DRAFT Transportation Background Report

City of Tukwila

November 2024

Tukwila Transportation Element

Executive Summary

Tukwila is a vibrant community with diverse residents, businesses, and regional attractions, connected by various transportation options to local and regional destinations. Since incorporating in 1908, Tukwila has grown to a community with a population of 20,265 residents (2020)[1]. In addition to serving its residents, Tukwila is home to jobs from a wide range of sectors such as manufacturing, industry, local businesses, and retail. Tukwila's major shopping area, Southcenter, draws in shoppers from across the Puget Sound region.

In recent years, Tukwila has sought to address traffic congestion and improve multimodal connectivity, especially near Tukwila International Boulevard and in Southcenter. Tukwila also maintains two major regional trails: the Green River Trail and the Interurban Trail. These trails allow people to walk, roll, scooter, and bike throughout the city and to neighboring communities.

There have been several major transit-related transportation investments in the City of Tukwila, including Tukwila International Boulevard Link Station (TIBS), the Southcenter Transit Center, and the Tukwila Sounder Station. The TIBS station boasts high usage and provides much needed transit connections to Tukwila International Boulevard, which has undergone several pedestrian access improvements in recent years. Sound Transit is also planning to add an additional light rail infill station on the north side of the City, near Boeing Access Road. Sound Transit also maintains a Sounder S Line station in Tukwila. The Sounder S Line is a commuter rail that extends from Seattle to Lakewood/Tacoma and provides service during typical peak period hours on weekdays. In addition to rail service, King County Metro and Sound Transit both provide bus routes serving the Tukwila area. The Southcenter Transit Center has improved transit connectivity and ridership increases, especially on the Rapid Ride F Line, have exceeded growth rate expectations.

This Transportation Background Report seeks to proactively build on these investments to support Tukwila's continued evolution over the next 20 years. Tukwila's Comprehensive Plan (The Plan) integrates previous planning efforts and emphasizes multimodal connections, safety, and equity. This Transportation Background Report, including the transportation project list, was

[1] 2016-2020 American Community Survey, U.S. Census Bureau's American Community Survey Office. Table S0101 https://www.census.gov/

developed in coordination with the community, who helped identify long-term vision for transportation in Tukwila.

The following five goals were developed with input from the Tukwila community and guide the investment decisions outlined in this Transportation Background Report:

EQUITY	Eliminate systemic barriers to ensure fair access to healthy, affordable, reliable transportation options, livable places, and jobs.
SAFETY	Provide a safe transportation system and placemaking to emphasize Tukwila as a welcoming place, particularly for historically marginalized and vulnerable populations.
CONNECTIVITY	Maintain, expand, and enhance Tukwila's multimodal network, particularly walk, bike, roll, and transit, to increase mobility options where needs are greatest.
ADAPTABILITY	Anticipate and plan for the community's evolving needs, new technologies, and opportunities for mobility.
ENVIRONMENT	Plan, design, and construct transportation projects that reduce greenhouse gas emissions, improve community health, and protect the natural environment.

Plan Overview

The Tukwila Transportation Background Report sets a framework for understanding, prioritizing, measuring, and constructing a multimodal transportation network that furthers Tukwila's goals. This document includes seven chapters:

Chapter 1: Introduction

Describes the purpose of the Transportation Background Report and the planning requirements it needs to address. This chapter provides information about Tukwila's history, position in the region, current demographics, and existing land uses.

Chapter 2: Transportation Inventory and Needs Assessment

Describes conditions for all travel modes in the existing transportation system. This chapter also gives an overview of needs identified by the community, opportunities, and challenges.

Chapter 3: Public Outreach

Describes the extensive community outreach that included online engagement, focus groups, pop-ups at public events, and public meetings. The overarching principle of the public outreach was to develop a transportation background report that reflects the diverse perspectives and transportation needs of the community.

Chapter 4: Transportation Vision

Describes Tukwila's layered network approach, which focuses on how the City's transportation network can function, to meet the needs of all users. This chapter introduces the priority networks for each mode, describes the City's vision for how those modes are served, and describes the types of infrastructure that would be needed to achieve that vision. This chapter includes level of service performance standards for streets and intersections, and planning guidance to accommodate transit, biking, and walking.

Chapter 5: Transportation Project List

Describes the Transportation Background Report's prioritized project list, which would provide a safer and more connected multimodal system over the coming decades. This

chapter also describes further transportation investments that could be pursued if additional funding opportunities arise.

Chapter 6: Funding

Describes the City's path to implementation, including how the City plans to fund transportation over the life of the plan, strategies that the City will employ to optimize use of its transportation network, and how Tukwila can monitor progress of the Transportation Background Report over time to realize the overarching goals that guided the development of this Background Report.

Contents

Index of Key Terms

TE	Transportation Element
CSAP	Comprehensive Safety Action Plan
LOS	Level of Service
LTS	Level of Traffic Stress
FHWA	Federal Highway Administration
ITE	Institute of Transportation Engineers
KSI	Killed or Severe Injury crashes
LRSP	Local Roadway Safety Plan
RRFB	Rectangular Rapid-Flashing Beacon
SS4A	Safe Streets for All program (USDOT)
SRTS	Safe Routes to School
USDOT	US Department of Transportation
WSDOT	Washington State Department of Transportation
VMT	Vehicle Miles Traveled

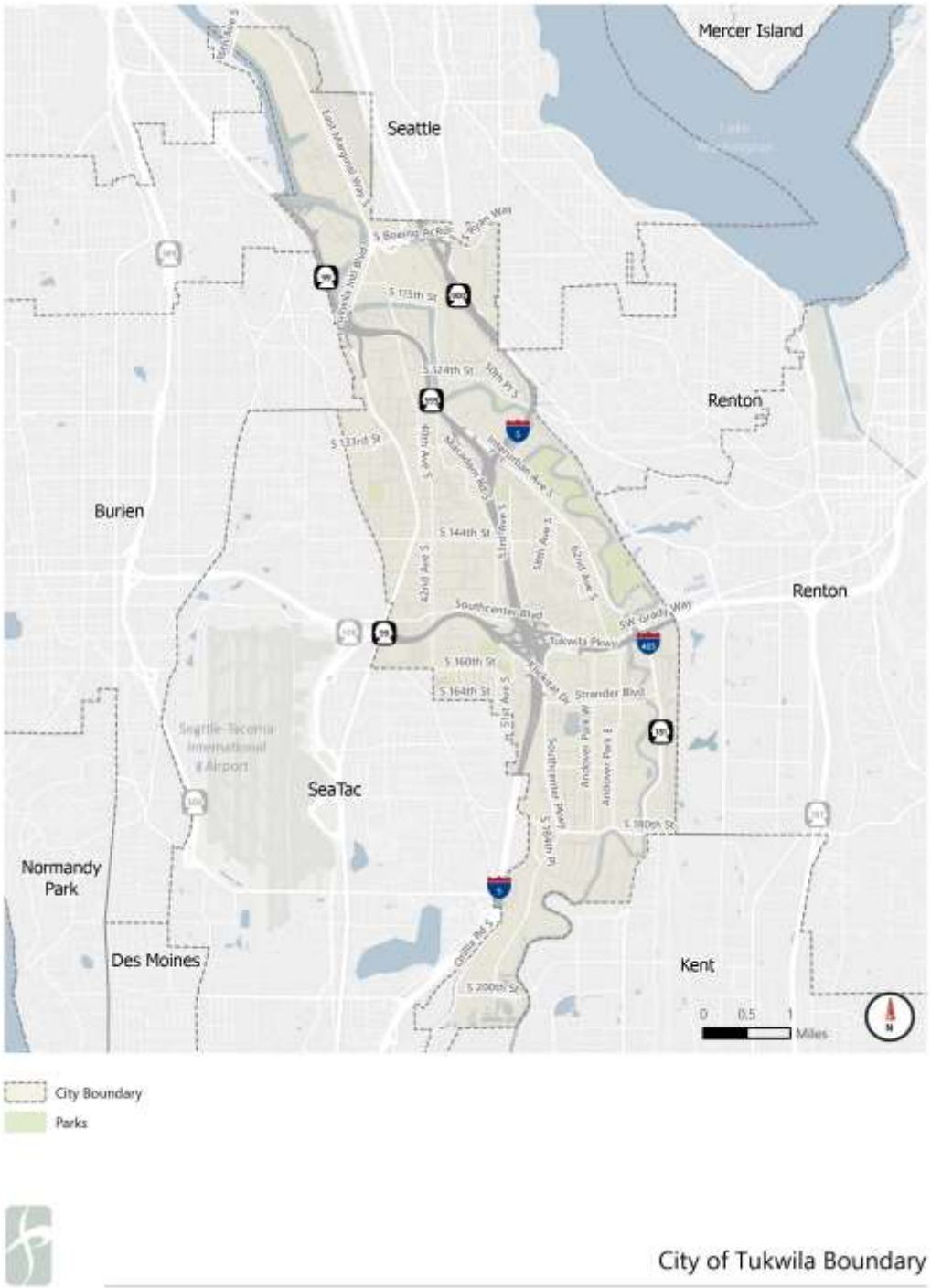
Chapter 1: Introduction

The City of Tukwila's Transportation Background Report (Background Report) provides a framework for transportation investments over the next 20 years and beyond, guided by the community's transportation and mobility priorities. The Background Report was developed through close collaboration between City staff, elected officials, community representatives, and the public at-large to help improve mobility and quality of life in Tukwila. It combines the insights gained from this collaboration with detailed technical analysis to identify transportation investments that will help the City improve mobility for everyone who utilizes transportation systems in Tukwila.

Tukwila Profile

Centered at the crossroads of rivers, trails, highways, and railroads, Tukwila is a suburban city in King County with 12 unique neighborhoods. Tukwila covers approximately 10 square miles of land area and is bordered on the north, south, east, and west by Seattle, Kent, Renton, and SeaTac and Burien, respectively as well as several pockets of unincorporated King County. The City boundary is shown in **Figure 1**. Tukwila was incorporated as a city in 1908 and has evolved into a local leader in retail and commercial sales, warehousing, and distribution of goods and manufacturing. The current Comprehensive Plan, adopted in 2015, highlights the chronology of Tukwila's willingness to grow and change while diligently preserving its strong community values.

Figure 1. City of Tukwila Boundary



Demographics

In 2020, Tukwila had an estimated population of 20,265 residents. Tukwila residents are primarily concentrated in the City's west and east quadrants, consisting of multiple neighborhoods, including Thorndyke, Cascade View, Riverton, Allentown, McMicken, Tukwila Hill, and Foster. Age ranges for residents are relatively balanced, with a median age estimated to be 36 years, 12 percent 65 years or older and 21 percent under 18 years old.[2] Tukwila's population is diverse in multiple aspects, namely in terms of race, ethnicity, spoken languages, and educational attainment.[2] This section highlights various demographic statistics that make Tukwila unique.

The three most common racial identities represented in Tukwila are White, Asian, and Black constituting 31 percent, 26 percent, and 21 percent of the City's overall population, respectively.[2] The diversity of Tukwila is notable in comparison to the same statistics on a national level. Of the nationwide population, those identifying as "White Alone" comprise 70 percent, those identifying as "Asian Alone" comprise six percent, and those identifying as "Black Alone" comprise 13 percent. Additionally, 18 percent of Tukwila residents identify as "Hispanic or Latino," which is comparable to 18 percent nationwide.[2] Tukwila has a high percentage of foreign-born residents; approximately 42 percent of Tukwila residents were born outside of the United States. Of residents born outside of the United States, 54 percent are United States citizens.[2] Slightly over half of the population in Tukwila speak a language other than English at home, with the other dominant languages including Spanish and Vietnamese. About 55 percent of this population subset speak English less than "very well".[2]

The Tukwila community includes people with diverse educational backgrounds. Approximately 28 percent of Tukwila residents over the age of 25 have an educational attainment of a high school diploma (including equivalency). Additionally, 24 percent of Tukwila residents have an educational attainment of a bachelor's degree or higher.[2] About nine percent of Tukwila residents identify as living with a disability.[2] This statistic is important to consider when planning for the transportation needs of all residents. Fourteen percent of Tukwila residents reported an

[2] 2016-2020 American Community Survey, U.S. Census Bureau's American Community Survey Office. Table S0101 https://www.census.gov/
Note: ACS data was used for consistency among data sources within the Demographics section and Appendix A. The Decennial Census has limited data on population characteristics other than the population sum. To present a wide range of population characteristics with a consistent source, all data in the Transportation Background Report uses ACS 2020 5-year estimates.

income level in the past 12 months that is below the national poverty level.[2] Detailed population characteristics of the City of Tukwila are tabulated in **Appendix A**.

Existing Land Use

The City of Tukwila is comprised of 21 zoning districts that prioritize specific land uses within its land area of approximately 10 square miles. **Figure 2** displays the City's Zoning Map.

Tukwila's 12 residential neighborhoods **(Figure 3)** are a mix of smaller-lot, built-out residential areas predominately built before World War II, large multi-family apartment complexes built in the 1960s, 70s, and 80s, and newer neighborhoods characterized by larger houses.

Tukwila has a wide range of popular destinations, including the regional Southcenter shopping area, the Starfire soccer complex, and several park spaces with multiple trails, shown in **Figure 4**. Notably, the Tukwila Community Center along the Duwamish River hosts a variety of activities and resources for seniors, adults, teens, and young children, including fitness, recreation, and wellness programs, as well as a preschool. Although not located within City boundaries, the Seattle-Tacoma International Airport is located just west of Tukwila in the City of SeaTac. Given the close proximity of the major airport, the City of Tukwila coordinates with SeaTac, the Port of Seattle, and WSDOT to address any planned projects near the airport.

Figure 2. City of Tukwila Existing Zoning Map

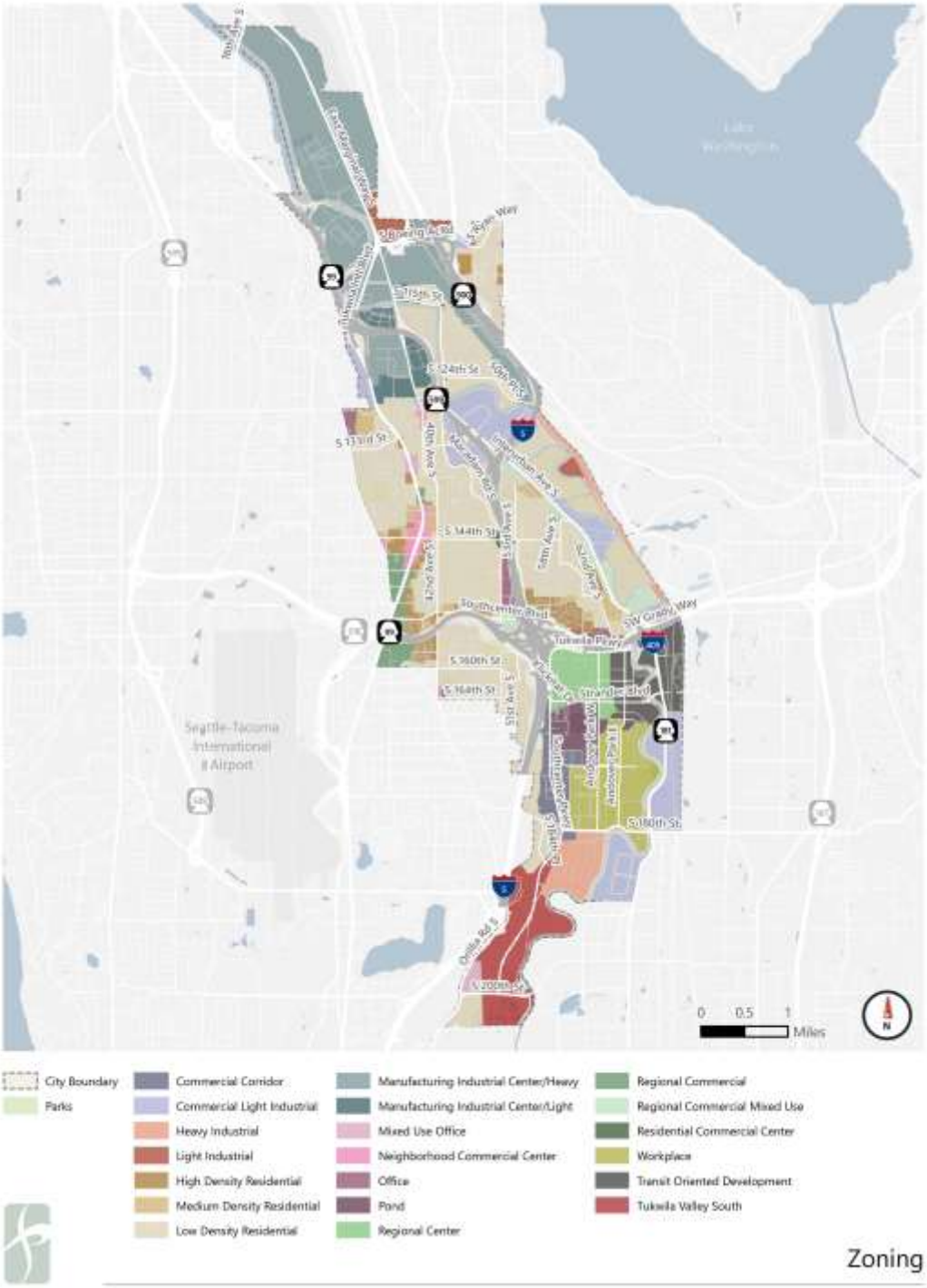


Figure 3. City of Tukwila Neighborhoods

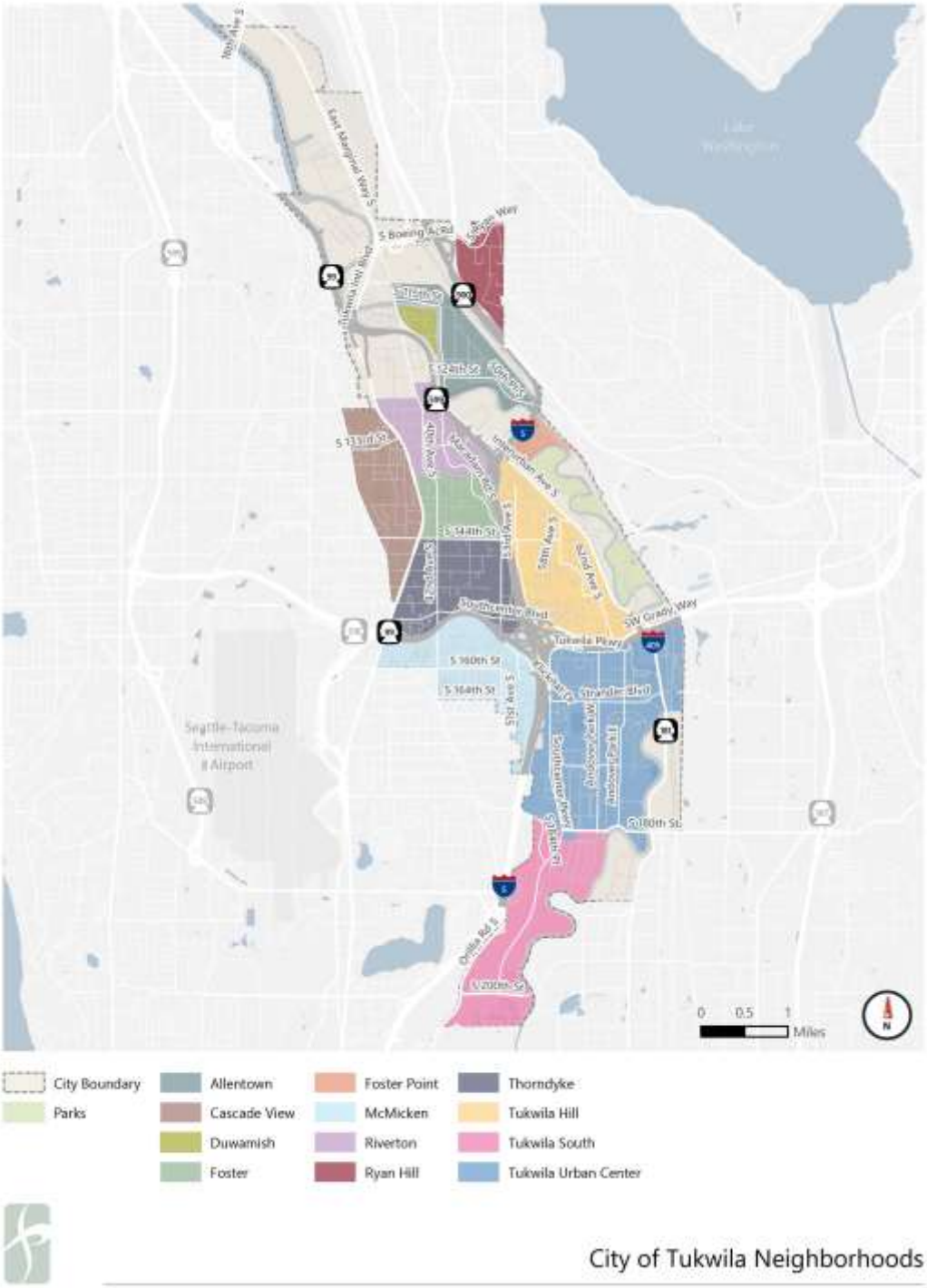
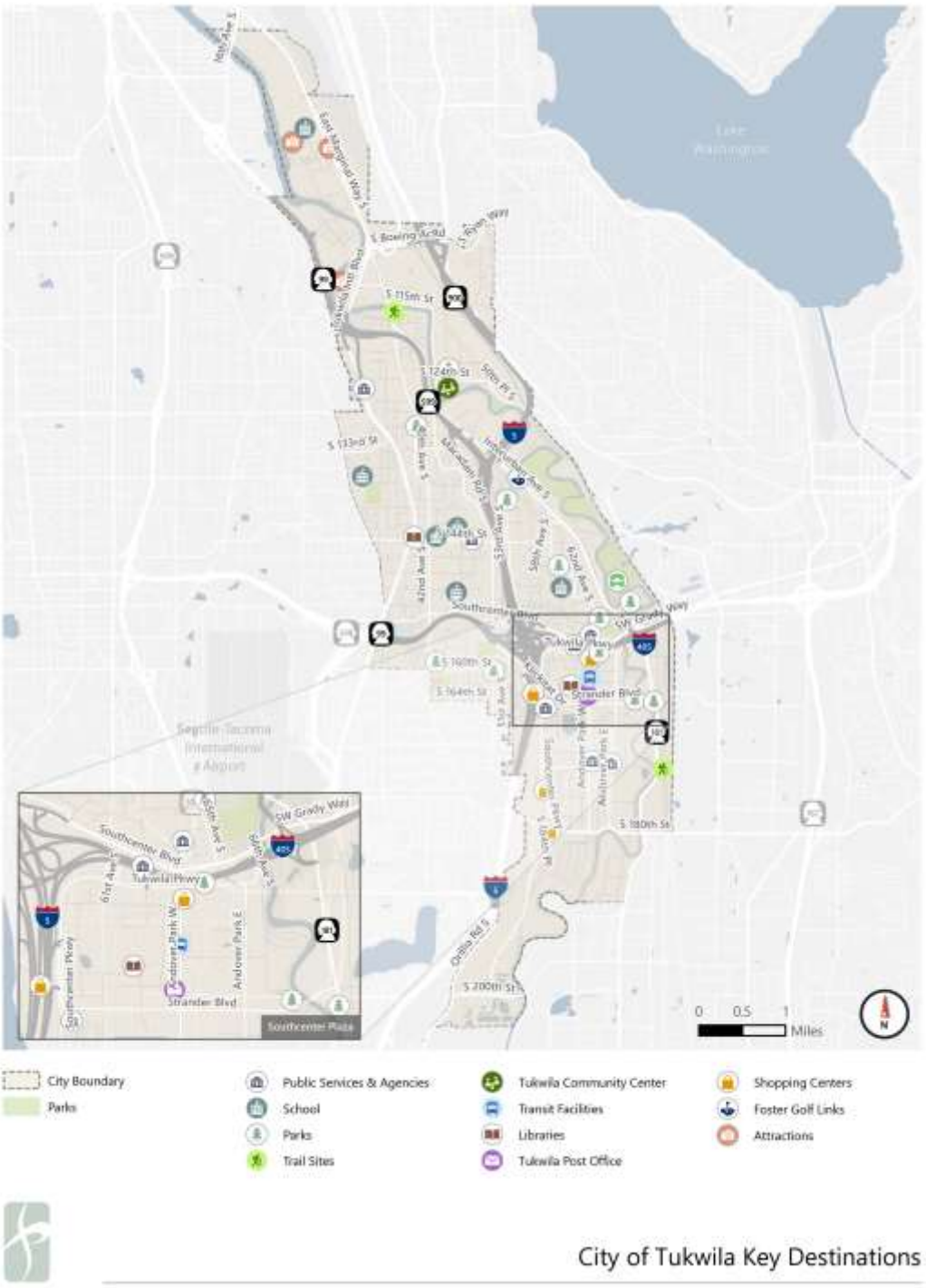


Figure 4. City of Tukwila Key Destinations



Local Planning Context

The City of Tukwila has several plans and policies that guide future development in Tukwila. Some of these plans, such as the Ryan Hill Neighborhood Study, Southcenter Subarea Plan, and Tukwila International Boulevard Neighborhood Plan, focus on development in certain areas or corridors within the City. The 2015 Comprehensive Plan has been the guiding document for City staff and elected officials in making decisions regarding transportation capital project funding, development regulations, and guiding principles for growth in Tukwila through 2035. Each of the plans described below have been reviewed and incorporated into the Transportation Element and Background Report.

City of Tukwila Comprehensive Plan Transportation Element (2015)

The City of Tukwila's Comprehensive Plan adopted in 2015 laid out the City's 20-year vision, derived from the City's core values: respect for the past and present, compassion and support for individuals and families, pride of place, and quality opportunities for working, living, and community involvement. The plan touched on many aspects of community life and development, from the character of neighborhoods and urban design standards to the development of vibrant centers of economic life and the revitalization of residential areas.[3] The plan provided goals and policies for achieving the City's vision through the allocation of jobs and services, housing, parks and recreational opportunities, transportation network investments, and sustainable funding.

Transportation Element (TE) Update (2024)

Tukwila is updating its Comprehensive Plan, including the TE, in 2024. This involved changes to the plan to meet new regional and statewide requirements and ensure that the plan is aligned with the vision for the City.

How is this Background Report related to the TE?

The Background Report serves as an appendix to the TE. The TE outlines policies and actions that the City will take and it refers back to Background Report for more detail on the analysis and plan development process. The TE and the Background Report work together to outline the plan for the City of Tukwila over the next 20 years.

Ryan Hill Neighborhood Study (2018)

[3] City of Tukwila. City of Tukwila Comprehensive Plan. 2015 https://www.tukwilawa.gov/wp-content/uploads/DCD-Comprehensive-Plan.pdf

In 2018, development interest within the Ryan Hill neighborhood, resulting from the area's limited infrastructure and sensitive features, prompted a comprehensive look at the needed land use changes and the types of infrastructure improvements required to support potential redevelopment.[4] The study's primary objectives were to ensure that any development decisions work collectively to achieve neighborhood-driven goals and that development-driven infrastructure improvements, such as sewer, water, and roadways, are coordinated and maximized. More information is available in the plan document on the City's **website**.

Southcenter Subarea Plan (2014)

The City of Tukwila developed the award-winning Southcenter Subarea Plan as a strategy for change and regulatory policy to guide and govern future development within Tukwila's urban center. The Southcenter Subarea Plan outlines the community's aspirations and support strategies for Southcenter as well as the physical outcomes intended to be implemented as new investments create change. Some of Tukwila's industrial uses have already shifted to retail uses, as evidenced by Costco, Lowe's Home Improvement, and Home Depot, all located in former warehouse buildings. In addition, this plan also identifies an initial set of recommended actions and investments that the City can take to accelerate redevelopment strategies. More information is available in the plan document on the City's **website**.

Tukwila International Boulevard Neighborhood Plan (2017)

Local Road Safety Plan (LRSP) Development (2025)

Tukwila is in the process of developing an LRSP to address transportation safety in the City. The LRSP, to be adopted in 2025, includes an analysis of existing conditions and systemic safety concerns that feed into a set of safety-related projects on Tukwila streets.

How is this Background Report related to the LRSP?

The Background Report, TE, and LRSP all work together to address transportation needs in Tukwila. The LRSP development informed safety policies in the TE and is integrated in the Safety section of the Background Report. Recommended projects from the LRSP can be found in the LRSP document.

[4] City of Tukwila. Ryan Hill Neighborhood Study. 2018
https://www.tukwilawa.gov/wp-content/uploads/Ryan-Hill-Neighborhood-Study-03.06.18.pdf

In 2015, Tukwila City Council adopted goals and policies in the Tukwila International Boulevard (TIB) Element of the Tukwila Comprehensive Plan, calling for a transformation of the neighborhood into a more walkable, safer, and attractive destination with TIB as a "main street". In 2017, the TIB Neighborhood Plan was developed to explore strategies for implementing the City's adopted goals and policies for the TIB neighborhood. The City partnered with the Congress for New Urbanism (CNU) to identify recommendations which included: reducing the number of through-lanes on TIB by replacing them with on-street parking and bike lanes; and revising the zoning regulations for new development to allow new land uses and development patterns that are consistent with the walkable vision for TIB[5].

Between 2017 and 2020, there have been various efforts to support the TIB Neighborhood Plan, including[6]:

- Interim zoning code revisions to restrict certain auto-oriented and lodging uses
- Development of preliminary rechannelization alternatives for TIB, including potential impacts, mitigation, cost, and the extent to which they achieve the goals for the TIB District

More information is available in the plan document on the City's **website**.

Tukwila Growth and Transportation Efficiency Center Program (2007)

Under the Washington State Commute Trip Reduction (CTR) Efficiency Act, the City of Tukwila was given the option of developing a Growth and Transportation Efficiency Center (GTEC) program to expand CTR efforts to additional employers and residential groups within a defined area.

