

Open House #1 Comment Period

| | Comment | Response |
|---|--|--|
| 1 | When is the project going to happen? End of year – great. I am thinking the project is an excellent idea for the future of Renton. | Project is scheduled to begin construction fall 2019. |
| 2 | Owner of <Business Location Redacted>. I do like the proposed ideas! Looking forward to seeing them. Love the 2-way street change. The maple trees along Wells S. between 2nd and the river have “mildew” every spring/summer for the last few years. That mildew has spread to my lilacs and I’ve had to remove one of them. We are now spraying weekly w/ neem oil to help control it. We even sprayed the street maple trees this spring. Please have this addressed all the trees on my street have this mildew and it is spreading. | Comment forwarded to Community Services. Response regarding trees to be forwarded independent from Wells/Williams Conversion Project. In summary, these trees are susceptible to mildew in prolonged droughts. Through attrition, the City replaces such trees with better cultivars. The City will provide guidance to property owner for watering and mildew management. |
| 3 | A. Concern: 2 lane one way to 1 lane 2 way traffic esp. RE: Left turns. | Left turns at intersections will be controlled by a traffic signal at Williams/2nd, Wells/2nd, Williams/3rd, and Wells/3rd. |
| 4 | B. Funding: how much, from where? | The preliminary design construction estimate is \$7 M dollars. Funding includes \$3.85 M federal grant, with the balance funded with state and local money. |
| 5 | C. Much more difficult to pull out/pull in to parking lots. | Available pavement area for turning movements to/from driveways will remain similar to existing conditions. However, after Williams Ave S and Wells Ave S are converted to two-way traffic, someone pulling out of a driveway will now need to look both ways before turning left. |
| 6 | D. Project Area is in high crime area w/homeless problems, any solution to that? Doesn’t matter how pretty it is if homeless sleeping on sidewalk or getting shot at. | Approved benches, per the City Downtown Streetscape Standards, are designed with center arm rests. Improvements in downtown district will encourage public usage. Higher public usage will discourage crime. |
| 7 | E. 37 horn blast by trains on Houser way is too many. Remove Houser. 5th St 4 way stops and roundabout at same intersection????? | Independent of Wells/Williams Conversion Project, the City is coordinating with BNSF regarding train horn usage in downtown Renton. Operation of Houser Way will be evaluated as it relates to the Wells/Williams Conversion Project. N 5th Street intersections are traffic circles with all-way stop signing installed to calm traffic. |
| 8 | Benches are a must – please. Simple dividers will prevent sleepovers ---- We need a pedestrian friendly town! | Bench dividers are standard on downtown benches. The intent of this project is to encourage a pedestrian accessible downtown. |
| 9 | We will need to put dividers on the benches to prevent people from sleeping on them. | Bench dividers are standard on downtown benches. |

| | | |
|----|--|--|
| 10 | I think “you” should become aware of the horrendous speeds the bus system is “doing” “using” in a heavily populated area. I have lived there (in that area) since May 18th. I am talking about Renton, Burnett Street – SPEEDING, CROWDED & NOISY!! Numerous children, dogs. | This comment was forwarded to King County Metro. They concurred with the comment and have assigned field operation supervisors to address driver behavior. |
| 11 | Bikes use the sidewalk (usually) Hope this works – Good Luck – The traffic is terrible – nice walking. Thanks | Comment Noted. Bicycle boulevard planned for Wells Ave S should encourage bicycle use. |
| 12 | It was good for the City | Comment Noted |
| 13 | Looks Great. Looking forward to extending both Wells & Williams to N 6th. | Independent of this project, the City will evaluate the conversion of Williams Ave S to two-way operation north of N 1st Street. |
| 14 | This project looks like a great improvement to the area. I enjoy the conversion on Main and am looking forward to the Williams/Wells conversion | Comment Noted |
| 15 | Only problem I have is how do you get a fire truck or Aid car thru town during busy traffic. | Traffic signals will be equipped with an emergency vehicle pre-emption devices. 2025 and 2035 traffic models do not show significant increased delays at the intersections. Intersections will continue to operate at acceptable levels of service. Lane widths meet City standards. Introduction of two-way roads provides more emergency response routing options. |
| 16 | I’m tired of driving in circles over and over to park, load, unload, at Farmers Market. | This project is part of a multiple project goal to eliminate one-way streets in downtown Renton. |
| 17 | The “downtown” sign on 2nd and main would be further enhanced if it said “Downtown Renton”. | Comment noted and will be shared with City Planning. |
| 18 | Bicycle Trails, need connections to 3 trails: Cedar River, Green River, Lake Wash Blvd (Seward Park, I90 & Lake Wash Loop) | Refer to Bicycle and Trails Master Plan. The bicycle boulevard on Wells Ave S, which is part of this project, is part of the Bicycle and Trails Master Plan. |
| 19 | This project is good – Out making delivery parking open to all at central times evening, weekend. This should encourage more building in downtown therefore require more parking underground? Above! But it will bring more parking always. Have a certain number of public spaces for each new building. Design is good. Too narrow? Get more funds to expand project. All 2 way roads in Renton no more 1 way. | The lane widths will meet City design standards. Building design and parking code requirements are outside of the scope of the Wells/Williams Conversion Project. Refer to TIP for future conversion projects, including S 2nd Street and S 3rd Street. On-street parking is not significantly affected by this project. |
| 20 | This is a great project. I hope it will improve a lot of traffic circulation. Great idea. | Comment Noted |

