

## PSRC's 2026 Transportation Alternatives Program Grant Application

The following grant application is intended for sponsors competing in PSRC's 2026 Transportation Alternatives Program. Interested project sponsors must complete a grant application by **11:59 pm on April 3, 2026**.

For information related to the Transportation Alternatives Program, contact:

Doug Cox, AICP

Puget Sound Regional Council  
1201 3rd Avenue, Suite 500  
Seattle, WA 98104  
(206) 971-3050 or [DCox@psrc.org](mailto:DCox@psrc.org)

**Form Type:** Grant Application

**Application Type:** Pedestrian and Bicycle Project

### General Project Information

<b>Project Title</b>	<b>RTP ID#</b>	<b>Lead Agency</b>
Renton Ave S Sidewalk & Neighborhood Greenway	N/A	Seattle
<b>Partner Agencies</b>	<b>Certification Acceptance</b>	<b>CA Sponsor</b>
N/A	Yes	N/A

### **Contact Information**

<b>Primary Contact Name</b>	<b>Alternate Contact Name</b>
Jim Storment	Samantha Mock
<b>Primary Contact Phone</b>	<b>Alternate Contact Phone</b>
206-684-5013	206-386-1791
<b>Primary Contact Email</b>	<b>Alternate Contact Email</b>

jim.storment@seattle.gov

samantha.mock@seattle.gov

### **Project Description & Location**

**Project Scope:** Please describe clearly and concisely (300 words or less) the individual scope components of the project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.  
**yes**

Install ADA curb ramp upgrades, intersection improvements, sidewalk installation, road edge treatments, and neighborhood greenway elements including signage and traffic calming. New shared-use path between the greenway on S Walden Street to Renton Avenue S. Work also includes school encouragement, education, and activation tasks. This project is the same as what is currently programmed in the STIP (SEA-285).

### **Project Location**

<b>County/Counties</b>	<b>Location</b>
King	Renton Avenue S and Martin Luther King Jr Way S

<b>Beginning Crossroad/Landmark</b>	<b>Ending Crossroad/Landmark</b>
S Oregon St	S Walden St

**Please Identify the center the project is supporting.**

The project is located in Columbia City, a locally designated center within Seattle's Comprehensive Plan. Columbia City is classified as a residential "urban village" within Seattle's previous Comprehensive Plan; that terminology is being changed to "urban center" within our new plan. Residential urban centers are expected to receive a disproportionately high percentage of Seattle's population growth while maintaining unique neighborhood character and identity, as well as managing risks such as displacement and congestion.

Columbia City is located in south Seattle’s Rainier Valley between two busy arterial roadways: Rainier Ave S and Martin Luther King Junior Way S (ML King Jr Way S). ML King Jr Way S is also a primary rail corridor, hosting Link light rail at-grade in its median. In addition to the project’s direct benefits to Columbia City, it will also improve non-motorized connections to several other urban villages along Rainier Ave S and ML King Jr Way S in the Rainier Valley. These include the Rainier Beach, Othello, and North Rainier centers within one to two miles. Finally, the project supports non-motorized connections to the dense cluster of regional urban centers in the greater downtown area, approximately two and a half miles north: First Hill/Capitol Hill, Downtown, Uptown, and South Lake Union.

**Federal Functional Classification**

**Please select the appropriate functional classification.**

Exception

**Bicycle & Pedestrian Facilities**

**Which pedestrian and/or bicycle features already exist in the project area? Please select one or more types:**

Sidewalks, Bike lanes (striped or buffered)

**Which pedestrian and/or bicycle features are included in the project scope? Please select one or more types:**

Sidewalks, Protected bike lanes, Shared roadways (shared lane markings, paved shoulders, neighborhood greenways, advisory shoulders), Other pedestrian and bicycle amenities (street, intersection and crossing design elements)

**If you indicated above that the project does not include existing or planned pedestrian and/or bicycle features, please indicate reasons per the guidance above:**

**If you selected “Other”, please expand on why the project is exempt from providing pedestrian or bicycle features.**

**Local Plan Consistency**

**Is the project specifically identified in a local comprehensive plan?**

No

**If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.**

N/A

**If no, please describe how the project is consistent with the applicable local comprehensive**

**plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.**

Seattle's Comprehensive Plan speaks extensively to the need for safe, complete, and welcoming networks for active transportation. These excerpts demonstrate the direct alignment between the Renton Ave S project and the City's adopted plans and policies:

- T3-13 Prioritize bicycle and pedestrian investments on the basis of increasing use, safety, connectivity, equity, health, livability, and opportunities to leverage funding. (page 85)
- TG 6 Provide and maintain a safe transportation system that protects all travelers, particularly the most vulnerable users. (page 89)
- T6-6 Invest in education measures that increase mutual awareness among motorists, pedestrians, and bicyclists. (page 89)

Specific sections of the Comprehensive Plan that set goals for Seattle's urban centers (locally designated centers) also address the importance of pedestrian-bicycle access for those centers. For example, the plan describes these goals for the Columbia City center:

- CC-G3 A community with transportation infrastructure necessary to ensure public safety, efficient access to services, and general quality of life. (page 239)
- CC-P1 Strive to make the Columbia City area safe and efficient for bicycles and pedestrians. (page 239)

### **Support for Centers**

**Describe how the project will support the existing and planned housing/employment densities in the center.**

Recent growth in Columbia City has been remarkable, reaching 78% between 1996 and 2015 (the second highest rate amongst all of Seattle's 17 locally designated centers). Forecasted growth from 2015 to 2035 is expected to reach an additional 44% from the 2015 baseline, more than doubling the housing stock in this vibrant and dynamic center. This remarkable growth rate is largely sparked by the opening of the Mt. Baker and Columbia City light rail stations, which bracket this urban village on its north and south ends.

The ped-bike facility along Renton Ave S will support the current and planned growth by improving commute access to light rail on ML King Jr Way S as well as a very busy bus corridor and future BRT line along the adjacent Rainier Ave S. Furthermore, as the neighborhood grows exponentially and its density increases, the Renton Ave S project will support key aspects of livability such as access to schools, parks, and community destinations. Franklin High School, John Muir Elementary School, Adams Park, the Rainier Vista Boys & Girls Club, Rainier Playfield, and Rainier Community Center are several of the key destinations along this segment of the corridor.

**Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center.**

A 10-block, 37-acre area surrounding the Mt. Baker light rail station was designated as the Mt. Baker Station Area Overlay District and rezoned in 2014 after the opening of the light rail station.

The rezone raised maximum building heights from 65 feet to 125 feet to attract transit-oriented development. This planned growth has occurred quickly, and the west side of the station – currently occupied by the former University of Washington Consolidated Laundry – is proposed for redevelopment into a mixed-use affordable housing complex along with an adjoining property owned by Sound Transit.

Columbia City's rapid growth rate leads to high risk for displacement according to Seattle's Comprehensive Plan. Also, as density increases, traffic congestion, traffic-related hazards, air and noise pollution, and social isolation all become more prominent. The project helps to remedy each of these issues and sustain a highly livable community with safer routes to school, easier access to parks and open spaces, and more opportunities for interpersonal connections at parks, schools, and community centers. Better non-motorized connections to transit and to destinations within the neighborhood also reduce the noise pollution and air pollution that result from increasing density. Overall, the project substantially supports the local and regional vision for our urban centers: attractive, safe, and livable spaces that make our urban communities appealing to a broader range of people and help combat exurban sprawl.

### **Category-Specific Criteria: Pedestrian and Bicycle Projects**

**Describe how the project extends or completes a regional or local pedestrian and bicycle system, and/or adds facilities to an existing pedestrian and bicycle system or network.**

The project closes a key gap in both the local pedestrian and bicycle network and adds new facilities to the existing system. The Seattle Transportation Plan identifies Renton Avenue S as a Bike-Plus non-arterial route and designates the missing sidewalks as Tier 1 priority. The new Neighborhood Greenway route will fill a gap in the current greenway system, connecting to the existing route on S Walden St and linking to the broader north-south bicycle network running through Rainier Valley, Columbia City, and Capitol Hill.

New sidewalks along Renton Avenue South will close a critical north-south gap in the pedestrian network, providing a continuous, safe route for walking and rolling. The sidewalks will also connect to planned SDOT improvements on S Dakota St, enhancing east-west pedestrian connectivity and overall neighborhood access.

By completing the missing links, the project integrates Renton Ave S into the regional and local pedestrian and bicycle system, creating continuous low-stress routes for people walking and biking, improving safety, and strengthening access to schools, transit, and neighborhood destinations.

**Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.**

Safety and comfort are the primary barriers to active transportation within Columbia City and the surrounding area. Through outreach for the 2024 Seattle Transportation Plan, residents

consistently identified perceived safety as the main reason they do not choose to walk, bike, or roll even when they are interested in doing so. Citywide and within Rainier Valley, the most common needs were greater separation from motor vehicles, lower traffic speeds, and eliminating gaps in the network.

Building on this community informed approach, SDOT partnered with local school communities to address specific safety and accessibility barriers. Through the Safe Routes to School Program, SDOT worked with John Muir Elementary School and its Parent Teacher Association to support a community-led Walking School Bus along Renton Avenue S. Because students living within one mile are not eligible for bus service, many families must navigate incomplete pedestrian routes. Through a test walk and participation in the Walking School Bus, SDOT heard directly from families about safety concerns and the lack of sidewalks along Renton Ave S.

Proposed sidewalks and Neighborhood Greenway treatments on Renton Avenue S and ML King Jr Way S directly address these barriers by providing a safer, lower-stress alternative to nearby arterial streets like Rainier Ave S. These improvements will reduce exposure to high speeds, complex intersections, and heavy bus and freight traffic. This will make active transportation more accessible, particularly for children, families, and less-experienced riders. The project will enable more residents to make short everyday trips to Columbia City and the surrounding neighborhood destinations.

**Describe the connections to transit stops and stations provided by the project, including bus, rail, ferries, etc.**

The Rainier Valley is a very transit-rich area, where non-motorized facilities are heavily used to access bus stops and light rail stations. Link light rail runs along ML King Jr Way S with high-frequency service from approximately 4 a.m. to 1 a.m. each day and 10-minute headways for most of the day. The Columbia City urban center is bookended by two light rail stations, the Mt. Baker and Columbia City stations. Metro route 106 also runs along ML King Jr Way S, while Rainier Ave S is served by routes 7 and 9. Route 7 will be upgraded to a RapidRide line in approximately 2032 due to its status as the second-busiest route in Metro's system. Many other Metro bus routes cross over ML King Jr Way S and/or Rainier Ave S, boarding and deboarding passengers onto these corridors, including routes 36, 50, 106, and 107.

The project will enhance access to each of these transit corridors by providing safe, accessible, and welcoming facilities that can serve all ages and abilities within the Columbia City community. It provides direct or near-direct access to both light rail stations and travels within a few blocks of the bus stops along the ML King Jr Way S and Rainier Ave S corridors. The project will close first and last mile connections to the nearby transit services, enhancing transit accessibility, reducing commuter travel time, and boosting overall ridership.

**Describe the anticipated level of public usage within the community and how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.**

The project is expected to attract a wide range of users due to its direct connections to high-capacity transit, schools, parks, and other community destinations. These are several examples of

the key audiences:

- The project includes extensive improvements to Renton Ave S, coupled with a short segment of shared use path on ML King Jr Way S, which creates seamless access to the Mt. Baker light rail station. Link light rail trains provide six-minute headways during peak hours with quick, one-seat rides to Sea-Tac Airport, downtown Seattle, the University of Washington, Northgate, and many other employment hubs. Approximately 2,600 riders currently board light rail at this station each day, and its potential far exceeds these numbers as the area continues to develop after a rezone and an on-going boom in multi-family housing.
- The project improves access to several schools within the broader Columbia City community, including Franklin High School and John Muir Elementary School, which led to a Safe Routes to School grant from WSDOT in 2024. In the Rainier Valley, where schools are largely accessed by Rainier Ave S and ML King Jr Way S, safe and comfortable routes can be hard to find for many children and families who would like to walk, bike, or roll to school. An all ages and abilities route on Renton Ave S will be a substantial safety and livability upgrade for families who live nearby or would locate their family here.
- Several recreational sites including Adams Park, the Rainier Vista Boys & Girls Club, and the Rainier Playfield and Community Center are located directly along the Renton Ave S corridor or within a few blocks. Adams Park, a small neighborhood park one block from Renton Ave S, features a walking path, jungle-gym, grassy open spaces, and seating for the nearby neighbors to enjoy. The larger Rainier Playfield and Rainier Community Center, three blocks from Renton Ave S, offers swings, a climbing course, and exercise equipment along with sports fields and many other amenities. The community center also offers daycare, after-school care, and many other community services. Safe, comfortable access to these facilities significantly enhances the attractiveness and livability of the Columbia City neighborhood.

**Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.**

If this project is not funded, a critical opportunity will be lost to advance a cohesive, multi-phase investment in a safe and low-stress walking and biking infrastructure in one of Seattle's highest priority equity areas. Building on the completed first phase, the S Walden St Neighborhood Greenway between ML King Jr Way S and John Muir Elementary; this project represents the essential second phase of a larger network strategy. It fills a key gap in the Renton Ave S corridor and establishes the foundation for future phases that will connect to S Alaska St and the broader Neighborhood Greenway network in Columbia City.

This phase delivers critical north-south connectivity while also improving first and last mile access to schools, transit, and neighborhood destinations. This project focuses on installing safe walking and biking routes for families in the Rainier Vista neighborhood traveling to John Muir Elementary School and Franklin High School. It also strengthens east-west connections, with complementary improvements on S Dakota St contributing to a coordinated, interdepartmental effort and improving access to transit on ML King Jr Way S and the Columbia City urban center.

Without grant funding, the city risks implementing these improvements in a piecemeal and less strategic manner resulting in higher long-term costs, construction inefficiencies, and diminished safety outcomes. Rising construction costs and limited funding capacity create significant pressure on the department to prioritize among many high-need projects. Without grant funding, this

corridor may be deprioritized in favor of other locations. Failure to fund this phase would disrupt continuity between completed and planned investments, undermining the effectiveness of the overall network and perpetuating disparities in access to safe pedestrian and bicycle infrastructure.

## **Category-Specific Criteria: Community Support**

### **Section 1: Addressing Population Groups, Benefits and Disparities**

**Please identify the different population groups within the project area, and describe any disparities or gaps in the transportation system being experienced. Describe how the project is addressing these disparities or gaps and providing an improvement.**

Rainier Valley is a historically disadvantaged area shaped by redlining and long-term disinvestment. Census tracts along ML King Jr Way S rank in the highest quintiles of social and economic disadvantage according to Seattle's Race and Social Equity Index. PSRC data tools also demonstrate the area's systemic disadvantages, identifying the project area as an Air Quality Focus Community and an Equity Focus Area. Adjacent census tracts include up to 85% people of color, 42% low-income households, 40% with limited English proficiency, and 16% with disabilities – well above regional averages, and in some cases more than double the regional average.

These populations face transportation disparities due to incomplete pedestrian and bicycle networks and limited access to safe, low-stress routes. Renton Ave S is a critical gap, lacking continuous sidewalks, safe crossings, and connected bike facilities. This limits access to schools, transit, and neighborhood resources, forcing people to use higher-speed arterials or indirect routes.

This project will create a safe, accessible alternative to ML King Jr Way S, a six-lane arterial with surface-running light rail. It will serve children and families traveling between the Seattle Housing Authority Rainier Vista Community, the Rainier Vista Boys and Girls Club, and nearby schools. By improving Renton Ave S, a corridor already used for a Walking School Bus, the project formalizes and strengthens a critical community connection.

Improvements include continuous sidewalks and Neighborhood Greenway treatments prioritizing walking and biking. Traffic calming, wayfinding, and crossing improvements will create a low-stress environment suitable for all ages and abilities. A key design element is approximately 300 feet of grade-separated shared-use path linking S Walden St to Renton Ave S and the existing Neighborhood Greenway network. Along ML King Jr Way S, a vertical barrier will separate pedestrians and cyclists from vehicles to enhance safety and comfort.

### **Section 2: Addressing Outreach**

**Please describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.**

The project was developed through extensive, multi-year community outreach led by the Seattle Department of Transportation (SDOT), using a range of strategies to ensure inclusive participation. As part of outreach for the 2024 Seattle Transportation Plan, we engaged deeply with residents to better understand their travel choices and identify opportunities for improvement, particularly in supporting environmentally conscious decisions within their communities. Community input gathered through this process directly informs the project.

Building on this community-informed approach, SDOT partnered directly with local school communities to address specific safety and accessibility needs. Through the SDOT Safe Routes to School program, SDOT partnered with the John Muir Elementary School community and the Parent Teacher Association (PTA) to support a request for a daily Walking School Bus along Renton Ave S. Children located within one mile of the school are not provided with bussing. SDOT conducted a test walk prior to the Walking School Bus launch, and after the route grew in popularity from the community, SDOT had team members attend a Walking School Bus route where they heard from the community members about safety concerns and the request for sidewalks.

The SDOT Home Zone Program expanded outreach through five community walks (including one on Renton Ave S), three steering committee meetings, and an online survey promoted through targeted digital outreach. To reach the historically underrepresented populations present in the area, the advertisements were delivered in multiple languages using Meta platforms. This effort generated more than 250 responses, documented through a community needs map. The community needs map identified Renton Ave S as one of the highest requested areas for improvements. Community feedback for Renton Ave S included comments on speeding, cut-through traffic, hills reducing visibility, and missing sidewalks. Additionally, Seattle's Neighborhood Greenway Program has received ongoing requests for traffic calming and sidewalk improvements along Renton Ave S.

**Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.**

Community outreach directly shaped the identification, location, and scope of this project. Across Safe Routes to School and Home Zone community engagement, Renton Ave S was consistently identified as a priority corridor: particularly as a key school route. Feedback from Walking School Bus participants and the Home Zone online community survey highlighted specific safety concerns, including excessive vehicle speeds, limited visibility due to topography, and missing sidewalks. This feedback informed the project's focus on traffic calming, pedestrian safety improvements, and building community connections.

