

# PSRC's 2021 Transportation Alternatives Program Application

*NOTE: This application results document contains all of the questions present within the 2021 TAP Application, including those that may have been skipped in the online application due to input provided.*

## A. Application Type

### A1. TAP Project Category

Bicycle and Pedestrian Projects

## B. General Project Information

### B1. Project Title

Renton History Museum/Veterans Memorial Park Access Connections

### B2. RTP ID#

N/A

### B3. Sponsor

Renton

### B4. Co-Sponsor

King Co. DOT - Transit

### B5. Certification Acceptance?

Yes

### B6. CA Sponsor

## C. Project Contact Information

### C1. Name

Heather Gregersen

### C2. Phone

425-430-7393

### C3. Email

hgregersen@rentonwa.gov

## D. Project Description

**D1. Project Scope: Please provide a clear and concise (300 words or less) description of the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.**

This project will construct accessibility improvements in Renton's Downtown Core to provide better access to community assets and transit facilities. This is a component of the City of Renton's Safe Routes to Transit Program. The adjacent intersections of Main Ave S/S 3rd St and Houser Mill Ave S are the general limits of the project.

The entrance to Veterans Memorial Park is at the corner of Main Ave S and S 3rd St where specific improvements will create curb bulbouts with flexible curb to reduce turning speeds, decrease crossing distances and improve pedestrian visibility. This project will improve the crossings that lead to the museum entrance and create a safer pathway through the parking lot, which is facing the corner of Houser Way/Mill Ave S. The improvements at Houser Way/Mill Ave S will correct the misalignment of lanes through in all directions, add marked crossings on 3 of the 4 legs and add curb bulb-outs with paint and flexible curb to shorten crossing distances.

Other intersection revisions include a raised refuge island and improved concrete walkway. Curb ramps will be

improved by adding detectable warning surfaces and adding APS push buttons to increase accessibility and address mobility concerns. This project also includes a bike lane along Houser Way and a signed shared roadway along the Cedar River Trail access road. Signal detection will be upgraded and streetlights will be added for improved pedestrian safety. South of the Houser Way/Mill Ave S intersection, new crosswalks will serve the Renton Youth and Family Services corner, Cedar River Trail access and the railroad crossing at Houser/Mill. Combined, these improvements will result in improved connectivity into and out of the Downtown Renton core to access key community destinations by walking, biking, or taking transit.

**D2. Project Justification, Need or Purpose: Please explain (in 300 words or less) the intent, need or purpose of this project. What is the goal or desired outcome?**

The intersections around the Renton History Museum and Veterans Memorial Park need infrastructure improvements to improve the safety and comfort of people of all ages and abilities walking, biking, and taking transit. Takeaways from community input received during the completion of the Renton Trails and Bicycle Master Plan showed that connections to transit was an important need. The most common reasons cited that deter commuters from choosing transit are discontinuous or missing sidewalks, walking on roads with fast moving traffic, difficulty making safe crossings, the absence of biking facilities and the lack of wayfinding. The project area is a key conversion point of existing bike riding routes and multiple bus routes in the Downtown Core. This project intends to help increase transit ridership by creating safe, comfortable connections to transit facilities and nearby community destinations which is also essential for environmental, traffic and equity benefits.

The project is aligned with King County Metro's Strategic Plan for Public Transportation 2021-2031 and the goal to 'Improve Access to Mobility Options'. Both intersections in the project are served by three major transit lines and provide direct access to downtown Renton, historic landmarks including Veterans Memorial Park and Renton History Museum. The existing intersections lack marked or delineated crossings on several legs, modern accessible mobility improvements and are designed in a vehicle-centric manner. The intersection of Houser Way and Mill Ave is not well-lit and has existing safety and environmental concerns. The intended outcome is for people walking, riding bikes, and riding transit - especially priority populations and people with disabilities - to have easy access with multiple travel mode options in the area throughout the day.

## E. Project Location

**E1. Location**

Main Ave S/S 3rd St and Houser Way/Mill Ave S

**E2. County/Counties**

King

**E3a. Beginning Landmark**

Various

**E3b. Ending Landmark**

Various

**E4. Map and Graphics**

[Vicinity Map and Project Concept Plan 12-02-21.pdf \(2.42 MB\)](#)

## F. Plan Consistency

**F1. Is the project specifically identified in a local comprehensive plan?**

Yes

**F2. If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.**

Comprehensive Plan; Transportation Element - Policy T-1; page 17 - Policy T-24/25; page 22  
Future Plans; page 23 - Policy T-36; page 24  
Renton Downtown Civic Core Vision and Action Plan; DDS 2:Provide Active and Engaging Public Spaces; page 17 - Gateways; DDS 2.36; page 29

**F3. 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.**

## G. Federal Functional Classification

### G1. Federal Func. Class.

Urban Functional Classification (Over 5,000 population)

### G2. Rural Func.

### G3. Urban Func.

14 Principal Arterial

## H. Support for Centers

**H1. Describe the relationship of the project to the center(s) it is intended to support. For example, is it located within a designated regional, countywide or local center, or is it located along a corridor connecting to one of these areas?**

The purpose of the project stems from the Downtown Civic Core Vision and Action Plan's vision to make the Civic Core and Downtown the true heart of Renton by showcasing the city's rich history and great public spaces. The Civic Core Action Plan is about the alignment of transit, public spaces, connections to the Cedar River and trails, and increasing the activity and engagement in Downtown Renton.

The Renton History Museum/Veterans Memorial Park Access Connections project is located within the heart of the Downtown Civic Core and within Renton's designated Regional Growth Center. The project aligns with key elements of the Renton Downtown Civic Core Vision and Action Plan. Downtown Renton has seen significant growth within the last decade, with redevelopment of single-family/commercial to high-density mixed-use. Over \$90M in private investment has taken place in the Downtown core, with over 1,100 housing units and 300,000 square feet of new commercial area. Public investment followed this growing trend by investing \$40M in the Downtown area, to provide services and amenities to accentuate resident's lives and attract additional local and out of town users. Public investments include improved transit facilities, infrastructure, a new library, new parks, a performing arts center, and a community aquatic center that is 1/3 mile outside downtown and accessible by the regional Cedar River Trail – all of which are less than ½ mile from this project location.

The narrow sidewalk corners, outdated curb ramps, pedestrian signals and signage, and other non-conforming ADA features within the project area create a less than ideal pedestrian environment. Building upon the public and private investments west of the project and with a new private development on the east side of the project area (200 Mill Ave) under development to transform the old Renton City Hall site to a transformational multi-building mixed-use area with art-integrated pedestrian alley and pedestrian focused riverfront plaza, the goal of this project is to continue the progress in making Downtown Renton a destination accessible by foot, bicycle, transit, and car with a focus on non-motorized safety and accessibility.

## **H2. Describe how the project supports existing and/or planned population/employment activity in the center and implements specific policies or projects identified for the center in an adopted plan.**

This project supports existing and future housing and planned population/employment activity in the area by improving access at critical intersections in the downtown area. As the downtown core undergoes a time of transformation, this project as well as the other projects the City currently has underway will serve as the stronghold of the Civic Core Plan that represents the supporting infrastructure to link to the transformation that happened to the north end of the regional growth center at The Landing with the change that is to come at the south end of the growth center with the Sound Transit South Renton Transit Center and future I-405 Bus Rapid Transit and future Metro Rapid Ride I route. Improving connections for all modes of transportation into the Downtown increases activity and economic vitality for the City. The project is within close proximity to key downtown destinations in all directions which includes the Cedar River Trail, the Downtown Library, the Renton Historical Museum, numerous businesses, and several newly constructed mixed-use commercial/residential developments. With no increase of on-street parking, non-motorized mobility needs to be enhanced in the downtown in order for full transformation to occur.

### **RENTON DOWNTOWN CIVIC CORE VISION AND ACTION PLAN**

The gateways as defined in this plan are important entry nodes to Downtown where S. 2nd and S. 3rd Streets intersect with Main Avenue S., particularly at S. 3rd Street where Veterans Memorial Park is located.

DDS 4: Create Safe, Green and Attractive Streets: "...Future improvements must prioritize the creation of a highly walkable, urban environment. Bicycle and pedestrian access is important for getting around as well as to provide access from surrounding areas without having to drive and park."

DDS 4.10 Provide bicycle facilities and regional trail connections.

### **CITY CENTER COMMUNITY PLAN**

Goal 7: Promote and pursue expansion of, and improve access to, regional recreational trails in the City Center, and build on these key connections as an economic development strategy.

## **H3. Describe how the project helps the center develop in a manner consistent with the adopted policies and plans for the center. For example, implementing specific policies or projects identified for the center in an adopted plan.**

The Renton History Museum/Veterans Memorial Park Access Connections project improves pedestrian and bicycle transportation within the center by providing upgraded facilities for people of all abilities. Existing, marked bicycle facilities are currently nonexistent and Houser Way was noted as an existing route used in the Trails and Bicycle Master Plan. The project will make improvements at two key intersections that will improve safety, convenience and accessibility for people walking, bicycling and using assistive mobility devices (such as wheelchairs or walkers) to connect to transit services and facilities as well as community destinations.

