



## INFORMATIONAL MEMORANDUM

TO: **Transportation and Infrastructure Services Committee**  
FROM: **Hari Ponnekanti, Public Works Director**  
BY: **Deontae Elder, Transportation Project Manager**  
CC: **Mayor Ekberg**  
DATE: **June 17, 2022**  
SUBJECT: **Neighborhood Traffic Calming Program**  
**Project No. 80010301**

### **ISSUE**

Provide status update for the Neighborhood Traffic Calming Program (NTCP).

### **BACKGROUND**

The NTCP was developed to guide City staff and inform residents about the procedures for implementing traffic calming on residential streets. Speeding and unnecessary through traffic on residential streets can create safety hazards and greatly affect neighborhood livability. Late in 2021, the Council reinstated the full 2022 NTCP budget, which was cut due to the pandemic, for \$400,000 using ARPA funding made available to the City from the Federal government.

### **DISCUSSION**

Staff has made progress on several of the Top 10 list and plan to complete the following using 2022 funds.

- **Tukwila Community Center (TCC) Pedestrian Crossing Safety Improvements:** This project has been designed and two RRFBs, adjacent to the TCC, will be installed this summer in conjunction with the Annual Overlay & Repair Program Schedule A. Project construction was included in the Overlay & Repair construction bid due to economy of scale.
- **ADA ramps and an RRFB crossing at 144th Street/46th Avenue S:** This project is near Foster High School, has been designed, and will be installed this summer if Schedule B of the Annual Overlay & Repair construction bid award is approved by Council. Project construction was included in the Overlay & Repair construction bid due to economy of scale.
- **Transportation Studies:** KPG will develop Transportation Studies, evaluate existing conditions, vehicle volumes and speeds, signage, and five years of historical crash data for areas surrounding Tukwila Elementary, Impact Charter, and Cascade View Elementary schools. All studies will include transportation counts and speed data.
- **Allentown Neighborhood Speed and Safety Study:** KPG developed a Transportation Study to evaluate existing conditions, vehicle volumes and speeds, signage, and five years of historical crash data in the Allentown neighborhood. The report studied existing conditions on several of the key streets in the neighborhood and made some recommendations for improvements that could be made to improve quality of life for residents, reduce speeds and improve safety for all users.

KPG staff attended the March 22, 2022 and April 26, 2022 Allentown Community meetings to gather feedback from residents. Feedback received can be found in the attached Neighborhood Speed & Safety Study - Community Feedback attachment.

Based on community feedback, a Rectangular Rapid Flashing Beacon (RRFB) and a raised crosswalk on 42<sup>nd</sup> Ave S at the S 119<sup>th</sup> street pedestrian bridge crossing has been added to the planned improvements list for the Allentown neighborhood. The preliminary cost estimate for the RRFB and raised crosswalk improvements are anticipated to be approximately \$240,000. The detailed cost estimate is attached.

**FINANCIAL IMPACT**

Projects on the Staff Top-10 list are anticipated to cost over \$1.2 million. Staff will complete a portion of the Top-10 list using the 2022 budget. Remaining items on the list will be completed using future NTCP funding. The City is also applying for grant funding for 2023 NTCP improvements, including a Washington State Department of Transportation's Pedestrian-Bicycle Program grant funding for traffic calming improvements in Allentown.

**RECOMMENDATION**

Discussion only.

- ATTACHMENTS:** 2021 CIP, Page 2  
Staff Top-10 Recommended NTCP Projects (Updated 6-6-22)  
Staff Top 10 Recommended NTCP Projects Map  
Allentown Neighborhood Speed & Safety Study - Community Feedback  
S 119<sup>th</sup> Street Crossing Cost Estimate

