

# CITY OF KENT WASHINGTON

## SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2017 – 2022



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On the Cover: Central Avenue South Improvements

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# Introduction

## Overview

The Six-Year Transportation Improvement Program (TIP) is a short-range planning document that is updated annually based on needs and policies identified in the City's adopted Comprehensive Plan and Transportation Master Plan. The TIP represents Kent's current list of needed projects that are anticipated to begin preliminary engineering, right of way acquisition or construction within the next six years. The TIP also includes ongoing citywide transportation programs. Projects and programs included in the plan are those that are considered to be regionally significant.

The document identifies secured or reasonably expected revenue sources for each project or program. The TIP serves as a draft work plan for the development of the local transportation network. Once adopted, the TIP will guide funding and implementation priorities during the development of the transportation portion of the Six -Year Capital Improvement Program (CIP). The CIP shows the City-funded portion of projects and is constrained by current budget forecasts, whereas the TIP shows a complete project list with the variety of funding sources and partners involved.

Historically, the largest sources of funding for TIP capital projects have been grants. Funding for transportation projects is available from federal, state and local resources. Each funding source has specific rules and guidelines about what types of projects they will fund, how much of a project will be funded and timelines for expenditure of funds. Additionally, most grant programs require a funding match, which means that the City must also contribute funding to the cost of a project.

The City of Kent funds transportation capital projects using the General Fund, Street Fund, Local Improvement Districts, Transportation Impact Fees, Business and Occupation Tax, Solid Waste Utility tax, and grant revenue from local, state and federal governments. One of the reasons the TIP is updated annually is because many of these revenue sources are so closely tied to the health of the economy they can be somewhat unpredictable.

## Document structure

Each project or program listed in the TIP includes an estimated cost, the amount of funding secured or unsecured and the funding source(s). If grant funding has been secured from a specific source, it is identified. Projects listed that are necessary to accommodate growth and allow the City to maintain its adopted Levels of Service may be funded in part by transportation impact fees. The costs for projects programmed in the first three years of the TIP have been developed with a higher level of certainty whereas those in the latter three years have been developed with less specificity, as those projects are generally less defined.

## Requirements

State law requires that each city develop a local TIP and that it be updated annually (RCW 35.77.010). It represents an important planning component under the State's Growth Management Act. The TIP may be revised at any time during the year by a majority of the Council, after a Public Hearing.

In order to compete for transportation funding grants from Federal and State sources, granting agencies require that projects be included in the TIP. The State's Safe Routes to School (SRTS) program, for example, requires that potential projects be included in the TIP in order to be eligible for funding.

The Six Year TIP is also required to be consistent with the transportation element of the Comprehensive Plan pursuant to RCW 35.77.010.

## Changes to the TIP

The City updated its Comprehensive Plan in 2015. The first six years of the Comprehensive Plan are financially constrained, meaning that secured funding is demonstrated within an approved budget or similarly approved funding action. Subsequently, the 2017-2022 TIP has been revised to reflect projects that will likely be constructed using existing funding sources as well as the City's historical record of average grant disbursements. Capital Streets Projects that do not have any identified funding sources have been removed from the plan. Projects and programs were reclassified where appropriate.

Table 1  
Projects Added

PROJECT NAME	PROJECT TYPE
Transportation Master Plan	Planning
Railroad Quiet Zone for Downtown Urban Center	Economic Development
132 <sup>nd</sup> Avenue Walking Path	Non-Motorized
Meeker Complete Street Redesign	Economic Development
Willis Street Roundabout	Economic Development

Table 2  
Projects Removed

PROJECT NAME	PROJECT TYPE	COMMENTS
Safe Routes to Schools Improvements at Neely O'Brien Elementary	Safety	Unfunded
Safe Routes to Schools Improvements at Daniel Elementary	Safety	Unfunded
James Street Bicycle Lanes	Non-Motorized	Unfunded
Safe Routes to Schools Improvements at Meadow Ridge Elementary	Safety	Unfunded
Safe Routes to Schools Improvements at Horizon Elementary	Safety	Unfunded
South 212 <sup>th</sup> Street and 72 <sup>nd</sup> Avenue South Intersection Improvement	Operations	Project reclassified within Street Preservation Program
Bicycle System Improvements Program	Non-Motorized	Program reclassified as projects
Community Based Circulating Shuttles Program	Transit	Program moved to operations budget
Quiet Zone for Downtown Urban Center Program	Economic Development	Program reclassified as project

# Project List

<b>Project Number</b>	<b>Project Name</b> Project Location and Extent
1.	<b>Kent Kangley Road Pedestrian Safety Improvements</b> 104 <sup>th</sup> Avenue Southeast to 124 <sup>th</sup> Avenue Southeast
2.	<b>1st Avenue North Street Improvements</b> Smith Street to James Street
3.	<b>South 228<sup>th</sup> Street/Union Pacific Railroad Grade Separation</b> Grade separation crossing at Union Pacific Railroad
4.	<b>72<sup>nd</sup> Avenue South Extension</b> South 200 <sup>th</sup> Street to South 196 <sup>th</sup> Street
5.	<b>Traffic Control Signal System</b> Citywide Project
6.	<b>Kent Regional Trails Connector</b> Green River Trail to Interurban Trail at S 218 <sup>th</sup> Street
7.	<b>Southeast 208<sup>th</sup> Street and 108<sup>th</sup> Avenue Southeast Intersection Improvement</b> Intersection Operations Enhancement
8.	<b>Central Avenue South Improvements</b> Green River Bridge to East Willis Street (SR 516)
9.	<b>South 224<sup>th</sup> Street Extension</b> 84 <sup>th</sup> Avenue South to 104 <sup>th</sup> Avenue Southeast (SR 515/Benson Highway)
10.	<b>Transportation Master Plan</b>
11.	<b>Railroad Quiet Zone for Downtown Urban Center</b> Burlington Northern Santa Fe and Union Pacific Railroads
12.	<b>132<sup>nd</sup> Avenue Pedestrian Improvements</b> Kent-Kangley Road to Southeast 248 <sup>th</sup> Street
13.	<b>Meeker Complete Street Redesign</b>

<b>Project Number</b>	<b>Project Name</b> Project Location and Extent
<b>14.</b>	<b>Safe Routes to Schools Improvements at Meridian Elementary</b> Southeast 256 <sup>th</sup> Street and 140 <sup>th</sup> Avenue Southeast
<b>15.</b>	<b>80<sup>th</sup> Avenue South Improvements</b> South 196th Street to South 188th Street
<b>16.</b>	<b>Willis Street and Central Avenue Intersection Improvements</b> Intersection Operations Enhancement
<b>17.</b>	<b>76th Avenue South</b> South 222nd Street to the 22200 block
<b>18.</b>	<b>Panther Lake Signal System Integration</b>
<b>19.</b>	<b>Willis Street Roundabout</b> Willis Street at 4 <sup>th</sup> Avenue South

