SW 7th Street
Project Length	0.2 mile this segment, 3.1 miles total trail
Existing Condition	Local street
Proposed Cross-section	Separated multi-use trail, paved
User Groups	Bicyclists and pedestrians
Connections	Tukwila, Downtown Renton PARKS AND SCHOOLS: Fort Dent Park, Black River Riparian Forest, Renton Wetlands, Burnett Linear Park TRAILS: Green River, Interurban, Black River, Springbrook Trail, Burnett, Cedar River BICYCLE LANES: Monster Road SW
Project Description	Connection from Black River Riparian Forest to east-west route through commercial core of City
Constraints and Considerations	



#### **TYPICAL CROSS-SECTION(s)**

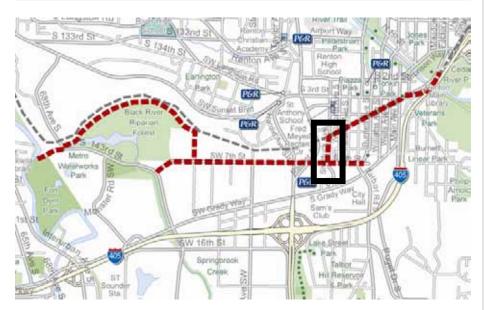


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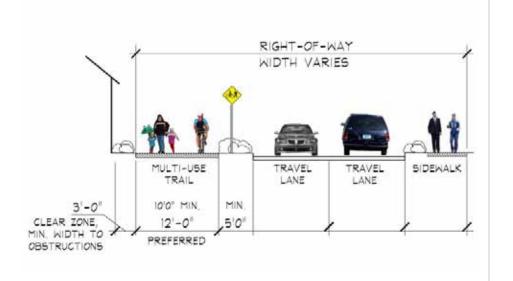
Renton Trails and Bicycle Master Plan *Proposed Improvements* 

## TWO RIVERS TRAIL: SW/SOUTH 7TH STREET

Project Status	PROPOSED (Part of proposed Lake to Sound Regional Trail)
Origin and Destination	Oakesdale Avenue SW to Shattuck Avenue South
Project Length	1.3 miles this segment, 3.1 miles total trail
Existing Condition	Principal arterial, 4 lanes + turn lane
Proposed Cross-section	Separated multi-use trail, paved
User Groups	Bicyclists and pedestrians
Connections	Tukwila, Downtown Renton PARKS AND SCHOOLS: Fort Dent Park, Black River Riparian Forest, Renton Wetlands, Burnett Linear Park TRAILS: Green River, Interurban, Black River, Springbrook Trail, Burnett, Cedar River BICYCLE LANES: Monster Road SW
Project Description	A critical east-west route through the City's com- mercial core, as well as an important link between regional trails
Constraints and Considerations	High volume roadway with lots of business access on both sides. Intersection with Rainier Avenue South will require thoughtful creative approach.



#### **TYPICAL CROSS-SECTION(s)**





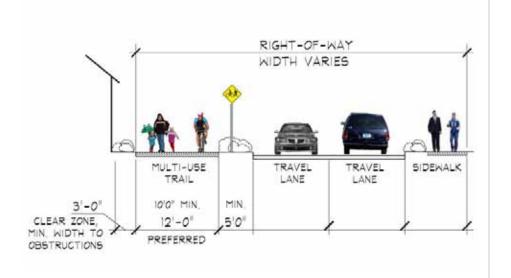
Renton Trails and Bicycle Master Plan *Proposed Improvements* 

## TWO RIVERS TRAIL: SHATTUCK AVENUE SOUTH

Project Status	PROPOSED (Part of proposed Lake to Sound Regional Trail)
Origin and Destination	South 7th Street to Houser Way South
Project Length	0.16 mile this segment, 3.1 miles total trail
Existing Condition	Collector with some sidewalks, perpendicular parking on west side
Proposed Cross-section	Separated multi-use trail, paved
User Groups	Bicyclists and pedestrians
Connections	Tukwila, Downtown Renton PARKS AND SCHOOLS: Fort Dent Park, Black River Riparian Forest, Renton Wetlands, Burnett Linear Park TRAILS: Green River, Interurban, Black River, Springbrook Trail, Burnett, Cedar River BICYCLE LANES: Monster Road SW
Project Description	Continuation of east-west route through the City's commercial core and downtown, as well as an important link between regional trails
Constraints and Considerations	