Renton residents and businesses have been clear that they desire a future Civic Core and Downtown that is a fun and welcoming place for families with places to live, work, and enjoy all the conveniences of urban living. As the Downtown undergoes transformation, there is a clash between outdated roadway infrastructure adjoining new building frontages built for more people than before. The goal of this project is to improve accessibility and safety to the surrounding community destinations, engaging public spaces, and public transit facilities.

The City Center Community Plan was intended to supplement and further refine the City of Renton's Comprehensive Plan. The Downtown Civic Core Action plan specifically focused on an area within the City Center. The project is at the edge of the Downtown area of the City Center that is noted to be in a key node to link the Downtown to North Renton.

### **THE CITY CENTER COMMUNITY PLAN**

Goal 3: Improve Access and visibility of the concentration of civic activities including Liberty Park, the Library, the Renton History Museum, and Cedar River to create dynamic civic node in Downtown.



3.1 Coordinate with the transportation improvements to improve access and circulation for pedestrians, bicyclists, and vehicles to this node.

Goal 6: Provide better connection between areas within the City Center.

Sub-Goal: Improve connectivity and mobility within the City Center.

6.11 Continue to improve the overall safety and connections for bicyclists within the City Center

*NOTE: "I. Category-Specific Criteria" will only be filled out for the project category being applied to (question A1).*

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

### **I1. Describe how the project extends or completes a regional or local bicycle and pedestrian system, and/or adds facilities to an existing bicycle and pedestrian system or network.**

The bike lane that will be marked as a result of the Renton History Museum/Veterans Memorial Park Access Connections project help existing and future bike riders traverse safer along Houser Way to connect to the Cedar River Trail access road between Mill Avenue S and the Cedar River Trail trailhead. In the outreach from the Trails and Bicycle Master Plan, Houser Way was noted to be a route used by bicycle riders and the project is within Project #27, Lake to Sound Trail: East Segment – which is the segment that ultimately connects Lake Washington (via the Cedar River Trail) to the Puget Sound in Des Moines. Houser Way to the west connects to Burnett Ave S, otherwise known to be the Renton Connector (Project #55), which will be a key north-south connector to other regional trails.

This project helps create the transition to install bike facilities along Houser Way (Project #21) to the east that head northward to the Landing and the EasTrail which will create a link between Downtown and North Renton as envisioned in the City Center Community Plan.

### **I2. 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.**

Downtown Renton is in need of infrastructure improvements to create a space for a thriving "heart of the City" - a destination where people can feel safe as they travel in and around the central business district. Throughout multiple public engagement processes, the community has identified the need to improve connectivity and safety for people walking and biking. Planning processes have consistently stated the need for the City Center to be better connected and easier to get from the southern end of the City Center to Lake Washington. Conflicts between modes are due to limited sight distance and outdated intersection control systems as well as lack of bicycle facilities. The project will create a safer, more comfortable pedestrian and bicycle environment by bulbing out existing curb lines to reduce vehicular turning speeds, decreasing crossing distances and improving pedestrian visibility.

This project improves traffic operations with the improved channelization and upgraded signal detection at Houser Way/Mill Ave intersection. The additional and upgraded lighting improves visibility of pedestrians and vehicles as well as increases the sense of safety and comfort. Project improvements create a more welcoming place for people to enjoy instead of an area that they rush through as fast as possible.

### **I3. Describe how the project addresses safety and security.**

This project will reduce the conflicts between the various modes of transportation that traverse through downtown. Having a designated bike lane as well as improved crossings and upgraded ramps, decreases the level of stress that will be experienced by users of the facilities. The project increases safety by separating the modes but also increases overall health by improving the user experience within the vicinity and into downtown. This project improves the existing conditions of the roadway significantly by addressing the

intersection crossings and upgrading curb ramps to current ADA standards as well as creating an environment that is more visually interesting.

In the last 5 years, there have been 20 collisions within the project vicinity with 7 reported injuries, one involving a pedestrian. The traffic signalization improvements at each intersection crossing will help address the causes of these incidents including site distance deficiencies and lack of appropriate wayfinding and signalization. The signal poles at Houser Way/Mill Ave repeatedly get hit or damaged due to low light levels or proximity to the train tracks.

The combination of the rail crossing, the Cedar River Trail access road, and S 3rd St all on the south leg of one the Houser Way/Mill Ave intersection makes crossing feel challenging for any person. The installation of flexible curb and crosswalk markings will help delineate the appropriate pathways for people to go.

#### **14. Describe the connections to other multimodal facilities the project provides. For example, high capacity or other transit stations, ferry terminals, etc.**

This project improves access to nearby bus stops as well as the Downtown Renton Transit Center. Takeaways from community input received during the completion of the Renton Trails and Bicycle Master Plan showed that connection to transit was an important need and that transit is often accessed by walking and biking and connections to current and future transit are essential elements to increasing ridership. Top improvements that helped reduce these barriers included safer intersections and street calming measures - two of the main elements identified and addressed in the completion of this project.

Increased bike and/or transit riding would connect to the future Sound Transit South Renton Transit Center located adjacent to an existing heavily used WSDOT Park-n-Ride Lot at Rainier Ave S and Grady Way.

#### **15. Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.**

Improved pedestrian facilities will provide pedestrians, transit users, and persons with disabilities increased access and safety across this area in need of infrastructure upgrades. A safer crossing assists a sizeable minority, low income and senior population with better access to employment centers and, shopping and recreation.

The project will benefit people who ride bicycles in the area by providing a delineated space in the roadway. The project reduces the number of conflict points for all users and thereby improves overall public safety.

#### **16. Describe how the project will benefit populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.**

The primary outcome of this project is improved access for everyone. The area scores 4 of 5 in King County Metro's Equity Impact Review (higher number is higher percentage of disadvantaged population). According to King County Metro data, there has been less ridership loss and the most ridership gain in the south county during the pandemic – and Renton is a key connection point for most regional transit routes. For transit-dependent populations, this project helps invite even more transit ridership by providing safer access to existing facilities and service. More transit usage increases production that may trigger the need for more transit service and more transit options. The project will improve access to key all-day frequent routes that connect riders to local and regional centers providing jobs, housing, education, and services. The proposed intersection improvements and bike facilities create less stressful pathways that could lessen dependence on driving personal vehicles, encourage increased physical activity and health, and improve environmental factors.

**I7. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.**

The loss of opportunity if this project is not funded is that the project area is a missing link between two areas that just completed construction or will be in development in the near future. As a key gateway to Renton's Downtown Core, it will be a missed opportunity to not improve access at these key intersections before 200 Mill Ave is developed and the future I-405 BRT and future RapidRide I Line go into service. Without this funding, there is no certain timing when these improvements will be installed.

## **I. Category-Specific Criteria: Historic Resources Projects**

**I1. Describe the current or former transportation use of the facility.**

**I2. Describe the historic significance of the facility. This could include designation as a local, state or national landmark; listing as a contributing part of a local, state or National Register historic district; or a determination of eligibility for listing in the National Register.**

**I3. Describe the planned use of the facility and the project's relationship to the transportation system.**

**I4. Describe how the project is part of a larger historic preservation plan.**

**I5. Describe the level of public access to the project, including access for populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.**

**I6. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.**

**I7. Describe the long-term preservation and/or maintenance plans for the facility.**

**I8. Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.**

## **I. Category-Specific Criteria: Environmental Projects**

**I1. Describe the relationship of the project to the transportation system.**

**I2. Describe the level of public access to the project, including access for populations identified in the President's Order for Environmental Justice, including people of color and people with low incomes, older adults, people with disabilities, populations located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.**

**I3. Describe how well the project goes over and above what is normally required.**

**I4. Describe the long-term maintenance plans for the project.**

**I5. Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.**

**I6. Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.**

## **J. PSRC Funding Request**

**J1. Has this project received PSRC funds previously?**

No

**J2. Please provide the project's PSRC TIP ID.**

## **K. PSRC Funding Request (cont.)**

Phase	Year	Amount
Construction	2022	\$1236700
		\$
		\$

**Total PSRC Funding Request:**

\$1236700

## **Total Estimated Project Cost and Schedule**

### **L. Planning Phase**

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

**Total Planning Phase Cost:**

\$0

**Expected year of completion for this phase:****M. Preliminary Engineering/Design Phase**

Fund Type	Fund Source	Funding Status	Amount
State	Other State	Secured	\$45500
Local	Local	Secured	\$10000
			\$
			\$
			\$

**Total Preliminary Engineering/Design Phase Cost:**

\$55500

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

2022

**N. Right of Way Phase**

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

**Total Right of Way Phase Cost:**

\$0

**Expected year of completion for this phase:****O. Construction Phase**

Fund Type	Fund Source	Funding Status	Amount
Local	Local	Secured	\$246012
Federal	TAP(WSDOT)	Unsecured	\$1236700
			\$
			\$
			\$

**Total Construction Phase Cost:**

\$1482712

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

2022

## P. Other Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

**Total Other Phase Cost:**

\$0

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

## Q. Project Summary

**Total Estimated Project Cost:**

\$1538212

**Estimated Project Completion Date (month and year):**

12/2022

## R. Financial Documentation

**R1. Please enter a description of your financial documentation in the text box below.**

The construction phase of this project will be funded through local funds and the amount requested through this grant application. A copy of the Safe Routes to Transit project TIP sheet is attached. The Renton History Museum/Veterans Memorial Park Access project is a portion of the larger project as previously indicated in the grant application.