In 2007, the City developed a GTEC for the Tukwila Urban Center (TUC), a designated regional growth center, through extensive involvement by employers, organizations, and individuals from

[5] City of Tukwila. Tukwila International Boulevard CNU Legacy Project. 2017 https://indd.adobe.com/view/30a631e0-ee3c-45f4-8f76-a9c83850446a

[6] City of Tukwila. Tukwila International Boulevard Neighborhood Planning. 2020 https://www.tukwilawa.gov/departments/community-development/community-planning/tukwila-international-boulevard-neighborhood-planning/

throughout the City who helped identify strategies to achieve the program's goals. The vision of the TUC GTEC program was based on two primary objectives[7]:

- Bolster the TUC's market position as a regional shopping center by creating an attractive central destination offering housing, shopping, entertainment, and recreation. Connect dispersed retail activities and provide a convenient, walkable, enjoyable, and varied shopping environment.
- Use the (then) planned commuter rail station, Tukwila Transit Center, and other transportation investments as a catalyst to shift development patterns, provide amenities, and create a true center and focal point for the community.

More information is available in the plan document: on the City's **website**.

Tukwila Transit Plan Update (2016)

Last updated in 2016, Tukwila's Transit Plan was targeted to provide clear guidance for transit planning over ten years by outlining recommendations for short-term actions. The developed recommendations were based on public outreach, thorough analyses of demographic data, planning documents, travel demand, and transit service in Tukwila. This plan recommended the following:

- A new express route between Tukwila and Bellevue before the I-405 BRT is implemented, targeting both Tukwila residents as well as Sounder riders.
- Frequency improvements to bus routes serving Tukwila including Rt-124, Rt-150, Rt-128, RapidRide F-Line and A-Line, Rt-156, Rt-906, and Rt-154.
- Maintenance of the Hyde Shuttle which serves seniors (55 and over) and people with disabilities.
- The provision of options to connect Allentown and Tukwila Community Center. Documented options include shuttle service, subsidized taxi/ transportation network companies (TNC) programs, and a community van program.
- Long-term transit services changes, transit priority corridors, transportation demand management and outreach to diverse communities, and a few capital recommendations.

[7] City of Tukwila. Tukwila Urban Center Growth and Transportation Efficiency Center Program. 2007 https://www.tukwilawa.gov/wp-content/uploads/DCD-CompPlan-Tukwila_GTEC_Plan.pdf

More information is available in the plan document on the City's **website**.

Americans with Disabilities Act (ADA) Transition Plan (2016)

The City of Tukwila established its ongoing commitment as an all-inclusive community, providing equal access for all, through the ADA Self-Evaluation and Transition Plan.

As documented in the 2016 draft Plan, the City of Tukwila anticipated the removal of the highest priority barriers within the first two years of the plan's adoption. This is based on the self-assessment, planning-level cost estimates, and available financial resources. The Capital Improvement Program (CIP), allocated $200,000 for 2017 and 2018, but budget constraints in 2019 and 2020 reduced the annual budget to $50,000 per year. The budget was further reduced in 2021 through 2023 due to the impacts of the Covid-19 pandemic on City revenues. In 2024, the annual budget was increased to $100,000, half of the annual recommended budget. For 2025-2026, it is estimated that an annual budget of $61,000 will be available towards ADA improvements and working to ADA compliance of all capital improvements projects and other City-funded construction. An updated ADA Transition Plan is needed to address the existing needs in light of the funding challenges over the recent years, and to plan to meet the City's objective of addressing all known deficiencies within 20 years.[8] Incorporation of the ADA Transition plan is expected by 2029. More information is available in the plan document on the City's **website**.

City of Tukwila's Non-Motorized Walk and Roll Plan (2009)

In 2009, the City developed Tukwila's first pedestrian and bike planning document, "The Walk and Roll Plan" to implement goals of the Comprehensive Plan and adopt a complete streets approach. The Walk and Roll Plan[9] was targeted to ensure that all Tukwila residents know the joy of wandering through the community using trails and sidewalks while also able to experience the sense of accomplishment and freedom associated with the ability to walk or bike to school, to work, to the store, and the library. The following recommendations were outlined in the Plan:

- Adoption of bike and pedestrian infrastructure designs

[8] City of Tukwila. ADA Transition Plan. 2016
https://www.tukwilawa.gov/wp-content/uploads/PW-ADA-Draft-ADA-Transition-Plan.pdf
[9] City of Tukwila. City of Tukwila's Non-Motorized Plan. 2009
https://www.tukwilawa.gov/wp-content/uploads/DCD-Walk-and-Roll-Program.pdf

- Designation and adoption of "Bike Friendly Routes"
- Continue construction of neighborhood links
- More than the minimum for pedestrian safety
- Railbanking for the future
- Promotion of and participation in biking and walking programs
- Identify and fund Walk and Roll projects in the Capital Improvement Program (CIP)

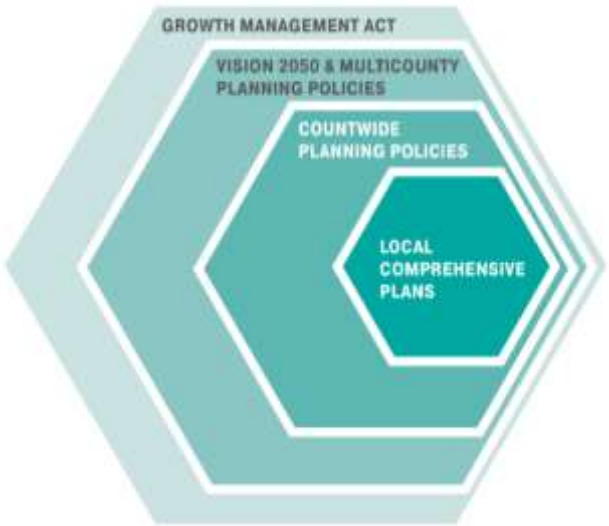
More information is available in the plan document on the City's **website**.

Regional Planning Context

VISION 2050 (2020)

By 2050, the region's population is anticipated to reach 5.8 million. VISION 2050 sets the stage for updates to countywide planning policies and local comprehensive plans, developed by the region's cities and counties, as illustrated in **Figure 5**.[10] The key themes highlighted in VISION 2050 include:

Figure 5. Washington State Planning Framework



- Provide opportunities for all
- Increase housing choices and affordability
- Sustain a strong economy
- Significantly reduce greenhouse gas emissions
- Keep the region moving
- Restore the health of the Puget Sound
- Protect a network of open space
- Growth in centers and near transit
- Act collaboratively and support local efforts

More information is available in the plan document on PSRC's **website**.

[10] Puget Sound Regional Council. VISION 2050. 2020
https://www.psrc.org/sites/default/files/2022-02/vision-2050-plan%20%281%29.pdf

King County Countywide Planning Policies (2021)

The Countywide Planning Policies (CPPs) implement VISION 2050 by guiding how King County jurisdictions work together and plan for growth. The comprehensive plan for King County and the comprehensive plans for cities and towns in King County are developed from the framework that the CPPs establish.

The 2021 CPPs were designed to provide guidance in advance of the 2024 statutory update of comprehensive plans to incorporate changes to the regional policy framework and to reflect new priorities addressing equity and social justice within communities[11]. The 2021 CPPs update was based on the following:

- 2012 Countywide Planning Policies
- Centering social equity and health
- Integrating regional policy and legislative changes
- Providing clear, concise, and actionable direction for comprehensive plans
- Implementing the Regional Growth Strategy with 2044 growth targets that form the land use basis for periodic comprehensive plan updates

More information is available in the plan document on King County's **website**.

Washington State Growth Management Act

The State's Growth Management Act (GMA) of 1990 requires communities to prepare a transportation plan that ties directly to the City's land use decisions and financial planning. The updated Transportation Element and Background Report support this GMA mandate for the next 20-year planning cycle.

[11] King County. 2021 King County Countywide Planning Policies. 2021 https://kingcounty.gov/~/media/depts/executive/performance-strategy-budget/regional-planning/CPPs/2021-CPPs-Adopted-and-Ratified.ashx?la=en

Chapter 2: Transportation Inventory and Needs Assessment

The subsequent sections document the existing transportation networks within the City and discuss identified opportunities for improvement. The Tukwila transportation network accommodates various modes of getting around, including walking, rolling, scootering, biking, riding public transit, driving, and freight and goods movement

Street Network

Tukwila's street network is comprised of roadways with varying vehicle capacities intended to accommodate various modes of transportation and connect users to local and regional facilities. Streets in Tukwila serve as the foundation of the transportation system, as roadways shape how residents and visitors experience the City. **Table 1** and **Figure 6** describe and map the functional classification of roadways in Tukwila, respectively. **Figure 7** presents posted speed limits on the City's roadway facilities.

The City is dedicated to maintaining healthy roadway conditions along its street network through various rehabilitation investments. Based on a pavement condition assessment conducted in 2020 for more than 200 lane miles of City-owned asphalt roadways, Tukwila's roadway network is generally in good condition. The City's roadway network has an average Pavement Condition Index (PCI) of 68 and a backlog (roads rated below a PCI of 40) one of 5.8 percent of the overall network. Notably, the average PCI for Tukwila streets is slightly above the national average of 60-65.[12]

Because Tukwila's street network is also comprised of state-owned facilities, the City collaborates with the Washington State Department of Transportation (WSDOT). State-owned roadways in Tukwila include Interstate 5, Interstate 405, and state routes 99, 181, 518, 599, and 900 depicted in **Figure 6.**

[12] City of Tukwila. Pavement Management Program – Analysis Report. 2020 http://records.tukwilawa.gov/WebLink/1/edoc/332433/TIC%202020-10-05%20Item%202E%20-%20Report%20-%202020%20Pavement%20Management%20Program%20Analysis%20Report.pdf

Table 1. City of Tukwila Street Functional Classifications

Type	Description	Examples	Photo
Principal Arterial	The primary function of principal arterials is to expedite through-traffic between communities and traffic generated by major shopping and employment centers and serve travel between freeways and lesser classified arterials. Principal arterials carry the highest volume within the City, ranging between 10,000 and 50,000 vehicles per weekday. These roadways generally have sidewalks on both sides, and some have bike facilities.	Tukwila International Boulevard, Interurban Avenue S, East Marginal Way S	 *Tukwila International Boulevard*
Minor Arterial	Minor arterials serve inter-community traffic traveling between neighborhoods and principal and collector arterials. These roadways serve smaller geographic areas than principal arterials. Traffic generators served by minor arterials include schools, hospitals, and community business centers. Minor arterial traffic volumes range from 1,500 to 15,000 vehicles per weekday.	Southcenter Boulevard, Southcenter Parkway, Strander Boulevard	 *Southcenter Boulevard*

Type	Description	Examples	Photo
Collector Arterial	Collector arterials are designed to serve traffic traveling between access streets and higher classification arterials and primarily serve local traffic of a neighborhood or commercial/industrial area. Collector arterial traffic volumes are generally less than 10,000 vehicles per day. Some collector arterials provide transit service, sidewalks, and bike facilities, but there are gaps in Tukwila's network.	S 144th Street, Andover Park W, 42nd Avenue S	 *S 144th Street*
Local Access	Local access roadways connect traffic to arterials, accommodate short trips to neighborhood destinations, and provide local access. Many local access roads lack transit service, sidewalks, and/or bike facilities.	S 143rd Street, 56th Avenue S, 40th Avenue S	 *56th Avenue S*

Source: Tukwila Municipal Code, City of Tukwila, Fehr & Peers. Images are courtesy of Google Maps unless otherwise noted.

Figure 6. Existing Street Functional Classification Map

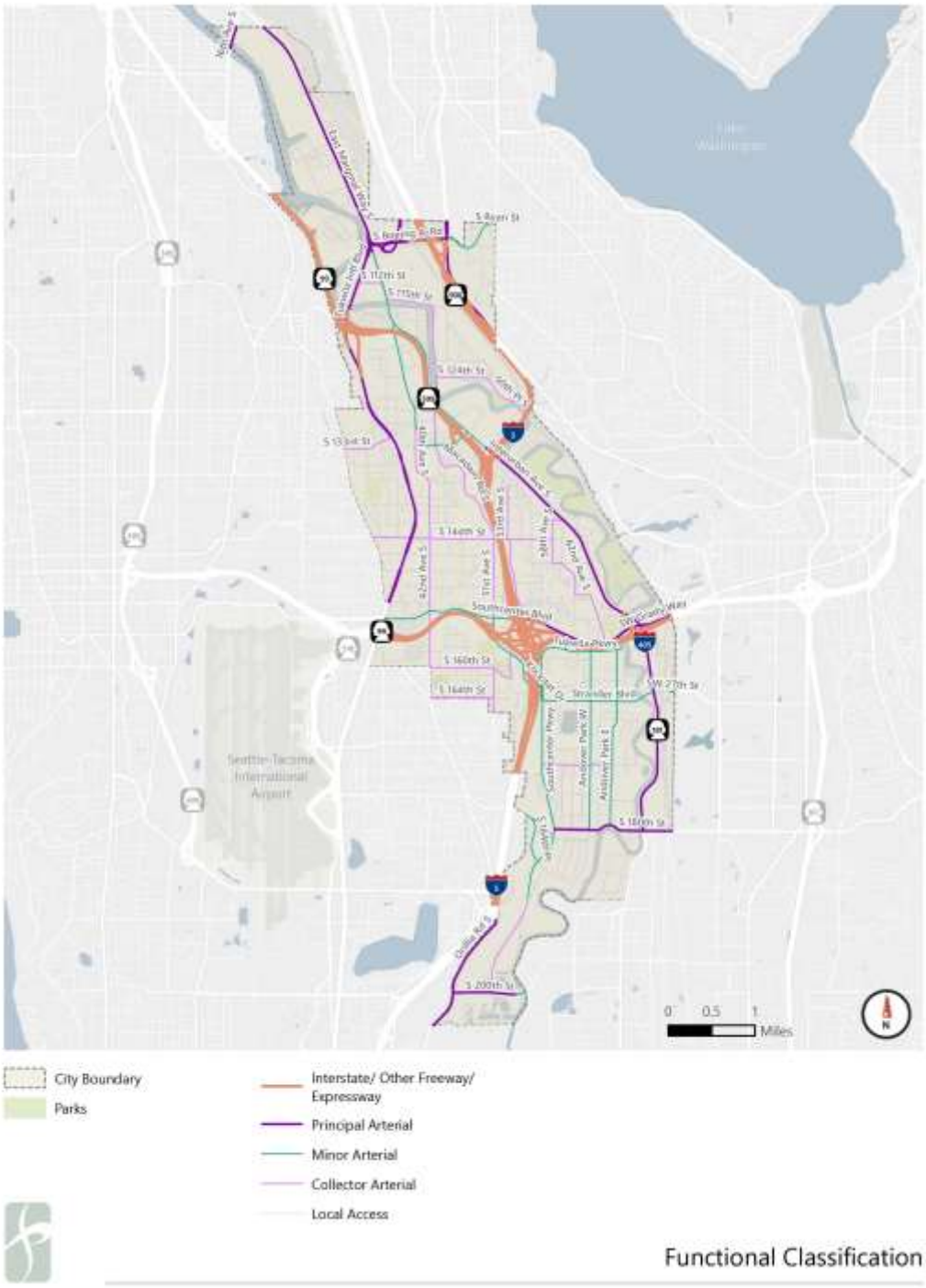
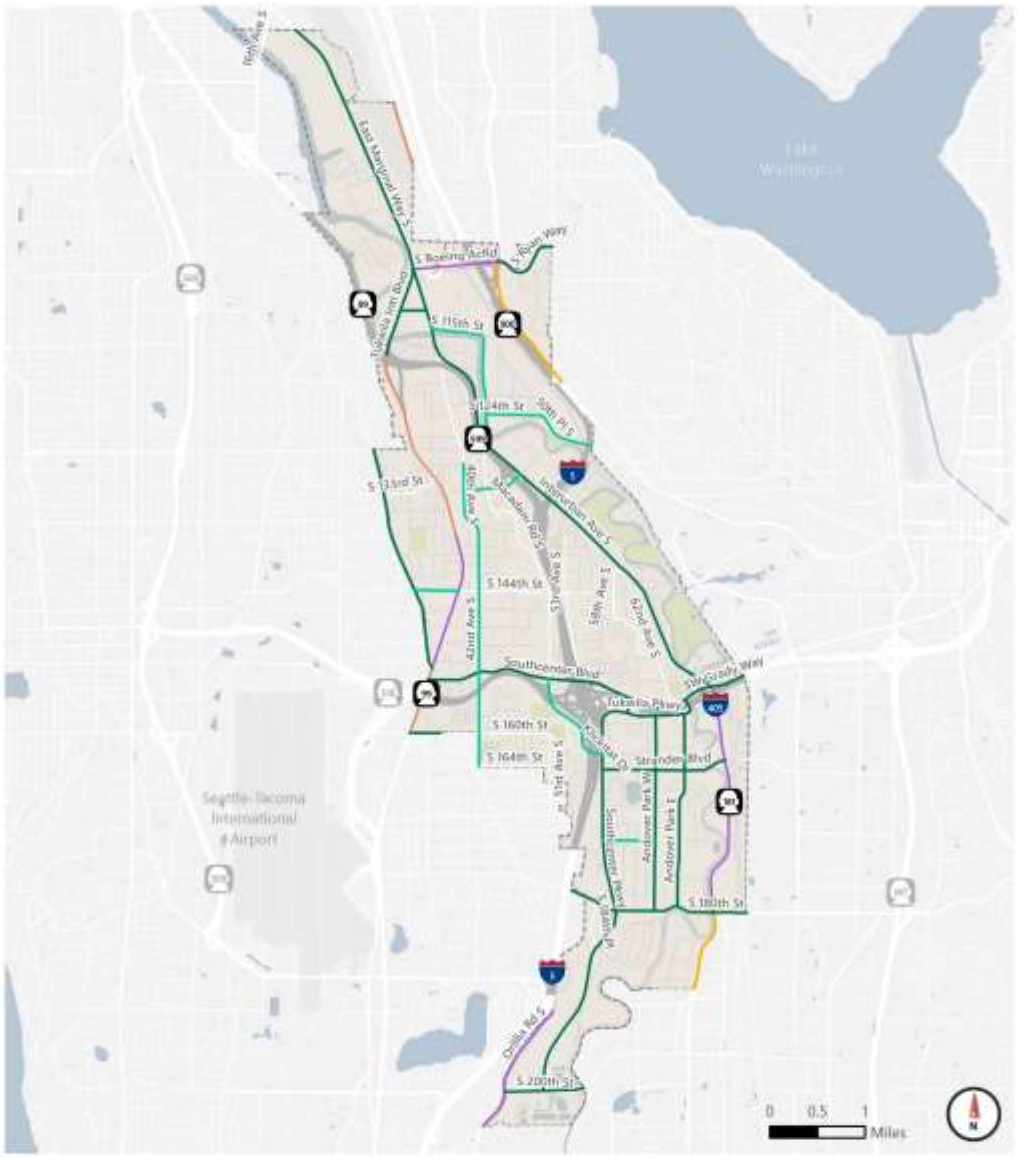


Figure 7. Existing Speed Limits Map



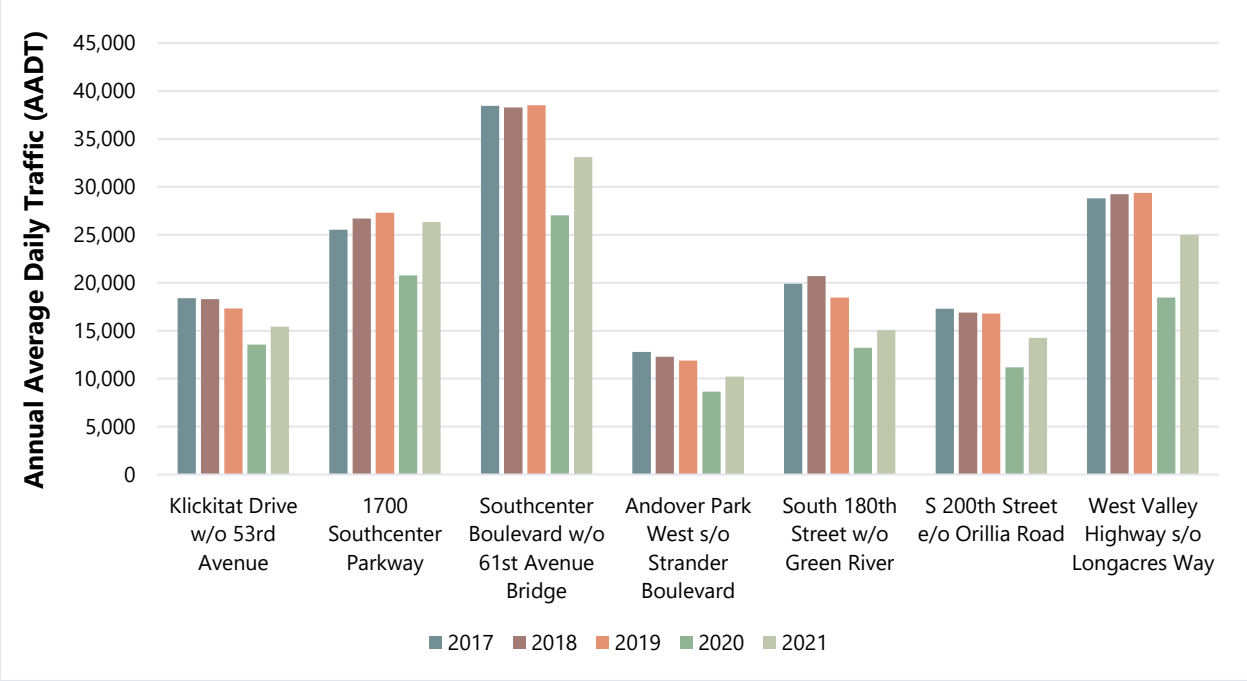
Citywide Traffic Volume Trends

Due to the challenges and unprecedented travel patterns related to COVID-19, pre-pandemic traffic volume data was utilized for the purposes of developing the Transportation Element. Traffic data the City collected in 2018 was used as a starting place, and supplemented by turning movement count data from location-based services (LBS) and navigation global positioning system (GPS) data from anonymized smartphone and vehicle navigation devices. Based on a review of representative locations in Tukwila, these data sets closely matched up with historical counts, with some discrepancies at locations near freeways. As a result, adjustment factors were developed based on the City's traffic database counts to calibrate turning movement count data from these sources to accurately represent baseline conditions.

The City of Tukwila collects and monitors traffic counts at multiple locations across the City monthly to track annual average daily traffic (AADT). As shown in **Figure 8** and **Figure 9**, the busiest locations are Southcenter Boulevard, Boeing Access Road, Southcenter Parkway, and West Valley Highway. Data collected prior to the COVID-19 pandemic from 2017 to 2019 at these locations exceeded 25,000 vehicles. **Figure 8** and **Figure 9** display AADT data from 2020 and 2021. In 2020, the COVID-19 pandemic resulted in abrupt and dramatic changes in travel demand and traffic patterns on all roadway facilities stemming from safety protocols and mass telecommuting. This is reflected in the drop in AADT illustrated in **Figure 8** and **Figure 9**. Data from 2021 show an increase in AADT at study locations; however, travel demand was still less than in pre-pandemic years, which confirms that turning movement count data from 2018 represent a conservative estimate for travel demand.

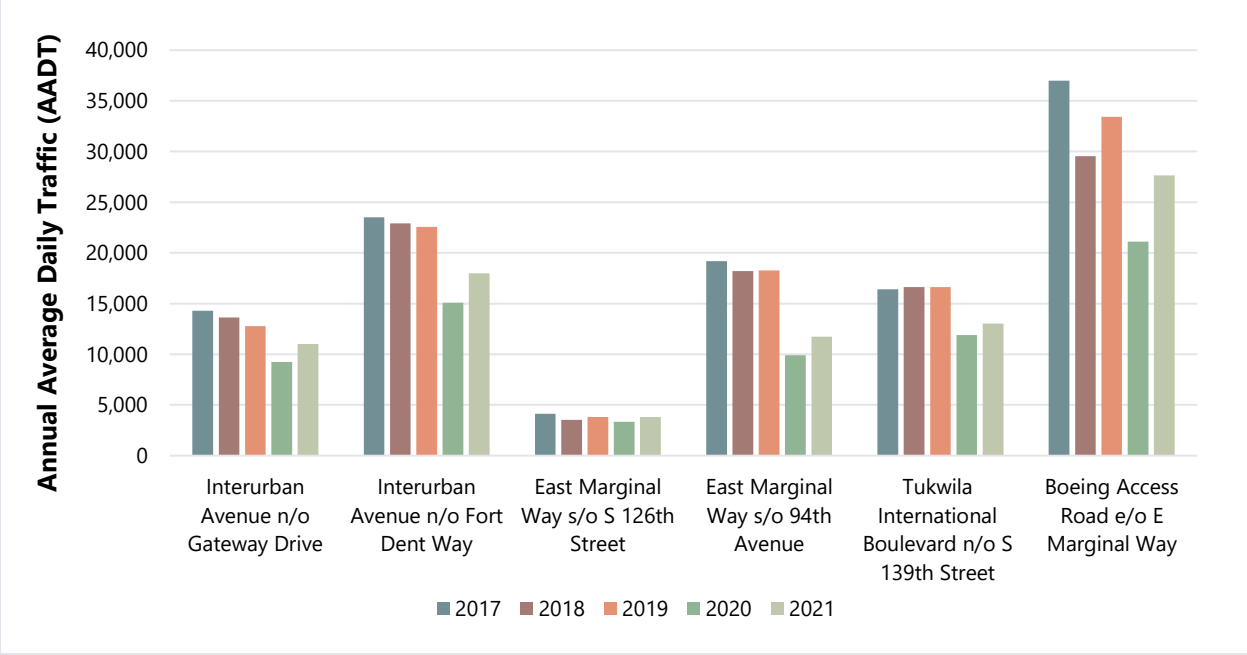
Figure 10 illustrates monthly travel patterns in Tukwila based on total AADT at the count locations. Travel on these corridors peaks during the summer and winter holidays, and volumes are notedly lower in September and October.

Figure 8. Traffic Volume Trends in or near Tukwila Urban Center (2017 - 2021)



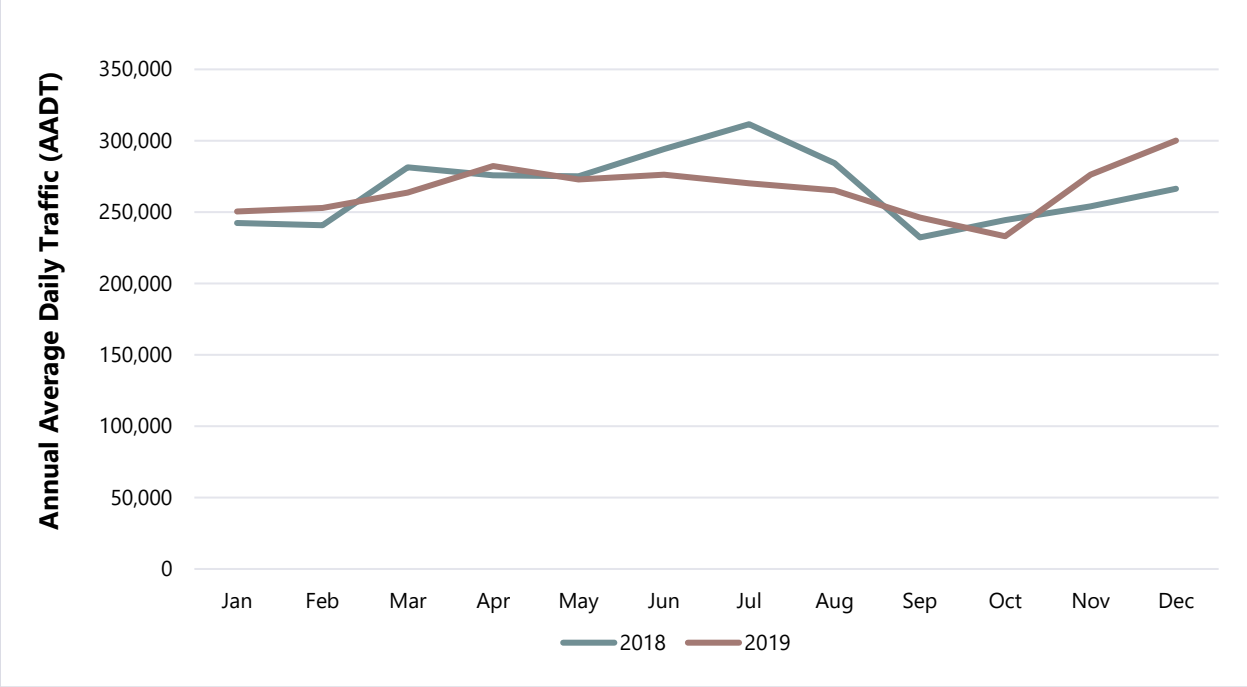
Source: City of Tukwila, Fehr & Peers. 2022.

Figure 9. Traffic Volume Trends in Study Locations Across Tukwila (2017 - 2021)



Source: City of Tukwila, Fehr & Peers. 2022.

Figure 10. Monthly Travel Patterns in Tukwila



Source: City of Tukwila, Fehr & Peers. 2022.

Existing Traffic Conditions

The performance of vehicle congestion at intersections within Tukwila is measured using a standard state-of-the-practice methodology known as level of service (LOS). LOS represents the degree of congestion at an intersection based on the average delay per vehicle at a controlled intersection, such as a traffic signal or stop sign. Individual LOS grades are assigned on a letter scale, A through F, with LOS A representing free-flow conditions with no delay and LOS F representing highly congested conditions with long delays, as described in **Table 2** and illustrated in **Figure 11**.

