

Section VI - 2009 King Countywide STP/CMAQ Non-Motorized Application

This application is available on the King County Web site at
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2009KCtywideComp.aspx>

****Please read all of the text in this section before completing this application.****

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2009 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2009. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

14-page limit: You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to peter.heffernan@kingcounty.gov. Please name the file "(Agency): (Project title)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR -0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-2111, Attn: Peter Heffernan. All applications must be submitted by **5pm May 15th, 2009**.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

PROJECT DESCRIPTION INFORMATION

| | |
|----------|--|
| 1 | Project Title: <i>Highlands to Landing Pedestrian Connection Project</i> |
| 2 | Sponsoring Agency: <i>City of Renton</i> Also identify any co-sponsor(s): |
| 3 | Project Contact Person: <i>Jim Seitz, Transportation Planning Manager</i> Address: <i>1055 South Grady Way, Renton, WA 98057</i> Phone: <i>425-425-7245</i> Fax: <i>425-430-7376</i> E-Mail: jseitz@rentonwa.gov |

| | | | |
|--|---|--|---|
| 4 | <p>Project description. Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. Project scope: Please describe clearly and concisely 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?</p> <p><i>The Highlands to Landing Pedestrian Connection Project was conceived by the Highlands Task Force Committee that included residents, businesses and elected officials from the Renton Highlands. Interstate 405 is a physical barrier that prevents a pedestrian connection between the Highlands Urban Center and the Downtown Urban Center where the newly constructed Landing Development is located. This application for funding includes requests for complete environmental analysis, permitting, administration, and professional engineering/design for the pedestrian facilities to make this non-motorized connection possible:</i></p> <p><i>Preliminary Planning is complete and conceptual drawings are attached. When constructed there will be a complete pedestrian connection between these two Urban Centers. Assuming that funds are obligated in early 2010, it is anticipated that with support from the requested funds, design of this facility will occur from March, 2010 to October 2010. Construction funds have yet to be determined, but the current City of Renton CIP has set aside \$1,500,000 in City funds for projects identified by the Highlands Task Force.</i></p> <p>b. Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p><i>The goal of project is to provide a continuous barrier free pedestrian connection between Renton Highlands Urban Center and Downtown Urban Center North. The Renton Highlands is an economically disadvantaged community that has been historically underserved by nonmotorized transportation connections to the regionally designated urban center of Renton. Since the construction of I-405 there has been a physical barrier preventing this pedestrian connection along Park Avenue (see attached photos). A recent project on SR 900 by the Washington State Department of Transportation (WSDOT) constructed several thousand linear feet of sidewalk from the Renton Highlands to the I-405 on/off ramp located on the east side of the freeway. This project will complete the pedestrian connection from where the WSDOT project ended to the Urban Center and Coulon Park. The project will provide this much-needed linkage and continue to be a legacy for future generations, connecting centers, transportation facilities, neighborhoods, parks and regional trails (connects to Lake Washington Loop Trail).</i></p> | | |
| 5 | <p>Project Location: <i>The project begins at the on/off ramp at I-405 and NE Park Drive (SR 900) located on the east side of I-405. The project continues west under I-405 crossing the I-405 southbound off-ramp intersection with NE Park and continues west along NE Park and terminates on Houser Way North in the vicinity of Lake Washington BLVD.</i></p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project:</p> <ul style="list-style-type: none"> • <i>On/off ramp at I-405 and NE Park Drive (SR 900) located on the east side of I-405.</i> <p>c. Crossroad/landmark nearest to end of project:</p> <ul style="list-style-type: none"> • <i>On Houser Way North in the vicinity of Lake Washington BLVD.</i> | | |
| 6 | <p>Map: Include an 8½” x 11” legible vicinity map (if applicable) with completed application form. <i>If unable to send map electronically, provide separately by fax or mail.</i></p> | | |
| 7 | <p>Federal Functional Classification Code (Select only one)</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p style="text-align: center;"><u>Rural Functional Classifications</u> (“under 5,000 population”) (Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> </td> <td style="width: 50%; vertical-align: top;"> <p style="text-align: center;"><u>Urban Functional Classifications</u> (“over 5,000 population”) (Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input checked="" type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> </td> </tr> </table> | <p style="text-align: center;"><u>Rural Functional Classifications</u> (“under 5,000 population”) (Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> | <p style="text-align: center;"><u>Urban Functional Classifications</u> (“over 5,000 population”) (Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input checked="" type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> |
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- 09 Local Access
- 21 Proposed Principal Arterial – Interstate
- 22 Proposed Principal Arterial
- 26 Proposed Minor Arterial
- 27 Proposed Major Collector
- 28 Proposed Minor Collector
- 29 Proposed Local Access

- 19 Local Access
- 31 Proposed Principal Arterial – Interstate
- 32 Proposed Principal Arterial – Expressway
- 34 Proposed Principal Arterial
- 36 Proposed Minor Arterial
- 37 Proposed Collector
- 39 Proposed Local Access

NOTE: Federally Funded Projects. A roadway must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects which are on a roadway with a functional classification of 09, 19, 29 or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as “00”.

