memo

to Keith Woolley, City of Renton

from Alex Dupey, AICP, Nathan Polanski, PE, MIG

re Renton Connector

Public Open House and Online Survey Summary

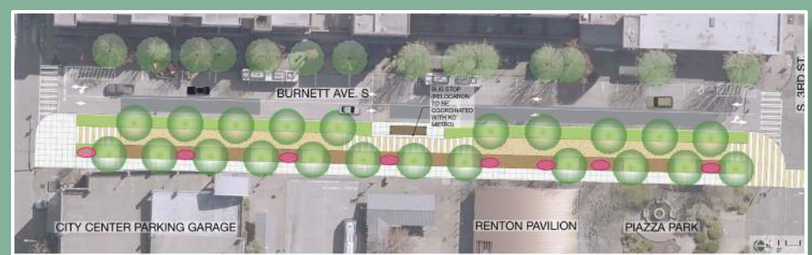
date August 2, 2023

This document includes results and findings from a Public Open House which took place on June 6, 2023 and an Online Survey which was conducted from June 2, 2023 – July 24 2023. The Survey and Open House solicited input on design concepts for Renton Connector as well paving materials, planting design, sight lighting, and future opportunities.

Please find attached:

1. Online Survey and Open House Summary Presentation (33 pages)
2. Open House Dot Exercise and "Create Your Own Connector" activity feedback (5 pages)
3. Open House Comment Cards (10 pages)
4. Online Survey Report (62 pages)

RENTON CONNECTOR



Online Survey + Open House Summary

August 2023

ONLINE SURVEY RESULTS

417+
Participants

552
Comments

OPEN
June 2 - July 24

Online Survey Question Categories

- Design Concepts
- Paving Materials
- Planting Design
- Site Lighting
- Art
- Future Opportunities

78% Live in Renton

60% Visit Downtown at least once a week

PUBLIC OPEN HOUSE RESULTS

275
Attendees

10
Comments cards

June 6

? Open House Question Categories

- Design Concepts
- Paving Materials
- Planting Design
- Site Lighting
- Art
- Future Opportunities

38 "Create your own Renton Connector" exercises completed

24 Sticky note comments

667 Dots placed on presentation posters

Design Concepts

NORTH BLOCK CONCEPTS

(S 2ND STREET TO S 3RD STREET)

Survey and Open House

Would you like to give us more information about why you chose this concept?

28% of survey respondents who chose option B cited "**walk**" or "**walking**"

28% of survey respondents who chose option B cited "**tree**" or "**trees**"

Which concept do you prefer for the north block?

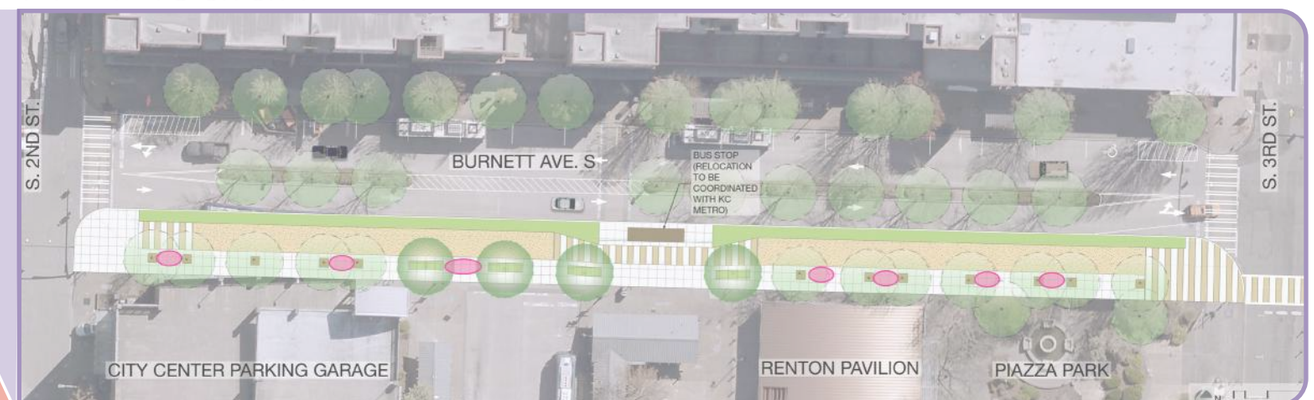
	ONLINE SURVEY	OPEN HOUSE
A - Median	25%	18%
It doesn't matter to me	4.9%	
I'm unsure	12.7%	
B- No Median	57.5%	82%

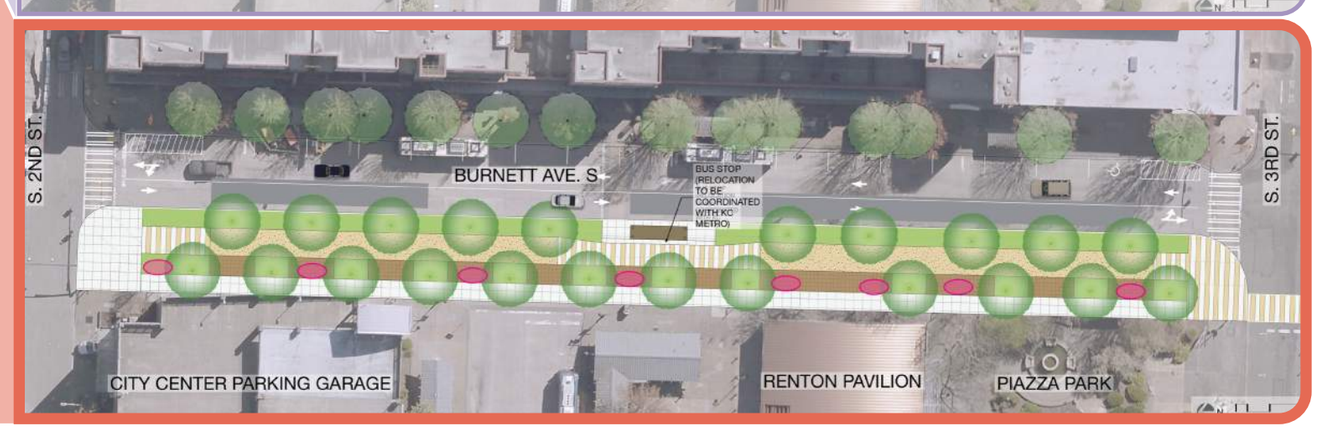
"Are the existing trees already a good fit?... New trees take time to fill in..."

-Survey Participant explaining why they chose option A

"I like the idea of having trees between the shared -use path and the car traffic."

-Survey Participant explaining why they chose option B





B- No Median

MIDDLE BLOCK CONCEPTS

(S 3RD STREET TO S 4TH STREET)

Survey and Open House

Would you like to give us more information about why you chose this concept?

68% of survey respondents who chose option B cited "**tree**" or "**trees**"

40% of survey respondents who chose option B cited "**parking**"

Which concept do you prefer for the middle block?

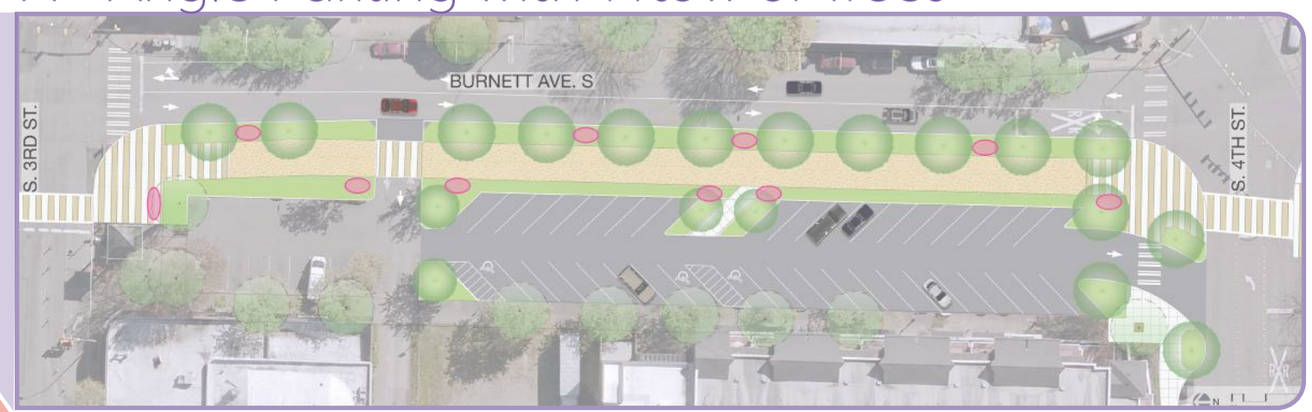
	ONLINE SURVEY*	OPEN HOUSE
A - Angle Parking with 1 Row of Trees	34.1%	29%
It doesn't matter to me	5.4%	
I'm unsure	8.1%	
B- Angle & Parallel Parking with 2 Rows of Trees	52.3%	71%

"Simpler parking, no one walking across the multi use path to get to businesses and apartments"

-Survey Participant explaining why they chose option A

"More trees is always better. Also, parallel parking on the street will slow drivers down making it safer for everyone."

-Survey Participant explaining why they chose option B



B- Angle & Parallel Parking with 2 Rows of Trees

* 42/258 Survey responses removed due to labeling error

SOUTH BLOCK CONCEPTS

(S 4TH STREET TO S 5TH STREET)

Survey and Open House

Would you like to give us more information about why you chose this concept?

46% of survey respondents who chose option A cited "**parking**"

25% of survey respondents who chose option A cited "**car**" or "**cars**"

? Which concept do you prefer for the south block?

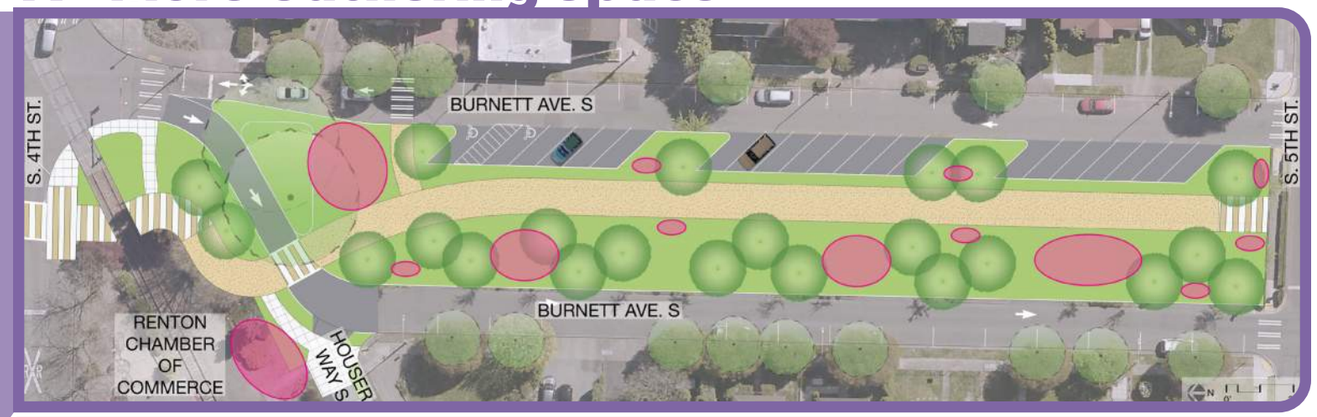
	ONLINE SURVEY	OPEN HOUSE
A - More Gathering Space	52%	71%
B- More Parking	33.2%	29%
It doesn't matter to me	5%	
I'm unsure	9.4%	

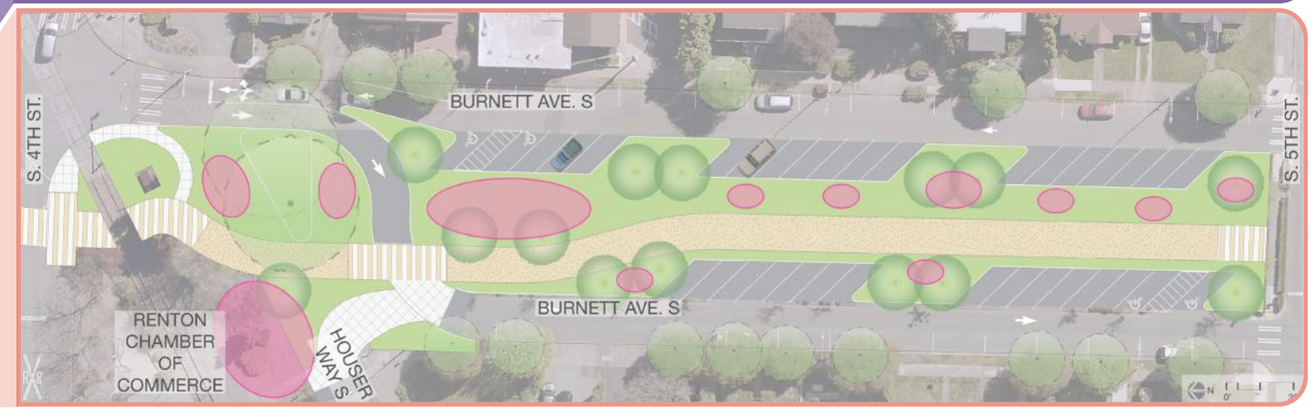
"Public/green spaces are a cherished part of downtown cores and are more valuable than parking"

-Survey Participant explaining why they chose option A

"Parking is a big deal"

-Survey Participant explaining why they chose option A





INTERSECTION AT HOUSER WAY

(S 4TH STREET TO S 5TH STREET)

Online Survey

Would you like to give us more information about why you chose this concept?

33% of survey respondents who chose option B cited "**safe**" or "**safety**"

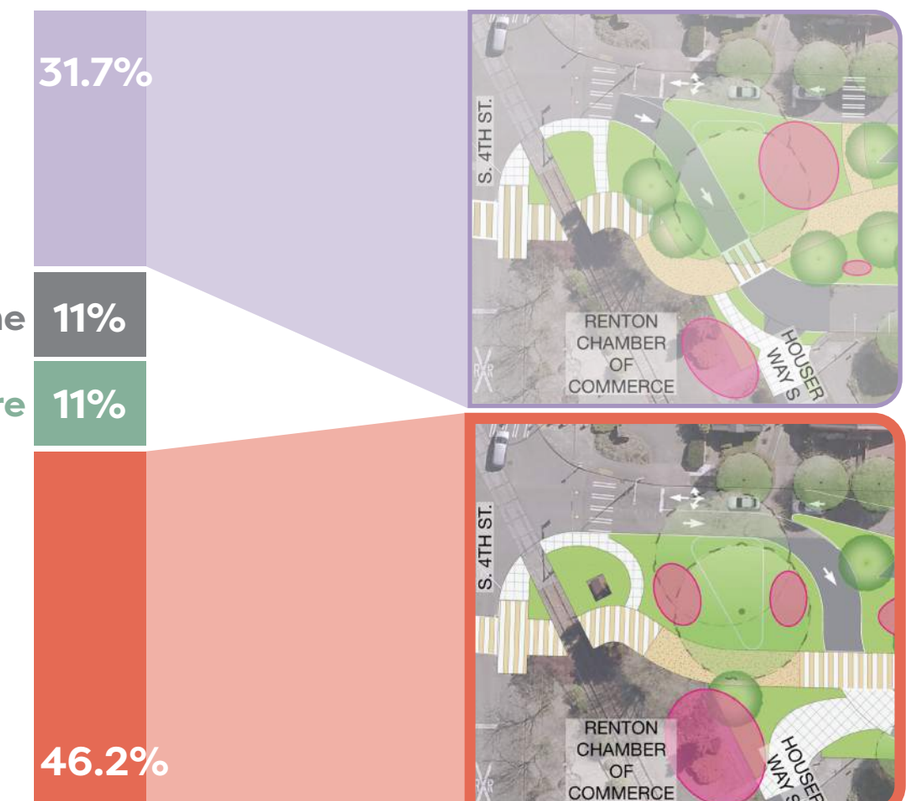
19% of survey respondents who chose option B cited "**pedestrian**"

Which concept do you prefer for the intersection at Houser Way?

ONLINE SURVEY

"Easier to rework and less cost."

-Survey Participant explaining why they chose option A



"Houser is a dangerous road with a blind corner at morris and smithers. Re-routing traffic elsewhere makes this safer for pedestrians."

-Survey Participant explaining why they chose option B

A – Existing roadway routing and a less direct trail crossing Houser Way

B– Routing the roadway around the trees and a more direct trail crossing Houser Way

COMMENTS SUMMARY

Online Survey

Would you like to give us more information about why you chose this concept?

552 Comments - Summary of comment topics:

36% **Mentioned parking**

- concern about retaining parking, especially for people accessing VFW
- advocacy for replacing parking in favor of trees, ammenities and gathering spaces

18% **Mentioned tree(s)**

- interest in retaining trees
- interest in increasing trees + tree canopy
- shade/urban heat island

17% **Mentioned walk(ing)**

- safety
- prioritizing walkibility

13% **Mentioned safe(ty)**

- conflicts between pedestrians/ cyclists and vehicles
- sighlines

Other Common Topics

- Bike + Biking
- Businesses
- VFW

COMMENTS SUMMARY

Open House

Additional comments collected with comment cards and sticky notes posted to boards

10 comment card + 24 Sticky notes - Summary of comment topics:

41% **Mentioned parking**

- concern about retaining parking, especially for people accessing VFW
- advocacy for reducing the number of parking spaces

24% **Mentioned trees**

- interest in increasing trees + tree canopy

12% **VFW**

- concern about maintaining adequate parking + access

12% **Business**

- concern about maintaining adequate parking + access

Other Common Topics

- Safety
- Bike

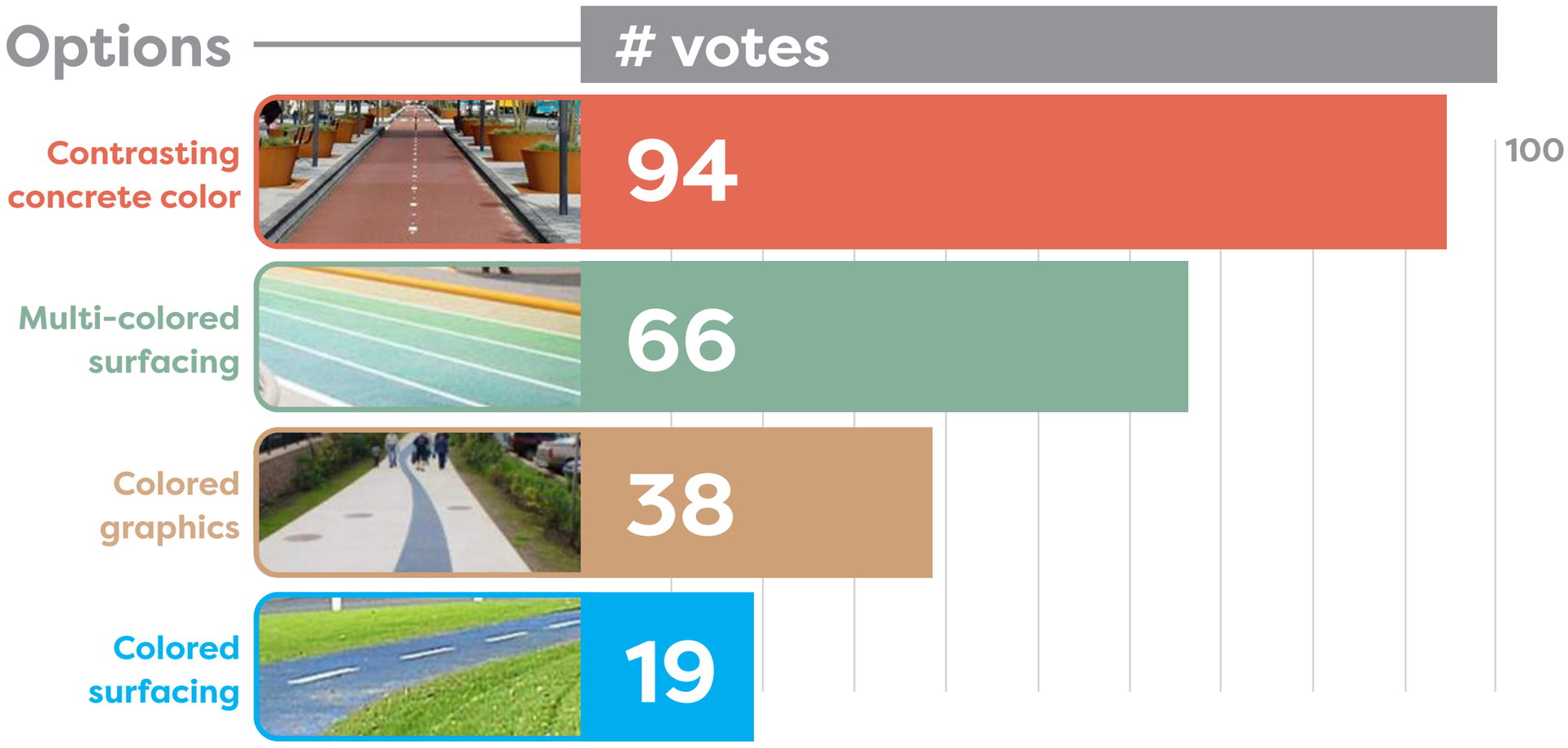
Paving Materials

PAVING MATERIALS

SHARED USE PATH

Online Survey

The shared use path will be used by both pedestrians and bicyclists. For this question, we're specifically focused on the more linear portions of the shared use path in the mid-block areas. What materials would you like to see? (choose 1)



PAVING MATERIALS

SHARED USE PATH

Open House

The images below shows various types of paving from similar projects. Vote for which ones you want the team to consider.

