



INFORMATIONAL MEMORANDUM

TO: **Transportation and Infrastructure Services Committee**
 FROM: **Hari Ponnekanti, Public Works Director/City Engineer**
 CC: **Mayor Allan Ekberg**
 DATE: **January 14, 2022**
 SUBJECT: **Allentown Neighborhood Projects Updates**
Project No. 99510409

ISSUE

Information update regarding the status of projects in the Allentown neighborhood, including responses to recent public comments.

BACKGROUND

At the January 3, 2022 Council meeting, residents provided public comments regarding various Allentown projects and issues. Allentown is a community annexed into Tukwila in the 1980’s from unincorporated King County. Since the incorporation into Tukwila, several improvements were undertaken in the Allentown neighborhood. Please see Attachment A regarding the neighborhood projects undertaken; with notable projects being water, sewer, and small drainage projects, and sidewalks on 42nd Ave S, for a total cost of approximately \$33,900,000 between 1989 and June of 2021. Attachment A also includes projects and expenses for all Tukwila neighborhoods to highlight work completed throughout the City and illustrate how funds are being allocated. Various guardrail projects were also completed along the river in Allentown, which are highlighted in Attachment B.

The City has been considering access alternatives for the trucks since the late 1990’s. No preferred alternative route has been selected. The goal of an alternative route has always been to improve the quality of life for residents in the Allentown and Duwamish communities, and the surrounding areas, which are impacted by the estimated 3,000 trucks per day (of the total 10,000 vehicles per day) which use the current route (status quo) on S. 124th St. and the 42nd Ave. S. bridge to access the BNSF intermodal yard. These trucks impact air quality, noise, and the safety of residents. A common goal shared by the City and community is to move this truck traffic out of the residential area. Selecting and creating an alternative route into the BNSF intermodal yard has several challenges due to overall costs, lack of funding options for an alternative route, environmental concerns, and potential litigation.

Preparation of an Environmental Impact Statement (“EIS”) on all four alternative routes as compared to the status quo / “no action” alternative is recommended prior to choosing a preferred route. An EIS is intended to be an impartial tool to identify and analyze probable adverse environmental impacts, reasonable alternatives, and possible mitigation for the impacts. An EIS is required when significant adverse environmental impacts are likely from a project, such as here, where two of the alternatives involve a new bridge across a salmon bearing river. If a full scope EIS is undertaken, all the alternatives in the 2016 Draft BNSF Access Study would be analyzed, including the following four alternatives along with the status quo (S. 124th St. and 42nd Ave. S. bridge).

1	Airport Way S.	3	Gateway Drive - north leg
2	S. 112 th Street	4	48 th Avenue S.

Map of the study area and alternatives routes



Environmental Elements Considered for EIS Analysis

- | | | |
|-------------------------------|---------------------------|----------------------------------------|
| 1. Earth | 7. Environmental Health | 13. Historic and Cultural Preservation |
| 2. Air | 8. Land and Shoreline Use | 14. Transportation |
| 3. Water | 9. Housing | 15. Public Services |
| 4. Plants | 10. Aesthetics | 16. Utilities |
| 5. Animals | 11. Light and Glare | |
| 6. Energy & Natural Resources | 12. Recreation | |

Scoping is the first step in the EIS process. The purpose of scoping is to narrow the focus of the EIS to significant environmental issues, eliminate insignificant impacts from detailed study, and identify alternatives to be analyzed in the EIS. Scoping also provides notice to the public and other agencies that an EIS is being prepared and initiates their involvement in the process. The result of the scoping process might be a reduced number of access alternatives and/or environmental elements to be studied. While a narrower document will reduce costs, one that does not fully consider environmental impacts may be more vulnerable to legal challenge.

EIS Schedule

Staff outlines the following schedule:

3 rd Quarter of 2021	Identify Project Funding
3 rd and 4 th Quarter of 2021	Hire Term-Limited Project Manager
4 th Quarter of 2021	Begin monthly progress meetings with the Allentown Community
1 st Quarter of 2022	Start Request for Qualifications process for EIS consultant, select consultant, and bring contract to Council for approval
2 nd Quarter of 2022	Start the EIS
4 th Quarter 2023	Complete the EIS and report to Council and the Allentown Community

42nd Ave S Bridge

In addition to the above projects, a significant amount of work has been done on the 42nd Ave S Bridge, including inspections, maintenance, and repairs, 30% design, and a Type Size & Location (TS&L) report. Please see Attachment F for more detailed information and expenses related to this project.

DISCUSSION

Due to the recent 42nd Ave S Bridge impact and repairs, various concerns were expressed via public comment and e-mail regarding Allentown projects. Staff captured the questions in Attachment C and have provided answers to the questions that can be immediately answered. The remaining questions require further research and additional answers will be brought forward at future meetings, including the available options to open the bridge to traffic. Conversations with Council regarding Allentown projects will continue.

Since the beginning of the 42nd Ave S Bridge Replacement project, the City has been in communication with the Allentown neighborhood.