## 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.

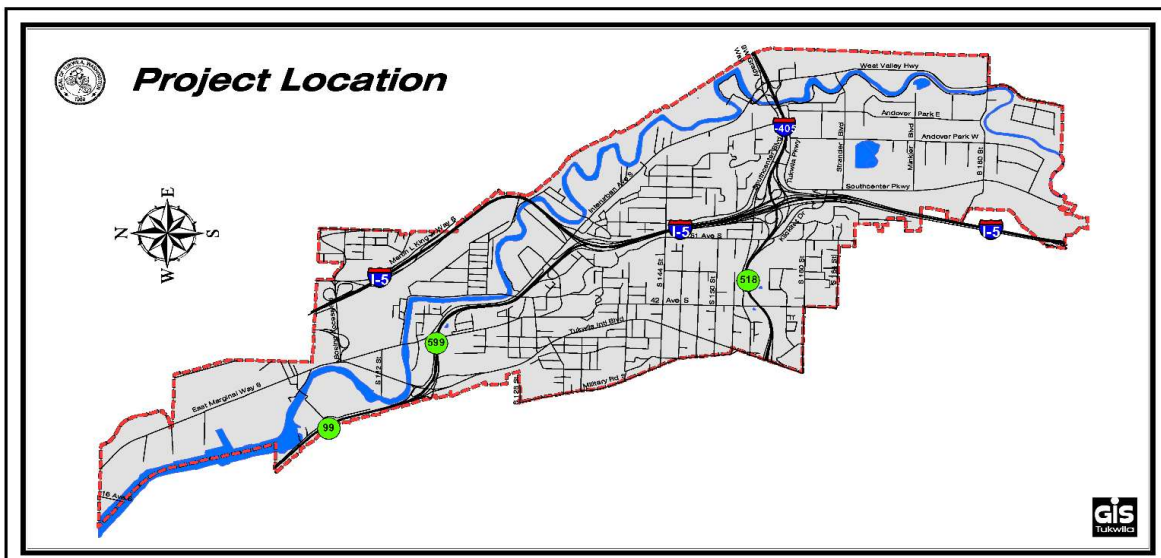
**JUSTIFICATION:** Neighborhood revitalization by improving residential streets.

**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
<b>EXPENSES</b>									
Design	63	50	100	100					
Land (R/W)									
Const. Mgmt.	37								
Construction	148	0		300					
<b>TOTAL EXPENSES</b>	<b>248</b>	<b>50</b>	<b>100</b>	<b>400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FUND SOURCES</b>									
ARPA Funding			100	400					
Awarded Grant									
Proposed Grant									
Mitigation Actual									
Mitigation Expected									
City Oper. Revenue	248	50	0	0	0	0	0	0	0
<b>TOTAL SOURCES</b>	<b>248</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



