

Transportation Options for Healthy Communities: Complete Streets

Washington State Transportation
Commission

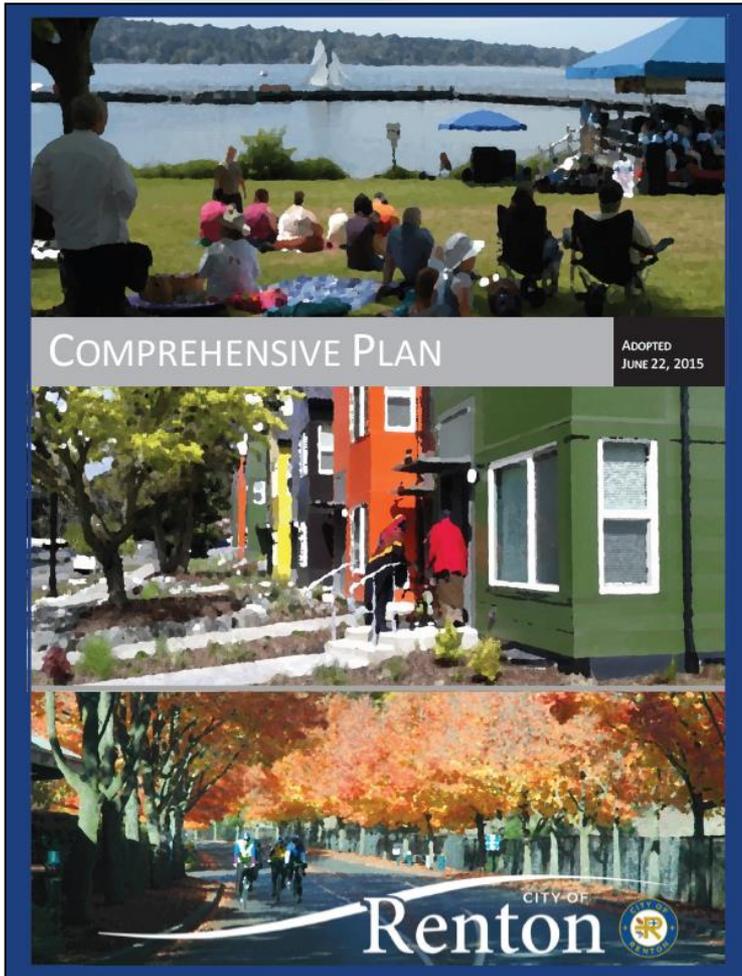
November 17, 2015

CITY OF
Renton



Comprehensive Plan

- Establishes City policies for growth over next 20 years
- Focus density in concentrated mixed-use centers where service delivery is cost efficient and meaningful alternatives to SOV's exist



PEDESTRIAN AND BICYCLE TRANSPORTATION

Investments in the non-motorized components of the City's transportation system enhance the quality of life in Renton, improve walking and bicycling safety, support healthy lifestyles, and support pedestrian and bicycle transportation modes as alternatives to the use of automobiles. Non-motorized facilities serve commuters and recreational users.

Goal T-B: Balance transportation needs with other community values and needs by providing facilities that promote vibrant commerce, clean air and water, and health and recreation.

Policy T-27: Promote non-motorized travel not only as a viable means of transportation but as an important method for maintaining overall health and fitness.

Comprehensive Plan Goals & Policies

- Bicycles and pedestrians more than simply alternative transportation
- Enhance quality of life, as well as, health and fitness



Renton Business Plan

VISION

Renton: The center of opportunity in the Puget Sound Region where families and businesses thrive

MISSION The City of Renton, in partnership and communication with residents, businesses, and schools, is dedicated to:

- Providing a safe, healthy, welcoming atmosphere where people choose to live
- Promoting economic vitality and strategically positioning Renton for the future
- Supporting planned growth and influencing decisions that impact the city
- Building an inclusive informed city with opportunities for all
- Meeting service demands through high quality customer service, innovation, a positive work environment, and a commitment to excellence

