



INFORMATIONAL MEMORANDUM

TO: Transportation and Infrastructure Services Committee
FROM: Hari Ponnekanti, Public Works Director
BY: Cyndy Knighton, Senior Program Manager
Deontae Elder, Transportation Project Manager
CC: Mayor Ekberg
DATE: March 18, 2022
SUBJECT: Neighborhood Traffic Calming Program
Project No. 80010301
Allentown Neighborhood Transportation Study

ISSUE

Provide status update for the Neighborhood Traffic Calming Program (NTCP) and an update on the traffic calming study conducted by KPG Psomas (KPG) for the Allentown neighborhood.

BACKGROUND

Late in 2021, the Council provided \$100,000 to the 2021 NTCP budget and reinstated the full \$400,000 to the 2022 budget by using ARPA funding made available to the City from the Federal government. At the same time, staff presented the Top-10 Recommended NTCP Projects list. Nearly all of the 2021 budget (\$98,863.39) was expended by replenishing normal stock items used in traffic calming, such as street signs and speed feedback signs. Staff also purchased Rectangular Rapid Flashing Beacon units and additional rubber speed cushions for future installation. Staff directed KPG to conduct a traffic calming study in Allentown (Project A on the Top-10 List) as part of their on-call contract for traffic calming support. The S 144th Street/46th Avenue S ADA Ramps project is being designed and will be constructed as part of the 2022 Annual Overlay Program.

For the Allentown neighborhood study, KPG was directed to prepare a Transportation Study to evaluate existing conditions, vehicle volumes and speeds, signage, and five years of historical crash data. The draft report (attached) discusses their finding to potentially improve safety, calm traffic, and enhance pedestrian mobility. Preliminary cost estimates on the recommended improvements are also included in the report.

DISCUSSION

Overall, staff has made progress on several of the Top 10 list for 2022. The Allentown Neighborhood Speed and Safety Study findings are discussed below. The Tukwila Community Center (TCC) Pedestrian Crossing Safety Improvements will install two Rectangular Rapid Flashing Beacons (RRFBs) adjacent to the TCC this summer. The design is currently at the 50% level and will be completed in the second quarter.

The City will also be receiving a new Complete Streets grant from the Transportation Improvement Board in the second quarter of 2022, with a minimum award of \$300,000 that is eligible to expend on ADA and Pedestrian Safety Improvements. Staff will be recommending that once the grant amount

has been determined and awarded, the grant could be used to fund part or all of the Tukwila Elementary Schools Safety Improvements, Impact Charter School Safety Improvements, Cascade View Elementary School Safety Improvements, and Ryan Way Pedestrian Safety Improvements. Beginning design and improving signage for these projects can begin in the second or third quarter of this year, depending on staffing availability.

Allentown Neighborhood Speed and Safety Study

KPG staff will be attending the March 28, 2022 Committee of the Whole meeting to present findings and recommendations of the attached Allentown Neighborhood Transportation Study. The report studies existing conditions on several of the key streets in the neighborhood and makes some recommendations for improvements that could be made to improve quality of life for residents, reduce speeds and improve safety for all users. The primary focus of this study is on S 124th Street, 42nd Avenue S, S 115th Street, and 50th Place S. This study is in addition to the other studies currently underway in the area: the 42nd Avenue S Bridge Replacement, the Alternative Truck Access EIS, and the reopening of the 42nd Avenue S Bridge.

The attached study recommends a variety of improvements on some of Allentown’s key streets including S 124th Street, 50th Place S and 42nd Avenue S. Speed cushions are not recommended for use on the collector arterial streets (S 115th Street, 42nd Avenue S, S 124th Street, and 50th Place S), but could be used in the future on the local streets.

FINANCIAL IMPACT

Projects on the Staff Top-10 list, including all of the recommendations made in the attached study for Allentown neighborhood traffic calming, are now anticipated to cost over \$1.2 million. Some of these costs can be borne by the existing \$400k budget and the future Complete Streets grant award of \$300-500k (restricted to ADA and pedestrian safety improvements).

Planning level cost estimates for construction of the recommended Allentown improvements are provided in the Allentown Neighborhood Transportation Study: Appendix B, but do not include costs for engineering, permitting, or construction management. If all of the above work is desired to be done in one calendar year, the department will require more staffing resources to execute the projects.