**R2. 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.**

[2022-2027 City of Renton Six-Year Transportation Improvement Program TIP - SRTT.pdf \(167 KB\)](#)

## Project Readiness

### S. Preliminary Engineering/Design

**S1. Are you requesting funds for ONLY a planning study or preliminary engineering?**

No

**S2. What is the actual or estimated start date for preliminary engineering/design?**

10/2020

**S3. Is preliminary engineering/design complete?**

No

**S3a. What was the date of completion (month and year)?**

**S4. Have preliminary plans been submitted to WSDOT for approval?**

No

**S3b. Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**

**S5. When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.**

02/2022

## **T. Environmental Documentation**

**T1. What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please refer to WSDOT's [Local Agency Guidelines Manual](#).**

Categorical Exclusion (CE)

**T2. Has NEPA documentation been approved?**

No

**T3. Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**

04/2022

## **U. Right of Way**

**U1. Will Right of Way be required for this project?**

No

**U2. What is the actual or estimated start date for right of way (month and year)?**

**U3. What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.**

**U4. Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits. Refer to [Chapter 25 of WSDOT's Local Agency Guidelines Manual](#) for more information.**

**U5. What is the zoning in the project area?**

**U6. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**

**U7. Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**

**U7a. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**

**U8. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if applicable. Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.**

## **V. Construction**

**V1. Are funds being requested for construction?**

Yes

**V2. Do you have an engineer's estimate?**

Yes

**V3. Please attach the engineer's estimate.**

[Renton PSRC Estimate - 12-02-21.pdf \(63 KB\)](#)

**V4. Identify the environmental permits needed for the project and when they are scheduled to be acquired.**

N/A

**V5. Are Plans, Specifications & Estimates (PS&E) approved?**

Yes

**V6. Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?**

06/2021



## **V7. When is the project scheduled to go to ad (month and year)?**

07/2022

## **W. Other Considerations**

### **W1. 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.**

This project is a vital effort for the City that fosters an improved, integrated pedestrian and bicycle system that connects the City's neighborhoods, community, and region. Residents, employees, and visitors can access non-motorized facilities that are safe and comfortable for users of all ages and abilities. People can recreate, exercise, and/or commute for an active, healthy lifestyle.

Primary project goals include:

- Improving safety
- Creating an accessible and connected system
- Promoting physical and environmental health

Support for this project was identified during the Renton-Kent-Auburn Mobility Plan (RKAAMP) process and a related 2019 Renton Transit Access Study for needed improvements so that people could more safely and conveniently walk, bike and roll to transit. The project will improve access to key all-day frequent routes including RapidRide F Line, Route 160 (future RapidRide I Line), Route 101 and future I-405 BRT at S. Renton Transit Center. These services connect riders to local and regional centers providing jobs, housing, education, and services.

### **W2. Describe the public review process for the project and actions taken to involve stakeholders in the project's development.**

This project has been largely supported through public outreach efforts conducted during the Renton Trails and Bicycle Master Plan, development of the City Center Community Plan and ongoing community feedback. Feedback received during open houses and online public comment periods during the recent Trails and Bicycle Master Plan update indicated some of the following key findings:

- Recreation-based walking and biking was a primary purpose.
- Respondents preferred to walk and bike on formal facilities, as opposed to street shoulders.
- Addressing pedestrian and bicyclist comfort is necessary to encouraging more travel and recreation by foot or bike.
- Connection to transit is an important need.

#### **CITY CENTER COMMUNITY PLAN**

As part of the community planning process laid out in the City's Comprehensive Plan, the City worked with residents, business leaders, employees, and property owners to understand their needs and desires to improve the City Center. In Phase 1 of the public outreach, City staff and consultants attended a number of neighborhood meetings to solicit feedback. In Phase 2, the City held a number of public meetings to solicit input on the Community Plan.

Improvement ideas that came out of these efforts included improving access to transit, continuing to implement and invest in the City's pedestrian and bicycle plans, creating gateways at key entry points into the City Center, and making special efforts to improve the identity and perception of the City Center, especially regarding safety.

These takeaways helped guide development of the project which includes installing a bike lane, improving crossings and upgrading ramps, reducing conflict zones and decreasing the level of stress that will be experienced by users.

#### **RENTON-KENT-AUBURN AREA MOBILITY PLAN (RKAAMP)**

This project was identified in part through the extensive outreach as part of the Renton-Kent-Auburn Mobility

Plan (RKAAMP) in close coordination between Metro and the City of Renton and a related 2019 Renton Transit Access Study for needed improvements so that people could more safely and conveniently walk, bike and roll to transit. The RKAAMP process included establishing a Mobility Board, consisting of a diverse group of 27 transit riders from the Renton, Kent, and Auburn areas with a range of mobility needs and experiences using the transit system. Members include native English, Somali, and Spanish speakers, and bilingual speakers who speak Somali, French, Arabic or Farsi. This board was charged with prioritizing mobility needs and developing service concepts. The outreach strategy included online surveys, on-board engagement, and direct communication with neighborhood groups in Renton.

**W3. Please upload any relevant documents here, if they have not been uploaded previously in this application.**

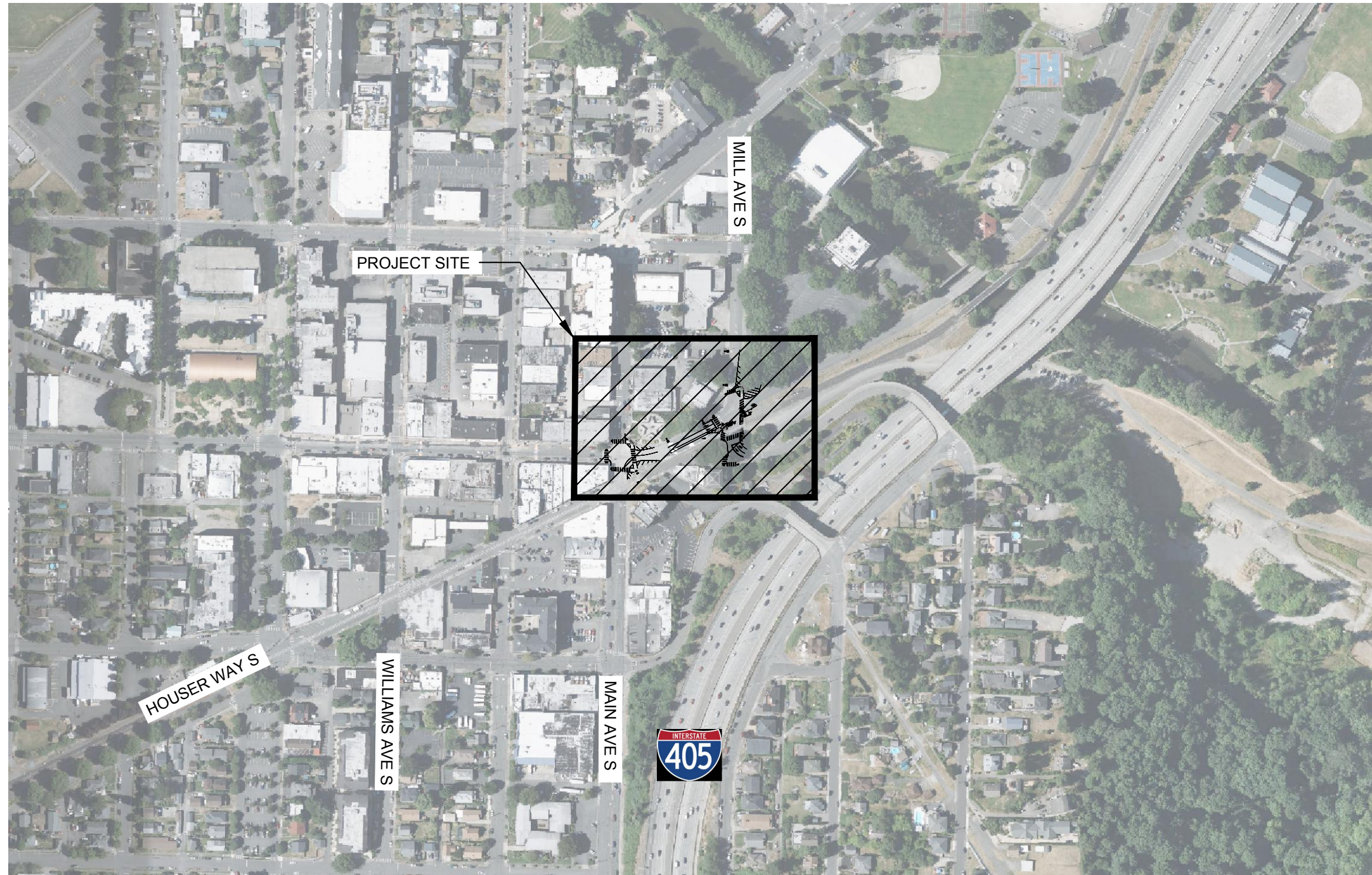
[Additional Project Information - Excerpts from Existing Plans.pdf \(6.43 MB\)](#)

[Aerial Snapshot.pdf \(203 KB\)](#)

## 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 Kim Pearson at [kpearson@psrc.org](mailto:kpearson@psrc.org) to have it returned to you.





