

PSRC's 2023 Transportation Alternatives Program Application

Application Type

TAP Project Category - Pedestrian and Bicycle Project

General Project Information

Project Title	RTP ID#	Sponsor
SR 900/57th Ave S to S 135th St - Pedestrian and Safety Improvements	N/A	WSDOT - NW
Co-Sponsor	Certification Acceptance?	CA Sponsor
	Yes	

Project Contact Information

Name	Phone	Email
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Project Description

Project Scope: Please provide a clear and concise (300 words or less) description of the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.

The project will construct a complete street on Martin Luther King, Jr. Way South/SR 900 that bisects a vulnerable population and overburdened communities. Complete Streets are intended to improve active transportation user comfort and safety, regardless of a user's age and ability. The project will construct 4,560 feet of new, separated shared use path with a minimum of a 2-foot buffer and pedestrian scale illumination on the north side of SR 900 (westbound) and a 2,750-foot retaining wall. Six new ADA-compliant curb ramps will be constructed at intersections with residential streets (57th Ave South, 64th Ave South, and South 135th St). Improvements at SR 900 and S 129th Street include relocating a signal cabinet to increase pedestrian visibility, upgrading, and relocating pedestrian push buttons to Accessible Pedestrian Signals (APS) at all four corners (eight new APS units), constructing six new ADA-compliant curb ramps, and converting both eastbound and westbound bus stop pullouts to in-lane bus stops. Improvements at SR 900 and South 133rd Street include the construction of a new traffic signal system with APS at three corners (four new APS units) and a marked pedestrian crossing across SR 900. To facilitate pedestrian improved accessibility, 3 new ADA-compliant curb ramps will also be constructed.

Improvements at 68th Ave South and SR 900 include converting a westbound bus stop to an in-lane bus stop. Improvements at South 135th Street and SR 900 include constructing a new hybrid pedestrian signal (HAWK) with APS (two new APS units) and a marked pedestrian crossing across SR 900 with 2 new ADA-compliant curb ramps to facilitate pedestrian access. As part of these improvements, the existing eastbound bus stop in this area will be converted to an in-lane bus stop.

The in-lane bus stops will not be funded with TAP grant funding. See the attached estimate.

Project Justification, Need or Purpose: Please explain (in 300 words or less) the intent, need or purpose of this project. What is the goal or desired outcome?

The current highway characteristics contribute to high levels of pedestrian and bicycle stress along the corridor. There is a lack of continuous facilities and an absence of crossing opportunities despite adjacent pedestrian attractors and generators. This presents a risk to vulnerable users.

The project will protect vulnerable users by providing a complete street with separated facilities where none exist now, by adding controlled crossings of the highway, and by changing the roadway character including reducing lane widths to manage speeds. The combination of elements will altogether reduce the level of stress for users. The SR 900 project connects to multiple centers for employment opportunities. Additionally, transit access to the Renton Regional Growth Center (RGC) will be positively impacted. There are four Metro Route 101/102 bus stops, a route that directly serves the Renton RGC, within the project limits. The project includes better access including a new enhanced pedestrian crossing to these stops.

Having Complete Streets means having safe roadways, paths, and connections for all users regardless of their age and ability. Washingtonians deserve safe and convenient transportation to get where they need to go, no matter how they choose to get there. Complete Streets projects create an opportunity to improve the quality of life in Washington’s communities. These projects can improve our roads and connections to invite more people to walk, bike, or take public transit. This helps us reduce greenhouse gases and environmental pollution. It also aligns with our goal of moving people, not just cars, and our policy and commitment to develop and maintain an interconnected and integrated multimodal transportation system that provides all Washington travelers with safe, sustainable, equitable access.

Project Location

Location	County/Counties
SR 900	King
Beginning Landmark	Ending Landmark
SR 900 MP 7.51, 57th Ave S	SR 900 MP 8.47, S 135th St

Map and Graphics

f-132-552-18723074_yfVCvn74_SR_900_Vicinity_Map_Existing_Conditions.pdf

Plan Consistency

Is the project specifically identified in a local comprehensive plan?

No

If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.

If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

The SR 900 project is consistent with the King County Comprehensive Plan and the Skyway-West Hill Subarea Plan (An Element of the King County Comprehensive Plan) as well as the Strategic Plan

Goals detailed in King County Metro's Strategic Plan. Additionally, WSDOT recently completed the SR 900/Martin Luther King Jr. Way South Corridor Study. The SR 900 Study identified complete streets and safety improvements as a critical need. The planning process included coordination with King County Road Services and King County Metro to understand the planning context (policies, land use, etc.), current active transportation network, and access to transit challenges and opportunities for Skyway-West Hill communities, particularly vulnerable and overburdened communities, and community engagement to learn transportation challenges, needs and priorities. The WSDOT Study website with the Final Study and Executive Summary is located at <https://wsdot.wa.gov/construction-planning/search-studies/sr-900-martin-luther-king-jr-way-south-corridor-study> . King County Comprehensive Plan:

URL: 2016_KCCP_KingCountyComprehensive_Plan-updated_12062022_with_Ord_19555.ashx

Regional Growth Management Planning Policies

RP-110 King County's planning should strengthen communities by addressing all the elements, resources and needs that make a community whole, including economic growth and the built environment, environmental sustainability, regional and local mobility, health and human potential, and justice and safety. (Page 1-7)

RP-204 King County shall continue to promote an efficient multimodal transportation system that provides residents with a range of transportation choices that respond to community needs and reduce impacts on the natural environment. (Page 1-18)

Transportation Policies

T-101a King County should seek to ensure that its system of transportation services and facilities serves the mobility needs of disadvantaged communities and people with limited transportation options, including people of color, low-income communities, people with limited English proficiency, immigrant and refugee populations, students, youth, seniors, and people with disabilities. (Page 8- 9)

T-203: As funding permits, King County should partner with jurisdictions and the private sector to spur infrastructure investments that enhance opportunities for transit, pedestrians, bicyclists, car and van pools, and other alternatives to single occupant vehicles. (Page 8-12)

T-231 Consistent with the priorities defined in the County's functional transportation plans, and the Regional Growth Strategy, nonmotorized transportation system investments should aim to increase safety and mobility, facilitating mode integration and intermodal connections, access to centers where appropriate, and providing opportunities for healthy activity and alternatives to driving for all populations. (Page 8-20)

T-233: In unincorporated areas of King County, the following needs will be given the highest priority when identifying, planning, and programming nonmotorized improvements:

- a. Addressing known collision locations;
- b. Fostering safe walking and bicycling routes to schools and other areas where school-aged children regularly assemble;
- c. Filling gaps in, or enhancing connections to, the regional trail system;
- d. Locations of high concentration of pedestrian and/or bicycle traffic; and
- e. Providing safe routes to transit. (Page 8-21)

T-501 King County should pursue regional coordination and partnership to address county-wide transportation challenges. (Page 8-38)

SKYWAY-WEST HILL SUBAREA PLAN - An Element of the King County Comprehensive Plan URL:

kingcounty.gov/~media/depts/executive/performance-strategy-budget/regional-planning/2016CompPlanUpdate/2022UpdateTo2016-asAmended/Skyway-West-Hill-Plan-12062022.ashx?la=en
Transportation Policies

SWH-33 New commercial and mixed-use development in the Skyway Unincorporated Activity Center and Skyway-West Hill's neighborhood business centers and County projects should promote a pedestrian-oriented environment, build on the existing street system, and improve access to other travel options such as transit and bicycling. (WH-FP-9) (Page 38 of 108)

SWH-33 Prioritize safe and inviting walking, bicycling, and rolling throughout Skyway-West Hill to connect residents to transit facilities, the Skyway Business District, neighborhood business districts, Skyway Park, the Skyway Library, schools, and other local destinations. (Page 48)

SWH-34 Provide convenient, safe transit access to commercial areas, jobs, services, and community amenities in Skyway-West Hill and surrounding transit hubs so that residents can participate in the economy and access amenities regardless of their age, socioeconomic status, or abilities. (Page 48)

SWH-35 By working closely with Washington State Department of Transportation, support improvements the State Route 900 corridor to enhance the safety of the area residents and the traveling public, operational functionality, and walking and bicycling facilities. (Page 48)

King County Metro - Strategic Plan Strategic Plan Goals (Page 3)

URL: <https://kingcounty.gov/-/media/depts/metro/about/planning/pdf/2021-31/2021/metro-strategic-plan-111721.ashx>

- *Invest upstream and where needs are greatest.
- *Address the climate crisis and environmental justice.
- *Innovate to improve mobility, complement transit, and advance equity and sustainability.
- *Keep passengers, employees, and communities safe.
- *Support thriving, equitable, transit-oriented communities that foster economic development.
- *Improve access to mobility options.
- *Provide fast, reliable, and integrated mobility services.
- *Build a skilled, diverse, and well-supported workforce that has opportunities to grow.
- *Be responsible stewards of financial resources and invest in line with values and goals.
- *Conduct deliberate and transparent community engagement.

Federal Functional Classification

Federal Functional Classification	Rural Functional Classification	Urban Functional Classification
		Principal Arterial

Support for Centers

Describe how the project will support the existing and planned housing/employment densities in the center.

The project supports existing housing density by providing safe and accessible pedestrian facilities and crossings. Most of the Skyway-West Hill subarea is designated as medium-density residential, but there is a concentration of vacant and underdeveloped land south of Martin Luther King, Jr. Way South/SR 900. SR 900 currently presents a barrier to residents seeking access to commercial businesses in the center, or those coming to or from transit stops along the corridor. A Complete Streets refurbishment will allow for safer, more convenient access to these residents.

The project supports planned residential density increases outlined in the Skyway – West Hill Community Service Subarea Plan, which calls for increased residential density on “a group of parcels on the west side of Martin Luther King Jr. Way South that have been historically used as an industrial processing facility...[and] seeks to increase the development capacity of the properties to make their redevelopment with mixture of

residential and commercial uses more financially feasible.”

While commercial density is relatively low in this center, the increased commercial uses will be well-supported by improved pedestrian infrastructure that encourages foot traffic to retail development.

Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center

The project will support employment development in the Renton RGC and Skyway Candidate Countywide Center. The project creates a safe and comfortable pedestrian and bicycle connection for residents south of SR 900 to support employment development in the two Community Business Centers in the Candidate Skyway Countywide Center. The Skyway-West Hill Community Service Area Subarea Plan indicates the following about ‘Community Business Centers’:

“The land area...designated as ‘Community Business Center’...allows for zoning classifications of NB (Neighborhood Business), CB (Community Business), and O (Office). The Comprehensive Plan prescribes that community business centers provide primarily shopping and personal services for nearby residents. Offices and multi-family housing, as part of mixed-use developments, is also encouraged. Currently, the Skyway Business District is zoned Community Business, and is expected to see most of the commercial growth and development.” Similarly, the project supports residents within 0.25 to 0.5 miles of SR 900 to access transit that serves the Renton RGC. This project also supports employment development in the Downtown Seattle RGC as Metro Route 101/102 operates as an express service from the stop at SR 900 and South 129th St to King Street Station with a single stop at the SODO busway.

Category-Specific Criteria: Pedestrian and Bicycle Projects

Describe how the project extends or completes a regional or local pedestrian and bicycle system, and/or adds facilities to an existing pedestrian and bicycle system or network.

The existing SR 900 corridor lacks bicycle facilities and has sporadic pedestrian facilities, generally in the vicinity of major intersections. This project adds new pedestrian and bicycle facilities on SR 900 within the Skyway community. These improvements will address gaps in existing pedestrian infrastructure, while also serving as a starting point for building a bicycle system in this area. Specifically, the project will construct a shared-use path on the north side between 57th Avenue South and South 135th Street. The project will also construct a new sidewalk on the south side of SR 900 between 60th Avenue South and South 135th Street. These improved facilities will be complemented by the installation of new lighting fixtures. Together, these improvements will provide enhanced pedestrian and bicyclist comfort and mobility on the SR 900 corridor.

Describe how the project addresses a need in the community and reduces key barriers to use and functionality, i.e. travel distance, a steep slope, a comfort issue, or other identified barrier.

The community engagement process that took place during earlier project stages identified a lack of sidewalks and bicycle infrastructure, poor roadway lighting conditions (particularly for pedestrians and bicyclists), and high travel speeds as community needs. The project directly addresses these needs by providing improved bicycle and pedestrian facilities, and improved illumination, and traffic calming elements (e.g. reduced lane widths) in an effort to reduce vehicle travel speeds on SR 900.