RECOMMENDATION

The Council is being asked to consider the Allentown Neighborhood Traffic Calming Study and consider this item at the March 28, 2022 Committee of the Whole meeting. The council is also being asked to direct the priority of top 10 list and the priority of Allentown traffic calming projects.

- ATTACHMENTS:** CIP Page 2 Traffic Calming/Residential Safety Improvements
Allentown Neighborhood Transportation Study
Staff Top-10 Recommended NTCP Projects List Updated 3-14-22
Staff Top 10 Recommended NTCP Projects Map

CITY OF TUKWILA CAPITAL PROJECT SUMMARY

2021 to 2026

PROJECT: **Traffic Calming/Residential Safety Improvements** Project No. 80010301

DESCRIPTION: Programmatic approach to addressing neighborhood traffic concerns through a variety of methods. Residential street improvements with sidewalks, safety improvements, and bike facilities.

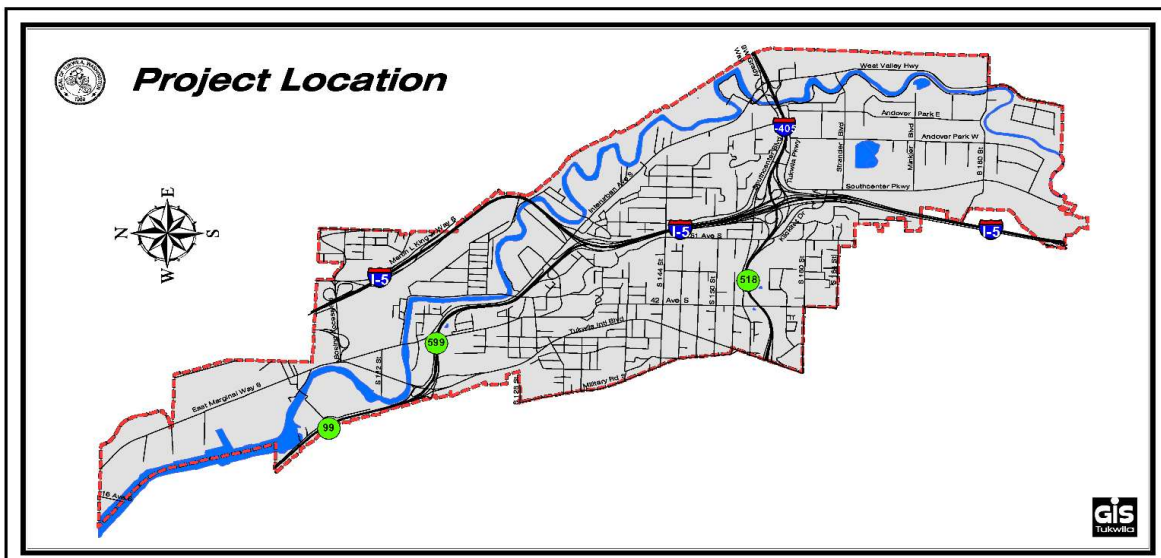
JUSTIFICATION: Neighborhood revitalization by improving residential streets.

STATUS: Future candidates are listed in the citywide comprehensive update and safety-based prioritization of residential street improvements, sidewalks, and bike lanes.

MAINT. IMPACT: Varies, depends on treatment(s) used.

COMMENT: Residential improvements and traffic calming features to reduce speeds and improve pedestrian and bicycl such as the speed cushions, RRFB crossings, LED enhanced signs, Radar driver feedback signs, etc.

FINANCIAL (in \$000's)	Through 2019	Estimated 2020	2021	2022	2023	2024	2025	2026	BEYOND
EXPENSES									
Design	63	50	100	100					
Land (R/W)									
Const. Mgmt.	37								
Construction	148	0		300					
TOTAL EXPENSES	248	50	100	400	0	0	0	0	0
FUND SOURCES									
ARPA Funding			100	400					
Awarded Grant									
Proposed Grant									
Mitigation Actual									
Mitigation Expected									
City Oper. Revenue	248	50	0	0	0	0	0	0	0
TOTAL SOURCES	248	50	0	0	0	0	0	0	0



CITY OF TUKWILA CAPITAL PROJECT SUMMARY

e safety

TOTAL
313
0
37
448
798
500
0
0
0
0
298
798

Memorandum

To: Public Works Department, City of Tukwila
From: KPG
Date: 3/14/2022
Re: Allentown Neighborhood Transportation Study

The City has received several requests for traffic calming from citizens in the Allentown Neighborhood. As part of the Neighborhood Traffic Calming Program, the City hired KPG to evaluate existing roadway and non-motorized facilities, adjacent land uses, vehicle speeds, vehicle volumes, signage, and five years of historical crash data. Based on this analysis, KPG developed a set of potential improvements to calm traffic, improve safety, and enhance pedestrian mobility.