### Staff Top-10 Recommended NTCP Projects

Modified 6/9/2022

Project	Details	Potential Treatment Options	Status	Original Cost Estimate Range	Updated Cost Estimate	Updated Cost Range
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; additional 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>		<ul style="list-style-type: none"> <li>• Draft Transportation Safety Study completed.</li> <li>• Conducted public outreach meetings on 3/22/22 and 4/26/22.</li> <li>• Submitted WSDOT Pedestrian and Bicycle Program Grant application in 5/2022.</li> <li>• Collecting new counts and speed data to evaluate improvements.</li> </ul>	\$50,000-80,000	\$20k for study \$640k for CN of study recommendations 119th Ped. Bridge Location: \$56,000 for design and \$185,000 for construction.	\$921,000
	Study neighborhood-wide volume, speed, classification and safety issues. Identify and design Level 1 and Level 2 treatments throughout Allentown.	Level 1: Improved signage; radar feedback signs; pavement marking modifications. Level 2: Sidewalks; curb extensions; raised crosswalk; traffic calming; and remove the eastbound right-turn slip lane and reconfigure the S 124th Street/50th Place S intersection.				
B Tukwila Elementary School Safety Improvements	<i>Since 2018, 12 traffic calming requests have been made in the Tukwila Hill neighborhood, with a significant number near Tukwila Elementary School. Common complaints have been about 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 the school already, but more improvements are needed.</i>		<ul style="list-style-type: none"> <li>• Transportation Safety Study initiated 5/2022.</li> <li>• Collecting transportation counts and speed data before the end of the school year to inform the evaluation of improvements.</li> </ul>	\$30,000-80,000	TBD	\$30,000-80,000
	Address pedestrian mobility, crosswalk safety concerns, speeding, sight distance, and upgrade School Zone signage.	Level 1: School Zone beacons; improved signage; radar feedback signs; pavement marking modifications. Level 2: Curb extensions; RRFB installation; ADA ramp upgrades; improved illumination.				
C Impact Charter School Safety Improvements	<i>A request specific to Impact Charter School was received in 2019. The request was to provide a signed school zone, which Tukwila has provided 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 which requires creating 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>		<ul style="list-style-type: none"> <li>• Transportation Safety Study initiated 5/2022.</li> <li>• Collecting transportation counts and speed data before the end of the school year to inform the evaluation of improvements.</li> <li>• Proposed private development may provide ADA ramp improvement on S 146th Street.</li> </ul>	\$8,000-15,000	TBD	\$8,000-15,000
	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 installations. Level 2: ADA ramp improvements; RRFB installations; curb extensions.				
D Cascade View Elementary School Safety Improvements	<i>Since 2018, the Cascade View neighborhood has seen 9 requests for traffic calming. Four of the requests were about speeding, school crossing and pedestrian safety at locations around the Cascade View Elementary School. 85th Percentile speeds of ~30MPH have been recorded, but analysis is needed to identify if speeding occurs during the 20MPH-active school zone period. Additionally, the Council has asked for proactively addressing or anticipating concerns, specifically around school zones.</i>		<ul style="list-style-type: none"> <li>• Transportation Safety Study initiated 5/2022.</li> <li>• Collecting transportation counts and speed data before the end of the school year to inform the evaluation of improvements.</li> </ul>	\$8,000-15,000	TBD	\$8,000-15,000
	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; enhanced crosswalk treatments.				
E Tukwila Community Center Pedestrian Crossing Safety Improvements	<i>The City Council has expressed desire for the NTCP to have a proactive approach to address 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. There have been concerns related to pedestrian crossings on S 124th Street and speeding in Allentown. Increasing pedestrian visibility to improve safety in this high-use area is a recommended top priority.</i>		<ul style="list-style-type: none"> <li>• Design completed for RRFBs, curb extensions and ADA ramps at 44th Avenue S and 46th Avenue S.</li> <li>• Installation scheduled for summer 2022. This is included with the 2022 overlay program this summer.</li> </ul>	\$80,000-100,000	\$15k PE \$47k RRFB units \$78k RRFB Installation	\$110,000.00
	Install pedestrian safety improvements on S 124th Street at 44th Avenue S and 46th Avenue S.	Level 1: Improve pedestrian crossing signage. Level 2: RRFB installations; upgrade ADA ramps; curb extensions; improved illumination.				