Describe the connections to transit stops and stations provided by the project, including bus, rail, ferries, etc.

The SR 900 corridor is served by King County Metro Routes 101 and 102. Route 101 provides frequent all-day service (service every 15 minutes or less between 6 a.m. and 7 p.m.), while Route 102 provides peak-only

service. There are four bus stops within the project limits – two for westbound service and two for eastbound service. The proposed sidewalk and shared-use path improvements included in this project will improve access to these bus stops for the surrounding Skyway community.

Describe the anticipated level of public usage within the community and how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.

For residents south of SR 900 who walk, bike or roll, the project will facilitate increased pedestrian and bicycle access to key destinations and basic needs in the Skyway Candidate Countywide Center, 0.38 miles to the north of the corridor. High density housing south of SR 900 includes the Creston Point Apartments, Sunset View Apartments, Empire View Mobile Home Park, and may include additional affordable housing developments in accordance with recent amendments to King County's Comprehensive Plan. The Skyway Candidate Countywide Center and the SR 900 project area are part of the larger Skyway-West Hill Subarea that is comprised of the neighborhoods of Bryn Mawr, Campbell Hill, Earlington, Hill Top, Lakeridge, Panorama View, Skycrest, and Skyway. Currently, SR 900 is a major barrier for pedestrian and bicycle travel in this area.

For commuters, the project will facilitate access to SR 900 transit stops key to accessing employment and destinations in the Renton Regional Growth Center as well as in Seattle and multiple Regional Growth Centers and Candidate Countywide Centers to the north and south of the corridor. Once complete, the project will also facilitate transit access to the South Boeing Access Road Infill Station via King County Metro routes.

Bicycle and pedestrian usage along and across the corridor is anticipated to be significant with the addition of the shared use paths, speed management, and crossing improvements.

Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

King County recently approved an amendment to their comprehensive plan that increases that allowable residential density of a group of parcels on the west side of SR 900 that have historically been occupied by industrial uses. This amendment also included requirements for affordable housing on these sites.

The SR 900 improvements will complement and support the anticipated investments in affordable housing on this corridor. Residents of planned affordable housing that walk, bike or roll will benefit from improved access to transit stops and the Skyway Candidate Countywide center. The SR 900 project is an opportunity to change the context of SR 900 from a facility that feels like a freeway to a place that supports all modes of transportation while prioritizing vulnerable users (those who walk, bike or roll). Changing the context increases safety for all and creates a sense of place for both those that live and work along the corridor and those that traverse the corridor via bus, freight or private vehicle. Failure to invest in this corridor would result in a missed opportunity for WSDOT to support investments in affordable housing in the Skyway community.

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Category-Specific Criteria: Equity

Section 1

Identify the population groups to be served by the project, i.e., people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations.

The project spans two Census Tracts Census Tract 261.01 King County, Washington (53033026101) and Census Tract 260.03 King County, Washington (53033026003). The following lists detail population characteristics for each census tract, with comparison to King County for context in some instances. The source for the data is either the 2020 US Census Decennial Census or the 2016 – 2020 5-year American Community Survey (ACS).

US Census Sociodemographic Data for Census Tract 260.03

- Age 17 and below – 29.8% (20.0% for King County)
- Race
 - Black or African American – 44.6% (7.0% for King County)
 - Two or More Races – 10.7% (5.2% for King County)
- Median Household Income – \$51,904 (\$99,158 for King County)
- Poverty
 - Persons in poverty – 21.5% (8.4% for King County)
 - Households receiving food stamps/SNAP – 28.3% (8.0% for King County)
- English Proficiency
 - Speak English less than "very well" – 23.5% (10.8% for King County)
 - Limited English Proficiency Households – 11.5%(5.8% for King County)

US Census Sociodemographic Data for Census Tract 261.01

- Race
 - Black or African American – 23.7% (7.0% for King County)
 - Asian – 34.0% (19.7% for King County)
 - Two or More Races – 9.2% (5.2% for King County)
- Median Household Income – \$63,867 (99,158 for King County)
- Households receiving food stamps/SNAP – 20.7% (8.0% for King County)
- English Proficiency
 - Speak English less than "very well" – 32.8% (10.8% for King County)
 - Limited English Proficiency Households – 12.2%(5.8% for King County)

Identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.

The segment of these populations who are able to and choose to drive currently have access to the regional roadway network via SR 900. Frequent transit service (15-minute headways or better between 7 a.m. and 6 p.m.) is currently provided by King County Metro Route 101. There are currently gaps in the active transportation system for these populations that need to be addressed. There are no bicycle facilities and sidewalks are present sporadically on SR 900.

Describe how the project addresses those disparities or gaps and benefits the population groups

identified under Step 1.

This project addresses the previously identified gaps by providing continuous bicycle and pedestrian facilities along SR 900 for just under 1 mile. Addressing these gaps will support improved non-motorized access and mobility for these populations who may have less reliable or no means of accessing a private vehicle for personal transportation. Further, this project will improve access to transit service on SR 900 by facilitating more comfortable and safe walking and biking trips to and from bus stops on the corridor.

Section 2

Describe the public outreach process that led to the development of the project. This could be at a broader planning level (comprehensive plan, corridor plan, etc.) or for the specific project. Include specific outreach or communication with the population groups identified in the previous section.

WSDOT completed a corridor study on an approximately one-mile-long segment of SR 900 from late 2020 to early 2023. The WSDOT study team conducted outreach to the affected neighborhoods, agencies, and residents who use SR 900. Community members shared their experiences, identified concerns and potential solutions, and provided feedback throughout the corridor study process. All materials were translated into Spanish, Somali and Vietnamese in accordance with WSDOT's translation policy. Because the community engagement strategy was constrained by the COVID-19 pandemic, all community outreach through the Spring of 2022 was virtual. This included virtual stakeholder committee meetings, one-on-one phone calls with constituents, and an online open house and survey.

The study team convened two meetings of a diverse stakeholder committee to provide feedback and guide the corridor study process. The following groups were invited to participate, City of Renton, King County Roads Division, King County Local Services, King County Metro, the West Hills Community Association, the Renton Innovations Zone Partnership, Puget Sound Regional Council (PSRC), tribal governments, Washington State Patrol, and WSDOT. Of note, the West Hill Community Association is a coalition of government and community-based organizations including the Skyway Coalition, a nonprofit organization that centers community-led development to uplift and protect the Black and Brown community of Skyway in unincorporated King County. Additionally, feedback from other engagement efforts in Skyway was collected as part of the effort to understand the transportation challenges and priorities of the Skyway community.

In October and November 2020, WSDOT hosted a virtual online open house through the WSDOT Online open house website. The website included corridor maps, an overview of existing conditions, aggregated crash data from 2015 to 2019, and an online survey. The open house and survey – offered in English, Spanish, Somali and Vietnamese – reached a diverse audience with people of a wide range of ages from multiple ethnic, cultural, and economic backgrounds participating. Using community feedback, the study team developed a set of strategies that were included in a concept evaluation process.

In Spring 2022, a draft list of strategies was presented to the community for feedback. Feedback from the West Hill Community Association and Skyway Coalition highlighted concerns with two of the draft strategies – the roundabout at South 129th Street and the new enhanced pedestrian crossing near Creston Point Apartments. In response, additional outreach was completed to refine these strategies. Outreach included in-person events and virtual meetings. The feedback received was used to refine the strategies and develop a final recommendation.

Describe how this outreach influenced the development of the project, e.g., the location, scope, design, timing, etc.

Outreach in Fall 2020 was critical to the development of initial strategies, and outreach especially to vulnerable

populations was fundamental to the refinement of strategies to develop the final recommendation. Four key themes from the Fall 2020 online open house and community outreach heavily influenced the initial strategies:

- The lack of pedestrian facilities.
- Excessive driver speeds.
- Congestion on SR 900.
- Lack of illumination along the corridor.

Outreach in Spring 2022 focused on two draft strategies about which vulnerable populations expressed concern – the roundabout at South 129th Street and the new enhanced pedestrian crossing near Creston Point Apartments. Feedback on the roundabout at South 129th Street focused on:

- Ability of freight, specifically large trucks, to navigate the intersection.
- Concern with drivers simply driving over the roundabout.
- Vehicle speed.
- Ability of pedestrians to safely cross the street.
- Incorporating the community vision in the design.
- The need to create a gateway to the Skyway-West Hill Community.

This led to an update to include a gateway feature in the roundabout design as well as a commitment from WSDOT to engage throughout pre-design, design, and construction to ensure community feedback is heard and incorporated. Feedback on the new enhanced pedestrian crossing near Creston Point Apartments focused less on the potential location of a new pedestrian crossing and more on frustration with the location of the westbound bus stop to Seattle for King County Metro routes 101 and 102. Specifically, there was a strong community sentiment to move the stop east within proximity to the eastbound bus stop. The preferred location for the pedestrian crossing was where both the existing eastbound bus stop and relocated westbound bus stop could be easily accessed. The recommendation was updated to include coordination with King County Metro to move the bus stop at same time as construction of the new enhanced pedestrian crossing.

Section 3

Is the project in an area of low, medium, or high displacement risk?

The project is in areas that have medium and high levels of displacement risk.

If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.

While King County is the primary agency responsible for regulating land use within the project limits, WSDOT supports their efforts to address displacement risk for vulnerable populations. In September 2021, King County adopted the Skyway-West Hill and North Highline Anti-displacement Strategies Report that details anti-displacement strategies for project area. In addition to the strategies required by King County Motion 15539 and Action 19 of the 2020 King County Comprehensive Plan update, the Skyway-West Hill and North Highline communities suggested the following ideas for the County to address displacement:

- Develop more publicly subsidized affordable housing, especially for households below 60 percent of AMI,
- Increase the development of family-sized housing (three- to five- bedroom units),
- Build culturally specific housing for elders, and
- Invest in community driven development.

This report recommends that King County also implement these strategies. WSDOT supports these efforts and will coordinate with King County on their implementation as it pertains to state roadway facilities.

The Executive Summary can be found at: <https://kingcounty.gov/~media/depts/community-human->

Category-Specific Criteria: Safety and Security

Describe how the project addresses safety and security.

The current highway configuration does not match the adjacent land use of the Skyway and West Hill community. The proposed project elements including sidewalks, landscaped buffer, pedestrian scale illumination, and two added controlled crossings – all of which will aid in changing the roadway to facilitate pedestrian and bicycle mobility for the surrounding community. The proposed improvements will improve the high stress pedestrian and bicycle environment into one that is low stress and appropriate for this type of facility. The WSDOT SR 900 Corridor Plan includes a crash analysis to understand the types of crashes occurring within the project limits and the appropriate countermeasure(s). For the SR 900 North Phase project, the focus is on pedestrian facilities, so pedestrian crashes were evaluated through the corridor. The recorded pedestrian involved crashes are detailed below:

- South 129th Street: There are three recorded crashes involving turning vehicles that struck pedestrians using the crosswalk. A fourth crash involved an eastbound vehicle striking a pedestrian crossing SR 900 while not in a crosswalk.
- Between South 129th Street and South 133rd Street: One pedestrian crash occurred midblock east of South 129th Street involving a pedestrian crossing SR 900 from south to north while not in a crosswalk at a signalized intersection.
- Between South 133rd Street and 68th Avenue South: One crash occurred midblock east of South 133rd Street involving a pedestrian crossing SR 900 from north to south while not in a crosswalk at a signalized intersection.
- Vicinity of South 135th Street: One crash occurred just east of South 135th Street involving a pedestrian crossing SR 900 from south to north while not in a crosswalk at a signalized intersection.
- Driveways between 60th Avenue South and South 135th Street: There were two additional pedestrian crashes that involved turning vehicles at driveways.

The existing pedestrian facilities were reviewed concurrently with the pedestrian crash history. Currently, there is a gap in pedestrian facilities on the north side of SR 900 between the signalized intersections of South 129th Street and 68th Avenue South. The westbound shoulder in the vicinity of South 133rd Street is not accessible to users who live in the residential neighborhoods along the north side of SR 900. In addition, controlled crossings are only available at the signalized intersection at South 219th Street and 68th Avenue South. This gap in protected pedestrian crossings is 2,800 feet.