Allentown Communications Timeline

Date	Activity	Activity Purpose
2021		
March 22, 2021	Transportation & Infrastructure Committee	Truck reroute history and next steps
March 30, 2021	Virtual Allentown Meeting	Residential feedback on 42 nd Ave S Bridge replacement
May 4, 2021	Virtual Allentown Meeting	Community planning for Open House
May 24, 2021	Transportation & Infrastructure Committee	Truck reroute EIS process and next steps
May 26, 2021	Virtual Allentown Meeting	Community planning for Open House

Date	Activity	Activity Purpose
June 14, 2021	Committee of the Whole	Truck reroute EIS process and next steps
July 12, 2021	Transportation & Infrastructure Committee	Request to move forward with EIS for truck reroute
July 14, 2021	Allentown Open House	Provide information and updates on Allentown projects
September 15, 2021	42 nd Ave S Bridge Gallery of Designs	Residential feedback on 42 nd Ave S Bridge design elements
November 23, 2021	Allentown Truck Reroute Kick-Off Meeting	Discuss common goals and updates for truck reroute
December 15, 2021	42 nd Ave S Bridge Impact E-mail	Provide emergency communications regarding 42 nd Ave S Bridge impact
December 27, 2021	Allentown Truck Reroute E-mail Update (in lieu of meeting)	Provide updates on EIS manager hiring and 42nd Ave S Bridge repairs
2022		
January 10, 2022	Committee of the Whole Meeting	Provide updates on 42 nd Ave S Bridge impact repairs
January 18, 2022	Transportation & Infrastructure Committee	Provide information and updates on Allentown projects
January 24, 2022	Committee of the Whole Meeting	Provide information and updates on Allentown projects
January 25, 2022	Allentown Truck Reroute Meeting	Provide updates on EIS manager hiring and 42nd Ave S Bridge repairs
February 7, 2022	Committee of the Whole Meeting	Provide updates on 42nd Ave S Bridge TS&L report
February 22, 2022	Allentown Truck Reroute Meeting	Provide updates on truck reroute and 42nd Ave S Bridge TS&L report

During these communications and meetings, the City developed shared common goals and guiding principles between the Allentown community and the City. Please find the shared common goals and guiding principles in Attachment D and the monthly meeting schedule in Attachment E. The next Allentown Community meeting is scheduled to take place on January 25, 2022 at 5:30pm. The meeting will be a virtual meeting due to the current Covid-19 restrictions.

RECOMMENDATION

Discussion only.

Attachments: Attachment A- Neighborhood Project Costs (1989-current)
Attachment B- Allentown Guardrail Projects
Attachment C- Questions & Answers (working document)
Attachment D- Common Goals and Guiding Principles
Attachment E- Allentown Monthly Meeting Calendar
Attachment F- 42nd Ave S Bridge

TUKWILA'S RESIDENTIAL NEIGHBORHOODS



Allentown/Duwamish/Foster Point Projects and Expenditures 1989 - 2021

	Expenditures
1989	Annexed into the City, took over Water District 25 and Fire District 1
	56th Ave S Bridge to Foster Point
1993	King County Metro Sewer Capacity line
1994	EMW Water, served fire flow and water pressure in Allentown
	Pave Pamela Dr, S 133rd St Overlay & Drainage, 56th Ave S Ped Path
	\$ 129,000
1996	Allentown Water/Sewer/SWM Sewer Phase I
	\$ 7,500,000
1996	Tukwila Community Center built
	\$ 4,100,000
1996	Street Improvements, curb, gutter, sidewalk on S 124th St to 42nd Ave S
	\$ 500,000
1997	1997 Small Drainage Program - S 124th St/51st Place S
	\$ 20,000
1998	1998 Small Drainage Program - 43rd Ave S
	\$ 40,000
1999	1999 Small Drainage Program - S 129th St
	\$ 20,000
2001	Duwamish Improvements Water & SWM
	\$ 1,068,432
	<i>Included sidewalks and No Parking, PWTF loan 2002 to 2021</i>
	<i>(Valley View spent \$1,047,148.70 for a total of \$2,115,580.63)</i>
2005	2005 Small Drainage Program - 45th Ave S
	\$ 60,000
2007	2007 Small Drainage Program - S 116th St
	\$ 100,000
2007	2007 Small Drainage Program - 47th Ave S
	\$ 150,000
2007	Allentown/Foster Point Water/Sewer/SWM Sewer Phase II
	\$ 2,274,384
	<i>Sidewalks on 42nd Ave S and guardrail on river</i>
	\$ 5,431,369
	<u>\$ 1,071,541</u>
	\$ 8,777,295
2009	Allentown Storm Water Pump Station
	\$ 421,129
2011	2010-11 Small Drainage Program - 44th Ave S
	\$ 174,636
2011	2010-11 Small Drainage Program - S 122nd St - Pipe Lining
	\$ 94,800
2017	42nd Ave S Roadside Barriers (<i>wood barrier along river</i>)
	\$ 192,532
2015	Overlay and Repair on S 124th St
	\$ 260,000
2014-2016	BNSF Intermodal Access Study
	\$ 241,000
2016-2018	S 119 th St Ped Bridge (<i>repair failing girder tops & non-skid deck</i>)
	\$ 120,000
2018	42 nd Ave Bridge load ratings & truck checks for BNSF and Baker Commodities
	\$ 50,000
	<u>\$ 411,000</u>
2020	Tukwila Community Center Residing Project
	\$ 111,290
2021	2020-21 Small Drainage Program - 48th Ave S
	\$ 33,866
2021	2020-21 Small Drainage Program - 49th Ave S
	\$ 24,735
2021	2020-21 Small Drainage Program - S 124th St
	\$ 20,943
2021	2020-21 Storm Water Quality Retrofit Program - East Marginal Way S
	\$ 53,470
2021	42nd Ave S Bridge Replacement - Design
	\$ 311,320

2021	BNSF Intermodal Access Study	\$	32,000
		Subtotal	\$ 24,606,447
2003-2018	Duwamish Hill Preserve	\$	3,673,915
2006-2018	Duwamish Gardens	\$	5,611,661
		Total with Parks	\$ 33,892,023