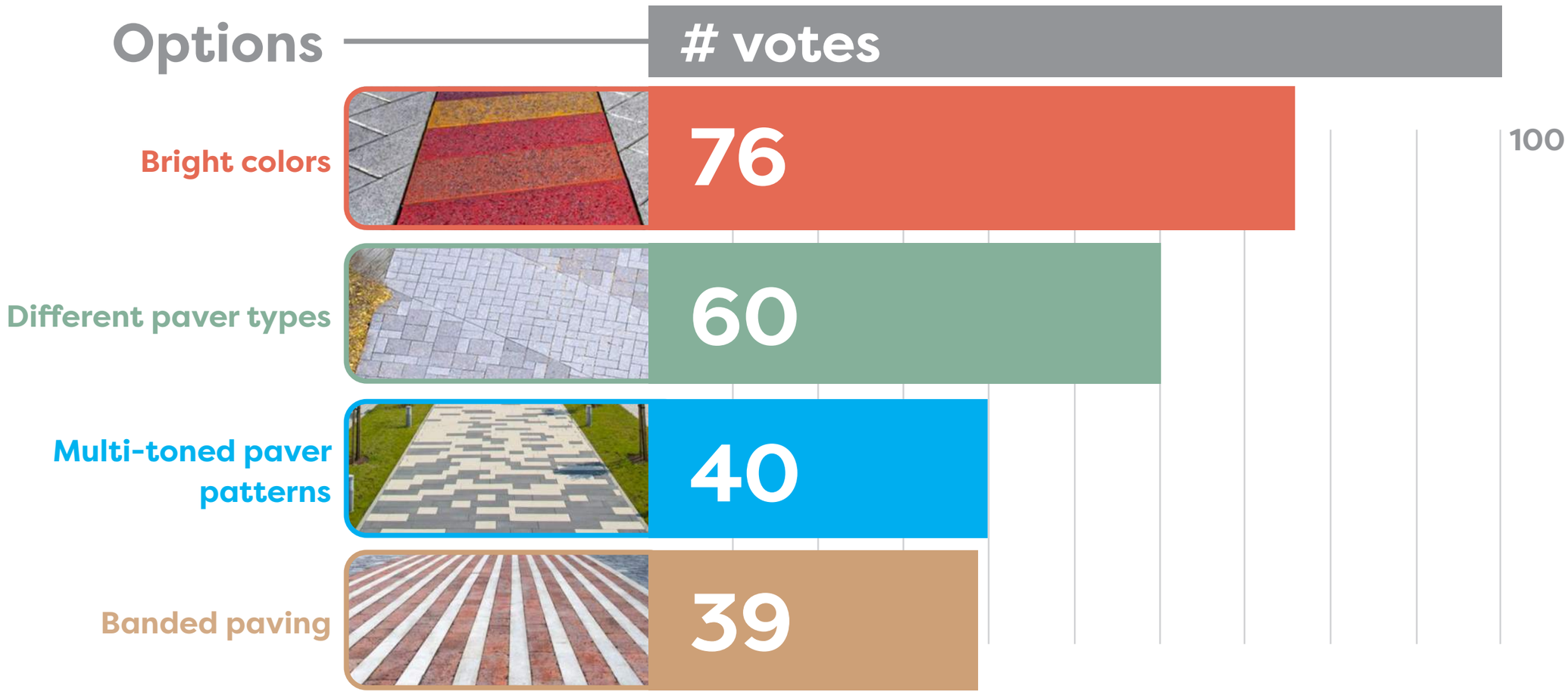
Options	# votes
Multi-colored surfacing can enliven path experience	34
Colored concrete provides contrast to adjacent pavement	17
Colored graphics can provide playful interaction	13
Colored surfacing can provide identity and wayfinding	7

PAVING MATERIALS

MIXING AND TRANSITION ZONE

Online Survey

The images below shows various types of paving from similar projects. Vote for which ones you want the team to consider.



PAVING MATERIALS

AMENITY ZONE

Open House

The images below shows various types of paving from similar projects. Vote for which ones you want the team to consider.

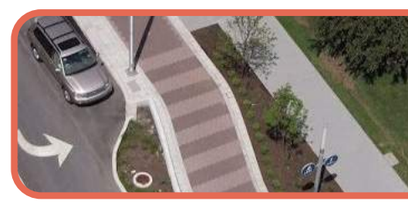
Options	# votes
Paver materials/ patterns can indicate intersecting uses	14
Paver patterns alert users to changing uses	12
Banded paving can highlight mixing zones	7
Paver patterns alert users to change uses	6

35

PAVING MATERIALS
TRANSITION ZONE

Open House

The images below shows various types of paving from similar projects. Vote for which ones you want the team to consider.

Options	# votes
Colors alert users to changing spaces	27
Colors create transition zone 	7
Stripes alert users to changing spaces	4

35

PAVING MATERIALS

TRANSITION ZONE

Open House

The images below shows various types of paving from similar projects. Vote for which ones you want the team to consider.

Options	# votes
	19
	14
	4

35

MOST POPULAR PAVING MATERIALS

# of votes: 111

Contrasting concrete color

103

Bright colors

100

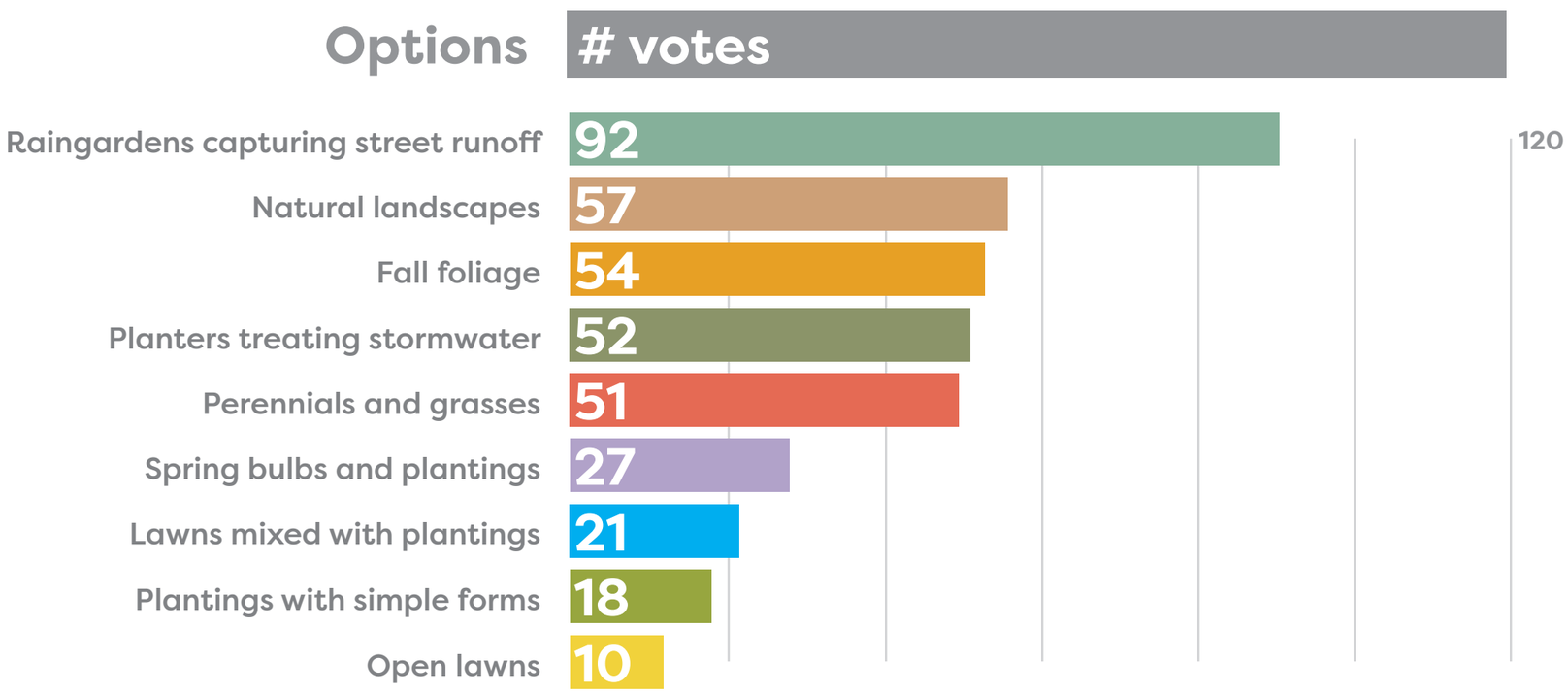
Multi-colored surfacing

Design Elements

LANDSCAPE

Online Survey

Which of these landscape design elements would you like to see included? (pick your top 3)

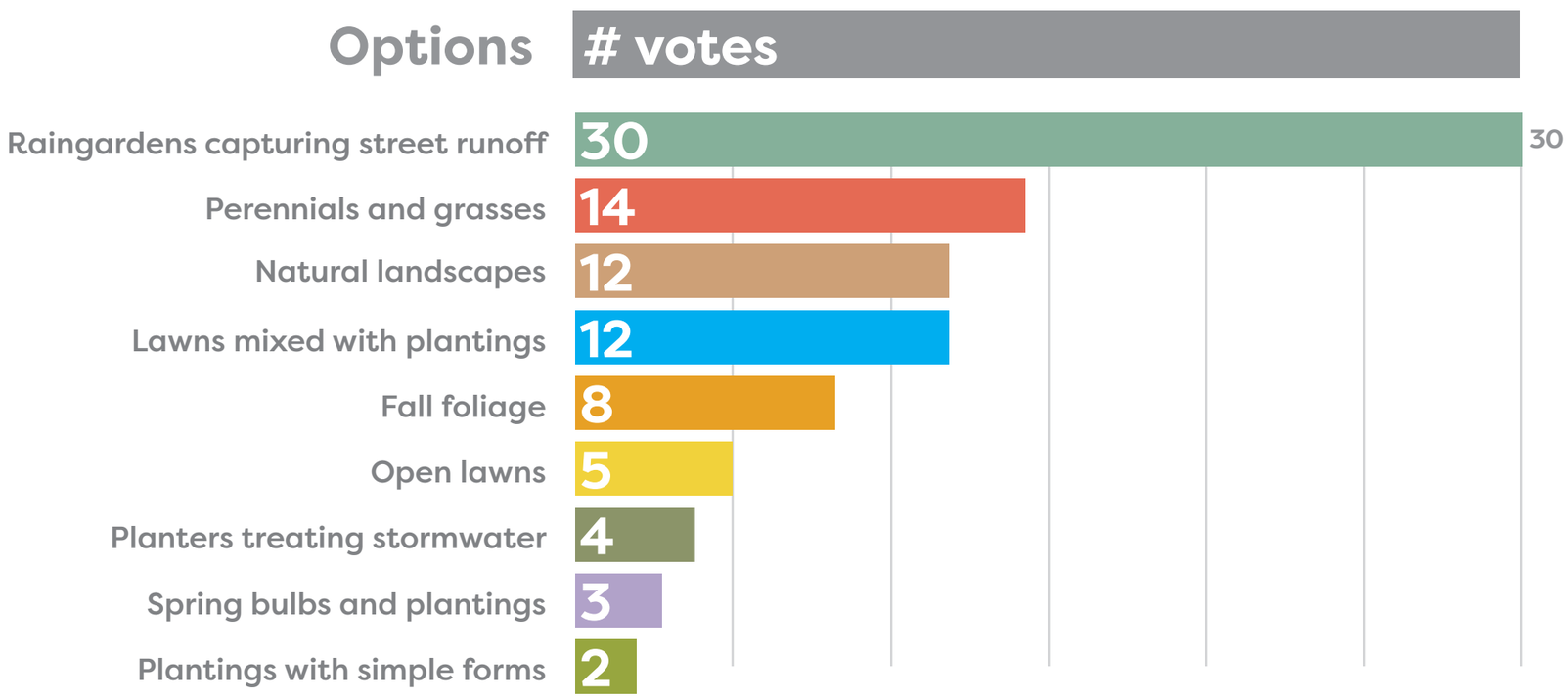


126 *Total Respondents*

LANDSCAPE

Open House

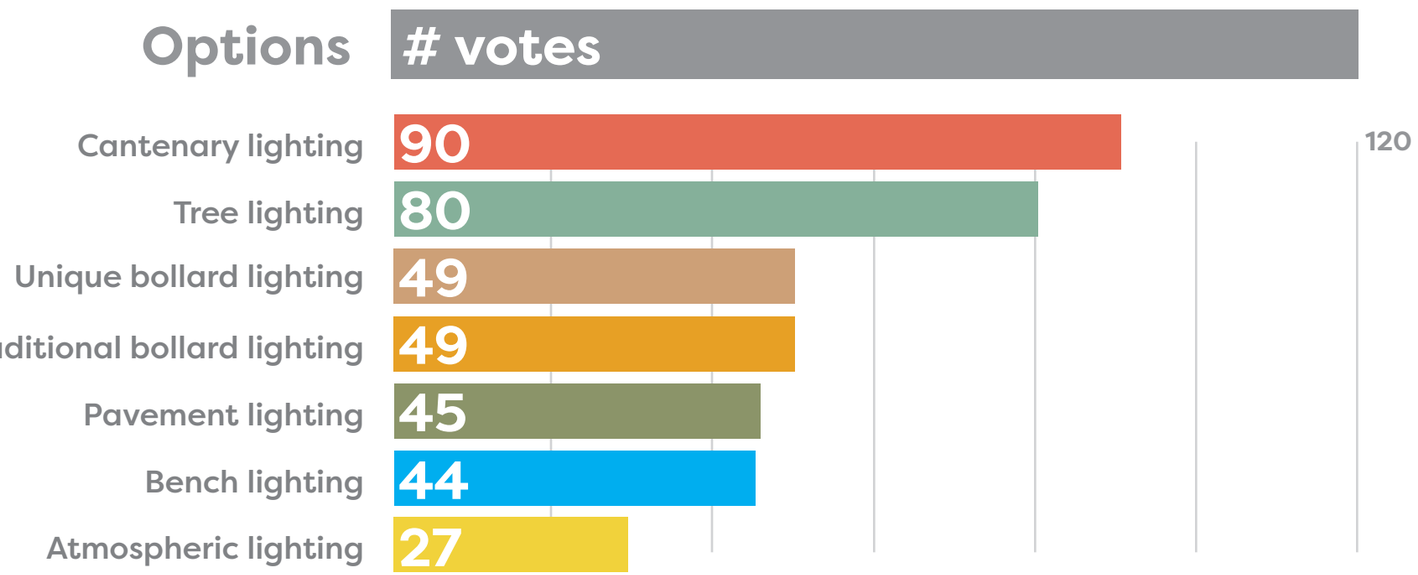
Pick up to two favorite images



LIGHTING

Online Survey

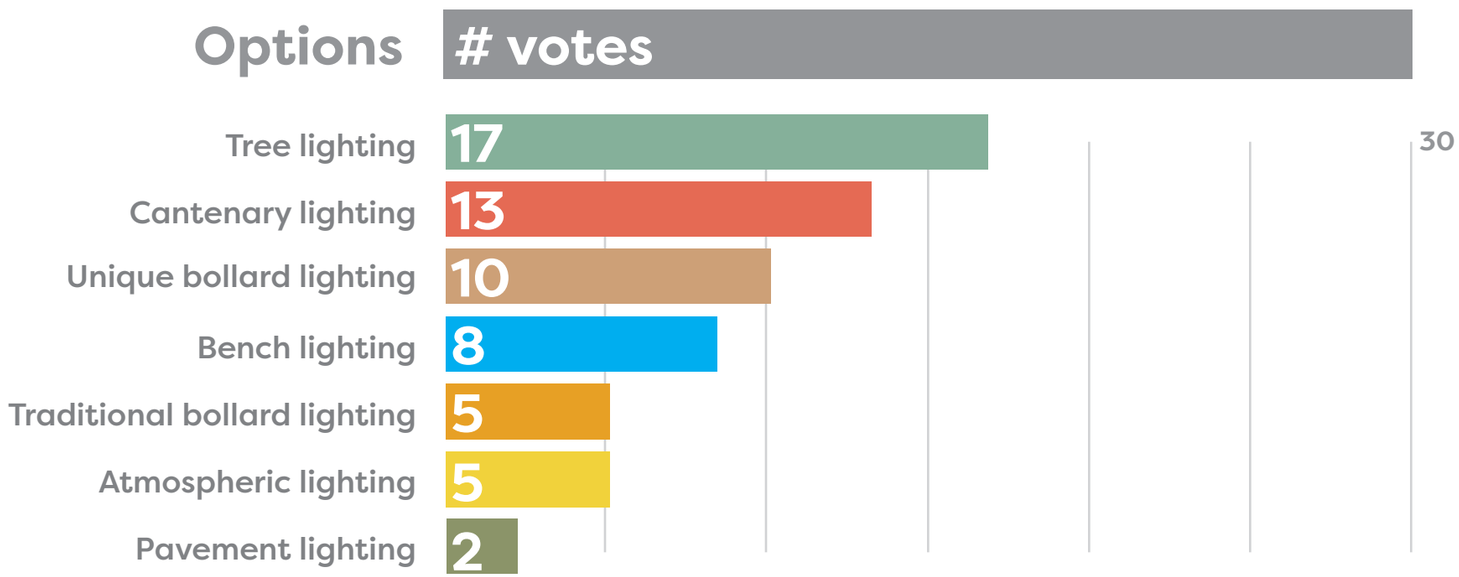
Which of these lighting options would you like to see on Burnett Ave S? (pick your top 3)



139 *Total Respondents*

LIGHTING

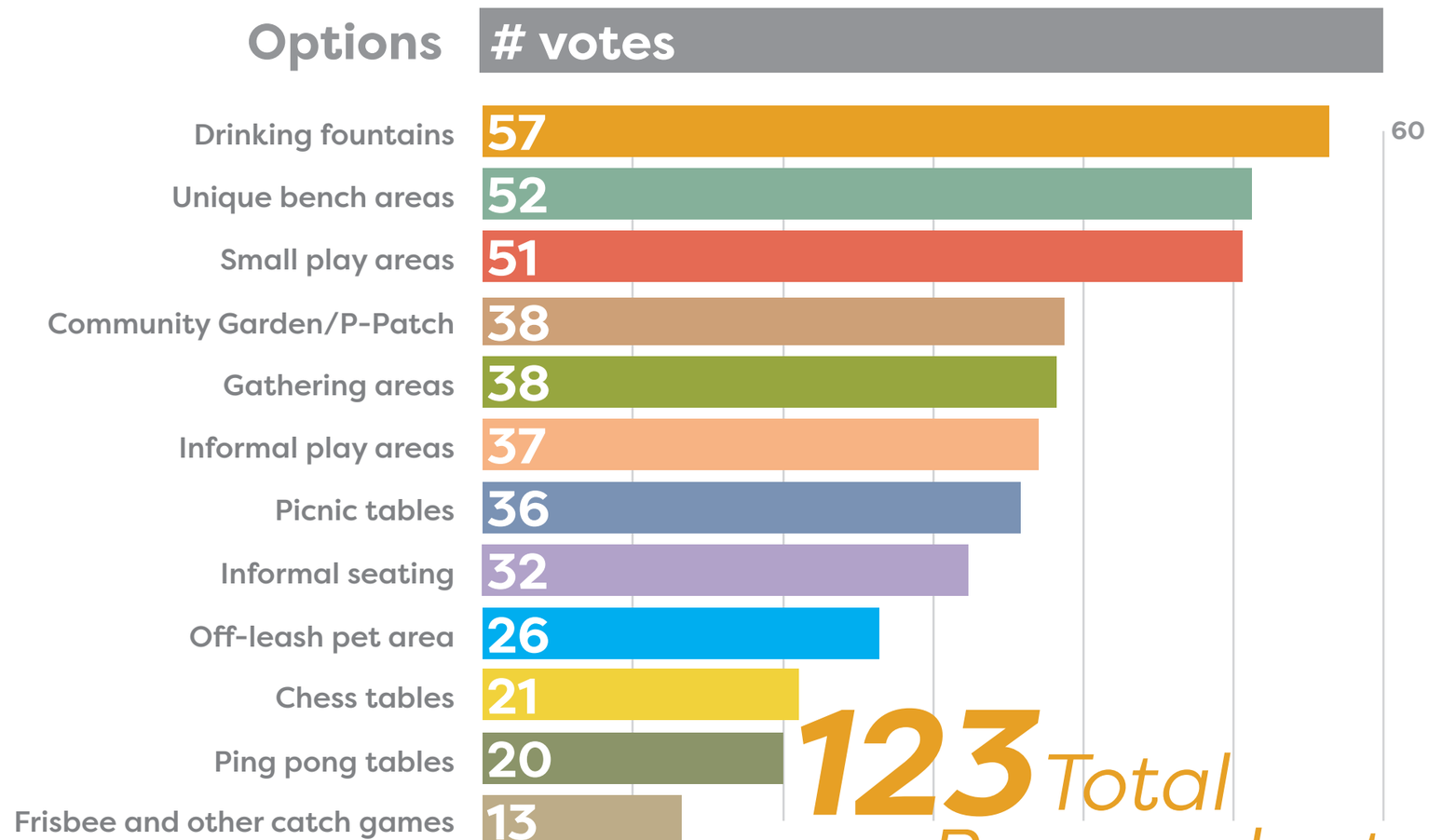
Pick up to two favorite images



PUBLIC SPACE ACTIVITIES

Online Survey

Which of the following features or activities would you like to see along the Renton Connector as part of a future project? (choose your top 3)