2016–2021 GOALS



Provide a safe, healthy, vibrant community

- Promote safety, health, and security through effective communication and service delivery
- Facilitate successful neighborhoods through community involvement
- Encourage and partner in the development of quality housing choices for people of all ages and income levels
- Promote a walkable, pedestrian and bicycle-friendly city with complete streets, trails, and connections between neighborhoods and community focal points
- Provide opportunities for communities to be better prepared for emergencies



Promote economic vitality and strategically position Renton for the future

- Promote Renton as the progressive, opportunity-rich city in the Puget Sound region
- Capitalize on opportunities through bold and creative economic development strategies
- Recruit and retain businesses to ensure a dynamic, diversified employment base
- Nurture entrepreneurship and foster successful partnerships with businesses and community leaders
- Leverage public/private resources to focus development on economic centers



Support planned growth and influence decisions that impact the city

- Foster development of vibrant, sustainable, attractive, mixed-use neighborhoods in urban centers
- Uphold a high standard of design and property maintenance
- Advocate Renton's interests through state and federal lobbying efforts, regional partnerships and other organizations
- Pursue transportation and other regional improvements and services that improve quality of life
- Balance development with environmental protection



Building an inclusive informed city with opportunities for all

- Improve access to city services and programs and make residents and businesses aware of opportunities to be involved with their community
- Build connections with ALL communities that reflect the breadth and richness of the diversity in our city
- Promote understanding and appreciation of our diversity through celebrations and festivals
- Provide critical and relevant information on a timely basis and facilitate two-way dialogue between city government and the community
- Encourage volunteerism, participation and civic engagement



Meet service demands and provide high quality customer service

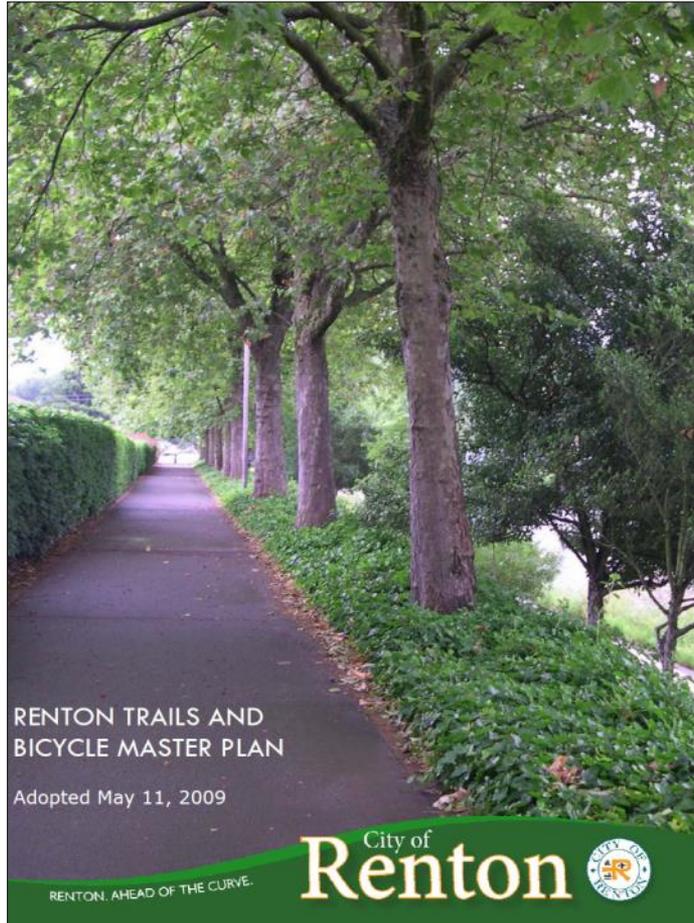
- Plan, develop, and maintain quality services, infrastructure, and amenities
- Prioritize services at levels that can be sustained by revenue
- Retain a skilled workforce by making Renton the municipal employer of choice
- Develop and maintain collaborative partnerships and investment strategies that improve services
- Respond to growing service demands through partnerships, innovation, and outcome management

