

Renton Trails and Bicycle Master Plan Update

Renton/King County Staff Meeting

June 13, 2017

1:00 – 2:30 PM

Renton City Hall, 5th Floor, Conference Room 511

Meeting Summary

Participants

King County Staff

Robert Foxworthy, Project/Program Manager IV, Regional Trails Coordinator

Michael Ullmer, Project/Program Manager II

Jason Rich, Capital Project Manager 4, DNR/Parks, CIP

Jean White, Government Relations Administrator, DNR/Parks, capital Planning and Land Management

City of Renton Staff

Jim Seitz, Transportation Systems Director

Vicki Grover, Transportation Planning & Programming Manager

Leslie Betlach, Parks Planning and Natural Resources Director

Angie Mathias, Long Range Planning Manager

Todd Black, Capital Project Coordinator

Cailin Hunsaker, Parks and Golf Director

Consultant

Connie Reckord, MacLeod Reckord (MR)

David Saxen, MacLeod Reckord (MR)

Purpose

The purpose of this meeting was to ensure that King County, the City of Renton and the Consultant Team were up to date on the status of regional trail projects within the city, and to discuss how to move forward in collaboration on making regional connections in Renton.

Discussion

General

- Branding the regional and local trail networks will be important so that they have an identity and can elicit enthusiasm and garner support of the public. (Jean)
- Boeing is supportive of regional trail systems and may be open to accommodating a trail connection between the Logan Avenue Trail and the SECO Site south of Gene Coulon Memorial Beach Park. (Jim)
- A regional trails charrette with the County and other knowledgeable contributors may be valuable. (Leslie)

- It was recommended that someone from the County serve on the Trails and Bicycle Master Plan Technical Advisory Committee.

Lake to Sound Trail

- Lake to Sound Trail will require a transition from off-road rural/suburban to more urban design.
- 7th Street is considered a reasonable route since it is wide, direct, and parallels the railroad ROW.
- For 7th Street, the County would prefer a side path over a cycle track along the curb line. It was noted north side would likely be preferred.
- A road diet was considered for 7th Street from Naches Ave SW to Lind Ave SW, but is not currently being considered.
- Routing along 7th Street would have to deal with a RapidRide stop at Rainier Avenue, and difficult/narrow crossings of Rainier.
- If the BNSF ROW is used, the alignment would likely be on the south side, lower bank.
- For a 7th Street alignment, Burnett Ave could have a 12-foot wide shared use path (the current path in Burnett Linear Park is 10-foot wide).
- The City indicated it would be possible to reconfigure the parking along Burnett and the new trail could be along the east side of the median/ROW.
- The trail along Burnett is a key component in the Civic Core Plan.
- The 7th Street alignment is likely to have better security, since it has more “eyes” than the railroad ROW.
- The City noted the Civic Core team prefers the alignment along the south side of Houser and it was noted the City owns the Houser ROW.
- King County noted it would be great to organize a “pop-up” event to promote the alignment on Houser, similar to what was done for the ERC, which was a temporary café.
- The Houser Way dead-end concept is no longer being considered (at the Cedar River) as part of the I-405 improvements.
- BNSF is not likely to co-locate a trail within their ROW, but King County indicated they may sell a portion of the ROW.
- The BNSF ROW is approximately 100-foot wide.
- Alignment within BNSF ROW would require new bridges across roads.

Cedar River Trail

- The City commented that the residents along North Riverside Drive are strongly opposed to property acquisition/ eminent domain by the city.
- One alternative for North Riverside Drive (proposed by John Owen/Makers) is a woonerf-like treatment with a 12-foot wide drive aisle separated by bollards from the shared use path portion of the road. This is a similar concept to that proposed in the Lower Cedar River Restoration Plan.
- The North Riverside Drive route terminates at Bronson Way, which does not have a crosswalk, and then must follow a sidewalk in front of the library entrance and south of Liberty Park.
- The City noted there is an adopted plan (Tri-Park Master Plan) to relocate the trail through Liberty Park and under the trestle over to Cedar River Park.