Examples of Exceptions:

- Any bicycle and/or pedestrian project.
- Projects not on a roadway and using CMAQ or other funds
- Any transit project, including equipment purchase and park-and-ride lot projects.

PROJECT EVALUATION INFORMATION

IMPORTANT INSTRUCTIONS: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to “Countywide Non-Motorized Project Evaluation Criteria” included in the 2006 King Countywide Call for Projects for information on how the projects will be evaluated.

- **Part 1:** Choose one of the two project categories that best fits your proposed project and complete Section A or B
- **Part 2:** Complete all Sections c through F

PROJECT EVALUATION: PART 1

Choose which of the two Centers categories your project falls under:

- Project is located within a Center
> *NOTE: Complete Section A, then proceed to Sections C through F in Part 2*
- Connecting Corridors
> *NOTE: Complete Section B, then proceed to Sections C through F in Part 2*

SECTION B: CONNECTING CORRIDORS

Please explain how your project addresses the following:

- **Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups.**

The project will establish a pedestrian connection between the PSRC-designated Regional Growth Center in Renton and the locally designated Renton Highlands Urban Center where none currently exist.

The investment will provide essential connections to retail, employment, civic centers and recreational facilities between the two Urban Centers while providing the needed east-west pedestrian connection that currently does not exist due to the construction of I-405.

The project will provide increased transportation options to benefit a broad range of users, including residents, recreational users, tourists, and commuters, in addition to minority, senior, and economically-disadvantaged populations.

Median Household Income (MHI) is often a good indicator of the economic vitality of a city's population, especially when compared as a percentage of state MHI (WA-MHI). The fact that the affected populations are economically disadvantaged becomes especially apparent when they are compared with other cities in the relatively affluent east side of Lake Washington urban areas.

The South Puget Sound has also been identified as a target critical health area for its relatively high rates of obesity. The project would create a pedestrian connection, thus offering additional health conscious and active life-style choices.

- **Describe how the project improves a corridor in logical segments, thereby preventing the creating of missing links or gaps.**

This project is a logical continuation of the pedestrian improvements that were just completed in summer of 2008 by the WSDOT. The project will provide the last missing link to the urban center to urban center pedestrian connection overcoming the current barrier that I-405 creates. This project will not result in any new missing links or gaps.

Once complete, this project becomes part of the city's larger planned pedestrian system that will serve employment and residential centers in both urban centers and connects to regional trails system network via the Lake Washington Loop Trail. Perhaps the most critical linkage that will be created by the proposed project is the safety gap that will be closed separating the motorized traffic along and across this I-405 interchange—with physical barriers to separate motorized and nonmotorized travelers.

- **Describe how the project creates more effective and efficient travel flows along the corridor by filling missing links or removing barriers.**

The project will create more effective and efficient travel flows along the corridor by providing missing links between existing facilities for nonmotorized users. Furthermore, this project will encourage some users to shift from vehicular modes of travel towards an active mode of travel. Vehicular traffic volumes are high along SR900 with narrow to no shoulders that present a barrier and safety hazard for pedestrians. The preferred pedestrian facilities designs and alignments attached will provide safe, dedicated facilities for nonmotorized users. Separating pedestrians from the motorized travel way will also improve vehicular traffic flow along the corridor.

- **Describe how the improvements create long-term sustainable solutions and improve the system as a whole.**

The project will produce a sustainable, long-term solution to the community's non-motorized transportation needs. It will improve the greater South King County Pedestrian System linkages and extend non-motorized access over I-405. This trail will benefit multiple users including residents, employees, recreational users, and commuters. The project furthers the County's vision of a Regional Trail System – it connects to the Lake Washington Trail in the vicinity and nearby Cedar River Trail, creating a more complete regional system to facilitate non-motorized transportation throughout the Puget Sound region.

SECTION C: PROJECT READINESS

Once Section A or B in Part 1 has been completed, complete all of Part 2, Sections C through F.

Introduction: Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness and financial plan sections below. The primary objective of the evaluation is to determine if a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested funding. All questions **must** be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested funding.
- When the sponsor plans to obligate requested funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- If the federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions can be found at

<http://www.psrc.org/projects/tip/selection/2006/CallMaterials/Secured%20funding%20def%202006.pdf>

Project Readiness: **Please fill out the questions below if your project is requesting funds for a Right of Way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question in Section C: Project Readiness.**

It is recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify these requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question A below, select one of the three options from the drop down list for all items that apply at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question B, including the estimated schedule for completion.

A. Check all items that apply below. Note: if no ROW is required for the project, select "not needed" for sections b through g.

(select one) a. Final FHWA or FTA approval of environmental documents including:

(select one) - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

(select one) - Section 106 Concurrence.

(select one) - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

(select one) b. True Cost Estimate for Right of Way.

(select one) c. Right of Way Plans (stamped).

(select one) d. Relocation Plan (if applicable).