As an initial phase for corridor improvement, the North Phase proposes to improve safety for vulnerable users by adding a continuous sidewalk on the north side of SR 900 from South 219th Street and 68th Avenue South and replace narrow sidewalk between 57th Avenue South and South 129th Street with a minimum 10-foot separated shared use path with landscaped planters. This would provide a separated facility for users and aid in changing the driving environment along the highway.

Also improving safety and the environment for vulnerable users is the proposed addition of two protected crossings: a traffic signal focused on pedestrian comfort and safety at South 133rd Street and a new crossing with a PHB between 68th Avenue South and South 135th Street. This would add two new protected pedestrian crossings in addition to the existing signalized pedestrian crossings at South 129th Street and 68th Avenue South.

Lastly, the proposed improvements to the existing crossing at South 129th Street are focused on increasing the safety of pedestrians crossing SR 900 and South 129th Street. The improvements include implementing strategies to improve pedestrian visibility, upgrading and relocating pedestrian push buttons to Accessible

Pedestrian Signals (APS) at all four corners (eight new APS units), and constructing six new ADA compliant curb ramps.

Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities and/or adding or improving facilities for pedestrian and bicycle safety and comfort.

As with all WSDOT Complete Streets, the project will be designed to meet a level of traffic stress (LTS) that accommodates a wide variety of users. LTS is calculated based on posted speed limits, traffic volumes, and roadway cross-section characteristics, and is used to develop design characteristics that protect vulnerable users such as design elements, target speed, features, dimensions, and configurations of highway facilities. The project protects vulnerable users by addressing three categorical conditions.

Lack of Separated Infrastructure and Incomplete Networks:

The most fundamental concept of transportation is network connectivity: connecting people to where they want to go. Those using cars, heavy trucks, and motorcycles can rely on having access to a complete network. However, this is not the case for people who are walking or riding a bike. Lack of connected infrastructure creates conflict zones with drivers, and higher potential for crashes. Access to a complete separated or protected network of walking and biking facilities is especially important where there are large numbers of motorists traveling at higher speeds.

The proposed project incorporates separated infrastructure with a dedicated sidewalk facility for pedestrians. This would also complete the currently fragmented pedestrian network on the north side of SR 900.

Speed:

Pedestrians and bicyclists who are struck by a motor vehicle are more likely to suffer a fatality or serious injury when drivers are traveling at higher speeds. In an effort to reduce the number of fatalities and serious injuries occurring on this corridor, design treatments that encourage slower travel speeds will be installed on the SR 900 corridor.

One of these treatments will be to restripe the roadway so that the face of curb is at the edge of the traveled way, leaving no lateral shy distance between the edge line and the curb. Additionally, travel lane widths will be reduced where possible. Roadside landscaping will also contribute to the speed reduction and traffic calming efforts on SR 900. Collectively, these treatments are intended change the context of the roadway to a more walkable and bicycle-friendly environment which, in turn, encourages drivers to travel at slower speeds.

Crossings:

Many pedestrian and bicyclist fatalities and serious injuries occur when the pedestrian or bicyclist is crossing the road. Crossings that are appropriately located, designed for context, and ADA-accessible are not available everywhere they are needed, meaning people may cross in conditions that increase crash risk. Between 2015 and 2017, 54% of pedestrian and bicyclist fatalities and serious injuries occurred when the pedestrian or bicyclist was crossing the road.

Two critical crossing needs are being addressed with the proposed project: one at South 133rd Street and another between 68th Avenue South and South 135th Street.

Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?

WSDOT has adopted Target Zero. Target Zero identifies key countermeasures such as designing to reduce speeds, address crossings, separated infrastructure and complete networks for bicyclists and pedestrians, and reducing the risk of impaired crashes. This project specifically implements these countermeasures to address the existing conditions as described above, specifically: designing to reduce the risk behavior of speeding,

separated and complete pedestrian networks, and addressing protected crossings for pedestrians.

Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.

The current driving environment is conducive to higher speeds. The proposed project adds signalized pedestrian crossing between 68th Avenue South and South 135th Street, a new signal at South 133rd Street, and shared-use path with a landscaped buffer along the north side of the highway. Also, the face of curb will be at the edge of the traveled way and lane widths will be reduced to encourage drivers to travel at slower speeds without reliance on enforcement. The current speed limit of 50 MPH will be reduced to 45 MPH before construction of the North Phase. Further speed reductions will be pursued as corridor strategies are phased in to achieve a target speed of 35 MPH for the corridor.

PSRC Funding Request

Has this project received PSRC funds previously?	Please provide the project's PSRC TIP ID.
No	

PSRC Funding Request (cont.)

Phase	Year	Amount
PE/Design	2025	\$1823725
Right-of-Way	2026	\$376275
		\$

Total PSRC Funding Request: \$2200000

Total Estimated Project Cost and Schedule

Planning Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Planning Phase Cost: \$0

Expected year of completion for this phase:

Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
State	MVET	Secured	\$1000000
State	MVET	Secured	\$391275
Federal	STP	Unsecured	\$1823725

			\$
			\$

Total Preliminary Engineering/Design Phase Cost: \$3215000

Expected year of completion for this phase: 2027

Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
State	MVET	Secured	\$58725
Federal	STP	Unsecured	\$376275
			\$
			\$
			\$

Total Right of Way Phase Cost: \$435000

Expected year of completion for this phase: 2027

Construction Phase

Fund Type	Fund Source	Funding Status	Amount
		Unsecured	\$17600000
			\$
			\$
			\$
			\$

Total Construction Phase Cost: \$17600000

Expected year of completion for this phase:

Other Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Other Phase Cost: \$0

Expected year of completion for this phase:

Project Summary

Total Estimated Project Cost:	Estimated Project Completion Date (month and year):
--------------------------------------	--

\$21250000

September, 2027

Financial Documentation

Please enter a description of your financial documentation in the text box below.

Award letter for the 23-25 Connecting Communities through WSDOT Local Programs - \$1M total.

TEIS print out of latest budget showing secured funding - \$450K total.

The in-lane bus stops will not be funded using TAP grant funding. Please see the attached estimate for details.

There is no overlap in scope or funding between this project and WDNW-2076.

Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

f-132-346-18723074_cn90yH8H_2023_Connecting_Communities_Memo_SR_900.pdf, f-132-346-

18723074_qSZVGtH6_TEIS_23LEGCOR_L2021118.pdf, f-132-346-

18723074_xtWE46BG_SR_900_Estimate.pdf

Project Readiness

Preliminary Engineering/Design

Are you requesting funds for ONLY a planning study or preliminary engineering?

No

What is the actual or estimated start date for preliminary engineering/design?

July, 2023

Is preliminary engineering/design complete?

No

What was the date of completion (month and year)?

September, 2027

Have preliminary plans been submitted to WSDOT for approval?

No

Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.

WSDOT will utilize the secured funding to start the pre-design phase in July 2023. The PSRC Tap Grant will fully fund the final design. The final design will start in the Spring of 2025.

The in-lane bus stops will not be funding with TAP Grant funding. See the attached estimate for details.

When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.

March, 2027

Environmental Documentation

What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please

refer to WSDOT's [Local Agency Guidelines Manual](#).

Categorical Exclusion (CE)

Has NEPA documentation been approved?

No

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

December, 2024

Right of Way

Will Right of Way be required for this project?

Yes

What is the actual or estimated start date for right of way (month and year)?

January, 2025

What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.

January, 2026

Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits. Refer to [Chapter 25 of WSDOT's Local Agency Guidelines Manual](#) for more information.

The right of way needs for this project include eight temporary construction easements, no permanent acquisitions are anticipated.

What is the zoning in the project area?

The zoning along SR 900 is largely Urban Residential, High Density. There are areas along the corridor that are zoned Industrial, as well as Neighborhood Business Center and Urban Residential, Medium Density.

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

The current schedule incorporates the typical additional time for the possibility of condemnation.

Does your agency have experience in conducting right of way acquisitions of similar size and complexity?

Yes

If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if applicable. Sponsors should assume a minimum of one year to

complete the ROW process, longer if there are significant or complex property purchases.

True Cost Estimate - January 2026

Right-of-Way Certification - January 2027

Construction

Are funds being requested for construction?

No

Do you have an engineer's estimate?

Please attach the engineer's estimate.

Identify the environmental permits needed for the project and when they are scheduled to be acquired.

Are Plans, Specifications & Estimates (PS&E) approved?

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?

,

When is the project scheduled to go to ad (month and year)?

,

Other Considerations

Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.

WSDOT is committed to ongoing collaboration with agency partners, community-based organizations, and the West Hill-Skyway community. WSDOT's partners have highlighted that displacement and inequitable allocation of public funds have contributed to issues such as housing insecurity, increased traffic stress, and a lack of social services in this historically disadvantaged community. By continuing to collaborate with partners during preliminary engineering and subsequent phases of this project, WSDOT will refine project details and ensure community transportation needs and priorities are addressed. The result will be a project that complements other community efforts to serve vulnerable populations, such as the unhoused and those needing mental health or other social services.

Describe the public review process for the project and actions taken to involve stakeholders in the project's development.

The study team conducted outreach to the affected neighborhoods, agencies, and residents who use SR 900. Community members shared their experiences, identified concerns and potential solutions, and provided feedback throughout the corridor study process. Given the significant number of residents with limited English proficiency in the study area, the open house, survey, and other materials were translated into Spanish, Somali and Vietnamese to encourage wider participation. Because the community engagement strategy was constrained by the COVID-19 pandemic, all community outreach through the Spring of 2022 was virtual. This included virtual stakeholder committee meetings, one-on-one phone calls with constituents, and an online open house and survey. Transportation feedback from other engagement efforts in Skyway were collected as part of the effort to understand the transportation challenges and priorities of the Skyway community. In late 2021, the

study team used all feedback to develop the draft list of strategies presented as part of the concept evaluation process.

The draft list of strategies was presented to the community in Spring 2022, with concerns raised about two of the draft strategies – the roundabout at South 129th Street and the new enhanced pedestrian crossing near Creston Point Apartments. Additional outreach was completed to seek feedback on these strategies and consisted of in-person events and virtual meetings. This feedback was used to refine the recommendation in Fall 2022. The final Study detailing the updated recommendation was finalized in June 2023. Support for this project has been expressed by King County Councilmember Girmay Zahilay, Skyway Coalition, King County Metro and King Department of Local Services.

Please upload any relevant documents here, if they have not been uploaded previously in this application.

f-132-480-18723074_9Zlejp7_King_County_Road_Services_-_Letter_of_Support.pdf, f-132-480-18723074_Jda5pscN_Skyway_Coalition_-_Letter_of_Support.pdf, f-132-480-18723074_49yRIS8D_WHCA_-_Letter_of_Support.pdf, f-132-480-18723074_h0ttKI8J_Zoning_Map.png, f-132-480-18723074_wj6AVp3v_2023_PSRC_Grant_Application_-_Figures.pdf

End of the Application

NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Nick Johnson at njohnson@psrc.org to have it returned to you.



DATE: May 22, 2023
TO: Brian Nielsen, Northwest Regional Administrator
FROM: Jay Drye, PE, Director, Local Programs
SUBJECT: *SR 900/57th Ave S to S 135th St – Pedestrian and Safety Improvements*
2023-25 Connecting Communities Program – State Funding

Local Programs is pleased to advise you that the above-mentioned project was recently selected to receive state funding through the 2023-25 Connecting Communities Program in Program Z. The state funding is limited to the amount shown below:

SR 900/57th Ave S to S 135th St – Pedestrian and Safety Improvements **\$1,000,000**
Scope: See attached project summary.

Local Project Report is required to be completed by the end of June and December each year. To access the database (<https://wsdot.wa.gov/business-wsdot/support-local-programs/delivering-your-project/local-project-report-lpr>), you will need an account name and password. Your account name is **WSDOT** and your password is **WSDOT063**. The password is case sensitive.

Please contact Dave Kaiser at (360) 705-7381 for assistance in authorization of the work order.