| | | |
|----|--|---|
| 21 | The project seems interesting enough, but the fixtures themselves seem quite anonymous. Benches are ACME looking as are bike racks and other metal objects. The bldgs downtown (in their majority) are quite 50's looking. Why not do a complete master plan that incorporates the feel of the place. This project looks like the erasing of history and incorporating the look of the landing to the space. That is a shame! Please purchase mature trees – want trees that will be attractive in 20 years – like you know where. | The City has completed the Renton Downtown Streetscape design Standards and Civic Core Vision/Action Plan. Reports will be made available on this Project's website. The Williams and Wells Conversion Project will be incorporating elements that have been identified in these reports including illumination poles, fixtures, benches, bike racks, and trees. These amenities were recently utilized on the 2nd and Main intersection project. |
| 22 | Love it, Love it, Love it. Now lets move forward and build it!! | Comment Noted |
| 23 | Issue unrelated to Williams & Wells – 1. Poor paving job on Renton Ave at 130th Earlington Nursery Development could be a King Co problem | Paving issue likely related to private development. City project will repave Renton Ave S in 2019 |
| 24 | Issue unrelated to Williams & Wells – 2. Sign at Seneca Pl NW & 3rd fell over | Comment forwarded to City Maintenance Services and addressed. |
| 25 | We are very pleased with the changes happening. Very user friendly for bicycles and the 2 way traffic will be a much easier flow. We also like the new traffic lights. | Comment Noted |
| 26 | Can't get out of driveway now because service linen's 18 wheeler trucks park in the road. (They are open 3 AM to 10 PM) | City employee has communicated with business owner. |
| 27 | You will cause a "choke" between 3 pm & 7 pm on Wells & Williams. You see how well the transit hub did for revitalizing downtown. | Traffic signal timing will be designed to minimize delays. The two way operation will slow vehicles down through the residential neighborhoods. |
| 28 | Benches – more for the homeless to sleep on? | Bench dividers are standard for downtown benches. |
| 29 | Garbage trucks block road. People diverting through alleys. | Comment noted. |
| 30 | Need benches w/center arm to keep homeless from sleeping on them. | Bench dividers are standard for downtown benches. |
| 31 | Not happy with 2 way streets and construction dump trucks w/trailers carrying full loads driving on 3rd most days. | Comment noted. S 3rd Street is a designated truck route per City Municipal Code. |
| 32 | As a long time City resident I am concerned about traffic volume, speed and quality of driving in residential neighborhoods. As President of the South Renton Neighborhood Association I know that we have addressed this question numerous times with the City of Renton. I support the concept of two way traffic in Renton and generally accept its traffic calming effect. | Project agrees that two-way traffic will have a calming effect on traffic, as confirmed by research by Federal Highway Administration (FHWA), American Association of State Highway and Transportation Officials (AASHTO), National Association of City Transportation Officials (NACTO), and the Transportation Research Board (TRB). Links will be provided on the Project website. |
| 33 | My concern is the level of investment in additional traffic calming strategies outside of South Third. South of 3rd both Williams and Wells pass through residential neighborhoods and all efforts should be made to encourage drives to drive like they are driving through a residential area. | Two-way traffic will encourage drivers to treat Wells and Williams Avenues as residential streets, rather than two-lane one-way arterials. The intersections of Wells and Williams with S 5th Street will be all-way stop sign controlled intersections. |