- (select one) e. Right of way certification.
- (select one) f. Certification Audit by WSDOT R/W Analyst.
- (select one) g. Relocation Certification, if applicable.
 - (select one) - Certification Audit by WSDOT of Relocation Process, if applicable.
- (select one) h. Engineer's Estimate.
- (select one) i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

B. Additional information: include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

No right-of-way acquisition is required. Conceptual plans and existing safety condition photos at the major pedestrian barrier are attached. The preliminary construction estimate has been completed. Assuming that funds are obligated in early 2010, it is anticipated that with support from the requested funds, design of this facility will occur from March, 2010 to October 2010. Construction funds have yet to be determined, but the current City of Renton CIP has set aside \$1,500,000 in City funds for projects identified by the Highlands Task Force.

Section D: Financial Plan

Financial plan: **Please fill out Tables A-D below and corresponding questions E-F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Countywide Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured funds (Table C) needed to complete the project.**

Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Non-Motorized Program

| Phase | Estimated Obligation Date by Phase (mm/dd/yy) | Federal Funding Source (enter either STP or CMAQ; choose only one) | Federal Funds Amount |
|----------------|---|--|----------------------|
| Design | 02/01/2010 | CMAQ | \$240,000 |
| | | | \$ |
| | | | \$ |
| Totals: | | | \$240,000 |

Table B: Existing Secured Funding

| Phase | Estimated Obligation* date by Phase (mm/dd/yy) | Source | Amount |
|---------------|--|----------------|----------|
| Design | 02/01/2010 | City of Renton | \$60,000 |
| | | | \$ |
| | | | \$ |
| | | | \$ |
| | | | \$ |
| TOTAL: | | | \$60,000 |

*For tables B or C “obligation” may be defined as expenditure or other commitment of funds

Table C: Needed future funding (unsecured) Note: do not include the grant funds requested in Table A

| Phase | Estimated Obligation* date by Phase (mm/dd/yy) | Source | Amount |
|---------------|--|--------|--------|
| | | | \$ |
| | | | \$ |
| | | | \$ |
| | | | \$ |
| | | | \$ |
| TOTAL: | | | \$ |

*For tables B or C “obligation” may be defined as expenditure or other commitment of funds

Table D: Total Project Cost (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

| Phase | Total estimated cost | Phase | Scheduled completion date (mm/dd/yy) |
|---------------------------------|----------------------|--|--------------------------------------|
| Planning: | \$15,000 | Planning: | Complete |
| Preliminary Engineering/Design: | \$300,000 | Preliminary Engineering/Design: | 10/01/2010 |
| Right of Way: | N/A | Right of Way: | N/A |
| Construction: | \$1,700,000 | Construction: | 10/01/2011 |
| Other (Specify) : | \$ | Other (specify) : | |
| Total Project Cost: | \$2,015,000 | Estimated date of completion (i.e. open for use) | 10/01/2011 |

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained and status of current phases (i.e. PE at 30%):

Planning Study Complete (see attached drawings) and Planning Level Cost Estimates are at 100%

With funding, Plans, Specifications, and Estimates (PS&E) will be 100% for both sections, including environmental review and permits in-hand.

F. If unable to completely fill out Table D (Total Project Cost): Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

The total estimated cost for construction is based on planning level study as well as present-day dollars for costs (construction, engineering, materials, etc). Actual engineering-level cost-estimates and scheduling will be finalized during the preparation of PS&E.

SECTION E: JOINT OPPORTUNITIES

Please explain how your project addresses the following:

- What other private and/or publicly funded project(s) will receive a benefit from this project? Describe the other project(s) and its relationship to your agency's project. Be specific. (E.g., *If funds are committed to another project, describe the commitment, including the amount. Describe any conditions associated with the commitment, including timing. If the commitment or partnership is non-financial, so indicate.*) In your answer, summarize relevant letters and/or documents describing commitments and key points. Include dates. Do not attach copies of these letters or documents.

This project will benefit the residents of Renton, and greater King County by connecting to the existing and recently completed trails and sidewalks with the Landing. The Landing was a public and private partnership that included \$25,000,000 in public investments of infrastructure and over \$100,000,000 in private investments. Other projects include WSDOT's SR 900 sidewalk project completed in 2008. The project will also compliment and provide pedestrian access to the proposed docking site near Coulon Park for the King County's passenger only ferry pilot project. It will also compliment the Transit Now partnership between King County Metro and the City of Renton to expand the Rt. 110 to Lake Washington BLVD and the entrance to Coulon Park. The City of Renton has budgeted \$1,000,000 over the next five years for this Transit Now partnership and Metro has budgeted \$3,000,000.

- Will an opportunity be lost if the project does not receive funds through this project competition? Describe and explain the consequences.

Recent completion of the Highlands Task Force Study has provided significant momentum for this project, including support from the Renton City Council. The study identified several needed infrastructure improvements and this pedestrian connection was one of the highest priorities of the Task force.

SECTION F: PLANNING

Please explain how your project addresses the following:

- Describe the planning process through which this project has been developed.