VICINITY MAP  
SCALE 1" = 300'

# Renton History Museum/Veterans Memorial Park Access Connections

Project Vicinity Map

Dec 02, 2021 - 1:26pm Jakek C:\Users\jakek\AppData\Local\Temp\AcPublish\_1748\20204-TG-Grant App.dwg Layout: CDV

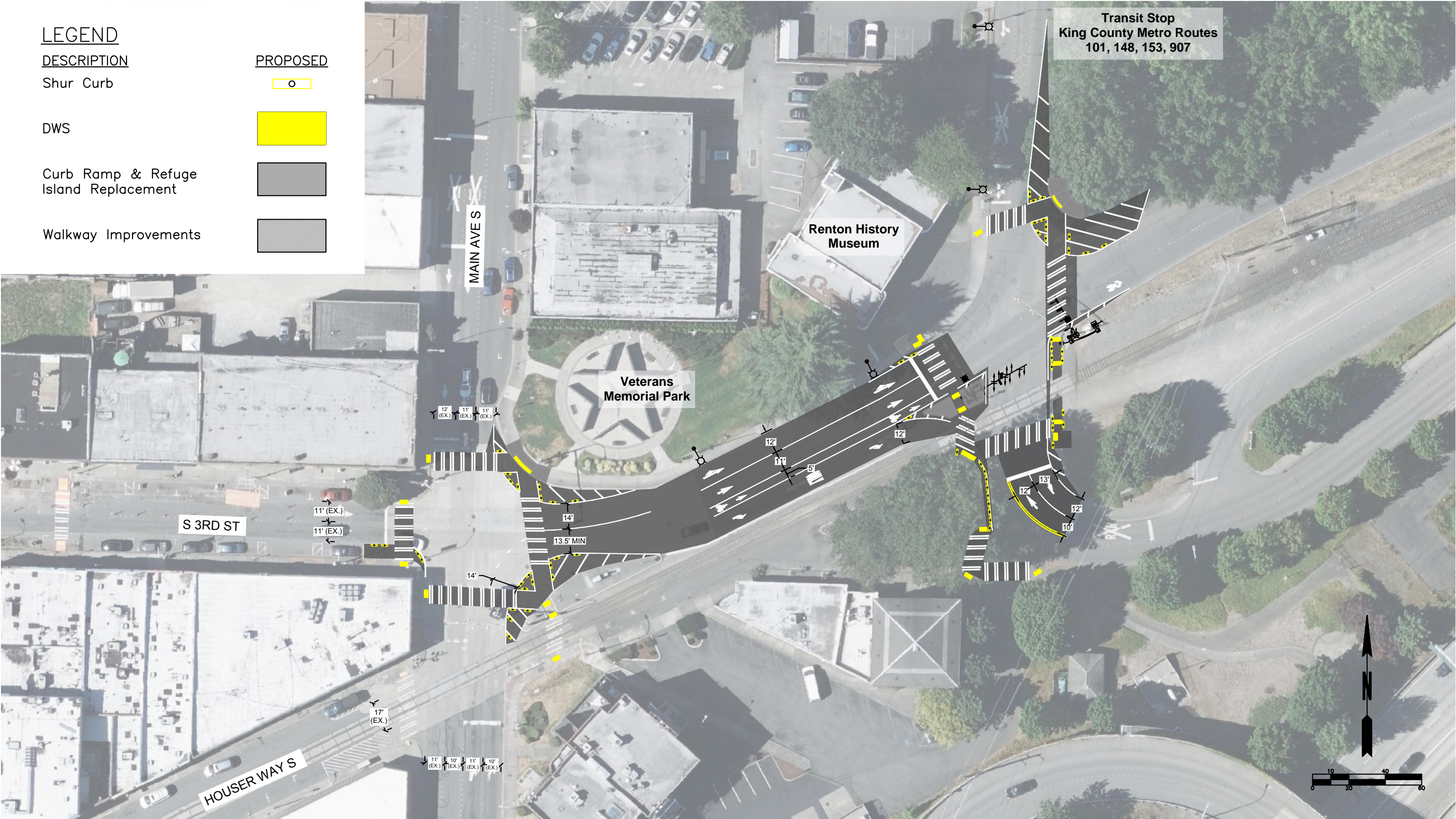
December 3, 2021

transpogroup   
WHAT TRANSPORTATION CAN BE.

FIGURE

1





Renton History Museum/Veterans Memorial Park Access Connections

Project Concept - Plan View

Dec 02, 2021 - 1:26pm    Jakek    C:\Users\jakek\AppData\Local\Temp\AcPublish\_1748\20204-TG-Grant App.dwg    Layout: CH

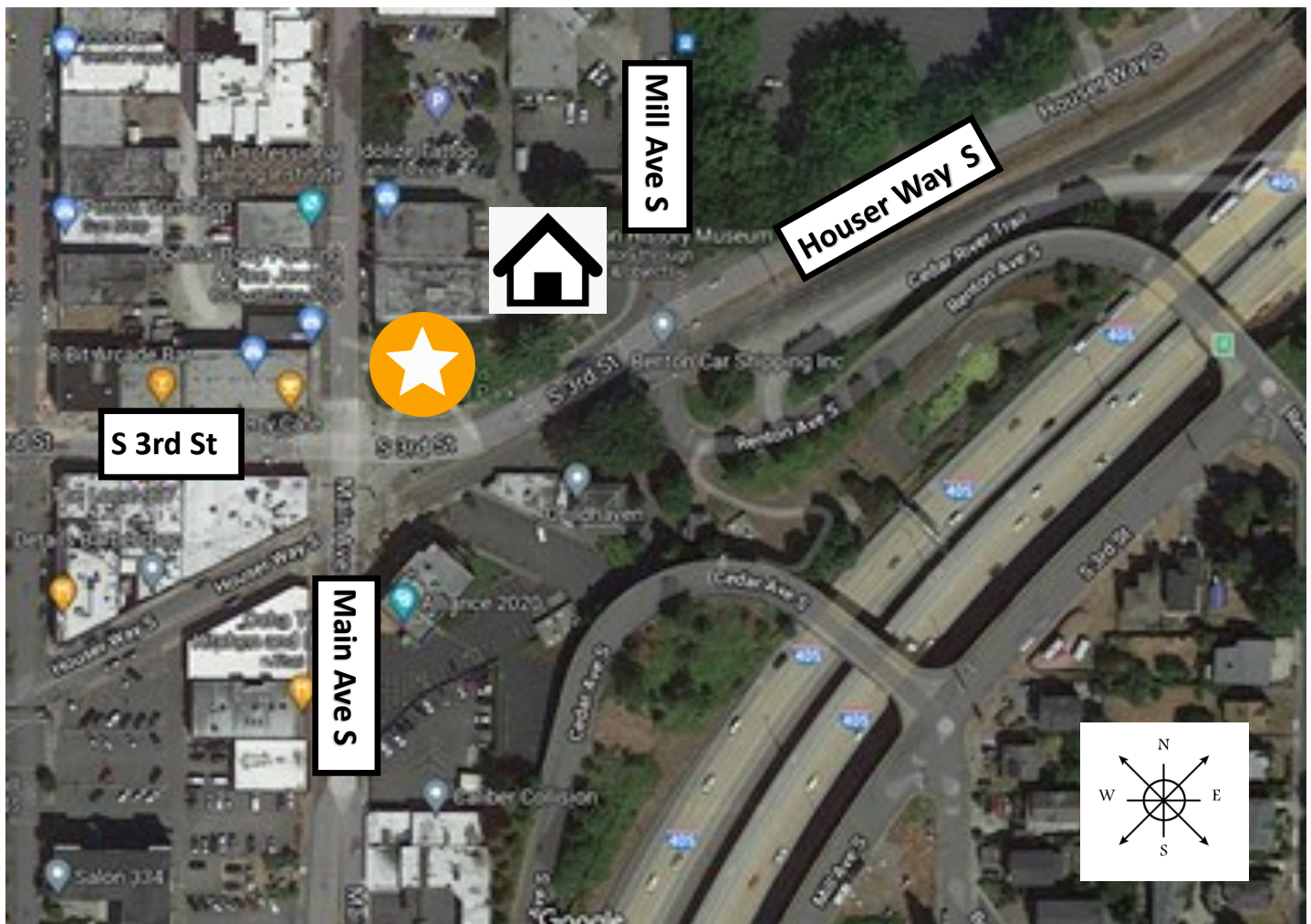
December 3, 2021







## Renton History Museum/Veterans Memorial Park Access Connections - Aerial



### Current Deficiencies

- Substandard Lighting, particularly where there are mature trees
- Lack of Bicycle Facilities, non-continuous bike facilities leading to project/into downtown
- Insufficient Pedestrian Wayfinding/Signalization

### Key



Veterans Memorial Park



Renton History Museum

## Renton History Museum/Veterans Memorial Park Access Connections Project Renton Safe Routes to Transit Program

### Opinion of Probable Cost

#### Description of Work:

Improve pedestrian crossings at Mill and Houser and 3rd and Houser. Reduce crossing lengths, rechannelize lanes and add bike lanes, repair walkways and provide additional pedestrian crossings.