| | | |
|----|--|--|
| 34 | Currently Wells and Williams are straight, wide streets with no stop signs or lights giving the streets the feel of a freeway so there is no wonder people speed on them. If the City is truly committed to addressing community traffic concerns now is the time to change the feel of these streets from one of a freeway to that of a residential neighborhood, which they are, but in the proposed traffic plan there are no effort to address these concerns. Street trees are a great way to make a street feel residential and help calm traffic. | Williams Ave S and Wells Ave S will be re-stripped with yellow centerlines which signifies two-way traffic. The centerline striping will encourage slower speeds because drivers will need to be more aware of oncoming traffic. New proposed crosswalk striping and pedestrian crossing signs at the intersections will also encourage drivers to slow down. All way stops will be located at S 4th and S 5th Streets. Existing street trees along Williams Ave S and Wells Ave S will remain or be replaced. |
| 35 | Outside of S 3rd there are no bump outs planed or any attempt to change traffic signals. According to this plan the only thing that will happen to streets in South Renton will be a conversion from one-way to two-way, everything else stays the same. No investment in proven strategies to calm traffic. Now is the time to make the long term investments that are needed to help address Renton's ever growing traffic concerns. | Curb bulb-outs are planned for the intersections of Wells and Williams Avenues with S 2nd and S 3rd Streets. These traffic signals will be rebuilt. Two-way roads will calm traffic. All-way stop signs are planned for Wells and Williams Avenues at S 4th and S 5th Street. |
| 36 | Please consider when planting greenery – bushes – or landscapes to keep views clean on corners. Throughout the City of Renton, you cannot see oncoming traffic while stopped at a light and/or stop sign due to large bushes, trees & landscaping. It creates a blind spot & is hazardous to all surrounding traffic in those areas. As far as changing Wells & Williams to a 2-way street – no comment. | Only low growing shrubs and groundcovers will be proposed for the planters at the intersection areas to avoid sight distance issues. Plant types will be City reviewed and similar to that on Main/2nd Intersection. |
| 37 | Please Note that Buses are 25' – 60' long at least 8' wide, plus mirrors | Comment Noted |
| 38 | Hoquiam in front of Hazen HS. Lanes are too NARROW! We have to go onto oncoming traffic to get by | Comments is outside of the scope of the Wells and Williams Conversion Project. |
| 39 | Highlands Elem – lanes are too NARROW! On Harrington 7th 9th corners hinder turns onto 7th from Harrington. | Comments is outside of the scope of the Wells and Williams Conversion Project. |
| 40 | Sartori – Chaos all the way around! Parent drop off on 3rd, trees in load zone, streets are too NARROW! | Comments is outside of the scope of the Wells and Williams Conversion Project. |
| 41 | Risdon – 116th heading N – Rt turn onto New Castle Way – Buses run over curb or have to wait till traffic heading west on NCW stops back from sign. | Comments is outside of the scope of the Wells and Williams Conversion Project. |
| 42 | Kennydale Elem – 30th/ Kennewick 27th gets backed up to Aberdeen to go into school in the AM. Turning out of school is difficult. | Comments is outside of the scope of the Wells and Williams Conversion Project. |
| 43 | McKnight MS – Trees on church side are not maintained and hit our mirrors and the top of our buses. Will this be an issue @ Sartori in the future? | Comments is outside of the scope of the Wells and Williams Conversion Project. |
| 44 | Bus drivers use Wells & Williams to get efficiently around main St traffic congestion if you make these 2 way they will be too NARROW! Especially with those pop out sidewalks. | Lane widths meet City standards. The new roadway lane configurations are wide enough for a bus to negotiate. |

| | | |
|----|---|---|
| 45 | This is great! I cannot wait! I look forward to easier crossing of the river or driving from Salvation Army to St Luke's Episcopal Church. Please evaluate limited sight distances when turning onto Wells or Williams from N/S Riverside Drives. Thank you! | The Wells/Williams Conversion Project will evaluate the Riverside Drive intersections regarding sight distance. |
| 46 | I am excited about this idea! It makes the downtown intersection! I think it's a great idea, but I am concerned how far down this goes in northern direction! I think it should stop at the Wells and Williams bridges respectively! It's pointless to continue traffic both ways over bridge in my opinion when both Logan and Bronson bridges go both ways! I believe this can work both intersection that are planned to be redone will slow traffic, stop cut through traffic, and improve pedestrian safety. Please stop the conversion before the planned first street, stop at the bridges! | A goal of the Wells/Williams Conversion Project is to improve circulation in downtown Renton. Extending the two-way conversion to N 1st Street is necessary to achieve that goal. |
| 47 | Bike lanes on Wells redundant to Burnett plan – do we want to draw more bike traffic thru city core? | The bicycle boulevard proposed for Wells Ave S is a street shared between automobiles and bicycles, and is part of the City's Trails and Bicycle Master Plan. More information is available online at www.rentonwa.gov . |
| 48 | Why end @ N 1st St rather than south of River? The original 2 way conversion was when strategy 8.3.3 was in – suggesting a greenbelt promenade along N Riverside Dr. now that that strategy has been removed, move the 2 way conversion back south of the river. | A goal of the Wells/Williams Conversion Project is to improve circulation in downtown Renton. Extending the two-way conversion to N 1st Street is necessary to achieve that goal. |
| 49 | No traffic control devices @ N 1st Williams/Wells, N Riverside/Williams/Wells, S Riverside/Williams/Wells N Renton roads are not wide enough to go 2 way w/out removal of parking strips – too narrow – and not all houses have driveway/off site parking Dangerous to move traffic into single family residence neighborhood that's all walkable for RSB @ Sartori. | Stop signs at S Riverside Drive and N Riverside Drive will remain as they are currently at the intersections with Williams Ave S and Wells Ave S. Parallel parking will remain as they are existing today. The project will not add traffic to Wells and Williams, and will reduce the length of trips caused by one-way roads. |
| 50 | I am working with the new tenant in my building to get some outdoor seating space set up under the canopy of my building on 3rd St. I want to be mindful of the new streetscaping plans - so I was hoping to give some input. I know that the upcoming event at the Pavilion is a chance to go over the streetscaping proposals - but I would be happy to meet separately too if you like. There are shrubs that are being considered for removal to create a parklet area, there is the area to be designated for the cafe partitions and also the new streetscaping - so with all these moving parts, it would be great to make sure that there is still enough pedestrian walkspace, outdoor eating space, safety (some well placed bollards to protect outdoor patrons from cars), etc. | The Wells/Williams Conversion Project is being designed per the adopted Downtown Streetscape Design Standards and Guidelines, which does include street trees and landscaping strips. Link will be provided on the Project website. |