Table 2 shows the definition of each LOS grade detailed in the 6th edition of the Highway Capacity Manual (HCM) methodology, which is based on average control delay per vehicle. The methodology captures the average delay for all vehicles entering the intersection and prescribes how the average delay is measured at different types of intersections: signalized and stop-controlled intersections. Signalized intersections have higher delay thresholds compared with

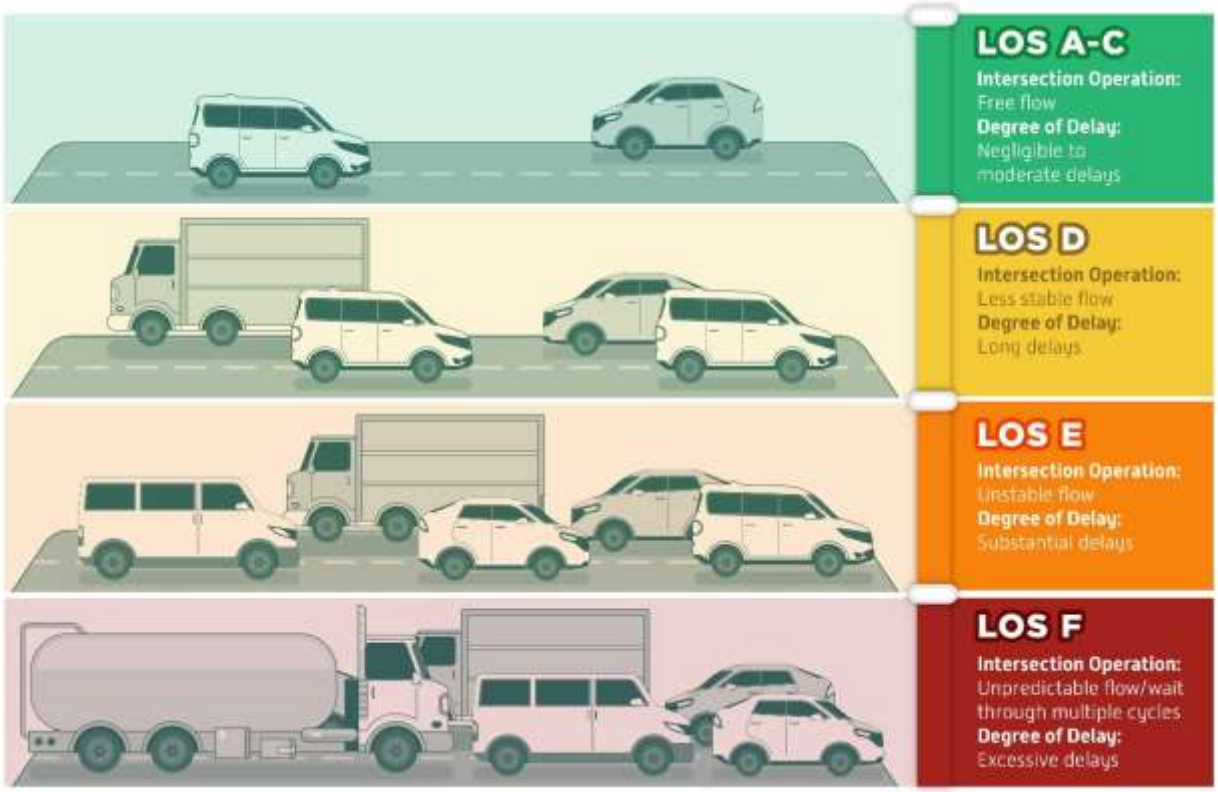
two-way and all-way stop-controlled intersections. When calculating LOS at two-way stop-controlled intersections, the delay from the most congested movement is reported and used.

Table 2. Intersection Level of Service (LOS) Criteria

Level of Service	Signalized Intersection Delay (seconds)	Unsignalized Intersection Delay (seconds)
A	≤ 10	0-10
B	>10-20	>10-15
C	>20-35	>15-25
D	>35-55	>25-35
E	>55-80	>35-50
F	>80	>50

Source: Highway Capacity Manual (HCM) 6th Edition

Figure 11. Intersection Level of Service



Source: Fehr & Peers.

The City's adopted LOS standard requires that roadways and intersections within City limits adhere to the following[3]:

Southcenter Area

- The Southcenter area corridor average is not to exceed LOS E, except for the Strander Boulevard corridor and a portion of the Andover Park East corridors.
- The Strander Boulevard corridor average is not to exceed LOS F, with an average delay not to exceed 120 seconds. The Andover Park East corridor, between Tukwila Parkway and Strander Boulevard, is not to exceed LOS F, with an average delay not to exceed 120 seconds. The S 180th Street corridor, between Southcenter Parkway and SR 181 (West Valley Highway) is not to exceed LOS F, with an average delay not to exceed 150 seconds.
- SR 181 (West Valley Highway) is not to exceed LOS E/Mitigated per WSDOT standards as a State highway of regional significance.

Outside of Southcenter

- All other non-residential arterial intersections are not to exceed LOS E.
- The LOS of minor and collector arterials in predominantly residential areas is not to exceed LOS D for each specific arterial.
- As State highway of regional significance, SR 181 (West Valley Highway), SR 99, and SR 599 are subject to a Regional Level of Service Standard established by the Puget Sound Regional Council and WSDOT. The automobile level of service is not to exceed LOS E/Mitigated.
- As State highways of regional significance, I-5, I-405, and SR 518 are subject to a LOS standard established by WSDOT. The automobile level of service is not to exceed LOS D.

Vehicle LOS in Tukwila was evaluated at 54 study intersections (38 signalized and 16 unsignalized) and 11 corridors (comprised of 24 representative intersection locations) presented in **Figure 12** and **Figure 13**. The selection of the study intersections was based on previously identified locations with congestion and geographic spread. This approach has been used in various City efforts including the 2015 Comprehensive Plan and the 2018 Concurrency Study.

Figure 12. Study Intersections

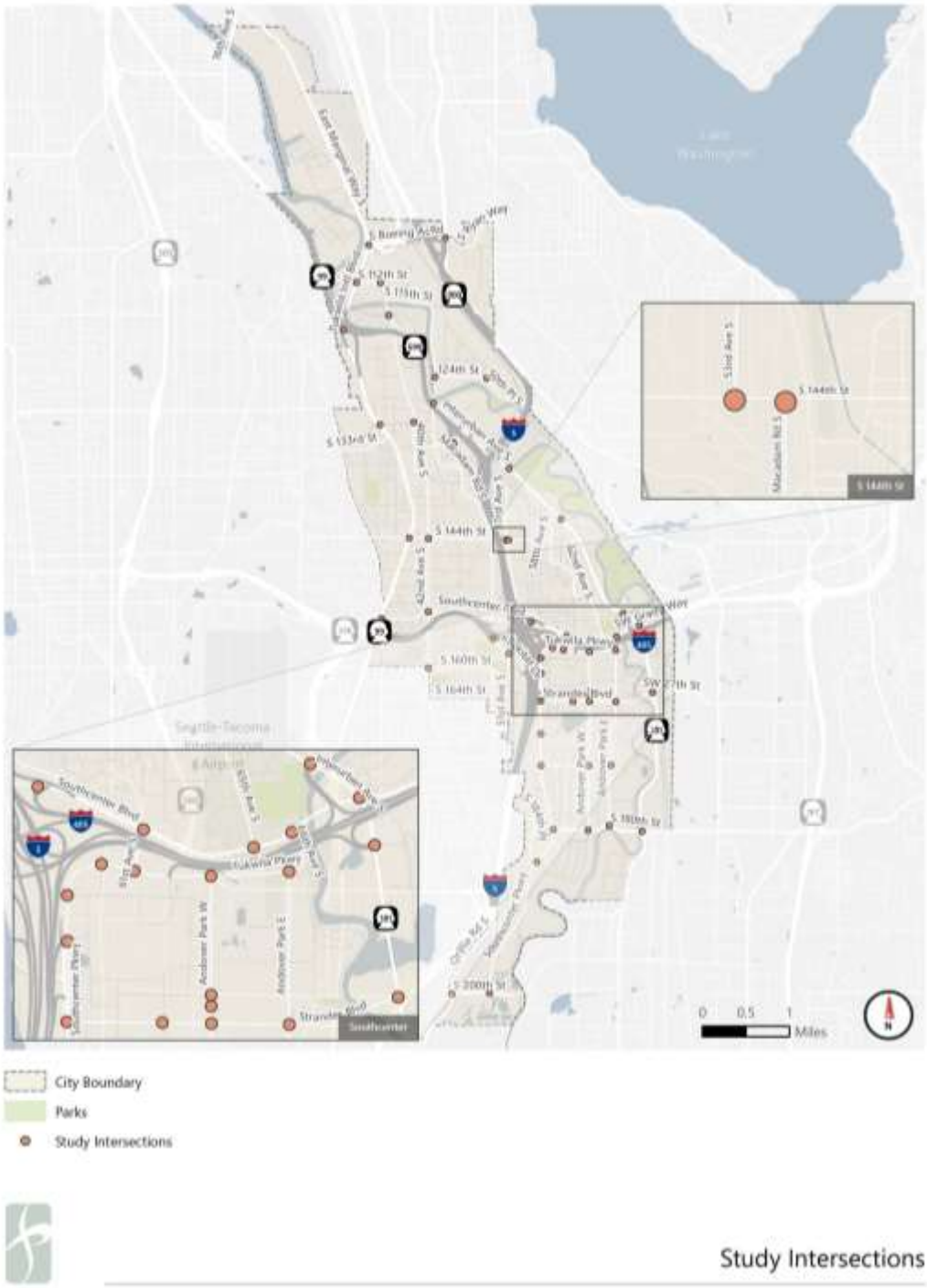
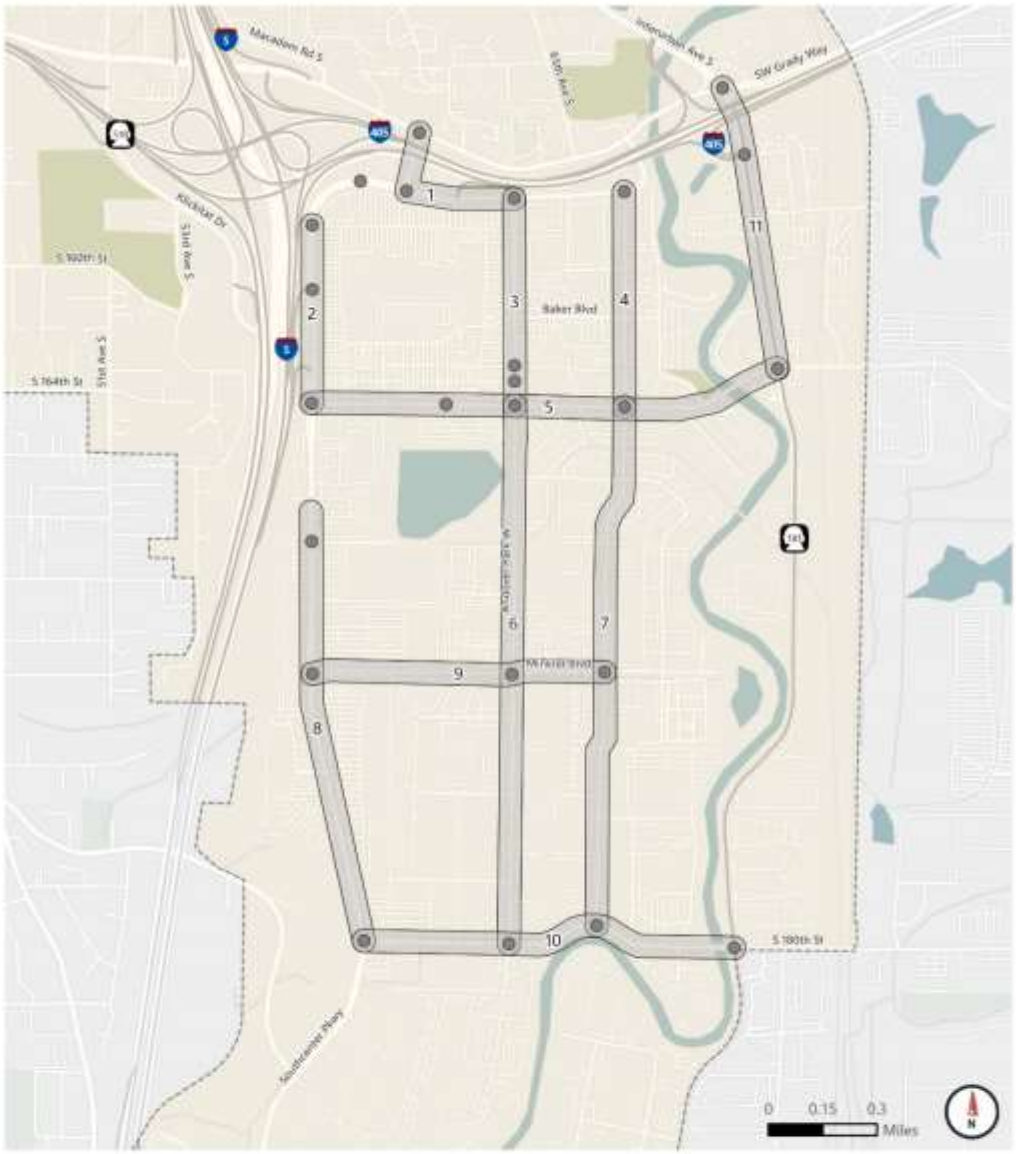


Figure 13. Study Corridors



Citywide Traffic Conditions

Figure 14 shows vehicle LOS, which reflects how the study intersections operate today based on an existing traffic operations analysis conducted using the Synchro version 11 software package. Detailed vehicle LOS and delay results for each intersection are provided in **Appendix C**.

Figure 14: Existing PM Peak Hour LOS in Tukwila

The City's intersection LOS policy only applies to intersections outside the Southcenter area. These study intersections currently operate acceptably under existing conditions during the PM peak hour except at the following location:

- Southcenter Boulevard / I-405 SB Off-ramp (LOS F with an average delay of 92 seconds)

Other notable intersections outside the Southcenter area include:

- South 116th Street / East Marginal Way (LOS E with an average delay of 39 seconds)

For specifically WSDOT facilities, only the following intersection does not meet the regional LOS standard established by the Puget Sound Regional Council and WSDOT:

- Southcenter Boulevard / West Valley Highway (LOS F with an average delay of 80 seconds) exceeds the LOS E/Mitigated standard.

Urban Center Traffic Conditions

The roadway network within the Southcenter area is understood to have non-traditional peak periods due to retail travel patterns. The 11 study corridors depicted in **Figure 13** were evaluated to understand traffic conditions in the Southcenter area during several peak periods as shown in **Figure 15** through **Figure 18**. The analysis periods include weekdays and weekends during midday and PM peak hours. The weekend analysis periods are of particular interest to capture regional ingress and egress traffic to Southcenter. There are markedly higher traffic volumes in Southcenter during weekends compared to weekdays, with increases ranging from 10 percent to 20 percent.

Detailed Synchro/ SimTraffic microsimulation informed the corridor analysis assessments. As illustrated in **Figure 15** through **Figure 18**, the study corridors operate acceptably during all the evaluated analysis periods and meet the City's corridor LOS standards. The corridors operate at LOS E or better during all studied time periods. Noteworthy intersections along these corridors include:

- Southcenter Boulevard / 61st Avenue South (LOS F with an average delay of 98 seconds under weekend mid-day conditions)
- Southcenter Boulevard / West Valley Highway (LOS F with an average delay of 83 seconds under weekend PM conditions)

- South 180th Street / West Valley Highway (LOS E with an average delay of 70 seconds under weekend mid-day conditions)
- South 180th Street / Andover Park East (LOS E with an average delay of 70 seconds under weekend mid-day conditions)

Tables with detailed vehicle LOS and delay results for each intersection and corridor are exhibited in **Appendix B** and **Appendix C**.

Figure 15. Existing (2018) - Weekday Mid-day Peak Hour LOS

Figure 16. Existing (2018) - Weekday PM Peak Hour LOS

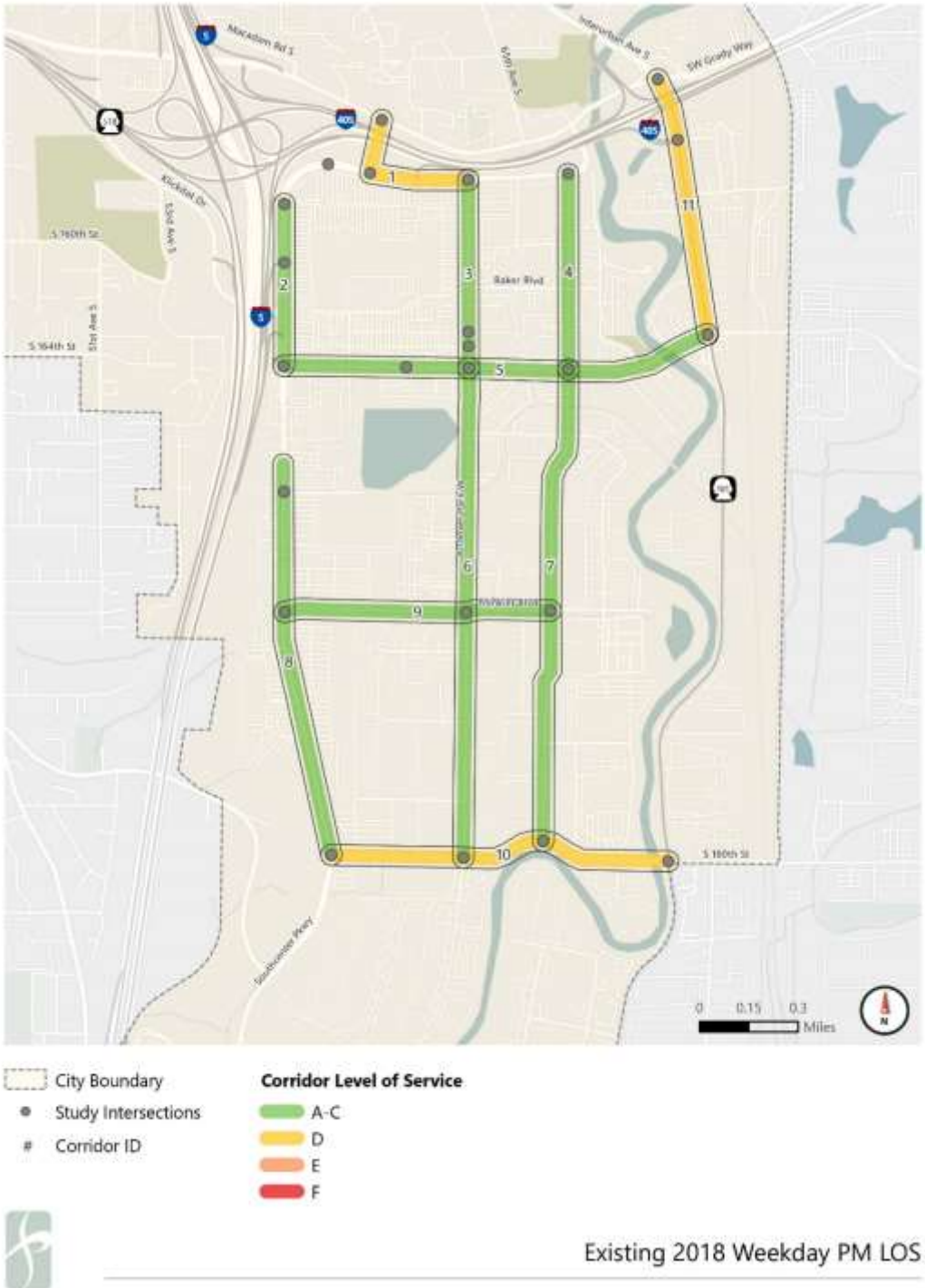


Figure 17. Existing (2018) - Weekend Mid-day Peak Hour LOS

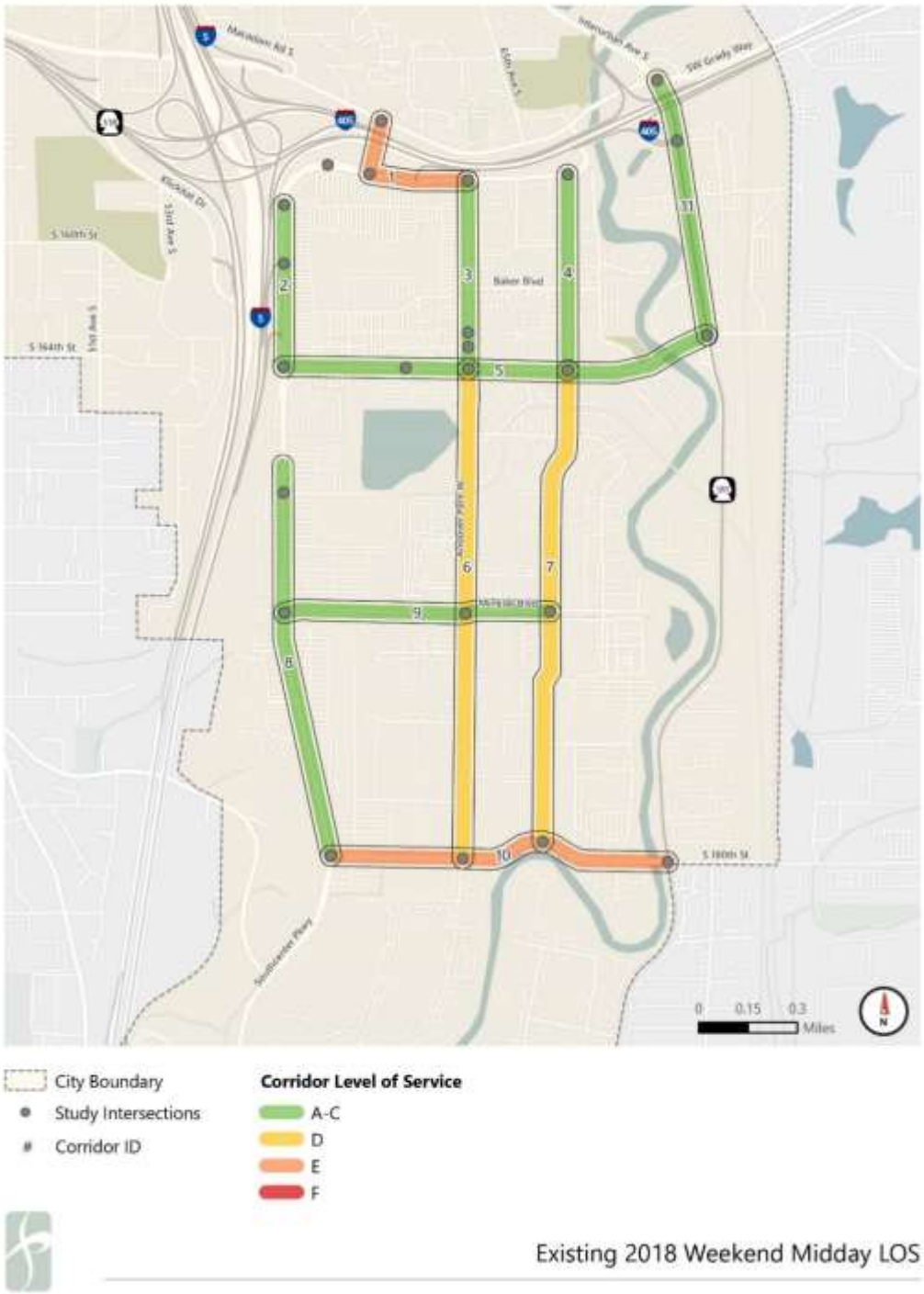
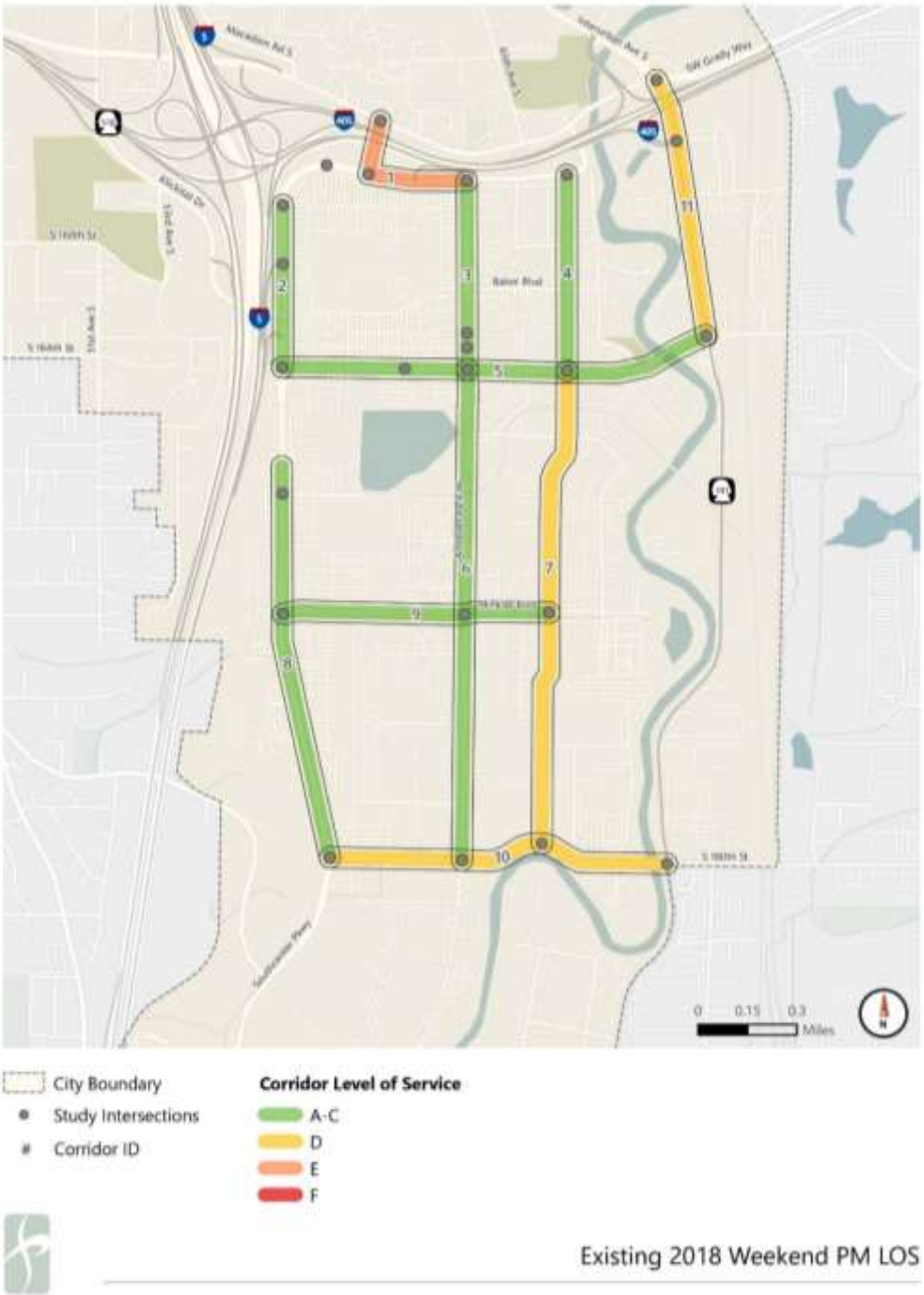


Figure 18. Existing (2018) - Weekend PM Peak Hour LOS



Existing Facilities and Future Needs for Walking and Rolling

What does "rolling" include?

"Rolling" refers to methods of using pedestrian facilities other than walking. This includes the use of wheelchairs, strollers, mobility devices, and bicycles. Sidewalks, trails, and other pedestrian facilities accommodate those who walk as well as those who rely on mobility devices.

Walking and rolling are essential ways people get around Tukwila. Walking and rolling often precedes and concludes trips by other modes. Planning safe and effective pedestrian infrastructure can make these trips easier, cheaper, and more convenient.

Pedestrian infrastructure includes a range of treatments spanning from sidewalks, curb cuts, and crosswalks to trails and shared-use paths. An example of supportive pedestrian infrastructure in Tukwila are pedestrian-actuated Rectangular Rapid Flashing Beacons (RRFB), which are located along several corridors, including Tukwila International Boulevard, as shown in **Figure 19**.

Figure 19. Crosswalk and RRFBs along Tukwila International Boulevard

Source: Fehr & Peers. 2022

Most principal and minor arterials in the City of Tukwila have sidewalk facilities on one or both sides. However, sidewalk facilities tend to be limited to these street designations with many residential areas in Tukwila lacking sidewalks and connectivity across barriers such as I-5. **Figure 20** displays the existing sidewalk network within City limits.

Following the adoption of Tukwila's 2009 Walk and Roll Plan, many pedestrian facilities have been constructed[13] including:

- Cascade View Elementary Safe Routes to School Trail
- Sidewalk in front of Aviation High School
- Sidewalk on South 150th Street (Thorndyke Elementary Safe Routes to School)
- Sidewalks on Interurban Avenue South
- Sidewalks on Tukwila International Boulevard

[13] City of Tukwila. Walk & Roll Program. https://www.tukwilawa.gov/departments/community-development/walk-roll-program

- Sidewalks on Southcenter Parkway (south of South 180th Street)
- Sidewalks on Southcenter Boulevard (east of I-5)

These projects demonstrate Tukwila's long-standing commitment to multimodal connectivity.

Figure 20. Existing Walking and Rolling Network

Pedestrian Network Connectivity

The walking and rolling facilities in the City of Tukwila have room to improve overall network connectivity. As noted, residential areas in Tukwila have limited access to sidewalks. This poses a challenge for those relying on pedestrian facilities to reach key destinations such as neighborhood shopping or transit stops. Filling gaps in the network can make the current facilities more functional throughout the City. In addition, many transit stops in the City are not well connected to the sidewalk network. This poses an issue as most transit riders access stops using the pedestrian network. People may resort to walking in travel lanes or on a narrow shoulder, which poses a safety concern. Improving Tukwila's pedestrian network connectivity will, in turn, improve the ability of users of the current infrastructure to reach more destinations.

Existing Facilities and Future Needs for Biking

Biking often facilitates longer trips than walking or rolling with similar benefits to the environment, individuals, and the community.