The approximate boundaries of the Allentown Neighborhood are the Duwamish River to the south and west, S 115th Street to the north, and I-5 to the east. The primary land uses in the Neighborhood are residential, Tukwila Community Center, BNSF Railway Intermodal facility. **Figure 1** shows a map of the Allentown Neighborhood study area.

Street Network

Due to Duwamish River, BNSF Railroad tracks, and I-5 being located around the perimeter of the Allentown Neighborhood, there are only three access points to the Neighborhood at S 115th Street, 42nd Avenue S bridge over the Duwamish River, and 50th Place S that connects to S 129th Street. S 129th Street provides one of the few crossings of the BNSF Railroad tracks and I-5 in the area.

There are two street classification types in the Allentown Neighborhood: Collector Arterials and Local Streets. The Collector Arterials are S 115th Street, 42nd Avenue S, S 124th Street, 50th Place S, and S 129th Street. The Collector Arterials are intended to carry the majority of the traffic through the Neighborhood. Local Streets are intended to provide circulation and access to adjacent properties. Except for local access, trucks are restricted on S 115th Street and the segment of 42nd Avenue S, north of S 124th Street.

Truck Traffic

The BNSF Railway Intermodal facility is located along the eastern boundary of the neighborhood with its primary access on S 124th Street at 51st Place S. This facility generates a high volume of truck traffic as containers are transferred between trains and trucks. There are other businesses in the Neighborhood along 44th Place S and 51st Place S that generate truck traffic and trucks must use Local Streets to access these businesses.

Figure 1. Allentown Neighborhood Study Area



Related Projects in Allentown

Allentown Truck Reroute Project

This project is evaluating potential alternative routes to access the BNSF Railway Intermodal facility. Alternatives include maintaining the existing access or relocating the facility access to the north or south. An Environmental Impact Statement is currently being prepared to assess the impacts of each alternative.

Replacement of 42nd Avenue S bridge over Duwamish River

The 42nd Avenue S bridge over the Duwamish River connects the Allentown Neighborhood with Interurban Avenue S. The bridge is considered structurally deficient and the City will replace the bridge either at its current location or relocate it to cross the Duwamish River at S 124th Street. In December 2021, the bridge was damaged by an over-height truck load and was closed to all modes of travel pending repairs.

Traffic Calming

Traffic calming uses physical improvements and other strategies to slow vehicle speeds and improve safety through neighborhood areas. Traffic calming treatments include signs, pavement markings, chicanes, roundabouts, center medians, speed humps or cushions, raised crosswalks, on-street parking, and narrowing the roadway with striping, raised curb or curb bulbs. The decision on whether to install traffic calming should consider the potential for diverting traffic to parallel routes, emergency vehicle response times, type of vehicles using the roadway, travel delay and neighborhood support.

For collector arterial streets such as S 115th Street, 42nd Avenue S, S 124th Street, and 50th Place S, KPG does not recommend the installation of speed humps or cushions for the following reasons:

- Inappropriate for collector arterials which are intended to carry the majority of traffic in the Neighborhood.
- Potential for vehicles to shift from arterials to parallel local streets.
- Negative impacts to emergency vehicle response times (including Tukwila Fire Station 53).
- Noise impacts to homes due to vehicles crossing cushions, braking and accelerating.
- Not compatible with truck operations that access existing businesses in the Neighborhood.

Analysis Findings and Potential Improvements

The transportation volume and speed data were collected in 2020 and 2021 during the COVID-19 pandemic when traffic volumes were potentially lower due to more people working from home and fewer people traveling for social and recreational activities. The 42nd Avenue S bridge over the Duwamish River was closed for repairs when part of the 2020 traffic data was collected on 42nd Avenue S, north of S 124th Street. KPG evaluated the most recent five years of historical crash data (9/10/2016 - 9/9/2021). A summary of the crash data is provided in **Appendix A**.