#### **TYPICAL CROSS-SECTION(s)**



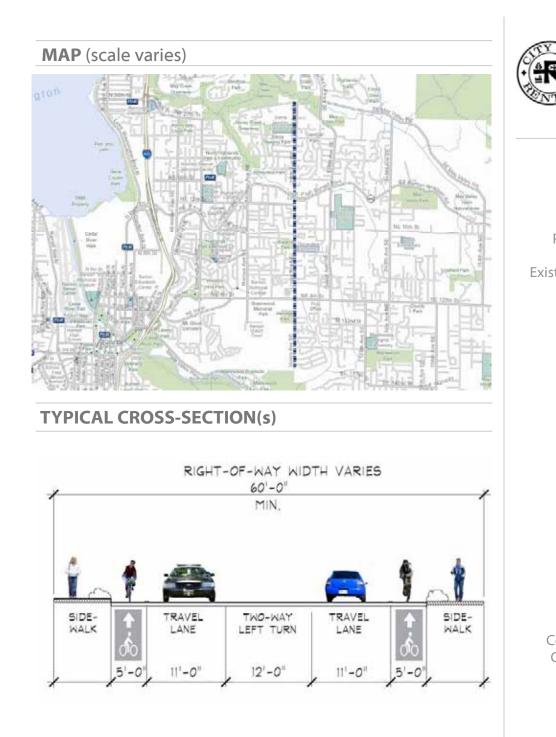


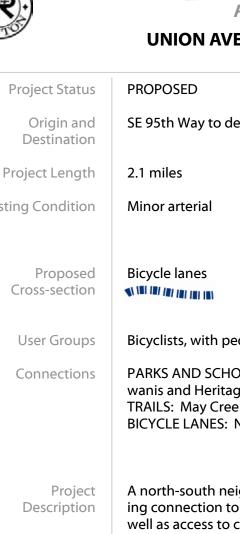
Renton Trails and Bicycle Master Plan

Proposed Improvements

#### TWO RIVERS TRAIL: HOUSER WAY SOUTH

Project Status	PROPOSED (Part of proposed Lake to Sound Regional Trail)
Origin and Destination	Shattuck Avenue South to Cedar River Trail
Project Length	0.6 mile this segment, 3.1 miles total trail
Existing Condition	Local street, Shattuck to Burnett. Shared railroad/ street right-of-way, Shattuck to Mill Avenue South/Cedar River
Droposod	
Proposed	Separated multi-use trail, paved
Cross-section	
User Groups	Bicyclists and pedestrians
Connections	Tukwila, Downtown Renton PARKS AND SCHOOLS: Fort Dent Park, Black River Riparian Forest, Renton Wetlands, Burnett Linear Park TRAILS: Green River, Interurban, Black River, Springbrook Trail, Burnett, Cedar River BICYCLE LANES: Monster Road SW
Project Description	Continuation of east-west route through the City's commercial core and downtown, as well as an important link between regional trails
Constraints and Considerations	Railroad is grade separated on western segment. Eastern segment will require shared rail/trail con- figuration, with likely traffic revisions to Houser Way, plus some loss of parking.





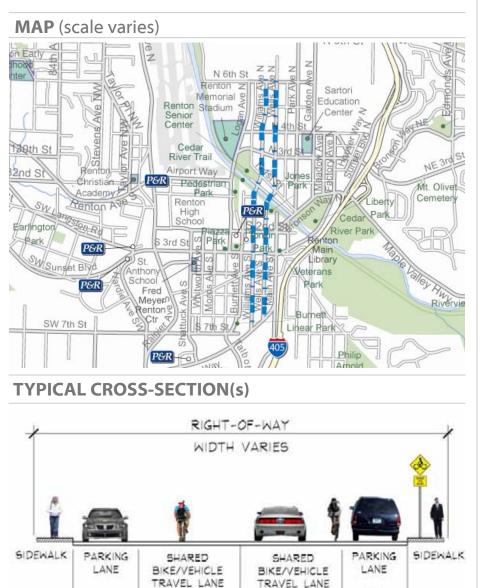
Renton Trails and Bicycle Master Plan

Proposed Improvements

## **UNION AVENUE NE BICYCLE LANES**

(132nd Avenue SE)

	· · · · · · · · · · · · · · · · · · ·
Project Status	PROPOSED
Origin and Destination	SE 95th Way to dead end near SE 4th Street
Project Length	2.1 miles
xisting Condition	Minor arterial
Proposed Cross-section	Bicycle lanes
User Groups	Bicyclists, with pedestrians on sidewalks
Connections	PARKS AND SCHOOLS: May Creek Greenway, Ki- wanis and Heritage Parks TRAILS: May Creek, Honey Creek, BICYCLE LANES: NE Sunset Blvd, NE 4th Street
Project Description	A north-south neighborhoods connector, provid- ing connection to Newcastle and May Valley, as well as access to commercial, shopping.
Constraints and Considerations	



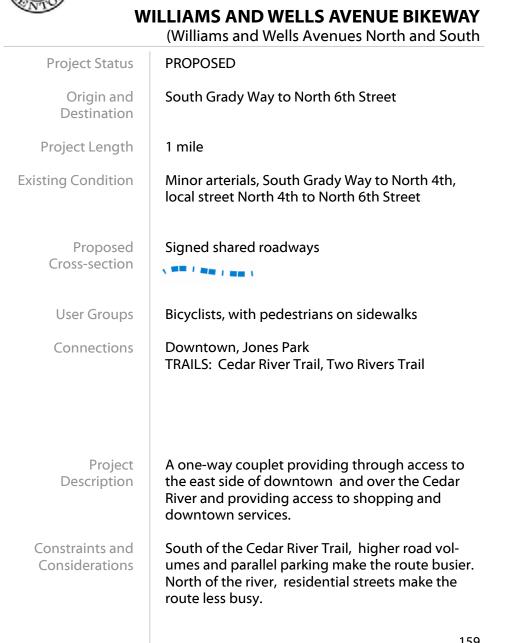
9'-0'

VARIES

MIN.

9'-0'

VARIES



Renton Trails and Bicycle Master Plan

**Proposed Improvements** 

# APPENDICES

- A. City of Renton Resolution No. 4005 (May 11, 2009)
- B. Table 3. Master List of Existing and Proposed Improvements and Routes
- C. What We've Heard: Summary of Public Comments, Open House #1
- D. What We've Heard: Summary of Public Comments, Open House #2
- E. Public Open House #3: Public Comments
- F. 2004 Draft Trails Plan Routes and Status
- G. Puget Sound Regional Council Destination 2030 Update, Appendix 9: Projects (July 24, 2008)
- H. 1-405 Corridor Improvement Program Congestion Relief and Bus Rapid Transit Projects: Bike and Pedestrian Improvements (January 24, 2005)
- I. City of Renton Public Works and Transportation Systems Division 2009-2014 TIP
- J. Non-motorized Funding Sources
- K. City of Renton Parks, Schools, and Trails (January 2008)

**Trails and Bicycle Master Plan** 

APPENDIX A

Trails and Bicycle Master Plan

#### CITY OF RENTON, WASHINGTON

#### RESOLUTION NO. 4005

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

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

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

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

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

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

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#### RESOLUTION NO. 4005

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

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

PASSED BY THE CITY COUNCIL this <u>11th</u> day of <u>May</u>, 2009.