Last Edit: 12/2/2021

Item Description	Quantity	Unit	Unit Cost	Total
1-04.4(1) Minor Change	1	CALC	\$ 15,000	\$ 15,000
1-05.4(2) Construction Survey	1	LS	\$ 7,500	\$ 7,500
1-07.15(1) SPCC Plan	1	LS	\$ 1,000	\$ 1,000
1-07.17 Potholing	1	F.A.	\$ 6,000	\$ 6,000
1-09.7 Mobilization	10	PCT	\$ 159,960	\$ 159,960
8-01 Temporary Erosion and Sediment Control	1	LS	\$ 4,500	\$ 4,500
1-10 Temporary Traffic Control (including flaggers)	1	LS	\$ 125,000	\$ 125,000
2-02 Removal of Structures and Obstructions	49	TN	\$ 100.00	\$ 4,900
2-02 Sawcutting	632	LF	\$ 5.00	\$ 3,160
4-04 Crushed Surfacing Base Course	14	CY	\$ 100.00	\$ 1,400
5-01 Replace Cement Concrete Panel	33	SY	\$ 85.00	\$ 2,805
5-04 Pedestrian Path Resurfacing	27	SY	\$ 165.00	\$ 4,455
5-04 Planing Bituminous Pavement	170	SY	\$ 12.00	\$ 2,040
5-04 HMA CL. 1/2IN. PG 64H-22	49	TON	\$ 110.00	\$ 5,390
8-02 Sod Installation	11	SY	\$ 75.00	\$ 825
8-04 Extruded curb (Doweled)	94	LF	\$ 45.00	\$ 4,230
8-04 Cement Conc Pedestrian Curb	10	LF	\$ 45.00	\$ 450
8-10 Shur-Curb with Flexible Delineator (OAE)	60	EA	\$ 250.00	\$ 15,000
8-14 Detectable Warning Surface	211	SF	\$ 45.00	\$ 9,495
8-14 Cement Conc. Curb Ramp Type Parallel	2	EA	\$ 5,500.00	\$ 11,000
8-14 Cement Conc. Sidewalk	40	SY	\$ 125.00	\$ 5,000
8-20 Traffic Signal System, Complete	1	LS	\$ 544,600	\$ 544,600
8-20 Illumination System, Complete	1	LS	\$ 85,000	\$ 85,000
8-21 Permanent Signing	1	LS	\$ 4,290	\$ 4,290
8-22 Remove Pavement Markings	1	LS	\$ 7,500	\$ 7,500
8-22 Paint Line	1511	LF	\$ 2.00	\$ 3,022
8-22 Painted Wide Lane Line	360	LF	\$ 3.00	\$ 1,080
8-22 Plastic Stop Line	52	SF	\$ 20.00	\$ 1,040
8-22 Plastic Traffic Arrow	8	EA	\$ 200.00	\$ 1,600
8-22 Plastic Railroad Crossing Symbol	1	EA	\$ 250.00	\$ 250
8-22 Plastic Traffic Letter	4	EA	\$ 225.00	\$ 900
8-22 Plastic Crosswalk Line	868	SF	\$ 15.00	\$ 13,020
8-22 Plastic Bicycle Lane Symbol	2	EA	\$ 300.00	\$ 600
8-22 Plastic Shared Lane Symbol	1	EA	\$ 300.00	\$ 300
8-31 Bell Bollard	1	EA	\$ 2,500	\$ 2,500
<b>TOTAL CONSTRUCTION ESTIMATE</b>				<b>\$ 1,058,712</b>
Additional Engineering Design	5 %		\$	53,000
Agency project management	10 %		\$	106,000
Construction engineering	15 %		\$	159,000
Contingency	10 %		\$	106,000
<b>GRAND TOTAL</b>				<b>\$ 1,482,712</b>

**TIP#: Safe Routes to Transit**  
**21-06.1**

Program

<b>City Account #:</b>	<b>PlanningArea:</b>	<b>Street Classification:</b>	varies	<b>Priority Rank:</b>
123009	various	<b>Project Length:</b>	N/A	30

**Project Description:**

Capital projects that improve safety, convenience and accessibility for people walking, bicycling and using assistive mobility devices (such as wheelchairs or walkers) to connect to transit services and facilities. King County Metro agreed to compensate the City for design and acquire materials for agreed upon locations in Fall 2020. Construction is estimated to extend through 2028.

Operations and Safety, Active Transportation

**Purpose:**

To improve safety, convenience and accessibility for people walking, bicycling and using assistive mobility devices (such as wheelchairs or walkers) to connect to transit services and facilities

**EXPENDITURES\*****Funding Status:** Partially Funded - CN**Planning:** \$0**Preliminary Engineering:** \$1,200,000**ROW:** \$0**Construction:** \$7,600,000**Construction Services:** \$1,100,000**Other-Misc:** \$0**Total Cost:** \$9,900,000