The following sections describe the characteristics of individual streets in the Neighborhood and potential improvements to calm traffic, improve safety, and enhance pedestrian mobility. The potential implementation of these improvements will require additional input from the public and stakeholders and will depend on available funding for design and construction. Cost estimates and additional description of the potential improvements is included in **Appendix B**.

S 124th Street

Street Classification	Collector Arterial
Speed Limit	25 mph
Eastbound Average Vehicle Speed	27 mph
Eastbound 85th Percentile Vehicle Speed	33 mph
Westbound Average Vehicle Speed	27 mph
Westbound 85th Percentile Vehicle Speed	33 mph
Average Weekday Traffic Volume	8,100

Note: Data collected July and August 2021.

S 124th Street provides access to single family homes, Tukwila Community Center, and BNSF’s Intermodal facility at the east end of the street. There is curb and sidewalk along the frontage of the Community Center and the north side of the street has a pedestrian walkway with segments of extruded curb that provide a buffer from the roadway between 42nd Avenue S and 49th Avenue S. An eastbound vehicle speed radar feedback sign is located at 45th Avenue S. S 124th Street experienced 8 crashes during the five-year study period. In 2019, there was a fatal vehicle-pedestrian crash at the S 124th Street/46th Avenue S intersection.



S 124th Street at 46th Avenue S (looking west)

Potential Improvements:

- Rectangular Rapid Flashing Beacon (RRFB) system at 44th Avenue S (Community Center driveway) – construct raised curb and sidewalk at the northeast corner of the 44th Avenue S intersection to separate pedestrians and vehicles, narrow the pedestrian crossing distance, and provide traffic calming.
- RRFB system at 46th Avenue S – construct raised curb and sidewalk at the northwest corner of the 46th Avenue S intersection to separate pedestrians and vehicles, narrow the pedestrian crossing distance, and provide traffic calming.
- North side pedestrian walkway between 49th Avenue S and 51st Place S – improve this segment to provide a continuous pedestrian walkway along north side of S 124th Street.
- Remove eastbound right turn slip lane at the 50th Place S intersection – currently, eastbound right turning vehicles are not required to stop at the intersection. Reconfigure the intersection with a single-lane eastbound approach and maintain all-way stop control. Evaluate truck turning movements and pedestrian facilities. Requiring eastbound right turn vehicles to stop will calm traffic and improve safety.



S 124th Street/50th Place S intersection

S 115th Street

Street Classification	Collector Arterial
Speed Limit	30 mph

S 115th Street runs east-west between East Marginal Way S and 42nd Avenue S. The street provides access to the Duwamish Hill Preserve and the Allentown Neighborhood. There is a sidewalk on the north side of the street.

Potential Improvement

- Speed limit reduction – lower the speed limit from 30 mph to 25 mph to lower speed entering the Allentown Neighborhood and to be consistent with the speed limit on 42nd Avenue S.

42nd Avenue S

	Segment north of S 124th Street ¹	Segment south of S 124th Street ²
Street Classification	Collector Arterial	Collector Arterial
Speed Limit	25 mph	25 mph
Northbound Average Vehicle Speed	31 mph	25 mph
Northbound 85th Percentile Vehicle Speed	36 mph	30 mph
Southbound Average Vehicle Speed	31 mph	23 mph
Southbound 85th Percentile Vehicle Speed	36 mph	29 mph
Average Weekday Traffic Volume	3,900	9,300

Notes: ¹Data collected 1/13/2022-1/22/2022 when 42nd Avenue S bridge over Duwamish River was closed.
² Data collected August 2021.

42nd Avenue S runs along the east bank of the Duwamish River with residential homes along the east side of the street. There is a pedestrian bridge crossing of the river at S 119th Street and the Duwamish Park is located at approximately S 117th Street. A continuous sidewalk runs along the east side of the street between S 115th Street and Interurban Avenue S, except for a missing segment at the southeast corner of the S 124th Street/42nd Avenue S intersection. The 42nd Avenue S corridor experienced 10 crashes during the five-year study period; of these crashes, 4 crashes occurred at the S 124th Street/42nd Avenue S intersection.



42nd Avenue S at S 119th Street (looking north)

Potential Improvements

- 25 mph pavement markings – paint 25 mph pavement markings on southbound 42nd Avenue S, south of S 115th Street and on northbound 42nd Avenue S, north of S 124th Street.