Input from over 250 survey responses, community walks, and steering committee discussions reinforced the need to prioritize Renton Ave S over adjacent corridors and confirmed strong community support for the improvements. These community-identified priorities are reflected in the Seattle Transportation Plan (STP), which designates Renton Ave S as a "Bike Plus" non-arterial route. This designation allows the street to be a Neighborhood Greenway candidate, linking existing Neighborhood Greenway routes in the area. Missing sidewalks on this corridor in the STP are identified as Tier 1 priorities, aligning the project design with both community input and

citywide planning.

### **Category-Specific Criteria: Safety and Security**

#### **Describe how the project addresses safety and security.**

Non-motorized travelers in the Rainier Valley have two major corridors to travel north and south (the primary directions of commute traffic). These are the busy and often congested arterials along Rainier Ave S and ML King Jr Way S. However, both streets are listed on Seattle's high injury network, and both have unique risks and constraints. ML King Jr Way S hosts center-running light rail in its median, complicating traffic operations and creating additional risks for pedestrians and cyclists seeking to cross this street. Rainier Ave S has one of the highest crash rates in the city (top quintile of the high injury network) largely due to factors such as angled intersections and chronic speeding issues. Many safety improvements are planned or underway along these corridors, including road diets and signal upgrades along Rainier Ave S and pedestrian detection devices along ML King Jr Way S. However, the fundamental nature of these urban arterials severely limits their ability to host a true "all ages and abilities" facility.

By contrast, Renton Ave S is a residential access street where speeds and volumes are naturally more constrained, traffic flow patterns may be more predictable, and the character of the road is distinctly different. It offers the equivalent of an off-street trail or separated bikeway, with an opportunity for people to reasonably choose a non-motorized trip as a preferred alternative – regardless of whether their trip is for work, school, shopping, or pleasure. This non-motorized spine through Columbia City helps to create the type of residential urban center where more people want to live and where more residents will seriously consider a trip without a car.

#### **Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or adding or improving facilities for pedestrian and bicycle safety and comfort.**

Along Rainier Valley's busy arterials, non-motorized travelers are among the most vulnerable roadway users. Historically crashes involving pedestrians, bicyclists, and motorcyclists in Seattle make up less than 5% of total crashes, but nearly 50% of the fatalities. Recent crash data shows pedestrian crashes still accounting for less than 5% of all collisions in Seattle but making up 53% of all fatal collisions. This overrepresentation is especially pronounced along high-speed, high-volume corridors such as Rainier Ave S and ML King Jr Way S, where vehicle speeds, multiple lanes, and complex conditions increase the likelihood and severity of serious injuries and fatalities. Along the Renton Ave S corridor, recent crash history including a collision involving a pedestrian underscores these risks.

This project directly addresses these conditions by creating a safer, low-stress alternative route for walking and bicycling to ML King Jr Way S. It will serve vulnerable users including children and families traveling between the Seattle Housing Authority Rainier Vista Community, the Rainier Vista Boys & Girls Club, and nearby schools such as John Muir Elementary School and Franklin

High School. Currently, many of these users must navigate incomplete and inadequate pedestrian infrastructure.

The project includes Neighborhood Greenway treatments and new sidewalk improvements along Renton Ave S that are designed to reduce risk and improve safety outcomes. Traffic calming measures such as speed humps, narrowed travel lanes, and signage will lower vehicle speeds and discourage cut-through traffic. New sidewalks will provide dedicated space separated from vehicles, significantly reducing the risk of pedestrian and vehicle conflicts. Landscape buffers, signage, and crossing improvements will further improve pedestrian comfort. Together, these improvements will create a safer, more predictable environment for vulnerable users, reducing exposure to high-stress intersections and supporting safer everyday travel for people walking, biking, and rolling.

**Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?**

The City of Seattle's adopted safety policies include Vision Zero and the Seattle Transportation Plan (STP), both of which directly informed the development and prioritization of this project. Vision Zero's goal of eliminating traffic deaths and serious injuries guided the identification of Renton Ave S as a corridor with elevated risk due to missing pedestrian infrastructure and documented collision history. In the past five years, five injury collisions have occurred along the corridor, including one involving a motor vehicle and a pedestrian. Consistent with Vision Zero principles, the project prioritizes proven safety countermeasures, including the installation of continuous sidewalks and the creation of a low stress walking and biking environment that reduces conflicts between vehicles and pedestrians.

The Seattle Transportation Plan (STP) identifies Renton Ave S as a bike-plus non-arterial route making it a candidate for a Neighborhood Greenway route. This reinforces the role of the corridor as a critical connection in the city's low stress, all-ages and abilities bicycle network. The STP also designates missing sidewalks along this corridor as a Tier 1 priority, highlighting the importance of completing this segment of the pedestrian network.

In contrast, nearby ML King Jr Way S is designated as a major truck street and includes surface-running light rail, creating a more complex and higher stress environment for pedestrians and cyclists. This project advances STP goals by providing a safer accessible alternative route for community members, including children who are traveling to and from school. At the same time this project also improves connections to nearby light rail and transit services.

Together, both the Vision Zero Action Plan and the Seattle Transportation Plan shaped the selection of the corridor and the project's design elements. This ensures alignment with citywide safety priorities and reduces risks for some of the most vulnerable users.

**Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.**

This project focuses on built-in traffic calming strategies, minimizing reliance on ongoing enforcement while improving safety, comfort, and accessibility for all users. Renton Ave S already

has relatively low vehicle volumes and speeds and is used as a Walking School Bus route to John Muir Elementary School. The project builds on the existing conditions to formalize the corridor as a Neighborhood Greenway and provide a continuous sidewalk.

Vehicle speeds will be reduced through physical and visual design elements rather than enforcement. Planned traffic calming treatments include the installation of speed humps or speed cushions to maintain low operating speeds, narrowing travel lanes to better align with Seattle's standards, and reduced curb radii to slow turning vehicles and shorten crossing distances. Additional stop control will be implemented at key intersections along the corridor to reinforce lower speeds and manage vehicle movements. Neighborhood Greenway features such as wayfinding, pavement markings, and intersection treatments will further signal drivers and prioritize non-motorized users.