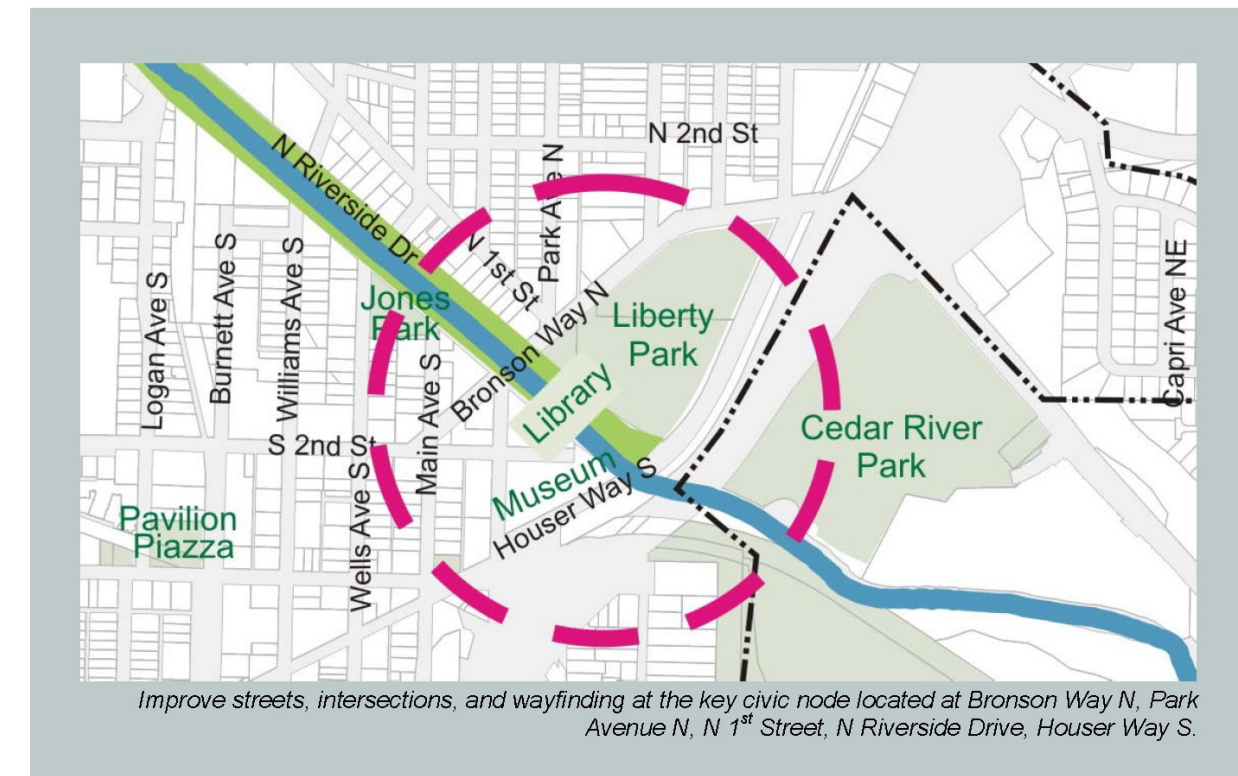
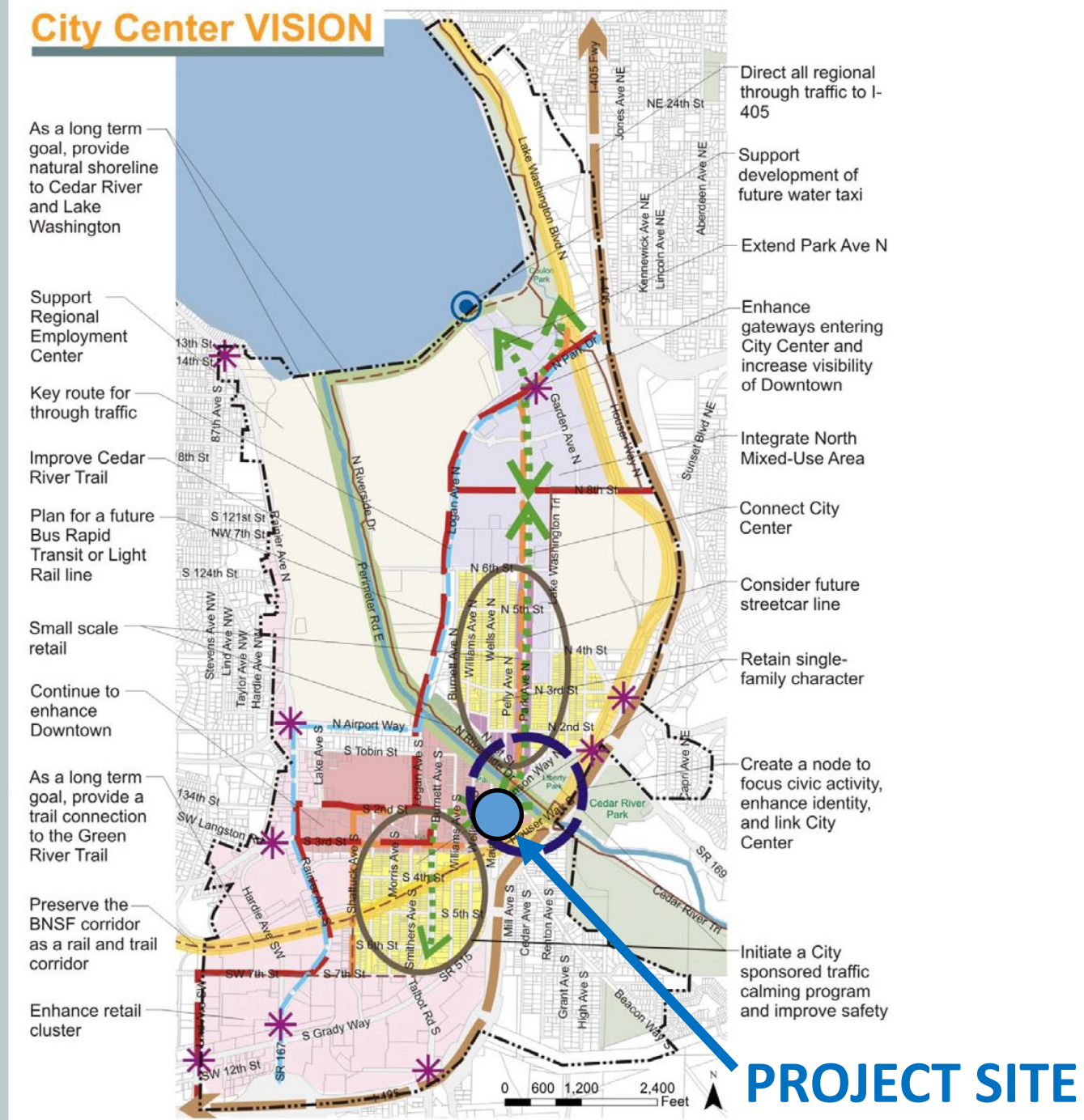
\* For Projects, expenditures are for the life of the project. For Programs, they are the total expenditures programmed for the 6 years in the TIP, 2022-2027.

**Status/Changes:**

New Project. The County's contribution costs shall not exceed a maximum amount of \$1,500,000 (the "reimbursement cap"). All projects are at 90% Design Plan stage and will be constructed as funding becomes available. Total of budgeted expenditures exceeds funding shown as the project duration falls outside the 6 years within the TIP.

Revenue Description	Prior Years	2022	2023	2024	2025	2026	2027	
Grants - Other	\$1,500,000	\$0	\$785,000	\$0	\$0	\$0	\$0	
B & O Tax	\$385,000	\$885,000	\$0	\$0	\$0	\$0	\$0	
Undetermined	\$0	\$0	\$0	\$950,000	\$950,000	\$1,425,000	\$670,000	
<b>Revenues, by year:</b>	\$1,885,000	\$885,000	\$785,000	\$950,000	\$950,000	\$1,425,000	\$670,000	\$5,665,000
								2022-2027 Total





City Center Community Plan

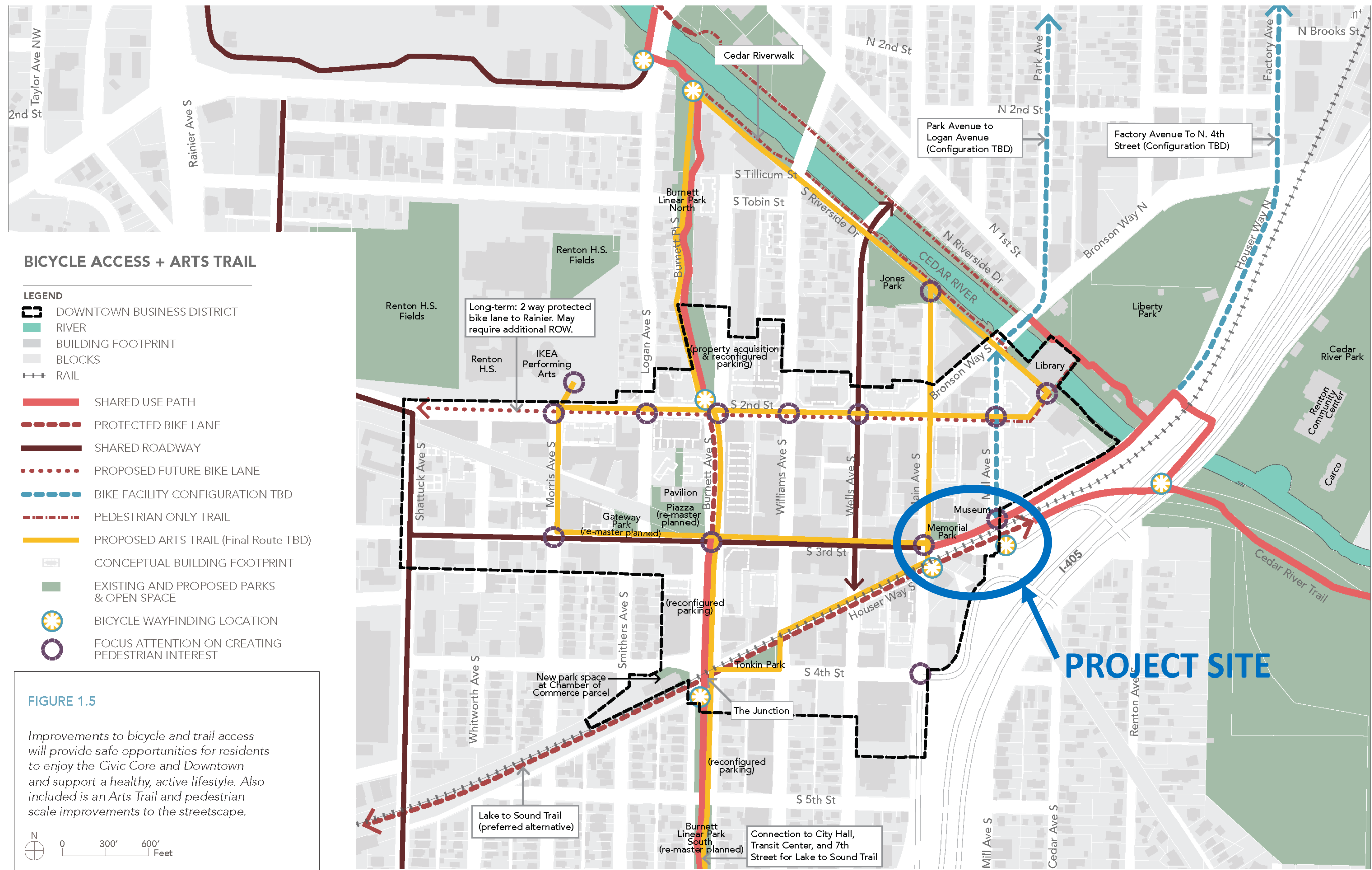
### Goal 6 Summary:

Provide better connections between areas within the City Center.