- Curb bulb at S 119th Street pedestrian bridge crosswalk – construct a curb bulb and ADA sidewalk improvements to shorten the pedestrian crossing distance and calm traffic.
- Sidewalk at southeast corner of S 124th Street/42nd Avenue S intersection – add sidewalk to complete missing segment in front of store and create a continuous sidewalk on the east side of the street between S 115th Street and Interurban Avenue S. This would impact the store’s parking lot.

50th Place S

Street Classification	Collector Arterial
Speed Limit	25 mph
Northbound Average Vehicle Speed	32 mph
Northbound 85th Percentile Vehicle Speed	36 mph
Southbound Average Vehicle Speed	33 mph
Southbound 85th Percentile Vehicle Speed	39 mph
Average Weekday Traffic Volume	7,300

Note: Data collected July and August 2021.

50th Place S connects between S 124th Street and S 129th Street. S 129th Street crosses the BNSF tracks and I-5, and is the southeast entrance to the Allentown Neighborhood. 50th Place S serves residential properties and Codiga Park along the Duwamish River. There is a segment of sidewalk on the west side of the street along the Park’s frontage. The eastside of the street has a striped paved shoulder that has a few segments of extruded curb that provide separation from vehicles.



50th Place S, looking south

Potential Improvements

- Northbound vehicle radar feedback sign – add a feedback sign at Railroad Avenue, where 50th Place S enters the Allentown Neighborhood.
- Pedestrian walkway – construct continuous pedestrian facility on either the west or east side of the street.

Local Streets

Within the Allentown Neighborhood, the local streets are low-volume streets that provide access to homes and businesses. These local streets typically do not include formal pedestrian facilities and on-street parking is typically allowed.

Potential Improvements

- Additional speed limit signs at select locations.
- Reduce default speed limit from 25 mph to 20 mph for local streets – this could be part of a proposed Citywide speed limit reduction effort.

51st Place S

Street Classification	Local Street
Speed Limit	25 mph
Northbound Average Vehicle Speed	17 mph
Northbound 85th Percentile Vehicle Speed	28 mph
Southbound Average Vehicle Speed	22 mph
Southbound 85th Percentile Vehicle Speed	31 mph
Average Weekday Traffic Volume	200

Note: Data collected July and August 2021.

51st Place S is a low-volume street that runs northwest and southeast between S 122nd Street and dead ends just north of S 129th Street. This street provides access to homes and businesses.

Potential Improvements

- Speed limit reduction – reduce speed limits to 20 mph on local streets.

S 125th Street

S 125th Street is a local street along Duwamish River that connects between 46th Avenue S and 50th Place S. Residents along the street have expressed concerns regarding speeding and cut-through traffic. There have been 3 crashes at the S 125th Street/50th Place S intersection over the last 5 years. This intersection is just south of the S 124th Street/50th Place S intersection, which has an eastbound right turn slip lane that does not require vehicles to stop.

Potential Improvements

- The removal of the eastbound right turn slip lane at the S 124th Street/50th Place S intersection – this project (described above as a potential improvement for S 124th Street) would benefit the S 125th Street/50th Place S intersection by requiring eastbound right turning vehicles to stop at the S 124th Street/50th Place S intersection. This would slow southbound traffic and potentially create additional gaps in traffic approaching the S 125th Street/50th Place S intersection, improving traffic operations and safety.
- Either partially or fully close S 125th Street at 50th Place S – work with the residents along S 125th Street to get their input on either a full closure or a restriction of left turns with c-curbing. The potential improvement at the S 124th Street/50th Place S intersection that will remove the eastbound right turn slip lane may lessen the need for a partial or full closure of S 125th Street.
- Speed cushions – work with residents to get their input on the addition of speed cushions to reduce speeds. Speed cushions could be an appropriate treatment along this street because there is not a parallel local street that could be impacted by diverting traffic.

Appendix A.

Allentown Neighborhood Crash Data by Corridor – 5 Year Period

Corridors	Rear end	Sideswipe	Head On	Left Turn	Angle	Fixed Object	Exits Roadway	Pedestrian	Pedal-cyclist	Other	Total
42nd Ave S				3	1	4 (1)	1 (1)			1	10 (2)
S 124th St ¹	1		1	2	2			1 (1)		1	8 (1)
50th Pl S ²	1				1	2					4
46th Ave S		1				2					3
S 122nd St				1	1						2
S 125th St						1				1	2
S 115th St						1					1
S 116th St										1	1
45th Ave S						1					1
Total	2	1	1	6	5	11 (1)	1 (1)	1 (1)	0	4	32 (3)

Source: WSDOT crash data from (9/10/2016 - 9/9/2021).