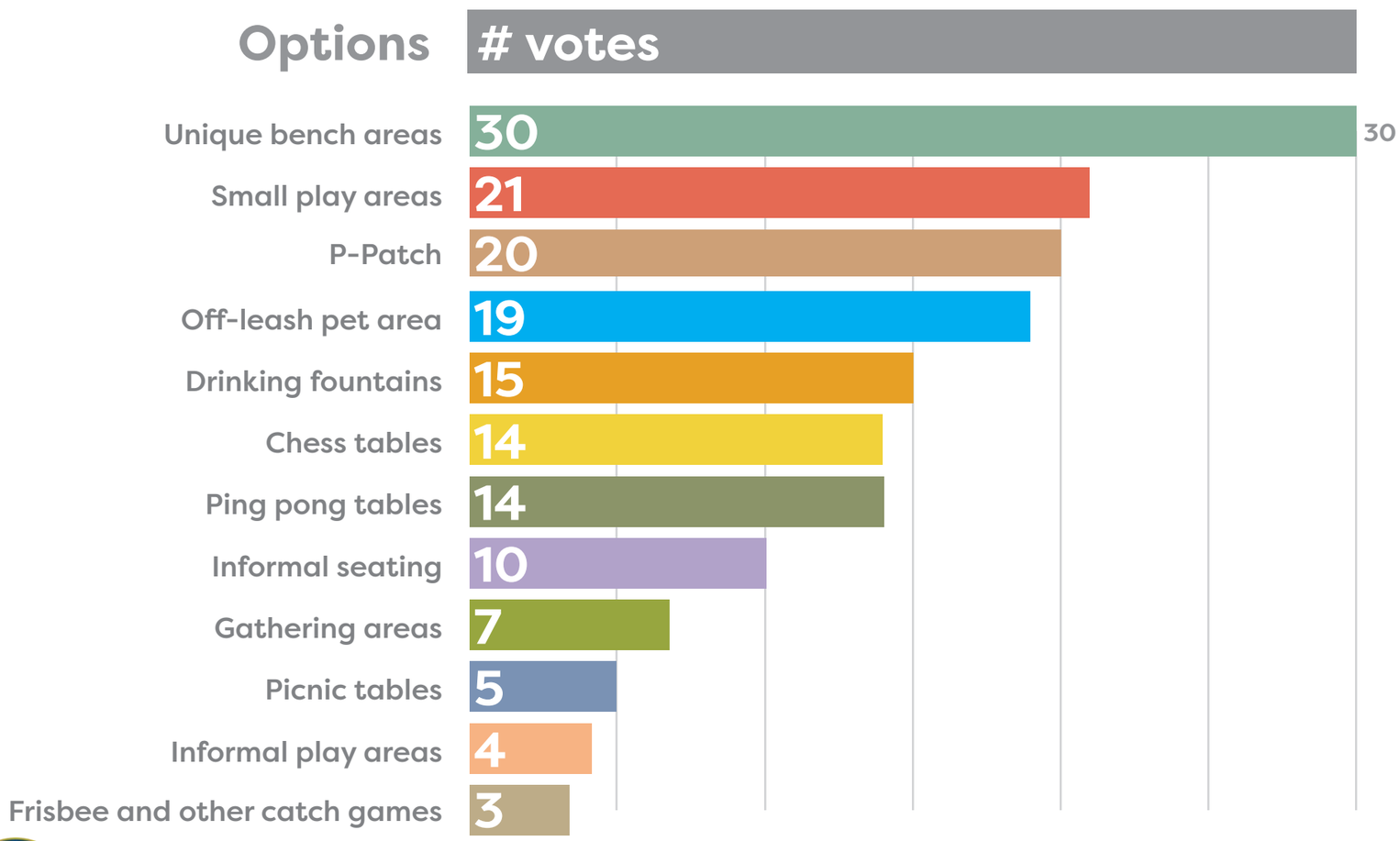


123 *Total Respondents*

PROGRAMMING AND ACTIVATION

Open House

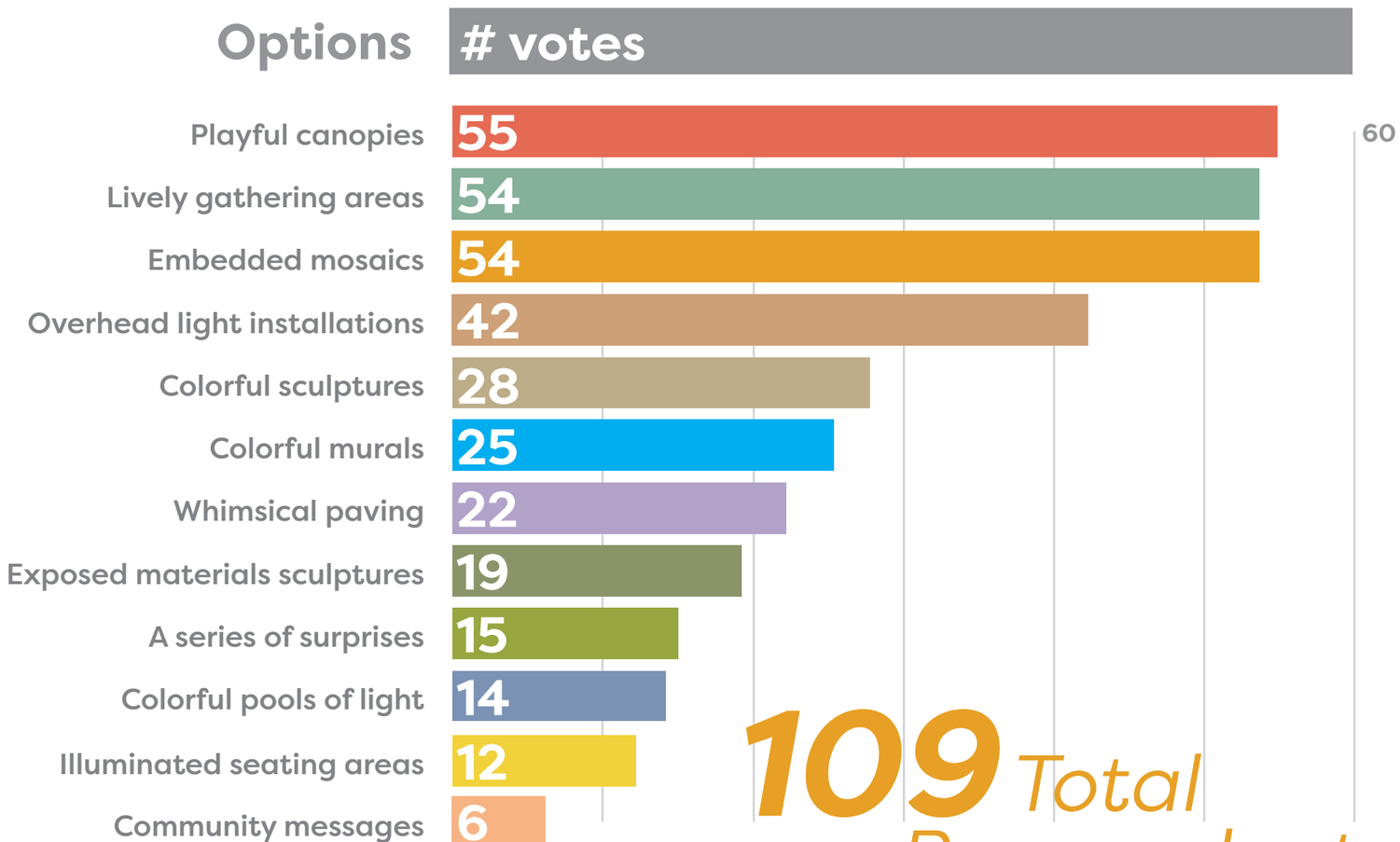
Pick three



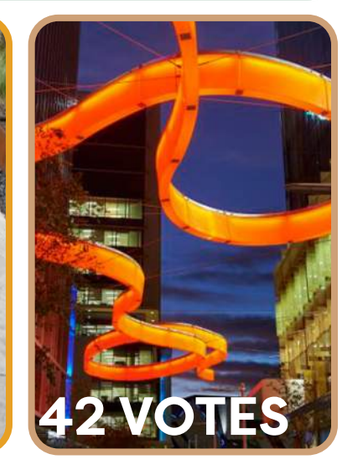
ART/PLAY/INTERACTIVITY

Online Survey

Community, creativity, and interactivity are what bring our streets to life. Colorful art displays help make a space feel unique, special, and cared for. Which of these design elements do you prefer? (pick your top 3)



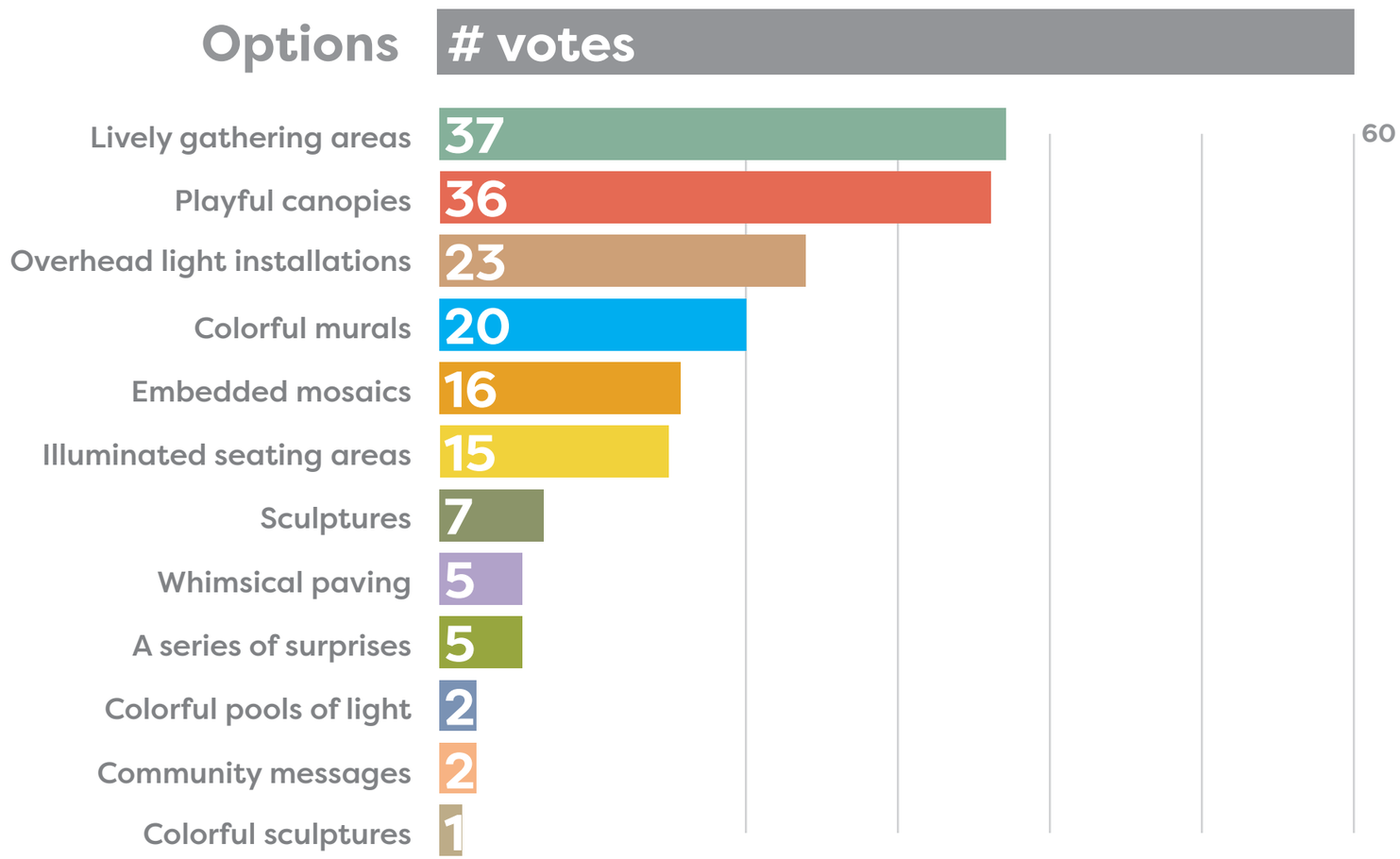
109 *Total Respondents*



ART- FUTURE OPPORTUNITIES

Open House

This poster provides images of art incorporated in public spaces. What types of art should be considered for the Renton Connector. Pick up to three.



MOST POPULAR PLANTING STYLES

# of votes: 122

Raingardens capturing street runoff

69

Natural landscapes

64

Fall foliage

MOST POPULAR LIGHTING

# of votes: 103

Cantenary lighting

97

Tree lighting

59

Unique bollard lighting

MOST POPULAR PROGRAMMING

# of votes: 82

Unique bench areas

72

Drinking fountains

72

Small play areas

MOST POPULAR ART

# of votes:

91

Playful canopies

91

Lively gathering areas

71

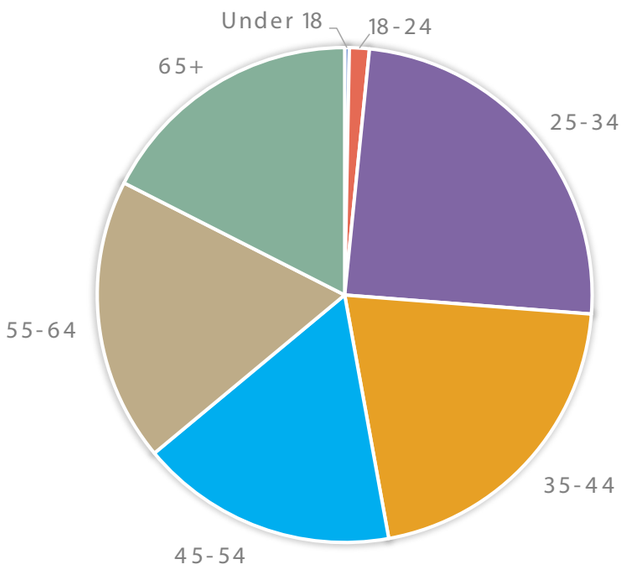
Embedded mosaics

SURVEY DEMOGRAPHICS

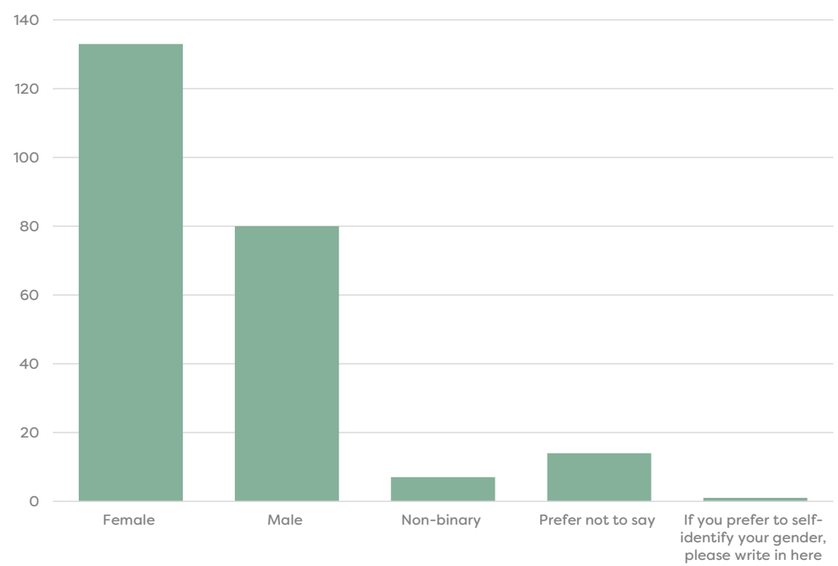
DEMOGRAPHIC DATA

Online Survey

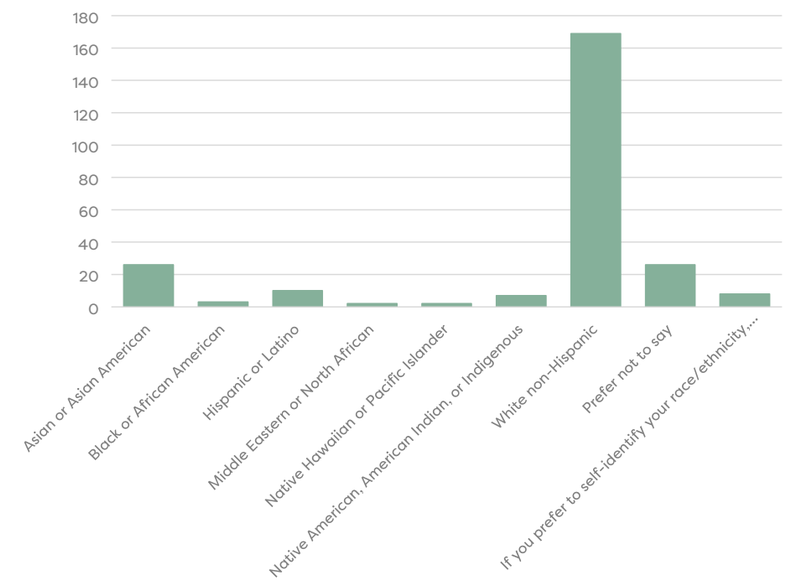
Age



Gender



Race/Ethnicity

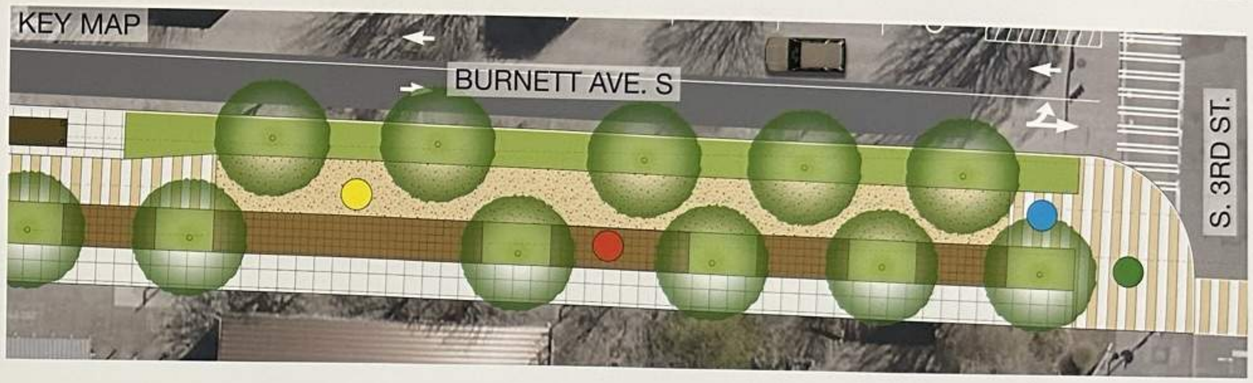


RENTON CONNECTOR MATERIALS

June 6, 2023
Public Open House

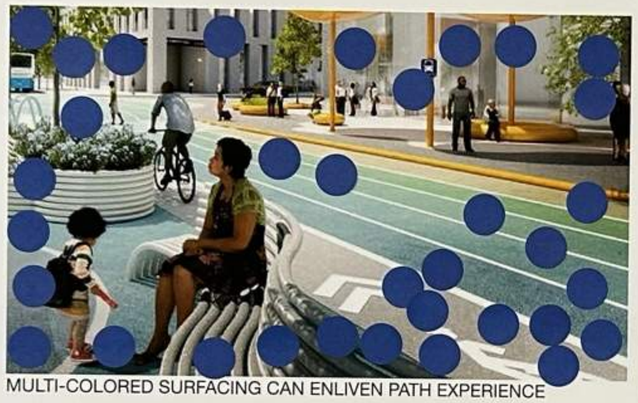
Materials must be durable and functional, reflect its surroundings and create a sense of pride. The images below shows various types of paving from similar projects.

Vote for which ones you want the team to consider. See the key map (top right) for locations of "zones."

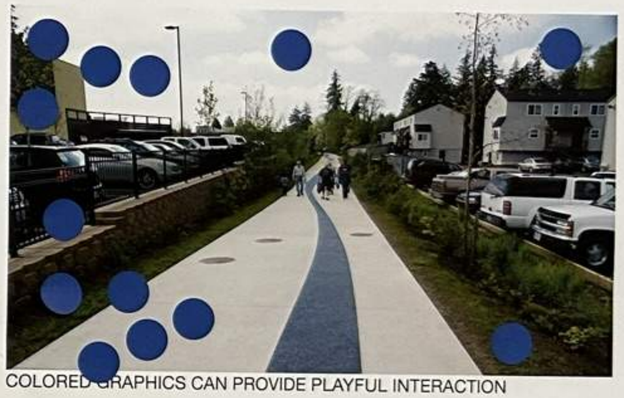


SHARED USE PATH - Path for walking and biking. PICK ONE

COLORED CONCRETE PROVIDES CONTRAST TO ADJACENT PAVEMENT


MULTI-COLORED SURFACING CAN ENLIVEN PATH EXPERIENCE

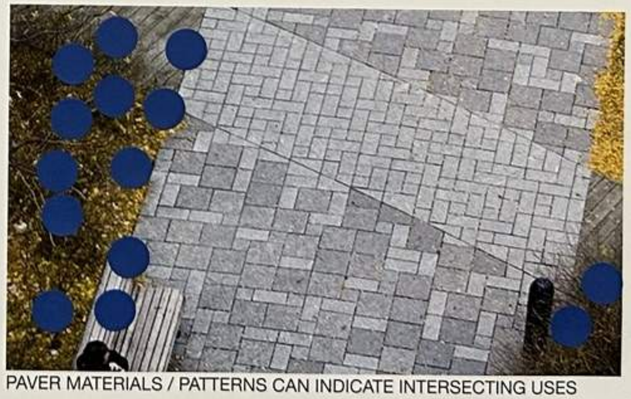
COLORED SURFACING CAN PROVIDE IDENTITY AND WAYFINDING

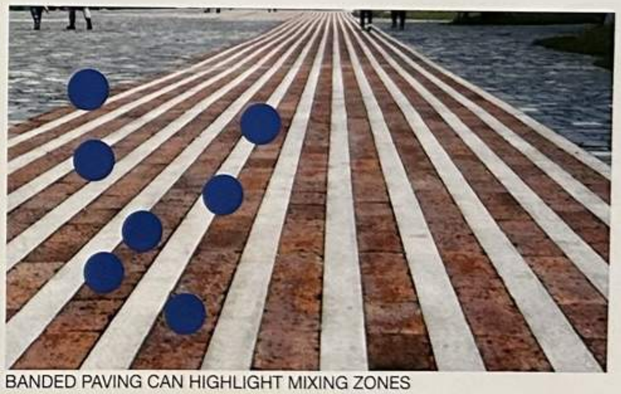

COLORED GRAPHICS CAN PROVIDE PLAYFUL INTERACTION

MIXING ZONE - Area where people walking and biking from different directions are mixing or crossing. PICK ONE

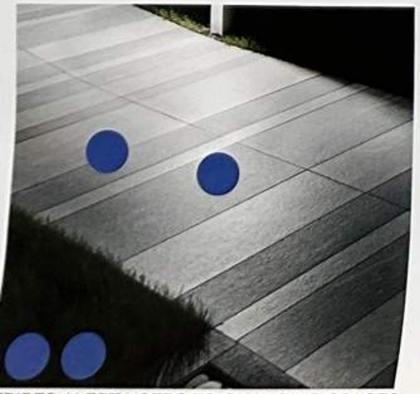
PAVER PATTERNS ALERT USERS TO CHANGING USES

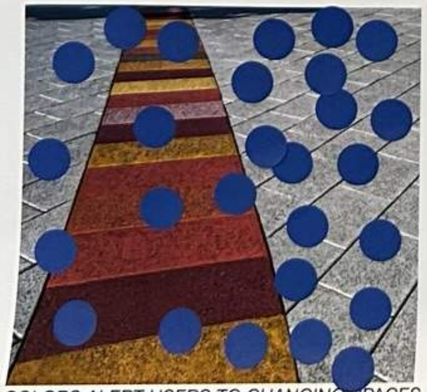
PAVER PATTERNS ALERT USERS TO CHANGING USES


PAVER MATERIALS / PATTERNS CAN INDICATE INTERSECTING USES


BANDED PAVING CAN HIGHLIGHT MIXING ZONES

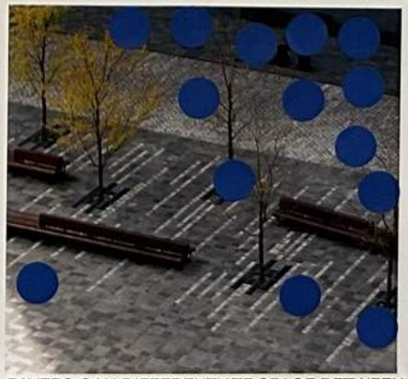
TRANSITION ZONE - Signals a warning to path users they are approaching a Mixing Zone. PICK ONE


STRIPES ALERT USERS TO CHANGING SPACES


COLORS ALERT USERS TO CHANGING SPACES

COLORS CREATE TRANSITION ZONE

AMENITY ZONE - Area between path and sidewalk that provides space for benches, bike racks, litter receptacles, tables and plantings. PICK ONE


PAVERS CAN DIFFERENTIATE SPACE BETWEEN SHARED USE PATH AND SIDEWALK

FOR AMENITY ITEMS SUCH AS SEATING

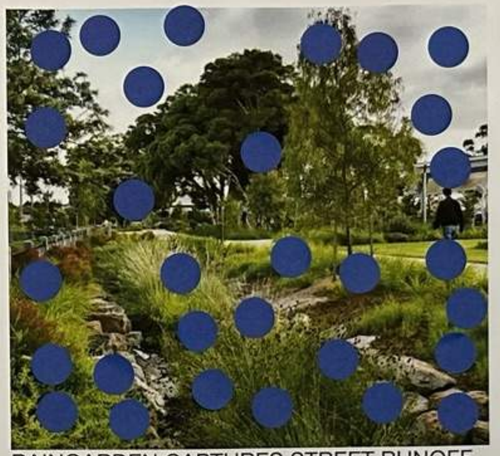
RENTON CONNECTOR LANDSCAPE & SITE LIGHTING

June 6, 2023
Public Open House

This poster provides images of project related and future landscape and lighting opportunities. Use dots to tell us which ones you like the best.
Pick up to two favorite images.