Bonnie J. Walton Bonnie I. Walton, City Clerk

APPROVED BY THE MAYOR this <u>llth</u> day of \_\_\_\_\_ Mav ,2009.

Lan

Denis Law

Approved as to form:

Lawrence J. Warren, City Attorney

RES:1406:4/14/09:scr

APPENDIX B

Trails and Bicycle Master Plan

#### RENTON TRAILS & BICYCLE MASTER PLAN Table 3. MASTER LIST: EXISTING + PROPOSED ROUTES AND FACILITIES

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

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

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

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

TRAIL/ROUTE NAME	FROM	то	Approx Length in Miles	CURRENT CROSS-SECTION	PROP. TYPICAL CROSS-SECTION	NOTES
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#### EXISTING FACILITIES, in alphabetical order

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

APPENDIX C

Trails and Bicycle Master Plan

# what we've heard SUMMARY OF COMMENTS TO DATE

most frequently	<ul> <li>Connect the regional trails: Interurban, Green River, Cedar River, Lake Washington Loop</li> <li>Critical connections: Interurban via Fort Dent Park, Lake Washington Loop via south/Coulon Park</li> <li>Establish a safe and convenient east-west route through downtown</li> <li>Create safe routes to neighborhoods, especially the Highlands</li> <li>Improve wayfinding signage, especially through downtown</li> <li>Foster more awareness of bicycle through "Watch for Cyclists" and other signage</li> <li>Improve and maintain facilities with bikes in mind: detector loops that detect bikes, good roadway maintenance, storm drain covers and railroad crossings that are safe for bikes</li> <li>Modify critical intersections to increase safety and convenience for bikes</li> </ul>
general	<ul> <li>Provide continuous roadway sweeping and regular maintenance on designated bike routes</li> <li>Redesign storm drain covers such that they don't conflict with or catch bike tires</li> <li>Provide bike parking and wayfinding signage downtown</li> <li>Look for routes that are inexpensive to develop</li> </ul>
recommended routes &	<ul> <li>Safe route to Renton Highlands, Sunset, Harrington, Renton Technical College</li> <li>Kennydale to Green River Trail</li> <li>Post office on NE 4th, between Union and Duvall is difficult to access by bike or foot</li> <li>South Renton to Lake Washington Loop/Gene Coulon Park</li> <li>SW 7th as east-west route through downtown</li> <li>Williams/Wells as north-south routes through downtown</li> <li>East-west - route along railroad right-of-way</li> <li>I-5 crossing at S. 129th</li> <li>I-405 crossings at Renton Hill, Kennydale (N. 30th/Kennewick Place)</li> <li>I-405 improvements should include route from NE 44th St. interchange, parallel to freeway, to May Creek Trail</li> <li>Houser Way N between 4th and downtown – convert to 2-way</li> <li>Bike route from Hwy 99 into the valley – Renton and Kent</li> <li>Edmonds as north-south route through Highlands</li> <li>Duvall to Coal Creek Parkway</li> <li>SE May Valley Road</li> <li>Newcastle to May Creek to Windtree subdivision</li> <li>Honey Creek Trail to May Creek Trail</li> <li>South 196th, with new overpass, as east-west route across valley between Kent and Renton</li> <li>100th, 116th, and 132nd Avenues SE as north-south routes from Renton to Kent</li> <li>Problem interesections noted on Route Options maps</li> </ul>
signage	<ul> <li>"Watch for Cyclists" sign for motorists on critical routes</li> <li>Wayfinding signage into and out of downtown Renton</li> </ul>
opportunities	<ul> <li>Consider trail over top of utility duct on SW 7th</li> <li>Rest stop along Lake Washington Loop at 30th Street</li> </ul>
pedestrian/walkway requests	<ul> <li>Need for a safe crossing of Sunset to Hazen High School</li> <li>Ensure good connections/pathways in and out of The Landing</li> <li>Create safe pathways around Highlands Elementary and along Harrington to the Harrington Square</li> <li>Don't develop undeveloped rights-of-way in the Highlands area</li> <li>Add pedestrian-scale lighting – esp. In the Highlands, for safety</li> <li>Provide lighting on a very public (visible) trail system (The Landing, McKnight Jr. High)</li> <li>May Creek Trail – provide better access to lower May Creek Trail paralleling I-405 via overpass/underpass</li> <li>Provide benches along Lake Washington Blvd Trail (bump-out at 30th St)</li> <li>Provide additional soft surface trail (adjacent to Cedar River Trail specifically noted)</li> </ul>