Notes: (#) indicates severe (fatality or serious injury) crashes.

¹ Crashes at the 42nd Avenue S/S 124th Street intersection are included with the 42nd Avenue S corridor.

² Crashes at the S 124th Street/50th Place S intersection are included with S 124th Street corridor.



Appendix B. Allentown Neighborhood Potential Improvements and Cost Estimates



3/14/2022

**All costs are 2022 dollars

INITIAL IMPROVEMENTS	DESCRIPTION	COST
S 124th St		
RRFB System at 44th Ave S / Community Center Driveway	Construct curb, gutter, and sidewalk at the northeast corner of the 44th Avenue S intersection to separate pedestrians and vehicles, narrow the pedestrian crossing distance, and provide traffic calming.	\$ 35,000
RRFB System at 46th Ave S	Construct curb, gutter, and sidewalk at the northwest corner of the 46th Avenue S intersection to separate pedestrians and vehicles, narrow the pedestrian crossing distance, and provide traffic calming.	\$ 35,000
POTENTIAL IMPROVEMENTS	DESCRIPTION	COST
S 124th St		
Remove eastbound right turn slip lane at the 50th Place S Intersection	Reconfigure the intersection with a single-lane eastbound approach and all-way stop control. Evaluate truck turning movements and pedestrian facilities. Requiring eastbound right turn vehicles to stop will slow traffic and improve safety.	\$ 75,000
124th North Side Pedestrian Walkway	Add/rehabilitate north side walkway from 49th Avenue S to 51st Place S in conjunction with the slip lane removal.	\$ 150,000
S 115th St		
Speed Limit Reduction	Replace the existing 30 mph speed limit signs with 25 mph speed limit signs to lower speed entering the Allentown Neighborhood and to be consistent with the speed limit on 42nd Avenue S.	\$ 2,000
42nd Ave S		
25 MPH Pavement Markings	Install thermoplastic "25 MPH" pavement markings on southbound 42nd Avenue S, south of S 115th Street and on northbound 42nd Avenue S, north of S 124th Street.	\$ 2,500
Curb Bulb at S 119th St Pedestrian Bridge Crosswalk	Construct a curb bulb and ADA sidewalk improvements to shorten the pedestrian crossing distance and calm traffic.	\$ 30,000
Sidewalk at Southwest Corner of S 124th St/ 42nd Ave S Intersection	Add sidewalk to complete missing segment in front of store and create a continuous sidewalk on the east side of the street between S 115th Street and Interurban Avenue S. This would impact the store's parking lot.	\$ 75,000
50th Place S		
Northbound vehicle radar feedback sign	Install a radar feedback sign at Railroad Avenue, where 50th Place S enters the Allentown Neighborhood.	\$ 10,000
Pedestrian Walkway	Construct continuous pedestrian facility on either the west or east side of the street.	\$ 110,000
51st Place S		
Speed Limit Reduction	Replace the existing 25 mph speed limit signs with 20 mph speed limit signs to lower speed on local streets.	\$ 2,000
S 125th St		
Closure of S 125th St at 50th Pl S	Either a full closure or a restriction of left turns with c-curbing. The potential improvement at the S 124th Street/50th Place S intersection that will remove the eastbound right turn slip lane may lessen the need for a partial or full closure of S 125th Street.	\$ 10,000
Speed Cushions	Install speed cushions to calm traffic on this local street. Speed cushions could be an appropriate treatment along this street because there is not a parallel local street that could be impacted by diverting traffic.	\$ 5,000
Total Cost		\$ 541,500.00