## **Project Readiness**

### **Preliminary Engineering/Design**

**Are you requesting funds for ONLY preliminary engineering?**

No

**Is preliminary engineering/design complete?**

No

**If not complete, which best describes the CURRENT status of the project's engineering/design?**

Less than 30%

**Please provide the date the preliminary engineering/design phase was complete, or the anticipated date of completion.**

January, 2028

## **Environmental Documentation**

**What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project?**

Categorical Exclusion (CE)

**Has NEPA documentation been approved?**

No

**Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**

May, 2028

**Has there been a NEPA kick-off meeting with WSDOT Local Programs for this project?**

No

**If yes, is a formal Endangered Species Act (ESA) consultation expected?**

N/A

### **Right of Way**

**Will Right of Way be required for this project?**

Yes

**What is the actual or estimated start date for right of way (month and year)?**

October, 2026

**What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**

December, 2027

**Has right of way certification been completed?**

No

**If not, what is the estimated ROW certification date (month and year)?**

June, 2028

**Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**

Several temporary construction easements will be acquired concurrently with the Design Engineering phase.

### **Construction**

**Are funds being requested for construction?**

Yes

**Do you have an engineer's estimate?**

Yes

**Please attach the engineer's estimate.**

f-151-540-21588433\_FbEVuWuz\_Renton\_Ave\_S\_-\_Final\_Cost\_Estimate.pdf

**Identify the environmental permits needed for the project and when they are scheduled to be acquired.**

NEPA, May 2028

**Are Plans, Specifications & Estimates (PS&E) approved?**

No

**Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?**

January, 2028

**When is the project scheduled to go to ad (month and year)?**

June, 2028

**Other Considerations**

**If the project milestone dates specified above are less than [PSRC's Project Phase Milestone Minimum Timelines](#), please explain the project characteristics that justify the planned schedule.**

The NEPA process will take place over two years from May 2026 to May 2028. A federalized design is already underway, and the project will not change the volume, characteristics, or outfall location of stormwater collected in the project footprint.

**PSRC Funding Request**

Phase	Year	Amount
Construction	2028	\$2046960

**Total PSRC Funding Request: \$2046960**

**Has this project received PSRC funds previously?**

**Please provide the project's PSRC TIP ID.**

No

N/A

**Total Estimated Project Cost and Schedule**

**Preliminary Engineering/Design Phase**

Fund Source	Funding Status	Amount

Local	Secured	\$1305653
SRTS	Secured	\$650000
		\$
		\$
		\$

**Total Preliminary Engineering/Design Phase Cost: \$1955653**

**Expected year of completion for this phase:**

January, 2028

**Right of Way Phase**

<b>Fund Source</b>	<b>Funding Status</b>	<b>Amount</b>
Local	Secured	\$350000
		\$
		\$
		\$
		\$

**Total Right of Way Phase Cost: \$350000**

**Expected year of completion for this phase:**

June, 2028

**Construction Phase**

<b>Fund Source</b>	<b>Funding Status</b>	<b>Amount</b>

Local	Secured	\$320000
SRTS	Secured	\$4550000
TAP(PSRC)	Unsecured	\$2046960
		\$
		\$

**Total Construction Phase Cost: \$6916960**

**Expected year of completion for this phase:**

June, 2029

**Other Phase**

<b>Fund Source</b>	<b>Funding Status</b>	<b>Amount</b>
		\$
		\$
		\$
		\$
		\$

**Total Other Phase Cost: \$0**

**Expected year of completion for this phase:**

,

**Project Summary**

<b>Total Estimated Project Cost:</b>	<b>Estimated Project Completion Date (month and year):</b>
\$9222613	June, 2029

**Financial Documentation**

**Please enter a description of your financial documentation in the text box below.**

Federal funds from WSDOT's Safe Routes to School program are secured via a 2024 grant award. Local match for the requested TAP grant are also secured via the 2024 Seattle Transportation Levy. A grant award letter and a page from our Capital Improvement Program are attached.

**Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.**

f-151-346-21588433\_odGjffzK\_SDOT\_PBL\_Budget.pdf

f-151-712-21588433\_azBQP1CY\_Seattle\_SRTS25\_Federal.pdf

**Other Considerations**

**Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.**

N/A

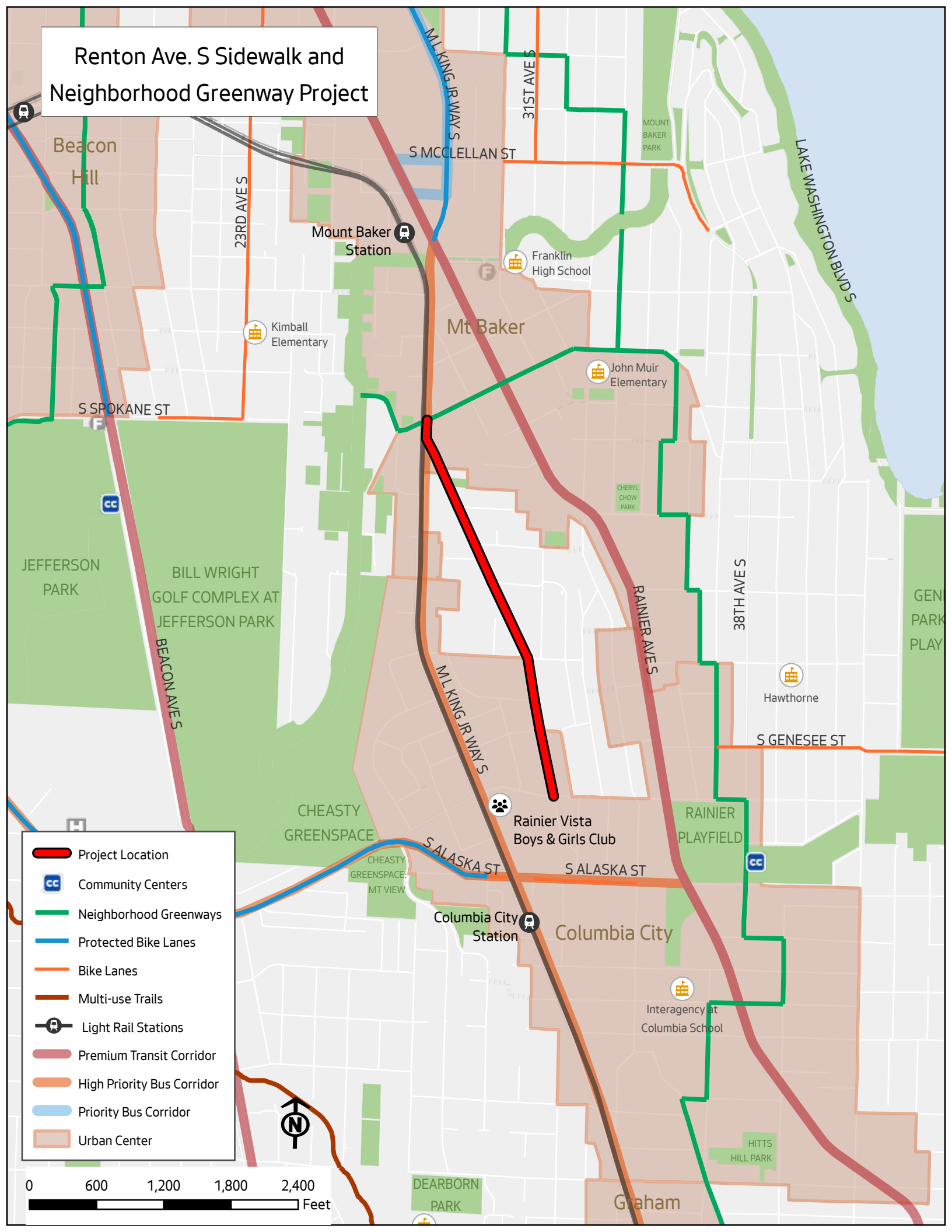
**Please upload any relevant documents here, if they have not been uploaded previously in this application.**