**ONGOING CITYWIDE PROGRAMS**

- 20. Street Preservation Program**
- 21. Traffic Signal Management Program**
- 22. Channelization Improvement Program**
- 23. Sidewalks, Sidewalk Repair and the Americans with Disabilities Act Compliance Program**
- 24. Guardrail and Safety Improvements**

**CITY OF KENT**  
**2017 - 2022 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM**  
**COST ESTIMATES**

No.	DESCRIPTION	STATUS	PROJECT COSTS				PHASES				FUTURE FUNDED ELEMENTS BROKEN OUT BY YEAR							PROJECT TYPE
			Project Costs Total	Past	Future Funded	Future Unfunded	Phases Total	Preliminary Engineering	Right of Way	Construction	Years Total	2017	2018	2019	2020	2021	2022	
1	Kent Kangley Pedestrian Safety Improvements	Project will be substantially complete in 2016.	\$ 845,000	\$ 840,000	\$ 5,000	\$ -	\$ 845,000	\$ 154,000	\$ -	\$ 691,000	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	Non-Motorized
2	1st Avenue North Street Improvements	Project will be substantially complete in 2016.	\$ 565,000	\$ 550,000	\$ 15,000	\$ -	\$ 565,000	\$ 70,000	\$ -	\$ 495,000	\$ 15,000	\$ 15,000	\$ -	\$ -	\$ -	\$ -	\$ -	Mobility
3	South 228th Street/Union Pacific Railroad Grade Separation	Construction to begin in 2016.	\$ 25,000,000	\$ 1,154,000	\$ 23,846,000	\$ -	\$ 25,000,000	\$ 3,600,000	\$ 5,000,000	\$ 16,400,000	\$ 23,846,000	\$ 9,000,000	\$ 8,000,000	\$ 6,846,000	\$ -	\$ -	\$ -	Safety
4	72nd Avenue South Extension	Project will be substantially complete in 2016.	\$ 3,452,500	\$ 2,952,500	\$ 500,000	\$ -	\$ 3,452,500	\$ 417,500	\$ 35,000	\$ 3,000,000	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	Capacity
5	Traffic Control Signal System	Project will be substantially complete in 2016.	\$ 397,000	\$ 392,000	\$ 5,000	\$ -	\$ 397,000	\$ 5,000	\$ -	\$ 392,000	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	Operations
6	Kent Regional Trails Connector	Project will be substantially complete in 2016.	\$ 1,815,000	\$ 1,736,000	\$ 5,000	\$ 74,000	\$ 1,815,000	\$ 365,000	\$ 4,000	\$ 1,446,000	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	Non-Motorized
7	Southeast 208th Street and 108th Avenue Southeast Intersection Improvement	Project will be substantially complete in 2016.	\$ 1,046,000	\$ 56,000	\$ 640,000	\$ 350,000	\$ 1,046,000	\$ 225,000	\$ 21,000	\$ 800,000	\$ 50,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -	Capacity
8	Central Avenue South Improvements	Project will be substantially complete in 2016.	\$ 6,919,628	\$ 6,914,628	\$ 5,000	\$ -	\$ 6,919,628	\$ 261,885	\$ -	\$ 6,657,743	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -	\$ -	Capacity
9	South 224th Street Extension	Construction to begin in 2016.	\$ 29,000,000	\$ 3,352,000	\$ 16,648,000	\$ 9,000,000	\$ 29,000,000	\$ 3,000,000	\$ 4,000,000	\$ 22,000,000	\$ 16,648,000	\$ 4,162,000	\$ 4,162,000	\$ 4,162,000	\$ 4,162,000	\$ -	\$ -	Capacity
10	Transportation Master Plan	Project not yet funded.	\$ 900,000	\$ -	\$ -	\$ 1,100,000	\$ 900,000	\$ -	\$ -	\$ -	\$ 1,100,000	\$ 370,000	\$ 370,000	\$ 360,000	\$ -	\$ -	\$ -	Planning
11	Railroad Quiet Zone for Downtown Urban Center	Project not yet funded.	\$ 1,500,000	\$ 150,000	\$ -	\$ 1,350,000	\$ 1,500,000	\$ 220,000	\$ 80,000	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Econ Dev
12	132nd Avenue Pedestrian Improvements	Construction to begin in 2017.	\$ 1,118,340	\$ -	\$ 1,118,340	\$ -	\$ 1,118,340	\$ 218,340	\$ 100,000	\$ 800,000	\$ 1,118,340	\$ 1,118,340	\$ -	\$ -	\$ -	\$ -	\$ -	Non-Motorized
13	Meeker Complete Street Redesign	Phase I will be substantially complete in 2016.	\$ 90,000	\$ 90,000	\$ -	\$ -	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Econ Dev
14	Safe Routes to Schools Improvements at Meridian Elementary	Project not yet funded.	\$ 448,000	\$ -	\$ 50,000	\$ 398,000	\$ 448,000	\$ 65,000	\$ 83,000	\$ 300,000	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ -	\$ -	\$ -	Safety
15	80th Avenue South Improvements	Project not yet funded.	\$ 7,500,000	\$ -	\$ -	\$ 7,500,000	\$ 7,500,000	\$ 600,000	\$ 800,000	\$ 6,100,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Capacity
16	Willis Street and Central Avenue Intersection Improvements	Project not yet funded.	\$ 500,000	\$ -	\$ 168,000	\$ 332,000	\$ 500,000	\$ 44,000	\$ 166,000	\$ 290,000	\$ 168,000	\$ -	\$ -	\$ 168,000	\$ -	\$ -	\$ -	Capacity
17	76th Avenue South	Project not yet funded.	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	\$ 500,000	\$ -	\$ 4,500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Econ Dev
18	Panther Lake Signal System Integration	Project not yet funded.	\$ 342,000	\$ -	\$ -	\$ 342,000	\$ 342,000	\$ -	\$ -	\$ 342,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Operations
19	Willis Street Roundabout	Project not yet funded.	\$ 2,500,000	\$ -	\$ -	\$ 2,500,000	\$ 2,500,000	\$ 350,000	\$ -	\$ 2,150,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Econ Dev
<b>Total Projects</b>			\$ 89,138,468	\$ 18,187,128	\$ 43,005,340	\$ 27,946,000	\$ 87,948,468	\$ 10,095,725	\$ 10,289,000	\$ 67,563,743	\$ 43,515,340	\$ 15,235,340	\$ 12,532,000	\$ 11,586,000	\$ 4,162,000	\$ -	\$ -	
20	Street Preservation Program	N/A	\$ 74,000,000	N/A	\$ 36,128,000	\$ 37,872,000	\$ 74,000,000	\$ 7,000,000	\$ -	\$ 67,000,000	\$ 36,128,000	\$ 5,945,000	\$ 5,971,000	\$ 5,996,000	\$ 6,022,000	\$ 6,022,000	\$ 6,172,000	Preservation
21	Traffic Signal Management Program	N/A	\$ 4,200,000	N/A	\$ -	\$ 4,200,000	\$ 4,200,000	\$ 600,000	\$ -	\$ 3,600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Operations
22	Channelization Improvement Program	N/A	\$ 2,400,000	N/A	\$ 2,400,000	\$ -	\$ 2,400,000	\$ 250,000	\$ -	\$ 2,150,000	\$ 2,400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	\$ 400,000	Operations
23	Sidewalks, Sidewalk Repair and the ADA Compliance Program	N/A	\$ 12,000,000	N/A	\$ 5,400,000	\$ 6,600,000	\$ 12,000,000	\$ 500,000	\$ 1,000,000	\$ 10,500,000	\$ 5,400,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000	Non-Motorized
24	Guardrail and Safety Improvements	N/A	\$ 600,000	N/A	\$ -	\$ 600,000	\$ 600,000	\$ 60,000	\$ -	\$ 540,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Safety
<b>Total Programs</b>			\$ 93,200,000	N/A	\$ 43,928,000	\$ 49,272,000	\$ 93,200,000	\$ 8,410,000	\$ 1,000,000	\$ 83,790,000	\$ 43,928,000	\$ 7,245,000	\$ 7,271,000	\$ 7,296,000	\$ 7,322,000	\$ 7,322,000	\$ 7,472,000	