FALL FOLIAGE

PLANTING WITH SIMPLE FORMS


RAINGARDEN CAPTURES STREET RUNOFF

PLANTER TREATS STORMWATER

NATURAL LANDSCAPES

SPRING BULBS AND PLANTINGS

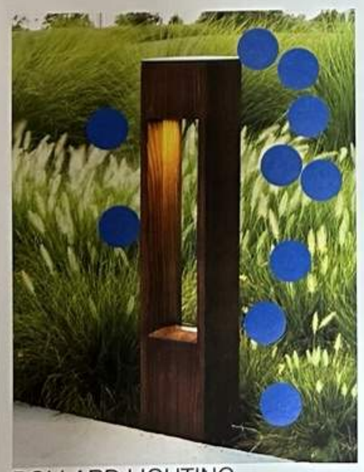
PERENNIALS AND GRASSES

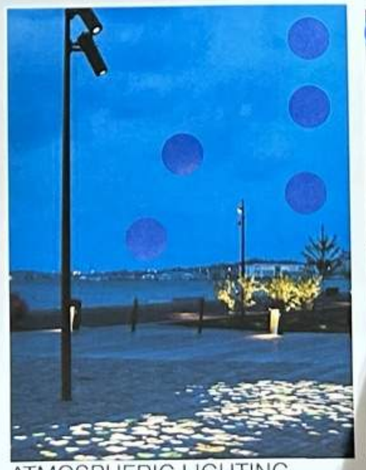
LAWN MIXED WITH PLANTINGS

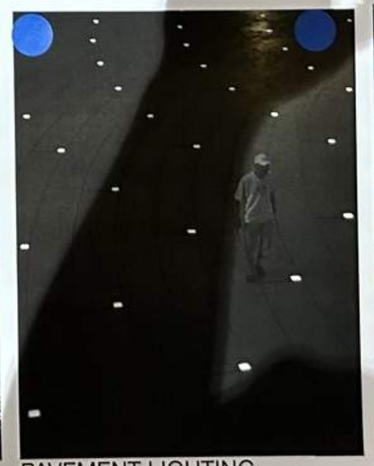
OPEN LAWN

CANTENARY LIGHTING

BOLLARD LIGHTING


BOLLARD LIGHTING


ATMOSPHERIC LIGHTING


PAVEMENT LIGHTING

BENCH LIGHTING

TREE LIGHTING

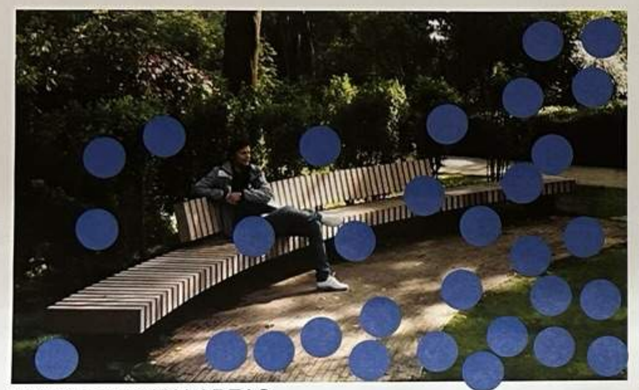
RENTON CONNECTOR PROGRAMMING & ACTIVATION - *FUTURE OPPORTUNITIES*

June 6, 2023
Public Open House

This poster provides images of future opportunities for public spaces and activities, both passive and active, that could be incorporated adjacent to the shared use path.

Possible activation spaces have been highlighted with a **magenta** oval on the block option presentation boards (an example is provided on the right).

PICK THREE


UNIQUE BENCH AREAS

GATHERING AREAS

INFORMAL SEATING

OFF-LEASH PET AREA

CHESS TABLES

PING PONG TABLES

FRISBEE AND OTHER CATCH GAMES

DRINKING FOUNTAIN

SMALL PLAY AREAS

INFORMAL PLAY AREAS

P-PATCH

PICNIC TABLES

RENTON CONNECTOR ART - *FUTURE OPPORTUNITIES*

June 6, 2023
Public Open House

Integrating art into the street design is not part of the current project, however, the city is interested in feedback for future opportunities. This poster provides images of art incorporated in public spaces. What types of art should be considered for the Renton Connector. **Pick up to three.**

PLAYFUL CANOPIES

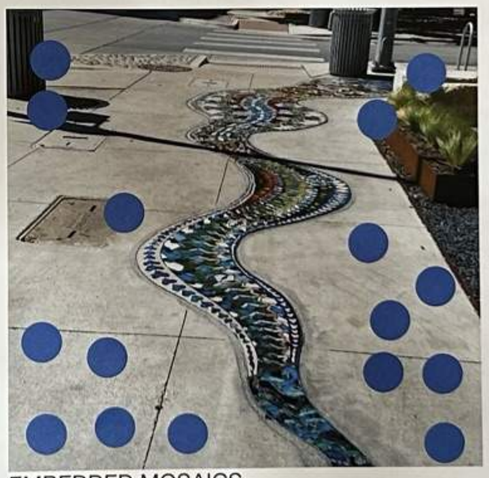
OVERHEAD LIGHT INSTALLATIONS

ILLUMINATED SEATING AREAS

COLORFUL POOLS OF LIGHT

SCULPTURES

SCULPTURES


EMBEDDED MOSAICS

WHIMSICAL PAVING

COMMUNITY MESSAGES

LIVELY GATHERING AREAS

A SERIES OF SURPRISES

COLORFUL MURALS

CREATE YOUR OWN RENTON CONNECTOR

Nice Pomeroy

More Park the Better

Veterans ♥

CARS WHY?!

NO Parking then No Visitors

Add more ADA parking for VFW

VFW

Veterans ♥ Parking Spaces

more trees

Like all the trees!

Picnic in the park

Make it SAFE! lighting

Make it easy to get to Parking

Gathering spaces create more community

Already have plenty Parking

No Tree for Safety

More Parking

Good idea

Keep trees

Renton Connector Online Survey

Scan the QR code below to take the online survey:

Renton Connector:

Comment Card

Public Open House | June 6, 2023

Name (optional): _____

Email address (optional): _____

Write any additional comments you may have on this card.

BAD idea to remove
Parking in "South Block"
(ie between S4 St & S5 St)

Renton Connector:

Comment Card

Public Open House | June 6, 2023

Name (optional): Anonymous

Email address (optional): "

Write any additional comments you may have on this card.

I would like to see the small maintenence shack owned by BNSF to look like a cute Craftsman house.
The north side of the "house" would be stenciled with "South Renton Neighborhood"
the South side of the "house" would be stenciled with "Downtown"

Renton Connector:

Comment Card

Public Open House | June 6, 2023

Name (optional): [redacted]

Email address (optional): [redacted]

[redacted]

Write any additional comments you may have on this card.

The VFW & Red House IS 100% against this Project. Our Post has Elder's who are Not Mobile! Red House in line with us.

Take A VOTE & STOP this

Who is the CONSULTANT involved? Why hasn't Anyone talked to us About The issues??

Is The city going to Purchase our property??

Renton Connector:

Comment Card

Public Open House | June 6, 2023

Name (optional): [redacted]

Email address (optional): [redacted]

Write any additional comments you may have on this card.

Renton Connector (Burnett S) - don't like losing parking spaces at all - either of the 52nd to 53rd options are fine - don't think losing parking will help any DTR businesses

Renton Connector:

Comment Card

Public Open House | June 6, 2023

Name (optional): [redacted]

Email address (optional): [redacted]

[redacted]

Write any additional comments you may have on this card.

My Comments are:

On the Idea of Changes to the Current Parking lot at Burnett VFW, Red House and Businesses around. There is not Enough Space as it is! Peopls of the VFW are Veterans and they are ~~entit~~ Entitled to this Space. Especially when many are Elderly and Disabled. We Need to Be able to preserve these Parking Spaces. This is not a area for a Park. Peopls Cannot walk that far! to get to The Veterans of Foreign Wars. The members Deserve Dignity! Please leave the Parking lot the way it is. We Have other areas that a Park Could go. This Parking lot is Essential! We will fight for this Right! We Love our Veterans and Established Businesses that help Renton thrive! We need to Keep this Parking the Same! older Peopls need to feel Safe, Secure and Close to their Established and Disignated Parking Spots. The Current Proposal is not Enough Parking By a long Shot! Please Save VFW, Red House, Dental, Hair Shop + City Chamber of Commerce

* Thank you for Listening ☺

Renton Connector:

Comment Card

Public Open House | June 6, 2023

Name (optional): _____

Email address (optional): _____

Write any additional comments you may have on this card.

Renton businesses will be hurt by taking away parking - and for what - A park that nobody uses. Also people that live on the street will have no place to park - Property values will go down.
Pleae, just leave things alone.

Renton Connector:

Comment Card

Public Open House | June 6, 2023

Name (optional): [redacted]

Email address (optional): [redacted]

Write any additional comments you may have on this card.

I like many aspects of this project. More Native ~~more~~ Plants, more space for peds/bikes, more seating and more bike racks are my preferences.

Unrelated to this project but I wanted to bring to attention that Renton should prioritize extending the south end of the East trail past Gene Coulon. To bike from downtown to the Eastrail you are supposed to jump onto the "bike path" if you can call it that, on Lake wash. blvd. and ~~you cant ride thro~~ No Bikes in Gene Coulon

Renton Connector:

Comment Card

Public Open House | June 6, 2023

Name (optional): _____

Email address (optional): [redacted]

Write any additional comments you may have on this card.

Remodel the Calisthenics Park in the stadium / Cedar River Trail which is actually one of the best in the area - in terms of materials / location / variety. However, please maintain the integrity and quality of the materials. More recently we have seen activity stations cropping up - i.e. the one in the Renton Senior Activity Center but not ever a month old the equipment is already breaking down / looking dated and not at all inviting. Great examples of these parks are ~~the~~ mainly in Europe. ~~or even~~, Canada ~~or~~ New York. The "Calisthenics" park in downtown Renton is one of the top parks in the state - a nice remodel - involving the park users would elevate the city since it already is a park that lots of people ~~from~~ local and nationally travel to visit and experience. Additionally consider ~~ex~~panding the park to be inviting / accomodating / inclusive of parkour enthusiasts.

Thanks!

Renton Connector:

Comment Card

Public Open House | June 6, 2023

Name (optional): [redacted]

Email address (optional): [redacted]

Write any additional comments you may have on this card.

I would seriously reconsider (as in NOT) the options of reducing parking on Burnett from 70 to 48. Parking is a serious problem here in DTR - and with the fortunate status of many new + thriving businesses in Renton, reducing parking would be very deleterious to our businesses. Yes, there is a parking garage - but reality is that it is not inviting nor perceived as safe. I doubt any customer will utilize parking garage to then grab a cup of coffee 4-6 blocks away. You need to make parking garage area SAFER + more inviting - open up the business spaces at street level - even if its temporary. City is missing huge opportunity and just keeping problems w/ transit ctr area as they are. Need to be more proactive.

Better idea to put more effort into greening the main ~~shopping~~ business corridors of S 2nd + S. 3rd. N-S connectors - residents will continue to use their own streets (e.g. Wells, Williams, etc)

Feel free to contact me for more feedback

Pardon chicken scrawl - table is bumpy.

Renton Connector:

Comment Card

Public Open House | June 6, 2023

Name (optional): _____

Email address (optional): _____

Write any additional comments you may have on this card.

As a life member of the VFW taking
Away parking for our older disabled Post
member is not a good idea -
I am sure you would not want one of
your parents, or older patrons at the Red House
to park by the transit center and walk
thru the numerous homeless people which is
dangerous and not a safe walk.
The parks down the street hardly get used
so use that.

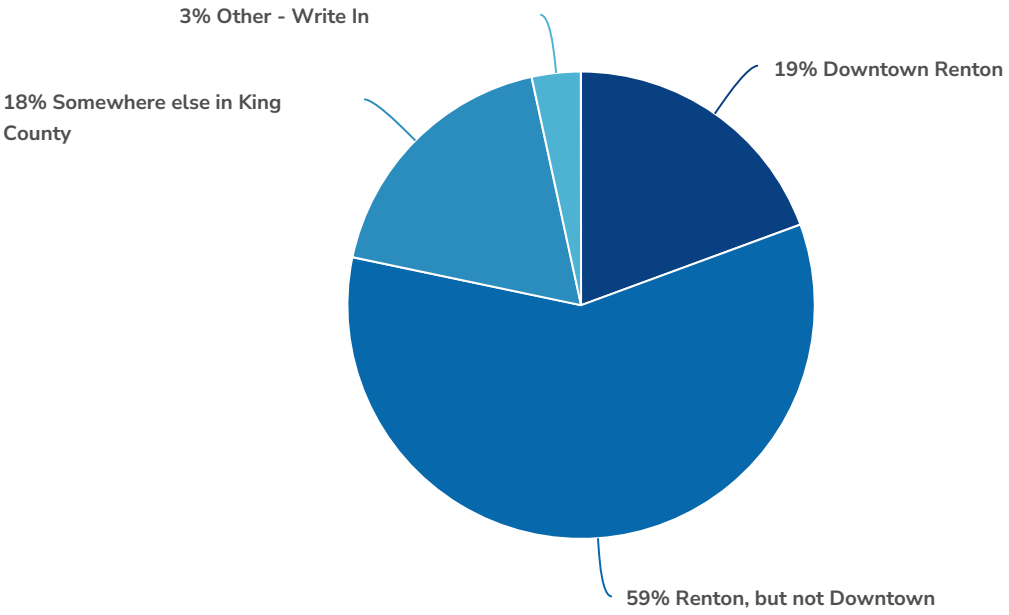
Report for Renton Connector

Response Counts

Completion Rate:	**72.9%**		
	Complete		304
	Partial		113

Totals: 417

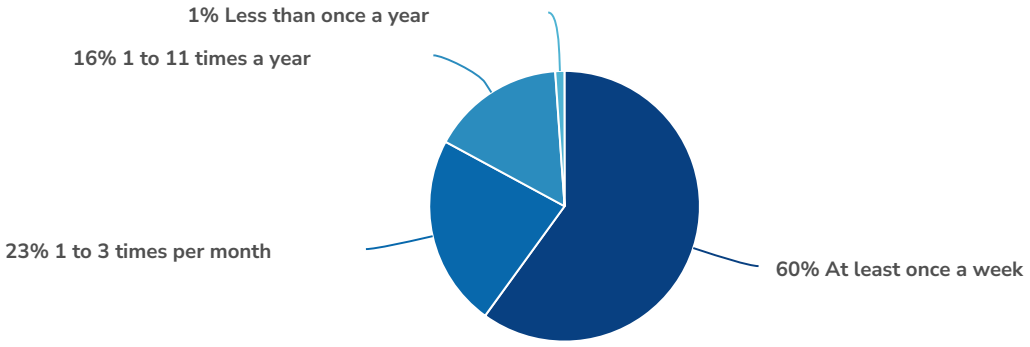
1. Where do you live? (choose the answer that is the best match for you)



Value	Percent	Responses
Downtown Renton	19.4%	73
Renton, but not Downtown	58.9%	222
Somewhere else in King County	18.3%	69
Other - Write In	3.4%	13

Totals: 377

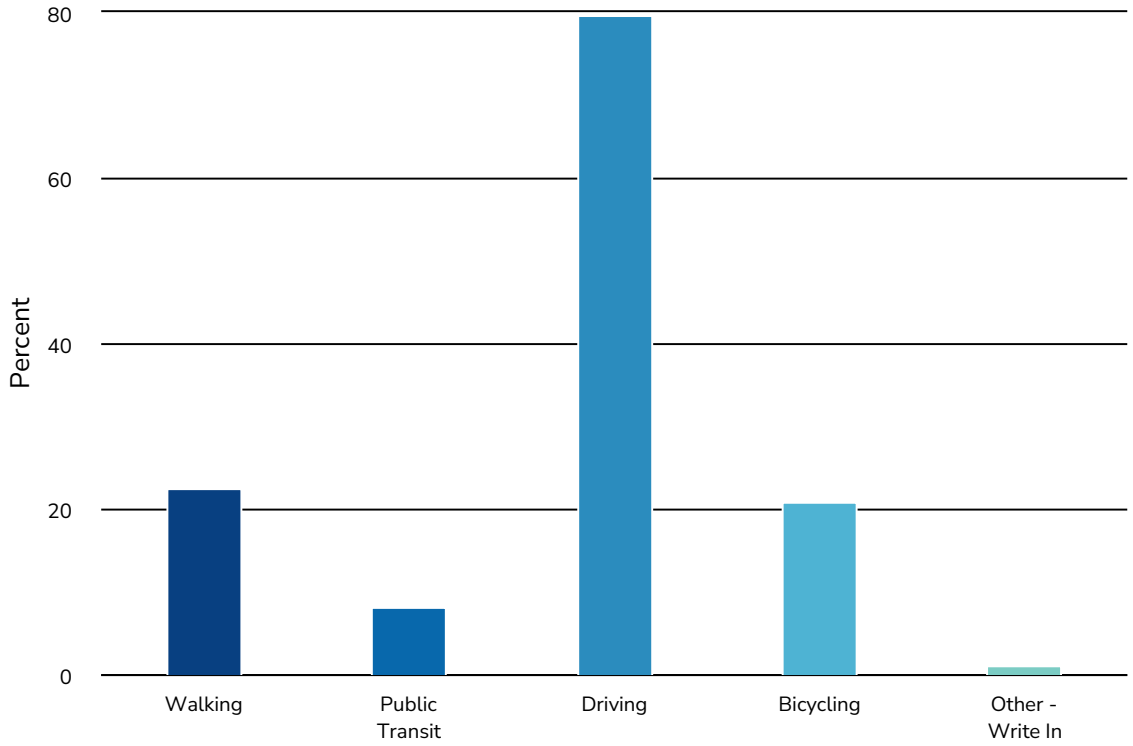
2. How often do you come to Downtown Renton? (choose the answer that is the best match for you)



Value	Percent	Responses
At least once a week	60.0%	225
1 to 3 times per month	22.9%	86
1 to 11 times a year	16.0%	60
Less than once a year	1.1%	4

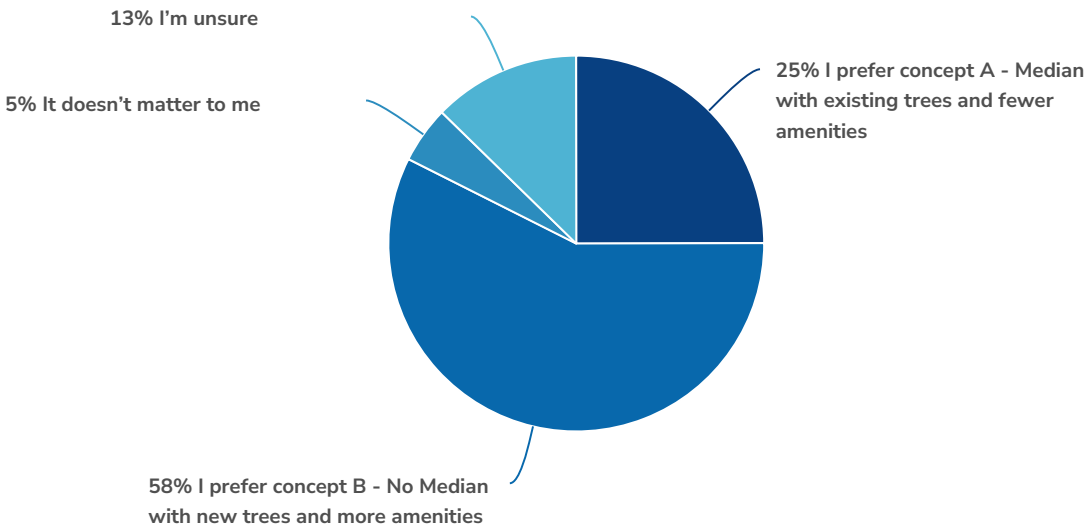
Totals: 375

3. How do you typically get Downtown? (choose all that apply)



Value	Percent	Responses
Walking	22.5%	84
Public Transit	8.3%	31
Driving	79.7%	298
Bicycling	20.9%	78
Other - Write In	1.1%	4

4. Which concept do you prefer for the north block?



Value	Percent	Responses
I prefer concept A - Median with existing trees and fewer amenities	25.0%	77
I prefer concept B - No Median with new trees and more amenities	57.5%	177
It doesn't matter to me	4.9%	15
I'm unsure	12.7%	39

Totals: 308

5. Would you like to give us more information about why you chose this option for the north block?

ResponseID	Response
26	More landscape area and gives more space to pedestrians.
27	I like concept B as it allows for more space on the path. It also incorporates more trees. I would prefer the use of native trees and plants.
31	More space for the people and less for cars. I would love to go farther and make Burnet one of those compact 1.5 lane roads with turnouts and give the space to the Connector and really get the cars slowed down. Maybe even bike only which would really give us even better options for the connector itself. Central part style
33	I like the median with tress nowadays. I know to expand the walking path it would require the removal of it, but I think the existing median trees makes a nice canopy and looks more green when comparing only with both sides sidewalk tress
35	I don't want to get rid of the big tree growth - especially as the new replacement trees are rapid growing and damage easy. This also doesn't show a proposal for the parkway between S 3rd and S 4th St.
36	This block is not really useful for navigating downtown by car, but it would be AMAZING to activate more pedestrian area and non-car possibilities. There are roads everywhere but not a lot of pedestrian plazas. That's what makes a downtown a unique and attractive location, and is the main reason we purchased a home in downtown Renton.
38	I would prefer concept B, but I am against the moving or removal of the existing trees. Would it be possible to combine the two and add new trees while keeping the current ones where they are? Perhaps a smaller species of tree? The more trees the better. Trees also take less regular maintenance than low growing plants.
42	Median gives more protection for pedestrians near parking garage and the Piazza.
46	I like that it puts the walking and mult-use path nearer the public use spaces like the piazza and that it affords more space for art and amenities.
47	I like the idea of having more amenities. What would be nice is to be able to light things up and bring attention at the cross roads. The flow looks cleaner and more efficient.