Business Plan

Provide a safe, healthy, vibrant community

- Promote a walkable, pedestrian and bicycle-friendly city with complete streets, trails, and connections between neighborhoods and community focal points

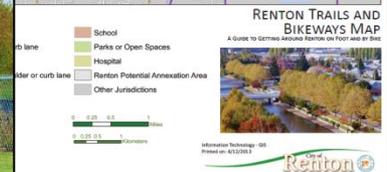
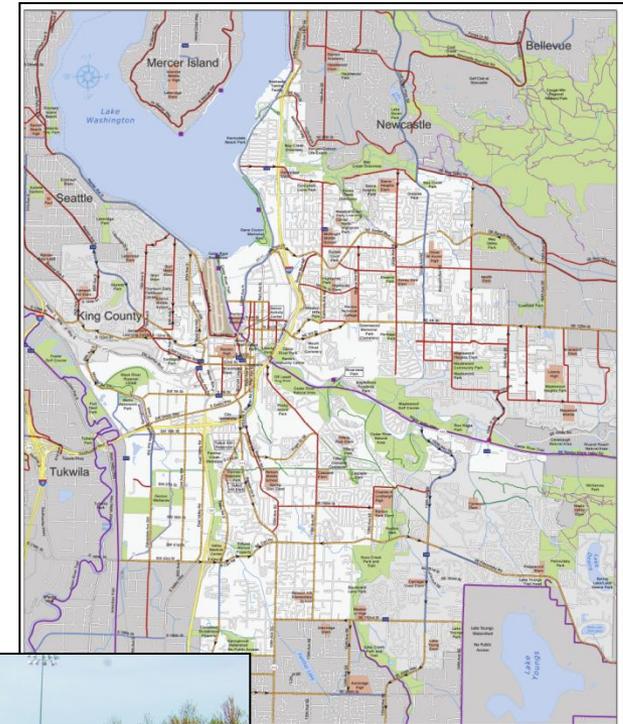
Trails & Bicycle Master Plan



- 20 year plan to enhance and sustain parks, recreation, and natural areas
- Opportunity for community to connect to and participate in a healthy environment and active lifestyle

Trails & Bicycle Master Plan

- Seek to have developed parks within ½ mile of low density and ¼ mile of high density residential
- Also, to link parks to other destinations and regions such as schools, parks, trails, natural areas, and commercial business districts



Non-Motorized Transportation Advisory Committee

- **Members appointed by the Mayor**
- **Promote quality of life including healthfulness and sense of community relating to mobility without the use of fossil fuels**
- **Advises on trails, bike lanes, sidewalks, roads, and all systems that relate to non-motorized transportation**