Renton Trails and Bikeways Plan & Map Project



Summary of Public Comments, Open House #1

APPENDIX D

Trails and Bicycle Master Plan

## what we've heard SUMMARY OF COMMENTS TO DATE

overall	<ul> <li>Importance of connections between regional trails stressed</li> <li>Positive feedback on many routes: SW 7th, BNSF rail corridor, Panther Creek wetlands, Garden south of North 6th Street, Soos Creek and May Creek corridors, power line corridors</li> <li>More detailed route recommendations</li> <li>More input from South Renton and Earlington</li> <li>Identification of many problem spots and shorter connection ideas, esp. to schools and important destinations</li> </ul>
general recommendations	<ul> <li>Need trail and access from Renton Avenue South to Cedar River.</li> <li>Need north/south route between Renton and Kent; maybe along Benson Drive SE/108th Avenue SE</li> <li>Need an east/west route across southern Renton – it's basically an island – no good bikeway in or out.</li> <li>Incorporate increased street sweeping into policy.</li> <li>Identify discontinuous routes like Benson Road.</li> <li>Renton Hill Association – neighborhood matching funds to do trail. Contact 255-0290.</li> </ul>
recommended	Pedestrian path along SW Langston to Sunset to 68th Avenue South
routes & improvements	<ul> <li>Fort Dent connector should be a high priority.</li> <li>Continue Soos Creek Trail up to waterline ROW.</li> <li>Smithers from 7th to high school is a good route.</li> <li>Rainier Avenue South – difficult transition southbound at city limits. Northbound not as bad, but trail continuity could be better.</li> <li>SW 7th is good path choice.</li> <li>RR ROW from Monster Road to downtown is good path choice.</li> <li>Need trail from NE 3rd Street through Liberty Park to Maple Valley Highway.</li> <li>Need path to Hazen High School from Union Avenue NE along NE 10th Place.</li> <li>Continue Duvall Avenue NE path to SE 136th Street.</li> <li>South 4th Street from Shattuck to Burnett good path choice.</li> <li>Continue garden south from North 6th to North 2nd Street, east to Factory Avenue North</li> <li>Improve signage along Jones Road for traffic safety, make bike lane and sidewalk.</li> <li>Panther Creek wetland path – good idea.</li> <li>Improve Burlington Northern access from Monster Road to Green River Trail.</li> <li>Use water/powerline easement for path along South 132nd Street between MLK Jr. Way South and Renton Avenue South</li> <li>Connect May Creek Trail to Newcastle Trail.</li> <li>Use BNSF corridor for mass transit (rail)/bike &amp; trail</li> <li>Earlington Park path along powerline, waterline at 134th, bike trail from P&amp;R diagonally to NW or multi-use in Seattle City Light corridor.</li> <li>Talbot Road South – need northbound transition on approach to South 43rd.</li> </ul>
problem spots	<ul> <li>Talbot from City Hall to Puget Drive South is dangerous.</li> <li>Sidewalks force bikes into traffic at corners of SE 168th between 116th SE and SE 128th.</li> <li>Need a northbound transition zone on Talbot Road at South 43rd.</li> <li>Sidewalk alternate is bad to riding in traffic at South 43rd between 167 and Talbot Road South</li> <li>Pedestrian pushbutton not responsive at Airport Way</li> <li>Sunset at 38th; need left turn (northbound) bike lane</li> <li>Need left-turn bike lane Duvall to NE 4th Street</li> <li>Need left-turn bike lane; southbound Duvall to NE 4th Street</li> <li>Difficult crossings: <ul> <li>SW Sunset Blvd &amp; Taylor</li> <li>South 3rd Place &amp; Bainier Avenue S</li> </ul> </li> </ul>

- Logan & Airport Way

Renton Trails and Bicycle Master Plan

Summary of Public Comments, Open House #2



### APPENDIX E

Trails and Bicycle Master Plan

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

#### Overall

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

#### **Station 1: Routes and Cross Sections**

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

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

#### **Station 2: Projects and Priorities**

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

#### Station 3: Wayfinding Signage

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

#### **Guide Map**

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

#### Station 5: Intersections/Routes and Solutions

- 7<sup>th</sup> and Talbot/Grady congestion and right-of-way issues at the intersection leads to driver/non-motorized user confusion and safety concerns.
- Cedar River Bridge crossing at 154<sup>th</sup> Place from Highlands/Plateau to Cedar River Trail

   bikers must merge into vehicle travel lane for non-motorized crossing of bridge. The transition is complicated with a 10% roadway grade and no traffic control measures to slow vehicles.
- Bike lane transition through signalized intersections consider installation of shared lane markings/striping before and after signal.

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

APPENDIX F

Trails and Bicycle Master Plan

2004 Draft Trails Plan					
Routes & Status					
* ROUTE	Type of Facility	LENGTH	SUR- FACING	2008 STATUS	NOTES
1 Black River Trail	Multi-use	1.53	Paved & SS		
2 Burnett Trail	SW & BL	1.3			
3 Cascade Trail (waterline)	Multi-use	3.2	Paved & SS		
4 Cedar River Trail	Multi-use	4.5		EXISTING	Ped only north of 6th St
5 Devil's Elbow Trail	Multi-use	1.7			
6 Duvall Trail	SW & BL	2.6		EXISTING	
7 Fairwood Trail (140th Ave SE)	SW & BL	3		EXISTING	
8 Honey Creek Trail	Ped. only	0.95	Soft-surface		
9 Lake Washington Trail	Multi-use	2.7		EXISTING	
10 Lake Youngs Trail	Multi-use	2.7	Soft-surface		
11 May Creek Trail	Ped. only	2.5	Soft-surface		
12 NE 3rd/NE 4th Trail	SW & BL	2.8			
13 Oakesdale Trail	SW & BL	1.7		EXISTING	Bike lane ends at 27th
11May Creek TrailPed. only2.512NE 3rd/NE 4th TrailSW & BL2.8					
	SW & BL	4.8			
16 Soos Creek Trail	Ped. only	2.28	Paved	EXISTING	Extend from Blvd Park to SE Petrovitsky Rd
17 Springbrook Trail	Multi-use	2.86	Paved	EXISTING	Two missing segments
18 Sunset Trail	SW & BL	3.2	Paved		
19 SW 7th Trail	SW & BL	1.3			
20 Talbot Trail	SW & BL	2.4			
21 Thunder Creek Trail	Ped. only		Soft-surface		
22 Union Trail (132nd Ave SE)	SW & BL	2.09			
23 SW 16th Street Trail	SW & BL			EXISTING	
24 Interurban Trail	Multi-use	10		EXISTING	Regional trail
25 Monster Road Trail	BL			EXISTING	
26 Fort Dent Connector	Multi-use	0.25			
27 Sam Chastain Memorial Trail	Ped. only	0.71			
28 Cedar Sammamish Trail	Multi-use	10-20			
29 Seattle Waterline Trail	Ped. only	2.5	Soft-surface		
30 Puget Drive Trail	SW & BL	0.85			
31 Benson Trail	SW & BL				
* Numbering system is from Trail Pl	an				