ResponseID	Response
57	If you had an choice to reject both options, i woukd select that option. The parking you are looking to remove is extremely important to the VFW and their members and the what they do for the community. This plans puts bicyclist and a park above the men and women who have fought for our country. The VFW is a charity organization that does amazing with not only for their members but for the community as well. The VFW has offered free community meals, Wednesday dinner and Saturday breakfast throughout COVID and through the community recovery. To expect veterans who many have disabilities or are older to walk to their to the club is unrealistic and by doing so you all but seal the closure of this important community organization. We should be ashamed as a community if this olan is allowed to be completed without addressing this conceen in a realistic way.
59	I do not think parking should be taken away. It is getting hard enough to park as it is. A bike, lane and dog park helps only a few and most of the bikes drive to a start location. If you remove parking you could end the VFW, that depends on close parking as the members age. Businesses pay taxes, bikes dogs do not.
61	I don't like either. I go to the VFW which is next to the Red Roof restaurant. There are many functions that go on at the VFW. The main hall is rented most weekends for large functions. If the parking is taken away then no functions could be held at the VFW or people able to eat at the restaurant because there would be no parking. It would affect visitors to the houses along Bernett and the other bars and restaurants that are close to that parking. How stupid can you be.
65	I choose to oppose the whole concept of any parking spots being altered or removed. We are veterans and we need all the spots we are and have been entitled to. Also does the red house employees and customers. Also the hair shop and dentist, chamber of commerce and any other city traffic or events. We cannot afford to loose any parking spaces. The members, older patrons should not have to be walking a long distance because their parking is gone. They have fought for our country and they need to be entitled to a close parking. Especially with criminal activity and drugs. Please keep our patrons safe, please respect all existing patrons, elderly, and existing customers of the Renton area. We love existing Renton Burnett strip. Please, I vote for no change.
67	No
69	I vote for NO CHANGE - Why are you still trying to ruin the the small piece of a quiet NEIGHBORHOOD by eliminating it?!? ESPECIALLY in your downtown core where the city has been working for OVER A DECADE NOW to make it a more livable, walkable, vibrant, and a multi use area? That median provides a usable open space and parking for the entire neighborhood, A N D the businesses in that area! This whole nasty idea was presented over a decade ago and received a LOT OF NEGATIVE PRESS - check your archives!
71	Where are people supposed to park that rent tge VFW? Have dinner at the Red House?
72	I don't like the idea AT ALL! On Farmers Market Day that is a great place to park. I park there when going to Red House n VFW! Just know!

ResponseID	Response
74	I work and volunteer at the Renton VFW. The VFW visitors are mostly older veterans who can not walk 2-3 blocks to park their car in the parking garage, to and from the VFW facility. The VFW also participates in community functions with a capacity of over 100 folks at any given day that need to park close by. Why would you take the parking away for some bike path? Who in their right mind would do something so awful to senior veterans who rely on the VFW? This should never even be an option to remove parking for the VFW. They need at least 50 parking spaces to maintain their footprint in the Renton community.
76	The median option is ok and would accomplish the goal. But I like the extra space created without it. Also it provides better flexibility for the street use if it ever gets blocked off for an event.
78	You have to keep Burnett Ave. open for traffic both ways. This is an important road in the middle of Renton for traffic going north and south.
80	I live in downtown Renton core and while I like to drive to get to Seattle and Bellevue, I would be incentivized to walk and bike within my community if it's easy to get to with lots of services and amenities
81	I use the disabled parking.
82	Removing all the parking spaces is detrimental to the existing businesses (dentist, The Red House, VFW) that have all been there for years. Renton has already done a great job of adding bike lanes and bikers would not be using the park areas. Most bikers are passing through. There is already a park at the south end that is not used that much. We need to be open to keeping parking available for continued multi use of the businesses and homes on that part of Burnett.
83	I would not opt for any of the concepts presented! It doesn't make sense to remove the parking that is currently there. There are too many elderly veterans that use the VFW who cannot walk a great distance to participate in activities at that site. There are not enough handicap spots to accommodate those not need to use those spaces as it is.
86	I like the new and more trees. We need more greenery for the peace it brings and the good environmental benefits.
89	I like the idea of having trees between the shared -use path and the car traffic.
90	Pedestrian walk/path appear to be more separated from roadway/vehicles
91	I like more green space. I am however concerned that it will be a space for homelessness.
93	I feel the median is mostly important because pedestrians are likely to be about, but with the new trail walkers are less likely to be on the road. So it isn't as necessary and that space can instead be used to have a safer path for both walkers and bikers.

ResponseID	Response
96	PLEASE DO NOT TAKE PARKING AWAY FROM THE VFW & RESTAURANT & THE PUBLIC.
97	More Space for those who walk, roll, or ride a bicycle.
109	Less street for cars and more room for pedestrians.
110	Narrower streets cause cars to drive slower and more space between the street and pedestrians is safer for kids.
112	Our household does not want any of these changes. The Renton Veterans of Foreign Wars, Red House and the Masonic Hall will all be put out of business by the removal of all the parking that will be taken away because of this change. Don't say we can all park at the garage on 2nd or where ever it is. We are too old and in poor health in many cases and can't walk that far, can't walk that far especially in the dark and it's too dangerous for us to be alone going that far from our building to the parking. We find it absolutely insulting that the Veterans of our nation that put their lives on the line are being ignored and disrespected by the city they love so a park can be expanded. A revenue of income for the VFW so we can continue to assist Veterans and their families is our 170 person rental hall which we will never again be able to rent because of the lack of parking. We, The VFW in Renton and its Auxiliary support thousands of children of active duty military at JBLM every Christmas
115	We Need all the street parking we can get in the downtown area. In the past 20 years we have promoted more apts. and multi family units through out our downtown core center and we cannot afford to lose any on the street parking spaces.
119	MINIMAL EFFECT ON TRANSIT AND AUTOMOBILE TRAVEL
121	Option B seams to be the best option with the availability of the Parking Garage Jesse Tanner had the foresight to build along with the wonderful businesses we have at the landing and now we have the Piazza, the Pavilion and the new Rain City, Multi businesses along with the upstairs residential living spaces. All of these businesses need more parking to be successful, not to mention all the other businesses that are having parking issues downtown in our core area, CPA's, Banks, Nail Salons Lawyers, restaurants, night clubs and the Renton Eagles on Wells. People (myself included) actually park in the parking spaces you are trying to remove so we can go to all these businesses. Non of these establishments have adequate parking. When your design was formulated, the old American Drapery and Blinds (Formally the JC Penneys) was closed and the building was for sale. We now have completed 3 New apartment buildings in close proximity this one parking garage and another being built by Ren
123	I want to park at the VFW!!
124	I don't choose any of these options
125	I'm a VFW member and we need the for the post functions and so does the restaurant next door

ResponseID	Response
126	I'm sure I don't want the VFW to lose the parking - there is nowhere else to park around the building and the club has served Veterans for many years from this location - it will be useless without parking, disabled access, etc.
133	I don't want any changes. I am a lifetime VFW and we need all the parking spaces. We rent out our hall. Without that revenue we would close down. Let's support our veterans, not bikers or walkers. There are plenty of other trails for them. Only one place for our vets.
135	Appears there is more parking in concept A
138	I've lived in Renton for most of my life, (I'm 66) and I've seen a lot of changes through the years. What I've seen lately has my family seriously looking to move out of Renton. The continuous building of more apartments, the revisions of street configurations, the current lack of parking and now the idea of removing more parking spaces. We have numerous park areas downtown for families to enjoy. But we also have older generations that still want to enjoy the city. Not everyone is able to park in the garage at the transit center and visit the clubs/shops/eateries that are not within that block. And what about our Veterans? Did we forget the sacrifices they have made for us? Have you ever tried to attend an event in the VFW hall? The existing parking isn't enough and you want to remove the majority of it. I'm sure they count on that money to help keep their club going and to help the many, many veterans. How sad it makes me feel to see the city I love has forgot about all th
140	I attend the VFW on Burnett. I have to use the disabled parking spaces available across the street from the VFW. I cannot walk from the transit parking garage.
141	na
147	Both options are fine, but it'd be more pleasant to walk or bike between two rows of trees. There'd be more shade, and I'd feel more comfortable biking with a row of trees between me and the cars.
148	The existing median, while decorative, does little to actually shape traffic (unlike the new median being added to Rainier). Considering the prime location, the extra space would be better as community space.
151	I like the idea of more trees and the increase in amenities fits nicely with the idea of festival streeting that has been proposed for the area.
152	opens up the corridor adds trees
155	Mature tree cover is on the decline (see loss on Rainier Ave), so preservation of mature trees should be a requirement.
156	It is not clear if sidewalk on east side will continue to be there? I hope so. Also I hope bus service will continue in that area

ResponseID	Response
158	Median isn't necessary. Creates better path with more trees and benches
161	I don't like either concept due to safety concerns between bikers and bus stop users, reduction of lanes so drivers can't pass loitering buses, and "activation opportunities" right next to the trail which impedes flow between people moving and people loitering to engage at the "activation opportunities". A is preferable because the trees are already established creating shade and reducing heat island effect of the street.
162	I know we need the parking spaces in that area for lots of senior citizens that frequent the fraternal lodges. These organizations help to fund nonprofits entities, food banks, US veteran's, tuition for low-income children and much more.
164	-
166	We walk and bike downtown often. Benches and bike racks are a must.
167	I like having more amenities and places for people to sit and gather. By removing the median (although there are existing trees) allow for emergency vehicles to go around faster.
169	Better shade for people using the path, and better separated from the cars.
171	A lot of money for small benefit to small part of downtown.
173	I asked myself if I would still feel safe driving on that road with no median...I would be comfortable and would be happy to make more green space in that spot.
175	Trees give shade and help with cooling of the concrete and are just prettier to look at.
178	BAN CARS.
179	I think more trees and more space for walking/biking would be very beneficial and make the downtown core more accessible for pedestrians. I would very much enjoy walking here.
181	Ideally I want more trees and green cover
182	Concept B is more pedestrian friendly and encourages people to walk and bike more and drive less. Keeping road median doesn't make much sense as it doesn't really serve a useful purpose so reclaiming that space for amenities or enlarging the biking/walking space seems like a better use.
185	Option A seems to be lower cost and quicker time to completion while still encouraging pedestrian traffic. I like the trees in that are currently in the median - they are beautiful and it would be a shame to cut them down
186	Lower cost but still achieves the goal of walkability and connecting bike routes. The median and trees are nice as is.

ResponseID	Response
192	Separating cars more is a better plan
196	It's not broken, so don't spend a bunch of money on amenities that aren't really needed. I would much rather see additional parks and green space in the Glencoe area of the Highlands than resources spent on a downtown that civic leaders think we should care about. Most Renton residents don't care about downtown - put resources into areas that will improve quality of life in our neighborhoods. I know this is an unpopular opinion with the planners, and this comment probably won't see the light of day.
199	Its a bus station.
200	I prefer neither option.
202	I don't really care about benches and bike racks. Who is really going to use them?
203	Seems like a larger, more pleasant space for pedestrians and cyclists.
204	The median makes Burnett safer
208	There are no businesses really affected by the change and the south connector/linear park needs an extension. The "north linear park" is ghetto and usually filled with trash and weeds. Hopefully connecting this will enhance that area as well as it would be a great connection. One other idea, link the Gene Coulon park with the Renton rowing center via a boardwalk so you could go from this connector, down along the cedar river train and then even over the Gene Coulon without getting on the main road.
209	More cost effective.. We don't need more bicycles clogging up downtown renton. Are you trying to turn it into downtown seattle.
210	Cost
212	I'm an 81 year old veteran I visit the VFW 2 to 3 times a week. Many of us meet there and talk about several things we need parking veterans can't walk that far you must supply parking for us. We gave you years of our life defending the United States of America and you want to remove our parking and make us walk we can't we need ample parking for us veterans, probably in the neighborhood of 40 parking stalls with several handicap. Don't be thinking about just yourselves think about the people who defended this country and that's us.
213	Thinking this would be more of a walking/biking trail since there are benches and tables at the nearby piazza park.
215	You are assuming everyone is going to walk, as someone who is over the age of 60, this is unacceptable, especially when the RAINS hit during the months of October through May. If you make it difficult to come to the downtown core by car, I will simply have to go somewhere else to do my shopping, eating, and recreation. Enough already! Cars are not an enemy!

ResponseID	Response
218	Clean up the homeless and the derelicts and maybe it would be worth visiting.
219	I counted the trees and picked the one with most. What is a median good for? If it's safety, I chose it. If not, less division the better. Need more information.
223	It was the least of to evils. I don't like A or B. Taking that parking away from in the center area is going to a be a hard it on the walking traffic to downtown. MANY people park there and walk to the Pavilion because the City Parking tower is trashed and unsafe. Try listening to the people who are down there EVERY DAY! There 2 neighborhood groups that need to be heard. You are not listening to the people who are down there EVERYDAY!
224	It really does not add much and looks like another expense without much improvement. Try to figure out the parking issue. Yes you have a beautiful garage but your aging community cannot walk that far.
225	If you're going to really transform an area of Downtown make it truly special.
226	I see the benefits of both designs and like them each for different reasons. I think either would be a wonderful improvement!
231	I like the green median and the delineation between the lanes of traffic
232	More space to use for non-vehicle activities.
236	Provides better separation of peds/bikes from cars
238	Keep every tree possible. Planting new, young trees will not be a substitute for losing the existing trees.
240	The median seems to be a waste of space for that particular street in my opinion. However, the trees are more mature and losing trees is always a challenge. If the median helped make the road safer, I would vote to keep it, but it seems to be a lower speed street anyway with less accidents (in my experience this may not actually be the case just what I'm noticing). Therefore I think the median could go and allow for more usable pedestrian space.
242	This particular block seems to always house a number of what I'd call "shady characters ", and I feel that adding more benches and spaces for them to loiter would be detrimental to the Renton downtown core.
244	The median really doesn't serve anyone in it's current configuration. Giving that space to pedestrians and bicyclists will make an incredible experience that people will want to come back to.
246	I don't feel people will be walking around down there since what I see is creating a place for the homeless to take over.

ResponseID	Response
247	Even though we regularly drive to get to downtown Renton we end up walking around the city most of the time we are there. We would love for more urban planning centered around walking rather than driving.
249	Between 2nd and third Street it's the transit center so buses needs to do their version like today and not like disrupt changes
252	Neither. The parking is heavily used.
253	In favor of more trees.
254	More room for users
256	Needs to be open view.. Trees need to be tall enough for safety of people to view around them from homeless lurking in bushes and lower trees.
257	Renton Pavilion and Piazza Park are great spaces where people gather and enjoy Renton together. It makes sense to have more room for people to walk, bike, enjoy programming like the Farmer's Market, and connect with each other.
258	The media doesn't seem useful in the first place
260	More greenery, the better
261	Seems like a healthier more attractive options
266	More cycling transit and access
267	Cars don't belong in downtown. Noise + pollution put off people from using it
268	I don't use the area much. More trees sound good, but they need to be maintained. Trees could also provide more opportunity for crime to be hidden and less access for handicapped people living downtown. Trees would need to be chosen and plated carefully not to cause sidewalks to rise or need too much maintenance throughout the year.
274	These kinds of improvements have actively made it safer for me to ride my bike. I already support density and accessibility, and Concept B supports that future better.
277	The center of downtown should be pedestrian friendly and limit parking - especially with the city garages right next to the street. Get rid of the street parking and provide more green space! This is a chance to completely revamp this part of downtown, and please do it right! We need the protected two-way bike lanes, additional trees, and more pedestrian space right next to Renton's "central square" - as the Pavillion gets redeveloped into a market.
278	Median parking area are outdated, and dangerous to cyclists

ResponseID	Response
279	better bicycling infrastructure
280	Renton lacks a good pedestrian area, it always seems to focus on the car first and pedestrians and others last. Improved pedestrian experience draws more business in those areas
283	I am a cyclist and the separated bike lane is a safer ride for me
284	Invest in public space and make downtown Renton more friendly for pedestrians use to help develop more downtown foot traffic. Local increases in foot traffic support local businesses.
287	I think walkable cities are far more important than drivable ones - even though i drive. I would take public transit down if i were able to walk or bike there, over driving down.
289	You're just making more space for homeless and drug usage. You don't do anything now to keep that area clean. I know the pavilion stays clean because the tenants do the work to ensure it looks nice. The current tenant should be the ones that decide and also have the ability to maintain the property. They do a great job for the city where you as the city lack providing safety and cleanliness.
292	More trees is always my choice.
293	More room for people walking and biking
296	More appealing and enhancing for City look
297	I prefer more space for people walking and biking. However I recognize that maintaining the median may be more cost effective and may preserve healthy existing street trees.
299	Separating the path from cars seems more important than separating the two car lanes with a median
303	We need more bicycle friendly lanes
304	I feel like option B is more of a community connector. It lends itself more to pedestrians and events. It looks beautiful and will elevate Renton in a much needed way- more green space and walk ability.
305	Plan B consolidates the shared use path and amenities and uses the space most efficiently
306	Bicycles and pedestrians should not have shared pathways. The speeds and movement patterns don't work well together. Consider doing a sharrowed speed bump roadway that higher speed bicyclists are welcome to use!
309	Definitely want to keep bus stops, so it is closer to a bus stop and more chances of keeping it than removing it.

ResponseID	Response
311	More freedom and safety for cyclists and pedestrians.
315	It will take years before any useful shade is made by newly planted trees. Further, what amenities other than benches and bike racks would be in B? We should build on what is here, especially where the trees are concerned. Other places can be positions for benches and bike racks.
318	We need more trees in the downtown space.
320	Having more space to safely bike and walk to key businesses and shops will help me get to places I need to be.
324	Much more appealing when I can walk without being around vehicles. The more trees the better! As long as Asplund doesn't do their usual butchering of them!
326	This is a ridiculous waste of resources for our city. Nobody is dying to walk from 2nd to 5th via trail. We have lots of great trails. Why do you feel it's necessary to add a trail that connects the chevron to an empty catering facility? Tell me 5 residents you know that would use this trail daily? I can name 50 that use the parking daily. This is really dumb.
328	I prefer using the money toward increasing the police force, helping deal with the homeless and drug population, and making sure there is adequate parking in safe areas to get to restaurants and stores.
329	Both options are unnecessary. Who wants to connect these two obsolete "landmarks?" Renton needs more parking downtown. Not more trails.
331	Keep existing median that maintains same parking area
336	I think there are alot of bike paths already in renton..this area you are purposing needs to be left for parking for all the business's ..renton needs to concentrate on cleaning up the homeless and making it safe for all the business's and the customers . As it is now alot of people don't feel safe coming to renton..
340	I work on Burnett and parking is so limited already. I prefer you not take out any existing parking so us businesses down here can survive. If you change Burnett parking to a walking path it will kill us. Our clients will leave and go to a mall situation where they have parking.
341	How much parking are we losing? Parking Downtown is already really hard.
345	My opinion is purely on, "I think that will look cool". I often park within the southern part of the project area and walk to the bars/coffee shops in the downtown core. I also work a little west of the area; co worker and I have been known to walk to businesses as well
347	Safer for people walking and biking

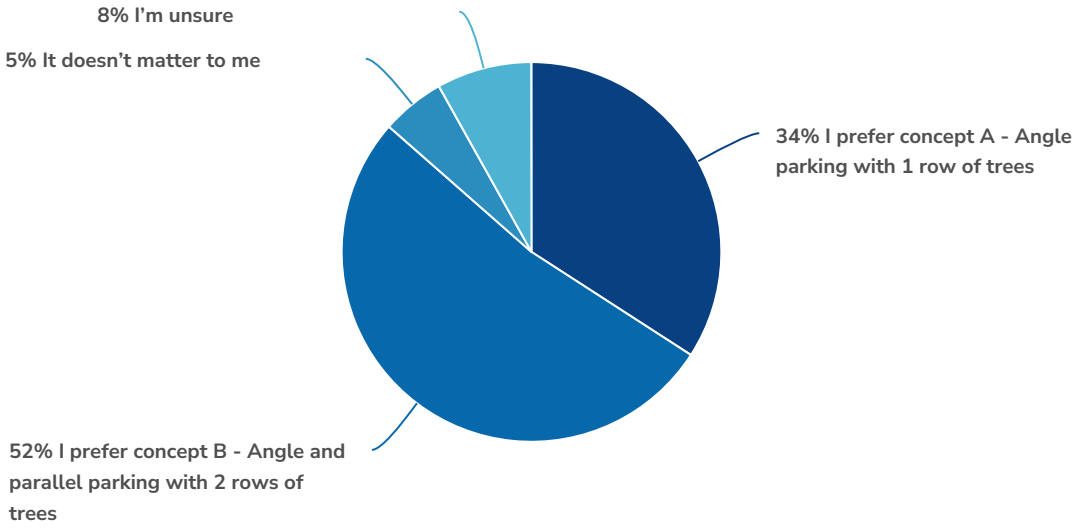
ResponseID	Response
349	I'm more concerned with the south section. Removing parking near the VFW is a bad choice as many veterans can't walk far. Also, I would be concerned with a larger area for pedestrians, would that make that block even more dangerous (due to unsavory people who hang out there)?
353	Giving more amenities will keep the undesirable groups of people that have already taken over downtown open space to live and carry on with illegal activities
354	More trees! More amenities!
355	The existing median is unusual and special and has some beautiful trees. I'd hate to see those beautiful, established trees come down, even for new trees and a useful change.
360	Want new amenities
362	I wouldn't feel safe sitting spending time in this block. I don't feel safe parking in the garage.
365	When we ride downtown we need secure places to park our bikes or we don't feel safe leaving then to explore town. There are not enough places to lock up our bikes downtown. Hoping the benches aren't lay down friendly
370	Concept B has more visual interest and a sense of environment. I think it would add to the appeal of downtown as well as bring a park like feel
372	Downtown needs more amenities for people who are walking around or waiting for transit.
374	more trees are always good
375	I like the separation from traffic.
376	That area is OK as it is,. Spend the money elsewhere.
378	To maintain vitality, I believe it is important to make it easy for residents to drive and park close to the business they support. I believe fewer parking spaces will drive customers away from the existing businesses. I also do not believe the cost of increasing bike paths is reasonable.
384	The median can confuse drivers and it just not as nice looking.
385	Money would be better spent to have the area patrolled and keep people safe. Then, the walkways would actually be used!
388	I like having trees separating the car traffic and the shared use path. I think it would feel safer and more private to have trees separating the two.
389	The median seems like wasted space. I would prefer to see every foot of space usable

ResponseID	Response
391	Neither, leave the way it is.
402	Save the money and don't do this project. We just went through updating sidewalks in Downtown that took it seemed like years to finish.
404	Leave the downtown alone! People are enjoying the new streets and sidewalks and don't need or want changes that cause unnecessary construction, noise, pollution, and loss of use of the current Piazza & downtown core.
405	Seems like a haven for more homeless activity. It's already a challenge to keep our city clean. The businesses along this corridor already have issues with vagrants.
411	leave it as it is. we need the parking
412	I love walking and biking in Renton, but the lack of consistent sidewalks, walking along heavy traffic routes, and lack of protection from automobiles makes these journeys more difficult and less enjoyable
414	Plenty of space already and the greenery is nice
415	Downtown Renton needs to be more friendly for pedestrians and bikes. A more walkable community will result in more traffic for downtown businesses and make our city more attractive.
416	This doesn't remove any formal street parking as currently none is there. It creates a safer pathway for biking to the downtown area
419	This bike path would provide a much safer option for me to get around town rather than the current options. If anything, it would be great to see this extended to 5th St with the parking lots along the path replaced with protected bike routes, bike locks, and trees for shade. A parking garage could be built in the Bank of America parking lot to support the missing spaces.
421	More benches sounds nice, but does mean that more homeless people will settle there? is there going to be an effort to move them along? I like the idea of more benches/amenities but that's my main concern.
422	More amenities is important to get more people to downtown Renton. However, safety is the utmost importance. We would go downtow Renton more often if the area wasn't filed with so many homeless people or people that are high. Increase patrol would be helpful so people with kiddos and elderly would feel more at ease. More cameras would be ideal just like some of the parks That have installed it.
423	keep the trees!
424	Would like to increase walkability downtown
427	More shade seems to be present in B, and more to do

ResponseID	Response
428	I like maximizing the non-traffic parts together and so partially larger. I think it would make it all feel more like a park.
433	Are the existing trees already a good fit? If so, they provide better shade, habitat, and carbon function. New trees take time to fill in, the space could be hot and uncomfortable for a long time. Bike rack amenities don't make sense: I bike *through* this area, what's my destination here? I load my bike onto public transit with me, and definitely wouldn't trust my bike locked public outdoors for hours. Better to encourage businesses to have bike racks near their entrance, not on a shared use path.
437	Less disruptive construction for businesses
442	More cost efficient and safer for vehicles. Space for walking and biking would still be sufficient
443	I am not sure that median helps. A wider sidewalk and amenities would improve the "look and feel" of downtown.
445	Having more amenities like benches and bike racks makes it more welcoming for people walking and biking. Increasing space to walk and bike is also fantastic, we should prioritize pedestrians.