JD:st:cdm
Attachment

cc: Tim Rydholm, Deputy Director, WSDOT CPDM

Figure 1: Project Location Map

SR 900 Corridor Improvements - Phase 1 Preliminary Engineering/Design

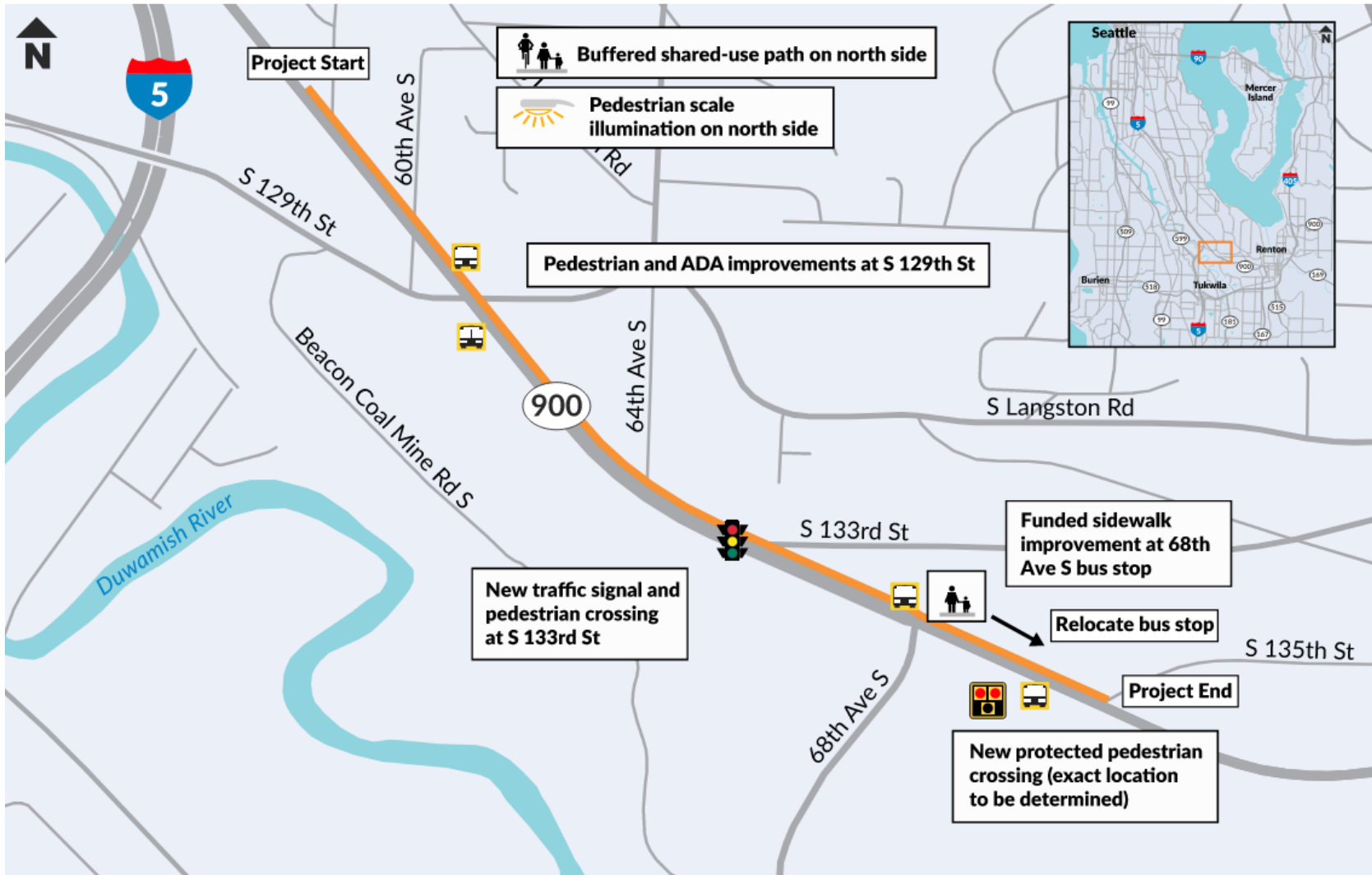


Figure 2: Corridor Existing Conditions and Proposed Improvements

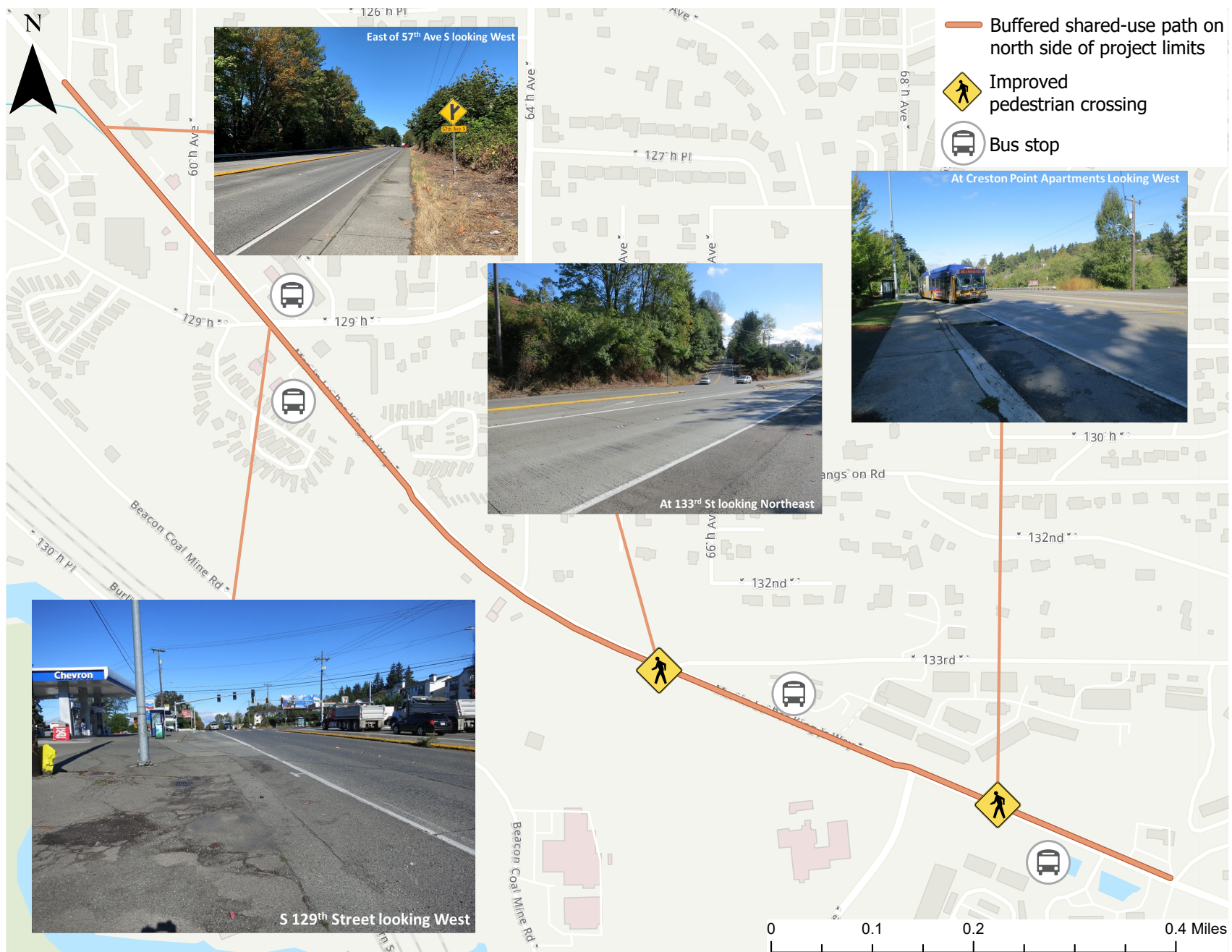


Figure 3: Corridor Areas of Interest

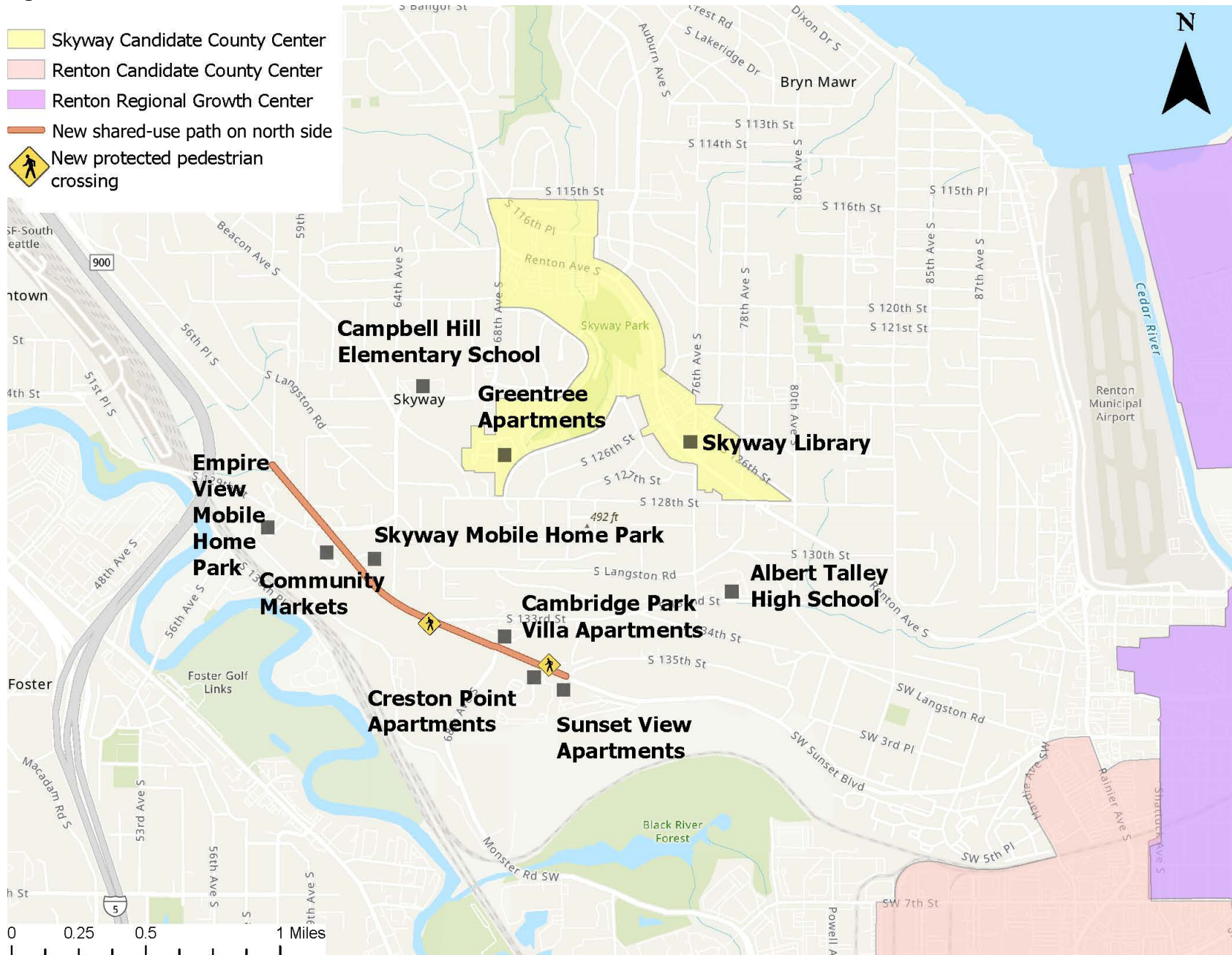


Figure 4: Census Tract 261.01 Demographic Highlights

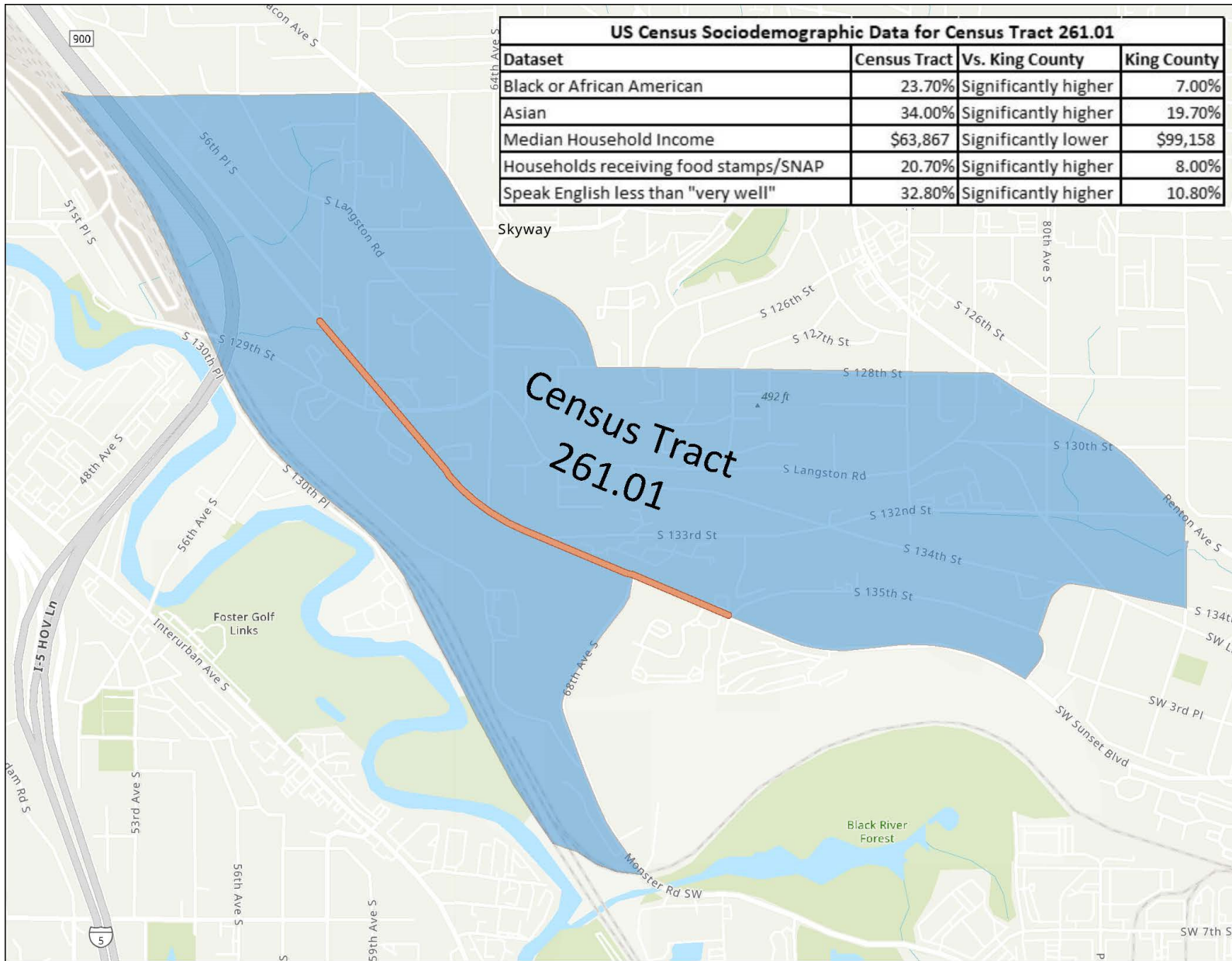


Figure 5: Census Tract 260.03 Demographic Highlights

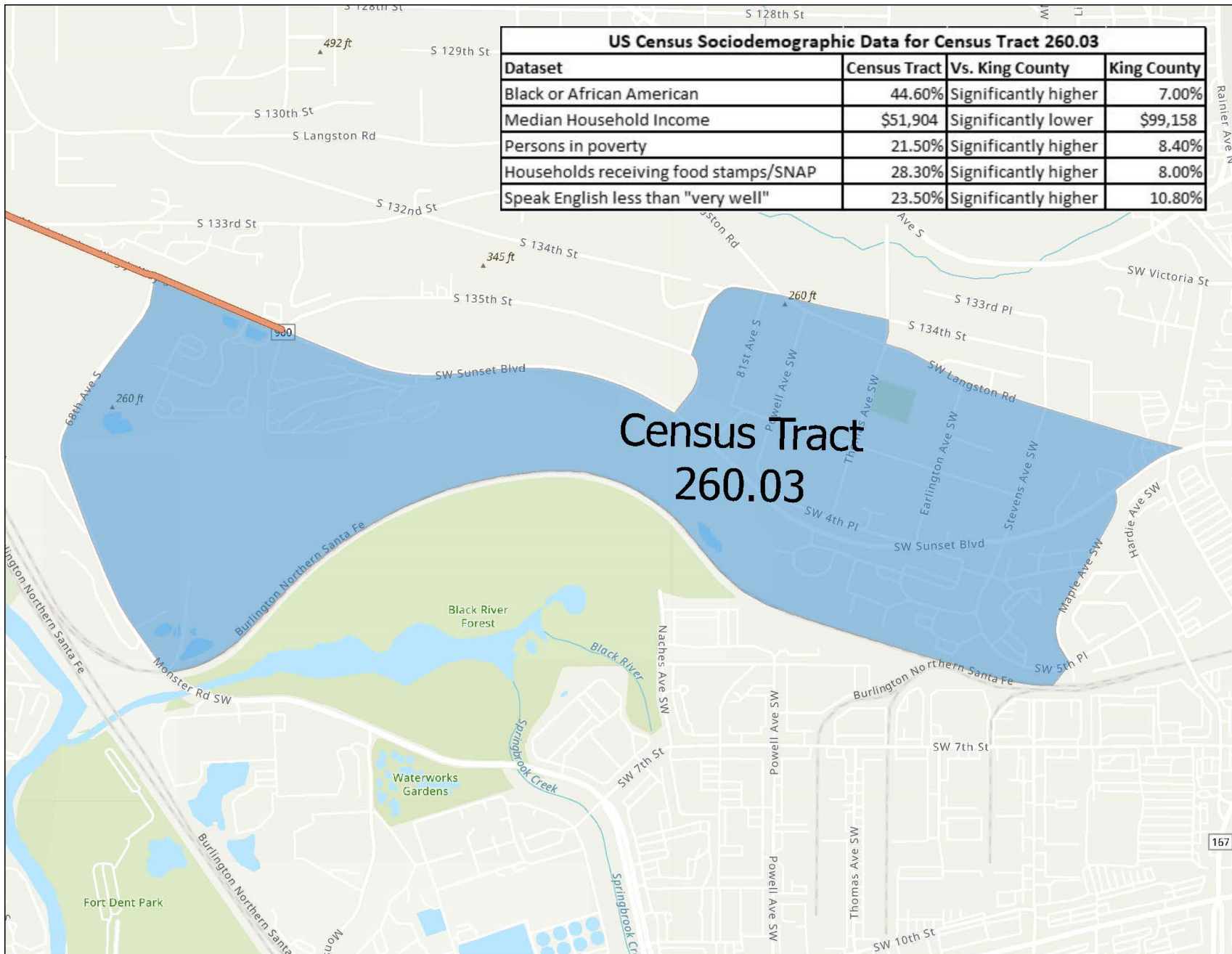


Figure 6: Corridor Proximity to RGC, MIC, and CCC

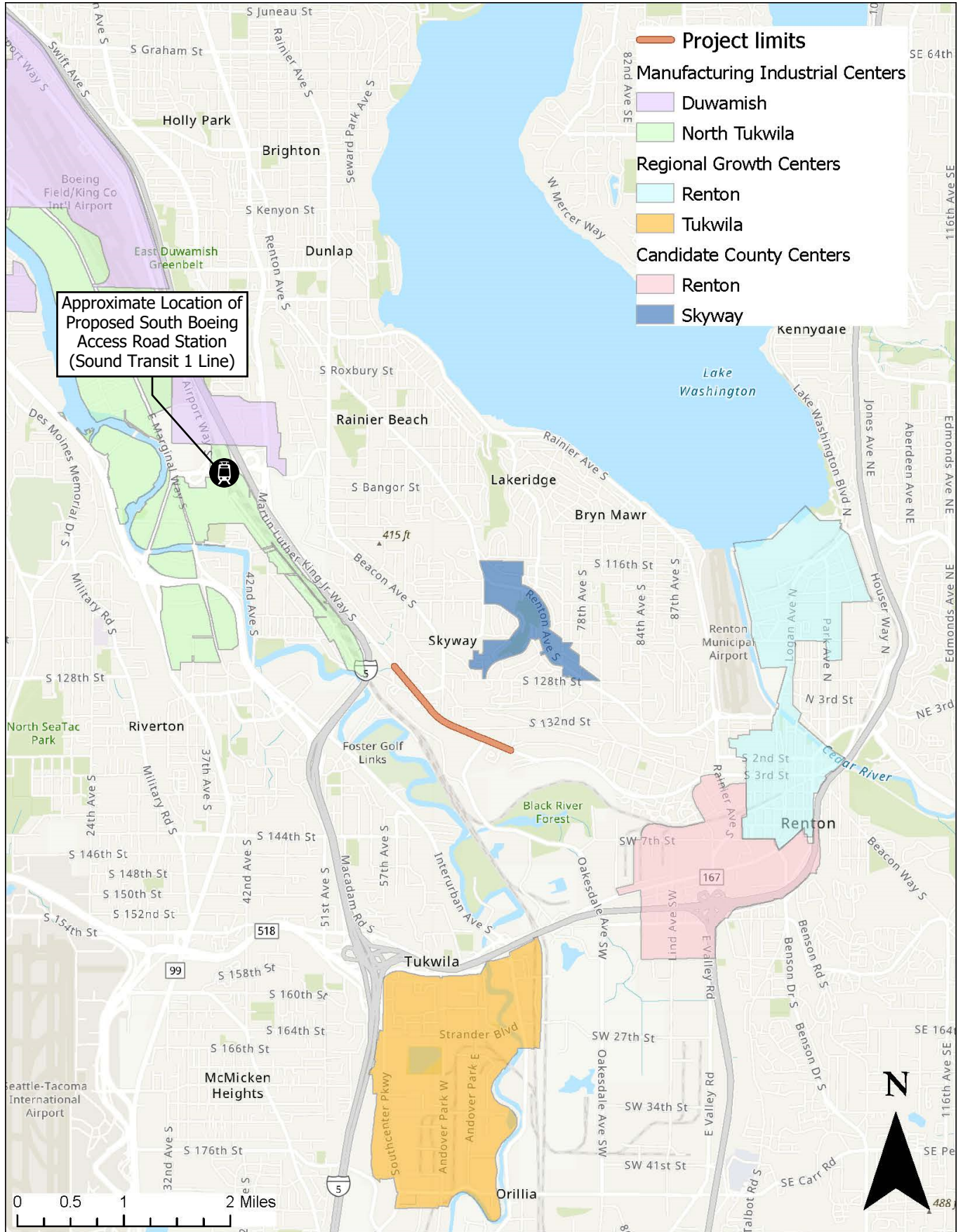
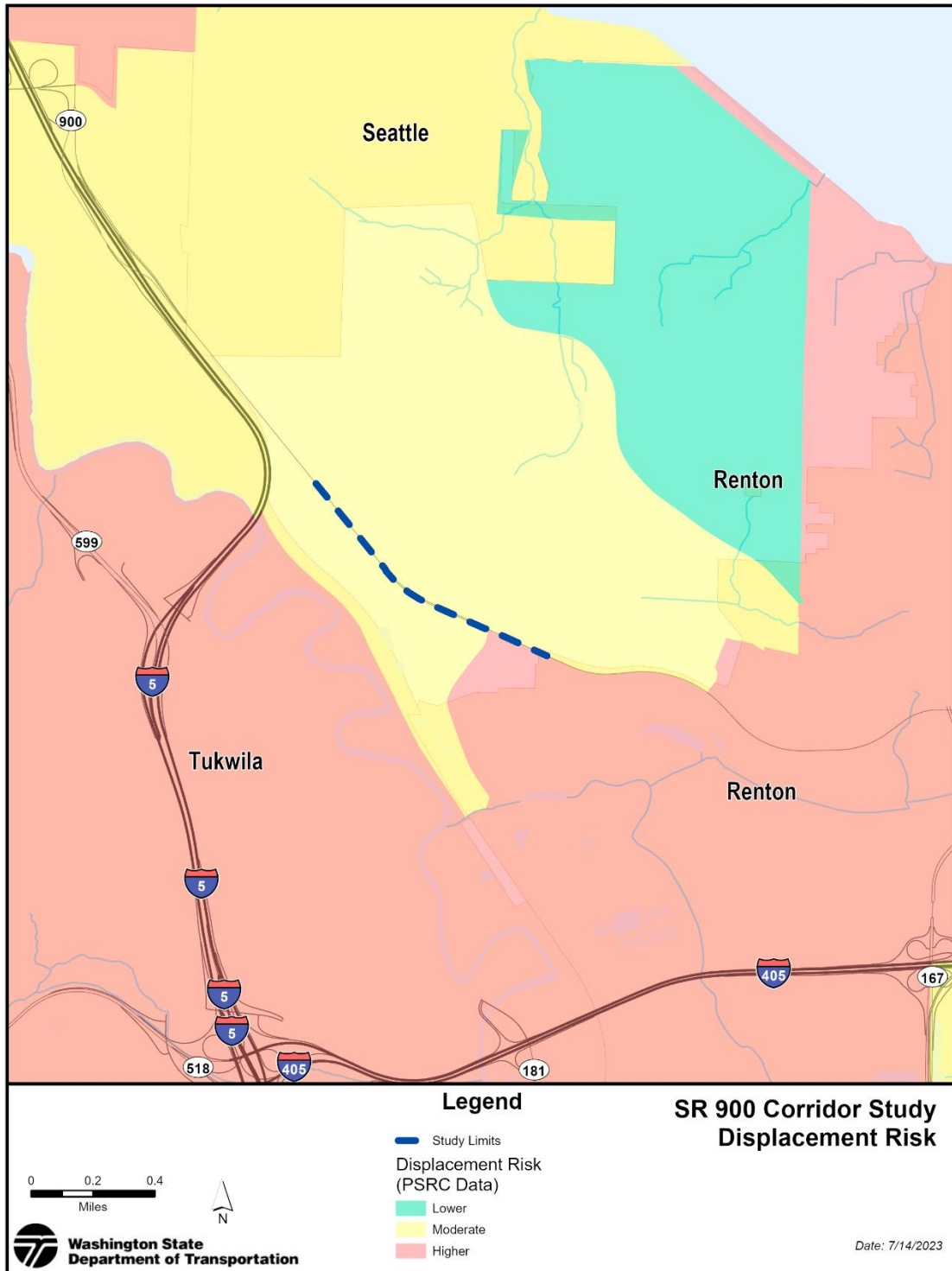
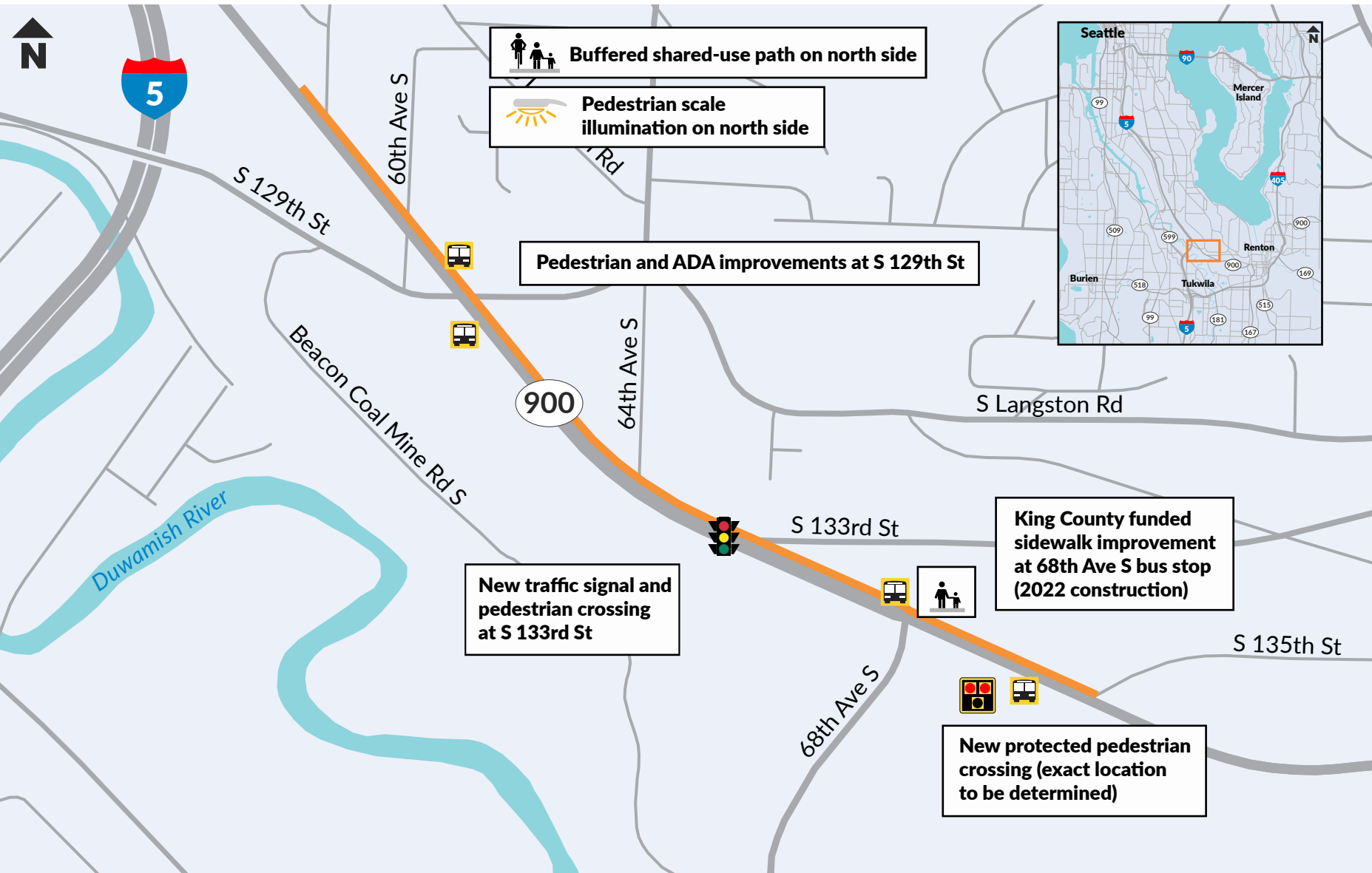
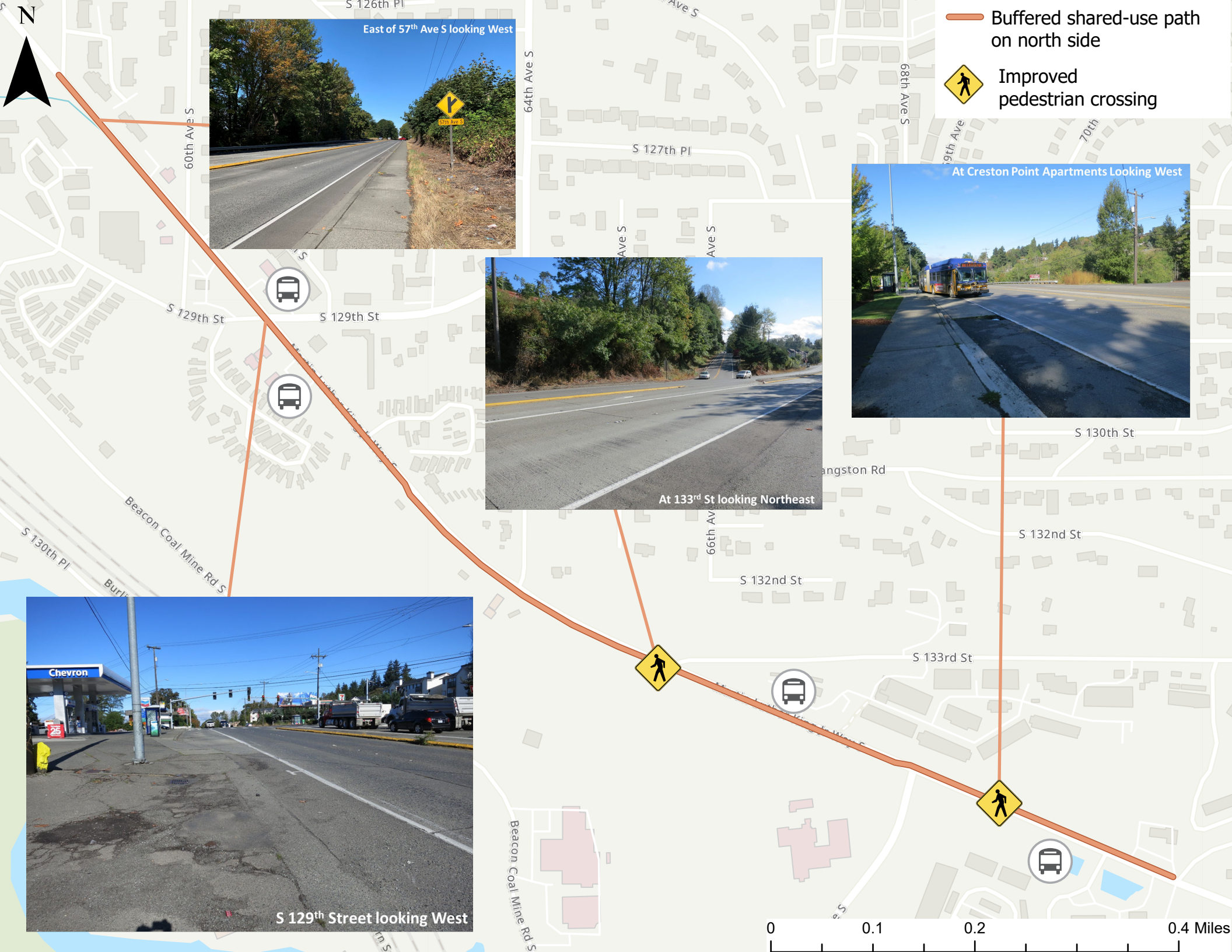




Figure 7: PSRC Displacement Risk on SR 900 Corridor



SR 900 Corridor Improvements - Phase 1 Preliminary Engineering/Design





-  Buffered shared-use path on north side
-  Improved pedestrian crossing



East of 57th Ave S looking West