Ryan Hill Projects and Expenditures 1989 - 2021

		Expenditures
1989	Annexed into the City, took over SPU Water in 1996	
1990	1990 Annual Overlay- 109th, 111th	\$ 85,000
1993	1993 Annual Overlay- 47th Ave S from Ryan way to NCL.	\$ 180,000
1996	Ryan Hill Waterline Improvements, drainage and overlay	\$ 513,000
2001	2001 Small Drainage Projects - S 114th Street	\$ 105,000
2001	2001 Small Drainage Projects - S 107th Street	\$ 60,000
2002	2002 Small Drainage Projects - Ryan Way S	\$ 75,000
2004	2004 Annual Overlay- Ryan Way S	\$ 300,000
2012	2012 Small Drainage Program - 47th Ave S	\$ 106,869
2012	2012 Small Drainage Program - S 107th St	\$ 146,119
2012	2012 Small Drainage Program - 49th Ave S	\$ 51,100
2012	2012 Small Drainage Program - S 114th St	\$ 38,473
2014	2014 Annual Overlay- Beacon Ave S, 49th Ave, S 107th, S 114th	\$ 520,000
2015-2019	Beacon Ave S Bridge (new deck and seismic retrofit)	\$ 1,186,928
2020	Martin Luther King Jr Wy S Water Main	\$ 19,008
Total		\$ <u>3,386,497</u>

Tukwila Hill Projects and Expenditures 1989 - 2021

		Expenditures
1990	North Hill Reservoir and Pump Station - 57th Ave S	\$ 3,800,000
1991	S 150th St (Macadam Rd to 55th Ave S)	\$ 128,000
1999	1999 Small Drainage Program - 53rd Ave S Drainage Improvements	\$ 15,000
2000	2000 Small Drainage Program - 58th Ave S/59th Ave S Alley	\$ 150,000
2000	2000 Small Drainage Program - 56th Ave S/ S 147th St	\$ 15,000
2000	2000 Small Drainage Program - 53rd Ave S/S 139th St	\$ 15,000
2001	2001 Small Drainage Program - Macadam Road Stairs	\$ 15,000
2001	2001 Small Drainage Program - S 138th St	\$ 25,000
2002	2002 Small Drainage Program - 57th Ave S	\$ 15,000
2002	2002 Small Drainage Program - 65th Ave S	\$ 25,000
1989-2003	Interurban Ave S Bridge Widening & Trail Bridge	\$ 1,887,000
2003-2015	Fort Dent Park (from CIP Park page, 32)	\$ 2,017,000
2004-2007	Macadam Winter Garden	\$ 424,000
2007	2007 Small Drainage Program - 65th Ave S	\$ 20,000
2008	2008 Small Drainage Program - S 149th St & S 150th St	\$ 175,000
2012	2012 Small Drainage Program - S 142nd St	\$ 75,000
2017	2017 Small Drainage Program - 58th Ave S	\$ 104,000
2005-2017	Interurban Ave S (S 144rd St to Fort Dent)	\$ 12,934,588
2018	2018 Overlay & Repair - Southcenter Blvd	\$ 750,000
2018	Grady Way Bridge Seismic Repairs	\$ 354,214
2015-2019	53rd Ave S Road, Water, Sewer, & SWM	\$ 9,250,000
2020	53rd Ave S	\$ 424,475
2020-2021	Macadam Rd S Water Upgrade	\$ 55,502
2020-2021	Interurban Ave S Wetland Monitoring	\$ 1,807
2021	2020-21 Small Drainage Program - 57th Ave S	\$ 464
2021	Stormwater Quality Retrofit - Interurban Ave S & 141st ST	\$ 53,479
Total		\$ <u>32,729,530</u>

McMicken Projects and Expenditures 1989 - 2021

		Expenditures
1989	51st Ave S (S 160th St to S 166th St)	\$ 560,000
1993	South 160th Street (42nd Ave S to 51st Ave S)	\$ 1,100,000
1994	South 160th Street (51st Ave S to 53rd Ave S)	\$ 500,000
1994	Slade Way Overlay and Pedestrian Path	\$ 25,000
199X	53rd Ave S (Klickitat to Slade Way)	\$ 450,000
199X	42nd Ave S Pedestrian Path (S 154th St to S 160th St)	\$ 85,000
199X	51st Ave S & S 158th St c/g/sw/ug	\$ 325,000
1994	Crystal Springs Park	\$ 567,000
199X	Crestview Park	\$ 90,000
199X	Klickitat Drive LTL and raised Pedestrian Path	\$ 525,000
2000	2000 Small Drainage Program - Loop Drainage - Site 1 (Outfall)	\$ 104,067
2000	2000 Small Drainage Program - Loop Drainage - Site 2 (47th Ave S/ S 156th St)	\$ 142,500
2001	2001 Small Drainage Program - 54th Ave S	\$ 168,572
2003	2003 Small Drainage Program - Loop Drainage Phase 2	\$ 190,029
2004	2004 Small Drainage Program - Loop Drainage Phase 3	\$ 136,930
2007	2007 Small Drainage Program - S 162nd St	\$ 51,114
2014	I-5/Klickitat Dr - Unstable Slope/Elevated Walkway (Grant funded)	\$ 286,001
2016	Crystal Springs Emergency Surface Water Repair	\$ 475,924
2016	S 160th St Speed Cushion Pilot Project	\$ 47,237
2017	2017 Small Drainage Project - 48th Ave S	\$ 338,646
2019	42nd Avenue S Phase III/Gilliam Creek Culvert Replacement Project <i>Majority of 42nd Ave S Phase III (from SR-518 to S 160th St), no Gilliam Creek</i>	\$ 10,537,780
2020	42nd Ave S Phase III	\$ 394,735
2020	2020 Overlay & Repair - 54th Ave S & 158th ST	\$ 500,363
2021	2020-21 Small Drainage Program - S 166th ST	\$ 22,730
2021	2020-21 Small Drainage Program - Klickitat Dr	\$ 19,434
Total		\$ <u>17,643,063</u>