f-151-480-21588433\_Nle4bspD\_Renton\_Ave\_Greenway.pdf

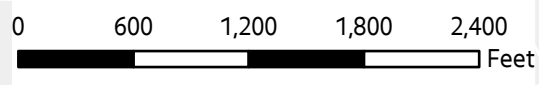
**End of the Application**

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Mitch Koch at [mkoch@psrc.org](mailto:mkoch@psrc.org) to have it returned to you.

# Renton Ave. S Sidewalk and Neighborhood Greenway Project



-  Project Location
-  Community Centers
-  Neighborhood Greenways
-  Protected Bike Lanes
-  Bike Lanes
-  Multi-use Trails
-  Light Rail Stations
-  Premium Transit Corridor
-  High Priority Bus Corridor
-  Priority Bus Corridor
-  Urban Center



## Protected Bike Lanes

<b>Project No:</b>	MC-TR-C062	<b>BSL Code:</b>	BC-TR-19003
<b>Project Type:</b>	Ongoing	<b>BSL Name:</b>	Mobility-Capital
<b>Project Category:</b>	Improved Facility	<b>Location:</b>	Citywide
<b>Current Project Stage:</b>	N/A	<b>Council District:</b>	Multiple
<b>Start/End Date:</b>	N/A	<b>Neighborhood District:</b>	Multiple
<b>Total Project Cost:</b>	N/A	<b>Urban Village:</b>	Multiple

This program implements bike elements of the Seattle Transportation Plan. Typical improvements may include installing protected bike lanes, bike lanes and sharrows, bicycle route signing, completing key links in the urban trails network, adding bicycle/pedestrian signals to complete the network, and reconstructing key sections of the trails. The goals of the program are to increase bicycle safety and access while reducing bicycle crashes. This program includes funding for street improvement and trail construction. Life-to-date actuals may include the BMP spot improvements, Urban Trails, and Neighborhood Greenways, which prior to 2018 were combined with this project's budget.

<b>Resources</b>	<b>LTD Actuals</b>	<b>2025 Revised</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>	<b>2030</b>	<b>2031</b>	<b>Total</b>
2024 Transportation Levy	-	9,757	9,723	9,954	10,053	6,054	14,355	7,750	67,646
City Light Fund Revenues	322	377	-	-	-	-	-	-	700
Commercial Parking Tax	1,517	(355)	-	-	-	-	-	-	1,162
Developer Mitigation	6	(6)	-	-	-	-	-	-	-
Drainage and Wastewater Rates	384	254	-	-	-	-	-	-	638
Federal Grant Funds	15,289	16,607	409	-	-	-	-	-	32,305
General Fund	1,890	50	-	-	-	-	-	-	1,940
Interdepartmental Transfer	-	185	-	-	-	-	-	-	185
King County Funds	20	80	-	-	-	-	-	-	100
Private Funding/Donations	10	-	-	-	-	-	-	-	10
Public Benefit Payment	12,017	3,983	-	-	-	-	-	-	16,000
Real Estate Excise Tax I	400	-	-	-	-	-	-	-	400
Real Estate Excise Tax II	444	-	-	-	-	-	-	-	444
Rubble Yard Proceeds	346	-	-	-	-	-	-	-	346
School Camera Ticket Revenues	(3)	-	-	-	-	-	-	-	(3)
State Gas Taxes - City Street Fund	5,816	(438)	-	-	-	-	-	-	5,378
State Grant Funds	582	496	-	-	-	-	-	-	1,079
Street Use Fees	-	(9)	-	-	-	-	-	-	(9)
Street Vacations - SVF	2,914	1,221	-	-	-	-	-	-	4,136
Transportation Funding Package - Lid Lift	23,944	-	-	-	-	-	-	-	23,944
Transportation Move Seattle Levy - Lid Lift	46,560	6,738	-	-	-	-	-	-	53,298
User Fees	1,640	(135)	-	-	-	-	-	-	1,505
Vehicle Licensing Fees	9,290	896	-	-	-	-	-	-	10,186
Water Rates	32	(8)	-	-	-	-	-	-	25
<b>Total:</b>	<b>123,422</b>	<b>39,696</b>	<b>10,132</b>	<b>9,954</b>	<b>10,053</b>	<b>6,054</b>	<b>14,355</b>	<b>7,750</b>	<b>221,415</b>

\* Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

## 5% Design Project Estimate

Project: Renton Ave S Sidewalk & Neighborhood Greenway

Date: 6/7/2024

Annual Escalation:	4.8%
Years until construction start	4

		2024 Cost Estimate	2028 Cost Estimate
	%		
Engineer's Estimate w/contingency:		\$2,280,310	
Site Preparation / Demolition	10%	\$228,031	
Construction Stormwater & Erosion Control Plan (CSECP)	5%	\$114,016	
Tree, Vegetation & Soil Protection Plan (TVSPP)	5%	\$114,016	
Mobilization	15%	\$342,047	
Traffic Control	5%	\$114,016	
Construction Surveying	5%	\$114,016	
<b>Construction Subtotal</b>		<b>\$3,306,450</b>	<b>\$3,941,288</b>
Planning	20%	\$661,290	
Design	25%	\$826,612	
Construction Management	30%	\$991,935	
Legal, Permits, etc.	5%	\$165,322	
<b>Professional Services Subtotal</b>		<b>\$2,645,160</b>	<b>\$3,153,030</b>
Contingency	30%	\$ 1,785,483	\$ 2,128,295
Project Total		\$ 7,737,092	\$ 9,222,613
<b>Project Total w/Rounding</b>		<b>\$ 7,737,000</b>	<b>\$ 9,223,000</b>

## 5% Design Project Estimate

Project: Renton Ave S Sidewalk & Neighborhood Greenway

Date: 6/7/2024

### Funding Plan

	Project Cost	Grant Application	Local Match
Professional Services	\$ 3,153,030	\$ 1,000,000	\$ 2,153,030
Construction	\$ 3,941,288	\$ 3,500,000	\$ 441,288
Contingency	\$ 2,128,295	\$ 1,050,000	\$ 1,078,295
<b>Total</b>	<b>\$ 9,222,613</b>	<b>\$ 5,550,000</b>	<b>\$ 3,672,613</b>

# 5% Conceptual Design Engineer Estimate

## Project: Renton Ave S Sidewalk & Neighborhood Greenway

Date: 6/7/2024

Bid Item Description	Unit	Qty	Unit Price*	Item Cost
Concrete Corner w/ 2 curb ramps 6' Walk	Each	2	\$ 32,600	\$ 65,200
Concrete Corner w/ 2 curb ramps 8' Walk	Each	6	\$ 35,000	\$ 210,000
Concrete Sidewalk 6'	LF	625	\$ 192	\$ 120,000
Concrete Sidewalk 8'	LF	1379	\$ 224	\$ 308,896
Driveway - Residential 6' Sidewalk	Each	11	\$ 9,200	\$ 101,200
Driveway - Residential 8' Sidewalk	Each	17	\$ 9,700	\$ 164,900
Driveway - Residential West	Each	0	\$ 1,600	\$ -
Driveway - Commercial 28' 3610	Each	1	\$ 29,089	\$ 29,089
Driveway - Commercial 32' 9414	Each	1	\$ 33,200	\$ 33,200
NGW Intersection w/Side Street Stop Control	Each	2	\$ 4,000	\$ 8,000
NGW Intersection w/Side Street Stop Control -Single Street	Each	5	\$ 2,600	\$ 13,000
NGW Intersection w/AWSC	Each	0	\$ 6,300	\$ -
NGW Intersection w/AWSC & Traffic Circle	Each	0	\$ 7,500	\$ -
Speed Hump	Each	18	\$ 4,600	\$ 82,800
Speed Cushion	Each	1	\$ 5,700	\$ 5,700
Painted Curb Bulb	Each	2	\$3,800	\$7,600
Street Repair - Concrete	SF	0	\$152	\$-
Street Repair - HMA	SF	5000	\$35	\$175,000
Sidewalk Repair - Concrete	SF	0	\$39	\$-
Landscape Buffer	SF	14000	\$15	\$210,000
Rockery	LF	187	\$193	\$36,000
Martin Luther King Jr Blvd Connection	Each	1	\$144,500	\$144,500
Tree Installation	Each	30	\$1,300	\$39,000

Subtotal \$ 1,754,085  
30% Contingency \$ 526,225.47  
**Engineer's Estimate \$ 2,280,310**

# Martin Luther King Jr Blvd Connection

5% Quantity Estimates

6/7/2024

<b>Length of Shared Use Path</b>	314.0	feet
<b>Width of Shared Use Path</b>	10.0	feet

Bid Item #	Bid Item Description	Unit	Qty	Unit Price*	Item Cost
814205	SIDEWALK, CEM CONC W/ 25% POZZOLANS	SY	348.9	\$145.00	\$50,588.89
202035	REMOVE CEM CONC SIDEWALK	SY	82.2	\$50.00	\$4,111.11
804025	CURB, CEM CONC W/ 25% POZZOLANS	LF	100.0	\$100.00	\$10,000.00
705451	INLET, TYPE 250B	EA	1.0	\$4,000.00	\$4,000.00
708258	PIPE, INLET CONN, D.I., CL 50, 8 IN	LF	5.0	\$265.00	\$1,325.00
705358	CATCH BASIN, TYPE 240D	EA	1.0	\$6,500.00	\$6,500.00
814026	CURB RAMP W/ 25% POZZOLANS	SY	2.8	\$350.00	\$972.22
814030	DETECTABLE WARNING PLATE	SF	10.0	\$45.00	\$450.00
202145	REMOVE CURB	LF	100.0	\$25.00	\$2,500.00
202045	REMOVE PAVEMENT	SY	55.6	\$150.00	\$8,333.33
202770	SAWCUT RIGID PAVEMENT, FULL DEPTH	LF	100.0	\$12.00	\$1,200.00
---	LOW WALL BARRIER	LF	175.0	\$50.00	\$8,750.00
202480	REMOVE TREE	EA	1.0	\$1,700.00	\$1,700.00
201005	CLEARING & GRUBBING	SF	1530.0	\$7.00	\$10,710.00

Subtotal		\$111,140.56
Contingency	30%	\$33,342.17
Total		\$144,482.72
<b>Total w/ Rounding:</b>		<b>\$144,500</b>