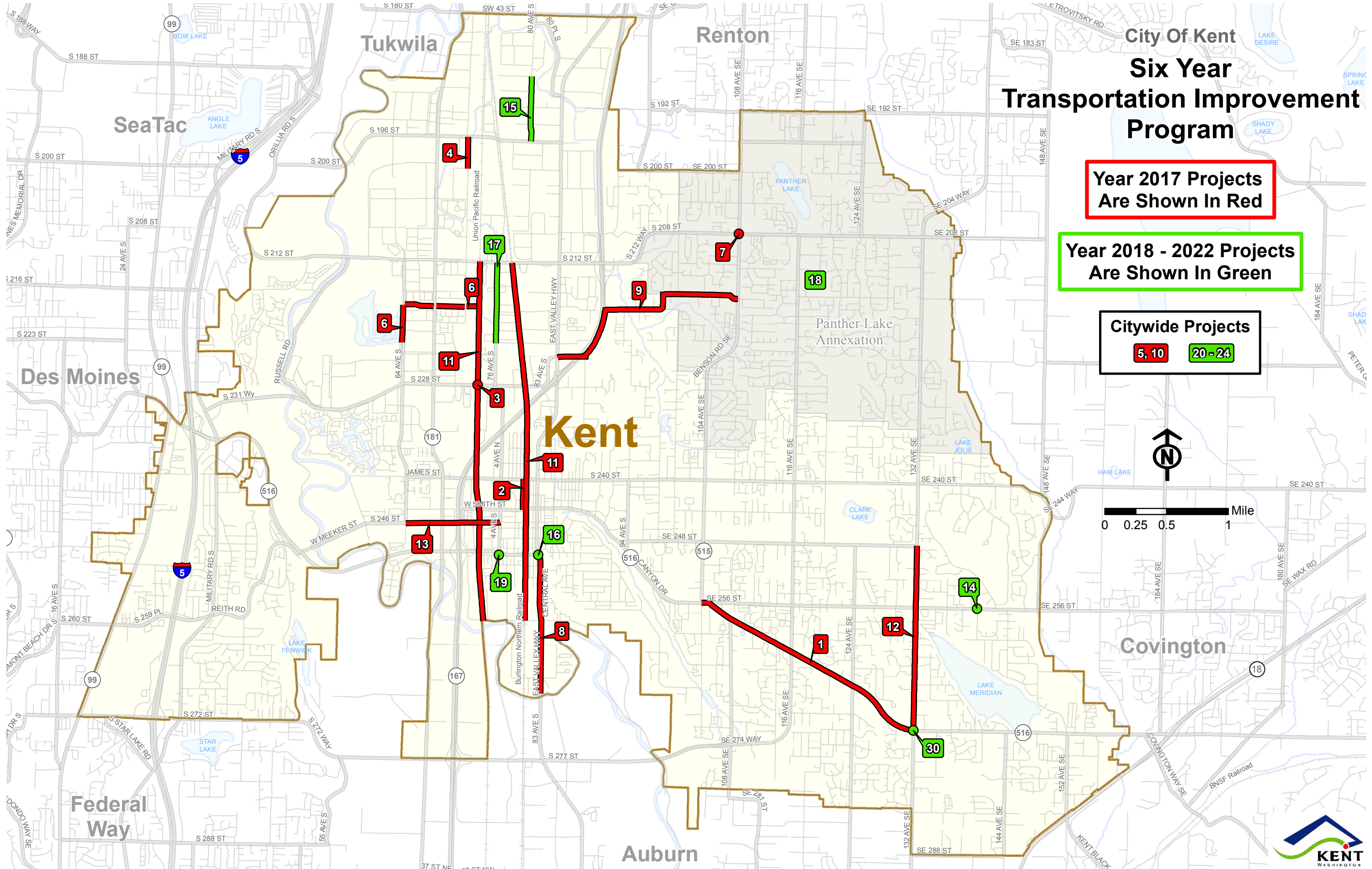


# City Of Kent Six Year Transportation Improvement Program

**Year 2017 Projects  
Are Shown In Red**

**Year 2018 - 2022 Projects  
Are Shown In Green**

**Citywide Projects**  
5, 10    20 - 24



# 2017-2022 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM

**PROJECT #1:**     **Kent Kangley Pedestrian Safety Improvements**  
104<sup>th</sup> Avenue Southeast to 124<sup>th</sup> Avenue Southeast

**PROJECT TYPE:** Non-Motorized

**YEAR:**           2017 expected completion

**DESCRIPTION:** Improve safety through the construction of engineering improvements combined with education and enforcement. Add a new mid-block pedestrian crossing of Kent Kangley Road with median refuge island and Rectangular Rapid Flashing Beacons. Restripe crosswalks and stop bars, upgrade pedestrian crossings to countdown message modules and Americans with Disability Accessible (ADA) standard pedestrian push buttons. A total of 24 sidewalk ramps at seven intersections on Kent Kangley between SE 256<sup>th</sup> Street and 124<sup>th</sup> Avenue Southeast will be improved by this project and signage consistent with the Manual on Urban Traffic Control Devices will be installed along the entire project length. The project is nearing completion.