There are a variety of different biking infrastructure types that can appeal to cyclists with varying levels of experience and confidence. In addition to bikes, other wheeled users include scooters, skateboards, and inline skates. These users tend to use infrastructure geared towards both pedestrians and cyclists, such as shared use paths. A wide range of bicycle facilities is important to ensure that people who bike at all levels can make use of the network. This includes both advanced bicyclists who are comfortable interacting with moving vehicles as well as bicyclists who prefer separated facilities.

Figure 21. Bike lane along Southcenter Boulevard

Source: Fehr & Peers. 2022

Bike facilities currently found in Tukwila include bike lanes (example in **Figure 21**), sharrows, shared-use paths/trails, and designated bike routes. Tukwila currently maintains over six miles of dedicated bike lanes along seven segments. Tukwila's existing bike network is shown in **Figure 22**. While there are bike lanes on some key roadways, such as sections of Southcenter Boulevard, East Marginal Way South, 42nd Avenue South, Baker Boulevard, Orillia Road South, among other roads, there

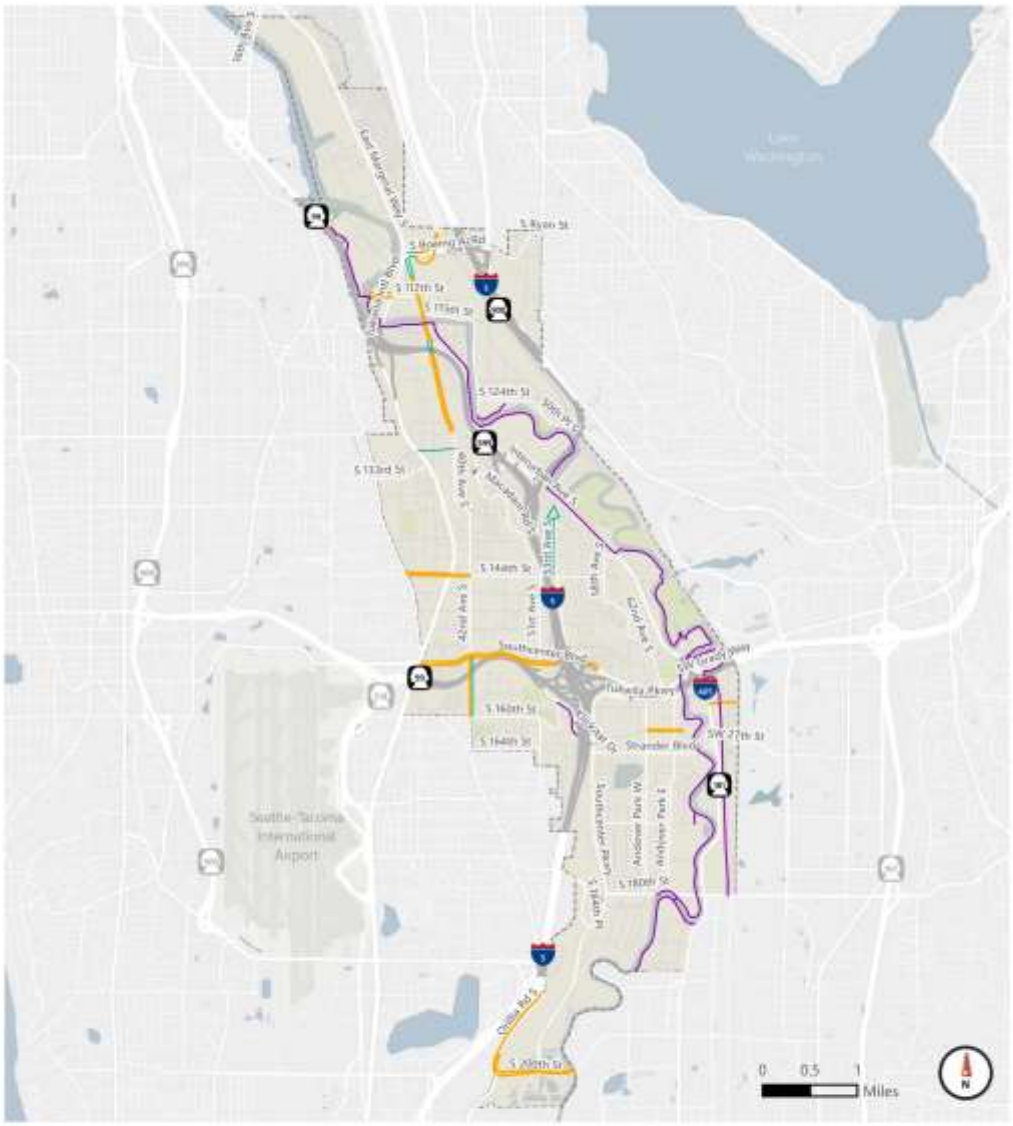
are many gaps in the bike network. These lanes are not connected to each other nor to local shared-use paths.

Following the adoption of Tukwila's 2009 Walk and Roll Plan, the following bike facilities have been constructed by private developers or the City[14]:

- Cascade View Elementary Safe Routes to School Trail
- Bike lane on South 112th Street.
- Bike lanes and sharrows on East Marginal Way
- Bike lanes on ramps to/from Airport Way South
- Bike lanes on Southcenter Boulevard (east of I-5)
- Bike lanes on Baker Boulevard
- Two-way cycle track on Longacres Way
- Bike lane and sharrow on 42nd Ave S

[14] City of Tukwila. Walk & Roll Program.
https://www.tukwilawa.gov/departments/community-development/walk-roll-program

Figure 22. Existing Bike Network



Bike Network Connectivity

The overall network connectivity of bike facilities in the City of Tukwila can improve. There are several roadway segments with bike facilities, however they are currently disjointed. The connection between bike lanes in Tukwila to local shared-use paths and trails is limited. This limits the ability of cyclists to reach desired destinations utilizing designated bike facilities. Expanding and upgrading Tukwila's bike network connectivity will provide more options for people who bike to reach their desired destinations using their preferred type of bicycle facility.

Existing and Future Transit Needs

This section provides an overview of the transit services currently providing service to and from Tukwila, how these services are utilized, and where there may be additional demand for service in the area.

System Overview

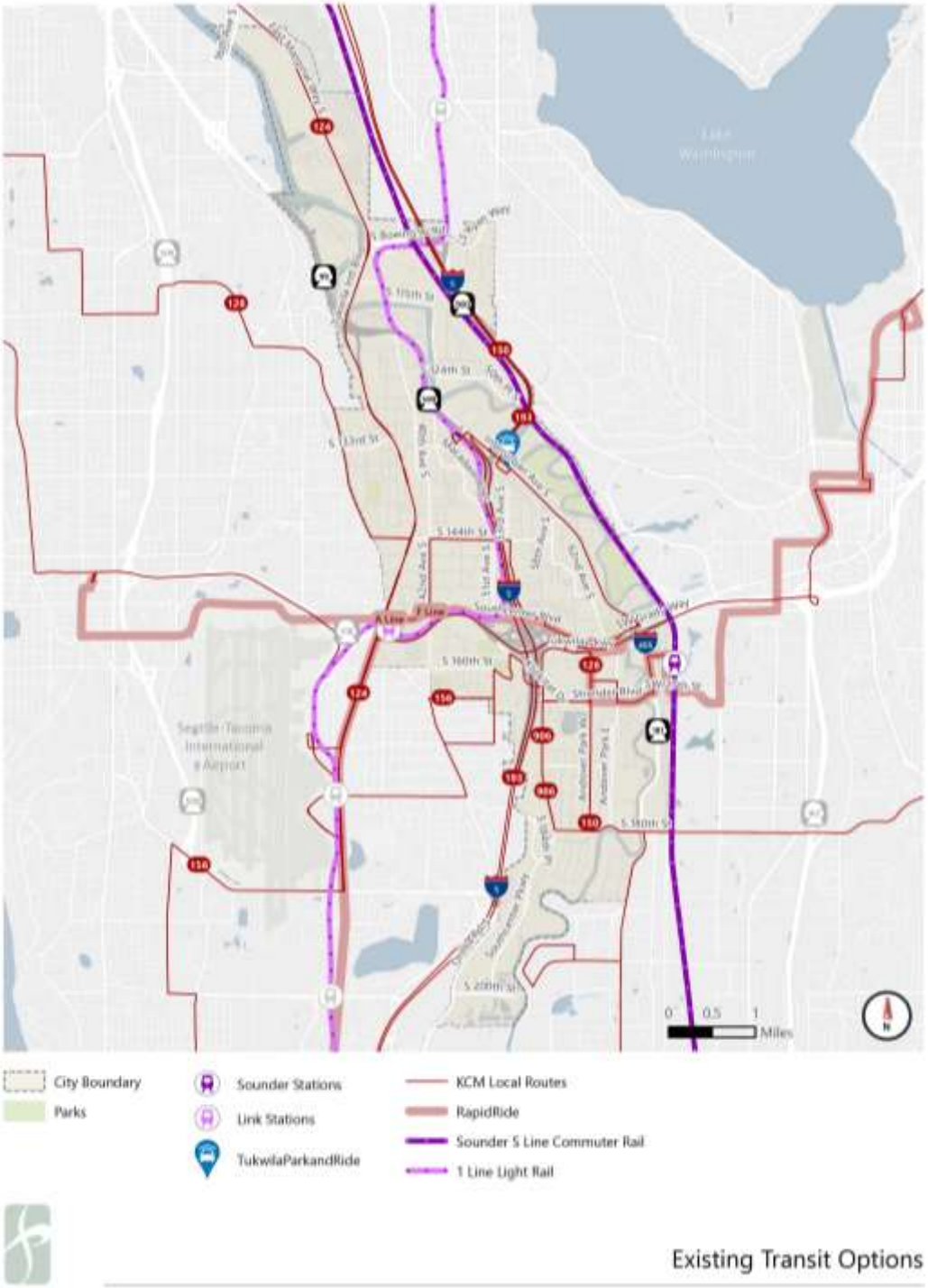
King County Metro (Metro) offers five traditional fixed-route services, two RapidRide routes, one Demand Area Response (DART) route, and Metro Flex on-demand service within the City of Tukwila. Sound Transit provides light rail service on the 1 Line to Tukwila International Boulevard Station and Sounder commuter rail service to Tukwila Station.

The highest ridership activity occurs at two locations that are served by multiple lines and modes:

- Tukwila International Boulevard Station, served by local bus, RapidRide, and the 1 Line. Average daily boardings in March 2024 for Link light rail were 2,244and bus boardings were 2,472 for a total of 4,716 at the station.
- Tukwila Transit Center near Southcenter Mall, served by local bus and RapidRide F Line. Passengers can connect to the Tukwila Sounder station to the east using the RapidRide F Line. Average daily boardings in this location during March 2024 were 1,414.

The characteristics of these services are summarized in **Figure 23.**

Figure 23. Existing Transit Serving Tukwila (2023)



Service Frequency and Availability

Transit service in Tukwila operates with a range of service frequencies and availability depending on corridor. There are four frequent service bus routes in Tukwila that have service every 15-minute service from 6 a.m. to 7 p.m. on weekdays, including RapidRide A, RapidRide F, Route 124, and Route 150. Route 193 is a commuter express route that only operates during commute times in the peak direction to/from First Hill in Seattle. Route 150 serves Kent and Southcenter before becoming an express route to Downtown Seattle. Routes 156 and 128 serve Tukwila locally including Tukwila International Boulevard, Southcenter, and Interurban Ave South. These routes tend to serve the area with lower frequencies compared to rapid transit options. The 1 Line light rail additionally serves Tukwila International Boulevard Station every 8-10 minutes on weekdays. Sound Transit also operates the Sounder South (S Line) commuter rail through Tukwila Station, connecting to Lakewood, Tacoma, Puyallup, Sumner, Auburn Kent, and Seattle with 13 round trips per day on weekdays only. All transit modes serving Tukwila are outlined in **Table 3**, alongside current service frequencies and spans of service.

Table 3. Service Characteristics by Route

Route	Frequency of Service					Span of Service		
	Weekday			Weekend				
	AM/PM Peak (6A-9A, 3P-7P)	Midday (9A-3P)	Evening (After 7P)	Saturday	Sunday	Weekday	Saturday	Sunday
Route 124	15	15	30	30	30	4:54 AM-4:21 AM	5:49 AM-4:24AM	5:53 AM-4:22 AM
Route 128	20	20	30	30	30	4:50 AM-1:12AM	6:02 AM-1:03 AM	6:03 AM-1:13 AM
Route 150	15	15	30	15-30	15-30	4:45 AM-3:03AM	5:07 AM-3:01 AM	5:52 AM-3:06 AM
Route 156	30	30	30	60	60	5:03 AM-11:26 PM	5:25 AM-11:00 PM	5:28 AM-10:47 PM
Route 193x	20	-	30	-	-	5:21 AM-8:50 AM 3:09 PM – 8:32 PM	-	-
RapidRide A	10	10	10*	10*	10*	24 Hr	24 Hr	24 Hr
RapidRide F	15	15	15*	15*	15*	4:44 AM-12:44 AM	5:59 AM-12:44 AM	6:00 AM-12:48 AM

Route	Frequency of Service					Span of Service		
	Weekday			Weekend				
	AM/PM Peak (6A-9A, 3P-7P)	Midday (9A-3P)	Evening (After 7P)	Saturday	Sunday	Weekday	Saturday	Sunday
DART 906*	20-30	30	30	60	60	4:45 AM-11:51 PM	8:20AM-6:59 PM	8:20 AM-6:57 PM
Sounder South (S Line)	20-30	-	20-30	-	-	4:36 AM-11:22 AM 2:35 PM-7:46 PM	Special Events Only	Special Events Only
1 Line	8	10	8	10	10	4:11 AM-2:14 AM	4:11 AM-2:14 AM	5:06 AM-1:05 AM
Metro Flex	On-Demand	On-Demand	On-Demand	On-Demand	On-Demand	5 AM-1 AM	5 AM-1 AM	6 AM-12 AM

* Some late-night trips may exceed maximum frequency listed

High Frequency Transit

During peak travel times on weekdays, there are four services that provide 15-minute or better frequency:

- Metro Route 150
    - *Service between Kent and Downtown Seattle*
- Metro RapidRide A Line
    - *Service between Federal Way Transit Center and Tukwila International Boulevard Station*
- Metro RapidRide F Line
    - *Service between Burien and Renton*
- Sound Transit 1 Line
    - *Service between Angle Lake and Northgate via Downtown Seattle*

Local Route Frequency

During peak travel times on weekdays, Routes 124, 128, and 156 provide service at 30-minute frequencies or better. These routes serve local stops in Tukwila in addition to serving surrounding communities and Downtown Seattle.

- Metro Route 124
    - *Service between Tukwila International Boulevard Station and Downtown Seattle*
- Metro Route 128
    - *Service between North Admiral (West Seattle) and Southcenter Mall*
- Metro Route 156
    - *Service between Highline College (Des Moines) and Southcenter Mall*

On Demand Services

During off-peak times when service is not as frequent on local routes, Tukwila residents are able to use two different on-demand services to transport them to stops with more service and higher frequencies.

Dial-A-Ride Transit (DART) is a service operated by King County Metro that operates within communities that have a need for more flexible service due to lower population density, greater distances, and fewer available fixed route options. DART Route 906 serves Tukwila every hour or better and can deviate from its route by request to allow for residents to make connections to other transit options or their home.

Metro Flex is an on-demand service that is available within a defined boundary of Tukwila. Metro Flex allows anyone within the defined service area to hail a ride using a mobile app or phone call for transportation to a transit stop with frequent service. In Tukwila, Metro Flex can be used within the defined area to provide transportation to Tukwila International Boulevard Station and the Tukwila Community Center.

Ridership and Productivity

Boarding activity in Tukwila is highest at Tukwila International Boulevard Station, with average daily boardings of 4,716 in March 2024 (bus and light rail combined). The next highest boarding activity is at the Tukwila Transit Center located west of Southcenter Mall. The Southcenter area is a large employment hub served by three local routes and the RapidRide F line. The Sound Transit Sounder Station on the east side of the Southcenter area has lower ridership than both Tukwila International Boulevard Station and the Tukwila Transit Center. **Figure 24** shows average daily boardings for these heavily utilized stations and other stops in Tukwila.

Outside of larger transit hubs, the Tukwila International Blvd corridor has notable ridership activity, especially near the intersection of S 144th Street which is located near Tukwila Village, Foster High School, and residential neighborhoods.

Figure 24. Average Daily Boardings by Stop

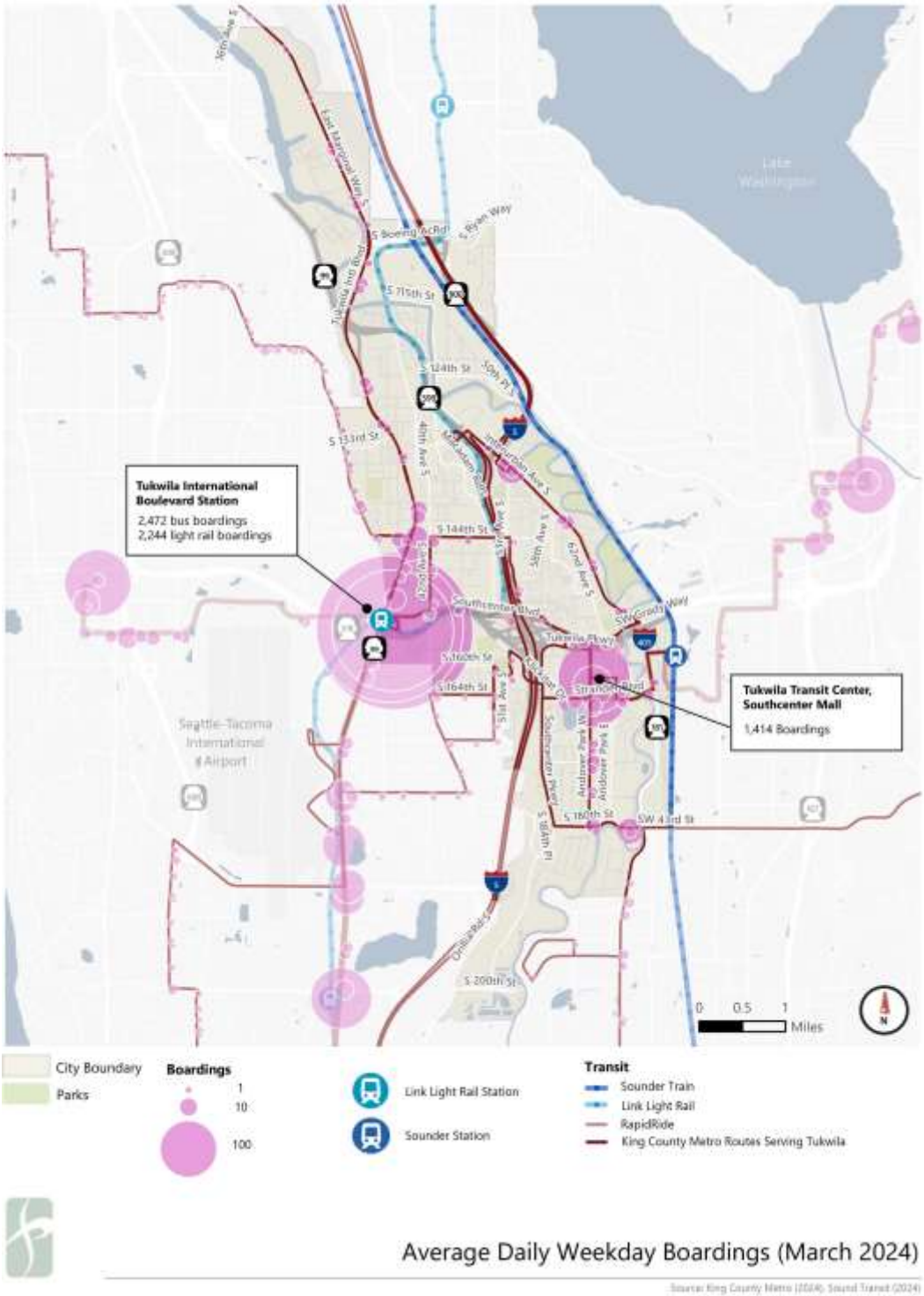
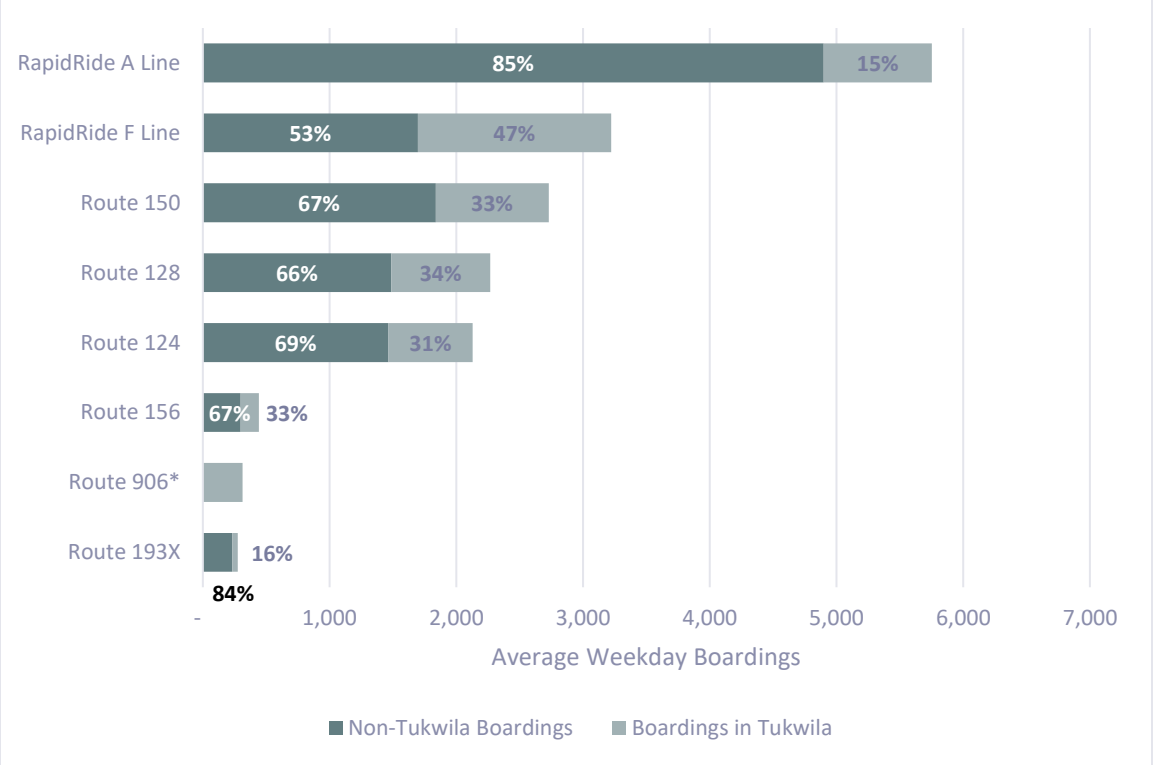


Figure 25 shows the average weekday boardings for each route serving the City of Tukwila, as well as the percentage of ridership that occurs within Tukwila and outside the City limits. The RapidRide F line, which provides rapid bus service between Burien and Renton, generates almost half of its ridership from Tukwila boardings. This activity indicates strong demand for east-west travel, with Tukwila being a major origin/destination.

Figure 25. Average Weekday Ridership by Route Operating in Tukwila (2021)

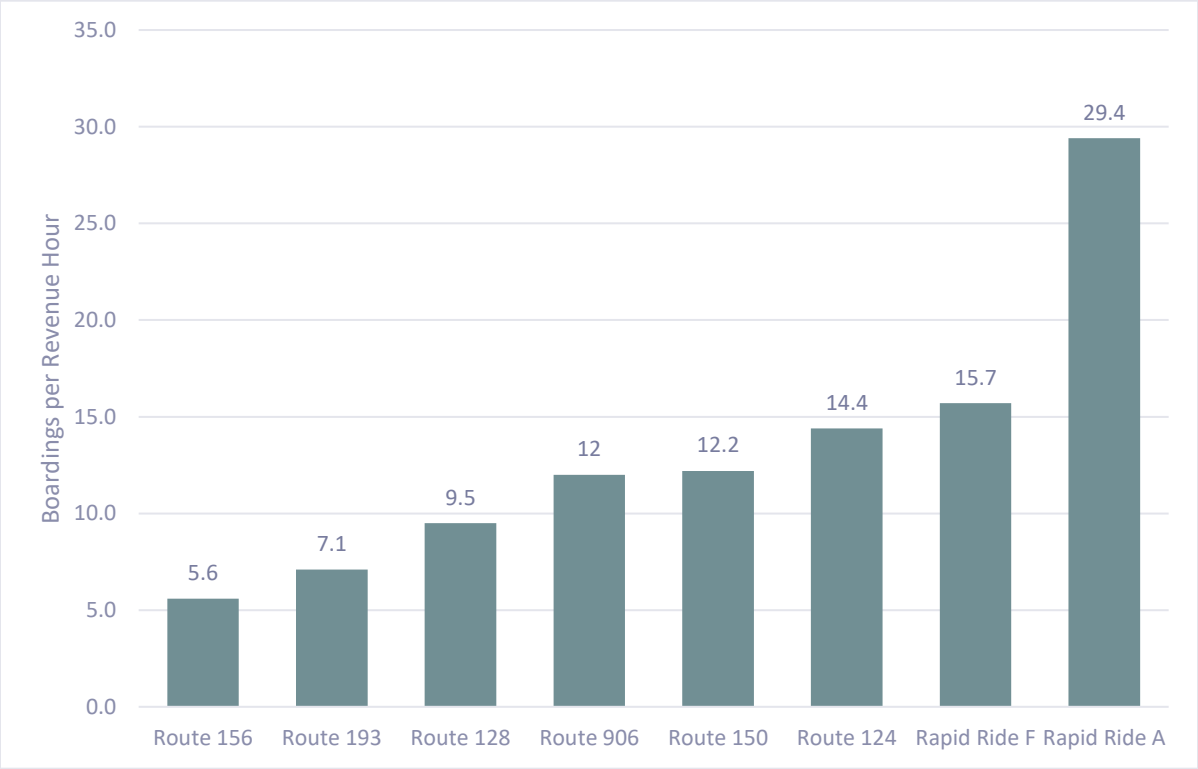


Source: King County Metro, 2020
* Route 906 ridership could not be evaluated by stop and represents all boarding activity inside and outside of Tukwila

Route level productivity, calculated as boardings per revenue hour, is displayed in **Figure 26**. Route productivity provides a measure of service efficiency and shows which routes are most effective at attracting ridership per unit of service. The RapidRide A Line has nearly double the productivity of any other route serving Tukwila. The A Line operates between Tukwila International Boulevard Station and Federal Way Transit Center and serves as an important transit connection for residents to access 1 Line light rail for regional travel and connections to other services. Route 193 carries 16 passengers per trip, which is a better measure of utilization

for peak commute type routes as it shows seat utilization and is not being compared with the metrics of all-day routes.

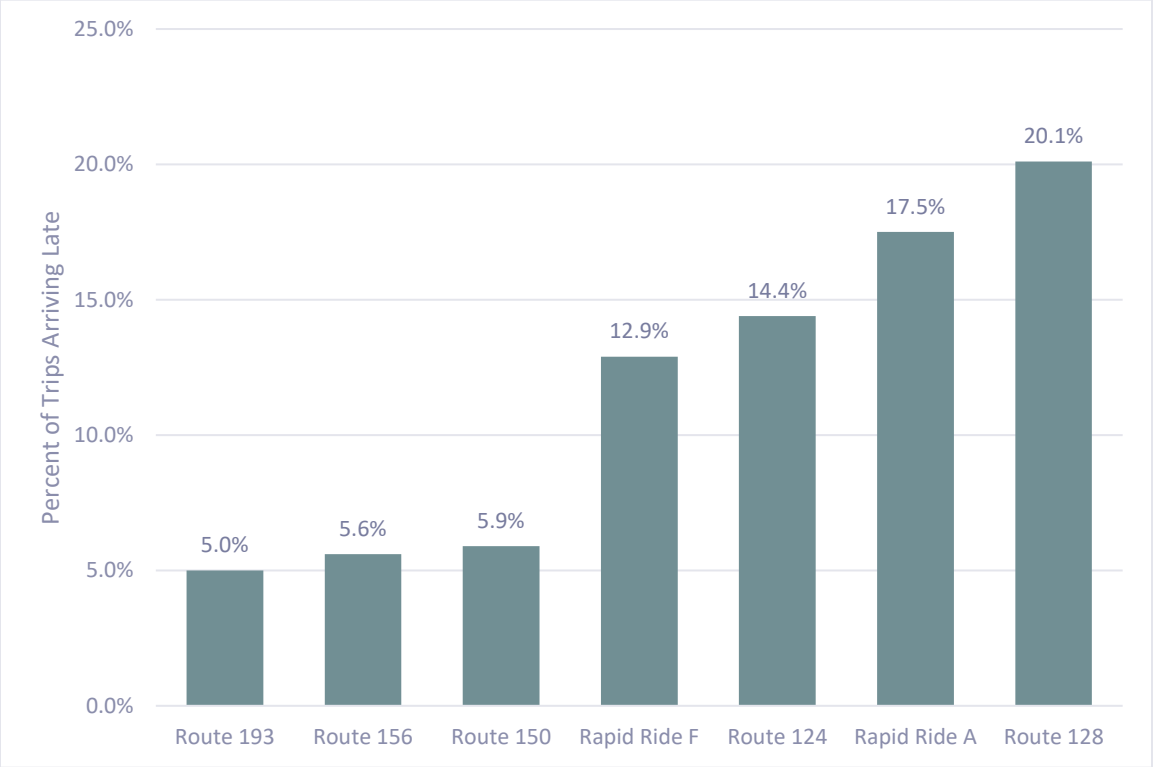
Figure 26. Peak Period Productivity by Route Operating in Tukwila (2021)



On-Time Performance

On-time performance largely impacts the reliability of a transit service and can drive passenger decision making about using transit. **Figure 27** displays the percentage of bus trips arriving late to stops during the full year of 2021, early departure data was not available. King County Metro considers buses on-time if they arrive to a stop up to 1.5 minutes before the scheduled time and up to 5.5 minutes after the scheduled departure. Route 128, RapidRide A, and Route 124 have the highest amount of late trips of any bus service that operates within Tukwila. Routes 193, 156, and 150 operate with the lowest number of trips arriving late.