Thorndyke Projects and Expenditures 1989 - 2021

		Expenditures
1989	51st Ave S Bridge	\$ 1,791,000
	51st Ave S Pedestrian Path and Drainage	\$ 50,000
	S 150th St Pedestrian Path (42-48)	\$ 30,000
	N Gilliam Creek	\$ 50,000
	Gilliam Creek	\$ 55,000
	46th Ave S Pedestrian Path (S 148th St - S 150th St)	\$ 59,000
	S 148th St Pedestrian Path (TIB - 42nd Ave S)	\$ 82,000
	S 150th St Pedestrian Path (TIB - 42nd Ave S)	\$ 69,000
	S 152nd St Pedestrian Path (TIB - 42nd Ave S)	\$ 39,000
	42nd Ave S Pedestrian Path (S 144th St - S 154th St)	\$ 80,000
1997	42nd Ave S Phase II (S 144th St to SC Blvd)	\$ 2,100,000
1999-2006	Tukwila International Blvd Phase I	\$ 11,075,000
	Macadam Pedestrian Path & Drainage	\$ 35,000
2001	2001 Small Drainage Program - Site 5 - S 150th St	\$ 82,507
2002	S 150th St (42nd Ave S to 46th Ave S) with new traffic signal at 42nd Ave S	\$ 1,121,835
2002	2002 Small Drainage Program - Site 2 - 37th Place S Alley	\$ 65,574
2002	2002 Small Drainage Program - Site 3 - S 154th St	\$ 22,757
2003	2003 Small Drainage Program - Site 1 - 40th Ave S	\$ 40,280
2003	2003 Small Drainage Program - Site 5 - S 154th St	\$ 49,445
2003	2003 Small Drainage Program - Site 6 - S 146th St	\$ 55,770
2005	2005 Small Drainage Program - Site 3 - 42nd Ave S	\$ 21,600
2007	2007 Small Drainage Program - Site 8 - S 146th St at 42nd Ave S	\$ 46,998
2009	2009 Small Drainage Program - Site 1 - S 146th St Drainage Improvements	\$ 150,000
2011	2011 Small Drainage Program - Gilliam Creeek Control Structure Access	\$ 68,500
2012	Thorndyke Safe Routes to School (S 150th St)	\$ 1,472,077
2012	2012 Small Drainage Program - Gilliam Creeek Inlet	\$ 135,432
2015	2015 Small Drainage Program - 51st Ave S - Roadway Culvert Replacements	\$ 76,968
2016	2016 Small Drainage Program - Gilliam Creek Control Structure Access Improvements	\$ 86,340
2017	2017 Small Drainage Program - S 150th St Creek Outfall	\$ 69,630
2017	Part of 42nd Ave S (from SC Blvd to SR-518) & Gilliam Creek Culvert	\$ 4,000,000
2018	South 144th St Phase II	\$ 2,871,561
2018	TIB Channelization Study	\$ 42,002
2020	Tukwila International Blvd Redevelopment	\$ 8,344
2021	Teen/Senior Intergenerational Center	\$ 10,894
2021	2020-21 Small Drainage Program - 42nd Ave S	\$ 8,419

2021 2020-21 Small Drainage Program - Thorndyke CIPP

\$ 22,676

Total \$ 26,044,610

Cascade View Projects and Expenditures 1989 - 2021

		Expenditures
1999-2006	Tukwila International Blvd Phase I	\$ 11,075,000
2001-2004	Cascade View Community Park Phase I	\$ 2,476,000
19XX	37th Avenue S Ped Path, Drainage	\$ 120,000
19XX	33rd & 34th Ave S Pedestrian Path	\$ 48,000
2003-2006	Cascade View Drainage Improvements <i>(extensive neighborhood improvements)</i>	\$ 5,092,000
19XX	32nd Ave S Overlay, c, g, sw	\$ 265,000
2006	Cascade View Park Playground Equipment Phase II	\$ 52,000
2007	S 144th St Phase I	\$ 3,100,000
2003-2011	Tukwila International Blvd Phase II	\$ 9,059,720
2003-2011	Tukwila International Blvd Phase III	\$ 7,245,890
2014	Cascade View Safe Route to Schools Phase I (School path)	\$ 547,673
2014-2019	S 144th St Phase II (Military to TIB)	\$ 2,972,751
2017	Cascade Safe Route to School Phase II (sidewalks)	\$ 1,774,905
2018	TIB Channelization Study	\$ 42,002
2019	S 140th St Intersection Improvements	\$ 263,859
2020	Tukwila International Blvd Redevelopment	\$ 8,344
2021	Teen/Senior Intergenerational Center	\$ 10,894
Total		\$ <u>44,154,039</u>