6. Which concept do you prefer for the middle block?

Question 6- Excludes 42 responses submitted prior to June 13, 2023 to account for image labeling error



Value	Percent	Responses
I prefer concept A - Angle parking with 1 row of trees	34.1%	88
I prefer concept B - Angle and parallel parking with 2 rows of trees	52.3%	135
It doesn't matter to me	5.4%	14
I'm unsure	8.1%	21

Totals: 258

Statistics

Total Responses	258

7. Would you like to give us more information about why you chose this concept for the middle block?

Responses in the red box were received prior to labeling error update

ResponseID	Response
26	Easier sightlines for drivers with concept B. Seems like more landscaping provided.
27	You've got the concept letter and description switched on the question from what's in the image. I would prefer concept B with angle parking, parallel parking, and 2 rows of trees. Again I would prefer the use of native plants
31	I like getting the parking away from the street to separate those concepts of car travel and parking. What I like evey better is removing one row of parking and giving it to the connector or changing to a 1.5 lane road as is used in some european countries to really slow things down and deprioritize cars.
33	I like the idea of having more trees, both sides of the walking path. But, parallel park on the side of the street could cause some additional traffic jam when people are trying to park and the cars behind needs to wait
35	I prefer the double strip of trees. I do not like the reduction in parking. I also don't like the fact the City doesn't point out in the survey that there will be an actual reduction of parking (from at least 19 to 9 on the east side of the parking). Be forthcoming and transparent - especially for those people who are not familiar with the downtown core to understand the implications of this approach and these changes.
38	I think you switched the labels for A and B. A has angle parking with one row of trees. B has angle and parallel parking with two rows.... I prefer the angle and parallel with two rows of trees.
42	Can't parallel park!
45	I think the "A" and "B" are mixed up in this choice so I didn't know how to answer. I prefer concept B with the parallel parking and 2 rows of trees.
47	It's easier for people to park at and angle then parallel, so the flow of traffic will be nicer.
49	easier parking spots. a lot of people are not good at parallel parking
57	I reject both
59	I reject both. Clean up the homeless around Renton, fix older neighborhoods that have decrepit sidewalks, cars on lawns, open drug use, and trash left on the streets. If this goes through you are pooping on the veterans that served for our country. Bikes, dogs. and homeless people should not be a priority over veterans.
65	No changes is the choice, we were never informed of this change. We should have had more time and information about this.

Responses in the red box were received prior to labeling error update

ResponseID	Response
66	I think your choice is wrong. Concept A has 1 row of trees. I prefer Angle parking and one row of trees. Which is concept A
72	Don't screw it up! Leave it alone!
73	Forget the trees. leave the parking lot as it is. Where ae people supposed to park to go to the Red House or the VFW? Parking is already scarce due to people living in nearby houses using the parking lot as their personal driveways.
74	Why not run your bike path along the railroad tracks where almost no cars use? Why take away parking for some bike path which will not get used? Again, who in their right mind would even think of removing parking from senior citizen veterans that need to park close to the VFW? Maintain the current parking, and funnel your funds to take care of the homeless that seems to overrun the area.
76	The all angled parking option is to sterile. It works but seems like traffic would flow faster without the parallel parking and that is the opposite of what this street wants to be. You want traffic to slow down not speed through unimpeded. Also, the additional trees make it feel more like an actual park and not a road divider.
77	more parking
80	Angle parking and parallel parking with two rows of trees. I'd love more trees in the downtown area and to not be so car-centric
86	Your information appears to be wrong. The label above the pics about proposed concepts does not sync with the information on the verbal descriptions. Who designed this questionaire?
89	More trees! Again, I like having trees as a buffer between the shared-use path and the parking.
90	Path appears more sheltered/protected fro vehicles
91	Same comment as before- worried about homelessness
93	I prefer Angle and parallel with 2 rows of trees, but the images and question switch which is A and B so I'm confused on how to vote. I like more trees!
97	I honestly think there's too much parking in both concepts, but I am leaning toward the concept with the parallel parking as long as there is no streetside parallel parking spaces.
110	More trees is always better. Also, parallel parking on the street will slow drivers down making it safer for everyone.
112	Comments on 1st open space

ResponseID	Response
115	Again we need to remember all of the businesses, restaurants, banks and the Renton Piazza Tuesday Market all require adequate parking along with the new Rain City Market Store and new housing in that building. Yes, we have a parking garage that takes care of the north side of the city but there is nothings for the south side of the city. The only parking lot we have now that services that side of town is in front the Renton Chamber Of Commerce, Hair We Are, The Red House, the Renton VFW along with many residential Homes plus the Masonic Lodge around the corner from another large capacity multi family apartment building on Wells Street. The answer is not to take out any of these parking spaces as we are limited and over crowed now. We need a parking garage. More planning and other options need to be explored.
119	RETENTION OF AVAILABLE PARKING
121	Option A appears to be your best option. More available parking and less expenses for the additional trees and less maintenance to maintain them. I like the exit on to 4th St. Its a mess the way they have it blocked at this time. Ps. the upstairs residents in this multi use building use this on the street parking as their parking garage allows them one parking space. Go figure :(
123	We don't need angle parking or more trees. Stupid
124	Neither of these proposals are good
129	The residents and businesses already have very little parking so where would they park if concept B was used?
133	Just leave the medium alone. Tax paying residents need the parking too
145	Retains more existing parking
147	More trees are important to reducing urban heat islands and capturing carbon. It would also be more picturesque if there were two rows of trees.
148	As anyone who lives or works in downtown Renton regularly could tell you, it would probably be best to minimize the amount of parallel parking Rentonians are asked to perform on a regular basis. The extra trees would have been nice, however.
151	I like the idea of more trees and using the trees to help separate people from traffic and parking areas. The greater the separation between people and cars the more comfortable people feel about a space.
152	continues plan B
154	Lots of tress please
155	Two rows of trees, and better path separation.
158	More trees. Although I like the angle parking option better than parallel

ResponseID	Response
161	Prefer more trees, but also need to keep in mind traffic safety for drivers and people parking next to the drive aisle. See Redmond's downtown on Redmond Way between 164th and 166th Ave NE which is terrifying for anyone parking or driving in the area due to lack of buffer between drive aisle and parking lane.
163	Need more trees not more parking.
164	-
166	I like the parallel parking and additional trees.
167	I like concept A because angled parking allow traffic to continuously flow along Burnett towards 4th St., no need to wait for people to parallel park or "hunt" for spots. Drivers can simply drive into the angled parking zone.
169	I think this depends on how important those parking spaces are. Right now, they don't seem to be used much. But I don't know what Renton's projections are for growth and whether there will be enough parking spaces.
173	It still provides some easy access street parking while
174	I would like it to remain as it is. There are many bike paths around the city for all people and plenty of path along the river that no one ever used. I know I am always alone on these path. Everyone drives. Leave the parking for the VFW
175	As a resident who lives very close to this project I don't mind. But to get people down town you still have to have enough parking. People will not take the bus especially if they don't think the bus is safe.
178	too much space for cars.
179	More trees would be better.
182	I would prefer more green space and trees.
185	I don't like the parallel parking in option B bc it will slow down road traffic as people search for parking and try to parallel park. One row of trees in option A seems sufficient in providing a buffer between the path and the road
186	Simpler parking, no one walking across the multi use path to get to businesses and apartments
191	More parking.
192	More trees keep it cooler
196	If you want people to come downtown you need to provide parking. The garage is unsafe and expensive.

ResponseID	Response
197	More trees = better
199	fewer parking spaces!
200	I don't want to expend taxpayers money to have the homeless take over the place.
202	I hate parallel parking
203	I like the extra trees in B, but with parking on both sides, it might actually feel more enclosed than A
204	It's easier to angle park than parallel park. Also maybe costs less with fewer trees.
208	More trees. It's a really nice spot to have trees and add to the greenery and shade downtown Vs more parking. Use the bus station parking for downtown instead of street parking and keep this area more open.
210	Flexibility
211	Allows for some street parking for folks visiting businesses on Burnett
212	None of the above
213	Pull in driving might be a little easier in this section.
215	Trees provide shade, however their roots become a problem over the years, pushing up pavement. Plant something OTHER than trees, i.e. ornamental grasses, low maintenance, and PNW native plants!
218	Clean up the area before you make it usable or you are throwing good money after bad.
219	Comcept B looked safer without cars zooming by the trees. Plus I use parallel parking more than lot parking.
221	None of them traffic already sucks so bad down there.
224	I don't see much benefit to have two rows of trees and reducing the amount of parking. Remember that there are access issues to businesses downtown for people who cannot walk far
226	I like that the second option has more trees yet it doesn't reduce the number of parking spaces as the design with fewer trees. I vote more trees!
232	More parking.
238	More trees.

ResponseID	Response
240	More tree coverage decreases the heat of the street in the summer, and different parking options suit a larger variety of people.
242	Parking is essential in the downtown renton area, and I feel that having a plethora of free, accessible parking is a major draw to our downtown area.
244	The car has been prioritized for decades let's give some space for healthier, safer, and greener modes of transportation.
246	Not many people can parallel park
252	Neither. The parking is heavily used.
253	More trees
254	More parking for users
257	As there is no difference in the amount of parking, I selected the option with more trees. I think it will look better and make pedestrians and cyclists feel safer.
258	Most people don't know how to parallel park correctly anymore and will create bottlenecks waiting for people to make several attempts at parallel parking before getting it right.
259	More shade for parked cars, more trees.
260	More greenery, the better
261	More trees = more shade = less heat
266	More sheltered Walking space
267	Downtown Renton already has a big free Parking garage. It needs less parking to disincentivise driving, which has negativity effects on the people trying to actually use the space and enjoy downtown
274	Angle-in parking prevents the scenario of inattentive drivers and passengers in parked cars from opening doors unexpectedly into oncoming vehicular and cycling traffic, and prevents the need for people exiting their cars to cross a bike lane to get to the storefronts along the parking lot side. Feels safer for all involved.
277	Why do we need so much parking? The less parking the better. There is ample parking options in Downtown Renton - do not waste your chance to making this city incredible by wasting more space from. This looks like a terrible PR instance waiting to happen, just like what is happening with Waterfront Seattle. Make this space better for humans, and they will come!!! Providing so much car space in the center of a booming city is a shame. We also need protected bike lanes - this should not be a shared path!

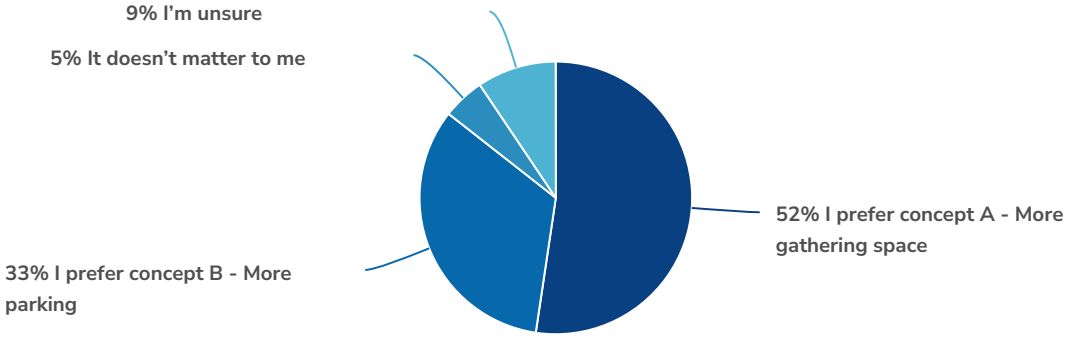
ResponseID	Response
279	less potential for people to drive into the path if they have to parallel park
280	Concept B provides safer barrier to keep over size vehicles spilling into the shared path. Long bed trucks can often take up a lot of space due to the large rear overhang
282	Safer for pedestrians
284	More trees will help offset heat dome effects.
285	it's hard already hard to find parking in that lot so don't reduce the number of spaces
287	More trees means more safe from bad drivers
293	More trees
294	Better Separation of People and Bikes from the Vehicles.
295	I like the option that allows for more trees but doesn't reduce potential parking
297	I prefer having more trees, along both sides of people walking. The on-street parallel parking provides a) a buffer between people walking and moving traffic and b) an option for impromptu parking for drivers traveling southbound who may have missed the turn for off-street parking.
300	Do you really need 2 travel lanes for vehicles?
306	Same comments about making the roadway friendly for bicyclists!
309	More rows of trees
313	Need to keep as much parking as possible. Parallel parking slows down traffic.
315	This option provides choice in parking, and an arcade of trees. Southbound parking is an amenity which will be greatly appreciated too. My only concern is safety for drivers along the Southbound lane. If you look at the Northbound lane, there's an angled section that diverts traffic with plenty of space from 4th street to the entry of the Bank of America lot. If the tree-lined path was narrowed by 2 feet, that space would protect drivers on the Southbound side of Burnett. the mixing zone in A, would work better for B, as turning from 3rd to Burnett with long-wheelbase vehicles (delivery vans and such) need a wider berth than the average compact/mid-size family car. Best to give space for easier turning for everyone's safety.
320	Having more space for people to walk and bike is more desirable than having more cars dangerously driving around 4th St.
324	Trees help the environment, provide shade and are beautiful!

ResponseID	Response
325	More parking spaces are necessary! Concept A allows that, and it doesn't make the streets overly crowded
326	If anything- you should add more parking and not do a trail at all. Angled parking would have been ideal on 3rd street- but thank God we have bigger sidewalks that nobody walks on because they can't park.
328	Angled parking is safer, and it is easier for elderly and newer drivers.
329	Getting rid of any parking downtown will negatively impact the businesses. None of these businesses are supported by patrons that have to walk or bike only. These businesses all require parking! Perhaps we should eliminate the parking by the Melrose Grill also to allow for a "bike trail." Or is it only okay to eliminate/limit parking from businesses that the mayor doesn't own? This lot is full every day as is. If we're going to change anything we should NOT DO A TRAIL and add angled parking along all streets where this is proposed.
332	Currently too much parking in the center area. And misuse of parking. It will help this neighborhood tremendously
340	Looks like more parking
341	More parking for the businesses downtown
348	More parking
349	We need parking in downtown Renton.
350	Looks like there is more parking spaces. Parking is an issue already, we don't need to lose spaces, we need more. Safety is still a concern when dining in the evening. I don't want to park far away from restaurants.
352	More parking would be great.
353	Any additional parking it welcome downtown. The parking garage is disgusting, unsafe, I feel sorry for the businesses.
354	More trees!
362	Prefer angle in parking
365	I ride with my kids, and would like barriers between the parking and bike path
370	We need more parking in a safe reliable area
372	More trees. More walking space. Seems prettier.
374	more trees

ResponseID	Response
384	A is logical as a driver. B looks like a mess and confusing.
385	Spend less money on renovating and more money on keeping the area safe and well patrolled!!
388	I like that there would be more trees and parking spots on Burnett
389	I like more trees
402	None, just not interested in spending money or living through the construction for this.
404	The Burnett Linear Park is perfect now, there is absolutely no need to extend it into parking lots businesses depend on. Only developers and construction companies benefit. And maybe the mayor??????
405	The more parking the better.
409	Please don't take parking away. Most of us don't bike all over and I know my parents would not be able to enjoy Renton anymore.
411	leave it as is we need the parking
414	Parallel parking slows traffic down too much as most people are terrible at it. Angle parking is much quicker so traffic can flow
415	More trees is always better. Always.
416	Too many trees over a bike lane creates hazards from falling leaves and bumps on the pathway from growing roots
417	More trees and separation from cars
423	more trees!
424	Trees are important and they make Downtown look prettier
427	More shade. We're having heat waves and it's important to have as much as possible, in my opinion
428	Seems like more parking is needed in this block.
432	I think this is a terrible idea and a waste of money. Money that could be better spent on other needs like fixing pot holes and repainting lane markers. There is an active VFW there that needs parking for their veterans activities and what about the people who live on that street?
433	I really like the extra trees in concept B, but their root systems look so close to the curb (will they be targeted for removal if they damage the parallel parking strip?)

ResponseID	Response
437	That parking lot and business around it are always busy. We need more parking in this area. Has the city considered buying the dirt lot and converting for more parking
442	Angled parking is safer and easier for all drivers. Less back-ups waiting for people to park. Safer to get out of car since not opening doors into roadway.
443	Both look okay
444	Parking is a huge problem in downtown Renton. Would go there more if there was more parking.
445	Having 2 rows of trees will be able to provide better shade during the hot summer months making it more enjoyable to walk/bike. Also, it will be more aesthetically pleasing for the community.

8. Which concept do you prefer for the south block?



Value	Percent	Responses
I prefer concept A - More gathering space	52.3%	156
I prefer concept B - More parking	33.2%	99
It doesn't matter to me	5.0%	15
I'm unsure	9.4%	28

Totals: 298

9. Would you like to give us more information about why you chose this concept for the south block?

ResponseID	Response
27	I would like having more green space and would like a focus on native plants/trees.
31	As a pedestrian with children I don't like either of these options. I want the car traffic to one side, NOT on both sides. And backing up, as a human I just don't want to even cross a road! So let's get Burnet south over on the East side of the Connector all together. Helps me as a human enjoying the space and helps keep my sanity as a parent in a good place so that I'll actually want to come here. With road on both sides I don't want to hang out here, just move through.
33	I prefer to have more gathering space than parking space (there are already available parking places not that far away. Also, I normally don't see the parking lot of this area super full all the time, we could reuse the space for more fun activities.
35	I cannot tell what the green circles or red circles are indicative of to know what I have preference for.
36	I live in downtown so I don't need parking here. I also think there is ample parking in the downtown parking garage and along the residential streets. I pass this parking area daily and it is never full. We don't need more parking- but we do need more awesome parks and interactive pedestrian and community space! This is so exciting to me.
38	I like the idea of more parking space in part of the remodeling because parking is limited downtown, but the cross street that goes through the walkway looks like it has less potential for pedestrian danger in concept A.
42	I would survey the people in the neighborhood for their preference.
46	Both concepts seem to eliminate the large parking area and I think parking in downtown is necessary.
47	With the downtown homeless issue, more parking is preferred then more space for the homeless to hangout. if there were less homeless then I would prefer more gathering space
49	parking will bring in people from out of the area.
57	I reject both
63	Why would you put two handicap spots at 5th. No businesses at that end!!!
65	The choice is no change. We need to keep the public parking lot The way it is. We already have a linear park. Parking is essential in the existing area. No spaces can be taken away.

ResponseID	Response
68	We don't need less parking stalls.. how many use the parks on BURNETT NOW!!!!!! I am on Burnett at least once a week and never see anyone at those parks...
72	DONT MESS WITH IT!
73	we need parking spots not gathering spots
74	Trees can be moved, keep the parking as it is.
76	This is a tough one. While I like the more gathering space & trees, I know parking is currently pretty tight in that area, with many homes in the area using the street as their primary parking & businesses in competition for the spaces. If we do go with more parking option add more trees.
77	neither gives enough parking for older vets that have trouble walking
80	It would feel more like a park instead of a nice parking lot
89	I'd want to hear from people who live nearby if they need the parking in concept B.
90	Would feel like more of an extension of park are to the south
93	I would like Renton to encourage more walking and biking rather than car use. If I felt safer biking I wouldn't need to park my car in downtown Renton because I would get there on a bike.
97	Concept A still retains too many parking spaces, but it has fewer spaces than Concept B. I would rather see only parallel parking spaces along northbound Burnett than angled spaces.
109	The parking is mostly empty or littered with abandoned vehicles and people living out of their cars.
110	The cars currently parked in the parking lot are frequently broken into and although this gives red house less parking space I think the more parking option will be a slightly more "green" version of what is currently on the block.
112	This is the section that will destroy the VFW, Red House and the Masonic Hall. PLEASE DO NOT CHANGE this strip of Burnett!