**Staff Top-10 Recommended NTCP Projects**

Modified 6/9/2022

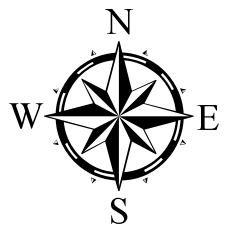
Project	Details	Potential Treatment Options	Status	Original Cost Estimate Range	Updated Cost Estimate	Updated Cost Range
F	Macadam Road Speed and Safety Improvements	At least five requests for traffic calming, specific to speeding (and some secondary reasons) have been made since 2018. A radar feedback 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 Road has extremely limited sight distance due to the curvy nature of the roadway.	<ul style="list-style-type: none"> <li>Design to begin in 2/3Q.</li> </ul>	\$10,000 - 30,000	TBD	\$10,000 - 30,000
	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:				
G	Southcenter Boulevard/65th Avenue S Pedestrian Safety Improvements	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.	<ul style="list-style-type: none"> <li>Funding available for design of full signal in 2022 CIP.</li> <li>Will consider signage improvements for interim in 2/3Q.</li> </ul>	\$50,000-\$90,000	TBD	\$50,000-\$90,000
	Design and install pedestrian safety improvements	Level 1: Improved signage for pedestrian crossing. Level 2: RRFB installation; ADA ramp upgrades; improved illumination.				
H	City-wide Residential Speed Limit Review	As part of the City Council's 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 prefer lower speed limits. City of Seattle has also recently lowered all speed limits nearly city-wide to be 25MPH.	<ul style="list-style-type: none"> <li>Not started yet.</li> </ul>	\$5,000-8,000	TBD	\$5,000-8,000
	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:				
I	S Ryan Way Pedestrian Safety Improvements	Two requests for traffic calming to address speeding and pedestrian crossing safety in the Ryan Hill area were made in 2021. New developments are coming forward that will increase the residential population in this part of the City with multi-family developments. The speed concerns, especially along S Ryan Way, coupled with the new housing developments are expected to increase pedestrian activity and warrant this analysis to be a top priority.	<ul style="list-style-type: none"> <li>Transportation Safety Study for improved signage and safety improvements may begin in 2/3Q.</li> <li>Construction of improvements possible in 2023.</li> </ul>	\$10,000-100,000	TBD	\$10,000-100,000
	Safety study on S Ryan Way from MLK Jr. Way to east city limits, focusing on speeding and pedestrian safety.	Level 1: Improved signage. Level 2: Curb extension, improved illumination.				
J	S 144th Street/46th Avenue S ADA Ramps	The Tukwila School District requested school crossing safety improvements at this intersection in 2017. A new Rectangular Rapid Flashing Beacon was installed in 2019. At the time the RRFB was installed, the City also submitted 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 laws regarding ADA requirements.	<ul style="list-style-type: none"> <li>Design complete and construction to be done with the 2022 Annual Overlay Project.</li> </ul>	\$15,000-20,000	\$15k PE \$90k Construction	\$105,000
	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).				
<b>Total</b>				<b>\$266,000-\$538,000</b>	<b>\$1,065,000</b>	<b>\$1,257,000 - \$1,474,000</b>