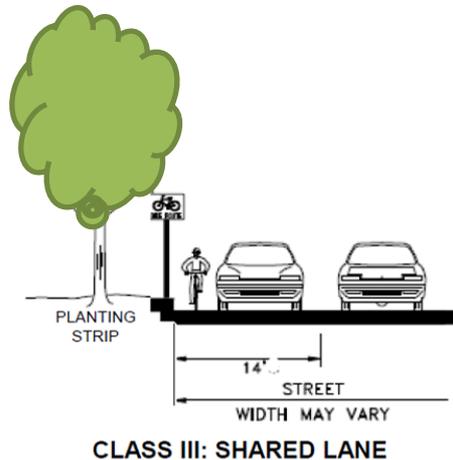
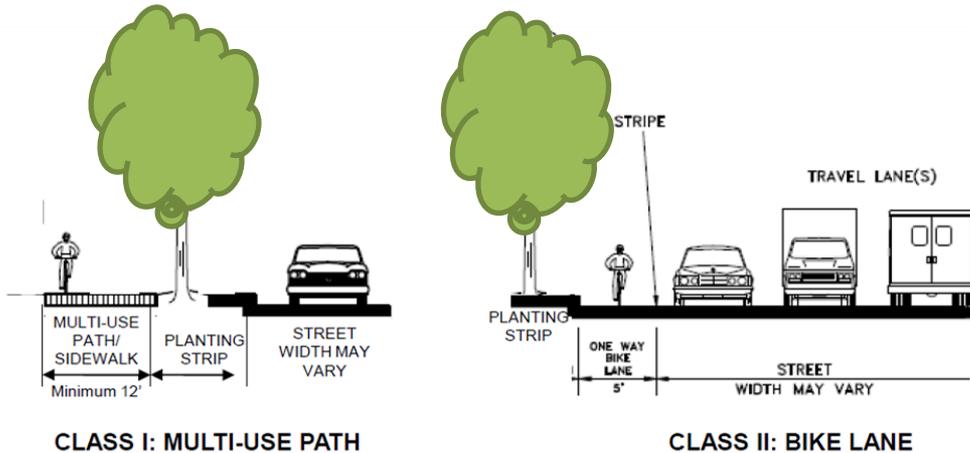
MINIMUM DESIGN STANDARDS TABLE FOR PUBLIC STREETS AND ALLEYS:

Complete Streets Standards

Minimum Design Standards ¹ (see notes)	Functional Classifications: Public Streets and Alleys						
	Principal Arterial	Minor Arterial	Commercial-Mixed Use, Industrial, & Neighborhood Collector Arterial	Commercial-Mixed Use & Industrial Access	Residential Access	Limited Residential Access	Alleys
Structural Design	See Standard Drawing or Pavement section and may be designed using procedures described in the WSDOT Design Manual, latest edition.						
Average Daily Vehicle Trips (ADT)	14,000 – 40,000	3,000 – 20,000	3,000 – 14,000	0 – 3,000	0 – 3,000	0 – 250	N/A
Right-of-Way (R-O-W)	4 lanes – 91' 5 lanes – 103' 6 lanes – 113' 7 lanes – 125'	4 lanes – 91' 5 lanes – 103' 6 lanes – 113' 7 lanes – 125'	2 lanes – 83' 3 lanes – 94'	2 lanes – 69' 3 lanes – 80'	2 lanes – 53'	1 lane – 45'	Res. – 16' Com. – 16'
Sidewalks ²	8' both sides ³	8' both sides ³	8' both sides ³	8' both sides ³	8' both sides ³	8' both sides ³	None
Planting Strips ⁴	8' between curbs Tree grates and hardscape may be substituted for planting strips at the discretion of the City Administrator.						
Street Trees	Required, see Street Tree Standard						
Curbs	Curb to curb						
Parking Lanes	Allowed at 8'	Allowed at 8'	Allowed at 8'	Allowed at 8'	Allowed at 8'	Allowed at 8'	Allowed at 8'
Bicycle Facilities ⁷	All classifications of Arterials will have Class I, or Class II, or Class III facility.						
Paved Roadway Width, not including parking	4 lanes – 54' 5 lanes – 66' 6 lanes – 76' 7 lanes – 88'	4 lanes – 54' 5 lanes – 66' 6 lanes – 76' 7 lanes – 88'	2 lanes – 30' 3 lanes – 36'	2 lanes – 30' 3 lanes – 36'	2 lanes – 30' 3 lanes – 36'	2 lanes – 30' 3 lanes – 36'	2 lanes – 30' 3 lanes – 36'
Lane Widths ⁹	11' travel lanes, 5' bike lanes, and 12' center left turn lanes.						
Center Median	Center median allowed for boulevard treatment and center left turn lanes. Width will be width of center left turn lane minus 1 foot for traffic travel lanes on both sides. Pull-outs with a minimum width of 10 feet required for maintenance and emergency vehicles with intervals of 300 – 350'.						
Pedestrian Bulb-outs	Curb bulb-outs required where appropriate.						
Intersection Radii ¹⁰	35' turning radius	35' turning radius	35' turning radius	35' turning radius	35' turning radius	35' turning radius	35' turning radius
Cul-de-sacs	Limited application per RMC 4-6-060, as it exists or may be amended.						
Maximum Grades	0.5 – 8%	0.5 – 8%	0.5 – 10%	0.5 – 15%, greater than 15% only allowed within approved hillside subdivisions.		0.5 – 15%	0.5 – 15%
Site Access	Determined on a case-by-case basis.		125' from intersection		N/A	N/A	N/A
Street & Pedestrian Lighting	Street lighting required per RMC 4-6-060, as it exists or may be amended.						