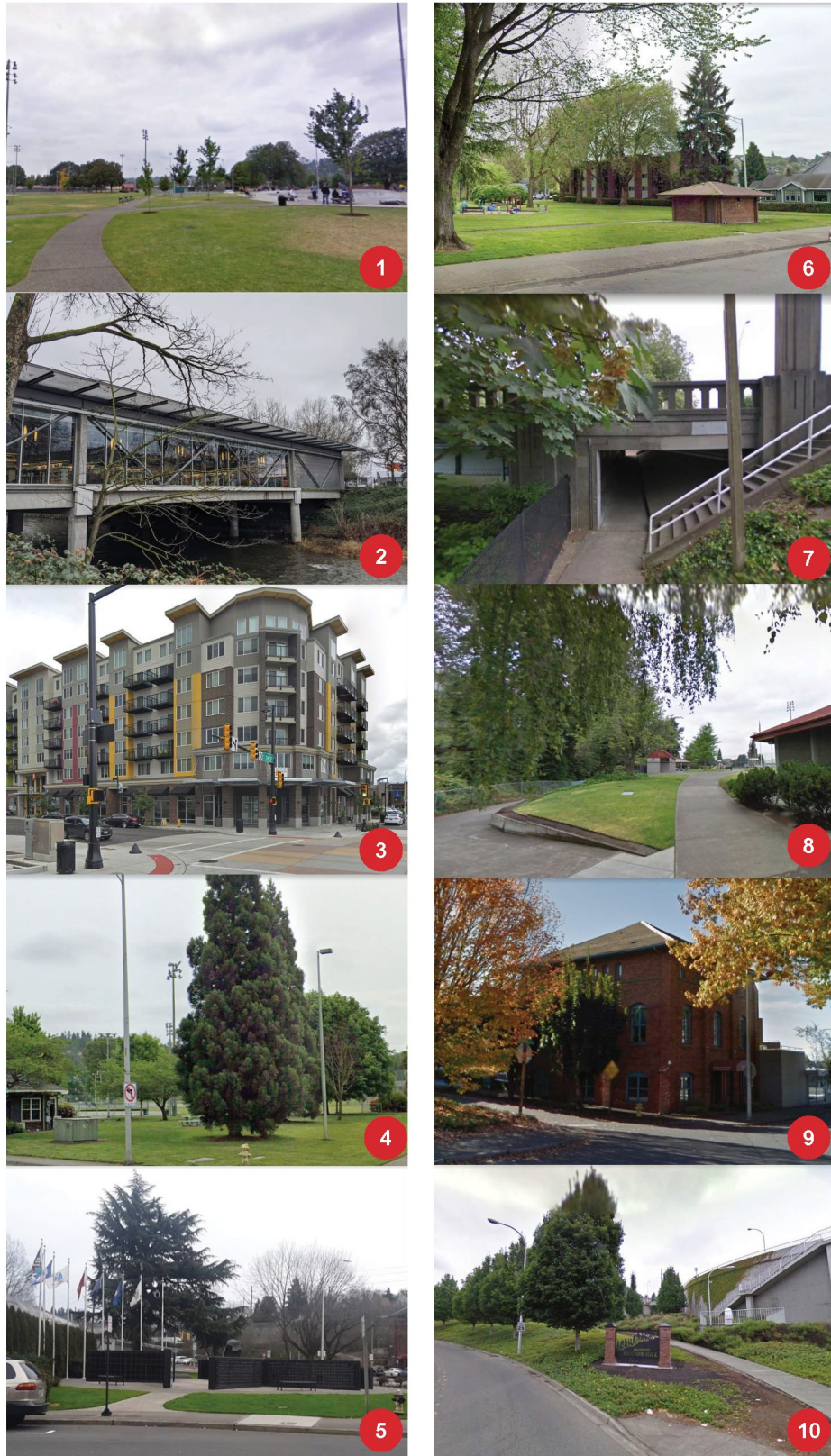
*Sub-Goal: Improve connectivity and mobility within the City Center.*

- 6.5 Evaluate necessity and benefits of the one-way streets within the City Center.
- 6.6 Prioritize improvements to vehicular and pedestrian safety, connectivity, and traffic flow at the following key intersections:
- 6.7 Improve streets, intersections, and wayfinding at the key civic node located at Bronson Way N, Park Avenue N, N 1<sup>st</sup> Street, N Riverside Drive, Houser Way S to enhance multi-modal circulation.
- 6.8 Consider a 'road diet' on Rainier Avenue N between the City's northern boundary and N Airport Way, which would reduce the right-of-way dedicated to vehicular traffic and provide right-of-way space for an enhanced multi-use path for the Lake Washington Loop Trail.
- 6.9 Consider the enhancement of S/SW 7<sup>th</sup> Street between Rainier Avenue S and Talbot Road S, with bus access improvements, an improved intersection at Talbot Road S, neighborhood traffic calming, and a separated bicycle trail.
- 6.10 Initiate a traffic awareness program on residential streets.
- 6.11 Continue to improve the overall safety and connections for bicyclists within the City Center.









- 1 Liberty Park
- 2 KC Library
- 3 The Lofts
- 4 Cedar River / Park
- 5 Veterans Memorial Park
- 6 Jones Park
- 7 Existing River Trail
- 8 Park
- 9 Renton Area Youth & Family Services
- 10 Historic Renton Hill

# 200 MILL AVE SITE PLAN - CONTEXT

A19-457 200 MILL AVE | RENTON, WASHINGTON | 2020.05.15

PROJECT SITE



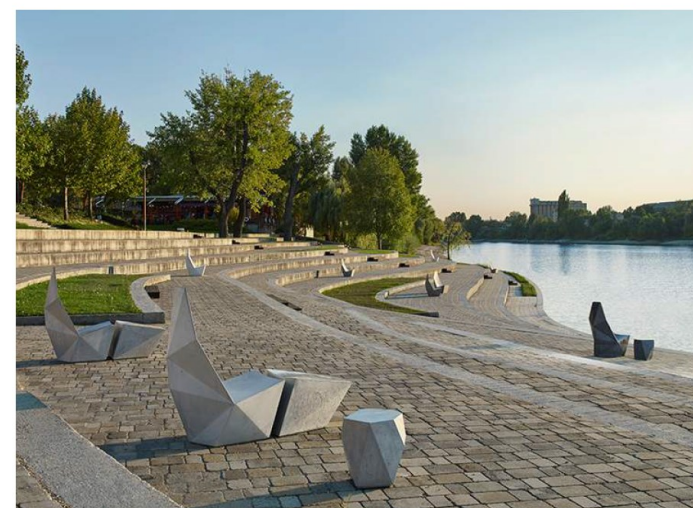


#### Abstract

The area as highlighted above is a unique transition zone of the project, where the mass of the buildings meets the edge of the Cedar River. The project proposes to activate this area with urban landscape features lending itself to a pedestrian focused Riverfront Plaza. Examples of access to the river's edge are shown on the images to the right.

#### Notes:

- Publically accessible during business hours, privately controlled and maintained;
- Activate the ground level building area facing river with uses such as: retail / eatery / other like businesses;
- Create pedestrian oriented seating areas to activate the space;
- Integration of art to engage the public.