# City of Tukwila

## Top 10 Staff Recommended NTCP Projects

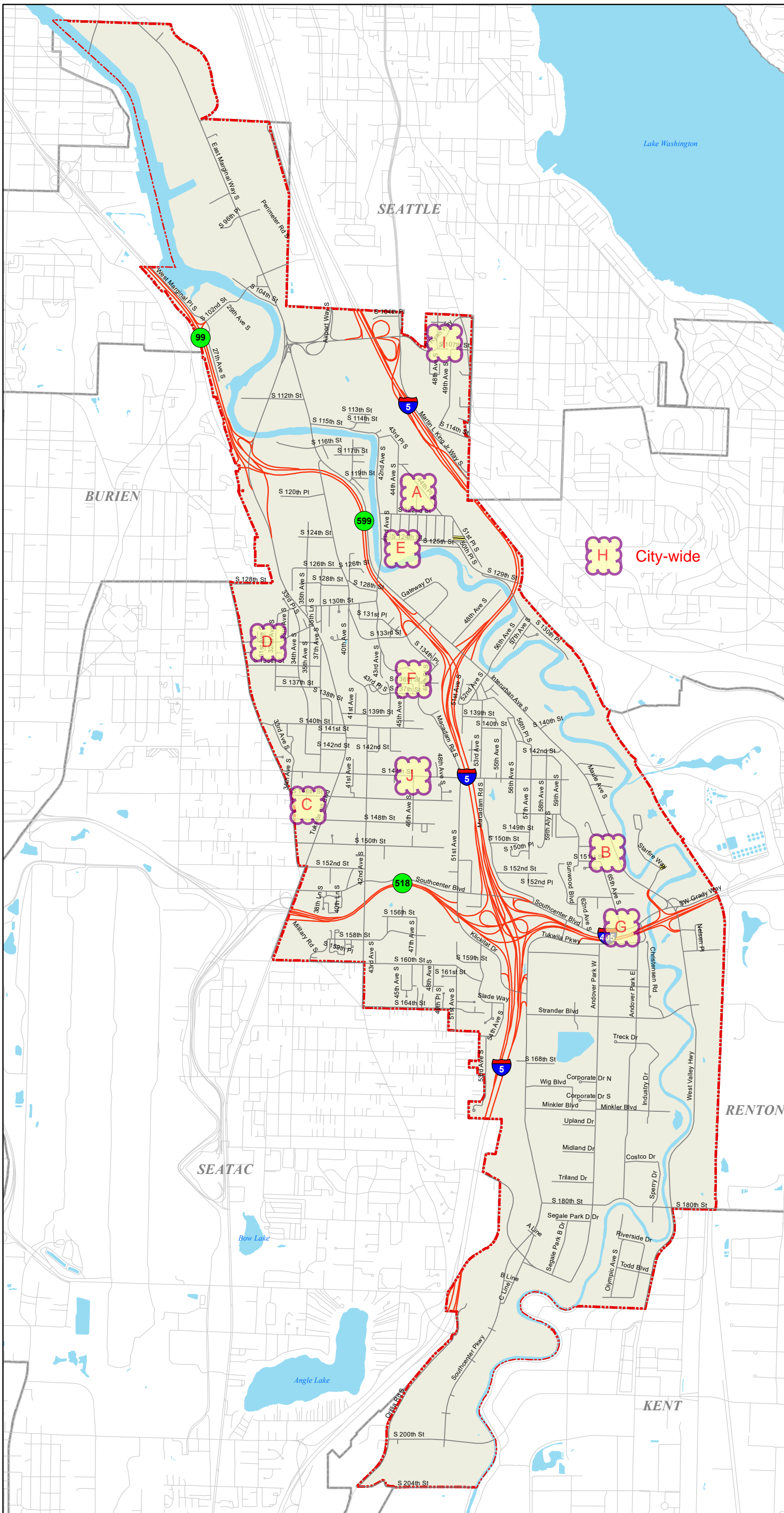


Not to Scale

### Vicinity Map



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



## Allentown Neighborhood Speed and Safety Study - Community Feedback

- Would like truck signage on S 124<sup>th</sup> St. for exiting the neighborhood.
- Consultants and City staff need to be in the neighborhood to observe patterns, see things happen, etc.
- Speed cushions on 42<sup>nd</sup> Ave S are desired.
- 3-way stop at East Marginal Way S and S 115<sup>th</sup> St. is desired by numerous people.
- The crossing at 42<sup>nd</sup> Ave S and S 119<sup>th</sup> St., by the pedestrian bridge, has had some near misses with kids. This is used often by individuals including kids. RRFB and speed cushion near this location are recommended.
- A small curve sidewalk in front of Allentown Superette convenience store business at the S 124<sup>th</sup> St. & 42<sup>nd</sup> Ave S 3-way stop section.
- Looking up Allentown Puget Sound Clean air energy due to the heavy number of trucks passing through the area.
- Sight line concerns at the SE corner of S 124<sup>th</sup> St and 46<sup>th</sup> Ave S.
- Various persons did not like the closing of S 125<sup>th</sup> St @ 50<sup>th</sup> Pl S.
- Due to the reroute, the truck traffic has been pushed to 50<sup>th</sup> Pl S. moving the speeding and noise issues from S 124<sup>th</sup> St. to 50<sup>th</sup> Pl.
- S 125<sup>th</sup> St. is not really a big cut through.
- Resident not interested in cushions on S 125<sup>th</sup> St.
- Another resident inquired about making S 125<sup>th</sup> St. a chicane roadway.
- Recommendation from resident to collect speed and data at open space locations.
- Place speed cushions at public open space areas.
- Generally, everyone excited about RRFBs at 44<sup>th</sup> Ave S and 46<sup>th</sup> Ave S and the improved crossing at S. 119<sup>th</sup> St. and 42<sup>nd</sup> Ave S.
- The park at 50<sup>th</sup> Pl. and the bridge is very well used in the summer, creating high pedestrian demand.
- Install 3-way stop at S 115<sup>th</sup> St. and East Marginal Way S., or add a signal
- Residents seems to be okay with left turn being restricted out of S. 125<sup>th</sup> St., but wanted to maintain left turns into S. 125<sup>th</sup> St.
- All attendees supported removing the slip lane at S 124<sup>th</sup> St. and 50<sup>th</sup> Pl.
- Improve the park access/shoulders/parking at the Duwamish hill park.
- Put a bollard on west side of S 119<sup>th</sup> St. pedestrian bridge, instead of switchbacks.
- Trucks on 50<sup>th</sup> Pl. create delays and access issues for residents that live on 50<sup>th</sup> Pl.
- Trucks on 50<sup>th</sup> Pl. vibrate the houses on 50<sup>th</sup> Pl.
- General feeling was the southbound direction bridge reopening was not the best.
- Many residents concerned about emergency vehicles getting into Allentown should an emergency require more than one engine.
- The fire station in Allentown is northern most station in city. They've been using East Marginal Way S. and Interurban to get south for a couple years and have not noticed a significant reduction in response time.
- Concern over the southbound direction was response time if a response required multiple engines and ladder truck they'd have to go to S 115<sup>th</sup> St. then back down 42<sup>nd</sup> Ave S to get there, making the route longer, and making the response time longer. With the age of the houses mixed in with the new construction and proximity to one another, a single house fire may likely spread quickly if the additional engines could not respond and get to the location fast enough.
- Northbound bridge access is best for southern station response time.