**PROJECT COST:**   Preliminary Engineering..... \$154,000  
                          Right of Way Acquisition..... \$0  
                          Construction ..... \$691,000  
                          **TOTAL.....\$845,000**  
                          Funded..... \$845,000

**FUNDING**

**SOURCE(S):**     City of Kent (General Fund), Transportation Improvement Board, Washington State Department of Transportation Local Programs

**PROJECT**

**JUSTIFICATION:** Kent Kangley Road (SR 516) is one of the most densely populated corridors in the City. The section from 104<sup>th</sup> Ave SE to 124<sup>th</sup> Ave SE is a congested Principal Arterial with a surrounding mixed-use context. It is also a designated truck route and currently operates at a Level of Service (LOS) E during the PM Peak. The majority of housing along this portion of SR 516 is high-density multifamily that generates a substantial amount of pedestrian traffic. This section of Kent Kangley is a high boarding area for transit and a popular destination for senior citizens due to the high concentration of shopping facilities, banks, medical offices and senior housing. The project area includes two of the highest collision incident locations in the City (104<sup>th</sup> Avenue SE at 256<sup>th</sup> Street and 116<sup>th</sup>

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Avenue SE at Kent Kangley Road). The majority of collisions reported in the project area from 2006-2008 occurred during the daylight hours with pedestrians over the age of 18.

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**PROJECT #2:**     **1<sup>st</sup> Avenue North Street Improvements**  
Smith Street to James Street

**PROJECT TYPE:**    Mobility

**YEAR:**             2017 expected completion

**DESCRIPTION:**    Complete pedestrian improvements, increase parking and provide electric vehicle charging stations for commuters. Sidewalk, curb, gutter, lighting, street trees, drainage, and parking along the west side of 1st Avenue N between Smith Street and Temperance Street and added parking along the west side of 1st Avenue N between Temperance Street and James Street for a total of 36 added parking spaces in addition to two new electric vehicle charging stations.

**PROJECT COST:**    Preliminary Engineering.....\$70,000  
Right of Way Acquisition ..... \$0  
Construction ..... \$495,000  
**TOTAL.....\$565,000**  
Funded..... \$565,000

**FUNDING SOURCE(S):**    City of Kent (Business and Occupation Tax), State Regional Mobility Grant

**PROJECT JUSTIFICATION:** This project will provide additional transit access to support the high parking demand at the Kent Transit Center. The existing surface and structured parking is full by 7AM on weekdays. With the current Sounder schedule, half of the AM northbound commuter trains arrive after 7AM. Commuters that would otherwise choose to ride the bus or train to access other regional centers have to drive instead. This area is heavily used by commuters walking and biking to and from the Sounder Platform, Metro and Sound Transit bus station pullouts.

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**PROJECT #3:**     **South 228<sup>th</sup> Street/Union Pacific Railroad Grade Separation**  
Grade Separated crossing at Union Pacific Railroad

**PROJECT TYPE:** Safety

**YEAR:**             2017 - 2019

**DESCRIPTION:** Construct grade separation of the Union Pacific Railroad mainline tracks at South 228<sup>th</sup> Street. The project will include the construction of a bridge; four-lane vehicle crossing; full-width paving; concrete curbs, gutters and sidewalks; bicycle facilities; street lighting; utilities and appurtenances. Construction is underway, utilities are being relocated. This project has also been added to the Washington State Freight Plan.

**PROJECT COST:** Preliminary Engineering.... \$3,600,000  
Right of Way Acquisition ... \$5,000,000  
Construction .....\$16,400,000  
**TOTAL.....\$25,000,000**  
Funded.....\$25,000,000

**FUNDING**

**SOURCE(S):** City of Kent (Business and Occupation Tax, Drainage Fund, Local Improvement District, Street Fund, and Water Fund), Freight Action Strategy for Everett-Seattle-Tacoma Corridor, Freight Mobility Strategic Investment Board, Port of Seattle, Union Pacific Railroad

**PROJECT**

**JUSTIFICATION:** The project will lead to a seamless connection between major freight handlers and their primary destinations. It will support freight moving through Kent to the Ports of Seattle and Tacoma, SeaTac Airport and the freeway system. Grade separating this arterial will increase roadway capacity, decrease congestion, enhance safety and improve freight mobility in this corridor and throughout the region. This project will provide regional connections for thousands of businesses, employers, and the 40 million square feet of warehouse/industrial space in the valley. Construction is underway.

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**PROJECT #4:**     **72<sup>nd</sup> Avenue South Extension**  
                          South 200<sup>th</sup> Street to South 196<sup>th</sup> Street

**PROJECT TYPE:** Capacity

**YEAR:**             2017 expected completion

**DESCRIPTION:** Complete a missing link by constructing a new three-lane roadway from South 200<sup>th</sup> Street to South 196<sup>th</sup> Street. The project will include the crossing of Mill Creek and construction of full-width paving; concrete curbs, gutters, sidewalks, street lighting, storm drainage, landscaping, utilities and appurtenances. This project is nearing completion.

**PROJECT COST:** Preliminary Engineering ..... \$417,500  
                          Right of Way Acquisition ..... \$35,000  
                          Construction ..... \$3,000,000  
                          **TOTAL ..... \$3,452,500**  
                          Funded ..... \$3,452,000

**FUNDING SOURCE(S):** City of Kent (Drainage Fund, Transportation Impact Fee)  
                          Regional Fire Authority, Transportation Improvement Board

**PROJECT JUSTIFICATION:** Continued development in the northern Kent industrial area, and high levels of congestion along West Valley Highway between the South 180<sup>th</sup> Street and South 196<sup>th</sup> Street corridors, mandate additional north-south arterial capacity. This project provides some relief for South 180<sup>th</sup> Street, South 196<sup>th</sup> Street, and South 212<sup>th</sup> Street intersections along West Valley Highway. It also provides improved access to the South 196<sup>th</sup> Street corridor from industrial development along 72<sup>nd</sup> Avenue South by constructing the missing link between South 200<sup>th</sup> Street and South 196<sup>th</sup> Street. This roadway connection provides a direct link from the existing Fire Station on 72<sup>nd</sup> Avenue South to the 196<sup>th</sup> Street grade separated corridor over both the BNSF and UPRR mainline railroad tracks, dramatically improving emergency response times to a large area of the Kent Manufacturing/Industrial Center and warehouse land uses.

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**PROJECT #5:**     **Traffic Control Signal System**  
Citywide Project

**PROJECT TYPE:**   Operations

**YEAR:**             2017 expected completion

**DESCRIPTION:**   Purchase and install a master signal controller unit capable of supporting flashing yellow left turn arrow (FYLTA) displays for permitted left turns. This project will also purchase and install traffic signal controllers for up to 29 individual intersections. Traffic signals will be modified at up to 14 intersections to display FYLTA signal indications for permissive left turn movements.