Complete Streets



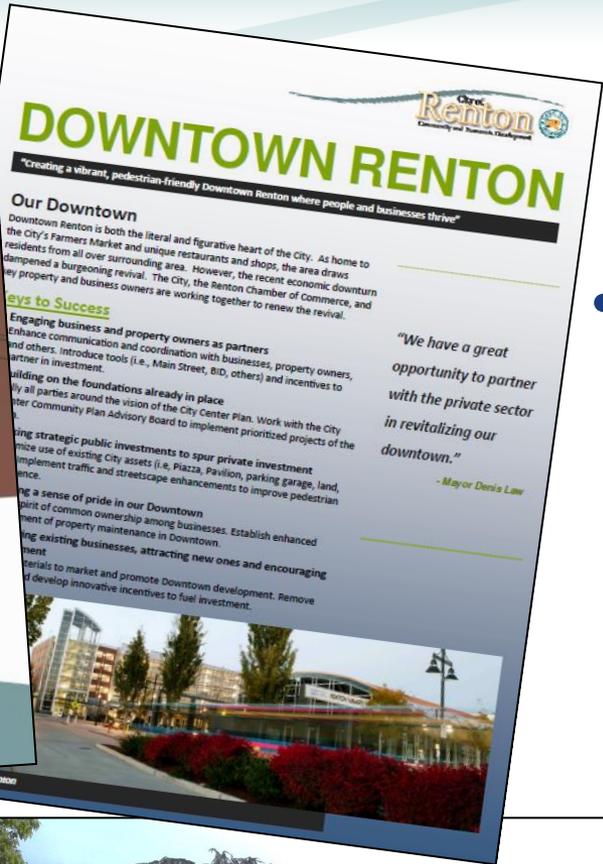
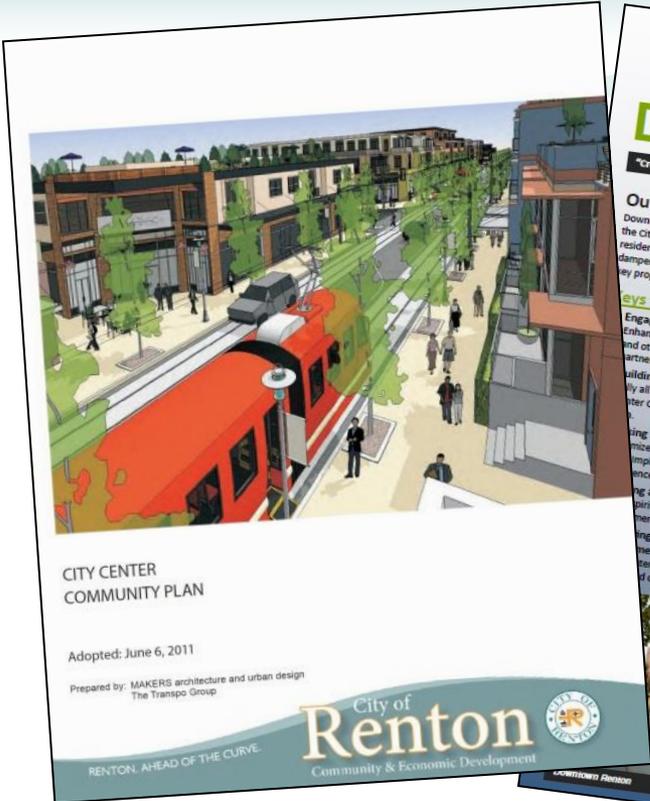
- Right of way is not simply about vehicles
- It is an opportunity to create a good public realm
- It is an opportunity to enhance the urban environment with greenspace and high quality design