APPENDIX G

Trails and Bicycle Master Plan



# 10N 2030 Update

Appendix 9: Projects

DESTINAT





Puget Sound Regional Council PSRC July 24<sup>th</sup>, 2008

# **DESTINATION 2030** Update

#### metropolitan transportation plan

for the central puget sound region

Appendix 9: Projects

July 24, 2008

Puget Sound Regional Council

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

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

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

7/24/2008

Page 39 of 165

	"Strate	"Strategic" Projects in Destination 2030 sorted	tination 2030 so	rted first by Sp	first by Sponsor then by Type then by Sponsor Sort (if any) then alphahetically hy title	t by Sponsor Sort (	if any) the	n alnhahetica	llv hv title	
Proj Title	D 2030 ID	ID In County	From or at	To	Description	Est. Cost (y2006\$)	Status	Complete TIP Proj(s).	P Proj(s).	Outcome(s)
Projects of type*:	vpe*:	Non-motorized			for sponsor: King County/Metro	County/Metro				
Eastside BNSF Trail (Segment A, Renton to N. Bellevue)	4040	King County	BNSF track@just northwest of the SR520 and I- 405 interchange in north Bellevue	North end of Coulon Park in Renton	Acquisition, design, and construction of a paved and soft-surface regional trail	\$4,000,000	Candidate	2020	R O	Regional Trail (Sep.) Other-Nonmotorized
Projects of type*:	ype*:	Roadway Related			for sponsor: King County/Metro	County/Metro				
100th Ave NE	401	King County	NE 145th St	NE 139th St	Widen roadway to 5 lanes.	\$4,151,000	Candidate	2022 BOT	BOTH-11 II B S M	ITS Bike Lanes Sidewalk Major Widening-GP
132nd Ave SE	413	King County	SE 208 St	SE 224 St	Widen Roadway - assumed estimate 3 total lanes	\$10,044,000	Candidate	2022	<u>⊢</u> ∞ >	Improvement-Road Bike Lanes Sidewalk Maior Withaning-GP
198									:	
132nd Ave SE	414	King County	SE 224 St	SE 242 St	Widen Roadway - assumed estimate 3 total lanes	\$11,567,000	Candidate	2022	⊑ œ ∽ ≥	ITS Bike Lanes Sidewałk Major Widening-GP
132nd/140th Ave SE	237	King County	SR 169	SR 516	Design and Construct Fiber optic cable connections, connecting CCTV Cameras, new signal controllers/ cabinets and ITS equipment along the connect into the Trans valley ITS project with the King County Traffic Contol Center	\$600,000	Exempt	2011	<b>-</b>	ŝ

7/24/2008

Prof. The         D 200 II         In County         Term         Term (plot)         Ext. Cost (plots)         Status         Complex         TP Proj.           Profest of "plot:         Radinary Rathed		"Strate	gic" Projects in Des	tination 2030 so	rted first by Spi	"Strategic" Projects in Destination 2030 sorted first by Sponsor then by Type then by Sponsor Sort (if any) then alphabetically by title	v Sponsor Sort ()	if any) then :	alphabetically by tit	tle
of Opper:         Roadnay Related        for sponsor:         Redmond           Li         80         King County         100TH AVE IN         RE 13411 ST         Wahn Recurston         519.4323.610         Candidate         2015           Li         Rio         King County         100TH AVE IN         RE 13411 ST         Wahn Recurston         519.4323.610         Candidate         2015           Rio         Rio<	Proj Title	D 2030	ID In County	From or at	To	Description Es	t. Cost (y2006\$)	Status C	omplete TIP Proj(s).	-
Let     Roll County     160TH AVE'E NE     NET 244151     Candidate     2015       Right Ave     Right Ave     Right Ave     Right Ave     Right Ave     Right Ave       Right Ave     Right Ave     Right Ave     Right Ave     Right Ave     Right Ave       Right Ave     Right Ave     Right Ave     Right Ave     Right Ave     Right Ave       Right Ave     Right Ave     Right Ave     Right Ave     Right Ave     Right Ave       Right Ave     Right Ave     Right Ave     Right Ave     Right Ave     Right Ave       Right Ave     Right Ave     Right Ave     Right Ave     Right Ave     Right Ave       Right Ave     Right Ave     Right Ave     Right Ave     Right Ave     Right Ave       Right Right Right Ave     Right Right Right Ave     Right	Projects of ty	Ype*:	Roadway Related			for sponsor: Redmon	ą			
<sup>1</sup> <sup>3655</sup> King County     NE 5fst St. <sup>bel-Red Rd</sup> <sup>wdened.</sup> See also <sup>1</sup>	REDMOND- WOODINVILLE	830	King County	160TH AVE NE	NE 124th ST	Widen Red-Wood Rd from intersection with new 160th Ave NE Extension near the Puget Power trail north to NE 124th St. Improvements include 1 through lane in each direction, left turn and extended right turn lanes if appropriate, access management, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power and right-of-way acquisition. Redmond and WSDOT will coordinate a planning process to finalize final design for segment between 116th and 124th; the latter miorth not be	\$19,423,616	Candidate	2015	Improvement-Road Bike Lanes Sidewalk Major Widening-GP
I Sponsor:       Renton         ects of type*:       Non-motorized         State       Non-motorized         State       State	West Lake Sammamish Parkway Widening	3665	King County	NE 51st St	Bel-Red Rd	widened. See also WSDOT project 1755. Widen West Lake Sammamish Pkwy from NE 51st St to Bel-Red Rd. Improvements include 2 through lane in each direction, left turn lanes, bike lanes, curb, gutter, sidewalks, street lights, storm drainage, underground power and right-of-way.	\$11,463,424	Candidate	2030	Major Widening-GP Bike Lanes Sidewalk Improvement-Road
ects of type*:       Non-motorized      for sponsor:       Renton         St       3296       King County       7th Ave S       Cedar River       Class 2 bike lanes       \$500,000       Exempt       2010         Noter Trail       2671       King County       Terminus of existing Cedar       Rainer and 88th       Shared use bike path       \$250,000       Candidate       2010         River Trail       2671       King County       Terminus of existing Cedar       Rainier and 88th       Shared use bike path       \$250,000       Candidate       2010	Lead Spons		Renton							
St 3296 King County 7th Ave S Cedar River Class 2 bike lanes \$500,000 Exempt 2010 adde Bike River Trail 2671 King County Terminus of Rainier and 88th Shared use bike path \$250,000 Candidate 2010 River Trail	Projects of ty	ype*:	Non-motorized							
2671 King County Terminus of Rainier and 88th Shared use bike path \$250,000 Candidate 2010 existing Cedar Not in local plans River Trail	Burnett St Promenade Bike Lanes		King County	7th Ave S	Cedar River	Class 2 bike lanes	\$500,000	Exempt	2010	Bike Lanes
	Cedar River Trail		King County	Terminus of existing Cedar River Trail	Rainier and 88th		\$250,000	Candidate	2010	Regional Trail (Sep.)