ResponseID	Response
115	Neither Plan A or B is a good plan. All of the businesses and homes on these blocks will be compromised with the limited parking spaces as there is not enough parking now. Maybe a parking garage is a better solution? We need and require all the space we have right now just to live and conduct everyday business in our core area. I use this parking lot 3 to 4 days a week to participate and do volunteer work at our Renton VFW Post #1263, and I might remind all of you our veterans gave a lot for their country. they need those spaces. I am also a member of the Renton Chamber Of Commerce and they do a lot for our community! So, I'm tell you, taking out any parking spaces in this area will be a major mistake!
119	THE RESIDENTS USE MORE PARKING THAN THAT NOW AND IT LEAVES NO ADDITIONAL PARKINGS FOR MULTIPLE BUSINESSES, THE LOSS OF BUSINESS IS WHAT RENTON IS BECOMING FAMOUS FOR . POOR OPTION .
129	Neither benefit the residents and businesses
133	Leave as is
143	Neither, parking is already hard to find in area and I've turned around and gone home. You can't expect seniors walk to cars in dark, bad weather, let alone those who are handicapped using canes, walkers, and wheelchairs. your proposed spots will be taken up by those who live on block.
147	I like the larger green spaces in A, but I think the extra parking in B may help people access downtown businesses better (even though we want to encourage more biking and walking).
148	None of the options above reflect my attitude towards this area of the proposal. The loss of the existing parking spaces in this area is downright tragic. I have spoken to many locals that wish the city would just leave this particular section alone. People will perceive either version of this leg of the project as a scheme to force more people to pay for parking in the downtown structure, and I don't think it will have the positive impact you expect it to have. I do concede that the connector path is a great idea. The best option here would be to preserve+enhance the existing layout and reserve some of the existing parking spaces for the connector path. Considering the amount of regular traffic on these streets, combining curbside parking with angled parking sounds like a recipe for huge backups. I have answered option B simply because it salvages the most parking.
150	Both designs take away much needed parking from businesses on Burnett, near S. 4th St. that depend on parking.
151	I strongly support the vision of a walkable and livable downtown which in my mind means a move away from car centered planning to planning that is focused on walkability and the creation of places where people want to be and live and not just visit.
152	not why more parking was shoved South in B. Likely because it was taken away in the middle portion..

ResponseID	Response
155	Community commons are always a benefit to a downtown area, especially if well policed for vagrants and garbage.
156	One concern is when people back out of parking lot, that will slow down the traffic but love love the idea of having bike and walk trail because I see alot of bikers come to park in that area then get on their bikes and bike away then come back and put bike in their cars and go home so they will be thrilled
158	Both have their +/- With the growth of the area parking is important. Increased gathering space is nice but doesn't matter if the parking to use it is full.
161	I use the existing parking lots and both concepts will remove a substantial number of spaces. I don't like the extra wide sidewalk on the west side of the path crossing the Burnett Ave S. drive aisle which confuses drivers. The sidewalk layout should be redrawn to make it clear to drivers and pedestrians where they should cross the street. I recommend removing the conceptual sidewalk at that location and installing a narrower sidewalk that ties into the proposed path further north of the southbound Burnett Ave. S drive aisle.
163	Burnett Linear Park is great, need more like it.
164	Cars rule the world. Embrace that fact.
166	I like the addition to the park. Trees and gathering space is more important than parking.
167	Which concept has more trees and more green space? The more gathering space, the more traffic there will be, will there be the same amount of driving lanes?
169	More green space
171	I'm wondering how you plan on keeping these new open areas safe and free of homeless
173	More parking is important all over Renton, not just there!
175	I don't like road diets but in this instance the park is fantastic. When I drive by this area I see people in the park all the time. It's clean, no homeless and very inviting.
178	ban cars. too much parking.
179	would be more enjoyable to have less parking. should limit cars and have more space for walking/ biking and pedestrian access.
182	The more green space, the better!
185	Parking is important, especially because downtown Renton lacks large parking structures. Option B still promotes foot traffic without eliminating a substantial amount of parking

ResponseID	Response
186	Part of the use of the connector would be for people to be able to park and walk into downtown. There is already limited parking and making downtown more walkable like this needs places near downtown to be parkable.
191	More parking
192	There's already a huge parking garage downtown
199	Area South of tracks needs nothing. Spend the money on shoulders for Old Benson Highway.
200	No taxpayers dollars should be spent.
202	Parking downtown Renton is not hard to find right now especially with the parking garage. I would like to see more enjoyable park spaces
203	Do we really need more parking?
208	The parking is minimal and people drive like idiots and I prefer to have more walking space vs fighting with cars.
210	NA
213	Nice to have some additional space for gatherings.
215	Again, the PNW has RAIN primarily OCTOBER through MAY, and using a car is the primary way to get around, especially if you are 55+ and not interested in being mugged, etc. NOT EVERYONE CAN WALK NOR WANTS TO! GET THIS THROUGH YOUR PLANNING HEADS! WE, the LONGTIME RESIDENTS AND TAX PAYERS ARE THE ONES NEEDING EASY SUSTAINED CAR ACCESS!
218	The opportunity for this area because of it proximity to Seattle and Bellevue is so good, but you want to compare Renton to Kent and that is why it will always be barely better than Tacoma.
219	Design more for foot traffic than cars.
221	TRAFFIC IS ALREADY SO BAD PUT THE MONEY INTO SOMETHING ELSE
224	Me and my family access these businesses more than any others. We would never frequent them if you take the parking away. None of us can walk from the garage to this location. Too far. You have a huge piazza! Use that for gathering space.
226	I chose option A because, as a resident of 5th & Wells who frequents Burnett Linear Park with my child, I'd rather see more green space for our neighborhood.
231	This parking area gets a lot of use. I worry about the reduction of parking on Burnett.

ResponseID	Response
232	More parking.
238	More spaces for people, less space for cars
242	Please see previous comment
246	Leave it how it is, so many people utilize how it is now.
252	Neither. The parking is heavily used.
253	Looks like more trees
254	More trees
256	more park g for shopping downtown Renton
257	We have a large parking garage that I have never seen full, so I don't think there is much benefit to adding more parking in such a great location. Downtown Renton is a great place to gather and spend time with the people in my community. More gathering space will make Downtown Renton a more pleasant and great place to connect with others, while more parking will do the opposite, more time spent in cars and less time walking around our wonderful city.
258	More parking is good if you actually want people to utilize the space and conduct business downtown.
259	If you're gonna do the thing, then do the thing. though I don't know what the parking demands are in that area, the current spaces seem full fairly often.
260	More greenery, the better
267	Downtown Renton has too much parking
268	If people not living downtown can't park, businesses will suffer.
274	The more accessible spaces like this by foot and bike, the more equitable spaces become especially in urban areas.
277	Again - you have a chance to make a huge impact right in the center of the city. Use these funds and initiatives wisely to make this investment worthwhile for future generations. MORE HUMAN SPACE PLEASE. Less parking - give these residents parking passes in the protected garage instead
279	gathering and community is more important than cars.
280	Gathering space, great for vendor spaces for future events (marathons, food festivals, etc)

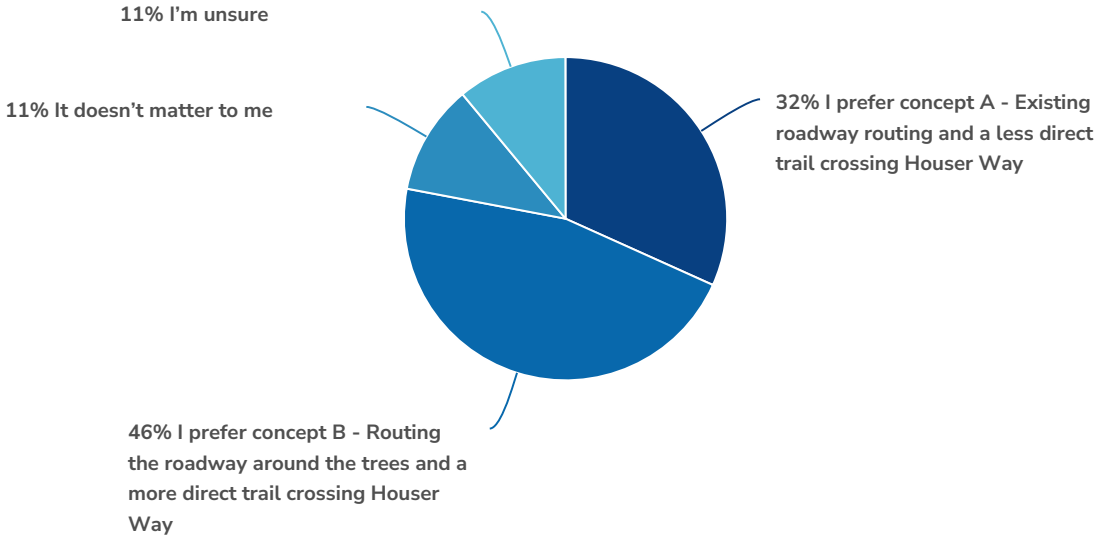
ResponseID	Response
285	Parking is already difficult, why would you make less available.
289	You're making it harder for the VFW folks to have access to their facilities. People who need close accessible parking the most. We don't need more space for the homeless to setup camp.
293	More space for people
296	Parking is hard enough overall
297	Gathering space brings more people arriving by non-automobile. Parking alternative just brings more cars.
300	Conflict where motor vehicle travel lanes cross pedal and bike paths. More human activity on street, along with design cues, needed to keep motor vehicle traffic slow.
304	More possibility for connecting the community and walk ability. Two concerns - please consider more police in downtown Renton. People are afraid to be there especially in the evenings and overnight. Please look at parking situations in other streets nearby. Can there be more angled pull in vs parallel?
306	More cars is not a benefit to me.
309	More space and trees, hope the city could consider either a pedestrian small bridge or a tunnel underground to make sure it does not cross the train in case it gets long and takes several minutes to wait until it finishes crossing, mainly with airplane parts.
311	The area does not need more parking. There is already ample, free, off street parking
314	Gathering spaces are much more peaceful than parking
315	I would prefer A, but with the lower southbound parking of B (by South 5th, west side of the pathway. Directional familiarity for Southbound traffic crossing over 4th, in a more smooth and refined form (no sharp bends like B). Plenty of Park Extension, and refinement of the driving situation on Burnett.
320	I want to be in an area that feels safe and comfortable to gather with friends and family, and having these larger park spaces helps aide that.
324	Every home needs gathering places.
326	Again- this whole idea is a waste of resources.
328	Parking is already an issue downtown, and it seems ridiculous to eliminate more spots while creating more gathering space. Public transportation and our road system are thus, that the majority of people feel safer and do drive to downtown.

ResponseID	Response
329	Again. Waste of money and resources. Will not attract business and make it harder for people To come to downtown and compete with other Sara's that have an abundance of parking.
331	It's challenging enough parking in downtown area. The additional parking would be great
336	You have taken away the parking for customers. So there's more space for the homeless to camp out..seriously who is planning all of this..if we the business's don't have parking we won't be able to support our businesses in renton. And already struggle with safety issues...I'm all for cleaning up renton but not by taking our parking away..we have alot if elderly people who use this parking lot..
340	I'm curious how many spots are there now vs. Concept B with more parking. Still looks like the area is losing parking that those businesses can't afford to lose. I don't like any part of it. More space for park guys to maintain and for homeless to take over. The parking down here is essential.
341	This directly impacts parking availability where I work downtown. I also struggle to find parking now when I want to visit businesses. This is a very used parking lot during the Tuesday market.
345	Maintaining parking in this block is important. (I like to park and walk to area businesses)
347	We need more parking in downtown Renton to accommodate so many people
348	There is a lack of parking currently
349	The only people who will benefit from a larger park is the people who live in the area. This whole stretch isn't really long enough for people to make it a destination park.
355	People can always find parking further away and walk to the gathering spaces.
360	More parking creates more traffic
362	I don't come downtown to gather. I come to support local business. Ease of parking is priority for me.
365	I love the idea of more gathering space..since I don't drive more parking doesn't really help me.
370	Too much park like spaces seem to attract homeless squatting
372	Prettier.
384	Beyond the need more more parking which downtown doesn't have enough of. The distance from a traffic control light to a turn is far too short for right had turning drivers to see. A will cause head on accidents.

ResponseID	Response
385	Many of us would come to downtown more often if it felt safe and we knew there was plenty of parking.
388	I like more parking
402	Just save the tax money
404	Do ALL of the "To DO" list in the Civic Core Plan without disrupting all of Renton. Very little of those items have been done. Instead, the city just jumps into to destroying the downtown core, the Piazza, Event Center, Burnett parking...
405	This plan is absolutely absurd. The existing parking for this area is already insufficient for the businesses around, examples as Red House, VFW, Dental office, Hair salons, Burnetts bar, Vigor fitness, Tatoo salon, Whistle Stop, Melrose Grill as well as the residents along this street. It makes no sense to extend the park south of these businesses as the park is rarely utilized. The crime activity around this area is getting worse and I fear that this plan will just attract vagrants and criminals because it will provide less visibility of them. News of a recent homicide one block from this street proves that this area is not safe! Let's make the city more safe before we spend 12 million dollars of our tax money for a park. My main concern is the parking for the businesses. They are a big asset for revenue for the city, not a park and walking path. We already have sufficient trails throughout the city. The businesses are the ones who will suffer if this plan happens. They have
409	Parking is a big deal
411	we businesses need the parking.. this looks like it will attract more homeless camping out and causing a strain on the community and businesses. Renton already has more than enough walking trails. where will this trail go to the car wash really what a waste of tax money
412	Public/green spaces are a cherished part of downtown cores and are more valuable than parking
413	We have so many empty parking lots and asphalt already- bad for environmental
414	More space for events
415	Less downtown car traffic will make our city a more beautiful place.
416	The impact to VFW community center parking concerns me. I would like to see more parking mage at the north end of this section. Could the bike path be straightened to allow for parking on both east and west sides of Burnett?
419	I would highly recommend aligning the path to the East side of the trees on the 4th st entrance. If on the west, the trees will block the view of bicyclists and could cause accidents. Moving it to the East and clearing out all obstacles in view while placing light up pedestrian crossing signs should help considerably

ResponseID	Response
423	more gathering space!
424	I don't think there's a need for more parking
428	I prefer more park-like design.
432	I think this is a terrible idea!
433	When we visit Linear Park, I do see the tables and benches in use and people walking dogs. The bigger spaces near 4th feel like a place I'd spend time after visiting downtown. Long, narrow strips either feel like they belong to the residents and I'm intruding (not shared) or I'm worried about my young kids playing into the traffic.
437	With downtown getting more and more small business I am very concerned about parking. It is hard to find a spot at times. I frequent businesses in this area and do not want to see their revenue change because patrons cannot find a place to park
442	We need more parking in downtown so those that live in other areas of Renton can visit. This is a comment I hear from many friends and family. It looks like the space will still be adequate. I hope we do want those in other areas to visit and will provide more parking.
444	Downtown Renton needs more parking.
445	We don't need more traffic from cars, we need more foot traffic. Having less cars will be safer, less pollution in the area, and less noise. More gathering space will help people come together more and create a vibrant community.

10. Which concept do you prefer for the intersection at Houser Way?



Value	Percent	Responses
I prefer concept A - Existing roadway routing and a less direct trail crossing Houser Way	31.7%	92
I prefer concept B - Routing the roadway around the trees and a more direct trail crossing Houser Way	46.2%	134
It doesn't matter to me	11.0%	32
I'm unsure	11.0%	32

Totals: 290

11. Would you like to give us more information about why you chose this concept for the intersection at Houser Way?

ResponseID	Response
31	I don't like either of these. They seem to be the same situation as a user of the connector. I don't like that I have to intersect with cars at this spot at all!
33	I prefer maintaining the car path as it is currently, near the train tracks too. Building some big gathering on the side of train tracks could be dangerous besides being super loud when trains pass by, it would not be a quietful/relaxing place. Better to put the gatherings a little further on the road
35	I am very familiar with this roadway and somewhat familiar with the proposed space ---- and I cannot glean a great understanding of approach. I believe the City should put a more thorough description. As well, as it is important to the neighborhood residents and people downtown who have reviewed this plan to KEEP the existing trees, I feel it would be prudent and transparent for the City to point out WHY the options presented are being presented. Someone not familiar with the downtown core might not understand the importance behind keeping trees. Again, I feel this is misleading to the general public in hoping to push through ideas the City or planners feel is good rather than listening to the wishes of those who are actual stakeholders in the area who have provided feedback
36	This current route around Houser Way is such a pain! I walk here with my little kids several times a week, and the "sidewalk" that is not actually separate from the road is really unnerving. I would love this to be a more streamlined pathway.
42	Simpler maybe less costly to leave roads as is.
46	Doesn't seem necessary or to add a large advantage to move the road, costing more.
47	Safer
57	I reject both
65	Safety and room, existing parking and space is essential for this street.
72	DONT MESS IT UP!
76	The view seems nicer for the red house leaving it as is. It also seems easier to navigate in a car. Think of all tho older folks heading to the VFW. I understand why there is a desire to make the trail more direct, because that too will be a bit of a challenge. But as I mentioned earlier if it's to straight it becomes a super highway and I don't think we want that.
80	I've walked and driven these roads and this intersection is so confusing! As a pedestrian, I would prefer a more direct path
89	More trees.

ResponseID	Response
93	Although I love the simplicity of concept B, it looks like it would be more expensive. I think I'll leave this one up to experts.
109	Houser is a dangerous road with a blind corner at morris and smithers. Re-routing traffic elsewhere makes this safer for pedestrians.
110	Less direct will slow bikers down and make people more cautious going around the corner and will give cars more time To see people crossing the pathway.
119	AGAIN MAKING AUTO ACCESS CONFUSING AND INEFFICIENT. MORE BAD IDEAS.
121	Something happened with my survey. I hope you received my last lengthy comment. If not I will be at the next council meeting. JGC
145	Like the curving pathway better
146	Cuts down speed on Burnett Ave S going south
147	More direct trail crossing seems easier to use.
148	I prefer concept B, but the way it merges with Houser seems awkward and potentially dangerous.
151	This intersection is a bottle neck and inhibits the movement of people and cars through the area. For the basic goal of this project to be accomplished (connector project) this intersection must be opened up in a way that encourages people to move along the corridor and become "connected".
152	don't see much difference between the 2
155	Seems a less expensive and better alignment with my other picks.
158	Mo
161	I prefer the concept that gives more visibility to pedestrians and bikers from the driver's perspective. Bikers don't tend to slow down at straight-through intersections, so a stop sign on the path should be installed similar to the stop sign on the Burke-Gilman Trail at Pend Oreille Road NE.
164	-
166	I think it makes more sense to keep the existing roadway and work around it. Concept A also has more green space.
173	It seems safer
175	I use Houser Way from S. 4th but it is a narrow road and should be one way. Will Houser Way S. be dead ended?

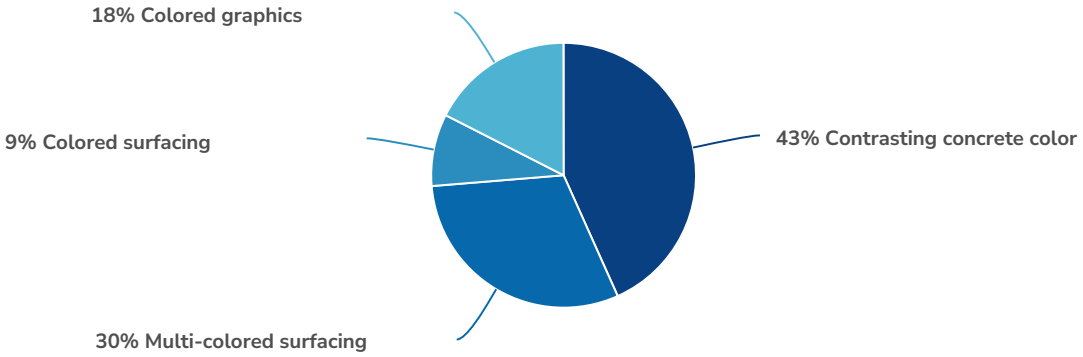
ResponseID	Response
178	too many conflicts with cars. ban em.
182	Difference between direct and less direct trail routing seems pretty small.
185	Lower cost and less construction. I don't mind a little bend in the walking path. Option B seems like a lot of effort and money for little benefit
186	I will already be slowing down on my bike to cross a railroad track and a roadway. Having an s turn in the path is not a big deal and actually encourages safe crossing. Less construction also
191	Costs to construct
196	This intersection is already a cluster. Option B makes it even worse.
199	Leave it alone. Sidewalks and bike lanes are needed all over Renton. This area is fine as it is.
200	No taxpayer dollars. Try reducing taxes instead of spending
202	Less expensive to build since it uses existing roadway. I don't care if the trail is direct or not.
203	A looks like chaos
204	Whichever one is cheaper and saves more trees
208	Easier to rework and less cost.
213	Could go either way with existing or one way during the intersection.
215	It's one thing to accomodate a few walkers, the majority however ARE NOT WALKERS! We use our cars, especially OCTOBER-MAY (THINK RAIN, SLEET, HAIL, SNOW!)
219	Less interference with Sycamore tree in construction. More of a winding path is idyllic and preferred versus "direct" route.
221	Traffic sucks
224	Leave it alone. I drive this every day and there are no traffic or foot traffic issues.
226	I don't mind a trail that is more curvy. As a resident of the neighborhood, I'd really like the current road to remain out of convenience. Also, it appears there are more trees in the curvy trail design, and one of the things we love about Burnett is ALL THE TREES!
232	Primary purpose is for trail users.

ResponseID	Response
246	Leave it how it is
254	Looks safer for trail users
257	This is so exciting! As someone who frequently rides their bike to Downtown Renton via the Cedar River Trail, I often find myself having to jump onto the sidewalk to navigate to Houser Way, which feels dangerous. Having an option to cross Houser Way as a part of a shared use path makes me so happy. I prefer concept B because it seems like there is more greenspace and I ride my bike on Houser Way more than drive it, however anything that adds a nice way to cross Houser Way addresses my needs well.
258	Seems less disruptive to the surrounding area
259	Less hassle in construction, indirect walking route is fine.
267	Prioritizing people over cars
268	Unfamiliar with the area
274	Concept B provides better sightlines between trail users and drivers, this safer.
277	Concept be looks to be safer for all parties involved and will make the eventual connect to Lake to Sound trail even better. But again we need protected bike lanes.
278	Safer for cyclists
279	more direct for trail users. default to pedestrian / cyclist safety over cars!
280	Plan will help slow down traffic to prevent vehicles hitting pedestrian
282	It would help to know the pros and cons of each from city planning experts.
284	Anything to help increase ease of pedestrian and wheel chair use is good and will support the new senior living units in the downtown corridor.
297	I prefer option B to provide more queueing space for SB vehicles as they traverse the wide intersection- this prevents blocking the box for other movements.
299	Seems like the sharper turn in the car lane before the crossing with the path would mean slower moving cars at the crossing
300	The curve reduces sight lines at intersection. No good.
305	I prefer a more direct crossing because it's easier to navigate on a bicycle
306	Be sure the railroads tracks have the safety pads in place to prevent bicycle crashes especially with this angled crossing.