Recent Efforts: Downtown Renton



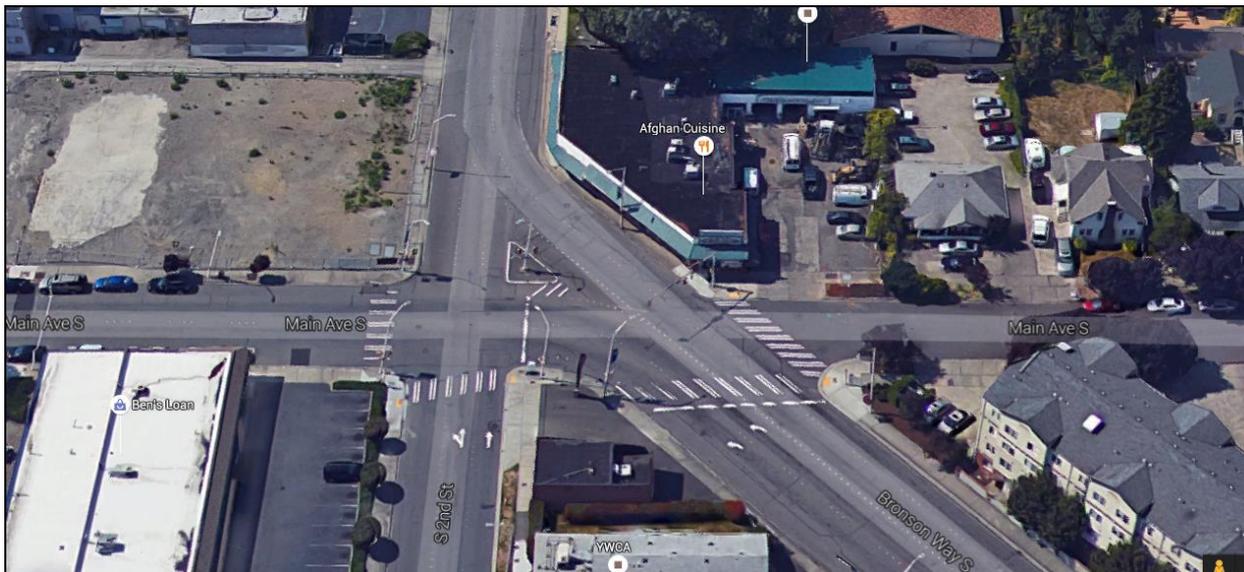
Downtown

- “Creating a vibrant, pedestrian-friendly Downtown where people and businesses thrive”