The project was developed as part of the City of Renton Highlands Task Force. Meetings of the Task Force began in September 2007. Early meetings were spent learning background information, establishing a study area boundary, and defining issues for review. This process culminated in a public meeting held in February 2008. Over 175 people participated in the Task Force's public meeting. People provided input orally and in writing to direct the Task Force's work program. Community issues and concerns were ranked by each person present at the public meeting. This project grew from the following vision developed by the Task Force:

Neighborhood places are interconnected and walk-able

Schools, parks, recreation centers, civic buildings, the commercial area, and neighborhoods are linked through an interconnected system of sidewalks and pathways. This interconnected system enhances and facilitates traffic flow, health, safety, and social connectedness in the Highlands.

In particular the Task Force identified the lack of a pedestrian connection between the Highlands Urban Center the Downtown Urban Center North and Coulon Park. The City has since completed the planning study that resulted in the attached conceptual plans.

- Describe how the project is consistent with a local jurisdiction’s adopted comprehensive plan, local plan, transit plan, etc. **IMPORTANT:** Provide specific citations and a copy of the appropriate pages and include dates of adoption.

The project is consistent with the goals and policies set forth in comprehensive, local and transportation planning documents established to guide developments in Renton. Specific elements are provided, below.

City of Renton Planning Documents

Renton Comprehensive Plan - Transportation Element (pages XI-40, XI-41)

Objective T-N - Enhance and improve the non-motorized circulation system to, from, and within the City.

Objective T-P - Improve the City’s pedestrian and bicycle network to increase access to and circulation within the Urban Center – Downtown.

Policy T-47 - Pedestrian and bicycle traffic should be accommodated within all areas of the City.

Policy T-51 - Convenient and safe pedestrian and bicycle access should be provided to and at the Downtown Transit Center and all transit stops.

Policy T-61 - Adequate separation between non-motorized and motorized traffic should be provided to ensure safety.

Renton Comprehensive Plan - Parks, Recreation, Open Space, and Trail Element (page X-8 and X-10)

Objective P-F - Create a walk-able community by developing and maintaining a comprehensive trails system that... Connects to regional trail systems, and provides increased recreational opportunities for the public.

Policy P-63 - The trail system should serve local and regional users and be linked to the regional trail system.

Policy P-88 - Develop and maintain comprehensive trails systems, which provide non-motorized areas throughout the City...and provide increased recreational opportunities for the public.

Renton Trails and Bicycle Master Plan

The project is contained in Renton’s Trails and Bicycle Master Plan, listed in the table of proposed trails for improvements (Page 131). This plan was adopted May 11, 2009.

Renton Comprehensive Plan - Land Use Element (pages IX-35)

Policy LU-193 - Renton’s Urban Center should be maintained and redeveloped with supporting land use decisions and projects that accomplish the following objectives: 3) Support development of an extensive transportation system to reduce dependency on automobiles.

Policy LU-200 - Center Downtown zoning should be selected for those portions of the Urban Center – Downtown that are envisioned for the widest mix of residential and commercial uses. The Center Downtown should provide a high-quality pedestrian environment.

- Describe how the project is consistent with Destination 2030 (adopted May 2001). Refer to the PSRC website (www.psrc.org) for a list of Destination 2030 policies.

The project supports Destination 2030’s Non-motorized Transportation goals:

By the year 2030, biking and walking could account for as much as 20-percent of all trips in the region. Destination 2030 calls for creating a regionally integrated network of non-motorized facilities linking bicycle and pedestrian infrastructure within urban places, and connecting these facilities to regional transit services.

Priority investments are those that complete the non-motorized system by filling gaps in the existing network, creating connections to, and improved circulation within, urban centers and high capacity station areas, and developing intermodal connections. Non-motorized transportation investments include:

- *Over 700 miles of new paths and bikeways by 2010, including over 180 miles of separated off-road bicycle/pedestrian paths and over 550 miles of on-road bicycle lanes.*
- *Over 500 additional miles of new paths and bikeways by 2030, including over 170 additional miles of off-road bicycle/pedestrian paths and over 370 miles of on-road bicycle lanes.*

SECTION G: AIR QUALITY

NOTE: While project sponsors are not requested to provide detailed quantitative analyses at this time, those projects that are selected for CMAQ funds will be asked to assist staff in quantifying the benefits of their projects prior to TIP submittal.

Describe how your project will reduce emissions. Include discussion of the population served by the project – who will benefit, where and over what time period. Be as specific as possible and include examples.

The project has the potential to reduce emissions, from the reduction of vehicular trips in terms of green house gas emissions, by offering greater transportation and recreational choices to the residents of Renton and will encourage residents to choose a non-motorized means of travel.

- Describe how your project will reduce VMT, either by eliminating or shortening vehicle trips;

The project reduces VMT by providing logical, barrier-free connections between Centers that give residents in the area a viable choice of completing part of or their entire trip by a non-motorized means, such as walking or bicycling. The project connects key employment, retail, recreational and transit facilities. Additionally, transportation demand management mode-shift ranges place a non-motorized facility with a high potential for attracting commuter traffic as having as much as a 5-percent reduction in average daily traffic along a facility. The project also improves public health by reducing particulate pollution and encouraging recreational aerobic activities.