**PROJECT COST:**   Preliminary Engineering.....\$5,000  
Right of Way Acquisition ..... \$0  
Construction ..... \$392,000  
**TOTAL.....\$397,000**  
Funded..... \$397,000

**FUNDING**

**SOURCE(S):**       Federal Highway Safety Improvement Program

**PROJECT**

**JUSTIFICATION:** The current central traffic signal control system is not compatible with flashing yellow left turn arrow displays for permissive left turn movements. This type of signal display has been demonstrated to be much more readily understood by motorists and has resulted in reduced collision rates involving vehicles turning left during permissive left turn signal phases. The upgrade to the legacy central control system and more advanced intersection traffic signal controllers will allow greater operation flexibility and improved transportation system efficiency.

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**PROJECT #6:**     **Kent Regional Trails Connector**  
Green River Trail to Interurban Trail at South 218<sup>th</sup> Street

**PROJECT TYPE:** Non-Motorized

**YEAR:**           2017 expected completion

**DESCRIPTION:** Construct 4,400 foot multi-use trail connecting the Green River and Interurban Regional Trails at a point approximately mid-way between the South 212<sup>th</sup> Street and South 228<sup>th</sup> Street Corridors at about South 218<sup>th</sup> Street in the heart of the Kent Valley. This 12-foot wide multi-use trail for non-motorized users will include trail lighting, in some locations, to enhance visibility and encourage year-round usage. Rectangular Rapid Flashing Beacons and marked crosswalks will be installed where the new trail crosses midblock at 64<sup>th</sup> Avenue South and 72<sup>nd</sup> Avenue South. A traffic signal for pedestrians and bicyclists crossing mid-block will be installed on 68<sup>th</sup> Avenue South (West Valley HWY). A mechanism for performance monitoring (counting) will be installed at or near the new traffic signal. The project will install a steel pedestrian/bicycle bridge over the Mill Creek between 72<sup>nd</sup> Avenue South and the Interurban Trail. The project is nearing completion.

**PROJECT COST:** Preliminary Engineering..... \$365,000  
Right of Way Acquisition .....\$4,000  
Construction ..... \$1,446,000  
**TOTAL.....\$1,815,000**  
Funded..... \$1,741,000

**FUNDING**

**SOURCE(S):** City of Kent (Drainage Fund, Parks Fund), Congestion Mitigation and Air Quality Improvement Program, Washington State Department of Transportation Local Programs

**PROJECT**

**JUSTIFICATION:** This new trail would fill a missing east/west link in the City’s and the region’s bicycle network. It would connect two of the most heavily used regional trails and provide access for tens of thousands of people to a concentrated employment center. It would provide alternative mode access to the Kent Manufacturing/Industrial Center’s 1,800 employers, to recreational activities along the Green River and the Green River Natural Resources Area and improve safety for all users crossing



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three major arterial streets in an area with a heavy mix of truck traffic.

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**PROJECT #7:** Southeast 208th Street and 108th Avenue Southeast (SR 515/Benson Highway) Intersection Improvement  
Intersection Operations Enhancements

**PROJECT TYPE:** Capacity

**YEAR:** 2017 expected completion

**DESCRIPTION:** Add a second southbound left storage lane on 108<sup>th</sup> Avenue SE, widen the receiving lane on SE 208<sup>th</sup> St, and modify the signal phasing.

**PROJECT COST:** Preliminary Engineering..... \$225,000  
Right of Way Acquisition ..... \$21,000  
Construction ..... \$800,000  
**TOTAL.....\$1,046,000**  
Funded..... \$696,000

**FUNDING**

**SOURCE(S):** Washington State Department of Transportation (Federal Highway Safety Improvement Program)

**PROJECT**

**JUSTIFICATION:** State Route 515, also known as The Benson Highway or 108<sup>th</sup> Avenue SE, is the primary north/south route on the East Hill and serves as a major transit route. With four to five lanes in its current configuration, this roadway has been widened to its practical limits. Improvements to intersections along the corridor can have positive effects on corridor congestion and improve efficiency. This project would add queuing capacity for the southbound left turn movement while continuing to provide two lanes of through travel.

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**PROJECT #8:**      **Central Avenue South Improvements**  
Green River Bridge to East Willis Street (SR 516)

**PROJECT TYPE:** Capacity

**YEAR:**           2017 expected completion

**DESCRIPTION:** Remove and rehabilitate the existing roadway pavement to add service life to the roadway, between the Green River Bridge and East Willis Street (SR 516). This project will include the removal and replacement of failing pavement sections and a full-width asphalt concrete overlay of the entire roadway. Also included in this project is the selective replacement of curbs, gutters, sidewalks and street trees, as well as minor storm drainage improvements.

**PROJECT COST:** Preliminary Engineering..... \$261,885  
Right of Way Acquisition ..... \$0  
Construction ..... \$6,657,743  
**TOTAL.....\$6,919,628**  
Funded..... \$6,919,628

**FUNDING SOURCE(S):** City of Kent (Business and Occupation Tax, Drainage Fund, Water Fund), Washington Station Department of Transportation (Surface Transportation Program)

**PROJECT JUSTIFICATION:** The existing pavement along this section of Central Avenue South is exhibiting signs of distress, as demonstrated by "alligatoring", longitudinal cracking, and cracking of the curbs and gutters. The service life of this roadway has been reached, necessitating reconstruction of the roadway. The sidewalk system is sub-standard in many locations and in need of replacement.

## 2017-2022 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM

**PROJECT #9:**     **South 224<sup>th</sup> Street Extension**  
84<sup>th</sup> Avenue South to 104<sup>th</sup> Avenue Southeast (SR 515/Benson Highway)

**PROJECT TYPE:** Capacity

**YEAR:**             2017 - 2020

**DESCRIPTION:** Construct a three-lane road from 84<sup>th</sup> Avenue South to 104<sup>th</sup> Avenue Southeast (Benson Road) (SR 515), including new bridges over SR 167 and Garrison Creek. The project will include full-width paving; concrete curbs, gutters and sidewalks; five foot paved shoulders; street lighting; storm drainage; landscaping; utilities and appurtenances. Construction will begin in 2016.

**PROJECT COST:** Preliminary Engineering.... \$3,000,000  
Right of Way Acquisition ... \$4,000,000  
Construction .....\$22,000,000  
**TOTAL.....\$29,000,000**  
Funded.....\$20,000,000

**FUNDING**

**SOURCE(S):** City of Kent (Drainage Fund, Local Improvement District, Special Assessments), Developer Mitigation, Transportation Improvement Board

**PROJECT**

**JUSTIFICATION:** The existing roadway system cannot accommodate the current or forecast east-west traffic volumes between Kent’s East Hill and the Green River Valley floor. In order to meet transportation concurrency requirements of the Growth Management Act, additional east-west vehicle capacity is required. Intersections along South 208<sup>th</sup>/212<sup>th</sup> Street and James/Southeast 240<sup>th</sup> Streets are also at or over capacity. Because of existing development and topographic constraints, it is not feasible to widen the James/Southeast 240<sup>th</sup> Street and South 208<sup>th</sup>/212<sup>th</sup> Street ‘corridors’ enough to accommodate forecast traffic volumes without additional east-west capacity.