Staff Top-10 Recommended NTCP Projects

Modified 3/14/2022

Project	Details	Potential Treatment Options	Estimated Cost Range	Status	Budget/ Expended	Updated Cost Estimate
A Allentown Neighborhood Speed and Safety Study	<i>Since 2018, five individual requests for traffic calming have been recorded in the NTCP list of requests; however, traffic complaints have been made to the City over prior years. Addressing traffic safety concerns in Allentown is a top priority for the City.</i>			Draft Study complete. Present to TISC on 3/21/22	\$35,000b for A and E	\$640k for full recommendation \$610k for new construction only
	Study neighborhood-wide volume, speed, classification and safety issues. Design plan for Level 1 and Level 2 treatments throughout Allentown.	Level 1: Improved signage; radar feedback signs; pavement marking modifications Level 2: Curb extensions	\$50,000-80,000			
B Tukwila Elementary School Safety Improvements	<i>Since 2018, 12 traffic calming requests have been made in the Cascade View neighborhood, with a significant number of them near Tukwila Elementary School. Common complaints have been over speeding and crosswalk or pedestrian safety. Additionally, the Council has asked for proactively addressing or anticipating concerns, specifically around school zones. Some improvements have been made around Tukwila Elementary School already but more improvements are needed.</i>			Have reached out to Tukwila School District/Tukwila Elementary School staff. Will begin study later in 2022 with any improvements installed likely in 2023.		
	Address speeding and crosswalk safety concerns.	Level 1: Improved signage; radar feedback signs; pavement marking modifications Level 2: Curb extensions; RRFB installation; ADA ramp upgrades; improved illumination	\$30,000-80,000			
C Impact Charter School Safety Improvements	<i>A request specific to the newly opened Impact Charter School was received in 2019. The request was to provide a signed school zone, which Tukwila has provided along with signs marking school crossings on S 148th Street. ADA-compliant ramps have not been installed at the marked school crossings. The charter school has expanded their site to the north with a need for consideration of a school zone on S 146th Street and other potential improvements for children's safety. Additionally, the Council has asked for proactively addressing or anticipating concerns, specifically around school zones.</i>			Awaiting a proposed private development for possible ADA ramp improvement. Signage improvements will be studied in 2/3Q		
	Provide school crossing improvements, establish school zone on S 146th Street, if needed. Provide school crossing improvements, observe operating speeds, if necessary establish speed zone.	Level 1: Improved signage for school zones on S 148th Street and S 146th Street; crosswalk installation Level 2: ADA ramp improvements; curb extensions	\$8,000-15,000			
D Cascade View Elementary School Safety Improvements	<i>Since 2018, the Tukwila Hill neighborhood has seen 9 requests for traffic calming. Four of the locations are around the speeding, school crossing and pedestrian safety around the Cascade View Elementary School. 85th Percentile speeds of ~30MPH in the 25MPH zones have been recorded, but analysis to separate whether the speeding is even more than the posted school zone has not been done. Additionally, the Council has asked for proactively addressing or anticipating concerns, specifically around school zones.</i>			Study for improved signage and crosswalk to begin in 2/3Q. Design for ADA improvements later in year with construction likely in 2023		
	Upgrade School Zone signing, design and install pedestrian crossing improvements.	Level 1: Improved signage for school zones on S 148th Street and S 146th Street; crosswalk installation Level 2: ADA ramp improvements; curb extensions	\$8,000-15,000			
E Tukwila Community Center Pedestrian Crossing Safety Improvements	<i>The City Council has expressed desire for the NTCP to have a proactive element in addressing traffic calming and safety needs throughout the City. The TCC is a well-utilized facility by the Allentown neighborhood as well as the entire City and surrounding area. Concerns over the pedestrian crossings on S 124th Street have been raised by staff and residents in the past, along with the larger complaints of speeding in Allentown. Increasing pedestrian visibility to improve safety in this high-use area is a recommended top priority for the NTCP.</i>			Design at 50% and RRFB units purchased in 2021. Installation scheduled for summer 2022.	\$35,000b for A and E	\$78k RRFB Installation
	Design and install mid-block pedestrian safety improvements on S 124th Street.	Level 1: Improve pedestrian crossing signage Level 2: RRFB installations; upgrade ADA ramps; curb extensions; improved illumination	\$80,000-100,000			
F Macadam Road Speed and Safety Improvements	<i>At least five requests for traffic calming, specific to speeding (and some secondary reasons) have been made since 2018. A radar feedback sign was placed near the 13700 block in 2019 but requests have continued to be made. Additional analysis is warranted to determine what other improvements could be used to address the speeding, especially where Macadam has extremely limited sight distance due to the curvy nature of the roadway.</i>			Design to begin in 2/3Q.		
	Design and install treatments addressing speeding and curve safety north of S 144th Street.	Level 1: Improved signage; LED chevron signs; channelization modifications Level 2:	\$10,000 - 30,000			