ResponseID	Response
309	It is simpler and easy
310	Having a more direct trail crossing seems safer for pedestrians and bicycles.
311	A more direct trail crossing benefits cyclists.
314	Contingent upon the drivers having good sight lines and signage to stop for cyclists
315	Trails do not need to be as direct. Further, the S-bend in B, gives little to no reaction space (like if someone needs to slam brakes). A gives you the space to slam brakes if someone is being careless with their crossing the road.
320	Keeping the trail more direct helps keep things simple for bikes and pedestrians, and cars can use the additional natural slowing of a less direct route making it safer for everyone.
324	Renton can be a great place to walk! Encourages people to be more active.
326	This does not improve the city- it just makes it harder for people to visit downtown. It also doesn't appeal to businesses that are supported by patrons that need to drive to get here.
328	I envision more traffic issues with concept B.
329	Who is asking for this? Is it people that live in downtown? I doubt it. I don't know anyone that walks or bikes to downtown to take a trail. We have beautiful trails. This is not a good idea.
341	Parking!!!
347	Trying to keep downtown looking the same as much as possible
348	Direct path seems more inviting and recognizable
349	Curves add more interest to paths.
360	I like more trails
362	That intersection is already confusing. My preference is whatever makes the route of travel more clear and safer for drivers and pedestrians.
372	Direct access works better for people unfamiliar with the area.
384	B, for the same reason as before. A will cause head on accidents.
385	Don't spend more money on renovating things if they are okay the way they are! We need to be more careful about how we spend our money.

ResponseID	Response
388	I think the roadway in Concept A will be less confusing for drivers and I don't think the less direct trail crossing Houser would be too inconvenient for shared trail users
404	This is all unnecessary. It's NOT an IMPROVEMENT. Leave us alone! Let downtown Renton enjoy the new streets, sidewalks, and businesses that currently pay taxes after barely surviving C-19 & the many-year construction.
405	Not a safe idea at all. The train tracks are a dangerous mix with a public walking trail. What happens if someone gets hit? Does the city want that on their hands?
411	leave it as it is.. we need the parking
415	We can't half-ass this project. All priorities should be focused on pedestrians and walk ability.
416	Maximize parking and maintain bikers safety.
423	more potential for crashes with B
424	I think concept B is better for both the driver and cyclist safety
432	I think this is a terrible idea.
433	There are a few business on east side of Burnett Ave S. If biking there, with concept B I'd just go on the road. Maybe that's fine. I like concept A because it gives me (bicyclist, walking) options to safely cross.
437	Safer to see who is coming toward you
442	I don't see that it is that different so I would recommend leaving it and the trees and we can walk a little further. It actually provides some interest.
443	Makes use of existing road and it is okay for less direct route for trail.
445	I'm using concept a for this one because i did concept a for the last one which is to increase gathering places.

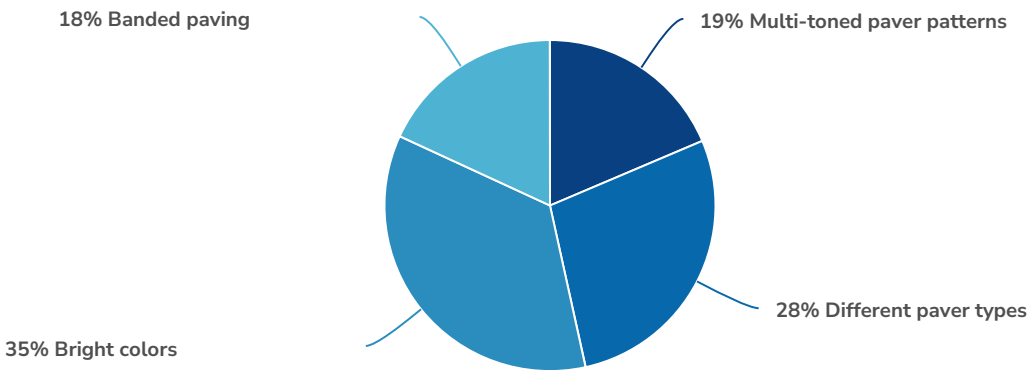
12. Shared Use Path Mid-Block Paving Materials: The shared use path will be used by both pedestrians and bicyclists. For this question, we're specifically focused on the more linear portions of the shared use path in the mid-block areas. What materials would you like to see? (choose 1)



Value	Percent	Responses
Contrasting concrete color	43.3%	94
Multi-colored surfacing	30.4%	66
Colored surfacing	8.8%	19
Colored graphics	17.5%	38

Totals: 217

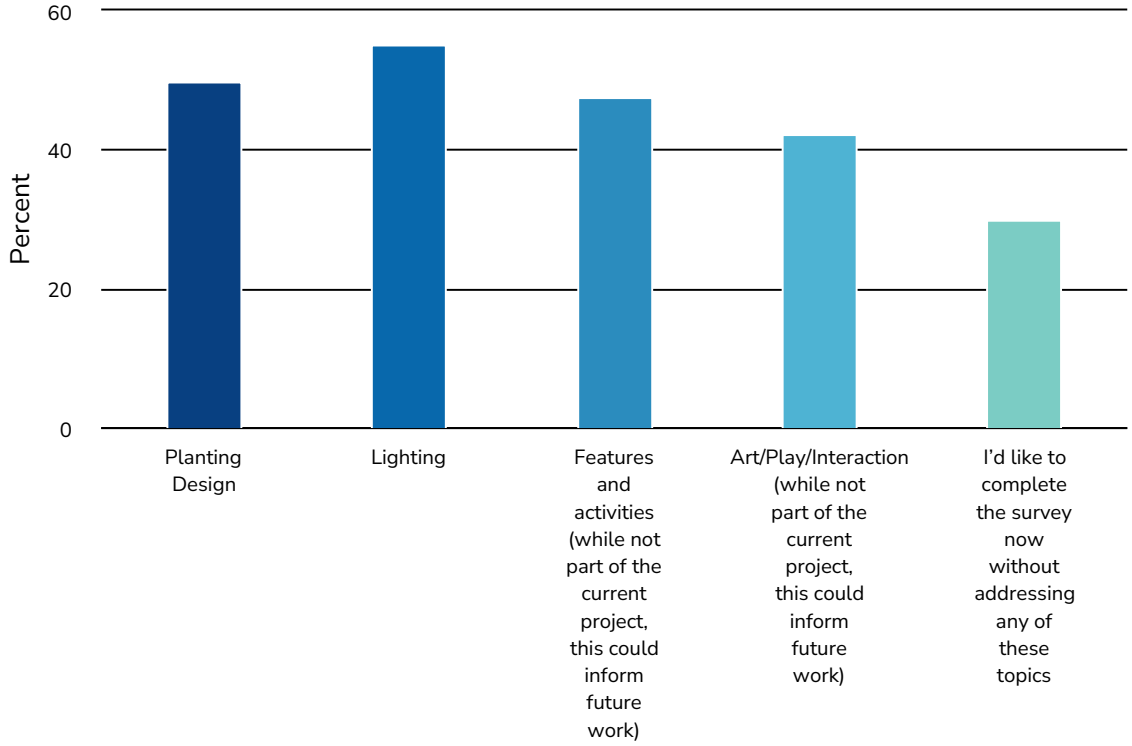
13. Mixing and Transition Zone Paving Materials: Mixing and transition zones are the portions of the shared use path where people may encounter cars, other pedestrians, or bicyclists moving in a different direction from the primary flow of the path. This may be due to a driveway crossing the path or an upcoming intersection. (choose 1)



Value	Percent	Responses
Multi-toned paver patterns	18.6%	40
Different paver types	27.9%	60
Bright colors	35.3%	76
Banded paving	18.1%	39

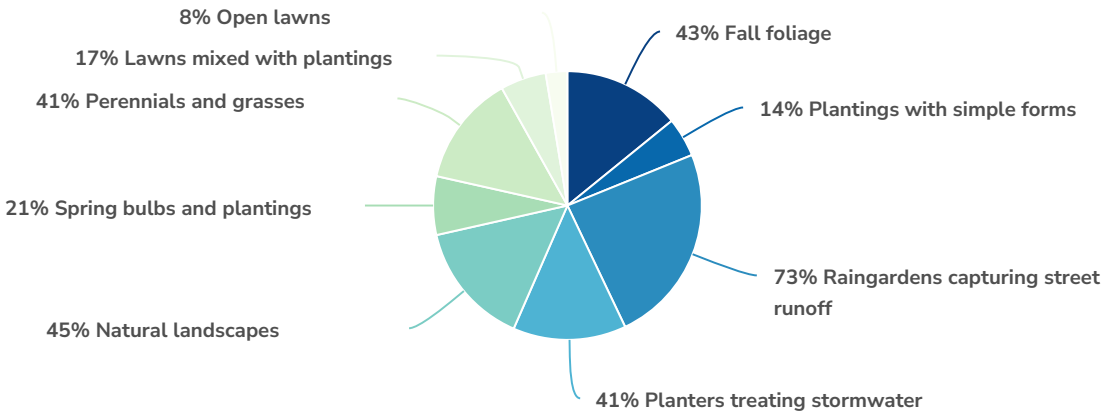
Totals: 215

14. We would like to get your input on some more detailed topics. What else would you like to provide feedback on? (check all that apply)



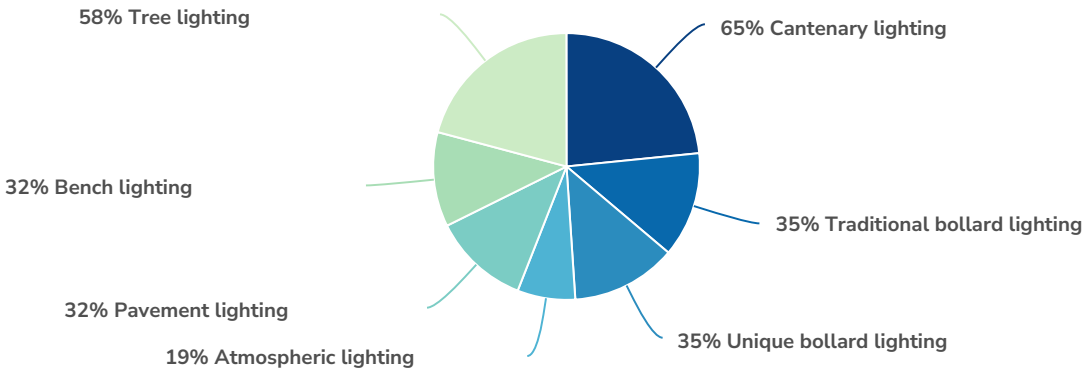
Value	Percent	Responses
Planting Design	49.8%	139
Lighting	55.2%	154
Features and activities (while not part of the current project, this could inform future work)	47.7%	133
Art/Play/Interaction (while not part of the current project, this could inform future work)	42.3%	118
I'd like to complete the survey now without addressing any of these topics	30.1%	84

15. Planting Design: Trees and plants make streetscapes more inviting, provide shade, and offer protection from the elements. Landscaping along Burnett Ave S. will be designed to maintain visibility for people walking and cycling along the shared use path. Which of these landscape design elements would you like to see included? (pick your top 3)



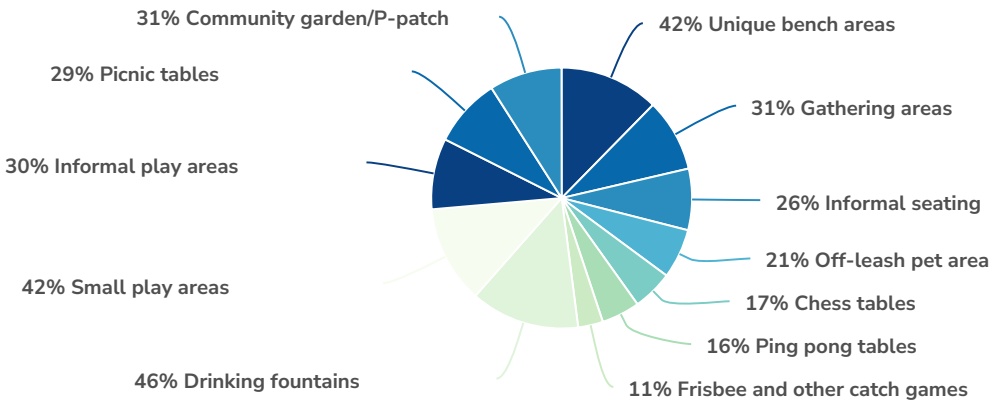
Value	Percent	Responses
Fall foliage	42.9%	54
Plantings with simple forms	14.3%	18
Raingardens capturing street runoff	73.0%	92
Planters treating stormwater	41.3%	52
Natural landscapes	45.2%	57
Spring bulbs and plantings	21.4%	27
Perennials and grasses	40.5%	51
Lawns mixed with plantings	16.7%	21
Open lawns	7.9%	10

16. Lighting: Well-lit streetscapes are inviting, safe, and encourage people to stay longer into the evening and winter season, contributing to increased foot traffic. Which of these lighting options would you like to see on Burnett Ave S? (pick your top 3)



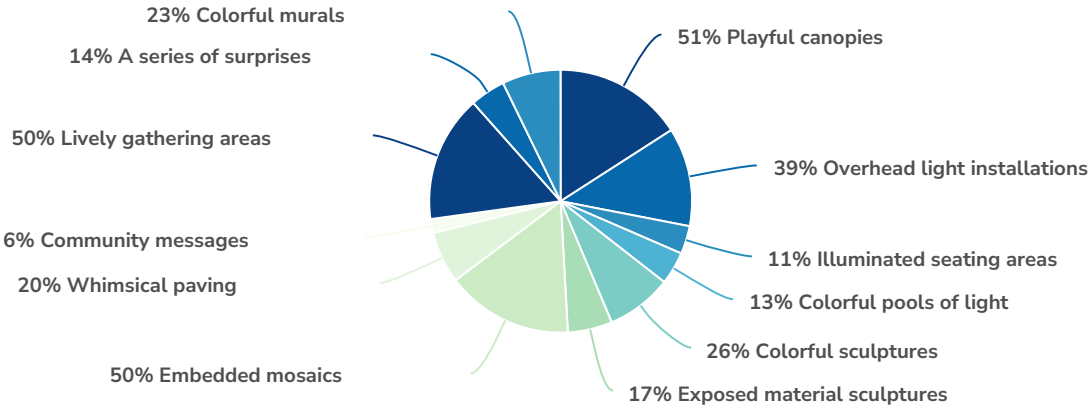
Value	Percent	Responses
Cantenary lighting	64.7%	90
Traditional bollard lighting	35.3%	49
Unique bollard lighting	35.3%	49
Atmospheric lighting	19.4%	27
Pavement lighting	32.4%	45
Bench lighting	31.7%	44
Tree lighting	57.6%	80

17. Public Space Activities: Which of the following features or activities would you like to see along the Renton Connector as part of a future project? (choose your top 3)



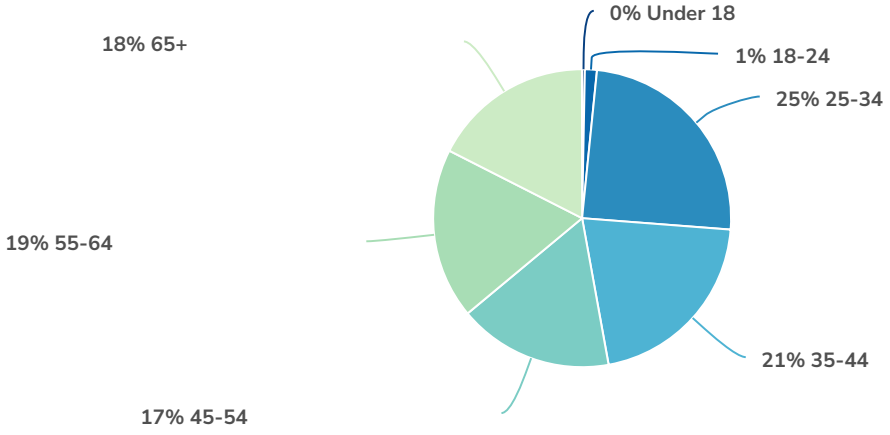
Value	Percent	Responses
Unique bench areas	42.3%	52
Gathering areas	30.9%	38
Informal seating	26.0%	32
Off-leash pet area	21.1%	26
Chess tables	17.1%	21
Ping pong tables	16.3%	20
Frisbee and other catch games	10.6%	13
Drinking fountains	46.3%	57
Small play areas	41.5%	51
Informal play areas	30.1%	37
Picnic tables	29.3%	36
Community garden/P-patch	30.9%	38

18. Art/Play/Interactivity: Community, creativity, and interactivity are what bring our streets to life. Colorful art displays help make a space feel unique, special, and cared for. Which of these design elements do you prefer? (pick your top 3)



Value	Percent	Responses
Playful canopies	50.5%	55
Overhead light installations	38.5%	42
Illuminated seating areas	11.0%	12
Colorful pools of light	12.8%	14
Colorful sculptures	25.7%	28
Exposed material sculptures	17.4%	19
Embedded mosaics	49.5%	54
Whimsical paving	20.2%	22
Community messages	5.5%	6
Lively gathering areas	49.5%	54
A series of surprises	13.8%	15
Colorful murals	22.9%	25

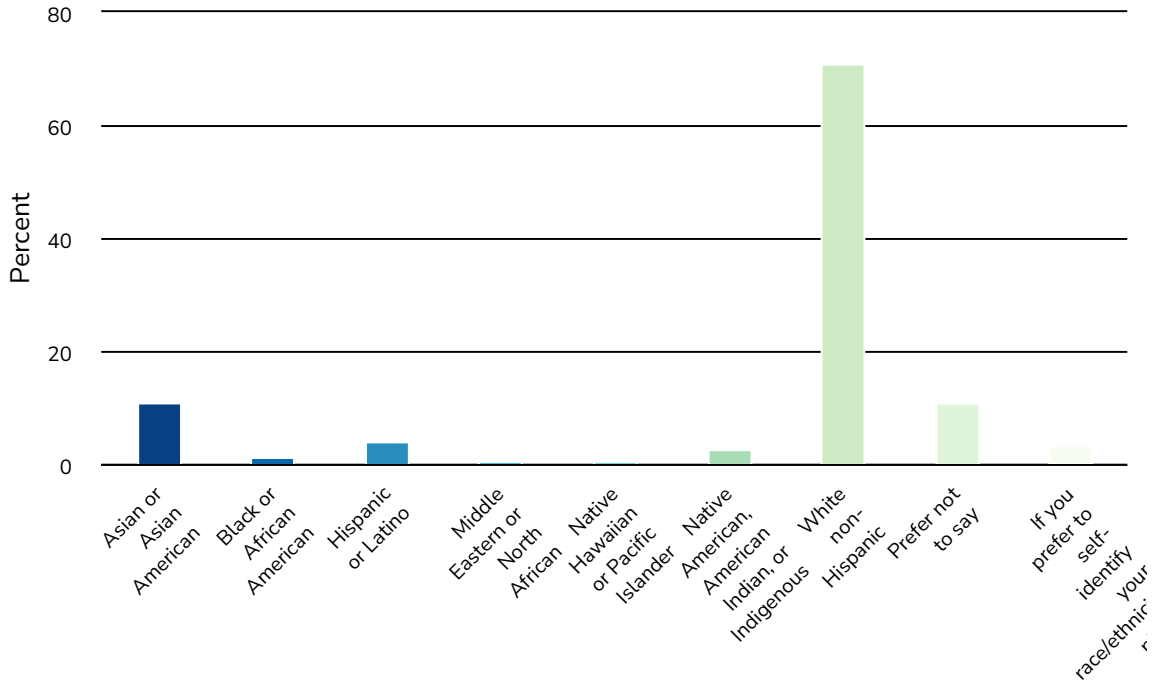
19. My age is: (Choose one)



Value	Percent	Responses
Under 18	0.3%	1
18-24	1.3%	4
25-34	24.6%	73
35-44	20.9%	62
45-54	16.8%	50
55-64	18.5%	55
65+	17.5%	52

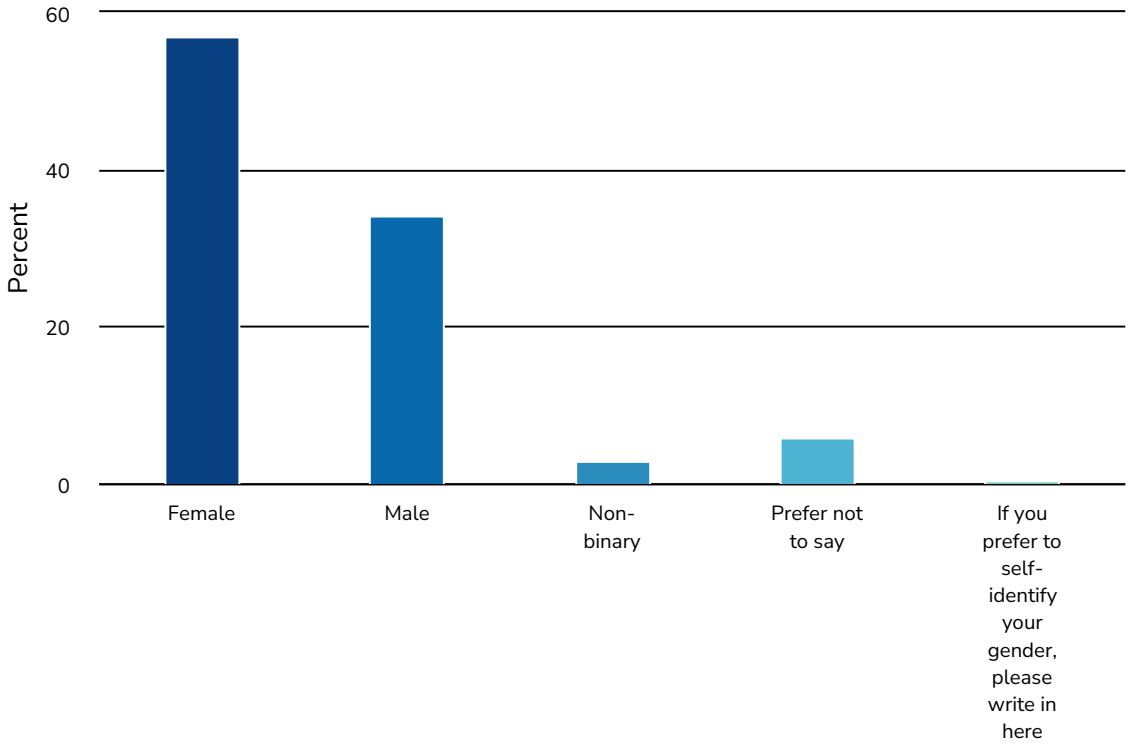
Totals: 297

20. How do you identify yourself? (Select all that apply)



Value	Percent	Responses
Asian or Asian American	10.9%	26
Black or African American	1.3%	3
Hispanic or Latino	4.2%	10
Middle Eastern or North African	0.8%	2
Native Hawaiian or Pacific Islander	0.8%	2
Native American, American Indian, or Indigenous	2.9%	7
White non-Hispanic	71.0%	169
Prefer not to say	10.9%	26
If you prefer to self-identify your race/ethnicity, please write in here	3.4%	8

21. Please indicate your gender



Value	Percent	Responses
Female	57.1%	133
Male	34.3%	80
Non-binary	3.0%	7
Prefer not to say	6.0%	14
If you prefer to self-identify your gender, please write in here	0.4%	1