

MEMORANDUM

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To: Paul Heinz

From: Peter De Boldt, PE  
Brent Powell, PE

Date: March 29, 2021

Re: Renton LRT – Workshop #2 Summary

The City and Perteet held a workshop (Workshop #2) with outside agency representatives from Tukwila, Sound Transit, and WSDOT on March 18, 2021 to discuss future light rail transit (LRT) expansions into Renton. This workshop focused on identifying preferred LRT station locations from the options developed at Workshop #1 on March 1, 2021 via a scoring exercise to evaluate specific criteria. This memorandum summarizes the second workshop, with key takeaways and next steps for analysis and presentations.

### South Renton LRT Options

Table 1 presents the South Renton LRT average scores from the attendees of Workshop #2. In total, 14 attendees participated in the online voting to generate these scores. The numbers in Table 1 are averages of all 14 responses. Perteet staff did not submit scores during Workshop #2. Detailed score summaries are attached.

Table 1. South Renton LRT Decision Matrix (Workshop #2 Scores).

Category	Option 1	Option 2	Option 3	Performance Key	
Walkshed extents	4	4	4	5	Strong
BRT-LRT connections	4	5	2	4	High
TOD opportunities	4	4	3	3	Moderate
Environmental impacts	4	4	3	2	Low
Land use impacts	4	4	4	1	Poor

The group identified that Options 1 and 2 had very similar scores, with a preference for Option 2 because of the improved BRT-LRT connectivity. The group also recognized that Option 3 presents a very different anticipated alignment and rider experience, that warrants further evaluation in future studies. One

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specific advantage of Option 3 that is not reflected in the above criteria is that it may have a lower cost, as it may avoid an overpass across I-405 and use more at-grade LRT track than other options.

When asked to narrow the three options down to two preferred options for the next stage of this planning effort, the group chose to advance Options 2 and 3 because Option 1 is very similar to Option 2 but has one lower score. The group acknowledged that this station-area planning exercise is very preliminary and Option 1 could still be considered in future studies.

The group did not request any modifications to the South Renton alignments or station locations presented at the meeting.



Figure 1. South Renton Option 1.

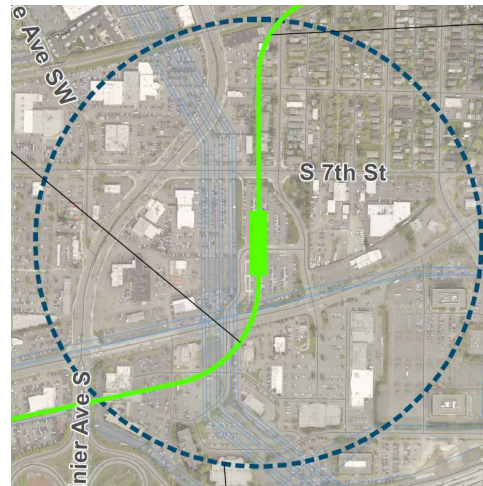


Figure 2. South Renton Option 2.



Figure 3. South Renton Option 3.

**North Renton LRT Options**

Table 2 presents the North Renton LRT average scores from the attendees of Workshop #2. For this survey, only 13 participants provided scores. Like before, Perteet staff did not score during Workshop #2 and detailed score summaries are attached.

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Table 2. North Renton LRT Decision Matrix (Workshop #2 Scores).

Category	Option 1	Option 2	Option 3
Walkshed extents	4	3	5
BRT-LRT connections	-	-	-
TOD opportunities	3	3	4
Environmental impacts	4	4	3
Land use impacts	4	4	3

Performance Key	
5	Strong
4	High
3	Moderate
2	Low
1	Poor



Figure 4. North Renton Option 1.

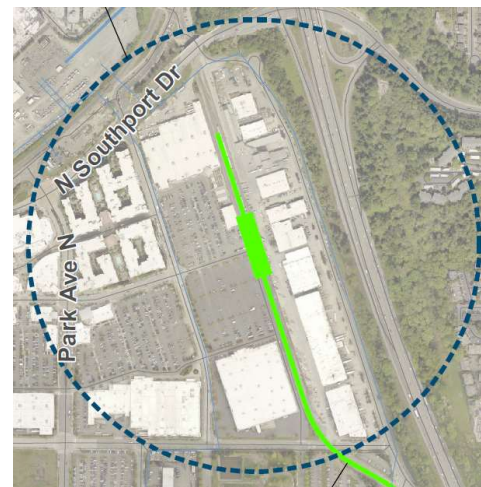


Figure 5. North Renton Option 2.