Soos Creek Trail Extension

- 60% plans complete, but County does not have construction funding to warrant final plans.

Cedar to Sammamish

- Not actively being pursued by the County.

- Getting from 154th Place SE to the plateau is prohibitive.
- The power corridor easement is problematic.

Proposed Transit Center

- Money has been allocated for the proposed transit center, so a street plan must be created soon.
- Sound Transit money can be used for trail connections, but they must be specific connections to the transit center, not simply a regional trail route that bypasses the center.

Related Plans

As a follow up to the meeting and to ensure everybody had the same background knowledge of trail planning to date, Leslie Betlach distributed via email a focused list of and links to all plans and documents pertaining to potential regional trail connections, including the Lake to Sound Trail, Eastside Rail Corridor, Cedar River Trail, Burnett Avenue Trail/Park, Soos Creek Trail, and the Cedar to Sammamish Trail.

These documents included:

1. FINAL Lower Cedar River Habitat Study – See Appendix B - Lower Cedar River Site 2
2. ERC FS Combined_102815_reduced (3) – See Chapter 2 in its entirety
3. Lake to Sound Feasibility Study Final – See Maps 1 -3 (pages 8-13)
4. Lake to Sound Permit Approval Set for Segment A in Renton/Tukwila
5. Renton Trails and Bicycle Master Plan – Adopted 2009 – Project Sheets pertinent to Regional Trail

Connections as follows:

104 – Black River Trail

105 – Burnett Avenue South Linear and Pedestrian Park

108 – Cedar-Sammamish Trail

112 – Factory Avenue North Bicycle Lanes

114 – Garden Avenue North and North 6th Street Bicycle Lanes

115 – Green River to Lake Youngs Connector

118 – Lake-Tobin-Shattuck Bikeway

120 – Lake Washington Loop: Airport Perimeter Road

121 Lake Washington Loop: Logan Avenue North

122 – Liberty Park Connector

125 – May Creek Trail

131 – NE Sunset Boulevard/SR 900 Bicycle Lanes

132 – North Riverside Drive

138 – Sam Chastain Waterfront Trail

144 – Soos Creek Trail

145 - South 2nd and 3rd Bikeway

151 – Tukwila Station/Longacres Drive Connector

152-157 – Two Rivers Trail Fort Dent Connector, Black River Railroad ROW Trail, Naches Avenue SW, SW/South 7th Street, Shattuck Avenue South, Houser Way South

159 - Williams and Wells Avenue Bikeway

6. Soos Creek Trail Phase 5 and 6 60% - and conceptually north to the Cedar River Trail
7. Tri-Park Final Rendering - Adopted Plan
8. Tri-Park Master Plan Full Report – (pages 10-35 of particular interest)
9. UPDATED Renton Trails and Bikeways Guide Map
10. Sam Chastain Waterfront Trail Concept Plan

11. Lake Washington Loop Phase III Exhibit – Connects to completed Logan Avenue Bike Lanes extending to North 6th Street. 60% drawings will be available next week for the Lake Washington Loop Phase III project
12. Adopted Benson Hill Community Plan
http://rentonwa.gov/uploadedFiles/Business/CED/planning/2013/BensonPlan_Final_Adopted_2013-10-14.pdf
*See Chapter 4, Multi-modal transportation – Pages 48-56
Page 50 – Soos Creek Trail with Map on page 51*
13. Adopted City Center Plan
<http://rentonwa.gov/uploadedFiles/Business/EDNSP/planning/FINAL%20ADOPTED%20PLAN%20-%20for%20web.pdf?n=9814>
*See Chapter 4 - Pages 58 - 97
Map on Page 88*
14. Adopted Parks, Recreation and Natural Areas Plan
http://rentonwa.gov/uploadedFiles/Living/CS/PARKS/PRO_PLAN/Renton_PRNA_Complete_Small_120511.pdf
See Recommendations by Community Planning Area – Pages 5-83 through 5-117

END MEETING NOTES