Figure 27. Percent of Late Arrivals by Route Operating in Tukwila (Fall 2020)



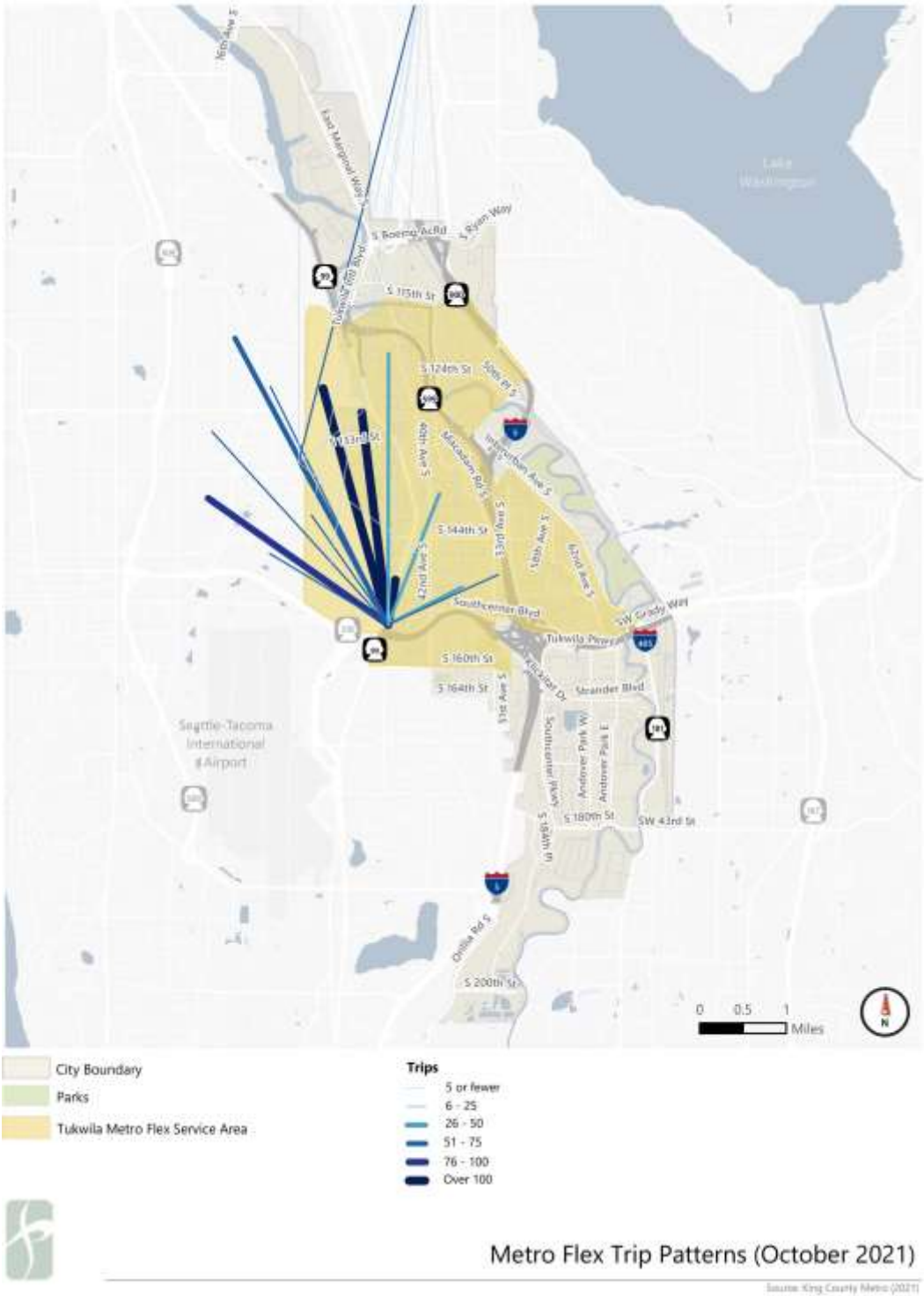
Metro Flex Service

Origins and Destinations

Metro Flex is an on-demand service from King County Metro that connects riders to transit and community hubs that may not be well served by fixed-route or rail service. This analysis shows the predominant ridership patterns of the service.

October 2021 ridership patterns are illustrated in **Figure 28**. The predominant travel patterns are to and from Tukwila International Boulevard Station.

Figure 28. Metro Flex Trip Direction and Popularity



In October 2021, there were 836 Metro Flex trips in Tukwila, of which there were 24 unique origin and destination pairs. The most common pairing provided service between Tukwila International Boulevard Station and a block group approximately 1.5 miles north containing a mix of housing densities and commercial activity including King County Metro's South Base. This pairing accounted for 20% of all 836 trips. The block group is defined at the south near Foster High School and to the north by the Duwamish River. It includes residential neighborhoods north of the school and isolated areas near the Duwamish. Popularity of this trip may be influenced by the King County Metro base and employees potentially using the service. The block group also contains isolated residential areas with limited pedestrian infrastructure, making it difficult to walk to a fixed route bus stop. This aligns with Metro Flex's goal of improving transit access in harder to reach areas.

The second most popular trip pair made up 17% of total ridership, providing service between Tukwila International Boulevard Station and a block group two miles northwest of the station bounded by Tukwila International Boulevard to the west, S 139th St to the south, E Marginal Way to the east, and the Duwamish River to the north. The southern half of the area is residential while the northern half is warehouse commercial near Highway 599.

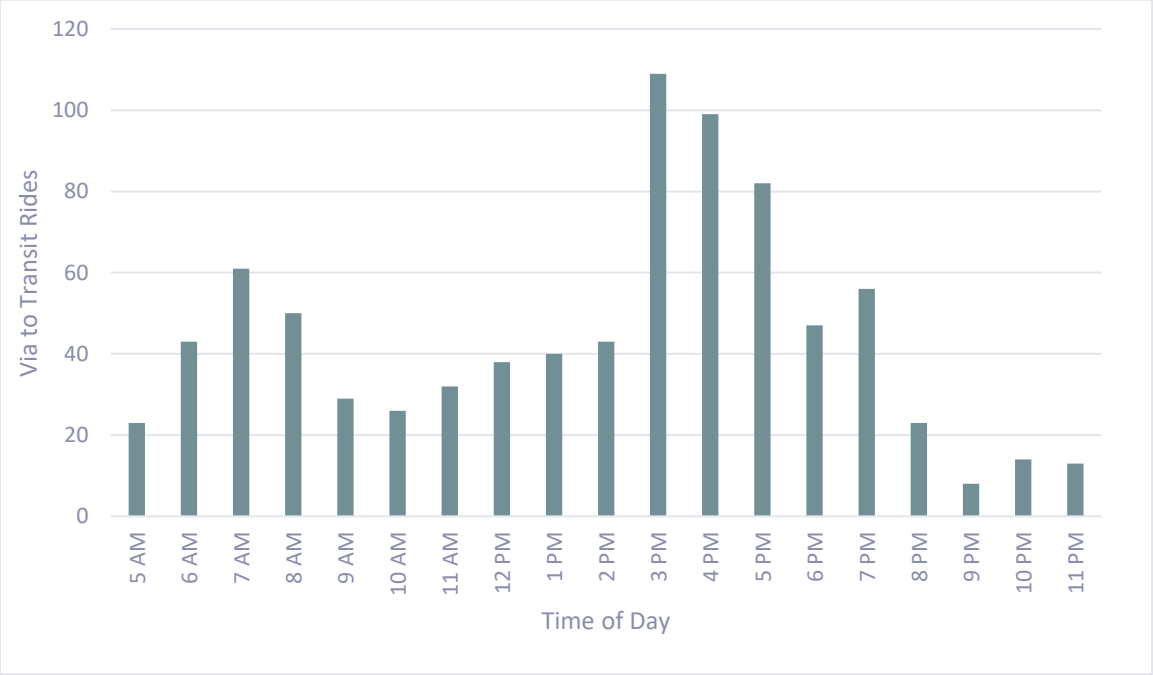
The Tukwila Community Center, which is not on regular bus service, generated only 33 Metro Flex trips. There are also several trips outside of the Tukwila boundary, which is allowed under Metro Flex policy if the requesting passenger is eligible for Access, King County Metro's paratransit service.

Time of Day Evaluation

Over a sample of 30 days of Metro Flex data, the largest number of requests for rides were during the afternoon peak period, from approximately 3 pm to 6 pm. From the location-based analysis of Metro Flex t trips, trips at the most popular times of day indicate the service being used to connect employees to regional transportation options and Tukwila residents from high frequency transit hubs to home locations. **Figure 29** displays the number of Metro Flex trips during the afternoon rush hour.

Metro Flex in Tukwila appears to function primarily as a first/last mile connection during common commute times. The service is also used as an early morning and late-night connection to transit when frequencies are lower, but with fewer riders than during the peak period.

Figure 29. Metro Flex Rides Provided by Time of Day (October 2021)



Market Analysis

Travel Patterns

The employment related travel patterns to and from Tukwila were evaluated using 2019 Longitudinal Employer-Household Dynamics (LEHD) data, a product from the U.S. Census. Data that is aggregated at the Census tract level.

Figure 30 and **Figure 31** display work or home locations by point density. Each point represents ten commute destinations or home locations.

Tukwila Residents Work Destination

Tukwila residents primarily commute within King and Pierce counties, with only a handful of employment locations further away. Large employment clusters can be seen in downtown Seattle, Renton, SeaTac Airport, and commercial areas adjacent to the I-5 corridor. Transit service from Tukwila to downtown Seattle is fast and frequent by utilizing Link light rail or Route 150 from areas surrounding Tukwila International Boulevard Station or Tukwila Transit Center. Tukwila residents additionally have access to frequent east/west travel with RapidRide F line

which serves employment centers in Southcenter and Renton. Residents may face slower commutes by car or local bus to reach stops with frequent and regional service.

Figure 30. Employment Locations of Tukwila Residents

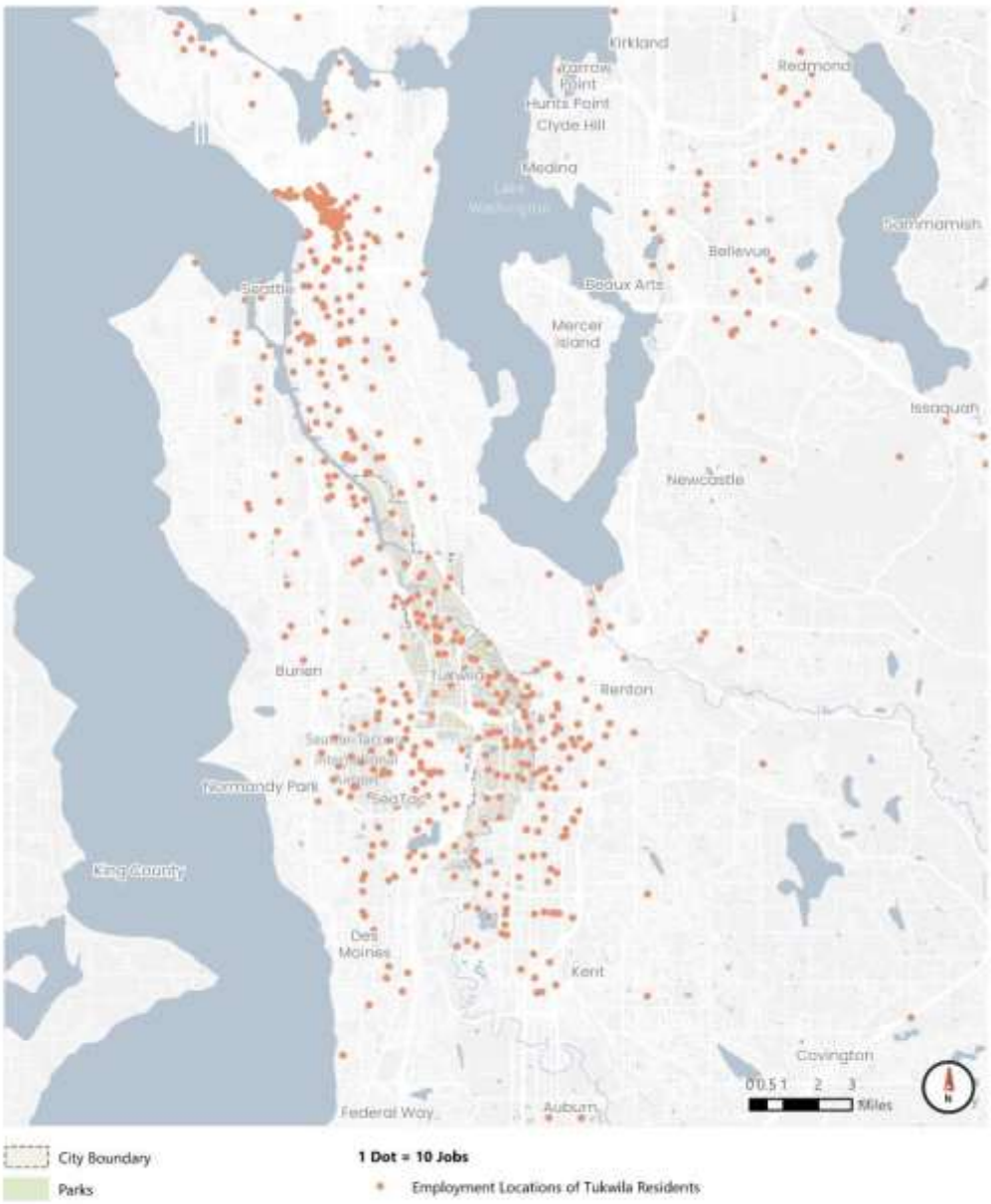


Figure 1-9

Employment Locations of Tukwila Residents (2019)

Source: US Census, LEHD (2019)

Tukwila Employee Home Origins

Commuters into Tukwila live throughout King, Pierce, and Kitsap County. The largest concentration of Tukwila commuters live in South Seattle, West Seattle, Federal Way, and unincorporated King County southeast of Renton. Except for unincorporated areas of King County, employees that work in Tukwila have access from surrounding communities to three large transit stations, Tukwila International Boulevard Station, Tukwila Transit Center, and Tukwila Station. These three stations can be accessed by utilizing Link Light Rail, Sounder S Line, RapidRide A or F line, and routes 124, 128, and 156.

Figure 31. Home Locations of Workers Employed in Tukwila

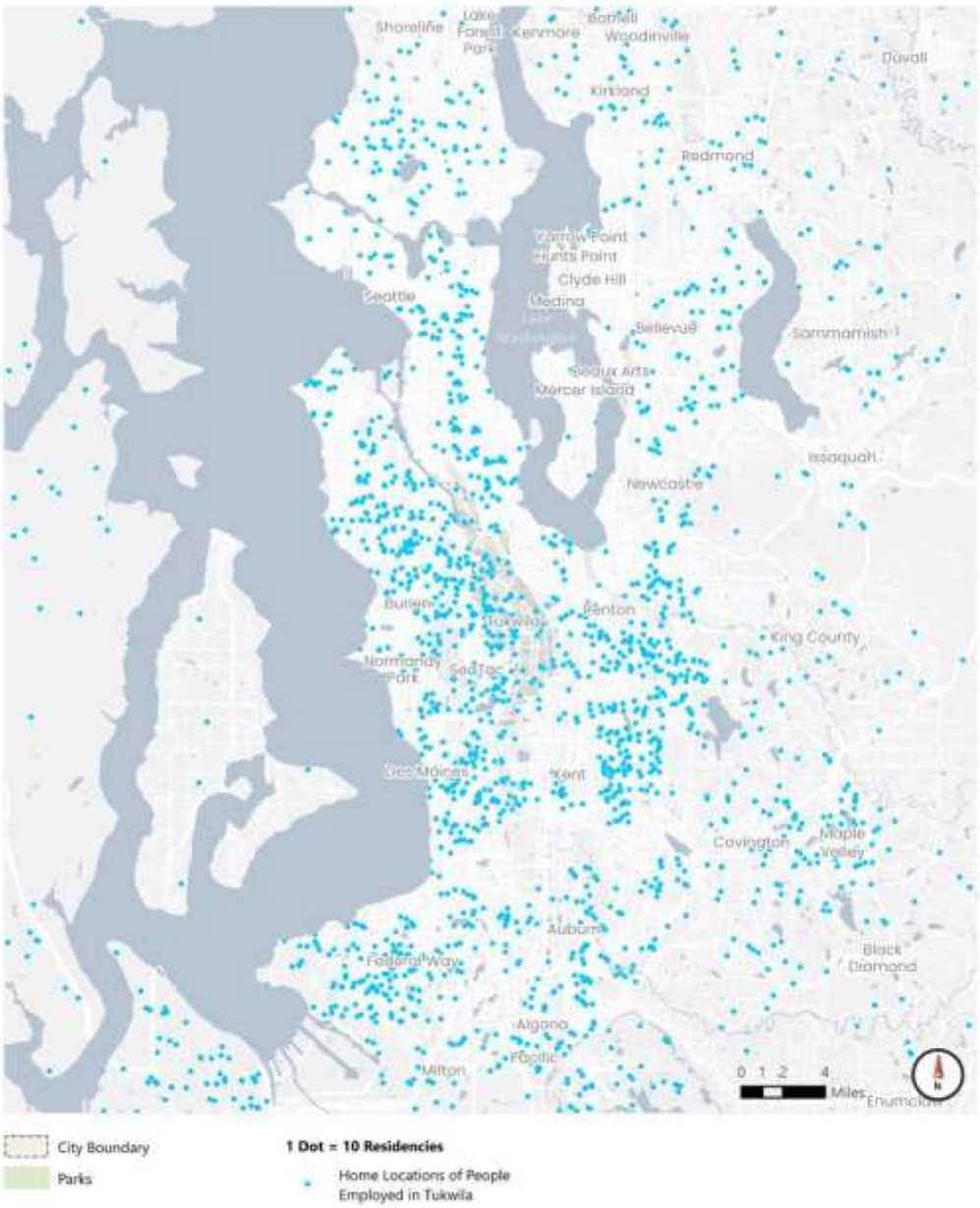


Figure 1-10

Home Locations of Workers Employed in Tukwila (October 2019)

Source: US Census, LEHD (2019)

Refer to **Appendix D** for an overview of the transit services to and from Tukwila, how these services are utilized, where there may be additional demand for service in the area, and recommendations for City policy, and actions to be taken.

Freight and Truck Mobility

Freight plays a critical role in the economic vitality of Tukwila as businesses and residents rely on freight shipped via trucks. Truck sizes range from light-duty commercial vans, "single-unit trucks" for package delivery or moving, and garbage trucks that navigate through neighborhoods to large semi-truck trailers connecting to local businesses and Tukwila's Manufacturing/ Industrial Center (MIC). Tukwila's MIC is one of four regional MICs in King County targeted to preserve and enhance manufacturing and industrial activity, facilitating freight transportation and substantial employment opportunities.

Trucks delivering wholesale and retail goods, business supplies, and building materials throughout Tukwila contribute to and are impacted by traffic congestion. The City partners with regional agencies and the State to build and maintain Freight and Goods Transportation System (FGTS) routes. Designated FGTS routes aim to prevent heavy truck traffic on lower-volume streets and promote the use of adequately designed roadways. The Washington State Department of Transportation (WSDOT) classifies roadways using five freight tonnage classifications described in **Table 4**.

Table 4. WSDOT FGTS Classification

Freight Corridor	Description
T-1	More than 10 million tons of freight per year
T-2	Between 4 million and 10 million tons of freight per year
T-3	Between 300,000 and 4 million tons of freight per year
T-4	Between 100,000 and 300,000 tons of freight per year
T-5	At least 20,000 tons of freight in 60 days and less than 100,000 tons per year

Source: WSDOT Washington State Freight and Goods Transportation System (FGTS) 2021 Update, 2021

Multiple roadways in various parts of the City are designated as T-2 and T-3 corridors. **Figure 32**Error! Reference source not found. presents an example of a T-3 corridor in Tukwila. As shown in **Figure 33**, Interstate 5 and Interstate 405, which are part of the national Interstate Highway system, are T-1 corridors that run through Tukwila and facilitate the transportation of more than 10 million tons of freight per year. Other T-1 corridors include State Route 599, West Valley Highway, Orillia Road South, East Marginal Way South from Interurban Avenue South to South Boeing Access Road, and South Boeing Access Road from East Marginal Way to Martin Luther King Junior Way South.

Figure 32. T-3 Corridor – S 129th Street Bridge

Source: Fehr & Peers. 2022

In addition to truck routes, railroad tracks owned by Burlington Northern Santa Fe (BNSF) and Union Pacific (UP) run north-south through Tukwila, as shown in **Figure 33**. These rail networks carry international and domestic cargo to the inland market and serve the Port of Seattle to the north and the Port of Tacoma to the south.

There are various ongoing efforts by the City to balance freight mobility and community needs, including the Allentown Truck Reroute Project, which is proposing alternative routes for freight truck traffic that currently uses the Allentown neighborhood to access BNSF Railway's South Seattle Intermodal Facility.

Figure 33. Freight Routes

Safety

The ultimate goal of traveling is to arrive safely at a destination, regardless of the mode of transportation used. The City of Tukwila has several programs dedicated to ensuring the safety of its transportation system users, including the Local Road Safety Plan (LRSP), Safe Routes to School (SRTS) and a Neighborhood Traffic Calming Program (NTCP). The LRSP, to be adopted in 2025, includes an analysis of existing conditions and systemic safety concerns to determine recommended improvements on Tukwila streets. Tukwila's SRTS program is part of a national movement to make it easier and safer for students to walk or bike to school. Speeding and unnecessary through-traffic in neighborhoods create safety hazards on residential streets; therefore, the NTCP program was developed to improve the livability of the local streets and residential collectors using traffic calming. An example of a traffic calming measure is shown in **Figure 34**.

Figure 34. Speed Cushions in Tukwila

Source: Fehr & Peers. 2022

The City's collision data from 2017 to 2021 obtained from WSDOT was analyzed to identify safety hotspots and overall collision trends in Tukwila. Five years of collision data was analyzed to understand overarching patterns: vehicle collisions with bicyclists, with pedestrians, and with other vehicles. Over the five-year time period, collision counts in Tukwila have generally decreased. Data from 2020 showed an increase in collisions that resulted in serious injuries and fatalities despite a notable drop in the number of collisions across all three modes that year. This is potentially related to the onset of the COVID-19 pandemic, at which times drivers experienced less congestion on roadways and could travel at higher speeds.

It is critical to consider that vehicle-pedestrian collisions have substantially higher proportions of serious injuries and fatalities as compared to other modes, hovering around 40 percent since 2019. This is substantially higher than the rate among vehicle-vehicle collisions, where killed or seriously injured (KSI) collisions typically make up approximately two percent of collisions. However, in 2020, serious injuries and fatalities resulted from slightly over four percent of vehicle-vehicle collisions. Overall, vulnerable road users in Tukwila, including cyclists and

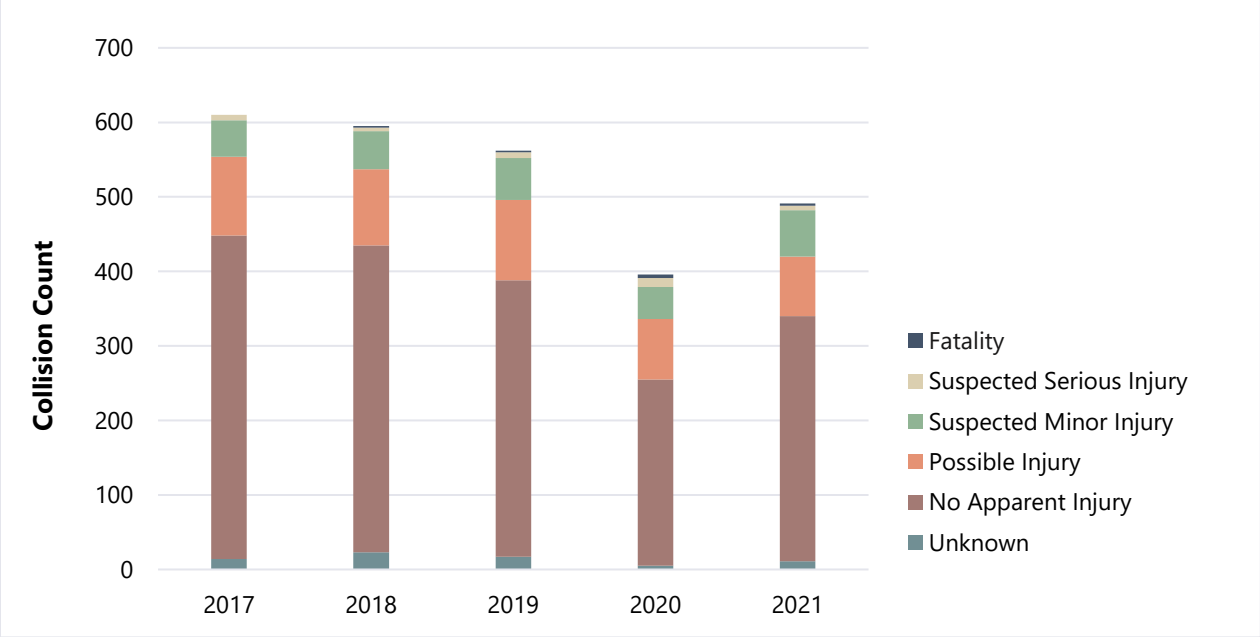
pedestrians, face higher rates of negative outcomes of collisions as compared to rates among vehicle-only collisions.

Vehicle-Vehicle Involved Collisions

While collisions have generally decreased over the period of 2017 to 2021, Tukwila experienced a significant decline in collisions in 2020. As shown in **Figure 35**, the number of collisions involving only vehicles in 2021 increased from 2020 but remained at a level lower than 2019. The top three causes recorded, for vehicle-vehicle collisions that reported a cause, were driver distraction/inattention (24%), failure to yield/did not grant right of way (15%), and improper turning (9%).

A heat map of vehicle-vehicle collisions from 2017-2021 is provided in **Figure 36**. The reported vehicle-vehicle collisions are concentrated in the Southcenter area, as well as along Tukwila International Boulevard. These areas have speed limits of 35 miles per hour which may contribute to elevated rates of collisions. Collisions resulting in fatalities are spread throughout the City, with several fatalities resulting from collisions along South Boeing Access Road, where the speed limit is 40 miles per hour. Higher speeds can result in worse outcomes from collisions.

Figure 35. Vehicle-Vehicle Involved Collisions in Tukwila

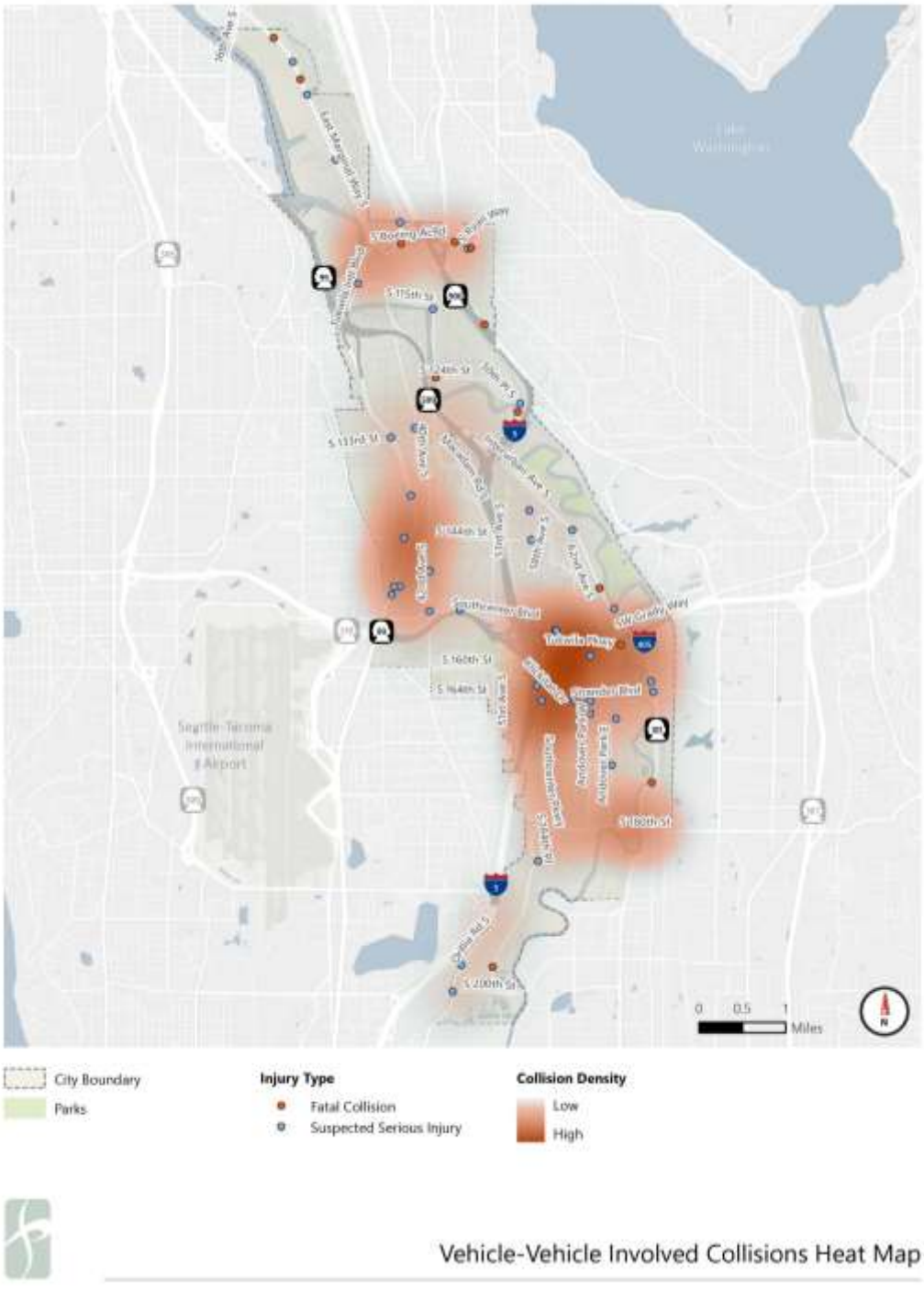


Notes

* Vehicle-vehicle collisions include vehicle crashes that do not involve pedestrians or cyclists. This does include crashes with standing objects.