| | | |
|----|---|---|
| 51 | <p>Hi, Keith.</p> <p>I'm new to the area and was hoping to get a little information about the City's TIP and the Wells/Williams project.</p> <p>Does the city notify the public regarding the annual update of the TIP?</p> <p>I see this project was first discussed in the City Center Community Plan, adopted in 2011. Why were these two streets specifically chosen?</p> <p>Am I able to access the feasibility study used to support this project?</p> <p>Thank you. I appreciate the amount of information on the city's website.</p> <p><Name Redacted></p> <p>Sent from Yahoo Mail for iPhone</p> | <p>The annual update of the TIP includes a public hearing. The 2011 City Center Community Plan and the 2018 Renton Downtown Civic Core Vision and Action Plan will be provided. Main Ave S was converted to two-way in 2017. Wells and Williams were selected next based on impacts to the downtown. S 2nd and S 3rd Streets are future projects, as additional improvements are required at Rainier Ave before S 2nd and S 3rd Streets are converted.</p> |
| 52 | <p>Mr. Woolley,</p> <p>I am out of town and unable to attend the open house for this project. Being a resident of Williams Ave S I am very concerned about the details of this project. I am writing for two reasons. I just left a comment on the Renton/WellsWilliams website and would like to verify that it saved (I am hotspotting from a location with really spotty coverage and am not sure it actually submitted).</p> <p>I would also like to get a copy of the feasibility study & circulation traffic analysis if possible. Can you also tell me when the city council is scheduled to accept the final proposal?</p> <p>Thank you,</p> <p><Name Redacted></p> | <p>The 2011 City Center Community Plan, the 2018 Renton Downtown Civic Core Vision and Action Plan, and the Renton Downtown Streetscape Design Standards and Guidelines will be provided on the Project website; all of these are already adopted. Additionally, the 2016 Downtown Circulation Traffic Analysis, and the Traffic Analysis for the Williams Ave S and Wells Ave S Conversion Project will be provided on the Project website. Traffic analyses are not adopted by Council.</p> |
| 53 | <p>Hi my name is <Name Redacted> I live on <Location Redacted>, my biggest concern is the safety of the people 1st then off street parking. I believe that the intersection may become much worse with 2 way traffic. But I also like the fact that it may serve our Renton police and fire department better.</p> <p>Tough call, I think mostly I have have a hard time with change after so many years of being this way.</p> <p>Thanks, <Name Redacted></p> <p>Sent from my Verizon, Samsung Galaxy smartphone</p> | <p>Comment Noted.</p> |

| | | |
|----|--|--|
| 54 | <p>I am a homeowner on the intersection of <Location Redacted> and have major concerns with the City of Renton's proposal to convert Wells Ave S to a two way street. Wells Avenue S is 34 feet wide at the intersection of S 5th Street. One Block West, Williams Ave S is 42 feet wide. My concern is there is currently significant commercial vehicle activity, including Semi-Tractor Trailers, continually using Wells Ave S throughout the day and into the evening. These vehicles represent a significant threat to property and lives of the residents of Wells Avenue S. Reducing the lane width to allow for two-way traffic will increase the likelihood of catastrophic accidents, which may result in property damage, physically injury and death to residents and pedestrians. Accidents occur regularly with today's configuration and I do not expect improvement by adding complexity. Vehicles regularly do not stop at marked crosswalks and stop signs where children are attempting to walk to their bus stop.</p> | <p>The lane widths will meet City design standards. A 34 feet width cross-section roadway is able to accommodate one-lane in each direction with on-street parking. The Wells Ave S and S 5th Street intersection will become all-way stop sign, improving safety and reducing complexity. Changing Wells Ave S from one-way to two-way operation will reduce speeds, and improve business and residential access. During the three year period 2015-2017, there were no reported accidents at the Wells Ave S and S 5th Street intersection.</p> |
| 55 | <p>Unless there are significant safeguards put in place, such as restricting commercial traffic only to Williams Ave S and S Main Street, I believe the City is putting the residents of South Wells avenue at undue risk. Renton has numerous speed mitigation strategies in place elsewhere, that would benefit the residents of the south Renton Neighborhood. These mitigations include Radar Speed Limit Signs, Speed Bumps, Roundabouts, increased Signage, improved road markings, and pedestrian activated flashing in pavement crosswalk lights. None of these mitigations is present in the downtown core with the exception of the Transit Center. Additional concerns already experienced include limited parking for residents due to local businesses not utilizing designated parking lots, litter, inadequate lighting, increased vehicular HAZMAT leaks, and noise light and air pollution.</p> | <p>Per Renton Municipal Code, Wells Ave S and Williams Ave S are not designated truck routes, and as such can only be used for local deliveries. The South Renton Neighborhood will experience traffic calming and speed mitigation by converting Wells Ave S and Williams Ave S to two-way traffic, with all-way stop sign controlled intersections at S 5th Street and S 4th Street, as vehicles tend to go faster on one-way streets. (see referenced studies on Project website) Crosswalks will be marked at stop-sign controlled approaches. Conversion of roads from one-way to two-way reduces the distance traveled, as compared to having to drive around the block; and as such, reduces noise and air pollution. Hazmat responses are due to spills.</p> |
| 56 | <p>Hello: I live on the north boarder of the proposed traffic changes, between N 1st and 2nd on Williams. I support the change to Williams for two-way traffic IF the change will have a calming influence on traffic. I would also support extending the two-way street past my house up to 3rd Street. Part of the reason for this is a lot of driver mistake Williams as a two-way street anyway, and drivers on Williams don't realize there are two lanes going one way even though they do drive the correct direction. I do have some reasons that I like the street being one way between 3rd and 1st Streets. Perhaps a compromise is to keep the two way to 1st Street and see how it goes; if it is having the desired result then extend it up to 3rd Street. Thank you for the opportunity to comments on the proposed change. I attended the open house this week at the Pavilion and appreciate being informed about the project.</p> | <p>Conversion of one-way to two-way roads will have a traffic calming influence. Independent of this project, the City will evaluate the conversion of Williams Ave S to two-way operation north of N 1st Street.</p> |