# 2017-2022 CITY OF KENT SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM

**PROJECT #10:**    **Transportation Master Plan**

**PROJECT TYPE:**    Planning

**YEAR:**                 2017-2019

**DESCRIPTION:**    Major update to the Transportation Master Plan (TMP) including near-term and long range planning of the City’s transportation system needs. Project elements will include consultant contracts for transportation planning, concurrency management, public involvement, travel demand and traffic operations modeling and analysis of potential financing strategies to construct, operate and maintain the City’s transportation network. The current TMP was completed in 2008 and needs to be revised.

**PROJECT COST:**    Contractor ..... \$900,000  
                          **TOTAL.....\$900,000**  
                          Funded..... \$0

**FUNDING SOURCE(S):**    City of Kent (General Fund)

**PROJECT**

**JUSTIFICATION:**    The Kent Transportation Master Plan (TMP), as incorporated into the City’s Comprehensive Plan, is the City’s blueprint for long-range transportation planning in Kent. When the City’s Comprehensive Plan was approved by the Puget Sound Regional Council in 2015, the City deferred an update to the Transportation Master Plan to 2017. This update will include a multi-year transportation financing plan. The plan will also consider subarea and functional plans adopted since 2008 and newly-funded major corridors serving Kent:

- Midway Subarea Plan
- Downtown Subarea Plan
- Federal Way Link Extension
- State Route 509
- State Route 167
- Let’s Go Kent
- Parks Plan

**2017-2022 CITY OF KENT  
SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #11:**    **Railroad Quiet Zone for Downtown Urban Center**  
Burlington Northern Santa Fe and Union Pacific Railroads

**PROJECT TYPE:**    Economic Development

**YEAR:**                2017 - 2022

**DESCRIPTION:**    Establish a railroad quiet zone for the Burlington Northern Santa Fe Railway (BNSF) tracks and the Union Pacific Railroad (UPRR) tracks through the City of Kent. The grade crossings to be included in the quiet zone on the BNSF railroad mainline are: S 259<sup>th</sup> Street, Willis Street, Titus Street, Gowe Street, Meeker Street, Smith Street, James Street, and S 212<sup>th</sup> Street. The grade crossings included in the quiet zone for the UPRR mainline tracks are: Willis Street (SR 516), W Smith Street, W Meeker Street, W James Street, S 228<sup>th</sup> Street, and S 212<sup>th</sup> Street.

**PROJECT COST:**    Preliminary Engineering ..... \$220,000  
Right of Way Acquisition ..... \$80,000  
Construction ..... \$1,200,000  
**TOTAL ..... \$1,500,000**  
Funded ..... \$150,000

**FUNDING SOURCE(S):**        City of Kent (Business and Occupation Tax), Washington Utilities and Trade Commission

**PROJECT JUSTIFICATION:** Locomotive engineers begin sounding the train-mounted horn approximately ¼ mile from the intersection of a highway/railroad crossing. This warning device is an effective deterrent to accidents at grade crossings but exposes the local community to significant levels of noise that affects the quality of life for those living and working closest to the railroad facilities, and can be a barrier to attracting new businesses and residents.

**2017-2022 CITY OF KENT  
SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #12:**    **132<sup>nd</sup> Avenue Pedestrian Improvements**  
Kent-Kangley Road to Southeast 248<sup>th</sup> Street

**PROJECT TYPE:** Non-Motorized

**YEAR:**            2017-2022

**DESCRIPTION:** Construct an asphalt walking path along the west side of 132<sup>nd</sup> Avenue SE where sidewalk does not currently exist.

**PROJECT COST:**   Preliminary Engineering ..... \$218,340  
                          Right of Way Acquisition ..... \$100,000  
                          Construction ..... \$800,000  
                          **TOTAL.....\$1,118,340**  
                          Funded..... \$1,118,340

**FUNDING SOURCE(S):**    City of Kent (Street Fund)

**PROJECT JUSTIFICATION:** 132<sup>nd</sup> Avenue SE is designated as a minor arterial roadway, with 5 vehicle lanes, bicycle lanes, sidewalks and landscaping planned at build-out. This roadway has been widened at various locations based on development of adjacent parcels. Due to budgetary constraints this roadway will not be completed in the near term; however, the desire to improve pedestrian access necessitates moving ahead with the walking path.

**2017-2022 CITY OF KENT  
SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #13: Meeker Complete Street Redesign**

**PROJECT TYPE:** Economic Development

**YEAR:** 2017-2022

**DESCRIPTION:** Redesign Meeker Street to improve pedestrian, bicycle and transit user experience, as well as capitalize on visibility through beautification. Phase I of project includes planning and preliminary design, and is already underway. Future phases include advanced design and construction for missing bike connections, reduction in lanes between 6th Avenue and 4th Avenue, reduction in lanes west of Washington Avenue to 64th Avenue, new traffic signal at 6th Avenue, and other street improvements such as pedestrian-scale lighting, planter strips, street trees, and the addition of on-street parking.

**PROJECT COST:** Phase I..... \$90,000

**TOTAL.....\$90,000**

Funded..... \$90,000

Future Phases .....To be determined

**FUNDING**

**SOURCE(S):** City of Kent (Placemaking Fund), Congestion Mitigation and Air Quality Improvement Program, Transportation Improvement Board

**PROJECT**

**JUSTIFICATION:** This project is intended to reimagine the corridor to make it inviting and safe for all users, including pedestrians, bicyclists and transit users (including future bus rapid transit line). The project supports economic and community development goals to strengthen the identity of downtown Kent and to encourage commercial investment.



**2017-2022 CITY OF KENT  
SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #14:**    **Safe Routes to Schools Improvements at Meridian Elementary**  
Southeast 256<sup>th</sup> Street and 140<sup>th</sup> Avenue Southeast

**PROJECT TYPE:**    Safety

**YEAR:**                2018

**DESCRIPTION:**    Install a traffic signal at the intersection of SE 256<sup>th</sup> Street and 140<sup>th</sup> Avenue SE and construct an asphalt pavement walkway with an extruded curb along SE 256<sup>th</sup> Street from approximately 134<sup>th</sup> Avenue SE to 140<sup>th</sup> Avenue SE. The traffic signal includes a traffic surveillance camera and interconnect cable to connect this signal to the rest of the City’s traffic control system. This project also includes education and enforcement elements including the purchase of an additional Lidar Radar Unit for the police enforcement.