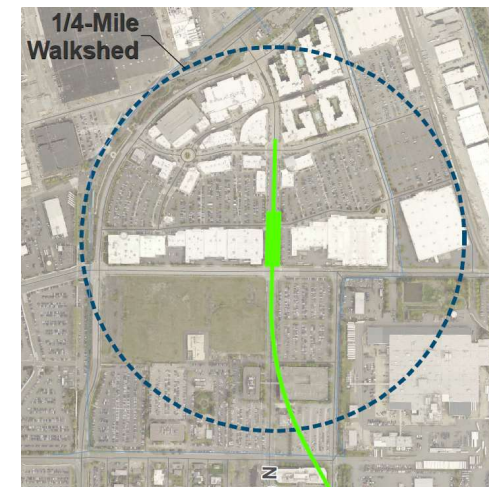


Figure 6. North Renton Option 3.

The group identified three elements of Option 1 that are restrictive but not reflected in the above criteria. First, Andrea Tull noted that the horizontal curvature to the east of the station location is very tight. Second, Peter noted that the vertical profile for the track may cause the station to be considerably high above grade because of the necessary clearance height in overcrossing N Southport Drive. Third, the group noted that the station location yields a dead-end in the system, which would be detrimental to any future expansion efforts to the north or east of this study area.

Because of these factors, the group identified a preference for Option 2 and 3 compared to Option 1 even though Option 1 does have some higher-scoring criteria.

The group did not request any modifications to the North Renton alignments or station locations presented at the meeting.

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**Next Steps**

We have now reached the final two phases of the study. First, Using the preferred station location concepts outlined above (Options 2 and 3 for both South and North Renton), we will have one final group meeting with an “advisory committee” that includes elected officials and Renton departmental leadership. This meeting is yet to be scheduled and will hopefully include representatives from partner agencies like Tukwila, WSDOT, Sound Transit, and PSRC. Second, Perteet will prepare an overall Feasibility Study document that outlines our analysis steps, concept development process, and feedback from the workshops and meetings. This document will allow Renton to continue the planning process for LRT expansion into the City with future studies and help build future work with Sound Transit as alignments and station locations are studied.

**Attachments**

South Renton LRT options scoring summary  
North Renton LRT options scoring summary