| | | |
|----|--|--|
| 57 | <p>We do not need a bike boulevard!!! Keep the roads for cars to try and ease up traffic. Taking a lane away for bikes is just crazy.</p> | <p>A bicycle boulevard provides markings to indicate that vehicles should share the road with bicycles. No vehicle lanes are being taken away for bicycles.</p> |
| 58 | <p>As a bus driver for the Renton School district we absolutely do NOT want these streets converted to 2 way streets. There are MANY problem areas all over Renton, and we are having HUGE challenges getting students to school on time EVERY DAY! Wells and Williams are a big part of our routes and help us get by more efficiently and safely. In the past few years it seems that the Transportation Dept of Renton, has sorely failed to seek out REAL time use, and measurements for streets that are TOO NARROW for traffic BOTH WAYS! If you want to know what's going on with your roads, get a group of the School District Drivers together, then you hear facts, not just engineered guesstimates.</p> | <p>The City Transportation Division coordinates regularly with the Renton School District Transportation Department, and will continue to do so with regards to this project.</p> |
| 59 | <p>Being out of town & unable to attend the public hearing I have concerns about the proposal. As a resident of Williams Ave S and a member of the South Renton Connection Neighborhood Association, I have raised numerous concerns about traffic speed & safety in our neighborhood that this proposal does not seem to address. Instead of adding any traffic calming measures in S Renton, this 2-way conversion will encourage more cut-through traffic, especially on Williams because of the traffic light. Houses on Williams do not have any allies, so all cars must park on Williams or enter/exit from driveways directly on that street. Currently that can be risky, as visibility with parked cars is not great. That is with one way traffic; adding the second direction adds more complication. The SRC worked hard to down-zone our neighborhood to make it more livable, encouraging increased traffic (especially during the 2 & 3rd Ave 2-way conversion) will have an adverse effect on that goal. If we don't add speed bumps (which we have been told "isn't done") or other traffic calming measures, I feel that this project's goal is only to make traffic flow "efficient" but not to enhance the livability of the historic downtown neighborhoods.</p> | <p>The Project Goals are to convert Wells Ave S and Williams Ave S from one-way to two-way operation, improve mobility and safety, update the urban design and streetscape amenities with the Downtown Core, and transform Downtown Renton into a destination. This project will calm traffic; whereas one-way roads encourage higher speeds. This project will introduce all-way stop sign control to improve safety. This project will not increase traffic, rather cut-through traffic will be reduced. One-way roads encourage drivers to go "through" downtown; whereas two-way roads encourages drivers to go "to" downtown.</p> |
| 60 | <p>I can't wait!</p> | <p>Comment Noted.</p> |

To whom it may concern:

As I was unable to locate a place on the website to provide my commentary I had to reach out in another way to ensure my voice was heard.

I live on Williams Ave. South. I recently moved here from downtown Seattle and endured quite a bit of revision in the roads which really has only lead to more congestion, noise, air pollution and frustration to vehicular drivers.

I am firmly opposed to changing the traffic on Williams Ave. South and Wells Ave. South to new concrete intersections and traffic signals from S. 2nd St. to N. 1st St.

Vehicular traffic between those two streets does not currently warrant the cost, time, energy, and disruption to provide two-way operation. One already simply adjusts their path without the above noted costs and inconveniences and it costs nothing. Zero taxpayer dollars!

The increase in noise, congestion and traffic will only impede the flow and lead to increased and further unnecessary congestion. The bridges that carry traffic across the Cedar River do not appear that they could support that kind of load. And construction would certainly have an impact on the aquatic ecosystem of the Cedar River.

The traffic pattern between S. 2nd St. and N. 1st St. is quite sufficient as it is. It also lends to the charm of Renton as a kind of old-fashioned quaint and lovely small town. Two way traffic over the bridge is just not justified.

This project will calm traffic; whereas one-way roads encourage higher speeds. This project will improve mobility by allowing drivers to proceed in all directions, rather than having to "drive around the block". This project will not increase traffic. One-way roads encourage drivers to go "through" downtown; whereas two-way roads encourages drivers to go "to" downtown. The bridges over the Cedar River will not experience an increase in traffic, construction on the bridges will be restriping only, no different than routine maintenance. Conversion of one-way to two-way traffic will benefit residents, by calming traffic and by eliminating the need to "drive around the block". Traffic signals at S 2nd Street and S 3rd Street will be replaced and the traffic signal at Grady Way will be revised; however, no new traffic signals are being introduced. Raised concrete intersections improve pedestrian accessibility and safety.