**PROJECT COST:**    Preliminary Engineering ..... \$65,000  
Education/Enforcement ..... \$83,000  
Construction ..... \$300,000  
**TOTAL ..... \$448,000**  
Funded ..... \$50,000

**FUNDING SOURCE(S):**    City of Kent (School Zone Camera Fund), Washington State Department of Transportation’s Safe Routes to Schools Program

**PROJECT JUSTIFICATION:** Meridian Elementary School is located near the intersection of SE 256<sup>th</sup> Street and 140<sup>th</sup> Avenue SE. The school provides adult crossing guards to help students cross SE 256<sup>th</sup> Street. The level of development in the area has increased to the point that local traffic in the neighborhood and in the communities to the east of the school has become especially heavy at the afternoon bell times. A full traffic signal would assist the crossing guards, the school children, the parents and teachers arriving/leaving the school and all the local motorists to maneuver in an orderly way during times of heavy conflict. Currently students must walk or bike along a wide shoulder on SE 256<sup>th</sup> Street.

**2017-2022 CITY OF KENT  
SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #15:**    **80th Avenue South Improvements**  
                          South 196th Street to South 188th Street

**PROJECT TYPE:**   Capacity

**YEAR:**               2017-2018

**DESCRIPTION:**    Improve 80th Avenue South from South 196th Street to South 188th Street to include sidewalks. The project will include the construction of full width paving; concrete curbs, gutters, and sidewalks; street lighting; and appurtenances.

**PROJECT COST:**   Preliminary Engineering..... \$600,000  
                          Right of Way Acquisition ..... \$800,000  
                          Construction ..... \$6,100,000  
                          **TOTAL.....\$7,500,000**  
                          Funded..... \$0

**FUNDING SOURCE(S):**   City of Kent (Business and Occupation Tax, Storm Utilities Fund), Congestion Mitigation Air Quality Improvement Program, Freight Mobility Systems Improvement Board, Transportation Improvement Board, Surface Transportation Program

**PROJECT JUSTIFICATION:**   The opening of the 196th Street corridor on the south end of the project and Renton’s completion of Oaksdale Avenue South results in 80th Avenue South being a significant north-south corridor serving the industrial area. Concrete curbs and gutters are required to provide control of roadway drainage and to prevent impacts to adjacent property owners. Sidewalks and street lighting will provide safe access for pedestrians.

**2017-2022 CITY OF KENT  
SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #16:**    **Willis Street and Central Avenue Intersection Improvements**  
Intersection Operations Enhancement

**PROJECT TYPE:**    Capacity

**YEAR:**                2019

**DESCRIPTION:**    Improve the intersection of Willis Street and Central Avenue to provide a right turn lane from southbound on Central Avenue to westbound Willis Street. Project includes sidewalk, curb and gutter replacement and improvements to traffic signal system.

**PROJECT COST:**    Preliminary Engineering..... \$44,000  
Right of Way Acquisition ..... \$166,000  
Construction ..... \$290,000  
**TOTAL.....\$500,000**  
Funded..... \$168,000

**FUNDING**

**SOURCE(S):**        City of Kent (Transportation Impact Fee), Kent Station Developer Mitigation (\$168,000)

**PROJECT**

**JUSTIFICATION:**    This project is a traffic mitigation requirement for additional trips generated by the Kent Station Development. The City of Kent will be implementing this project that was required of and money contributed to it by the developer. The transportation analysis prepared for the ShoWare project assumed construction of this project would be complete.

**2017-2022 CITY OF KENT  
SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #17:**     **76<sup>th</sup> Avenue South**  
                          South 222<sup>nd</sup> Street to the 22200 block

**PROJECT TYPE:** Economic Development

**YEAR:**                 2019

**DESCRIPTION:** Construct drainage and road improvements on 76<sup>th</sup> Avenue South from South 212<sup>th</sup> Street to approximately the 22200 block. The project will include raising the existing road; a full width overlay, concrete curbs, gutters, sidewalks, street lighting, storm drainage, and channelization.

**PROJECT COST:** Preliminary Engineering..... \$500,000  
                          Right of Way Acquisition ..... \$0  
                          Construction ..... \$4,500,000  
                          **TOTAL.....\$5,000,000**  
                          Funded..... \$0

**FUNDING**

**SOURCE(S):** City of Kent (Business and Occupation Tax, Storm Drainage Utility Fund), Congestion Mitigation and Air Quality Improvement Program, Developer Mitigation, Surface Transportation Program, Transportation Improvement Board

**PROJECT**

**JUSTIFICATION:** 76<sup>th</sup> Avenue South floods several times per year resulting in road closures. The roadway is located in the heart of the City's Industrial zoned area, which results in heavy truck traffic. Large industrial and manufacturing companies and a large solid waste company that serves several adjacent jurisdictions are located in the immediate vicinity of the project. Road closures negatively impact these businesses and create congestion in other parts of the city as a result of traffic detours around the closure. Improving the road to current standards will also improve traffic flow on 76<sup>th</sup> Avenue South.

**2017-2022 CITY OF KENT  
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**PROJECT #18: Panther Lake Signal System Integration**

**PROJECT TYPE:** Operations

**YEAR:** 2020-2022

**DESCRIPTION:** This project includes extension of communication cable to traffic signals in the recently annexed area of Panther Lake to allow remote monitoring and management of the traffic signals, replacement of the existing traffic signal controllers to be capable of displaying flashing yellow left turn arrow for permissive left turn movements and allow flexible coordination of the traffic signals along arterial corridors.

**PROJECT COST:** Preliminary Engineering ..... \$0  
Right of Way Acquisition ..... \$0  
Construction ..... \$342,000  
**TOTAL ..... \$342,000**  
Funded ..... \$0

**FUNDING SOURCE(S):** Federal Highway Safety Improvement Program

**PROJECT JUSTIFICATION:** The traffic signals in the recently annexed area of Panther Lake are not connected to the City's central traffic signal control system; hence, they cannot be remotely monitored or managed from the City's Traffic Management Center. The intersection controllers are not capable of displaying flashing yellow left turn arrow for permissive left turn movements. This type of signal display has been demonstrated to be much more readily understood by motorists and has resulted in reduced collision rates involving vehicles turning left during permissive left turn signal phases. The integration of these signals into the City's signal system will allow operation flexibility and improved transportation system efficiency.

**2017-2022 CITY OF KENT  
SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #19:**    **Willis Street Roundabout**  
Willis Street at 4<sup>th</sup> Avenue South

**PROJECT TYPE:**    Economic Development

**YEAR:**                2021

**DESCRIPTION:**    Construct a roundabout on Willis Street at 4<sup>th</sup> Avenue South. The project will include the construction of the roundabout, concrete curbs, gutters, sidewalks, street lighting, storm drainage, landscaping, utilities and appurtenances.

**PROJECT COST:**    Preliminary Engineering..... \$350,000  
                                 Right of Way Acquisition..... \$0  
                                 Construction ..... \$2,150,000  
                                 **TOTAL.....\$2,500,000**  
                                 Funded..... \$0

**FUNDING SOURCE(S):**    City of Kent (Business and Occupation Tax, Transportation Impact Fees), Washington State Department of Transportation Local Programs

**PROJECT JUSTIFICATION:** This gateway project will provide an aesthetically pleasing welcome to commuters into the heart of Kent and provide the typical benefits of a roundabout including: improved safety, improved traffic flow and decreased maintenance costs over the long run.