Foster Projects and Expenditures 1989 - 2021

		Expenditures
	Tukwila Pool CIP (grant funded)	\$ 1,721,543
199x	42nd Ave S Phase II (S 144th St to S 139th St)	\$ 1,850,000
2002	2002 Small Drainage Program - Site 4 - Macadam Road South	\$ 13,400
2003	2003 Small Drainage Program - Site 3 - 45th Place S.	\$ 80,101
2003-2011	Tukwila International Blvd Phase II	\$ 9,059,720
2004	2004 Small Drainage Program - Site 5	\$ 29,268
2005	2005 Small Drainage Program - Site 2 - 43rd Ave S/S 140th St/45th Ave S	\$ 98,750
2014-2019	S 144th St Phase II (Military to TIB)	\$ 2,972,751
2018	TIB Channelization Study	\$ 42,002
2019	S 140th St Intersection Improvements	\$ 263,859
2020	Tukwila International Blvd Redevelopment	\$ 8,344
2020	Tukwila Village	\$ 13,099
2021	Teen/Senior Intergenerational Center	\$ 10,894
Total		\$ <u>16,163,731</u>

Riverton Projects and Expenditures

		Expenditures
19xx	37th Ave S (change to 1-way with TIB Project)	\$ 53,000
19xx	S 128th St Overlay	\$ 45,000
19xx	35th Ave S Alley Drainage	\$ 62,000
19xx	S 130th St Pedestrian Path, Drainage, and signal	\$ 400,000
19xx	S 132nd St Pedestrian Path, Drainage, and signal	\$ 300,000
2001	Riverton Park Picnic Area	\$ 14,508
2003	South 134th Place Overlay and Drainage Project Riverton Side Channel (along SR 599)	\$ 647,961
2003-2011	Tukwila International Blvd Phase III	\$ 7,245,890
2009-2021	Riverton Creek Flap Gate Removal	\$ 2,899,316
Total		\$ <u>11,667,675</u>

Attachment B- Allentown Roadside Barrier Projects

1. **7/23/13 Committee:**

<http://records.tukwilawa.gov/WebLink/ElectronicFile.aspx?docid=72080&dbid=1>

42nd Ave S/Allentown Roadside Barrier Warrant Analysis

Staff presented and discussed the draft roadside barrier warrant analysis for 42nd Avenue South in Allentown that was prepared by KPG, Inc. Several areas of the river bank along 42nd Avenue South and South 115th Street are being recommended for guardrail or barrier installation and/or upgrades and modifications. Most of the areas analyzed in the report would benefit from beam guardrail type 31. Existing concrete barriers are recommended to be removed and replaced due to being unrestrained, their proximity to the edge of pavement, and erosion under the base. The total project cost estimate for all recommendations is \$366,480. The report also included short-term safety improvement recommendations, which are not figured into the total cost. Committee members asked clarifying questions about definitions and barrier types.

The committee packet includes a draft CIP sheet that reflects staff's proposal to spread the cost and the construction over the next six years to minimize the impact to the Residential Street Fund (103 Fund). Committee members requested that staff prepare a proposal that would reflect a compressed schedule allowing construction to be completed sooner but having more immediate financial impact. Committee Chair Kruller mentioned there are specific areas vulnerable to the illegal dumping of vehicles and requested interdepartmental efforts to combat this.

INFORMATION ONLY.

2. **11/24/14 Committee:**

<http://records.tukwilawa.gov/WebLink/ElectronicFile.aspx?docid=249703&dbid=1>

42nd Avenue South/Allentown Roadside Barrier Project Update

Staff provided an update on the 42nd Avenue South/Allentown Roadside Barrier Project, which was initiated to study guardrail and/or barrier warrants along the Duwamish River adjacent to 42nd Avenue South and South 115th Street. The goal is to prevent accidents in which vehicles go into the river, reducing illegal dumping of vehicles, and to provide additional security for large fire apparatus on narrow streets. The technical analysis is complete and the design is underway at approximately 30% completion. Several areas of the river bank are being recommended for guardrails and/or barriers as a result. Grant funding for construction of the entire recommendation has been applied for with the results expected next month. If the grant application is unsuccessful, City funds will be used to construct the improvements over multiple years. Construction of all recommended guardrail and barrier installations is currently estimated at \$299,970, with total project cost estimated at \$344,465. Four residents of the Allentown neighborhood addressed the Committee to express concerns about the obstruction of river views and other adverse impacts to the neighborhoods. They inquired about alternate safety solutions or less obstructive barriers. Staff informed Committee that any barrier that is used must be crash tested and conform to engineering standards. Following Committee discussion, Chair Ekberg requested additional community outreach and any resulting feedback as well as potential alternative designs be brought back to Committee when appropriate.

INFORMATION ONLY.

3. **4/6/15 Committee:**

<http://records.tukwilawa.gov/WebLink/ElectronicFile.aspx?docid=257617&dbid=1>

42nd Avenue South/Allentown Roadside Barrier Project Update

The 42nd Avenue South/Allentown Roadside Barrier Project was initiated to study guardrail and/or barrier warrants along the Duwamish River adjacent to 42nd Avenue South and South 115th Street. The goal is to prevent accidents in which vehicles go into the river, reduce illegal dumping of vehicles, and to provide additional security for large fire apparatus on narrow streets. The 30% design involving guardrails and Jersey barriers was presented at the November 24, 2014 Transportation Committee, and following that discussion in which four residents expressed concerns about the aesthetics of the proposal, staff was asked to return with potential design alternatives. To follow upon this request, staff reviewed the current list of Federal Highway Administration (FHWA) approved options and identified two additional options in place of the W beam guardrail: Option A, TimberBarrier wood guardrail, and Option B, timber-backed steel. Anchored concrete Jersey barrier is still proposed in certain locations where underlying utilities prohibit the installation of guardrail posts. If an alternative is desired in those locations, utilities will need to be relocated at additional cost.