Source: WSDOT, Fehr & Peers. 2022.

Figure 36. Vehicle-Vehicle Involved Collisions Heat Map, 2017-2021

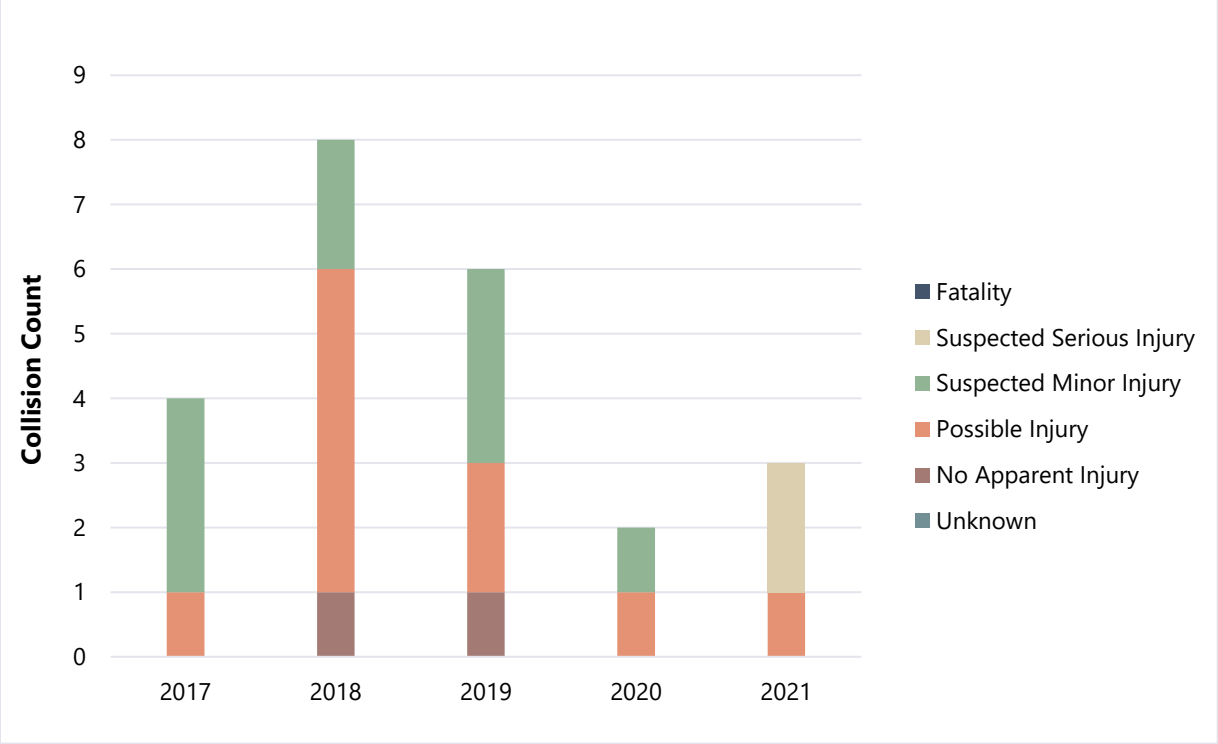


Vehicle-Bike Involved Collisions

There were no fatalities as a result of a vehicle-bike collision in Tukwila between 2017 and 2021. However, more than 80 percent of vehicle-bike collisions resulted in some form of injury (serious injury, minor injury, or possible injury). Notably, two thirds of vehicle-bike collisions in 2021 resulted in a suspected serious injury. **Figure 37** displays the vehicle-bike involved collisions by year and of the vehicle-bike collisions with a listed cause, driver distraction/inattention (39%), failure to yield/did not grant right of way (35%), and asleep or ill (4%) make up the most common reasons.

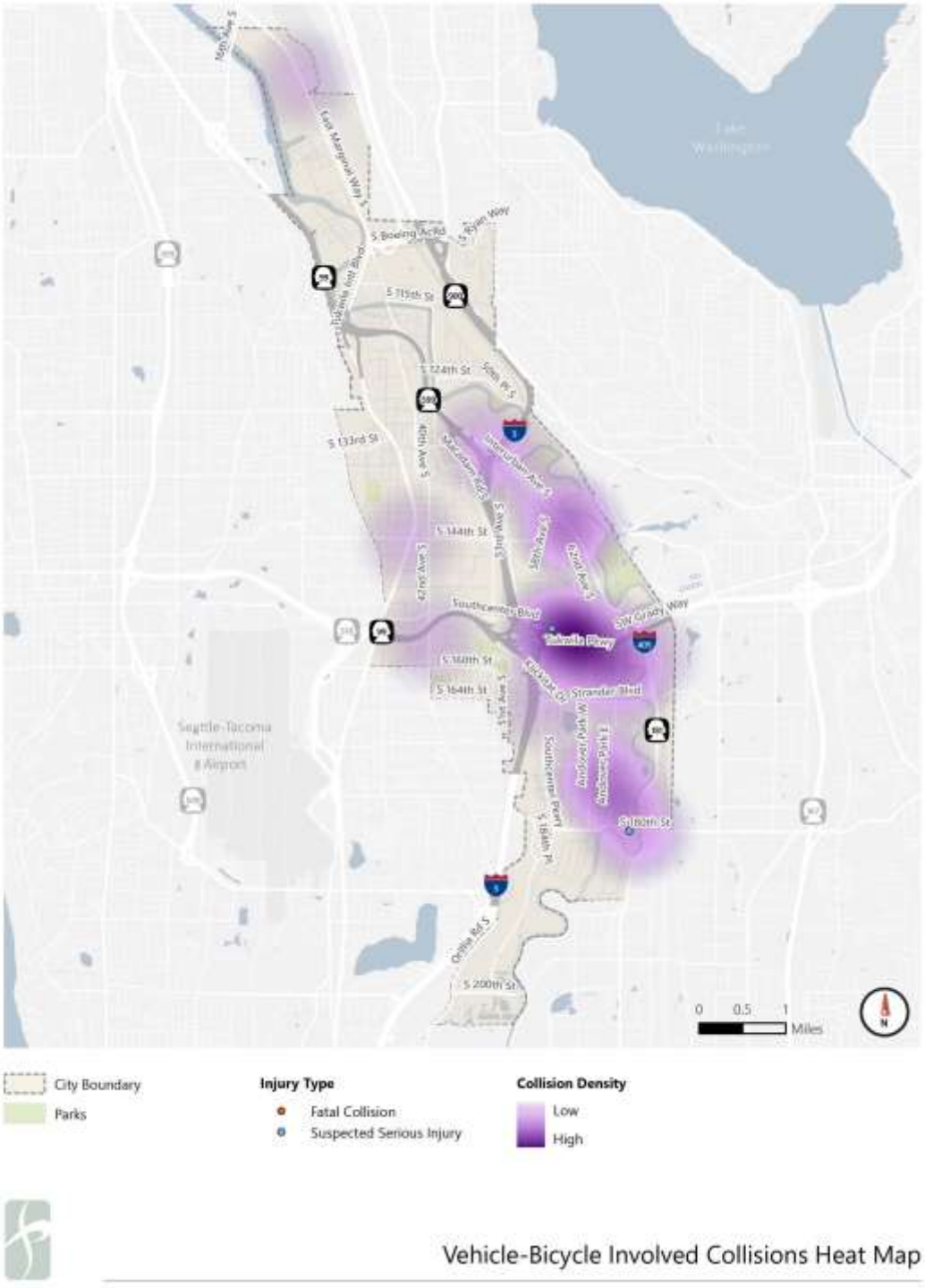
Figure 38 displays a heatmap of vehicle-bike collisions. Higher concentrations of bicycle collisions were reported in the area north of Southcenter Mall, along Tukwila Parkway, than other areas within the City. Since there are minimal dedicated bicycle facilities in the area, bicycles must interact with vehicles on these busy streets, which may be related to the elevated number of collisions.

Figure 37. Vehicle-Bike Involved Collisions in Tukwila



Source: WSDOT, Fehr & Peers. 2022

Figure 38. Vehicle-Bike Involved Collisions Heat Map, 2017-2021

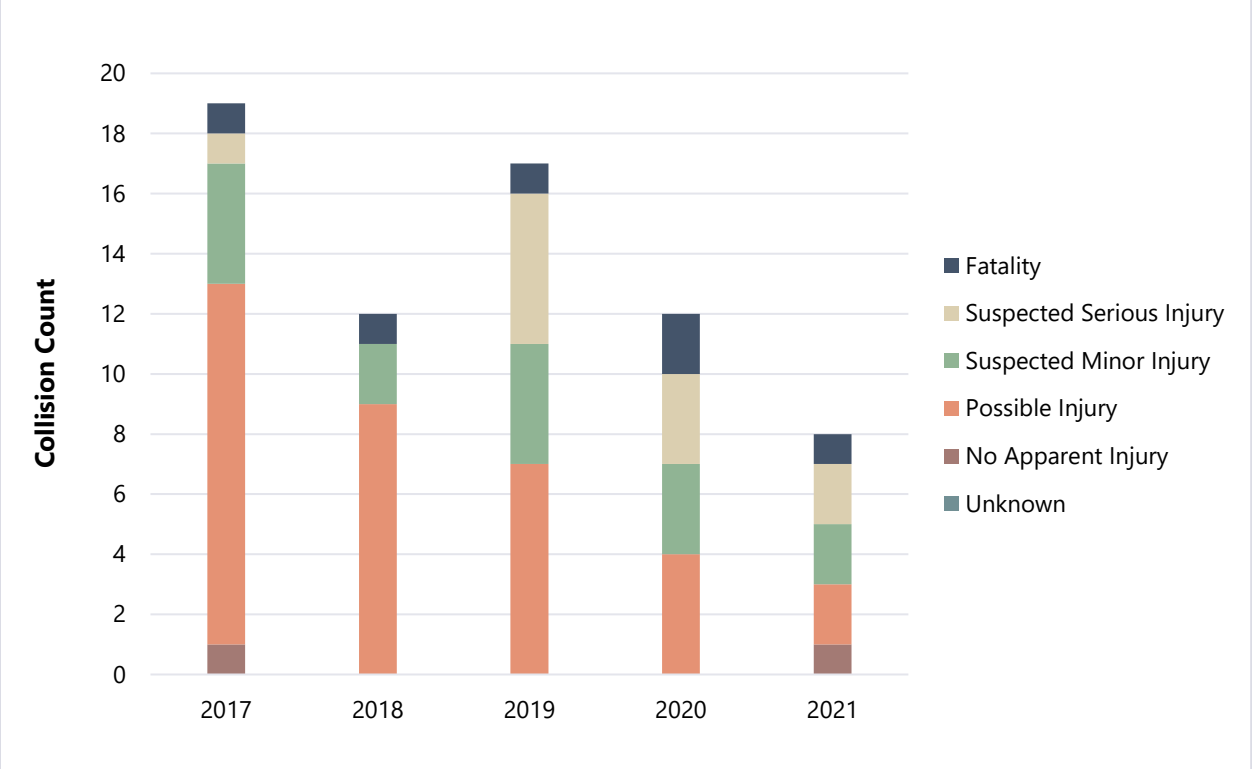


Vehicle-Pedestrian Involved Collisions

Between 2017 and 2021, at least one pedestrian fatality occurred in Tukwila each year. The rate of serious injuries and fatalities resulting from vehicle-pedestrian collisions ranges from eight percent of collisions in 2018 to 42 percent of collisions in 2020. The rate of serious injuries and fatalities resulting from vehicle-pedestrian collisions followed a generally increasing trend from 2017 and 2021. **Figure 39** displays the vehicle-pedestrian involved collisions by year. Of vehicle-pedestrian collisions where a cause was reported, driver distraction/inattention (26%), failure to yield/did not grant right of way (15%), and under the influence (3%) make up the most common causes.

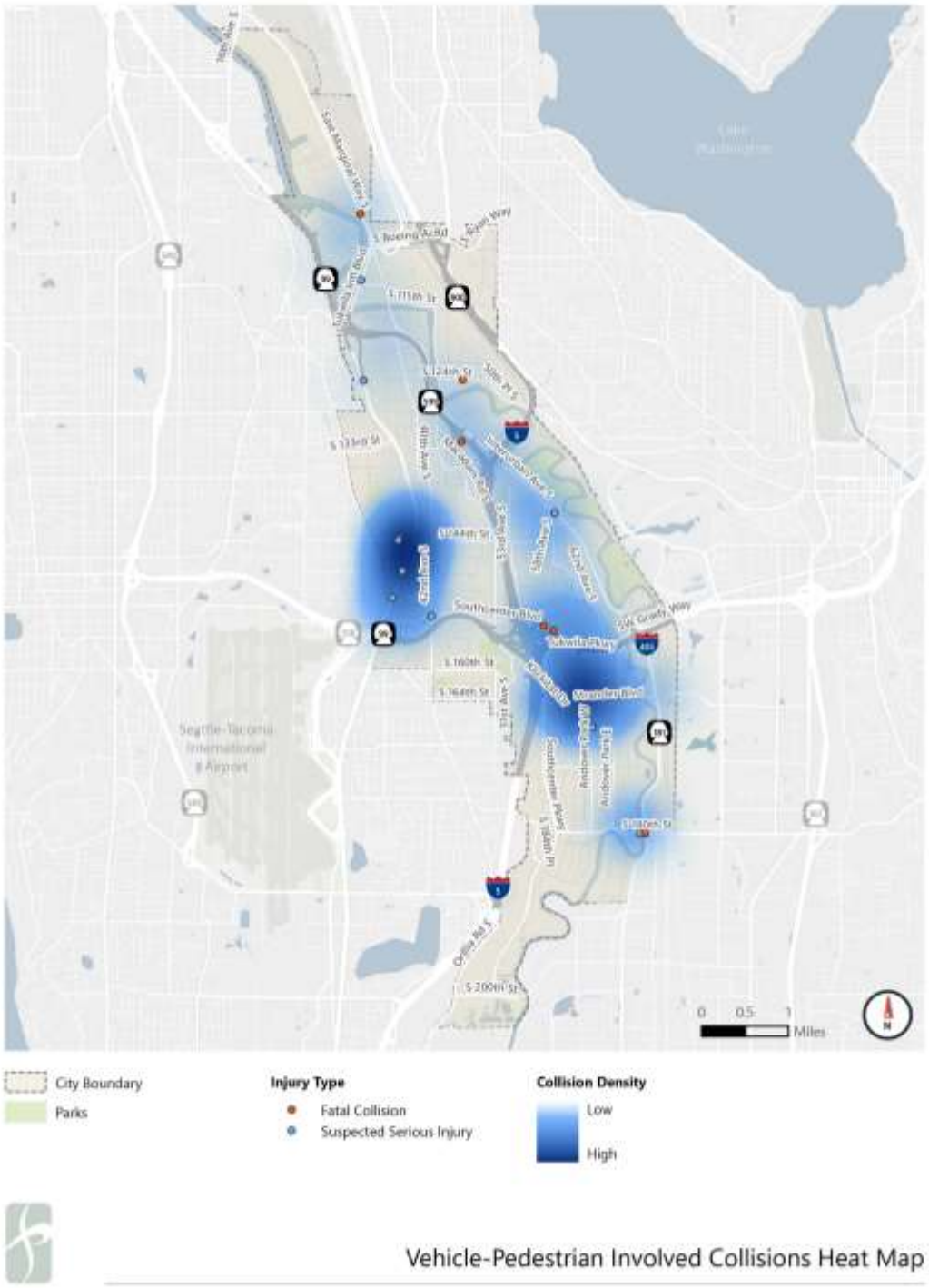
Figure 40 displays a heatmap of vehicle-pedestrian collisions. Higher concentrations of vehicle-pedestrian collisions were reported around Southcenter Mall as well as Tukwila Hill. Surrounding Southcenter Mall, there was one suspected serious injury collision, while there were several suspected serious injury collisions along Tukwila International Boulevard and Military Road. This may be related to the difference between traffic speeds at each location. Although there are increased conflict areas between pedestrians and vehicles near Southcenter Mall, vehicle speeds may be slower which could result in less severe collisions. The fewer conflict areas may allow higher speeds along Tukwila International Boulevard, which could contribute to worse outcomes of collisions. The speed limit in both areas is 35 mph. Collisions resulting in a fatality were spread throughout the City along streets with high speeds or limited pedestrian amenities.

Figure 39. Vehicle-Pedestrian Involved Collisions in Tukwila



Source: WSDOT, Fehr & Peers. 2022

Figure 40. Vehicle-Pedestrian Involved Collisions Heat Map, 2017-2021



Chapter 3: Public Outreach

Community engagement is a key component of the overall Transportation Element process, ensuring that community stakeholders have ample opportunity to identify issues, influence outcomes, and participate in final recommendations. The engagement efforts for this update were targeted to enable collaboration in identifying and resolving issues, facilitated two-way communication, ensured transparency, and built trust. This Background Report summarizes key takeaways from outreach efforts conducted in 2023 and 2024. These standards are intended to reinforce the transportation goals developed as part of the City's TE Update.

Vision and Goals for Transportation

The City views this Transportation Element update as an opportunity to step back and develop a holistic vision for transportation in Tukwila. As pointed out in the subsequent sections, draft goals for Tukwila's transportation system were developed based on input from the community, stakeholders, councilmembers, and City staff. Given the system that Tukwila has today, these goals require ongoing efforts and input from stakeholders and the community.

Process to Develop Vision and Goals

The transportation vision and goals are a product of extensive stakeholder and public engagement efforts conducted in collaboration with City officials and staff.

Community Input

The TE team, in partnership with the Department of Community Development (DCD), conducted multiple community outreach and engagement events in 2023 and 2024. The first outreach effort to Tukwila residents, businesses, and community organizations was held in spring of 2023. These efforts were targeted to ensure that the goals of the Transportation Element aligned with the needs of the community. Emphasis was primarily placed on engaging hard-to-reach communities through tabling events and focus groups. 2024 outreach events focused on project list development to ensure that feedback in 2023 was reflected in the project list development. For more information on the public outreach process, see **Appendix E**.

Recurring Themes

Outreach and engagement efforts in the spring of 2023 holistically catalogued the community's needs regarding the various modes of transportation available in Tukwila. During the in-person events (tabling and focus groups), the project team captured a total of 128 public comments and ideas related to the City's transportation system. Thirty-six comments from the community involved issues with transit, and over a third of these were specifically regarding safety while using public transit. Of the 17 comments that highlighted issues with driving, about 40 percent specified a concern regarding cost or access. Lastly, 19 comments pointed out walking and biking needs. The interactive webmap presented a platform for respondents to share feedback, concerns, or ideas regarding precise locations or transportation facilities within City limits. In addition, respondents could upvote each other's comments that they agreed with. In total, 67 comments were compiled on the online map. The key themes noted from community input included:

- Transit safety, reliability, and amenities
- Expanding the bicycle network
- Filling sidewalk gaps
- Costs associated with driving

The location-based comments pointed out the lack of bicycle and sidewalk connectivity. Several comments identified abrupt ends of bike lanes on busy streets, including Southcenter Boulevard and other streets in the vicinity of Southcenter Mall. Similarly, respondents also noted challenges in the Southcenter area for pedestrian connections. Additionally, respondents identified the Tukwila Community Center as an area of interest for sidewalk connections and transit access.

Specifically for transit, several respondents revealed that the available transit routes do not reach all City neighborhoods, particularly the Metro Flex system. On the citywide scale, the community generally needs east-west connections via multiple modes of transportation. Driving speed is also a citywide concern. A number of comments pointed out areas where traffic moves faster than the speed limit due to the underutilization of streets.

The project team documented a list of all proposed ideas from the community on improving transportation in Tukwila and which have been used in developing project recommendations for the Transportation Element.

Plan Goals

Some of the key challenges and opportunities for achieving each goal are listed below.

Goal 1: Equity
Eliminate systemic barriers to ensure fair access to healthy, affordable, reliable transportation options, livable places, and jobs.

Tukwila is one of the most diverse communities in Washington State, with over 40 percent residents who were born in various parts of the globe. Therefore, it is of paramount importance to serve the needs of all people, that decision makers consider diverse perspectives, and to strive to eliminate systemic barriers. In 2017, the Tukwila City Council passed their first Equity Policy (Resolution No. 1921) targeted to provide elected officials, City staff, board members and commissioners with the necessary tools to lead and make decisions with an equity lens. Currently, the Equity Policy Implementation Committee (EPIC) seeks to dismantle historic systemic and institutional injustices, and to reinforce practices that result in inclusion with equitable outcomes.

Specific to transportation, the City frequently engages with the community about transportation issues to provide support to populations who have the greatest need: children, older adults, people with disabilities, lower income communities, and under-served communities. In addition, the Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan establishes the City of Tukwila's ongoing commitment as an all-inclusive community to providing equal access for all, including those with disabilities.

Goal 2: Safety
Provide a safe transportation system and placemaking to emphasize Tukwila as a welcoming place, particularly for historically marginalized and vulnerable populations.

Safety is important to Tukwila residents and visitors. The City of Tukwila has several programs dedicated to ensuring the safety of its transportation system users, including Safe Routes to School (SRTS) and the Neighborhood Traffic Calming Program (NTCP). The collision analysis described earlier highlights locations where documented crashes resulted in injuries and fatalities or involved the most vulnerable users (pedestrians and cyclists), between 2017 and 2021.

Pedestrians and cyclists face higher rates of negative outcomes of collisions as compared to rates among vehicle-only collisions. Serious injuries and fatalities for vulnerable users were noted along arterials including Southcenter Boulevard, Tukwila International Boulevard and South 144th Street. Addressing these locations through improved multimodal designs and other strategies such traffic calming helps provide a more safe and welcoming system. Most importantly, it is critical to ensure that Tukwila residents and visitors feel safe walking, biking, and connecting to transit, otherwise they will not choose to do so. This resonates with the sentiments shared by the community regarding transit safety concerns.

Using the 2009 Walk and Roll Plan as a starting point, the 2024 Transportation Element (TE) Update presents an opportunity to identify existing facilities needing improvements, to address gaps in the pedestrian and bike networks, and to provide safe and comfortable access to transit facilities. In addition, identifying and addressing gaps in transit amenities such as lighting, benches, and shelters helps improve safety and comfort for transit riders.

Goal 3: Connectivity
Maintain, expand, and enhance Tukwila's multimodal network, particularly walk, bike, roll, and transit, to increase mobility options where needs are greatest.

Having a variety of practical and reliable transportation modes offers Tukwila residents and visitors travel choices, which helps to optimize the capacity of the City's transportation system and reduces reliance on driving. Following the adoption of Tukwila's 2009 Walk and Roll Plan, new bike and pedestrian facilities have been implemented to improve connectivity. Currently, most principal and minor arterials in the City have sidewalk facilities on one or both sides. However, sidewalk facilities tend to be more available on arterials than the collector and local streets. Similarly, bike facilities are limited to a few roadways. While people have expressed desire to use transit, there are also gaps in transit service and inadequate stop amenities that make transit an inconvenient option for many. Developing a network of Complete Streets to

accommodate varying modes and all abilities is vital to increasing walking, rolling, biking, and riding transit.

Goal 4: Adaptability
Anticipate and plan for the community's evolving needs, new technologies, and opportunities for mobility.

As indicated by how the COVID-19 pandemic resulted in the abrupt and dramatic changes in travel demand and traffic patterns, there is need for a poised and responsive transportation system capable of adjusting to disruptive trends in transportation. With the TE Update, the City has an opportunity to invest in new technologies, such as optimized signal timing to make intersections more efficient, bike share and/or scooter share programs to provide more modal options, and automated enforcement cameras. Cognizant of funding limitations, the City will need to be strategic in capitalizing upon new technologies and policy choices to create opportunities for mobility.

Goal 5: Environment
Plan, design, and construct transportation projects that reduce greenhouse gas emissions, improve community health, and protect the natural environment.

Transportation is one of the major contributors to air pollution and consequently, climate change. Historically, there have been inequities among populations adversely affected by negative impacts of transportation, such as air pollution. Streets and other transportation facilities are typically hardscaped, which generates runoff and carries contaminants into streams and waterways. Transportation infrastructure in Tukwila should be designed to promote sustainability, reduce pollution, and support clean air and water for all, particularly historically marginalized populations.

Encouraging multimodal, connected transportation options plays a significant role in advancing the goal of protecting the environment. This TE Update looks for opportunities to reduce the negative impacts of the City's transportation system on the environment by implementing and supporting: expanded accessibility to transit; improving pedestrian and bike transportation options; utilizing intelligent transportation systems (ITS) for traffic management and more efficient transportation operations; and using environmentally-friendly street design elements such as trees, landscaping, planted medians and permeable paving. Additionally, this goal will tie to the Climate Element, which the City will be developing for the Comprehensive Plan by 2029. Transportation will be a major component of the upcoming Climate Element.

Chapter 4: Transportation Vision

Introduction to Layered Network

The City's Transportation Element takes a layered network approach to focus on how Tukwila's transportation network can function as a comprehensive system to meet the needs of all users. While Tukwila aims to develop "complete streets" to address the needs of all users, providing accommodations that serve all modes well on every street can be an unattainable goal in practice, given constraints such as limited right-of-way and available funding. Some user types are incompatible with others, resulting in streets serving all modes undesirable. An example of this is on Andover Park W which serves high volumes of automobiles, pedestrians, and transit, but does not include marked bike lanes: the high volumes of cars and transit moving in and out of driveways and the Tukwila Transit Center is not conducive to safe bike lanes. Existing and planned adjacent and parallel bike facilities accommodate the bikes more safety.

To practically address this challenge, the City plans its street network to serve adjacent land uses. The proposed layered network builds on this current practice to create a high-quality experience for intended users by considering the function of multiple streets and transportation facilities together rather than individually. This approach allows for certain streets to emphasize specific modes or user types while discouraging incompatible uses. For example, a commercial street may be planned to provide a pleasant experience for shoppers on foot, recreational bicyclists, and car parking on the street while discouraging use by "cut-through" traffic. The project team has identified the priority transportation network for each mode: pedestrians, bicyclists, transit, freight, and general-purpose vehicles. Tukwila's key destinations and land use information provide the basis for the proposed layered network (see **Figure 2** and **Figure 4**).

The subsequent sections outline the proposed MMLOS standards and guidelines for each modal network. Standards are "must dos" that are subject to concurrency. Current LOS standards in the City are focused on automobiles and new development must ensure that the adopted intersection or corridor LOS standard can be maintained or achieved before gaining approval by the City.

Auto LOS Guidelines

The current auto LOS policy in the City of Tukwila includes isolated intersection LOS for areas outside of Southcenter and the corridor average approach for the Southcenter area. See the **Existing Traffic Conditions** section of **Chapter 2: Transportation Inventory and Needs Assessment** for more information on existing Auto LOS policies.

Given the City's past success in maintaining the LOS standard while supporting planned growth, the current approach to auto LOS maintains a similar format for evaluating delay. The approach uses standards tailored to specific locations, giving it flexibility and effectiveness in addressing issues that impact specific areas while not unnecessarily restricting the desired growth. However, the City is adjusting the vehicle LOS policy standards to allow for more vehicle congestion and balance systemwide improvements yielded by multimodal projects. The City is emphasizing multimodal options through investing in projects that improve conditions for varying modes.

Appendix B and **Appendix C** present the detailed vehicle LOS and delay results at the study intersections and corridors.

2044 Traffic Conditions

Traffic forecasts based on anticipated land use growth and planned regional transportation investments were developed using the customized Tukwila travel demand model to help inform future transportation needs. The model assumes a growth of approximately 6,000 additional households and 12,000 additional jobs between the 2018 base year and the 2044 horizon year. An average growth in traffic volume of about 40 percent is anticipated between 2018 and 2044.

The City's growth targets allocated by King County fall within the range of the 2044 Baseline scenario and a 2044 High Growth scenario, which was analyzed qualitatively. The City's 2044 High Growth scenario is likely to yield increased traffic demand in the Southcenter area, where the City is addressing policies to allow additional vehicle congestion and has identified multimodal improvements to address system capacity. The 2044 Baseline scenario is anticipated to be similar to the assigned growth targets from King County and is generally consistent with the buildable lands and urban growth capacity analysis. The City will continue to monitor the near and long-term traffic patterns and identify any additional needs to meet level of service standards in line with the City's King County growth allocations, particularly in Southcenter.

The anticipated performance of roadway intersections and corridors within Tukwila under 2044 conditions was evaluated using the same methodology as existing conditions. The analysis assumed that all signal timings for intersections in Tukwila would be optimized between 2018 and 2044; however, there would be no adjustments to cycle lengths unless otherwise planned. The following background projects were assumed based on input from City staff:

- Southcenter Boulevard / 66th Avenue South
    - Restripe the east leg from a single left turn pocket, and two through lanes to dual left turns and a single through lane
- Southcenter Boulevard Road Diet
    - Restripe Southcenter Boulevard between 61st Avenue S and 65th Avenue South to reduce the number of lanes. Ongoing coordination with King County Parks could also see a section of the Lake to Sound Trail being built along with the road diet (at County expense).
- Southcenter Boulevard / 65th Avenue South
    - Install a traffic signal
- Andover Park East / Minkler Boulevard
    - Design and construct dedicated left turn lanes on Andover Park East
    - Reconstruct traffic signal; remove split phasing
- Ryan Way Road Diet
    - Restripe Ryan Way between Martin Luther King Junior Way South and 51st Avenue South to provide one travel lane in each direction (eastbound and westbound), improve pedestrian facilities, and possibly provide bike facilities.
    - In advance of the Martin Luther King Junior Way South intersection, taper the traffic lane to match the existing lane configuration
- The Tukwila South Development would include intersection improvements to address potential impacts to South 200th Street / Orillia Road South, South 200th Street / Southcenter Parkway, or other nearby intersections.