**2017-2022 CITY OF KENT  
SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #20:** **Street Preservation Program**  
Ongoing Citywide Program

**PROJECT TYPE:** Preservation

**YEAR:** 2017 - 2022

**DESCRIPTION:** Maintain the existing transportation system by overlaying, rehabilitating, and reconstructing the existing asphalt and concrete streets throughout the City.

**PROJECT COST:** Preliminary Engineering.... \$7,000,000  
Right of Way Acquisition ..... \$0  
Construction .....\$67,000,000  
**TOTAL.....\$74,000,000**  
Funded.....\$36,128,000

**FUNDING**

**SOURCE(S):** City of Kent (Business and Occupation Tax, Solid Waste Utility Tax)

**PROJECT**

**JUSTIFICATION:** The City assessed the condition of its street network in 2011. It was found that many of the streets exhibit deficiencies that reflect they are beyond their expected performance life and in need of a maintenance or rehabilitation overlay, or some amount of reconstruction. Moreover, historically, the amount of pavement resurfacing, rehabilitation, and reconstruction monies the City has budgeted each year has been insufficient to address the deficiencies of its street network. Insufficient budgets to perform this necessary work results in more expensive maintenance and rehabilitation options.

**2017-2022 CITY OF KENT  
SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #21:**   **Traffic Signal Management Program**  
Ongoing Citywide Program

**PROJECT TYPE:**   Operations

**YEAR:**               2017 - 2022

**DESCRIPTION:**   Analyze intersections for potential replacement of traffic signals or other traffic control systems to ensure safe and efficient use of the existing and planned transportation network. Analysis of turn movements and collision history will be used to prioritize new traffic signal installations. This program budgets for projects needed to meet the increasing demand for signalized intersection control and the constant need for traffic counts to monitor vehicle volumes and behavior.

**PROJECT COST:**   Preliminary Engineering..... \$600,000  
                          Right of Way Acquisition ..... \$0  
                          Construction ..... \$3,600,000  
                          **TOTAL .....\$4,200,000**  
                          Funded..... \$0

**FUNDING SOURCE(S):**   City of Kent (Business and Occupation Tax)

**PROJECT JUSTIFICATION:** This program also helps the City maintain level of service standards necessary to maintain concurrency as required by the Growth Management Act.



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**PROJECT #22:**    **Channelization (Street Markings) Improvement Program**  
Ongoing Citywide Program

**PROJECT TYPE:**   Operations

**YEAR:**            2017 - 2022

**DESCRIPTION:**   Provide street marking including striping, thermoplastic pavement marking, and raised pavement markers throughout the City to separate and regulate conflicting movements, define paths of travel, and facilitate safe and orderly movement on City Streets.

**PROJECT COST:**   Preliminary Engineering..... \$250,000  
                          Right of Way Acquisition ..... \$0  
                          Construction ..... \$2,150,000  
                          **TOTAL.....\$2,400,000**  
                          Funded..... \$2,400,000

**FUNDING SOURCE(S):**   City of Kent (Business and Occupation Tax)

**PROJECT JUSTIFICATION:** This ongoing program maintains and updates the channelization throughout the City. The City has 1,648,863 linear feet (LF) of channelization striping, 445,300 raised pavement markings, 22,012 LF of C curb and 7,179 LF of painted C curb. Channelization helps to limit conflict points and directs motorists through areas of complexity. These markings are also used to delineate left turn storage queue areas and deceleration areas for right turning vehicles. This project preserves the capacity and efficiency of the existing roadway system.

**2017-2022 CITY OF KENT  
SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

**PROJECT #23:**    **Sidewalks, Sidewalk Repair and the Americans with Disabilities Act Compliance Program**  
Ongoing Citywide Program

**PROJECT TYPE:** Non-Motorized

**YEAR:**                    2017 - 2022

**DESCRIPTION:**    Systematically construct new sidewalks throughout the City as identified by prioritized project lists in the most recently adopted Transportation Master Plan. Reconstruct and repair existing sidewalks and curb ramps and install new truncated domes and hard-surfaced sidewalks to implement the requirements of the Federal Americans with Disabilities Act (ADA) consistent with the findings of the Non-motorized Chapter (Chapter 6) of the 2008 Transportation Master Plan.

**PROJECT COST:**    Preliminary Engineering ..... \$500,000  
Right of Way Acquisition ... \$1,000,000  
Construction .....\$10,500,000  
**TOTAL.....\$12,000,000**  
Funded..... \$5,400,000

**FUNDING SOURCE(S):**        City of Kent (General Fund), Congestion Mitigation and Air Quality Improvement Program

**PROJECT JUSTIFICATION:**    This project is mandated by Title II of the Americans with Disabilities Act. Title II requires that a public entity must evaluate its services, programs, policies, and practices to determine whether they are in compliance with the nondiscrimination requirements of the ADA. The ADA requires that an *ADA Transition Plan* be prepared to describe any structural or physical changes required to make programs accessible. The City has conducted a self-evaluation and prepared a *Transition Plan* including a prioritized list of projects to bring itself into compliance with the Federal ADA regulations. The self-evaluation was conducted in 2005 and needs to be reviewed and updated. This program begins working on that list of projects to construct and repair the City’s sidewalk and street/sidewalk transition zones for accessibility for all users and begins to address the pedestrian improvements identified in the Transportation Master Plan. This project can help achieve the City’s goals for improving mobility, reducing vehicle trips,

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increasing physical activity, and improving transportation connectedness.

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**PROJECT #24: Guardrail and Safety Improvements**  
Ongoing Citywide Program

**PROJECT TYPE:** Safety

**YEAR:** 2017 - 2022

**DESCRIPTION:** Make miscellaneous guardrail improvements each year to enhance motorist safety. Candidate projects include Frager Road, SE 240<sup>th</sup>/148<sup>th</sup> Avenue Southeast hillside, Lake Fenwick Road north or S 272<sup>nd</sup> Street, S 208<sup>th</sup>/212<sup>th</sup> and 100<sup>th</sup> Avenue Southeast. Upgrade existing guardrail end-treatments as mandated by State and Federal regulations.

**PROJECT COST:** Preliminary Engineering ..... \$60,000  
Right of Way Acquisition ..... \$0  
Construction ..... \$540,000  
**TOTAL ..... \$600,000**  
Funded ..... \$0

**FUNDING SOURCE(S):** City of Kent (Business and Occupation Tax), Highway Safety Improvement Program and Hazard Elimination Program

**PROJECT JUSTIFICATION:** This project is mandated for compliance with Federal and State regulations and the requirement to eliminate potentially hazardous roadway conditions.

CITY OF KENT, WASHINGTON

**SIX-YEAR TRANSPORTATION  
IMPROVEMENT  
PROGRAM**

**2017 – 2022**



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