| | | |
|----|---|---|
| 62 | <p>I, for one, fail to see how the change in traffic operations would help circulation in the locations that I have described. As I live in that neck of the woods on Williams Ave. South I think I am a good judge and representative voice for my neighbors having discussed the changes with my neighbors. As to adding a bike path on Wells Avenue South, I look again to my experience from having lived in Seattle on Dexter Ave. North. Bicyclists are subject to the same rules of the road as cars and the same responsibilities however they do not have to purchase insurance, they do not have to take an examination to prove they are fit to operate a bicycle on the public roads, they do not have to pay for a license or registration, nor do they have to pay for parking! How is that equal responsibility? Should the taxpayers be responsible for a bike lane, will the city government be responsible for implementing rules that require bicyclists to pay for a license, register their bicycle, pay for parking, and submit proof of insurance?</p> <p>In my experience the majority of cyclists do not follow the rules of the road. They do not have lights on their bicycles. They ride more than two abreast. They do not stop or follow traffic signals. They seem to do whatever they wish to do. Since they already have a lane they can legally ride in why should citizens have to bear the cost of providing an extra lane for bicycles?</p> <p>Those who live in other areas may have a different opinion and I respect that, but I wish my voice to be heard for the location I have described.</p> | <p>Comment Noted. A bicycle boulevard provides markings to indicate that vehicles should share the road with bicycles. No vehicle lanes are being taken away for bicycles, and no bicycle lanes are being added. The bicycle boulevard is consistent with the City Trails and Bicycle Master Plan.</p> |
| 63 | <p>Hello- I live at the corner of N. 1st and Wells Ave N, just where the two way conversion culminates in the plan. I have lived there since 1997, and have no plans of selling in the near future. My concern, having attended the open house and spoken with the plan reps at the center table, is that there has been no thought about how the two way transition will affect the traffic, the parking and the pedestrian safety at the corner where I live. Because the plan engineers or the reps I spoke with told me straight up they had not come down to N1st and Wells Ave N in person, nor did they know what the intersection was like, my ultimate comment is the plan is "half-baked" at this point, and shows the ongoing disregard of the City of Renton planners in continuously placing the development of business over the well being and livability of the community inhabitants.</p> | <p>Comment Noted. Conversion of one-way to two-way traffic will benefit residents, by calming traffic and by eliminating the need to "drive around the block". All City employees and consultants involved with this project have spent time on location considering solution for the transition of Wells Ave S and Williams Ave S from one-way to two-way operation.</p> |
| 64 | <p>My question deals with left turns. As there are no left turn lanes are the lights going to change to let one direction of travel happen at a time? If not, one person turning left will impede all other traffic. If you have one directional lights, will they be timed to change quickly?</p> | <p>Traffic signal timing is still under design. 2025 and 2035 traffic models do not show significant increased delays at the intersections. Left turn lanes will be provided on S 2nd Street.</p> |

| | | |
|----|---|--|
| 65 | <p>Hi, I attended the NRNA meeting last night to get more information re the Wells/Williams conversion to 2-way streets. In theory, I'm not opposed to the conversion and the idea that it will encourage more business opportunities in downtown. I do have a concern about the traffic push on 1st street, which is virtually entirely residential, and the idea of pushing through traffic to the freeway, but using residential streets to do that. I live in North Renton, which will have to absorb some of this through traffic, never intended to push through residential areas. Without a clear plan to widen the "arterials" especially Logan I think the plan puts unwanted through traffic directly into our residential neighborhood. Additionally, we were told that there is a possibility of making N. Williams and N. Wells two-way streets. They are now one-way specifically to discourage Boeing employees from using them as through streets. There are no left turns allowed (blocked by concrete barriers) from NB Wells onto 6th St making it weirdly twisted to make Wells two-way, not to mention the width of Wells which will not accommodate two-way plus parking. Some houses and multi-family homes on this section of Wells have no off-street parking. I'm concerned that Renton/Boeing don't think through or require traffic mitigation when considering big building projects.</p> | <p>The Project Goals are to convert Wells Ave S and Williams Ave S from one-way to two-way operation, improve mobility and safety, update the urban design and streetscape amenities with the Downtown Core, and transform Downtown Renton into a destination. This project will calm traffic; whereas one-way roads encourage higher speeds. This project will introduce all-way stop sign control to improve safety. This project will not increase traffic. One-way roads encourage drivers to go "through" downtown; whereas two-way roads encourages drivers to go "to" downtown. Conversion to two-way will not make Wells Ave S and Williams Ave S any more attractive to Boeing traffic.</p> |
| 66 | <p>The Southport project is a huge boon to this area, and a real feather in Renton's cap. But filling those condos will increase traffic significantly with what appears to be no improvement in the Logan/Southport Drive/Lake Washington/Houser Way. And why doesn't that or 8th st. become a freeway onramp? That would siphon traffic out of the residential neighborhood. Our neighborhood is difficult to get out of. For me, to get to L.A. Fitness, I have to cut through a Boeing parking lot. There is no other way to get to Logan without backtracking. Meanwhile Logan is jammed every. single. day. There's just no where else to go. I realize we're pinned in with the lake, Boeing, airport, and freeway. Some thoughtful planning to reroute traffic around North Renton would be greatly appreciated. I also realize a lot of what I've said here goes beyond the scope of the W/W conversion project, but there are always unintended consequences, and I think my concerns are a few of them.</p> | <p>Comment Noted. The City is planning projects to address some of these concerns.</p> |
| 67 | <p>Consider all-way stop signs at ends of bridges.</p> | <p>The Wells/Williams Conversion Project will evaluate the Riverside Drive intersections.</p> |
| 68 | <p>Review Cedar River Trail access at ends of bridges.</p> | <p>Comment Noted.</p> |
| 69 | <p>Consider lowering speed limit on N Riverside Dr to 15mph</p> | <p>Comment Noted. 15 mph speed limits are prohibited by state law.</p> |