- Describe how your project will result in a mode shift from SOVs to transit, carpool or nonmotorized;

By providing safe and direct center-center non-motorized connection, the project will provide a means for users to choose an alternative method to their vehicles. Some key reasons for mode-shift from vehicles to walking or bicycling includes a significant perception in an increase in safety and convenience—this facility provides a separated pedestrian facility that reduces the number of conflict points with motorized traffic and connects to key residential and employment centers, as well as transit. Furthermore, by connecting urban centers that are traditionally economically disadvantaged and currently underserved by non-motorized transportation routes, the project will encourage new users of non-motorized transportation methods where it is currently inconvenient or impossible.

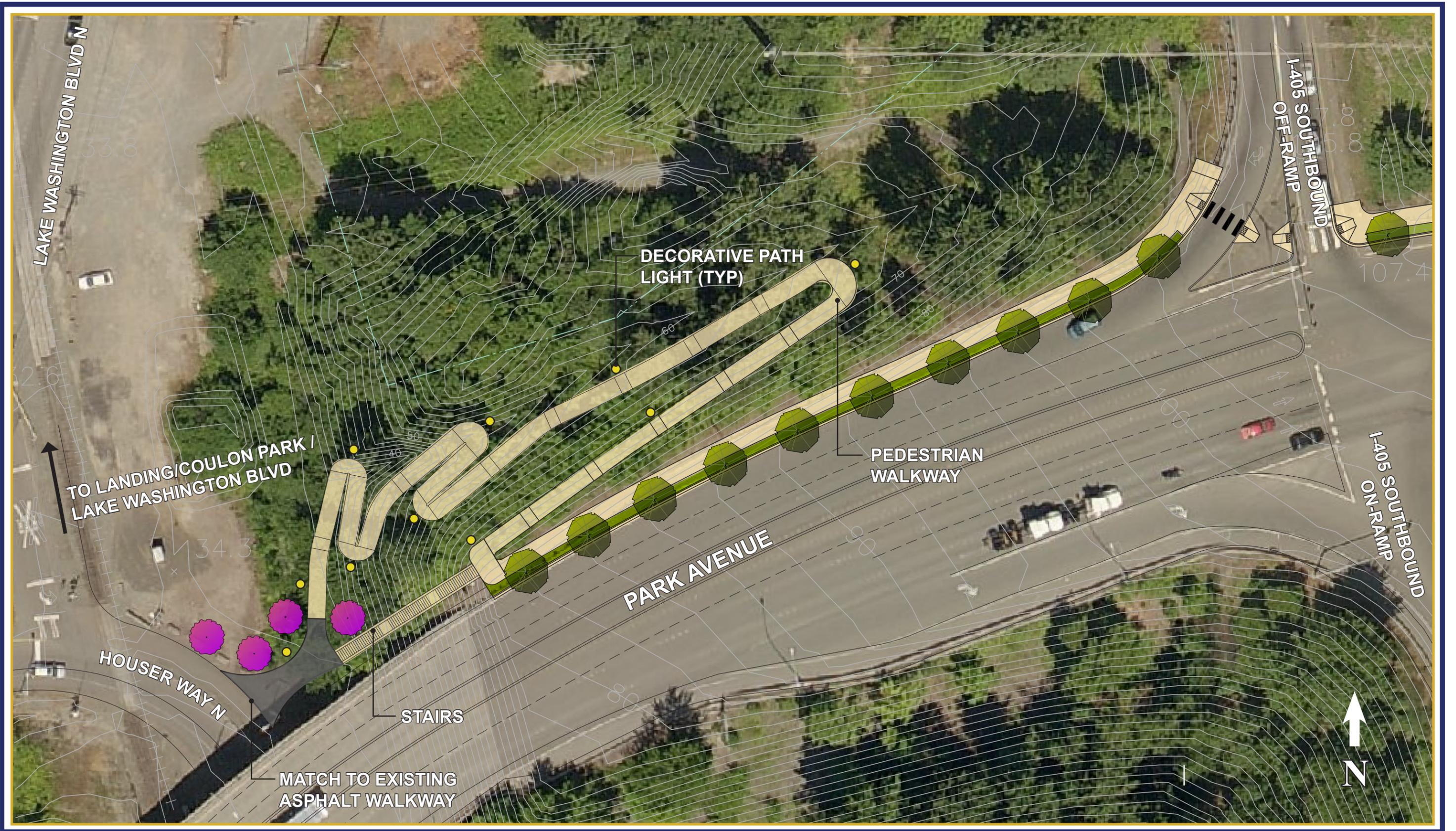
- Describe how your project will result in an increase in transit ridership, either through new transit service or greater accessibility to transit;

The project will provide greater accessibility to transit through several connections to transit routes that serve the two centers and the future expansion of the Route 110 via a Transit Now partnership.