# South Renton LRT Station Planning

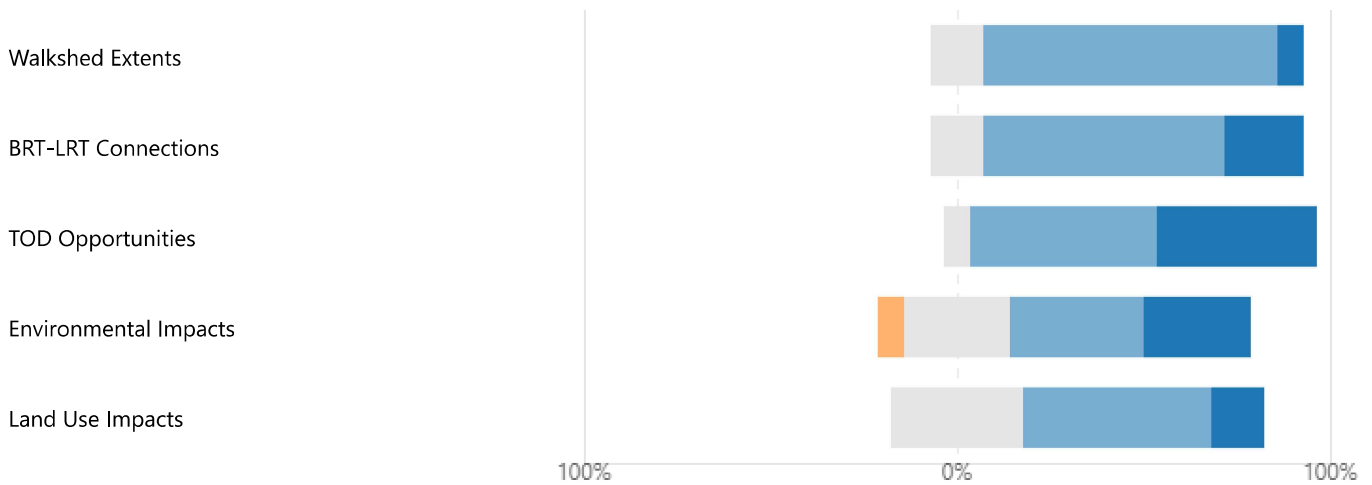
14  
Responses

06:08  
Average time to complete

Active  
Status

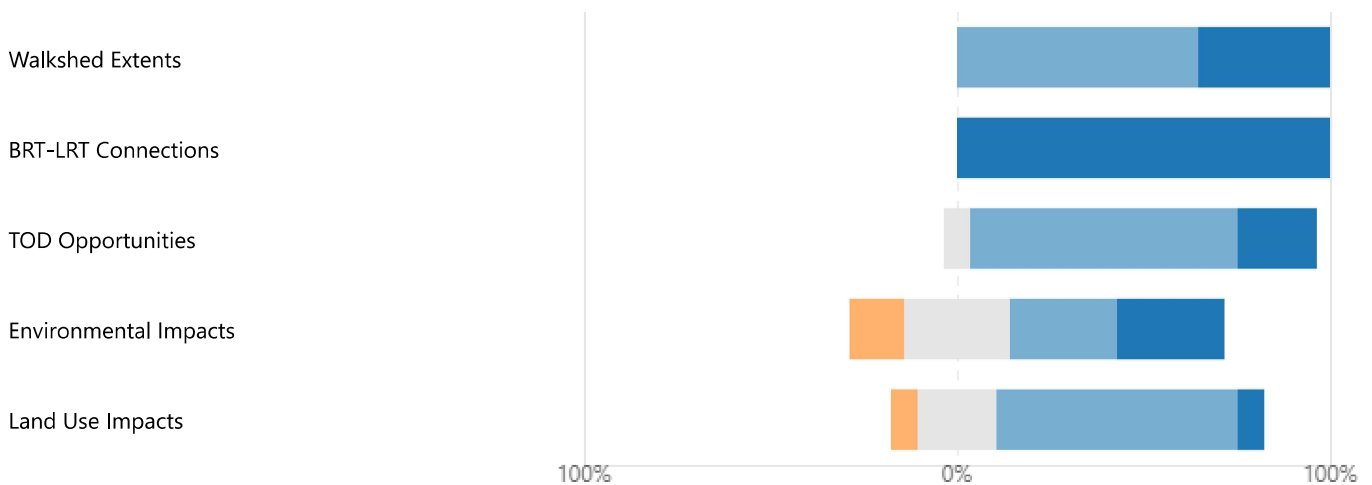
## 1. South Renton Option 1

1 2 3 4 5



## 2. South Renton Option 2

1 2 3 4 5



### 3. South Renton Option 3

1 2 3 4 5

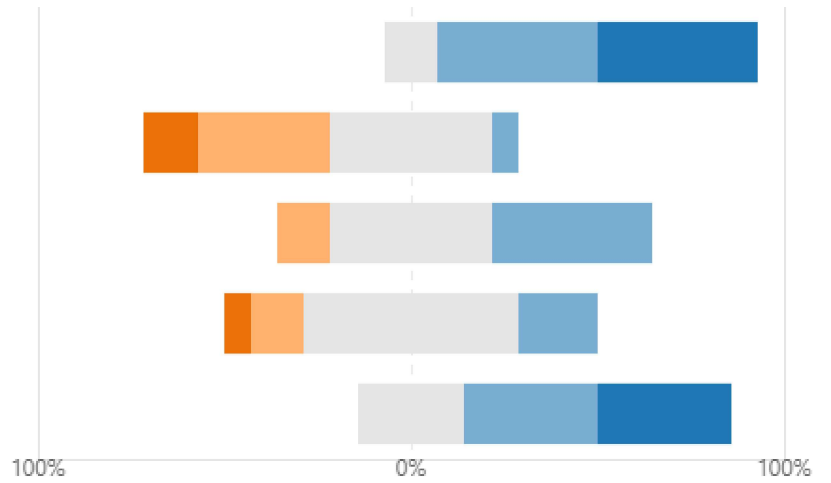
Walkshed Extents

BRT-LRT Connections

TOD Opportunities

Environmental Impacts

Land Use Impacts

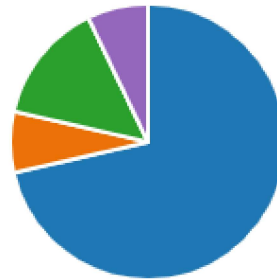


### 4. Name

14  
Responses

### 5. Agency

- Renton 10
- Tukwila 1
- Sound Transit 2
- King County Metro 0
- WSDOT 1



# North Renton LRT Station Planning

**13**  
Responses