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

Page 79 of 165

Proj Title	D 2030 ID	D In County	From or at	To	Description Es	Eet Cost (v20064)	Ctature		
,	•***	1		2	0	te cost (jzouos)	Sulars	Complete TIP Proj(s).	(s). Outcome(s)
	2.1	NUT-INUTORIZED			Ior sponsor. Kenton				
Houser Way Bike Lanes	3175	King County	Smithers Ave S	N 8th St	Class 2 bike lanes	\$904,700	Exempt	2015	Bike Lanes
Lake Washington Trail	3243	King County	N Airport Way	King Co/Renton line	Class 2 bike lanes. Lake Washington Trail.	\$496,126	Exempt	2010	Bike Lanes
Lind Avenue SW	2752	King County	SW 7th	Grady	Class 2 Not in local plans	\$380,000	Exempt	2010	Bike Lanes
NE 3rd St/NE 4th St	2716	King County	Sunset Boulevard	Union Avenue	Class 2 Not in local plans	\$1,568,422	Exempt	2025	Bike Lanes
NE 4th Street Bike Lanes	3259	King County	Union Ave NE	Renton eastern city limits	Class 2 bike lanes	\$1,568,422	Exempt	2010	Bike Lanes
NE Sunset Blvd Bike Bypass	3219	King County	1-405	Duvall Ave NE	Class 2 bike lanes	\$1,342,458	Exempt	2020	Bike Lanes
Springbrook/Inter urban Connection (SW 27th St)	2856	King County	Oakesdale Ave SW	SR 181	Shared use bike path	\$2,000,000	Candidate	2010	Regional Trail (Sep.)
SW 7th Bike Lanes	3279	King County	SR 515	Tukwila city limits	Bike lanes Not in local plans	\$933,884	Exempt	2010	Bike Lanes
Projects of type*:	pe*:	Roadway Related			for sponsor: Renton				
Airport Way / Rainier Ave S	377	King County	SR 900	Logan Ave N	Provide queue bypasses and signal priority systems on Airport Way and Rainier Avenue between SR900 and Logan Avenue N.	\$3,000,000	Exempt	2010	TTS ST
Duvall Ave NE	2326	King County	NE 4th St	NE 25th Ct (Renton City Limit)	Widen to 5 lanes, CGS (curb, gutter, and sidewalk), add Class II bike lanes, add amenities, channelization.	\$11,000,000	Candidate	2010 REN-17	Improvement-Road Bike Lanes Sidewalk Major Widening-GP

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

7/24/2008

Page 80 of 165

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

test by spousor then by type then by Sponsor Sort (if any) then alphabencally by this	omplete TIP Proj(s). Outcome(s)		2010 Multiple Intersects ITS		2020 New/Widen Bridge Major Widening-GP		•	×
				Candidate 2020		Exempt 2008		Ŷ
Est. Cost (y2006\$) S			\$4,000,000	\$12,724,167 Ca		\$14,000,000		
	nescription ESt.	for sponsor: Renton	Construct queue jumps, by-pass lanes, and transit priority signal improvements on SR-515 or Benson Road from new general purpose direct access interchange at SR- 515 or Benson Road to the South City limits.	Widen roadway and bridge between Mill Av and Park Av to 5 lanes.	28	Design and construction of the BNSF railroad track relocation (approximatelly 5,800 feet) to allow one structure to be built over the tracks. One structure is the only feasible option - without it, the western bridge approach	Design and construction of the BNSF railroad track relocation (approximatelly 5,800 feet) to allow one structure to be built over the tracks. One structure is the only feasible option - without it, the western bridge approach is impossible. Includes Wethand mitigation, design for track relocation and track embankment.	Design and construction of the BNSF railroad track relocation (approximatelly 5,800 feet) to allow one structure to be built over the tracks. One structure is the only feasible option - without it, the western bridge approach is impossible. Includes Wetland mitigation, design for track relocation and track embankment. Design and construction of the bridge structure, that will provide a grade separation between rail and wehicles at the StranderZ7th St./BNSF RR crossing.
Ļ	0		South City Limits o	Sunset Blvd				Strander Blvd
	From or at		1-405	S 2nd Wy		Strander Blvd@BNSF RR	Strander Blvd@BNSF RI	Strander Blvd@BNSF RI SW 27th St
In County	ווו כטעוווץ	Roadway Related	King County	King County		King County	King County	King County King County
0.000	D 2030  D		1307	2327		4163		
	Proj Title	Projects of type*:	SR 515	SR 900		SW 27th St / Strander Blvd Ph 1 Segment 2a	SW 27th St / Strander Blvd Ph 1 Segment 2a	SW 27th St / Strander Blvd Ph 1 Segment 2a SW 27th St / Strander Blvd Ph 1 Segment 2b