Downtown

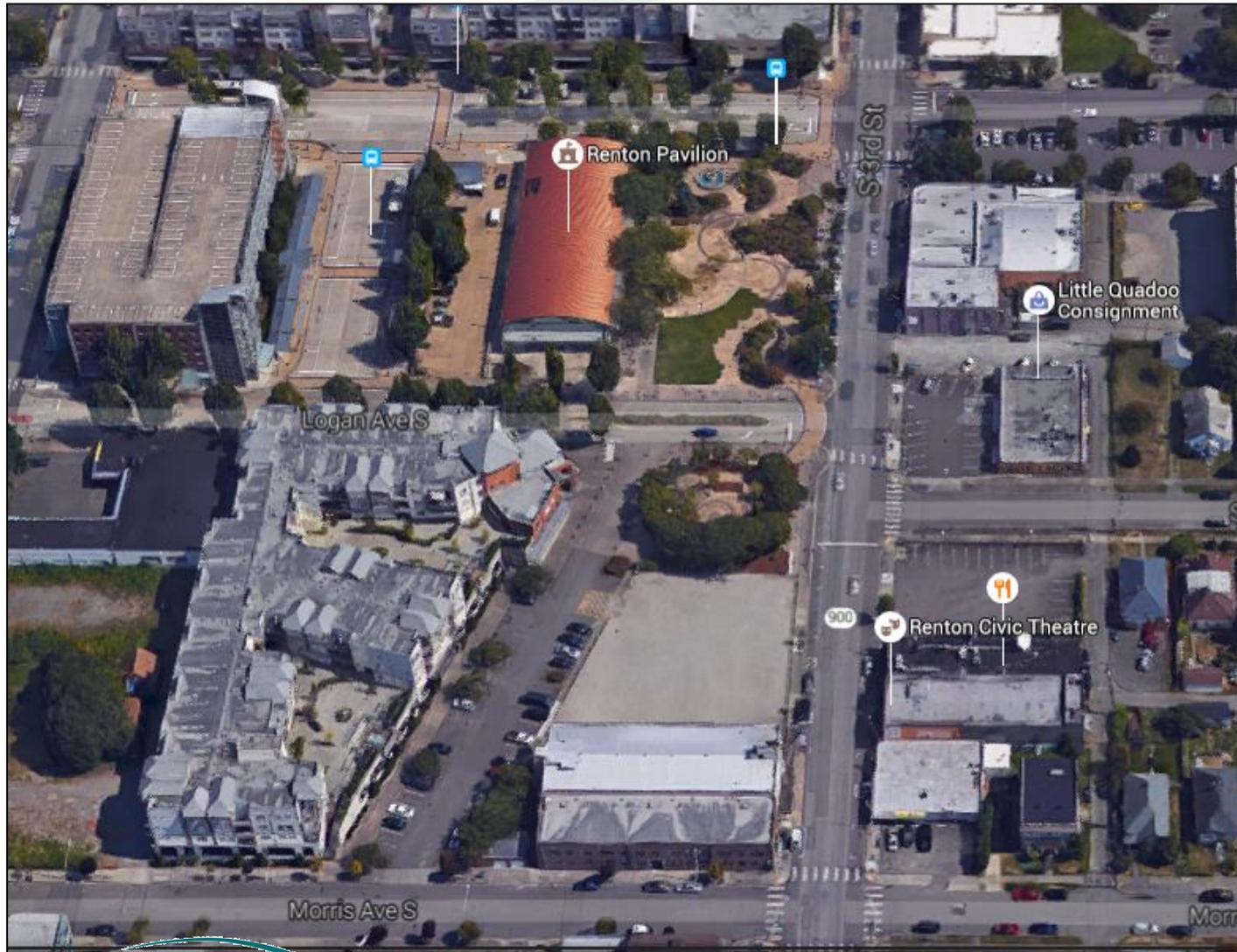
- Conversion to two-way traffic and creation of public plaza