The estimated costs for construction of the current 30% design is \$299,970. Since grant funding was not successful, the improvements will need to be constructed over multiple years as budget allows. The 2015 construction budget is \$70,000. Option A is estimated to cost an additional 10-13% (around 30-40K) and does not include crashworthy end treatment. Option B is estimated to cost an additional 40% (around 120K). Based on the current budget and the costs and challenges associated with other options, staff recommends proceeding with the project as currently designed.

Councilmembers and staff discussed the options, although no Council decision is being asked at this time. City Administrator Cline noted an upcoming community meeting in the Allentown neighborhood and suggested that staff provide an information table on this issue and solicit community input and feedback on barrier options. **INFORMATION ONLY.**

4. **6/15/15 Committee:**

<http://records.tukwilawa.gov/WebLink/ElectronicFile.aspx?docid=258680&dbid=1>

42nd Avenue South/Allentown Roadside Barrier Project Status Update

Staff provided an update on 42nd Avenue South/Allentown Roadside Barrier Project, which was last before the Committee on April 6, 2015. This project was initiated to study guardrail and/or barrier warrants along the Duwamish River adjacent to 42nd Avenue South and South 115th Street, in order to prevent accidents, reduce illegal dumping, and provide security for large fire apparatus. Several areas of the riverbank are being recommended for guardrails or barriers. Originally these barriers were to be steel and concrete, but based upon community feedback on the aesthetics of these options, a revised plan has been prepared that proposes the use of timber guardrail at all new barrier locations. In addition, replacement of existing concrete or steel barriers with timber guardrail will be considered. Use of timber guardrails will increase the total cost of the project. The estimated construction cost for the original plan based upon 30% design was \$299,970.00, and with timber guardrail the estimated construction cost becomes \$470,000.00. The revised plan also includes increased costs due to waterline

and communication relocation. The estimated total project cost is \$540,500.00. The funding level for 2015 includes \$60,000 for construction and \$10,000 for construction management. Staff has identified and intends to proceed with Phase 1 of this project which can be completed within this budget. Additional funding will need to be identified and approved by Council before additional phases can be constructed using the timber guardrail. **INFORMATION ONLY.**

Attachment C - Responses to Comments/Questions (1/3/22 and 1/10/22 Council Meetings)

	Question/Comment	Response
1.	Weight & speed restrictions are not being enforced.	Weight restrictions are observed by the truck axel configuration. No loading or weighing tickets are necessary to implement at this stage. Tukwila PD patrols 42 nd Ave and S 124 th Street, and issues tickets when violations are witnessed, when resources are available.
2.	BNSF should develop an emergency route on the north side of railyard.	This statement should be directed to BNSF, and staff will share this comment with them.
3.	Trucks were illegally using 42 nd Avenue South as a detour.	Signs are clearly posted. Tukwila PD patrols 42 nd Ave and S 124 th Street, and issues tickets when violations are witnessed, when resources are available.
4.	BNSF were consulted about the bridge rebuild before neighborhood.	The City strives to communicate with all neighborhood stakeholders, and we value the viewpoints of our residents. Because of this, the city terminated the contract of the sub-consultant outreach team due to them not reaching out to the residents in their initial strategy. After that, the city significantly increased direct outreach to the residents, including hosting a town hall and implementing monthly meetings.
5.	Doesn't TranTech have a conflict of interest by providing 30% design and being allowed to make inspection decisions?	TranTech is a professional bridge engineering firm and was selected as the design firm in a competitive process due to their expertise on bridges. Inspection decisions are made in a collaborative process that includes King County Bridge Inspectors and City staff.
6.	The 30% design was done without community's knowledge.	Council deliberations are done in a transparent, public process with strict public notice requirements. All related documents, memos, minutes, reports, and videos have been available on the city website and emailed to subscribers. The 30% design process is a year-long, iterative process that does involve the community and all stakeholders. Further, the draft 30% design report (Type, Size and Location – TS&L) will be shared with the community at an upcoming meeting before it is finalized.
7.	Barriers at S 124 th Street & 42 nd Ave S intersection needed to be extended, and instead of the wooden guardrails requested, the city added jersey barriers to the 25-year-old ones. These are ugly, different colored, not straight, which shows lack of effort and minimal expenditure.	Staff reviewed the request with the Manual on Uniform Traffic Control Devices (MUTCD), including crash data, speed data available at the intersection, and made a technical determination on the placement of these jersey barriers. When weather permits (no rain or snow and higher temperatures) common paint color will be applied to improve the aesthetics. Wooden barriers near a T-intersection are not the standard practice.