Figure 41 Error! Reference source not found. through **Figure 45**Error! Reference source not found. presents vehicle LOS results for the study intersections and Southcenter corridors under 2044 conditions. The following intersections are anticipated to operate at a level of service that does not meet the City's LOS policy during the PM peak hour by 2044:

- South 116th Street / East Marginal Way (LOS F with an average delay of 125 seconds for the eastbound left-turn of the two-way stop-controlled intersection)

    - The increase in northbound and southbound traffic volumes on East Marginal Way is expected to limit gaps in traffic flow to permit eastbound left-turn movements.
- South 133rd Street / SR 599 Ramps (LOS F with an average delay of over 150 seconds for the southbound left-turn of the two-way stop-controlled intersection)
    - The overall increase in traffic volumes for all movements is anticipated to degrade southbound operations.
- South 144th Street / 53rd Avenue South (LOS F with an average delay of over 150 seconds for the southbound left-turn movement of the two-way stop-controlled intersection)
    - South 144th Street is an important connection over I-5, connecting the west and east parts of Tukwila; expected delays on the minor approach would be due to high through movements.
- Southcenter Boulevard / I-405 SB Off-ramp (LOS F with an average delay of over 150 seconds for the northbound left-turn movement of the two-way stop-controlled intersection)
    - The intersection operates at LOS F under existing conditions and is expected to result in higher vehicle delays in 2044 due to increased traffic volumes along Southcenter Boulevard.
- SR 518 EB Off-ramp / Klickitat Drive (LOS F with an average delay of 59 seconds for the northbound left-turn movement of the two-way stop control)
    - The current intersection control would not accommodate increased traffic volumes from SR 518 under future conditions as the approach is currently stop-controlled.

As previously described, the roadway network within Southcenter is understood to have non-traditional peak periods due to retail travel patterns. Eleven study corridors were evaluated to understand traffic conditions during several peak periods. The analysis periods included weekdays and weekends during midday and PM peak hours. The evaluated corridors currently operate acceptably and meet the City's LOS standards. Under 2044 future conditions, the corridors also operate acceptably except for the following corridors that would operate at LOS F:

- 61st Avenue South Bridge/Tukwila Parkway from Southcenter Boulevard to Andover Park West
- South 180th Street from Southcenter Parkway to West Valley Highway
- West Valley Highway from Southcenter Boulevard to Strander Boulevard

The following strategies are proposed as options that may address degraded traffic operations in the Southcenter area:

Table 5: Potential Strategies to Mitigate Southcenter Congestion

Strategy	Description	Potential Limitations/Barriers
Update the City's LOS policy	Allow LOS F operations, with an average delay not to exceed 120 seconds on the impacted corridors.	WSDOT controls the LOS standard on West Valley Highway.
Improve vehicle access into the Southcenter area	Partner with WSDOT/regional partners to provide an east-west connection from Southcenter, e.g., an extension of Strander Boulevard. This would better accommodate increased volumes on West Valley Highway and other key access locations.	A capital project of this size would require extensive WSDOT and regional partner support and collaboration.
Advocate for enhanced transit service	Given that Southcenter is a regional attraction, advocate for enhanced transit service through improved frequency, new routes, or infrastructure investments such as bus lanes or transit signal priority. This may promote transit use and discourage single-occupancy vehicle trips in Southcenter.	Advocacy does not always translate to implementation.
Coordinate with WSDOT	The congestion in the Southcenter area is expected to include SR 181. The City can coordinate with WSDOT to develop specific mitigation measures to meet the standards set by the state.	WSDOT standard is currently set to LOS E/mitigated for SR 181 as a Highway of Regional Significance

Figure 41: Future 2044 - PM Peak Hour LOS in Tukwila

Figure 42. Future 2044 - Weekday Mid-day Peak Hour LOS

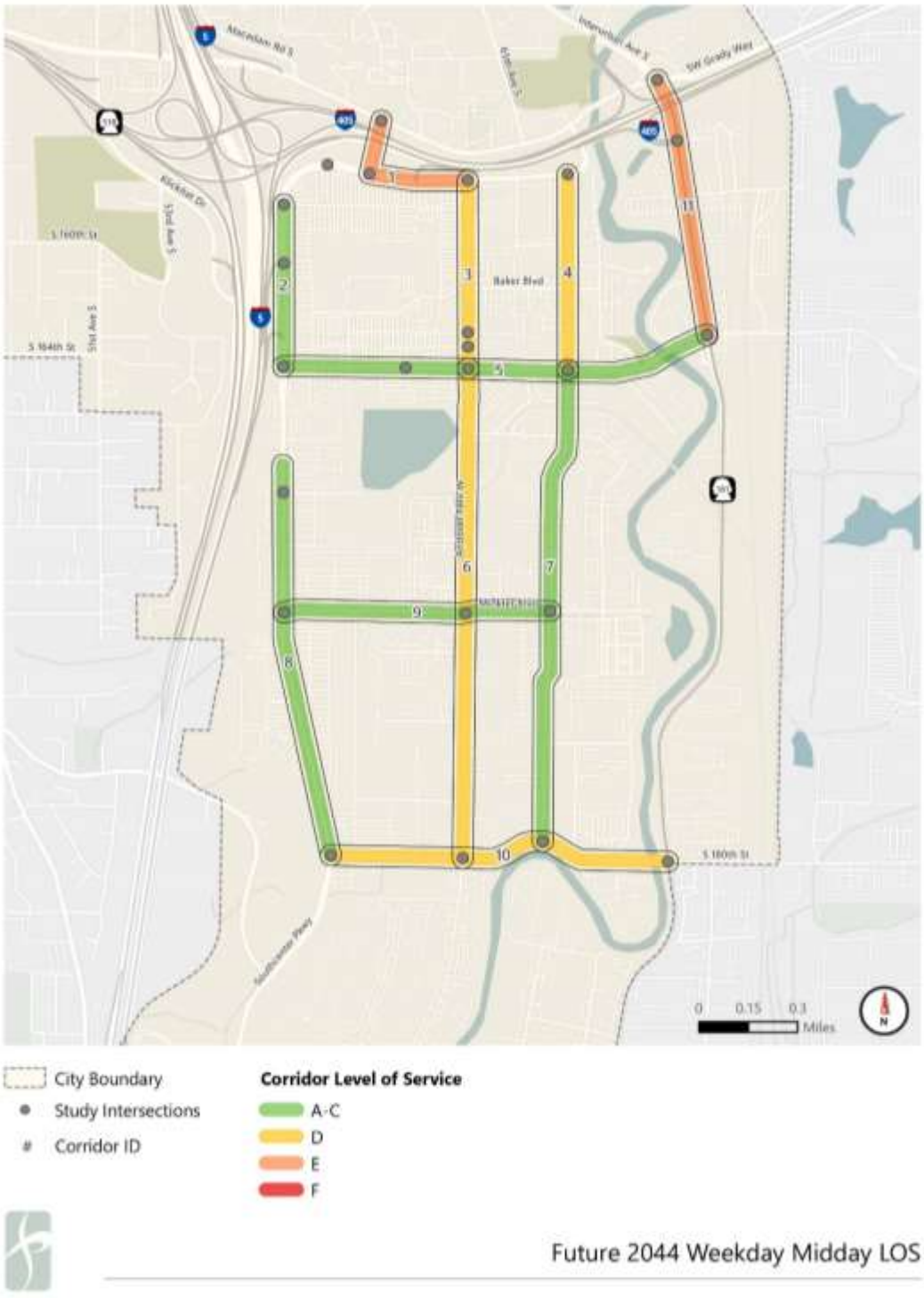


Figure 43. Future 2044 - Weekday PM Peak Hour LOS

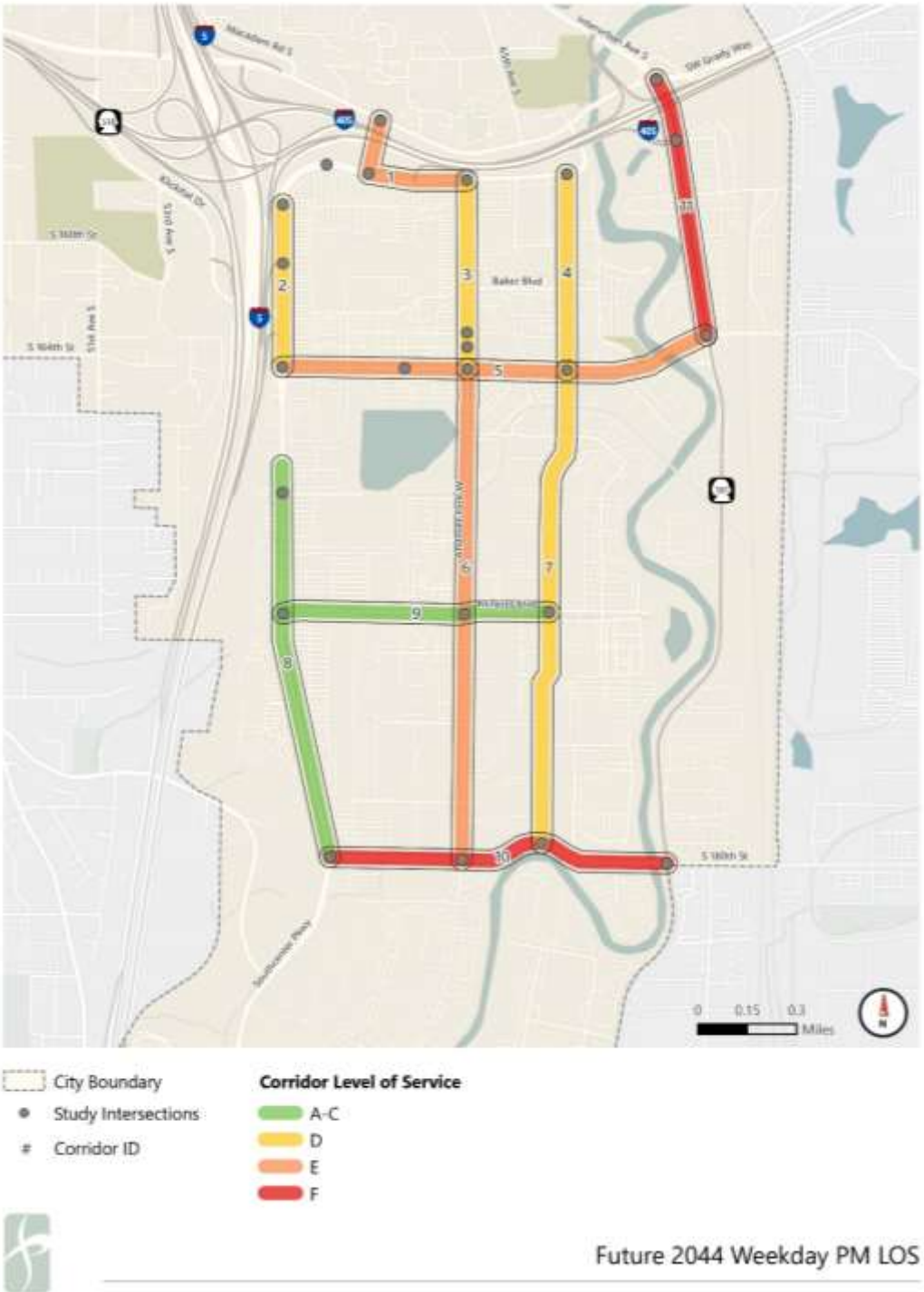


Figure 44. Future 2044 - Weekend Mid-day Peak Hour LOS

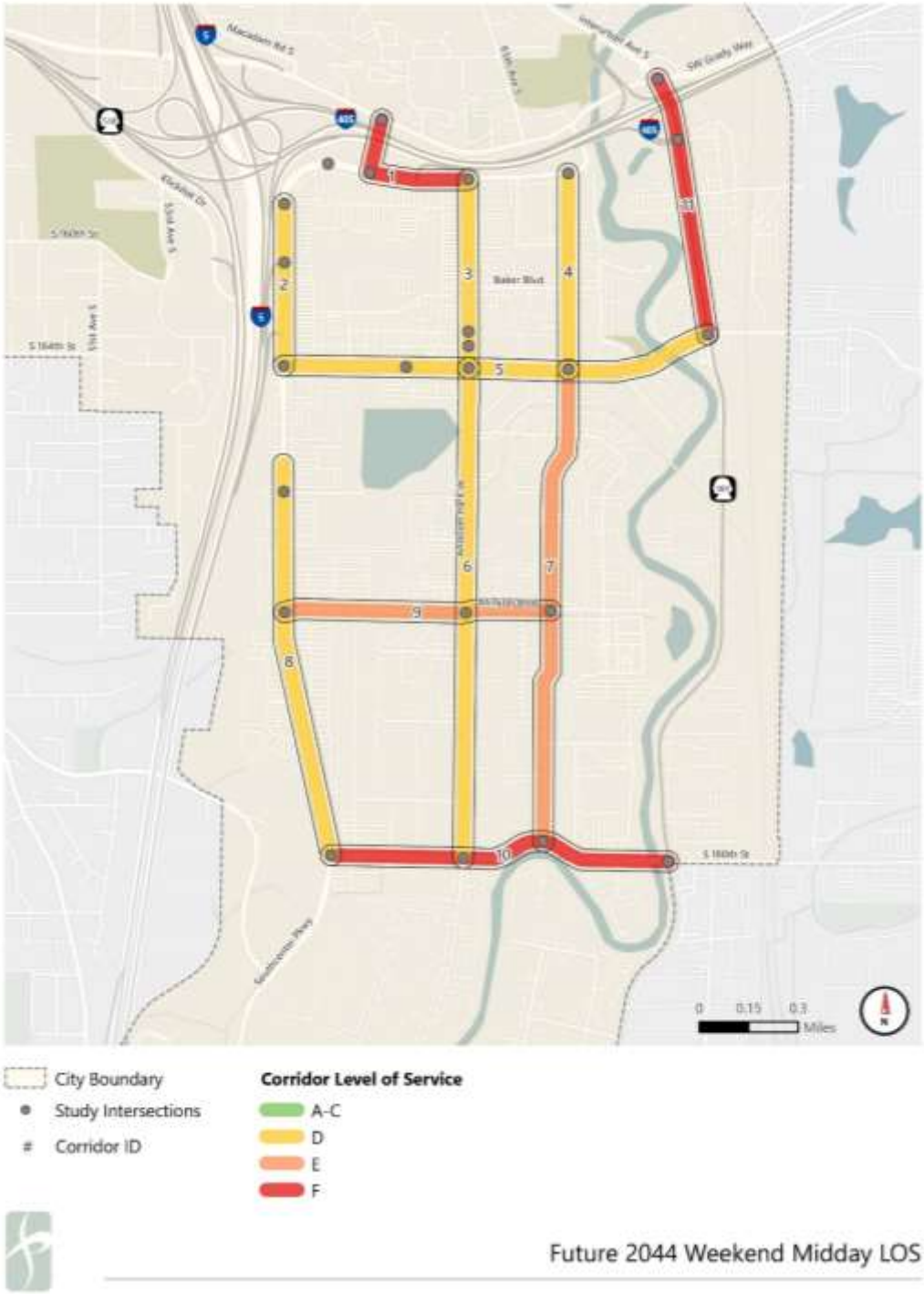
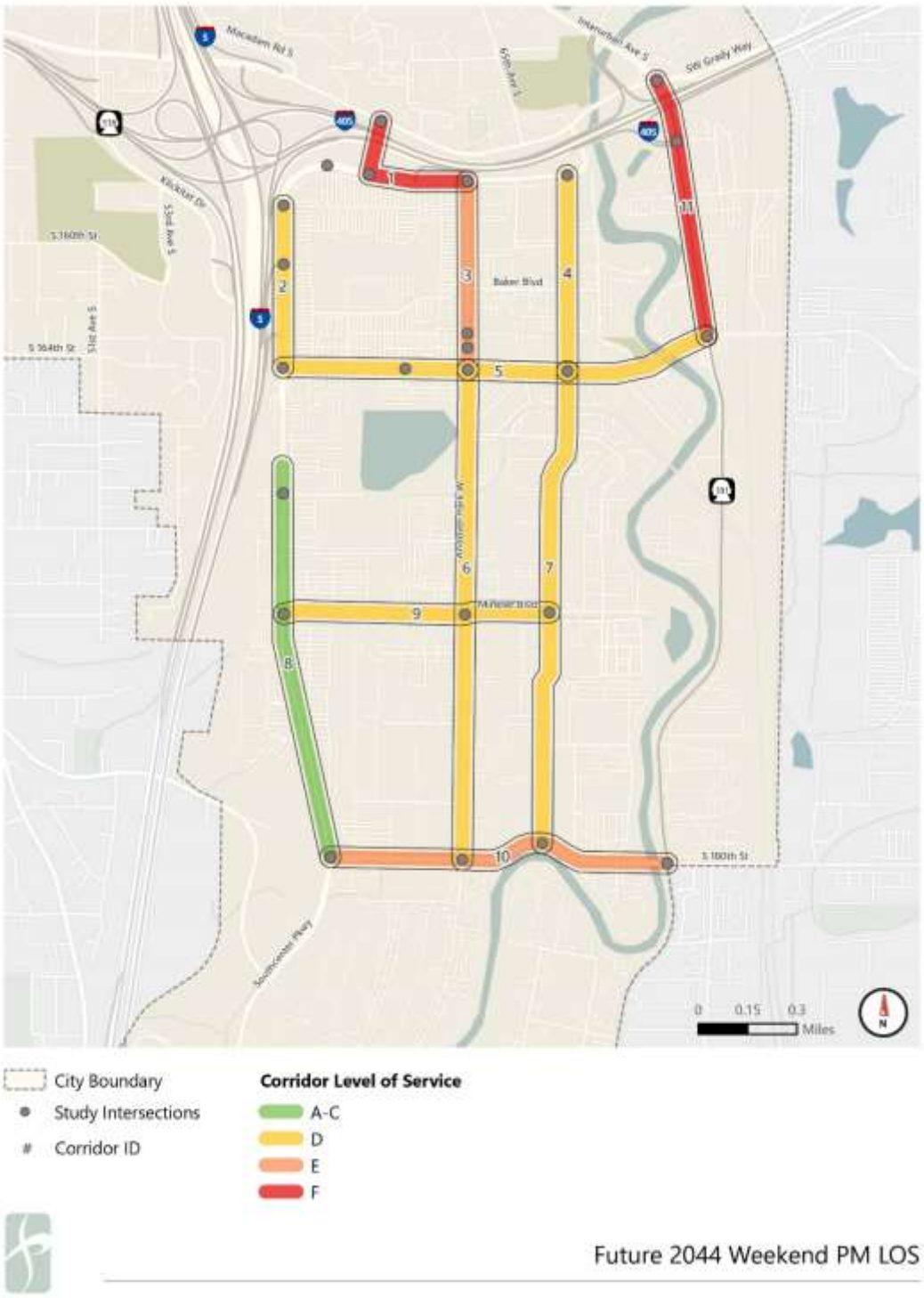


Figure 45. Future 2044 - Weekend PM Peak Hour LOS



Pedestrian LOS Standards and Guidelines

Pedestrian LOS standards and guidelines describe the comfort of someone walking. The fundamental expectations for physical space, modal separation, and street crossing amenities are informed by the neighborhood and land use context of a given street. Therefore, pedestrian facility standards and guidelines are tailored to different neighborhood and street contexts. Accordingly, pedestrian LOS standards typically involve design standards applied to each of the various pedestrian environments represented within the City.

The City of Tukwila currently utilizes a consistency-based standards for non-motorized modes, focusing on consistency among planned developments. The non-motorized standards are not currently used for concurrency; however, the previous TE document includes networks and policies that support consistency-based standards. This involves using existing plans to prioritize construction of new sidewalks, bike lanes, and trails.

Table 6 presents a new pedestrian LOS policy, which would apply standards to all streets in Tukwila. The policy outlines the minimum standards required by corridor type; however, the City aspires to provide sidewalks on both sides and amenity zones on residential streets as right of way permits. **Figure 46** maps out the pedestrian level of service standards on all streets outside of the Southcenter area and **Figure 47** maps out the pedestrian standards in the Southcenter area. Utilizing a simplified approach to pedestrian LOS standards allows for flexibility in addressing critical concerns while avoiding design-specific nuances. The goal is to provide safe and convenient pedestrian connectivity, making a sidewalk presence the key focus.

Table 6. Pedestrian LOS Standards by Street Type

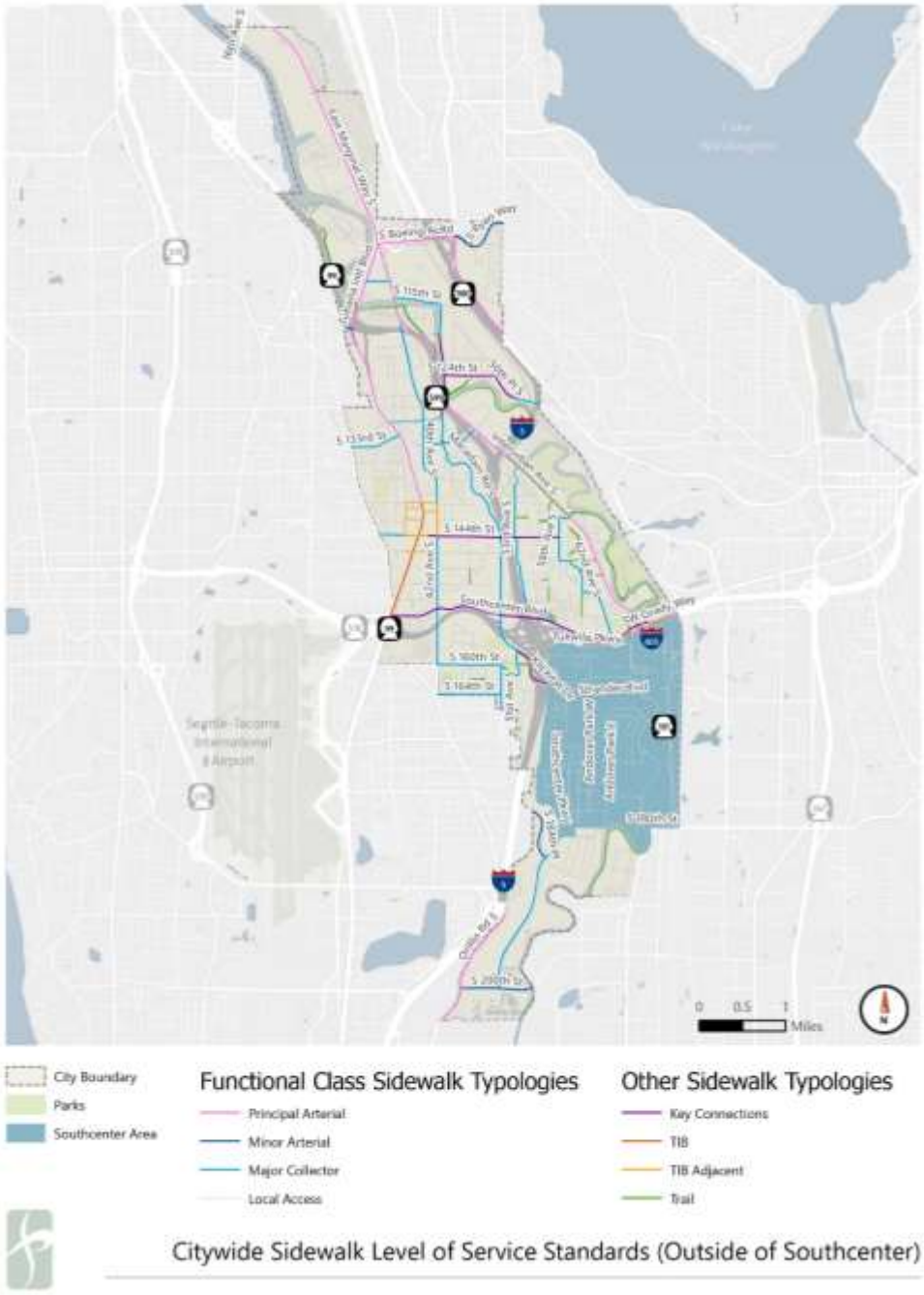
	Category	Side of Street	Minimum Sidewalk Width[1]	Minimum Amenity Zone Width[2]	Lighting	Optimal Crossing Frequency
Functional Class	Principal Arterials	Both Sides	8 ft	5 ft	Pedestrian and vehicular-scale decorative street lighting	Within 300 feet of a transit stop or community asset[3] Elsewhere: ≤quarter mile
	Minor Arterial and Collectors	Both Sides	6 ft	5 ft	Vehicular-scale lighting	Within 300 feet of a transit stop or community asset Elsewhere: ≤ quarter mile
	Residential Streets	Both Sides	6 ft	4 ft	Vehicular-scale lighting	Within 300 feet of a transit stop or community asset Elsewhere: ≤ quarter mile
Southcenter	Commercial Corridors, Urban Corridors, and Workplace Corridors	Both Sides	8 ft	5 ft	Pedestrian and vehicular-scale decorative street lighting	≤ 800 feet

	Category	Side of Street	Minimum Sidewalk Width[1]	Minimum Amenity Zone Width[2]	Lighting	Optimal Crossing Frequency
	Neighborhood Corridors and Walkable Corridors	Both Sides	15 ft (10 ft on Minkler)	6 ft	Pedestrian and vehicular-scale decorative street lighting	≤ 800 feet
	Freeway Frontage Corridors	One Side	8 ft	5 ft	Pedestrian and vehicular-scale decorative street lighting	Within 300 feet of a transit stop or community asset Elsewhere: ≤ quarter mile
Other	Trails	N/A	10 ft	N/A	Pedestrian-scale decorative street lighting	N/A
	Key Connections[4]	Both Sides	8 ft	5 ft	Pedestrian and vehicular-scale decorative street lighting	Within 300 feet of a transit stop or community asset Elsewhere: ≤ quarter mile

	Category	Side of Street	Minimum Sidewalk Width[1]	Minimum Amenity Zone Width[2]	Lighting	Optimal Crossing Frequency
	Tukwila International Boulevard	Both Sides	8 ft	4 ft	Pedestrian and vehicular-scale decorative street lighting	Within 300 feet of a transit stop or community asset Elsewhere: ≤ quarter mile
	Tukwila International Boulevard Adjacent Streets	Both Sides	5 ft	4 ft	Pedestrian and vehicular-scale decorative street lighting	Within 300 feet of a transit stop or community asset Elsewhere: ≤ quarter mile

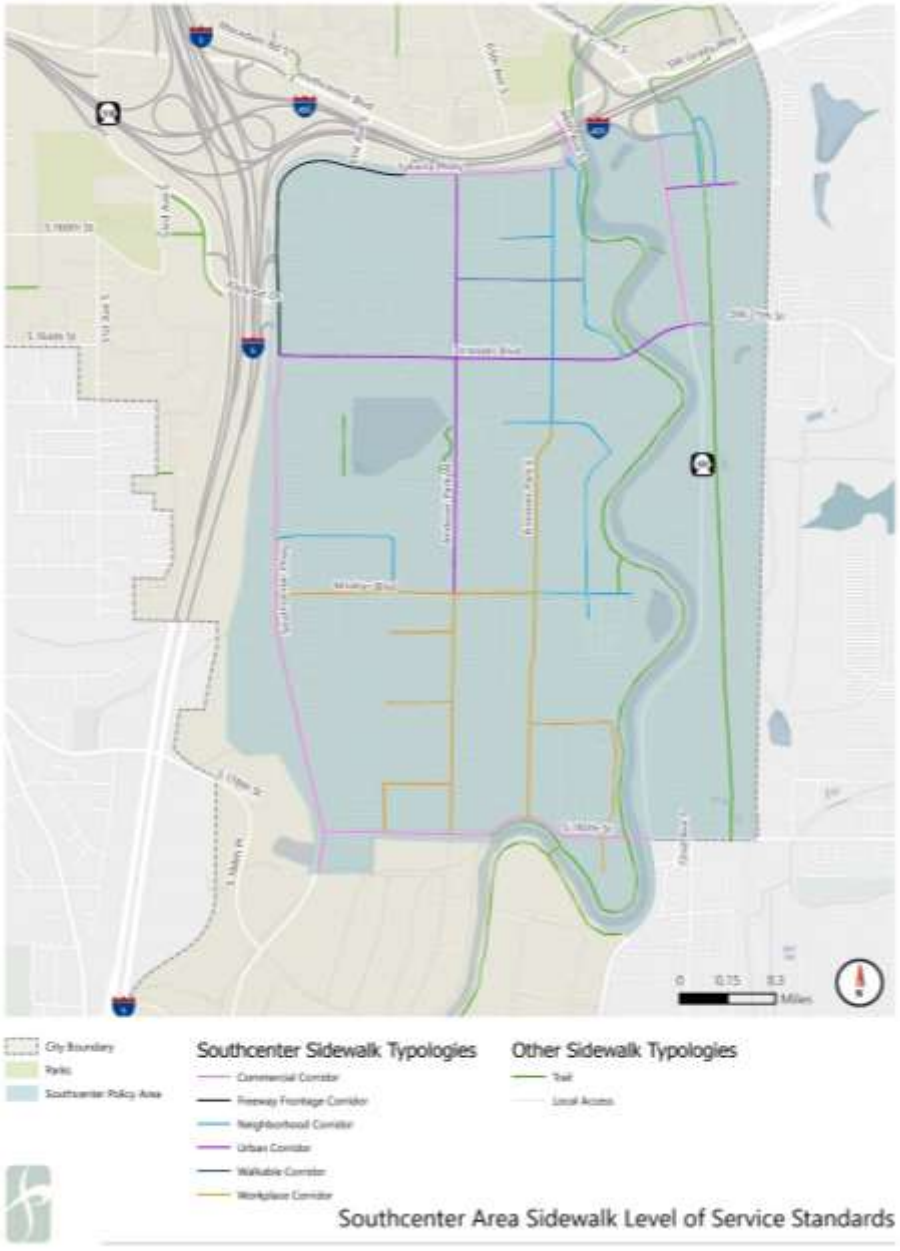
Notes:
[1] The minimum sidewalk width refers to the pedestrian through zone, which serves as an accessible pathway, clear of obstacles.
[2] The amenity zone provides additional space for pedestrians and/or serves as a buffer from vehicle traffic, separate from the minimum sidewalk width. This space may include street furniture, landscaping, or trees.
[3] A community asset is defined as a park, school, community center, neighborhood shopping, or library.
[4] Key Connections policies supersede functional class policies. These locations include east-west access corridors, connections to pedestrian generators/destinations, and critical transit corridors.