Open House #2 Comment Period

| | Comment | Response |
|--|---------|----------|
|--|---------|----------|

| | | |
|----|--|---|
| 1 | Thank you for having open house! | Comment Noted |
| 2 | Can we reconsider “bike box” being a selling point! Bikes pay no fees, permits, or follow traffic laws. If we are doing “bike boxes” can we start using permits to be able to ride on them with a bike? I pay taxes/fees to drive! I don’t feel it is a fair situation | Scope of project includes bicycle "sharrows" on Wells Ave S, which indicate that drivers should expect and share the road with bicycles, and green bike boxes on Wells Ave S at S 2nd Street and S 3rd Street. The cost to install these markings is minimal. Bicycle traffic laws, permits, and maintenance costs due to bicycles are topics outside of the scope of the improvements in this project. |
| 3 | Thank you for the detailed open house. The images and staff were helpful | Comment Noted |
| 4 | I look forward to seeing the project website for updates and the key construction dates when the project starts. | Key construction dates will be added to website when available. |
| 5 | Reversing one-way streets back to two-way streets, I believe is going in the right direction. | Comment Noted |
| 6 | A family business suffered greatly when a two-way street was changed to a one-way street. This occurred back in the 1950’s in Northwest Indiana. Eventually that grocery store relocated elsewhere. | Comment Noted |
| 7 | Do what you can to make the downtown livable, safe, and economically attractive to business. | Comment Noted |
| 8 | Excellent presentation! Very detailed with knowledgeable and enthusiastic planners. Thanks you to all the City individuals who put effort and planning into the terrific program. | Comment Noted |
| 9 | This is a much needed project and it looks like the City has done a excellent job planning with the most advantage improvement. P.S. Coffee was great! | Comment Noted |
| 10 | Would like to see street undulations (speed bumps/humps) all along Williams and Wells and not just on 3rd & 2nd. | The conversion of one-way to two-way traffic, and additional all-way stop signs will reduce vehicle speeds. Wells/Williams/2nd/3rd intersections will be raised/abled. Speed bumps/humps are beyond the scope of this project. |
| 11 | Traffic calming needs to be incorporated for all streets. Traffic concerns are a problem on all streets. | The conversion of one-way to two-way traffic, raised intersections, and additional all-way stop signs will reduce vehicle speeds. |
| 12 | Would also like to see street trees planted along Williams and Wells | Street trees are planned at the Wells/Williams/2nd/3rd intersections. The project scope outside of these intersections is striping only, no frontage improvements, due to project scope/funding. |

| | | |
|----|---|---|
| 13 | Same concerns as last meeting #37-44 | City has met with Renton School District representatives regarding school bus routing. RSD will work with City during construction and reassess routing, if needed, after construction. Other comments were outside scope of this project. |
| 14 | Please see the pattern of your designs & the impact on drivers and reconsider some of your improvements vs real time driving. | Lane widths at the new Wells/Williams/2nd/3rd intersections have been revised based on comment. |
| 15 | Would like the project team to come and talk with Renton School District Transportation about the project and school bus routing. Call 425-204-4455. | City met with RSD Transportation representatives, and has been in communication with these RSD representatives via e-mail. |
| 16 | Great presentation and layout. Glad to see the city invest in the downtown. Well done, great staffing, we had a great time. | Comment Noted |
| 17 | Looks great!! You answered my questions and concerns. | Comment Noted |
| 18 | I would like to view the traffic analysis for this project. | Traffic analysis is available on website. |
| 19 | The idea of turning Williams Av N from 1st to 4th and Wells Av N into two-way streets is a huge mistake. | Scope of this project is Wells Ave S and Williams Ave S from Grady Way S to N 1st Street. The City will engage the neighborhood before any conversion of roads north of N 1st Street. |
| 20 | Wells Av is too narrow two-way traffic. Additionally, some residents have no other parking other than street parking. With parking on both sides of the street, a necessity for residents, there is not enough room for two-way traffic. Williams is residential, with children who walk to the new school and don't need to dodge more cars. | Scope of project is Wells Ave S and Williams Ave S from Grady Way S to N 1st Street. Both Wells Ave S and Williams Ave S are 36' - 40' wide, enough for 2 - 11' lanes with 7'-9' parking on both sides, dimensions which meet City standards. |
| 21 | The north end of Williams, Wells, and Pelly prevent left turns onto the streets to prevent Boeing workers and Landing customers from using these streets as throughways already. Left turns are also not allowed onto 6th Street from Williams, Wells, and Pelly as well. | Scope of this project is Wells Ave S and Williams Ave S from Grady Way S to N 1st Street. The City will engage the neighborhood before any conversion of roads north of N 1st Street. |
| 22 | First Street has its own issues, with people currently running stop signs and Wells and Williams as two-way streets will cause more traffic to back up into the North Renton neighborhood off of 1st Street. | Traffic analysis for the project has indicated that this project will not increase traffic. |