- Describe how your project will improve the flow of traffic and reduce the amount of idling vehicles - how will this project relieve an existing problem;

By encouraging non-motorized transportation options, the project will help reduce the amount of vehicles travelling on the existing roads. This reduction in vehicles, leads to a reduction in congestion, and ultimately improves how our roadways and signal operate as less demand is placed on already taxed systems. The existing problem is the ever increasing demand and the lack of space or monies to expand existing system. Non-motorized improvements are one-tool in a tool box of many demand management strategies that can assist cities, regions, counties, and states to provide long-term efficient methods of providing equitable travel throughout their jurisdictions.

Describe how your project will reduce emissions through alternative fuels or vehicles. Walking and transit are an alternative ‘vehicle’ choice to our private automobiles. The cumulative effect of people traveling through the Puget Sound region by walking and using transit can have significant impacts on the reductions of emissions in our region.



HIGHLANDS TO LANDING/COULON PARK NON-MOTORIZED CONNECTION
CONCEPTUAL PLAN

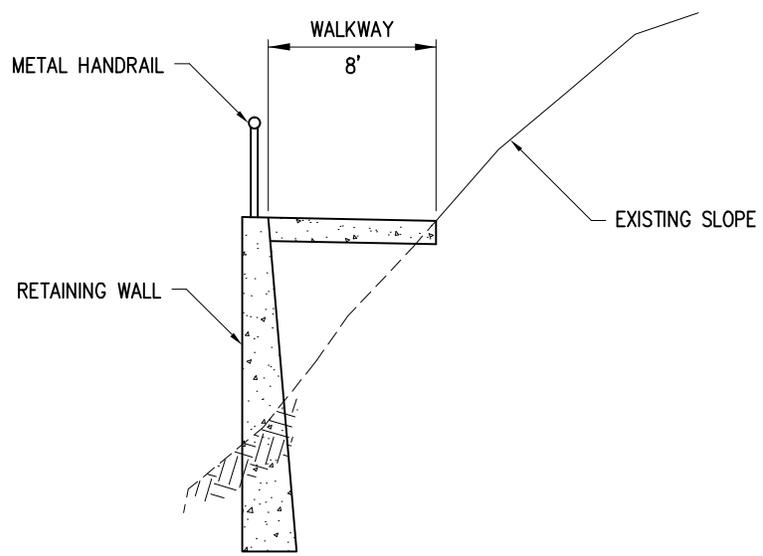
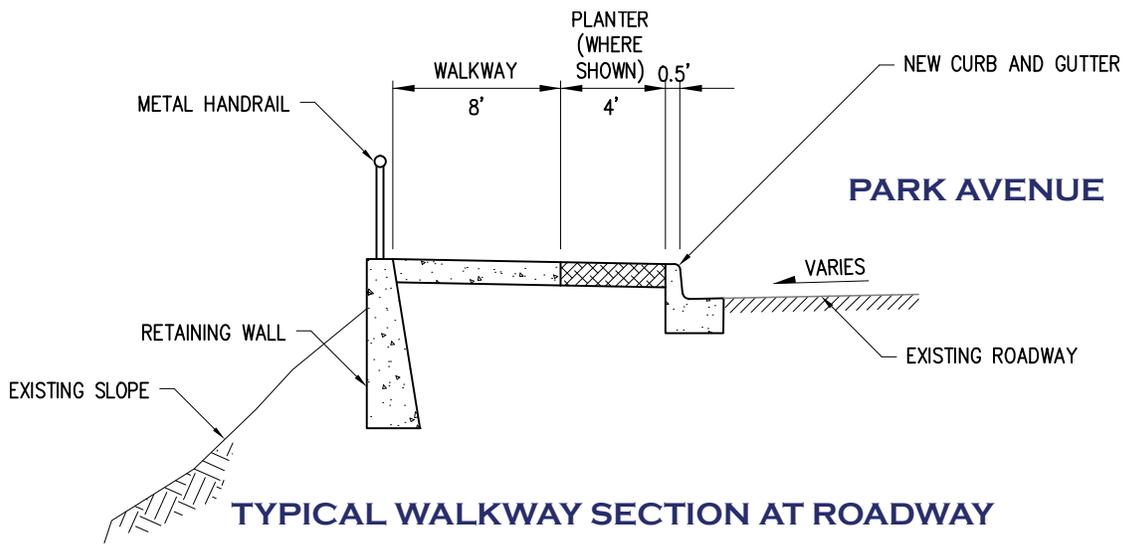
KPG
 MAY 14TH, 2009