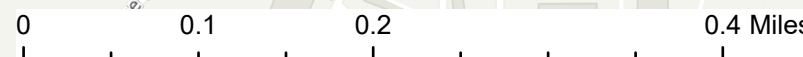
At Creston Point Apartments Looking West



At 133rd St looking Northeast



S 129th Street looking West





King County

Department of Local Services
Road Services Division

July 17, 2023

Josh Brown, Executive Director
Puget Sound Regional Council
1011 Western Avenue Suite 500
Seattle, WA 98104

RE: Transportation Alternatives Program (TAP) – WSDOT SR 900 Application

Dear Mr. Brown,

The King County Department of Local Services - Road Services Division (Roads) is pleased to submit this letter of support for the Washington State Department of Transportation's Transportation Alternatives Program (TAP) application for SR 900.

The Department of Local Services provides direct services to the Skyway unincorporated community, including the maintenance of county roads, land use planning, and community engagement. SR 900 travels through the unincorporated area and intersects eight unincorporated King County maintained roads. Sidewalk construction is a high priority for members of this historically underserved community, many of whom rely on transit and active transportation to access employment and critical services in county and regional centers. In its current state, SR 900 lacks the facilities to support the access to opportunity needed by this community.

Roads supports WSDOT's proposal to construct sidewalks on SR 900. This will provide a dedicated space for people to walk and bike, comfortably separated from the fast-moving adjacent vehicular traffic. The proposed crossing improvements will enhance the ability of people to safely access the multifamily housing, transit stops, and commercial destinations along the corridor. The addition of ADA-compliant infrastructure will enable all members of the community to participate in public life, regardless of disability status.

Roads supports WSDOT's ongoing efforts to make SR 900 safer and more accessible for all road users and fully supports WSDOT as they seek resources for this critical project. Thank you for considering their 2023 TAP application.