8.	The December closure resulted in accidents, speeding cars and semis on 42 nd Ave S, congestion in Allentown and Duwamish, no traffic control, poor signage.	Staff reviewed the conditions after the bridge closure with the Manual on Uniform Traffic Control Devices (MUTCD), including crash data, speed data available at the intersection, and made a technical determination on the placement of the detour signs, and adjusted them as needed in the days after.
9.	When will the neighborhood see the inspection report?	The final inspection report post-repair will be available in the next 4-6 weeks.
10.	City must make the bridge and truck reroute a priority, and the Council also has a role in the solution.	The City shares the neighborhood's goal of getting the trucks out of the neighborhood. The city is moving forward with the EIS with City Council support, which allocated \$1.2 million for the EIS. The timeline has been publicly shared and provided to those interested.
11.	Councilmembers and staff have not joined the Allentown Advocates FB page.	City staff must have limited engagement with social media due to public records law; public information officers generally have more flexibility with written policies in place. The Allentown Advocates group is public and posts are visible without membership; City staff does review the Allentown Advocates FB page.
12.	The closure had significant impacts on residents near Codiga Park/50 th Place South. Trucks were unable to control their speed coming down the hill.	The Codiga park bridge is owned by WSDOT and staff has reached out to WSDOT to share the concerns presented by residents. The Washington State Department of Transportation (WSDOT) does not enforce speed limits. King County police department provides enforcement.
13.	Passenger vehicles were speeding and passing trucks, and I only saw one patrol car.	Tukwila PD is patrolling and issuing tickets when resources are available.
14.	The City seems to be no closer to an emergency reroute plan.	The emergency reroute plan will depend on the type of emergency and the overall scale of the emergency. Reroute plans will be prepared as needed and executed accordingly. The plan has been consistent – when 42 nd Ave S. Bridge has been closed, due to testing or bridge strike, trucks are rerouted over S. 129 th Bridge and residential vehicles are rerouted onto S. 115 th .
15.	Does the bridge have a lower safety rating following the December accident?	The Sufficiency Rating will be recalculated in the next 4-6 weeks.
16.	The City should be able to complete an EIS in under 2 years.	EIS is a responsive process. The timeline depends on the number of responses and legal challenges we receive from property owners, residents, and businesses throughout the process.

17.	Airport way maintenance road could be developed for emergencies.	Staff has communicated this to BNSF on various occasions, but the City cannot mandate a change. Federal authority has jurisdiction over rail service and expressly preempts state and local governments from interfering with railroad operations.
18.	Can the jersey barriers in Foster Point neighborhood be moved to make way for Baker Commodities trucks?	This will only reroute a portion of the truck traffic through another residential part of the neighborhood. The roads and subgrade and turning radius are similar issues that need to be resolved for this to be a permanent solution.
19.	When will Allentown receive speed humps?	The Neighborhood Traffic Calming Program is studying S 124 th Street and other parts of Allentown. More details will come once the report findings are finalized. We are anticipating the construction to be done in the summer of 2022.
20.	When will the city assist in negotiations to relocate SCL telephone pole storage?	Staff met with SCL representatives four or five years ago to attempt to have them move the pole storage area to another site. At that time, they indicated they would not entertain the suggestion to move the pole storage. Because this use is on SCL right of way, and they are a municipal corporation, the City has no authority to force SCL to move the poles. City staff will reengage with SCL due to the neighborhood's concerns.
21.	The City Council and staff need to come to the community.	City staff has been conducting open meetings with and in Allentown since March 2021 on a regular basis. These meetings have now converted to monthly frequency. Councilmembers attend periodically, although have to heed public meeting laws.
22.	Was the truck (that caused the damage) over-weight?	Based on the police report of the impact, the truck is an over-height truck, not an over-load truck. The truck is not affiliated with BNSF, nor its vendors. It was going to Sunset Machinery in the MLK neighborhood of Renton. The load was not a secured load. It visibly contained scrap material and an over-height compartment. Based on photos we saw, it was an open flatbed truck and not a fully encompassed container truck.
23.	Do we have any truck over-load violations in the last few years?	PD has not observed or issued any over-weight citations in the last few years.
24.	Can the City involve WSDOT in enforcement? Can we send a strong message in collaboration with WSDOT regarding city/community expectations for trucks?	Staff has reached out to WSDOT and WSDOT is fully aware of the truck movements. The Washington State Department of Transportation (WSDOT) does not enforce speed limits. King County police department provides enforcement.

25.	The Council and community must have an understanding of Federal Preemption and how it relates to the City's ability to influence BNSF operations.	Railroad operations are regulated at the federal level which preempts state and local laws and regulatory efforts.
26.	Can the City disallow trucks from using the 42 nd Ave S Bridge once its opened, in light of the rating, emergency condition, and recent incident? If so, there should also be a neighborhood mitigation plan.	Staff is evaluating the next steps after the repairs to the bridge and the inspections. Staff will look at all options, including a neighborhood mitigation plan.

Allentown Truck Reroute Monthly Meetings
Shared Goals & Guiding Principles

Shared Goals

- Work together to get the trucks out of the Allentown neighborhood
- Neighborhood receives timely, relevant information on the alternative access project
- Community members understand the process, next steps and timeline
- City is transparent throughout process
- Neighborhood has a regular opportunity to directly speak with City staff on the project; provide timely, relevant feedback
- Continue to forge relationships between community members and City staff to incorporate neighborhood feedback and understand neighborhood expectations
- Opportunity to provide information to neighborhood on other projects affecting Allentown

Guiding Principles

- Assume others are acting with good intent
- Be honest and transparent, but kind; empathize with others
- Step up and step back, depending on personality type
- Remain open-minded
- Respect differing views
- Learn from each other
- Think about who's not at the table
- Promote a culture of participation
- Once a decision is made, work towards shared goals

Allentown Truck Reroute Project Monthly Updates

Interested in learning more about the Allentown Truck Reroute project?

Join City of Tukwila staff monthly for updates on the Truck Reroute project and other projects happening in your neighborhood.

Meetings will take place on the fourth Tuesday of every month, from 5:30–6:30PM at the Tukwila Community Center. Everyone is welcome!

Kick-Off Meeting

Tuesday – November 23, 2021

5:30 to 6:30PM

Tukwila Community Center

Please bring verification of vaccination or a negative COVID-19 test.