Downtown



Downtown



- Creation of a festival street & expansion of public plaza

Downtown



Recent Efforts: Sunset Area

Sunset Area

- Converting hardscapes to greenscapes, improving connections, quality of life



Sunset Area



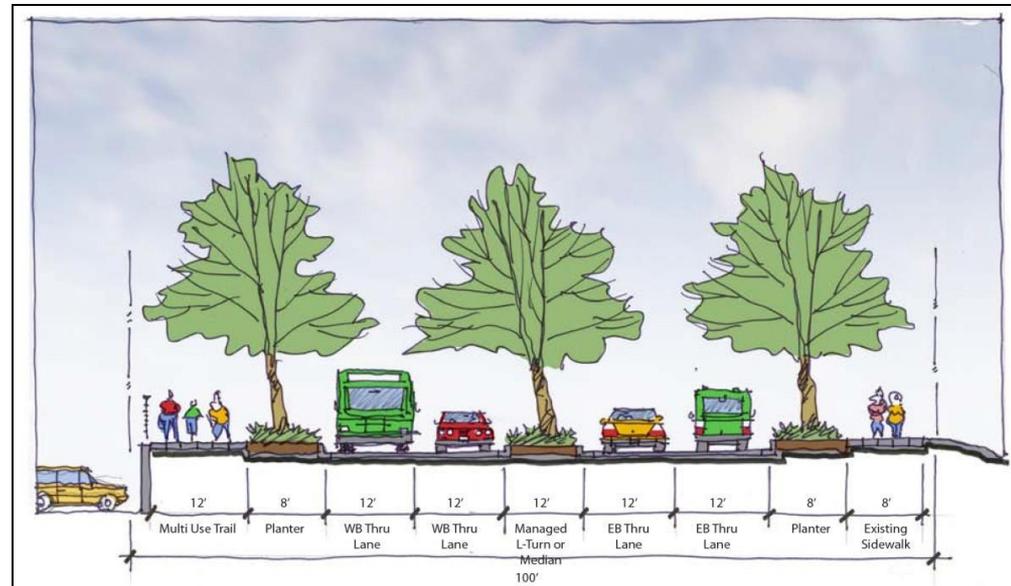
Sunset Area

- Adding density in transit rich area and improving pedestrian environment



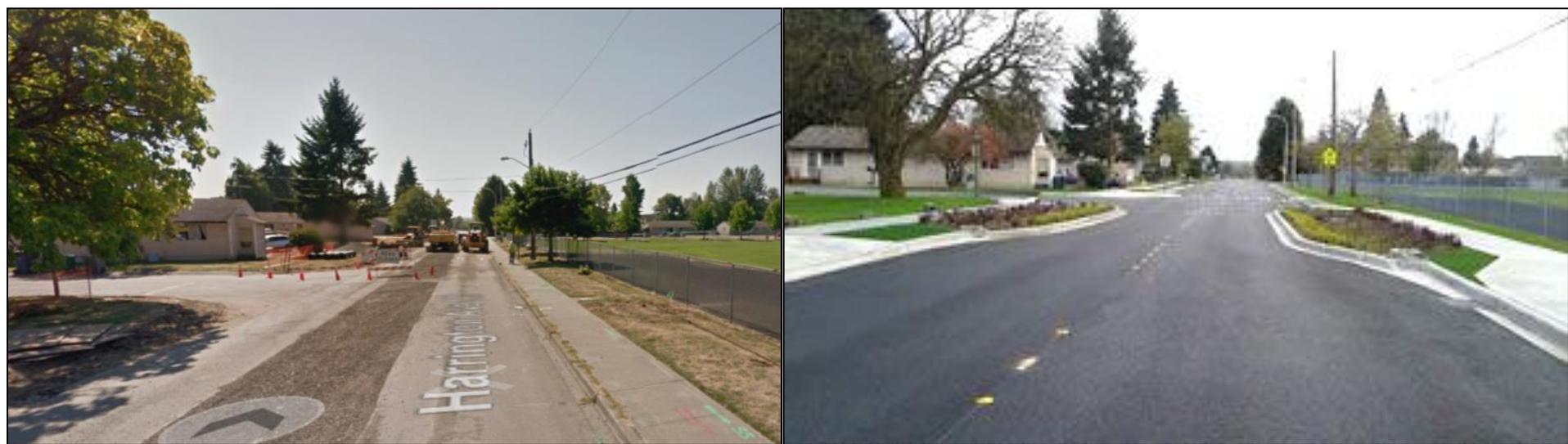
Sunset Area

- Bike lanes and multi-use trails
- Green connections to enhance the pedestrian experience
- Retrofit to install permeable sidewalks
- Build pedestrian connection to the Landing



Sunset Area

- Harrington Avenue Greenway improvements



Sunset Area



- Making improvements to existing facilities, like parks
- Support for community gardens



- City working to establish a SEPA based bicycle-pedestrian impact fee
- Utilize funds to ensure new roadways accommodate all users