Sincerely,



Tricia Davis
Road Services Division Director
King County Department of Local Services
206-263-9690

cc: April Delchamps, AICP, Planning Manager, Washington State Department of Transportation

Certificate Of Completion

Envelope Id: 0EDBB15FBE1F45009B528B27FD96F186	Status: Completed
Subject: Complete with DocuSign: TAP2023-WSDOT-SR900LetterOfSupport	
Source Envelope:	
Document Pages: 1	Signatures: 1
Certificate Pages: 5	Initials: 0
AutoNav: Enabled	Envelope Originator:
Envelope Stamping: Enabled	Sarah Green
Time Zone: (UTC-08:00) Pacific Time (US & Canada)	401 5TH AVE
	SEATTLE, WA 98104
	Sarah.Green@kingcounty.gov
	IP Address: 198.49.222.20


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Security Appliance Status: Connected	Pool: FedRamp	
Storage Appliance Status: Connected	Pool: King County-Dept of Local Services-Road Services	Location: DocuSign

Signer Events

Tricia Davis
 Tricia.Davis@kingcounty.gov
 Road Services Division Director
 King County Road Services Division
 Security Level: Email, Account Authentication (None)

Signature

DocuSigned by:

 771E66D2EB854EF...
 Signature Adoption: Uploaded Signature Image
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 Signed: 7/17/2023 1:37:47 PM

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 ID: 3f8d7cdf-6879-4269-a685-8bb485b47147

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Signature

Timestamp

Editor Delivery Events

Status

Timestamp

Agent Delivery Events

Status

Timestamp

Intermediary Delivery Events

Status

Timestamp

Certified Delivery Events

Status

Timestamp

Carbon Copy Events

Status

Timestamp

Bryannah Quander
 bquander@kingcounty.gov
 Security Level: Email, Account Authentication (None)

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Signature

Timestamp

Envelope Summary Events

Status

Timestamps

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Certified Delivered	Security Checked	7/17/2023 1:36:02 PM
Signing Complete	Security Checked	7/17/2023 1:37:47 PM

Envelope Summary Events	Status	Timestamps
Completed	Security Checked	7/17/2023 1:37:47 PM
Payment Events	Status	Timestamps
Electronic Record and Signature Disclosure		

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If you decide to receive notices and disclosures from us electronically, you may at any time change your mind and tell us that thereafter you want to receive required notices and disclosures only in paper format. How you must inform us of your decision to receive future notices and disclosure in paper format and withdraw your consent to receive notices and disclosures electronically is described below.

Consequences of changing your mind

If you elect to receive required notices and disclosures only in paper format, it will slow the speed at which we can complete certain steps in transactions with you and delivering services to you because we will need first to send the required notices or disclosures to you in paper format, and then wait until we receive back from you your acknowledgment of your receipt of such paper notices or disclosures. Further, you will no longer be able to use the DocuSign system to receive required notices and consents electronically from us or to sign electronically documents from us.

All notices and disclosures will be sent to you electronically

Unless you tell us otherwise in accordance with the procedures described herein, we will provide electronically to you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you during the course of our relationship with you. To reduce the chance of you inadvertently not receiving any notice or disclosure, we prefer to provide all of the required notices and disclosures to you by the same method and to the same address that you have given us. Thus, you can receive all the disclosures and notices electronically or in paper format through the paper mail delivery system. If you do not agree with this process, please let us know as described below. Please also see the paragraph immediately above that describes the consequences of your electing not to receive delivery of the notices and disclosures electronically from us.

How to contact King County-Department of 15:

You may contact us to let us know of your changes as to how we may contact you electronically, to request paper copies of certain information from us, and to withdraw your prior consent to receive notices and disclosures electronically as follows:

To contact us by email send messages to: cipriano.dacanay@kingcounty.gov

To advise King County-Department of 15 of your new email address

To let us know of a change in your email address where we should send notices and disclosures electronically to you, you must send an email message to us at cipriano.dacanay@kingcounty.gov and in the body of such request you must state: your previous email address, your new email address. We do not require any other information from you to change your email address.

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To inform us that you no longer wish to receive future notices and disclosures in electronic format you may:

- i. decline to sign a document from within your signing session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may;
- ii. send us an email to cipriano.dacanay@kingcounty.gov and in the body of such request you must state your email, full name, mailing address, and telephone number. We do not need any other information from you to withdraw consent.. The consequences of your withdrawing consent for online documents will be that transactions may take a longer time to process..

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The minimum system requirements for using the DocuSign system may change over time. The current system requirements are found here: <https://support.docusign.com/guides/signer-guide-signing-system-requirements>.

Acknowledging your access and consent to receive and sign documents electronically

To confirm to us that you can access this information electronically, which will be similar to other electronic notices and disclosures that we will provide to you, please confirm that you have read this ERSD, and (i) that you are able to print on paper or electronically save this ERSD for your future reference and access; or (ii) that you are able to email this ERSD to an email address where you will be able to print on paper or save it for your future reference and access. Further, if you consent to receiving notices and disclosures exclusively in electronic format as described herein, then select the check-box next to ‘I agree to use electronic records and signatures’ before clicking ‘CONTINUE’ within the DocuSign system.

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- You can access and read this Electronic Record and Signature Disclosure; and
- You can print on paper this Electronic Record and Signature Disclosure, or save or send this Electronic Record and Disclosure to a location where you can print it, for future reference and access; and
- Until or unless you notify King County-Department of 15 as described above, you consent to receive exclusively through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you by King County-Department of 15 during the course of your relationship with King County-Department of 15.

Skyway Coalition

PO BOX 78456
SEATTLE, WA 98178
206.355.5334

skywaycoalition.org



July 20, 2023

Josh Brown, Executive Director
Puget Sound Regional Council
1011 Western Avenue Suite 500
Seattle, WA 98104

RE: PSRC 2023 Transportation Alternatives Program (TAP) Grant – WSDOT SR 900 Application

Dear Mr. Brown:

Skyway Coalition is pleased to submit this letter of support for the Washington State Department of Transportation SR 900 application to the PSRC 2023 Transportation Alternatives Program (TAP).

The project would be a major improvement for safety and would provide a safe and separated space for people to walk and bike. However, there are concerns about the current homeless encampments and we encourage addressing these with appropriately responsive solutions, such as:

- Temporary housing for people who are displaced from the encampments
- Accessible supportive services for those experiencing homelessness
- Partnerships with community organizations to create permanent housing for people experiencing homelessness

SR 900 is a vital corridor that connects the Skyway community to the City of Renton and other county and regional destinations. Despite its regional and countywide significance, the SR 900 corridor currently lacks safe and comfortable active transportation infrastructure.

Due to the lack of dedicated active transportation facilities along much of the corridor, pedestrians and bicyclists must travel along an unpaved shoulder alongside high-speed traffic. Crossing opportunities are infrequent and located away from transit stops and other key destinations.

This project is a crucial first step in addressing many of these issues. The proposed shared-use path on the north side of SR 900 will provide a safe and comfortable space for travelers to walk, bike, and roll that is separated from vehicle traffic. The addition of curbing and narrowing of travel lanes will help to manage corridor speeds. New enhanced pedestrian crossings will improve access to transit and other services and destinations. The addition of audible pedestrian signals and improved curb cuts at signalized intersections will also improve accessibility for users of all ages and abilities.

This project will help to promote a safer and more accessible multimodal environment along the SR 900 corridor. We fully support WSDOT as they seek resources for this critical project. Thank you for considering their 2023 TAP application.

Best regards,

Rebecca Berry
Executive Director
on behalf of Skyway Coalition

SR: 900
 Title: SR 900/57th Ave S to S 135th St - Pedestrian & Safety Improvments

MP : 7.51 to 8.47

Work Item #	Work Item	Price per Unit	Unit	Qty	Cost
Preparation					
0025	Clearing and Grubbing	\$150,000.00	Acre	0.88	\$131,928
0050	Removal Of Structure And Obstruction	\$62,300.00	LS	1	\$62,300
0100	Removing Cement Conc. Sidewalk	\$50.00	SY	937	\$46,856
0108	Removal of Conc Curb and Gutter	\$15.00	LF	1,259	\$18,885
0120	Removing Asphalt Conc. Pavement, SY	\$20.00	SY	7,040	\$140,800
0170	Removing Guardrail	\$8.00	LF	1,267	\$10,138
Grading					
0431	Gravel Borrow Incl. Haul	\$35.00	TON	11,100	\$388,500
0470	Embankment Compaction	\$8.00	CY	11,100	\$88,800
Drainage					
3091	Catch Basin Type 1	\$3,000.00	EA	23	\$69,000
1180	Schedule A Culv. Pipe 12 In. Diam.	\$125.00	LF	5,122	\$640,250
Structure					
4025	Gravel Backfill for Wall	\$50.00	CY	2,550	\$127,500
7169	Structural Earth Wall	\$45.00	SF	27,500	\$1,237,500
4119	SEW Traffic Barrier	\$350.00	LF	1,180	\$413,000
Surfacing					
5100	Crushed Surfacing Base Course	\$45	Ton	2,590	\$116,550
Hot Mix Asphalt					
5711	Planing Bituminous Pavement	\$25.00	SY	667	\$16,667
5767	HMA Cl. 1/2 IN. PG 64-22	\$150	Ton	205	\$30,750
5830	Job Mix Compliance Price Adjustment	Calc	%	3%	\$923
5835	Compaction Price Adjustment	Calc	%	2%	\$615.00
5873	HMA for Approach CL 1/2 IN PG 64-22	\$185	Ton	160	\$29,600.00
Erosion Control & Planting					
6403	ESC Lead	\$150	Day	38	\$5,700
6490	Erosion/ Water Pollution control	\$1	Est	25,000	\$25,000
6635	High Visibility Silt Fence	\$15	LF	5,280	\$79,200
xxxx	Planter Strip	\$15	SF	9,504	\$142,560
xxxx	Stormwater Treatment/Detention	\$500,000	LS	1	\$500,000
Traffic					
6807	Plastic Line	\$2.50	LF	21,120	\$52,800
6833	Plastic Traffic Arrows	\$300	EA	12	\$3,600
6700	Cement Conc. Traffic Curb and Gutter	\$50	LF	4,752	\$237,600
6857	Plastic Crosswalk Line	\$10	SF	640	\$6,400
6858	Plastic Stop Line	\$25	LF	192	\$4,800
6871	Plastic Traffic Letter	\$80	EA	28	\$2,240
6895	Temporary Roadway Marking - Short Duration	\$0.75	LF	15,600	\$11,700
6711	Beam Guardrail Type 31	\$40.00	LF	1,300	\$52,000
6716	Beam Guardrail Type 31 Non-flared Terminal	\$3,500.00	EACH	4	\$14,000
6890	Permanent Signing	\$15,000	LS	1	\$15,000
6904	Illumination System	\$1	LS	225,000	\$225,000
xxxx	Traffic Signal Modification	\$1	LS	950,000	\$950,000
xxxx	Pedestrian Illumination	\$1	LS	350,000	\$350,000
6956	Sequential Arrow Sign	\$7	HR	850	\$5,950
6973	Other Temporary Traffic Control	\$80,000	LS	1	\$80,000
6974	Traffic Control Supervisor	\$85,000	LS	1	\$85,000
6980	Flaggers	\$95	HR	5,100	\$484,500
6982	Construction Signing Class A	\$35	SF	480	\$16,800
6992	Other Traffic Control Labor	\$95	HR	2,550	\$242,250
6993	Portable Changeable Message Sign	\$12	HR	3,400	\$40,800
7448	Transportable Attenuator	\$45	HR	1,700	\$76,500
7450	Repair Transportable Attenuator	\$10,000	EST	1	\$10,000
Other					
7003	Type B Progress Schedule	\$1	LS	5,000	\$5,000
7038	Roadway Surveying	\$1	LS	50,000	\$50,000
7055	Cement Conc. Curb Ramp	\$7,500	EA	6	\$45,000
7054	Detectable Warning Surface	\$25	SF	60	\$1,500
7380	Adjust Monument Case and Cover	\$1,000	EA	1	\$1,000
xxxx	Island Cut Through	\$4,500	EA	6	\$27,000
xxxx	Accessible Pedestrian Signal (APS), LS	\$60,000	LS	1	\$60,000
7058	Cement Conc. Sidewalk	\$135	SY	5,280	\$712,800
7059	Cement Conc Driveway Entrance	\$125	SY	144	\$18,000
xxxx	In-lane Bus Stop	\$100,000	EA	4	\$400,000
7042	ADA Features Surveying	\$500	EA	6	\$3,000
7480	Roadside Cleanup	\$1	LS	5,000	\$5,000
xxxx	Utility Modification	\$1	LS	1,000,000	\$1,000,000
7736	SPCC Plan	\$1	LS	5,000	\$5,000