\* Assumes proposed trees are counted separately



July 15, 2025

Ms. Adiam Emery  
Interim Director  
Seattle Department of Transportation  
P.O. Box 34996  
Seattle, WA 98124-4996

**RE: Renton Ave S Sidewalk & Neighborhood Greenway  
2025-27 Safe Routes to School Program  
Federal Funding**

Dear Ms. Emery:

WSDOT is pleased to advise you that the above-mentioned project was selected to receive funding through the Safe Routes to School program. The federal funding is limited as shown below:

**Renton Ave S Sidewalk & Neighborhood Greenway**                      **\$5,550,000**

**Scope:** See attached project summary.

To meet the federal and state requirements for this project, the following are required:

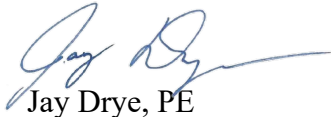
- Please refer to the Local Programs webpage for detailed authorization information, including: (<http://www.wsdot.wa.gov/localprograms/>)
  - ✓ [Local Agency Guidelines \(LAG\) manual](#) for detailed requirements.
  - ✓ Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP) amendments, as applicable.
  - ✓ [Funding and billing forms](#).
  - ✓ [Local Project Report](#) is required to be completed by the end of June and December each year. To access the database, you will need an account name and password. Your account name is **Seattle** and your password is **Seatt618**. The password is case sensitive.
- ***Project expenditures incurred before receiving notice from Local Programs of federal fund authorization are not eligible for reimbursement.***

As a reminder, Local Programs encourages all agencies to submit monthly progress billings to ensure timely reimbursement of eligible expenditures.

Ms. Adiam Emery  
Seattle Department of Transportation  
July 15, 2025

For questions or assistance, please contact your Region Local Programs Engineer, Mehrdad Moini at 206.440.4734 or [Mehrdad.Moini@wsdot.wa.gov](mailto:Mehrdad.Moini@wsdot.wa.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read "Jay Drye", with a long horizontal flourish extending to the right.

Jay Drye, PE  
Director  
Local Programs

JD:st:cdm

Attachment

cc: Kristine Castleman, Director of Finance and Administration  
Kelly McGourty, Transportation Director, PSRC  
Mehrdad Moini, PE, Northwest Region Local Programs Engineer

# Project Summary

**Program:** Safe Routes To School

**Date:** May 2025

**Agency:** City of Seattle

**Project Title:** Renton Ave S Sidewalk & Neighborhood Greenway

**Name of person who will complete the Local Project Reports:** Samantha Mock

**E-mail:** Samantha.Mock@seattle.gov

**Project Description:** 20 MPH Speed Zone Designation and Signs, Lane Width Reduction, Speed Hump or Speed Cushions, Reduced Curb Radii, Stop Line at Controlled Crosswalks, Stop Signs, ADA Curb Ramps, Bicycle Boulevard, Bicycle Wayfinding Signs and Markings, Sidewalk without Buffer, Sidewalk with Buffer, Sidepath, Safe Routes to School Walk or Bike to School Event(s), Safe Routes to School Walking School Bus and/or Bike Train, Safe Routes to School Safety Education Classes/Trainings

## Detailed Project Description:

- 1) At the intersection of Renton Ave S and S Charlestown St, install:
  - a. ADA curb enhancement
- 2) At the intersection of Renton Ave S and S Bradford St, install:
  - a. Stop sign and stop line for S Bradford St approach
  - b. ADA curb enhancements (2)
- 3) At the intersection of Renton Ave S and S Bradford Pl, install:
  - a. Painted curb extensions (2)
  - b. Stop sign and stop line for S Bradford Pl approach
- 4) At the intersection of Renton Ave S and S Andover St, install:
  - a. Stop sign and stop line for S Andover St approach
  - b. ADA curb enhancements (2)
- 5) At the intersection of Renton Ave S and S Dakota St, install:
  - a. Painted curb extensions (2)
  - b. Concrete curb extensions (2)
  - c. Stop signs and stop lines for S Dakota St approaches (2)
  - d. ADA curb enhancements (2)
- 6) At the intersection of Renton Ave S (west side) and S Adams St, install:
  - a. Stop sign and stop line for S Adams St approach
- 7) At the intersection of Renton Ave S and S Genesee St, install:
  - a. Stop signs and stop lines for S Genesee St approaches (2)
  - b. ADA curb enhancement (northeast corner)
- 8) On Martin Luther King Jr Way S between S Walden St and Renton Ave S, install:
  - a. Barrier (type TBD) on east side curb edge
  - b. Widen sidewalk to maximize walk space and minimize tree impacts (minimum approximately 8')
- 9) On Renton Ave S between Martin Luther King Jr Way S and S Oregon St, install:
  - a. Widened sidewalk (minimum 10'), from Martin Luther King Jr Way S approximately 120' south
  - b. Pedestrian walkway separated by landscape buffer on the east side of the street from S Charlestown St to S Genesee St

- c. Bicycle boulevard
- d. 20 mph speed zone designation and signs
- e. Bicycle wayfinding signs and markings
- f. Speed humps or speed cushions

**Project Schedule:**

Begin PE	09/26
Community outreach/engagement	12/25
Environmental Documents Approved	12/27
Right-of-Way Approved	01/28
Estimated Contract Ad	03/28
Estimated Contract Award Date	06/28
Open to Traffic	06/29
SRTS Education/Encouragement Activities Begin	09/26
SRTS Education/Encouragement Activities Complete	06/29

**Project Cost and Award Amount:**

Phase	Total Project Cost	Amount Requested
Preliminary Engineering	3,153,030	1,000,000
Right-of-Way		
Construction	6,069,583	4,550,000
<b>Total</b>	<b>9,334,000</b>	<b>5,550,000</b>

When the work is completed, please consider providing us with images or testimonials about the projects that can be used to communicate the project's success.

If you agree to the project summary described above, please sign below and return to [Briana Weisgerber](#).

**Concurrence:** I agree to the project summary described above.

**Approving Authority Name (Print):** Brian Dougherty

**Approving Authority Signature:** *Brian Dougherty*

**Date:** 05/28/2025