Staff Top-10 Recommended NTCP Projects

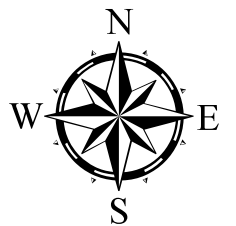
Modified 3/14/2022

Project	Details	Potential Treatment Options	Estimated Cost Range	Status	Budget/ Expended	Updated Cost Estimate
G Southcenter Boulevard/65th Avenue S Pedestrian Safety Improvements	<i>Staff identified the need for improvement pedestrian safety at this location several years ago. Southcenter Boulevard is a 5-lane roadway with known speeding issues along with curves that restrict sight distance. A high pedestrian usage at this intersection accessing the King County Metro bus stop that services both the Rapid Ride F-Line and Route 150, both workhorses of the south County transit network, justifies improving pedestrian crossing safety. This intersection is slated for full signalization in the future, but interim pedestrian safety improvements should be considered sooner.</i>	Design and install pedestrian safety improvements	Level 1: Improved signage for pedestrian crossing Level 2: RRFB installation; ADA ramp upgrades; improved illumination \$50,000-\$90,000	Funding available for design of full signal in 2022 CIP. Design to begin in 2022. Will consider signage improvements for interim in 2/3Q.		
H City-wide Residential Speed Limit Review	<i>As part of the City Council's expressed desire to proactively look at traffic calming needs, a full review of the residential street posted speed limits is recommended by staff. State law establishes city speed limits at 25MPH unless an engineering study is completed to justify higher speed limits. Most residential streets are posted at 25MPH today, but there are many that are posted at 30MPH or 35MPH. Likely, those speed limits are legacies of past annexation areas, where a speed study was completed by King County. The general impression Staff has is that most residents and elected officials would be happier with lower speed limits. City of Seattle has also recently lowered all speed limits nearly city-wide to be 25MPH</i>	Identify residential streets with speed limits currently above 25MPH. Conduct volume, speed and safety review. Recommend changes to speed limits, as necessary.	Level 1: Modify speed limit ordinance; as needed; install new signs; as needed. Level 2: \$5,000-8,000	Not started yet.		
I S Ryan Way Pedestrian Safety Improvements	<i>Two requests for traffic calming to address speeding and pedestrian crossing safety in the Ryan Hill area have been made in 2021. New developments are coming forward that will increase the residential population of this part of the City with multi-family developments. The speed concerns, especially along S Ryan Way, coupled with the new housing developments increasing the likelihood of increased pedestrian activity, warrants this analysis be recommended as a top priority.</i>	Safety study on S Ryan Way from MLK Jr. Way to east city limits, focusing on speeding and pedestrian safety. Recommend Level 1 and Level 2 improvements. Design and construct improvements.	Level 1: Improved signage Level 2: Curb extension, improved illumination \$10,000-100,000	Study for improved signage and safety improvements may begin in 2/3Q. Construction of improvements possible in 2023.		
J S 144th Street/46th Avenue S ADA Ramps	<i>The Tukwila School District requested school crossing safety improvements at this intersection in 2017. A new Rectangular Rapid Flashing Beacon was installed in early 2019. At the time the RRFB was installed, the City was also submitting a grant application for the 46th Avenue S Safe Routes to School project, which would improve pedestrian safety between this intersection south to S 150th Street, and would include either a raised pedestrian crosswalk at the RRFB or install ADA-compliant curb ramps. The grant was not awarded. State law requires ADA ramps be brought up to current standards anytime a new signal, including the RRFB, is installed. Since grant monies for the larger improvement are not expected in the short term, staff recommends this as a priority to comply with all state and federal laws regarding Americans with Disabilities Act requirements</i>	Design and install ADA-compliant ramps at the intersection.	Level 1: Level 2: ADA upgrades to ramps at RRFB (not done at time of RRFB installation due to budget constraints) \$15,000-20,000	Design at 50% with construction to be done with the 2022 Annual Overlay Project	\$35,000 Overlay Budget	\$90,000
Total Cost Range				\$266,000 - 538,000	Total	\$70,000 PE \$47,000 Equip. \$808,000



City of Tukwila

Top 10 Staff Recommended NTCP Projects



Not to Scale

Vicinity Map



Disclaimer: The location of features and boundaries are approximate and are intended for reference only. Data is based on best information available.