Not Funded by TAP Grant

Subtotal for Percentages		TAP GRANT	In-lane Bus Stops	TOTAL	Inflated Cost
Construction Subtotal:		\$9,223,261	\$400,000	\$9,623,261	
Miscellaneous	30%	\$2,766,978	\$120,000	\$2,886,978	
Construction Subtotal:		\$11,990,239	\$520,000	\$12,510,239	
Mobilization	10%	\$1,199,024	\$52,000	\$1,251,024	
Subtotal:		\$13,189,263	\$572,000	\$13,761,263	
Sales Tax	10.1%	\$1,332,116	\$57,772	\$1,389,888	
Subtotal:		\$14,521,378	\$629,772	\$15,151,150	
Construction Engineering and contingencies	10%	\$1,452,138	\$62,977	\$1,515,115	
	4%	\$580,855	\$25,191	\$606,046	
Construction Subtotal:		\$16,554,000	\$718,000	\$17,272,000	\$17,600,000
R/W Total:		\$424,000		\$424,000	\$435,000
Complete Streets Pre-design:		\$700,000		\$700,000	
Preliminary Engineering:	15%	\$2,178,207	\$94,466	\$2,272,673	
Total Preliminary Engineering		\$2,878,000	\$94,000	\$2,972,000	\$3,215,000
				\$0	
Project Costs:		\$19,856,000	\$812,000	\$20,668,000	\$21,250,000

Figure 1: Project Location Map

SR 900 Corridor Improvements - Phase 1 Preliminary Engineering/Design

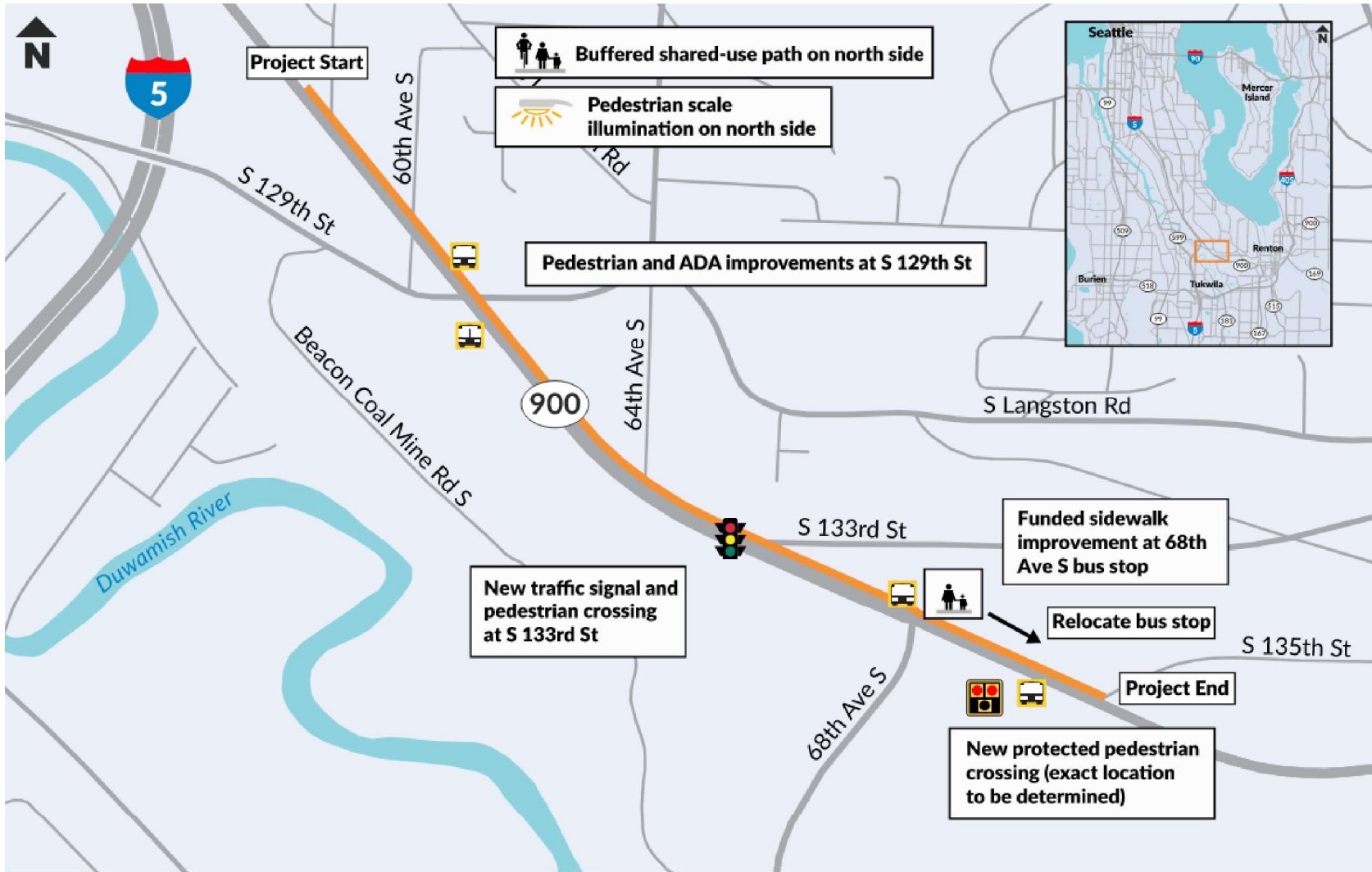
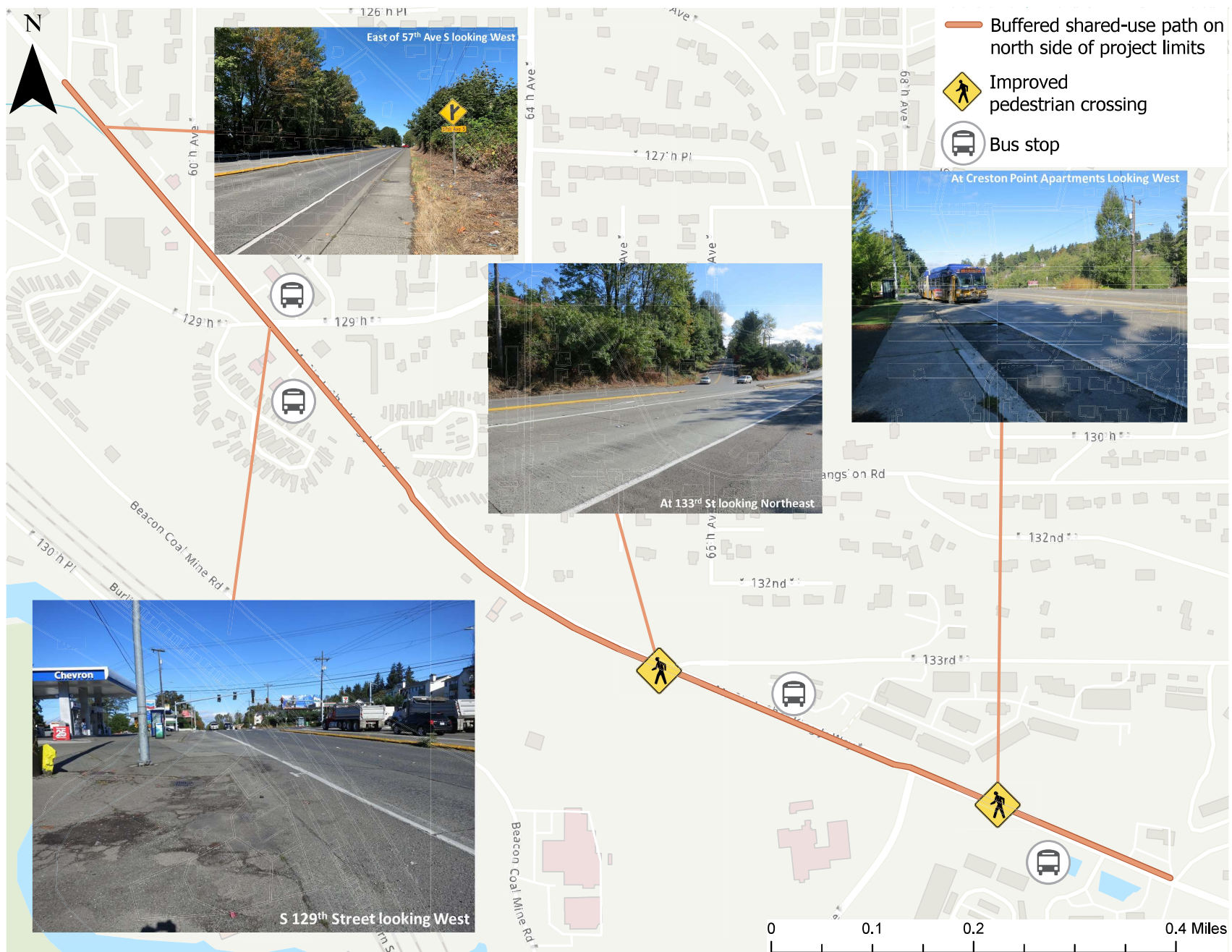


Figure 2: Corridor Existing Conditions and Proposed Improvements



Executive TEIS - Capital Projects System Project Detail With Fund Types

SR 900 Safety Improvements

ProjectID(PIN):	L2021118	Contracting Method:	Unassigned	Percent Complete:	0%	Revenue Package:	PEF	
Description:							Bond Eligible:	N
Book Description:	Funding is provided for WSDOT to work in collaboration with King County and Skyway Coalition to align community assets, transportation infrastructure needs, and perform initial design for safety improvements along SR 900.							
Route:	State Route 900	Mile Posts:	0.00 - 0.00	DOT Region:	Unassigned			
Program/Sub-Program:	Improvement / Safety			County:	King			
Sub-Category:	Unassigned			Congressional District(s):				
Improvement Types:	Unknown			Legislative Districts(s):	37			
Major Corridor:	Safety - Pedestrian & Bicycle Improvements			Urban Area:	Unassigned			
Project Origin:	Unassigned			Location:				

PROJECT STATUS

<u>Phase</u>	<u>Start Date</u>	<u>End Date</u>	<u>Phase Status</u>	<u>Milestone</u>	<u>Date</u>	<u>Actl</u>
Total	02/16/2022	02/16/2022	Legislatively Approved			

PROJECT COSTS

<u>Phase/Fund Type</u>	<u>Prior</u>	<u>21 - 23</u>	<u>23 - 25</u>	<u>25 - 27</u>	<u>27 - 29</u>	<u>29 - 31</u>	<u>31 - 33</u>	<u>33 - 35</u>	<u>35 - 37</u>	<u>37 - 39</u>	<u>Future</u>	<u>Total</u>
Total	0	0	450,000	0	0	0	0	0	0	0	0	450,000
State - MVA	0	0	450,000	0	0	0	0	0	0	0	0	450,000
Project Totals	0	0	450,000	0	0	0	0	0	0	0	0	450,000
State - MVA	0	0	450,000	0	0	0	0	0	0	0	0	450,000



July 18, 2023

Josh Brown, Executive Director

Puget Sound Regional Council
1011 Western Avenue Suite 500
Seattle, WA 98104

RE: PSRC 2023 Transportation Alternatives Program (TAP) Grant – WSDOT SR 900 Application

Dear Mr. Brown:

West Hill Community Association is pleased to submit this letter of support for the Washington State Department of Transportation SR 900 application to the PSRC 2023 Transportation Alternatives Program (TAP).

SR 900 is a vital corridor that connects the Skyway community to the City of Renton and other county and regional destinations including the Skyway Candidate Countywide Center and the Renton Regional Growth Center. Despite its regional and countywide significance, the SR 900 corridor currently lacks safe and comfortable active transportation infrastructure.

Due to the lack of dedicated active transportation facilities along much of the corridor, pedestrians and bicyclists must travel along an unpaved shoulder alongside high-speed traffic. Crossing opportunities are infrequent and located away from transit stops and other key destinations.

This project is a crucial first step in addressing many of these issues. The proposed shared-use path on the north side of SR 900 will provide a safe and comfortable space for travelers to walk, bike, and roll that is separated from vehicle traffic. The addition of curbing and narrowing of travel lanes will help to manage corridor speeds. New enhanced pedestrian crossings will improve access to transit and other services and destinations. The addition of audible pedestrian signals and improved curb cuts at signalized intersections will also improve accessibility for users of all ages and abilities.

This project will help to promote a safer and more accessible multimodal environment along the SR 900 corridor. We fully support WSDOT as they seek resources for this critical project. Thank you for considering their 2023 TAP application.

Sincerely,

Fin Harmany
Community Leader
West Hill Community Association

Greg Hunter
Board President
West Hill Community Association