To participate in activities, events, fitness programs, performances and other gatherings at the Tukwila Community Center, Public Health Seattle & King County require verification of vaccination and/or negative COVID-19 test results within 72 hours of visit.

Face masks are also required at TCC.

Stay Connected! Future meeting notifications will be sent via email. To receive updates about upcoming meetings and Allentown projects, please join our mailing list at TukwilaWA.gov/Allentown.



CITY OF TUKWILA: ENVIRONMENTAL IMPACT STUDIES (EIS) TRUCK REROUTE PROJECT

MONTHLY ALLENTOWN COMMUNITY MEETING PLANNER 2021-2022

PROJECT	ALLENTOWN TRUCK RE-ROUTE PROJECT
ORGANIZER	CITY OF TUKWILA: PUBLIC WORKS DEPARTMENT LOCATION: TUKWILA COMMUNITY CENTER (TCC)

PROJECT PHASE 2021	STARTING	TIME	PROJECT PHASE 2022	STARTING	TIME
NOVEMBER	11/23/2021	5:30 -6:30 p.m.	JANUARY	01/25/2022	5:30 -6:30 p.m.
DECEMBER	TBD	TBD	FEBURARY	02/22/2022	5:30 -6:30 p.m.
			MARCH	03/22/2022	5:30 -6:30 p.m.
			APRIL	04/26/2022	5:30 -6:30 p.m.
			MAY	05/24/2022	5:30 -6:30 p.m.
			JUNE	06/28/2022	5:30 -6:30 p.m.

OCTOBER							NOVEMBER							DECEMBER							JANUARY							FEBRUARY							MARCH							
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Attachment F - 42nd Ave S Bridge Replacement Project

The City currently owns 23 bridges (16 traffic bearing and 7 pedestrian). The Federal Highway Administration (FHWA) and Washington State Department of Transportation (WSDOT) require regularly scheduled inspections of all the City's vehicle-carrying bridge structures, which are on two-year inspection cycles. Tukwila maintains these with the help of King County. Depending on the key findings, repairs are made, and grant opportunities are pursued. Public Works produces a bridge report and presents it to the Council every year.

The 42nd Ave S Bridge was built in 1949 and is reaching the end of its useful life. Built to last 75 years, it turned 72 years old in 2021. The 42nd Ave S. bridge is a critical bridge and infrastructure link that serves an important residential community, Allentown, key community assets such as the Tukwila Community Center (TCC), several businesses, and is a key link to other nearby communities such as Skyway. The Bridge currently is used by approximately 10,000 vehicles per day.

The following are major project or events undertaken on the 42nd Ave S Bridge Replacement:

Date	Activity
2015	<ul style="list-style-type: none"> City receives updated rating of bridge with a sufficiency rate of 17.29
March 2017	<ul style="list-style-type: none"> City's Bridge Inspection Report stated 42nd Ave S Bridge had Sufficiency Rating of 19.44 and recommended replacement or rehabilitation.
April 2017	<ul style="list-style-type: none"> City applied for state and federal grant funding (BRAC) for 42nd Ave S Bridge Replacement
December 2017	<ul style="list-style-type: none"> City received notification that 42nd Ave S Bridge did not receive state and federal grant funding (BRAC)
February 2018	<ul style="list-style-type: none"> Council adopted Ordinance No. 2566 restricting speeds on 42nd Ave S Bridge
April 2019	<ul style="list-style-type: none"> City applied for state and federal grant funding (BRAC) for 42nd Ave S Bridge
July 2019	<ul style="list-style-type: none"> City received updated rating of bridge with a sufficiency rate of 7.56
September 2019	<ul style="list-style-type: none"> Transportation & Infrastructure Services (TIS) Committee discussed State of the Bridges Report, which Chair Idan reported on to the full Council
November 2019	<ul style="list-style-type: none"> City received notification that 42nd Ave S Bridge did not receive state grant funding (BRAC)
November 2019	<ul style="list-style-type: none"> Council adopted Legislative Priorities with 42nd Ave S Bridge Replacement as a top capital priority
December 2019	<ul style="list-style-type: none"> TIS Committee requested additional analysis to weigh options
February 2020	<ul style="list-style-type: none"> TIS Committee discussed next steps for 42nd Avenue South, including need to fund design to make shovel-ready project. Finance Committee discussed funding
April 2020	<ul style="list-style-type: none"> Surface Transportation Program (STP) funding pursued through Puget Sound Regional Council (PSRC)
July 2020	<ul style="list-style-type: none"> 42nd Avenue South Bridge in-depth inspection and closure

Date	Activity
September 2020	<ul style="list-style-type: none"> • 42nd Avenue South Bridge in-depth inspection confirmed bridge is approaching end of service life and the cost of repair would exceed the replacement cost
November 2020	<ul style="list-style-type: none"> • Council adopted contract for 42nd Ave S. 30% design for \$1,087,000.
February 2021	<ul style="list-style-type: none"> • City applied for state and federal grant funding (BRAC) for 42nd Ave S Bridge
June 2021	<ul style="list-style-type: none"> • City received notice of \$1.5 million PSRC grant to be used to complete the design of 42nd Ave. S. Bridge Replacement
July 2021	<ul style="list-style-type: none"> • State Local Bridge Program awarded \$12 million to the City for the replacement of the 42nd Ave S Bridge.
September 2021	<ul style="list-style-type: none"> • Council approved a 100% design contract for the 42nd Ave S Bridge.
December 2021	<ul style="list-style-type: none"> • 42nd Ave S bridge impact. • King County inspection and TranTech analysis of damages. • Flame On contract for heat straightening and further inspections by King County and TranTech.