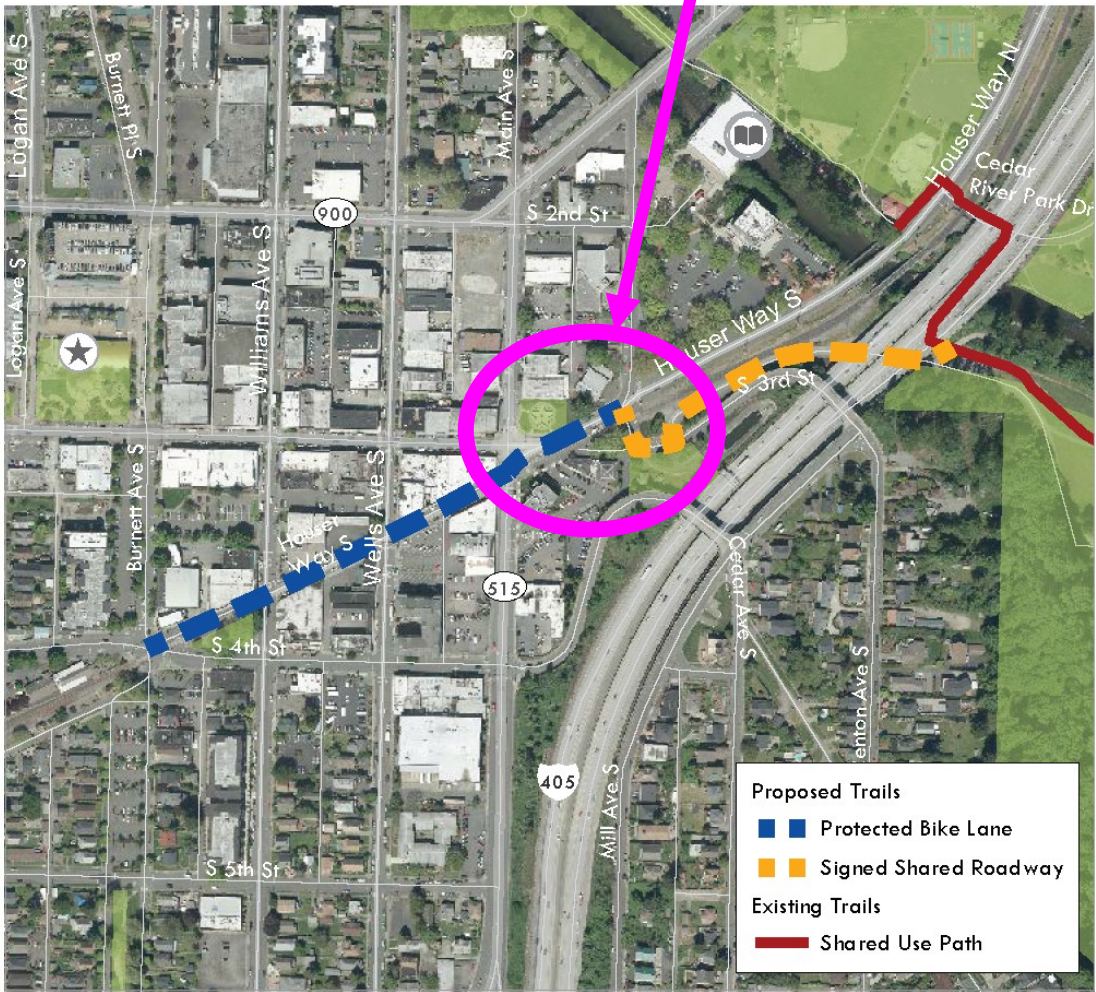
## 200 MILL AVE CONCEPT DRAWING

A19-457 INSPIRATIONAL IMAGERY - PHASE I RIVERFRONT PLAZA (N.R.F.P.)  
200 MILL AVE | RENTON, WASHINGTON | 2020.05.15

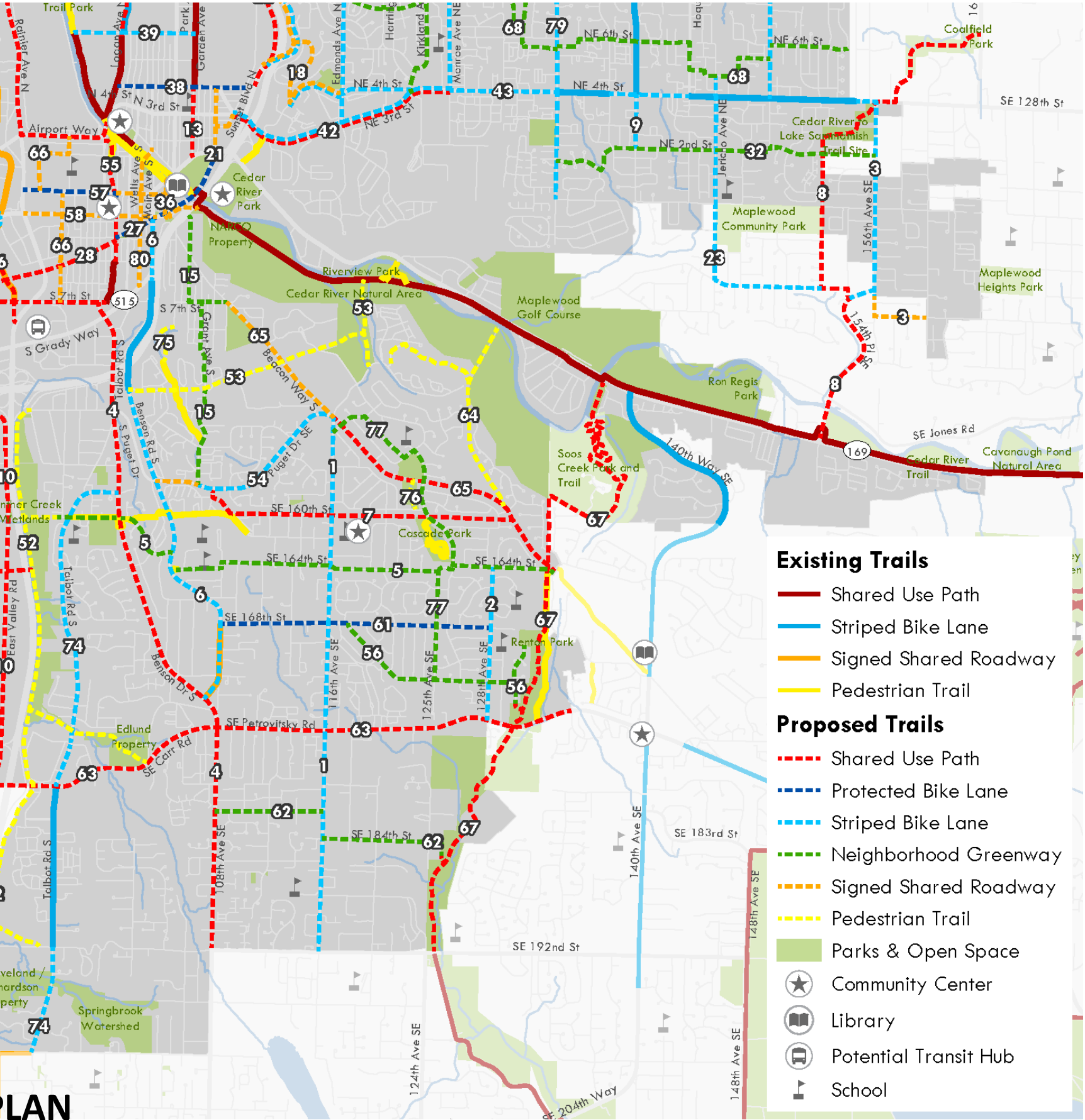
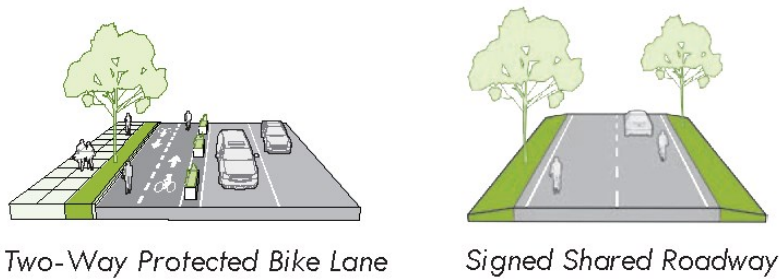


27) Lake to Sound Trail: East Segment

Location Map



Facility





*Moving forward together*

**General Manager's Office**

201 S. Jackson Street  
KSC-TR-0415  
Seattle, WA 98104-3856

December 10, 2021

Sarah Gutschow  
Puget Sound Regional Council  
1101 Western Avenue  
Seattle, WA 98104

Dear Ms. Gutschow:

King County Metro Transit is pleased to support the City of Renton's request for federal funds through the Puget Sound Regional Council's (PSRC) Transportation Alternatives Program (TAP) Grant Competition for the Renton History Museum/Veterans Memorial Park Access Connections project. Metro provided funds for the design phase of this project through our Safe Routes to Transit (SR2T) Program due to its strong nexus to important local and regional frequent transit routes at and near this location, including at the nearby Renton Transit Center in the City's downtown core.

In 2020, as part of the Renton-Kent-Auburn Mobility Plan (RKAAMP) and in close coordination between Metro and the City of Renton transit service was restructured to better meet the needs of the community. The project location was identified during the RKAAMP process and a related 2019 Renton Transit Access Study for needed improvements so that people could more safely and conveniently walk, bike and roll to transit. The project will improve access to key all-day frequent routes including RapidRide F Line, Route 160 (future RapidRide I Line), Route 101 and future I-405 BRT at S. Renton Transit Center. These services connect riders to local and regional centers providing jobs, housing, education, and services.

The proposed bike facilities, crosswalks, curb bulbs, signal upgrades, and better lighting will offer safer, less stressful pathways compared to current conditions, with less dependence on driving and parking a personal vehicle. The area scores 4 of 5 in Metro's Equity Impact Review (higher number is higher percentage of disadvantaged population).

This project is consistent with Metro Connects, our long-range plan, and its Access to Transit element, which envisions an increase in the percentage of people who bike and walk to transit. Our Equity and Social Justice Strategic Plan (2016-2022) also recommends investments that increase public transit access to work, education and healthcare. Metro's desire, like the region's, is for more people to feel comfortable and safe getting to buses and trains regardless of ability, income or access to a personal vehicle.

Sarah Gutschow  
December 10, 2021  
Page 2

Thank you for your consideration of this proposal for the 2021 TAP grant competition.

Sincerely,

DocuSigned by:  
  
CEAFB29C7D8F4A1...  
Terry White  
General Manager  
King County Metro

cc: Ed VanValey, City Administrator, City of Renton  
Martin Pastucha, Public Works Department Administrator, City of Renton  
Jim Seitz, Transportation Director, City of Renton  
Vangie Garcia, Transportation Planning and Programming Manager, City of Renton  
Heather Gregersen, Program Development Coordinator II, City of Renton  
Peter Heffernan, Government Relations Administrator, King County Metro