HIGHLANDS TO LANDING/COULON PARK NON-MOTORIZED CONNECTION

CONCEPTUAL PLAN

KPG
MAY 14TH, 2009



HIGHLANDS TO LANDING/COULON PARK
NON-MOTORIZED CONNECTION
 TYPICAL WALKWAY SECTION DETAILS

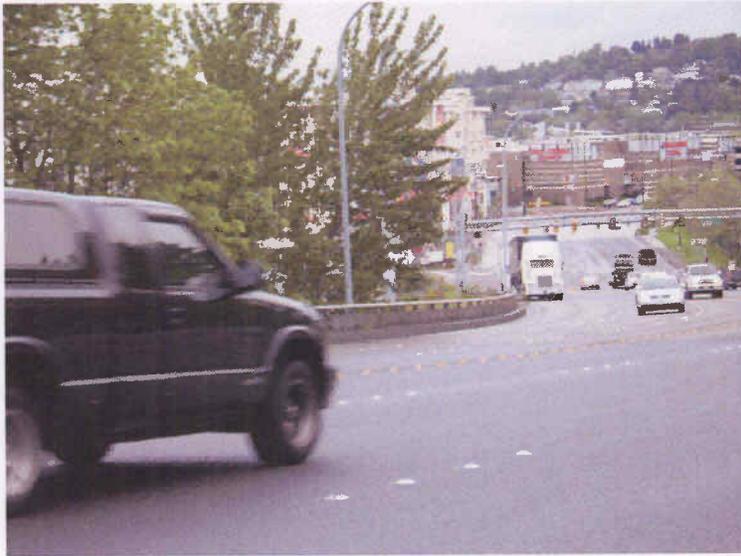
West of I-405 facing Renton Urban Center North (The Landing/The Boeing Company/Paccar/Kenworth/Southport)