**Pedestrian and Bicycle Program Project Cost Estimate**  
**S 119th Street Raised Pedestrian Crossing with RRFB**

COST ESTIMATE SCOPING ITEMS	Total Quantity	Units	Unit Price	Unit Price x Quantity Total
<b>CONSTRUCTION COST ESTIMATE</b>				
CONSTRUCTION SURVEYING	1	LS	5000	5000
MOBILIZATION	1	LS	25000	25000
MAINTENANCE AND PROTECTION OF TRAFFIC CONTROL INCLUDING FLAGGING	1	LS	10000	10000
CLEARING & GRUBBING	900	SF	5	4500
REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1	LS	1500	1500
SAWCUT ASPHALT AND/OR CONCRETE, FULL DEPTH	120	LF	25	3000
COMMON EXCAVATION	100	CY	55	5500
PAVEMENT, HMA	25	TN	350	8750
PAVEMENT, CEMENT CONCRETE	25	CY	400	10000
PAVEMENT PATCH, TEMPORARY		TN		0
SPEED CUSHION OR OTHER GEOMETRIC TREATMENT (REPEAT AS NEEDED)		EA		0
CATCH BASIN	2	EA	1500	3000
PIPE, CB CONN, D.I., CL 50, 8 IN	10	LF	85	850
BEDDING, CL B, 8 IN PIPE	10	LF	125	1250
PIPE, PSD, D.I., CL 50, 12 IN		LF		0
CONSTRUCTION STORMWATER & EROSION CONTROL	1	LS	5000	5000
TREE, VEGETATION & SOIL PROTECTION	1	LS	5000	5000
CURB RAMPS, CEM CONC	2	LF	4500	9000
CURB AND GUTTER, CEM CONC	60	LF	45	2700
SIDEWALK, CEM CONC	125	SY	75	9375
DRIVEWAY, CEM CONC	10	SY	150	1500
SIGN, TRAFFIC	6	SF	500	3000
POST, TRAFFIC SIGN	6	EA	1000	6000
LUMMINAIRE/STREET LIGHT	1	EA	10000	10000
PAVEMENT MARKINGS, THERMOPLASTIC, 8 IN STRIPE	60	LF	12	720
PAVEMENT MARKINGS, THERMOPLASTIC, LEGEND/SYMBOL	2	EA	500	1000
BICYCLE PUSHBUTTON ASSEMBLY, ALL INCLUDED		EA		0
RAPID FLASHING BEACON SYSTEM OR OTHER TRAFFIC CONTROL (REPEAT AS NEEDED)	1	LS	10000	10000
<b>SUBTOTAL</b>				<b>141645</b>
Cost Estimate Subtotal				141645
Cost Estimate Contingency			30%	42493.5
Cost Estimate Grand Total (Construction)				184138.5
PE Design & Environmental (Between 10% and 30%)			30%	55241.55
ROW				
PE and ROW Subtotal				184138.5
Project Cost Estimate Total				239380.1

Acronyms

- LS = LUMP SUM
- SF = SQUARE FOOTAGE
- CY = CONSTRUCTION YARD
- TN = TON
- EA = EACH
- SY = SQUARE YARD