**03:44**  
Average time to complete

**Active**  
Status

## 1. North Renton Option 1

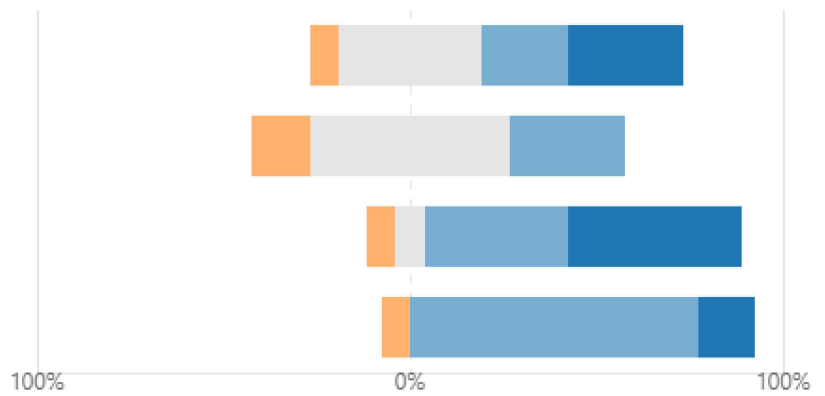
1 2 3 4 5

Walkshed Extents

TOD Opportunities

Environmental Impacts

Land Use Impacts



## 2. North Renton Option 2

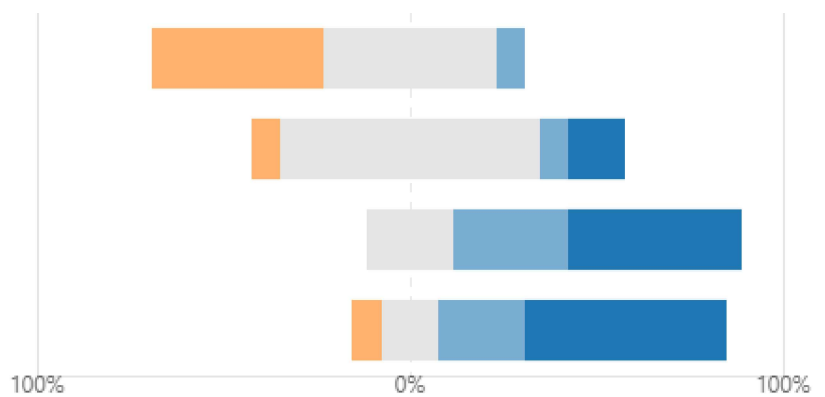
1 2 3 4 5

Walkshed Extents

TOD Opportunities

Environmental Impacts

Land Use Impacts



### 3. North Renton Option 3

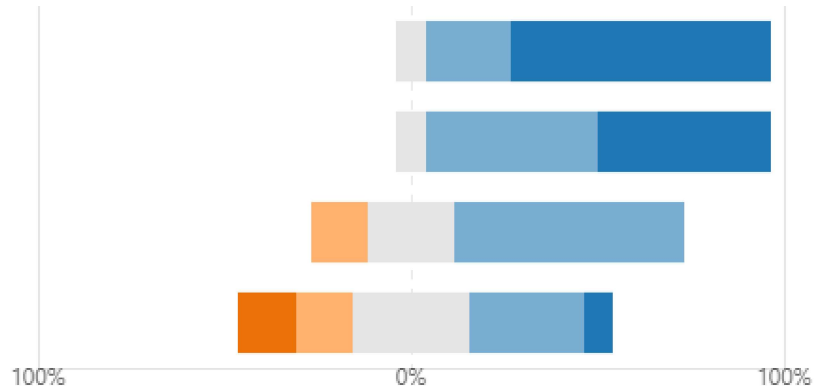
1 2 3 4 5

Walkshed Extents

TOD Opportunities

Environmental Impacts

Land Use Impacts



### 4. Name

13

Responses

### 5. Agency

- Renton 9
- Tukwila 0
- Sound Transit 2
- King County Metro 1
- WSDOT 1