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7/24/2008

Proj Title	D 2030 ID	D In County	From or at	To	D 2030 ID In County From or at To Description Est. Cost (y20065) Status Complete TIP Proj(s).	Est. Cost (y2006\$)	Status (	Complete TIP Proj(s).	Proj(s).	Outcome(s)
Projects of type*:	/pe*:	Transit Related			for sponsor: Renton	uo				
Central Renton Transit Corridor 5	1308	King County	Grady Way	Park Avenue North	Modify existing arterials (Hardie Avenue SW, SW Surset Boulevard/S. 3rd Street, and Rainier Avenue South) to provide a north-south transit corridor through downtown Renton. This project includes making geometric improvements, building new Business Access and Transit (BAT) lanes, sidewalks, medians, queue jumps, and by-pass lanes, installing a transit signal priority system, and possible reconstruction of BNSF Railroad bridge spanning Hardie Avenue SW. Sound Transit is a financial partner with their contribution capped at \$14.9M for this project.	\$22,585,271	Candidate	2015	New/ TS	Multiple Intersects New/Reloc. Transit ROW ITS
GNE 3rd St / NE 4th St	2344	King County	Sunset Blvd	Vesta Ave NE	Transit Improvements, including channelization and signal modifications	\$23,003,517	Exempt	2025	ITS ITS	Improvement-Road ITS
New P&R Lot- Renton East Highlands	2342	King County	SR 900	Duvall (138th Ave SE)	Construct new lot.	\$4,000,000	Candidate	2020	ር 8	P & R (new/expand)
Renton Urban Shuttle Local Cir	298	King County	[Not submitted]		Transit shuttle service trips within the City of Renton. Interconnects activity centers, major employers, regional transit routes and park and ride facilities. Cost represents 20 years total costs of operations.	\$7,004,129	Approved	2020	Service Expansio n-Transit	Service Expansion/Reconfigurati n-Transit
Signal Priority Program	303	King County	[Not submitted]		It installs city-wide transit priority signal system improvements.	\$2,334,710	Exempt	2010	ITS	

7/24/2008

Page 83 of 165

APPENDIX H

Trails and Bicycle Master Plan

#### 5 / Corridor Program

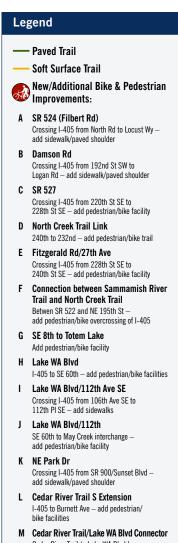
Congestion Relief & Bus Rapid Transit Projects

# **Bike & Pedestrian Improvements**

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

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





- Cedar River Trail to Lake WA Blvd Loop add pedestrian/bike facilities
- N I-405/SR 167 Trail Connection Lind Ave SE to Talbot Rd S – add trail connection
- 0 Jackson SW/Longacres Dr SW Crossing I-405 from S Longacres Wy to Monster Rd SW – add sidewalk/paved shoulder
- P Cedar-Duwamish Trail Connection I-405 to Interurban Ave S – add bike lanes
- Q SR 181/W Valley Highway Crossing I-405 from Strander Blvd to Fort Dent Wy – add bike lanes
- R I-405/I-5 Interchange Via or around I-405/I-5 Interchange – add pedestrian/bike facilities