| | | |
|----|--|--|
| 23 | <p>We have a new school in the neighborhood, and want to promote families living here. Making this residential neighborhood more traffic-friendly will make it less safe for the families we want to attract. You've already situated the school between busy streets on three sides, have not painted crosswalks for pedestrians (students), and strongly resisted moving the nest of child molesters housed one block from the school. Through neighborhood action we've gotten most out, but another child molester was moved into the child-molester house AFTER the school opened. We got no reply from inquiries about this to the city, the D.O.C., or Sheriff's office, who notified us of the placement. We North Renton residents feel as though you are trying to destroy this residential, family-oriented neighborhood for another purpose. We are pretty united in resisting any plan to direct and increase traffic into this neighborhood.</p> | <p>Scope of this project is Wells Ave S and Williams Ave S from Grady Way S to N 1st Street. Conversion of one-way roads to two-way roads makes roads more pedestrian friendly by slowing vehicle speeds. Traffic analysis for the project has indicated that this project will not increase traffic. Comment has been forwarded to the Renton Police Department.</p> |
| 24 | <p>Please have all of the project information on the City's literature be updated to include that all-way stops signs will be installed at the intersections of W2/4th/5th</p> | <p>Project plans reflect these all-way stop signs. The graphic on the website will be updated to reflected these all-way stops.</p> |
| 25 | <p>Metro bus stops on 3rd once the 2nd/3rd conversion takes place. Will these be in-lane stops? Will the stops be relocated?</p> | <p>Conversion of 2nd/3rd is outside of the scope of this project. Currently, on S 3rd Street, the only bus stops are at Rainier and S Shattuck, and these stops are in the parking lane.</p> |
| 26 | <p>I have just reviewed all the project documents found on the website. I am not an engineer or traffic expert and still can't see the details of those new 4-way stops on any of the plans. I would like to confirm the verbal information I was given was correct, and I additionally ask that those changes be easily observable to the public.</p> | <p>Project plans reflect the all-way stop signs at 4th and 5th. Additional stop signs are also under review. Website graphic will be updated.</p> |
| 27 | <p>I live between 3rd & 4th Ave North on Wells and have a few questions and comments regarding the conversion project. I can understand wanting to make downtown a less confusing place to drive, but I do not understand what the point is of making Williams or Wells a two way street beyond 2nd Ave S. These are neighborhoods with narrow streets. If these become two way streets, that means a lane of parking is disappearing.</p> | <p>Scope of this project is Wells Ave S and Williams Ave S from Grady Way S to N 1st Street. Conversion of one-way roads to two-way roads makes roads more pedestrian friendly by slowing vehicle speeds. The only parking being removed within the project is one spot either side of the Williams/Houser intersection, due to the new railroad crossing signs. The City will engage the neighborhood before any conversion of roads north of N 1st Street.</p> |

| | | |
|----|--|--|
| 28 | <p>A lot of the homes on 3rd & 4th Ave North on Wells do not have off street parking available, and it will be very difficult for homeowners to park. I am truly mystified by the thought of making Wells & Williams two way streets, plus make Wells a bike boulevard. There is just no room for all of these cars and bikes. It does not appear that the city has taken into consideration the needs of the residents of North Renton – only the business owners and business-oriented politicians. I wonder how many people in these meetings making these decisions have actually walked the streets (outside of the downtown core.)</p> | <p>Scope of this project is Wells Ave S and Williams Ave S from Grady Way S to N 1st Street. However, conversion of one-way roads to two-way roads makes roads more pedestrian friendly by slowing vehicle speeds. A bike boulevard does not require any dedicated width, it just alerts drivers to expect and share the road with bicyclists. Wells Ave north of N 1st Street has a width of 30', similar to Morris and Smithers which are two-way roads between S 3rd and S 4th Streets.</p> |
| 29 | <p>I don't know if these changes will help or hurt the flow of traffic in downtown, but I understand wanting to give it a try. I do not understand why you would want to extend these changes to the narrow streets north of downtown. The vision and the reality on the ground of what that would mean for our neighborhood seems to be out of synch. I hope that you will reconsider that aspect of this project.</p> | <p>Scope of this project is Wells Ave S and Williams Ave S from Grady Way S to N 1st Street. The City will engage the neighborhood before any conversion of roads north of N 1st Street, which would be a separate project.</p> |
| 30 | <p>Project should stop short of the river at S Riverside Drive.</p> | <p>A goal of the Wells/Williams Conversion Project is to improve circulation and connectivity in downtown Renton, and to improve safety. Extending the two-way conversion to N 1st Street is necessary to achieve this goal. This goal is a result of the City Center Community Plan adopted June 6, 2011, and the Renton Downtown Civic Core Vision and Action Plan adopted Jan 8, 2018.</p> |
| 31 | <p>Desire to reduce high vehicular speeds through the residential neighborhoods and asked if speed humps could be installed on W2 at selected locations.</p> | <p>The conversion of one-way to two-way traffic, raised intersections, and additional all-way stop signs will reduce vehicle speeds. Speed bumps/humps are beyond the scope of this project.</p> |
| 32 | <p>concerns about the project creating increased traffic volumes once the roadways convert to two-way</p> | <p>Traffic analysis for the project has indicated that this project will not increase traffic.</p> |