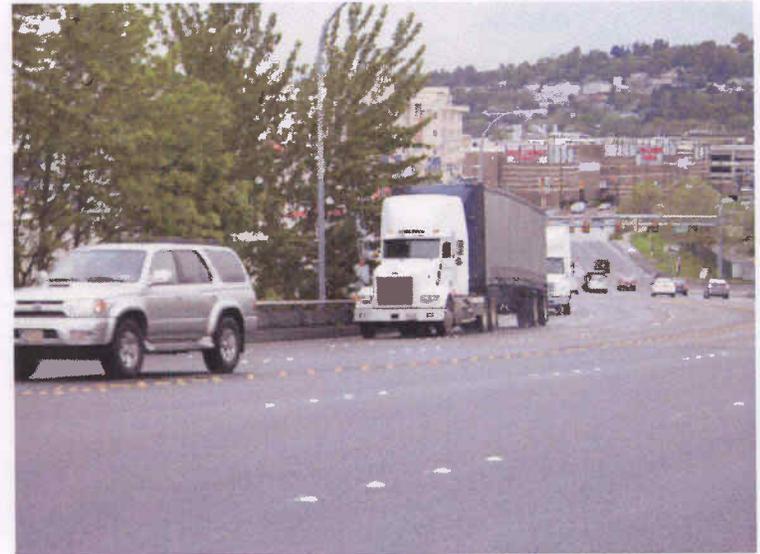
Northern side of SR 900



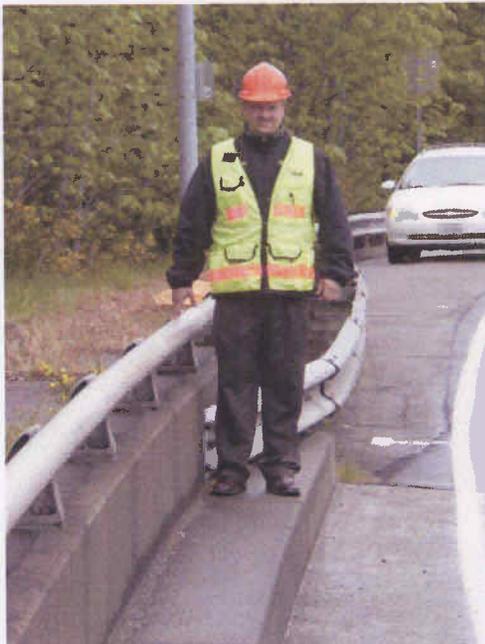
Northern side of SR 900



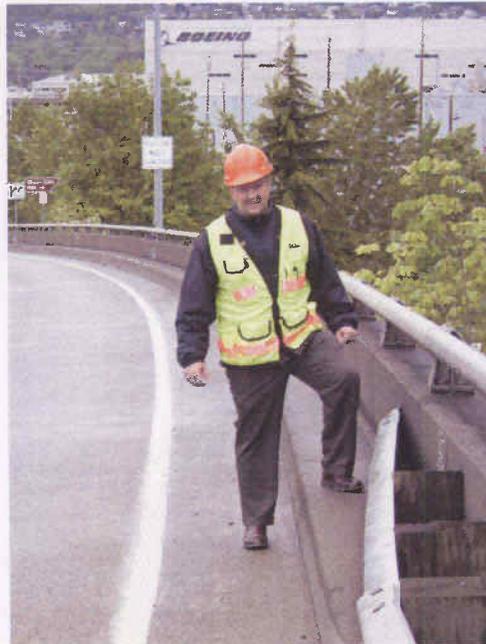
Southern side of SR 900



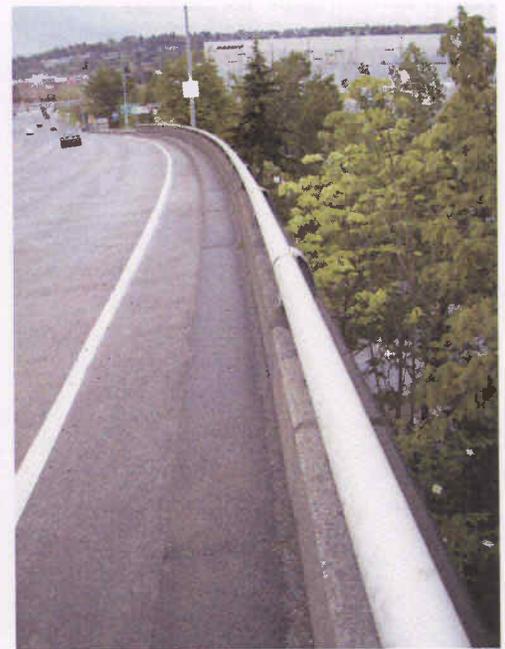
Southern side of SR 900



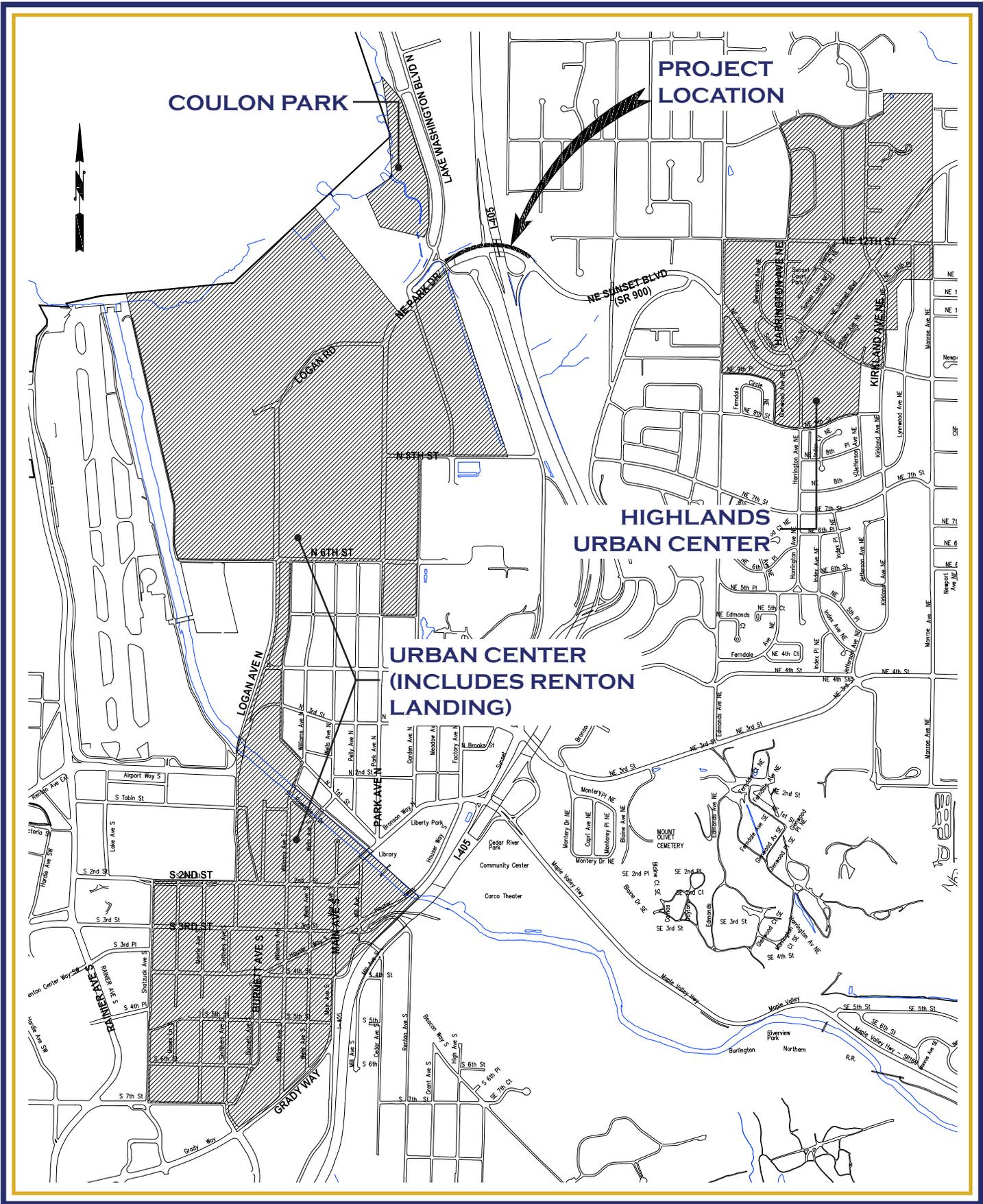
Facing east



Facing west



Facing west



HIGHLANDS TO LANDING/COULON PARK
NON-MOTORIZED CONNECTION
 VICINITY MAP

KPG
 MAY 14TH, 2009