APPENDIX I

Trails and Bicycle Master Plan

F	- 111 - 111	0000	2010		c100	2013	1 PUC	Six-Year	Total 6-Yr Project	Project	Six-Year Total
1		2003	710 750	2011		2102 000 600	4117 074 752		1 E10 202	140.000	Dy Category
	Street Overlay	000,000	119,230	100,213	132,313	270,200	905.470	0 100 000	7 400 502	140,343	
N S	Arterial Reliau Frogram	250,000	250,000	041,110	260,000	250,000	250 000	1 500 000	260,000	1 250 000	
2 4	Mar Crock Bridge Benforment		000 00	10,000	000,002	530,000	165,000	745 000	50,000	R05 000	
1 2	Didoo lacootica e Dancis	000.000	320,000	50,000	EE DOD	50,000	50.000	0001011	-375,000	240,000	
	bridge inspection & Repair	30,000	00000	00,000	000,00	000.00	2000.00	175 000	175 000	200'DC-7	
22	Loop Replacement Program	20'000 L 000	20,000	30,000	30,000	2 100	001 -	10,000	1/0,000		
23	Sign Replacement Program	000'9	009'	009'/	000,1	ning'/	00c'/	42,500	42,500		
24	Pole Program	20,000	20,000	25,000	25,000	25,000	25,000	140,000	140,000	and the second second	9,995,403
	Duvall Ave NE	1,749,671						1,749,671	1,749,671		
4	Duvall Ave NE - King County	3,091,256						3,091,256	3,091,256		
10	Duvall Ave NE - NE 7th St to Sunset		5,000	655,000	2,900,000	2,120,000	445,000	6,125,000	1,847,600	4,277,400	
9	SR 169 HOV - 140th to SR900				2,550,000			2,550,000	170,000	2,380,000	
~	Rainier Ave - Grady Way to S 2nd St	7.000.000	6.800.000	3.700.000	1.300,000			18,800,000	16,200,000	2,600,000	
	SW 27th St/Strander Bv Connect.	8.210.000	1.096.600	1.626.900	5.082.300	10.069.000	10.891,800	36.976.600	9,989,069	26,987,531	
	NF 3rd/NF 4th Corridor	3,200		1.463.510	4 793.945	1,843,830	980.415	9.423.200	1.978.235	7.444.965	
4	Gardan Ava N Widaning	10,000	240.000			2 400 000	2 600 000	5 250 000	33 000	5,217,000	
2 4	Montoriour / NE 20th St Wall Don	00010	210,000	30.000		000100114	000004	30.000	30.000	2001 10	
2 8	MOILEIEY ML ZULI SUNAII NED			82,413	138 375			20,000	000'00	220 73R	
	Lake Washi, DV-Fark to Coulon FK	000 6	000	07,410	000 100 1	000 202		2 E 40 000	000 0	2 540,000	
50	Lind AV - SW 16th-SW 43rd	000'6	nnn'e	460.000	1,314,000	020,000		2,340,000	50,000	410,000	RT 224 465
	Loyali AV curiciele Farlei Nepali	area area	000 000	400,000	CASE STATE	000.010	Dec ono	1 100,000	000,000	000,014	COL'177' 10
18	Intersection Safety & Mobility	250,000	20000	000'047	mn'nez	000'067	000,062	1,500,000	1,480,000	20,940	
61	I raffic Safety Program	NUUU ZU, UUU	ZU,UUU	40,000	40,000	40,000	40,000	nnn'nnz	10000	<u> </u>	
50	School Zone Sign Upgrades	50,000						50,000	50,030		
21	RR Crossing Safety Prog.	5,000				10,000		15,000	15,000		
25	Traffic Efficiency Program	50,000	50,000	50,000	30,000	30,000	30,000	240,000	240,000		2,005,000
1	Lake Washington Trail (South Lake (	235,000				State State		235,000	235,000		
12	Wałkway Program	250,000	250,000	250,000	250,000	250,000	250,000	1,500,000	1,500,000		
14	Missing Links Program	25,000	30,000	30,000	30,000	30,000	30,000	175,000	175,000		
28	Bicycle Route Dev Program	18,000	110,000	80,000	80,000	80,000	80,000	448,000	398,000	50,000	
29	Barrier Free Transition Plan Implem	40,000	50,000	50,000	50,000	50,000	50,000	290,000	290,000		
30 2	South Renton Project	Southern and the second se	50,000	275,000	Harris No.			325,000	325,000		2,973,000
10	Transit Program	80,000	275,000	275,000	275,000	275,000	275,000	1,455,000	1,455,000	and the second second	
K	27 ( TDM: Program	65,000	65,000	65,000	65,000	65,000	65,000	390,000	390,000		1,845,000
3	Project Development/Predesign	50,000	150,000	150,000	150,000	150,000	150,000	800,000	750,000	50,000	
32	Arterial Circulation Program	50,000	250,000	250,000	250,000	250,000	250,000	1,300,000	1,065,000	235,000	Not offer and
33	Trans Concurrency	10,000	10,000	10,000	40,000	10,000	30,000	110,000	110,000		The second second
3	Environmental Monitoring	50,000	30,000	30,000	30,000	30,000	30,000	200,000	200,000		
35	WSDOT Coordination Program	30,000	65,000	60,000	60,000	40,000	40,000	295,000	250,000	45,000	and the second
36	GIS Needs Assessment	20,000	20,000	20,000	150,000	150,000	150,000	510,000	510,000	STATES AND	and the second second
37	1% for the Arts	15,000	15,000	15,000	15,000	15,000	15,000	90,000	90,000		3,305,000
	Total Sources	22.785.127	11 877 150	41 387 344	24 962 907	20 885 750	18 449 615	107 347 869	E2 E44 206	EA 222 EE2	107 347 868

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

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APPENDIX J

Trails and Bicycle Master Plan

## **Non-motorized Funding Sources**

#### **Grant Funds**

## Federal Funds distributed through the PSRC (MPO)

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

## Surface Transportation Program (STP) – MPO Allocation

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

## Surface Transportation Program (STP) – Enhancement Program

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

#### **State Funds**

#### **Pedestrian & Bicycle Program**

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

#### Sidewalk Program – TIB

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

#### Safe Route to Schools

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

#### **Local Funding**

#### Parks Levy

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

#### **General Fund**

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

## **Funding Source Grant Criteria:**

## CMAQ 10% for Non-motorized = 150 Total Points

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

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

10 Points = Project Readiness/Financial Plan

40 Points = Air Quality

## **<u>STP 10% for Non-motorized = 150 Total Points</u>**

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

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

30 Points = Project Readiness/Financial Plan

20 Points = Air Quality

#### **STP Project Enhancement Funds = 100 Total Points**

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

15 Points Community demonstrates support for the project

20 Points Project Readiness/Financial Plan

50 Points Non-motorized projects criteria:

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

## **Pedestrian and Bicycle Program = 15 Total Points**

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

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

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

## Sidewalk Program (Urban and Regional) = 100 Total Points

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

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

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

## Safe Route to Schools Programs = 20 Total Points

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

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

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

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

## **ATTACHMENT:**

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

# APPENDIX K

Trails and Bicycle Master Plan