Figure 46. Citywide Sidewalk Level of Service Standards (Outside of Southcenter)



Source: City of Tukwila, Fehr & Peers, 2023

Figure 47. Southcenter Sidewalk Level of Service Standards



Source: City of Tukwila, Fehr & Peers, 2023

Based on the existing sidewalk network (see **Figure 20**) as well as the pedestrian standards, key focus areas where there are high levels of pedestrian activity such as the Southcenter area, east-west connections across Tukwila International Boulevard, and the Tukwila Community Center area. Important connections around Southcenter include connections to the Tukwila Sounder station as well as Tukwila Pond Park. Tukwila International Boulevard, particularly between South 140th Street to South 154th Street, hosts many multi-family and affordable housing units, which are commonly associated with higher usage of public transit and walking, and other high pedestrian generators like nearby schools, multiple churches, and a mosque. The Tukwila Community Center has also been identified as a key area for pedestrians.

In addition to existing pedestrian needs, it is important to plan pedestrian facilities prior to future development that would rely on these facilities. International Boulevard/SR 99 and South 160th Street is the location of a potential large-scale mixed-use project with access to the light rail station via a pedestrian bridge. South Boeing Access Road is the location of a planned light rail station that would require increased pedestrian connectivity.

Bike Guidelines

Level of traffic stress (LTS) is the current state of the practice in planning bike facilities. This approach provides a framework for designing bike facilities that meet the needs of the intended users of the system. **Figure 48** describes the four typical categories of cyclists, each requiring different levels of accommodation to feel comfortable using the system.

Figure 48. Bike Level of Traffic Stress and Rider Categories

Table 7 and **Table 8** display the various treatments required for each LTS designation along corridors as well as at intersections. With this approach, treatments required to meet each LTS designation along a corridor vary based on speed limit and traffic volume. The contextual nature of the LTS approach acknowledges that the same bike treatment under different street conditions can evoke different levels of stress. For example, a striped bike lane without a buffer may be comfortable for all ages and abilities on slow streets with low traffic volumes. However, as traffic volumes or speeds increase, the riding conditions no longer meet the needs of those in the LTS 1 category. Utilizing the LTS approach for bike conditions provides the City with the opportunity to plan bike networks that address the varying comfort levels of people who bike. Additional information on bike facility types and treatments is provided in **Appendix F**.

Table 7. Bike Level of Traffic Stress and Rider Categories

Speed Limit (MPH)	Arterial Traffic Volume	No Marking	Sharrow Lane Marking	Striped Bike Lane	Buffered Bike Lane (Horizontal)	Protected Bike Lane (Vertical)	Physically Separated Bikeway
≤ 25	< 3k	1	1	1	1	1	1
	3-7k	3	2	2	2	1	1
	≥ 7k	3	3	2	2	1	1
30	< 15k	3	3	2	2	1	1
	15-25k	4	4	3	3	2	1
	≥ 25k	4	4	3	3	3	1
35	< 25k	4	4	3	3	3	1
	≥ 25k	4	4	4	3	3	1
>35	Any	4	4	4	4	3	1

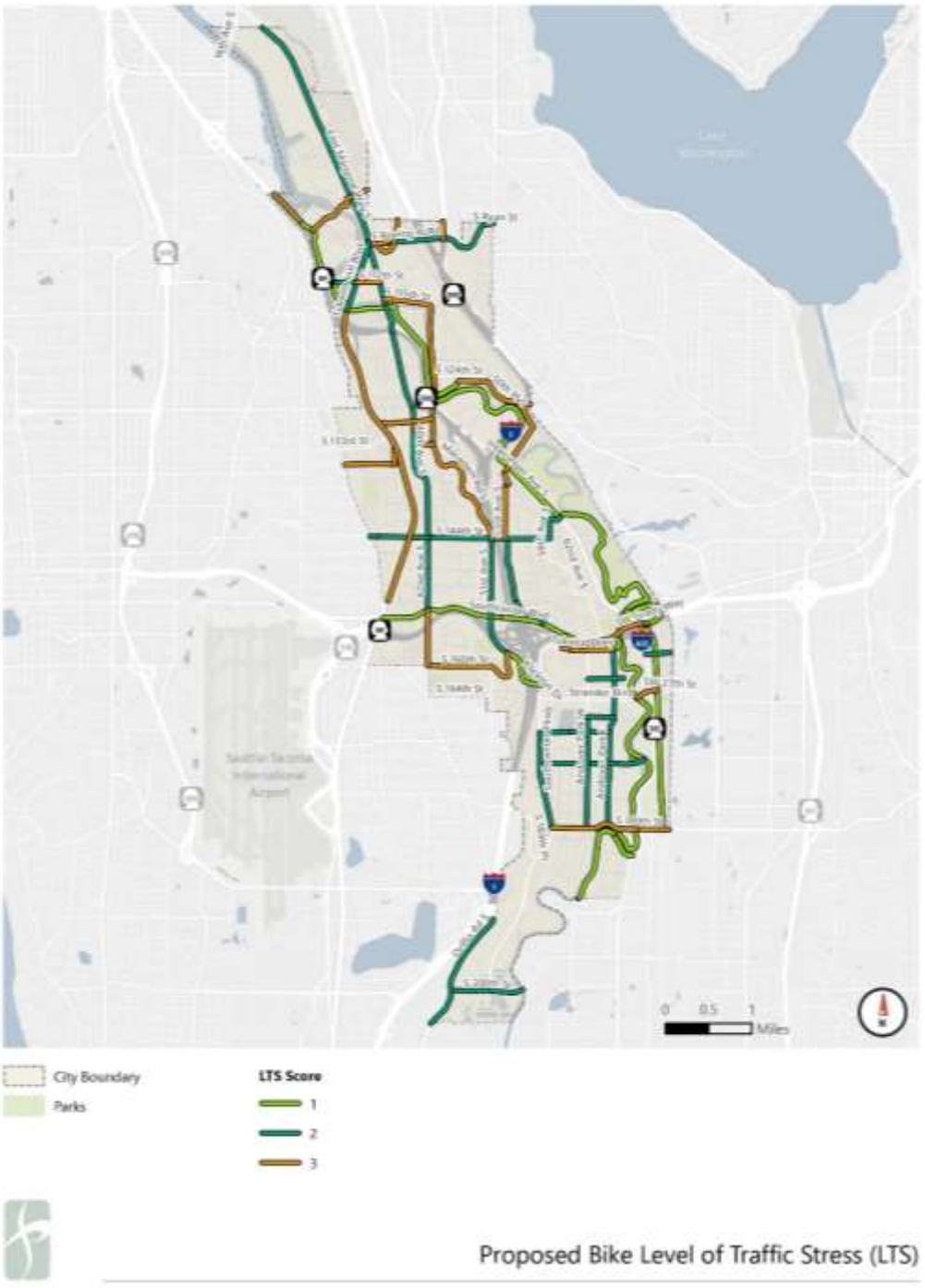
Table 8. Recommended Bike Facility Treatments at an Intersection

Bike LTS	Signal Type	Street Crossing	Approach to Intersection	Approach to Intersection with Right Turn Lane
LTS 1	Bike Signal	Green solid or skip-stripe	Green bike box	Curb ramp to wide sidewalk, Dutch Intersection
LTS 2	Bike Signal	Skip-stripe	Bike box	Green bike lane to left of turn lane
LTS 3	Green Cycle Length	Sharrow lane markings	Automatic signal actuation	Bike lane to left of turn lane
LTS 4	No Specific design guideline for LTS 4			
Trail or Mid-Block Crossing	Full signal, HAWK, or RRFB	Green solid or skip-stripe	N/A	N/A

Note: See Appendix F for detailed descriptions and images of bike facility treatments.

The LTS approach to bike LOS offers a way to develop a network of bike facilities that meet the needs of each rider category. **Figure 49** shows the City's aspirational bicycle LTS network. It considers the current facilities and their LTS designations to identify areas for potential connections. Awareness of the types of people who bike provides insight into the inclusivity of each bike route. Establishing various options for all people who bike allows people to efficiently reach desired destinations.

Figure 49. Proposed Bike Level of Traffic Stress Network



Source: City of Tukwila, Fehr & Peers, 2023

Transit Guidelines

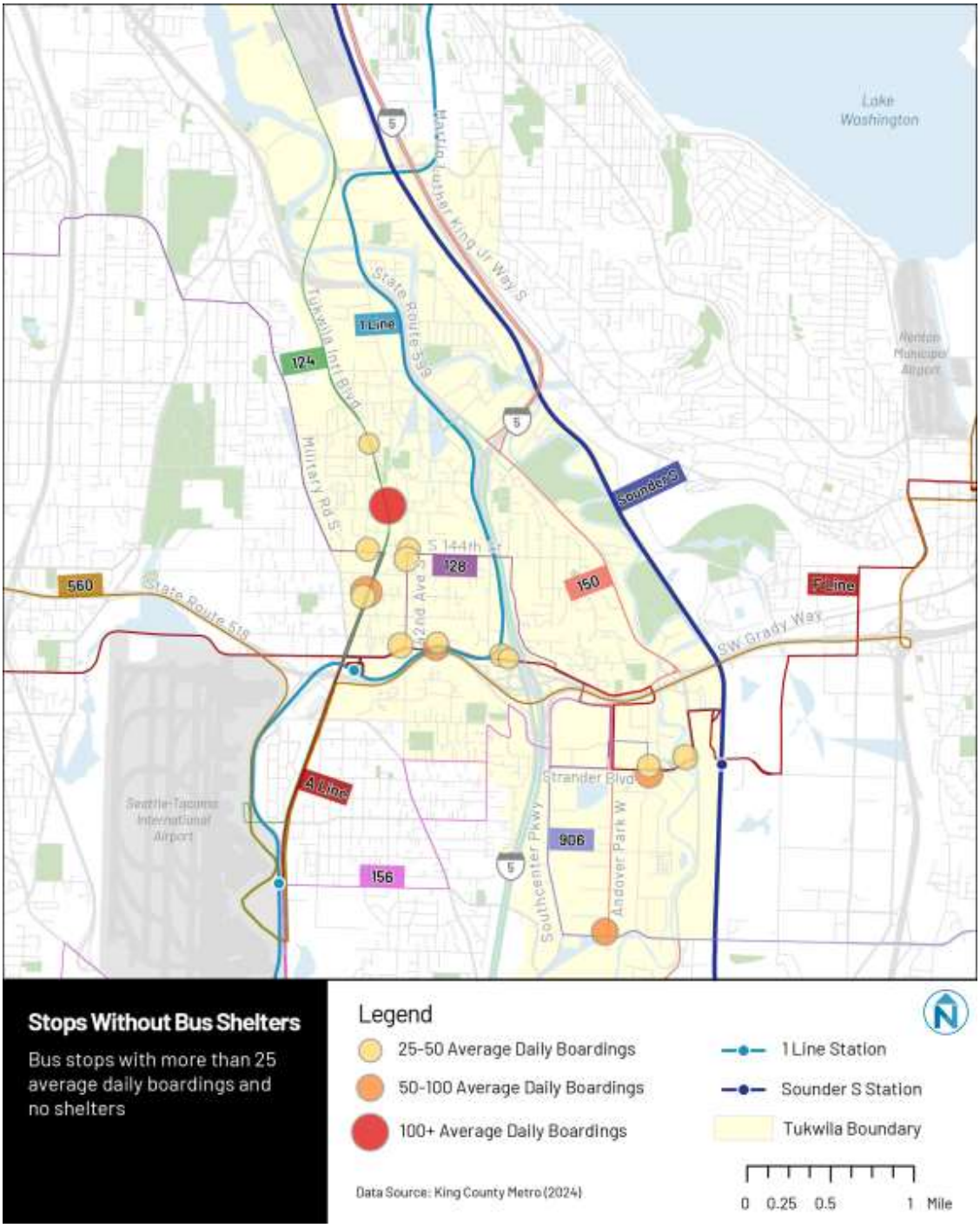
Transit service in Tukwila is provided by King County Metro and Sound Transit and the City's ability to set transit standards is limited. The transit providers maintain routes, headways, and most stop amenities. Given that City is not the transit provider, the City is only responsible for providing access to established transit stops and maintaining roadway conditions. However, the City will use these guidelines to advocate for improved transit service and higher-quality transit stop amenities along City streets. **Table 9** shows proposed transit treatments based on the corridor type.

Table 9. Recommended Transit Treatments

Stop Component	Corridor Type	
	Local Transit Corridor	Frequent and Express Transit Network Corridor
Weather Protection	Yes, priority with 25+ daily boardings	Yes, for RapidRide stops, priority with 25+ daily boardings on other Frequent/Express stops
Seating	Yes, near community assets	Yes, for RapidRide stops, priority with 25+ daily boardings on other Frequent/Express stops
Paved Bus Door Passenger Zone	Yes, zone length 25-30 feet	Yes, zone length 60 feet
Wayfinding	Yes, priority with 25+ daily boardings	Yes, for RapidRide stops, priority with 25+ daily boardings on other Frequent/Express stops
Other Amenities (trash, lighting, bike parking)	Yes, priority with 25+ daily boardings	Yes, for RapidRide stops, priority with 25+ daily boardings on other Frequent/Express stops

Figure 50 includes the City of Tukwila's current transit network, stop locations, and available amenities. There are still gaps in the transit network, including access to the Tukwila Community Center, and the City will continue advocating for access to key destinations. As shown in **Figure 50**, there are several transit stops without any amenities and this presents an opportunity to address these gaps using the recommended transit stop treatments tabulated in **Table 9**

Figure 50. Existing Transit Network and Stops



Source: City of Tukwila, Fehr & Peers, 2023

Freight Guidelines

As a result of the growth in urban populations, the prevalence of online shopping, and related freight activities, there is an upward trend in goods and parcel delivery in cities. This prompts the need to closely review and develop guidelines to adequately accommodate freight movement and related activities. Current street designs or policies often present challenges for truck/freight operators. Better balance can be achieved by clearly defining freight corridors and developing guidelines to address the following challenges often faced by truck or commercial delivery drivers in cities:

- Large truck operators frequently have difficulty navigating restricted and narrow turns, narrow lanes, and curved or circular travel paths.
- Street furniture, bike parking, trees, signage, bollards, and other curbside or sidewalk obstructions can inhibit delivery activity if they are installed without considering truck needs.
- Inadequate supply of truck parking and delivery spaces results in double parking or parking in the middle of roadways using two-way left-turn lanes, which presents safety and traffic issues for other road users.
- High risk for dangerous collisions in areas where pedestrians and bicyclists are likely to be operating in driver blind spots.
- Poorly designed commercial vehicle load zones which do not accommodate safe and efficient deliveries. The space allocation for deliveries is typically constrained.

As a community that hosts a major Manufacturing/Industrial Center (MIC) and citywide delivery activity, developing freight LOS guidelines is critical to ensure efficient delivery of goods and limited impacts on other transportation modes. The subsequent sections and **Appendix G** present recommendations regarding freight corridors, curb access, and truck parking.

Freight Corridors

The City currently partners with regional agencies and the state to build and maintain freight corridors within the City that are classified as Freight and Goods Transportation System (FGTS) routes (**Figure 33**). Designated FGTS routes aim to prevent heavy truck traffic on lower-volume streets and promote the use of adequately designed roadways. Building on this effort, the City is including implementation strategies in the TE document that address competing needs along freight corridors in the City.

Curb Access

Several agencies are beginning to recognize curb space as valuable real estate that ought to be better understood and designed to improve the quality of life for residents and transportation systems. Prioritizing curb functions based on adjacent land use is an approach that various jurisdictions/ agencies are taking to manage curb access. See **Appendix G** for recommended curb access considerations along designated FGTS routes.

Truck Parking

Truck parking is a critical national transportation issue that cities including Tukwila currently face. Truck drivers need safe and secure parking as well as rest breaks as required by law. But, with more trucks and drivers on the road to serve the significant increase in demand for goods, the scarcity of parking for drivers has increased. Most truck parking in cities is directly related to industrial warehouse development and the production of goods, and these land uses, and the associated zoning are locally controlled.

A nationwide effort to address ongoing truck parking issues has been underway for several years. More locally to Tukwila, there is a real need for truck parking to support residents who are professional truckers without negatively impacting residential and commercial areas. The proposed guideline on this topic is to engage and coordinate with the diverse set of truck parking stakeholders (truck drivers, neighborhoods, City staff, freight facility operators, and other regional, state, and federal agencies) to address/ discuss the following:

- The disconnect between economic development goals to build major freight generators (e.g., industries, malls, dense mixed-use developments, hospitals, etc.) without provisions for truck staging or parking spaces to support truck deliveries and driver needs.
- The common response of banning truck parking when dealing with truck parking concerns (typically learned about through resident complaints). These truck parking bans often result in moving rather than solving the problem.
- Key truck parking components including safety, zoning, environment and sustainability, residential impacts and quality of life, intermodal connections and emerging technology, funding and incentives, communication, and public outreach.

- Educating local planners, development staff, and elected officials to get an understanding of how freight operates, and the truck parking demand generated by local industrial development.

In addressing and discussing the bulleted items, the City should utilize the Federal Highway Administration (FHWA)'s truck parking handbook. It presents resources for the development of truck parking, including factors that influence parking need, quantitative approaches for estimating truck parking demand, design of truck parking facilities, truck parking safety and security, and facility siting to protect community quality of life.[15]

[15] FHWA, Truck Parking Development Handbook, 2022.

Chapter 5: Transportation Project List

This section describes the projects and programs that will support the City's goals, policies, and vision. Implementing the project list would provide a safer and more connected multimodal system while fitting within the City's anticipated budget over the next 20 years.

Project Development

The Transportation Element development process involved several methods of identifying project ideas and transportation needs citywide. Projects were identified through technical analysis, community input, and past plans. After a full project list was developed, prioritization metrics were applied to fit the projects within the expected funding constraints.

Technical Analysis

Several types of analyses were used to pinpoint where transportation challenges are present under current conditions and what challenges Tukwila is expected to face in the next 20 years. These technical analyses identified where the City's set level of service standards are not met under existing and future conditions. Projects were identified to mitigate substandard LOS for each mode.

Vehicle network performance was measured based on the seconds of delay at intersections and average delay along corridors during PM peak hour, midday, and weekend periods. Vehicle projects were identified where:

- Existing conditions failed to meet LOS standard
- Future alternatives show LOS degrading below the standard.

Pedestrian level of service standards were set by determining the required walking and rolling treatments on each type of corridor. Sidewalk presence is the most critical element of the set standard. Identification of sidewalk gaps was completed after inventorying existing facilities and determining where sidewalks were required on one or both sides of the street. Projects were identified for areas where the walking and rolling facilities do not meet the standard.

Bike projects were identified using a methodology similar to pedestrian network improvements. Level of Traffic Stress methodology was used to identify the existing bicycle LTS network. The

project team then identified a proposed skeleton LTS network based on current LTS and feasibility. Projects were identified in areas where an LTS improvement is proposed. See Chapter 4. Transportation Vision for more detail on the proposed bike LTS network.

Community Input

The community was heavily involved throughout the process of developing the TE. Community input was synthesized to identify patterns and ultimately create projects out of the ideas shared by the community. See **Chapter 3: Public Outreach** for more details on the engagement process.

Previous Planning Efforts

The 2023-2028 Capital Improvement Program included sections dedicated to Residential Streets as well as Bridges & Arterial Streets. Transportation projects from these sections were incorporated into the TE project list.

Prioritization Metrics

Upon consolidating a full list of potential projects, prioritization metrics were applied to identify which projects would further the City's goals. Criteria and metrics were developed for each of the five transportation goals and projects were scored accordingly. **Table 10** describes the goals, guiding principles, and weighting. **Table 11** includes the project prioritization metrics that were used to identify a fiscally constrained project list.

Table 10. Goals, Guiding Principles, and Weighting for Prioritization

Equity	Safety	Connectivity	Adaptability	Environment
Ensure fair access to healthy, affordable, reliable transportation options, livable places, and jobs, particularly for historically marginalized and vulnerable populations.	Provide safe transportation infrastructure and improve personal comfort to emphasize Tukwila as a welcoming place.	Maintain, expand, and enhance Tukwila's multimodal network, particularly walk, bike, roll, and transit, to increase mobility options where needs are greatest.	Anticipate and plan for the community's evolving needs, new technologies, and opportunities for mobility.	Plan, design, and construct transportation projects that reduce greenhouse gas emissions, improve community health, and protect the natural environment.
20%	35%	20%	10%	15%

Table 11. Scoring Criteria by Goal

Equity	**Community outreach and engagement**	Project is supported by community members. The community is meaningfully engaged in identifying how the project supports community needs and goals.
	Delivery of transportation services	Project provides access to healthy, affordable, reliable transportation options in areas with historically marginalized or vulnerable populations.
Safety	**Safe and comfortable options**	Project improves levels of comfort and desirability of walking, biking, rolling, or using transit.
	Crossing Safety	Project provides new or improved crossing treatment (e.g. restriping, RRFB, curb ramps, crossing island, curb extension, reduced pedestrian exposure, new signal, reduced motor vehicle turning speed, narrowed curb return, etc.).
	Collision history	Project is identified as a priority project in Tukwila's Local Road Safety Plan (LRSP).
Connectivity	**Access**	Project increases route options or interconnectedness and/or closes an existing gap in the walk/bike/roll/transit networks
	Quality of travel choices	Project increases the number of high-quality travel choices, which are defined by mode as follows: a) Pedestrians – facilities are comfortable and accessible b) Bikes - facilities are LTS 1 or 2 c) Transit - service is frequent and reliable or the provision of stop amenities d) Auto - intersection or corridor LOS meets the set standard.
	Person trip capacity	Project provides additional capacity for person trips compared to existing conditions.
Adaptability	**Emerging travel modes and technology**	Project supports or advances emerging travel modes or technology including e-scooters, e-bikes, electric-vehicles, autonomous and connected vehicles
	Intelligent Transportation Systems (ITS)	Project provides opportunities to maximize the efficiency of the transportation system using technology. This includes implementing smart signal or technology upgrades e.g. fiber optic, signal cabinets, adaptive signal technology or leading pedestrian interval.
	Preparedness for disruptive events	Project supports redundancy to the transportation network and traffic operations improvements. This is pivotal for evacuation planning in preparation of future emergencies/ challenges such as land slides, flooding, earthquakes, unplanned road closures etc.
Environment	**Sustainable transportation**	Project encourages travel to be less impactful on the environment by promoting shared/mass transportation or shortening SOV vehicle trips or shifting to other low- or zero-emission, energy-efficient, affordable modes. This criterion is primarily centered on vehicle miles traveled (VMT) reduction which is linked to Green House Gas emissions, air and noise pollution.
	Protection of ecological resources	Project protects or minimizes impact to ecological resources (plant/animal species and their habitats).

Priority Projects

A priority project list is a critical piece of transportation planning. The City of Tukwila can use the priority project list to determine what capital improvements to include in budgeting. This list outlines the 35 most important projects in Tukwila over the next 20 years.

Each project derived from previous planning efforts, technical analysis, and community input was scored using the criteria and weights outlined above. The projects were then sorted by score to determine the top performing projects that would make up the prioritized project list. **The priority** projects appear to have a good likelihood of being funded under current financial expectations. Regular monitoring of level of service compliance and updates to the evolving City needs should be done by the City. Keeping tabs on current needs, and moving forward other projects that have been identified, but not determined as the highest priority needs, will ensure that the City will continue to maintain high levels of service for all users.

Table 12. Prioritized Project List

#	Project Name	Description	Street Name	Start	End	CostI
A	Buffered Lane on 42nd Ave S Section 3	Remove parking one side and widen sidewalk to create a 12ft shared use path 8ft parking lane, 2-11ft lanes and 8ft sidewalk.	42nd Ave S	S 150th St	S 144 St.	$ 550,000
B	Buffered Lane on 42nd Ave S Section 4	Develop a traffic-calmed bikeway along 42nd Ave S between S 150th St and Southcenter Blvd. On the west side of the street, add striped southbound bike lane between Southcenter Blvd and S 150th St. On the east side of the street, add striped bike lane between Southcenter Blvd and S 151st St. Remove on-street parking to widen the sidewalk on the east side of the street between S 151st St and S 150th St, creating a shared path; add shared lane markings to the roadway.	42nd Ave S	Southcenter Blvd	S 150th St	$ 376,000
C	S Norfolk St Bike Facilities	Add bike facilities on S Norfolk St. If this project moves forward, need to update bike network.	S Norfolk St	E Marginal Way S	Eastern City Limits	$ 496,600
D	E Marginal Way Bike Lanes (E Marginal Way S North Section)	Widen and extend asphalt paving on E Marginal Way S north of S Boeing Access Road. Bike facilities may be desired here, pending BAR Infill station and area redevelopment, could connect to bike facilities on Airport Way if Seattle/Tukwila install, connecting via Norfolk to EMWS If this project moves forward, need to update bike network.	E Marginal Way S	S Boeing Access Rd	Northern City Limits	
E	Southcenter Boulevard Bike Lanes Section 2	Add vertical flexi posts to existing bike lanes or raise the bike lane to sidewalk level to create better separation from vehicles.	S 154th St	42nd Ave S	51st Ave S	$ 390,000

F	42nd Ave S Bridge Replacement	Design and construct a replacement structure for the existing 42nd Ave S Bridge near the Tukwila Community Center.	42nd Ave S Bridge	Interurban Ave S	Tukwila Community Center	$ 32,333,000
G	Southcenter Blvd/65th Ave S Signal	Design and construct a traffic signal at the Southcenter Boulevard/65th Avenue S intersection. Intersection will include pedestrian crossings.	Southcenter Blvd	65th Ave S		$ 1,100,000
H	SR 518 EB Off-ramp / Klickitat Drive Intersection Improvements	Design and construct a new traffic signal, lighting, and pedestrian facilities including crosswalks and pedestrian push buttons.	SR 518 EB Off-ramp	Klickitat Drive		
I	E Marginal Way/S 112th Street Intersection Modifications	Design and construct curb/gutter, drainage, lighting, turn lanes, and traffic control.	E Marginal Way	S 112th Street		$ 2,500,000
J	S 115th Street / E Marginal Way Intersection Improvements	Design and construct a new traffic signal, lighting, and pedestrian facilities including crosswalks and pedestrian push buttons. Coordinate the new traffic signal with the Interurban Ave / E Marginal Way signal.	S 115th Street	E Marginal Way		$ 2,000,000
K	Boeing Access Road/E Marginal Way/Tukwila International Boulevard Intersection Feasibility Study	Evaluate the feasibility of modifying the intersection.	Boeing Access Road	E Marginal Way/Tukwila International Boulevard		$ 125,000
L	Andover Park E/Minkler Blvd Intersection	Design and construct left turn lanes on Andover Park East and reconstruct traffic signal. Improve safety and provide needed capacity.	Andover Park E	Minkler Blvd		$ 1,832,000
M	Andover Park E/Industry Dr Intersection	Design and construct traffic signal with Andover Park East left turn lanes and crosswalks.	Andover Park E	Industry Dr		$ 846,000
N	E Marginal Way (BAR - S 112 St)	Design and construct curb, gutter, drainage, lighting, turn lanes, and traffic control.	E Marginal Way	S 115th St	S Boeing Access Rd	$ 3,418,000

O	124th and 50th Intersection Improvements	Add sidewalk facilities from 51st to 49th on north side and reconfigure intersection to bring all movements to a full stop, eliminating the EBRT slip lane. Add protected pedestrian facility on 50th Pl from 124th to connect into the pedestrian facilities south of S 125th.	S 124th St	50th Pl S		$ 750,000
P	S 152nd St Safe Routes to School	Install curb, gutter, and sidewalks on both sides of S 152nd St, including widening pavement width by three feet to construct an on-street parking lane as a buffer between the roadway and sidewalk on the north side.	S 152nd St	42nd Ave S	Tukwila International Boulevard	$ 4,468,000
Q	46th Ave S Safe Routes to School	Install curb, gutter, and sidewalk on the west side of 46th Avenue South. Install a curb bulb-out at the southeastern corner of 46th Ave S and S 144th St and a raised crosswalk on S 144th St with pedestrian-activated flashing beacons.	46th Ave S	S 144th St	S 150th St	$ 2,580,000
R	S 144th St Bridge - Sidewalks	Design of pedestrian improvements to the S 144th Street bridge over I-5, to include structural, civil, environmental, and traffic design to obtain PS&E. Project will widen the existing pedestrian pathway on the bridge from three feet to six feet with a barrier to separate automobile and pedestrian traffic.	S 144th St Bridge	Macadam Rd S	53rd Ave S	$ 3,298,000
S	Macadam Rd S Section 1 Sidewalk	Construct sidewalk on west side of 42nd Ave S from S 124th St to entrance of 42nd Ave S Bridge, construct sidewalk on both sides of 42nd Ave S from entrance of 42nd Ave S Bridge to Interurban Ave S. Construct sidewalk on both sides of Macadam Rd S from Interurban Ave S to S 130th St.	42nd Ave S and Macadam Rd S	S 124th St	S 130th St	$ 992,000
T	S 146th St Sidewalk	Construct sidewalk on south side of entire segment, and extend the sidewalk on the north side to the project extents	S 146th St	35th Ave S	41st Ave S	$ 667,000

U	40th Ave S Sidewalk	Construct sidewalk on both sides of road segment up to existing sidewalk	40th Ave S and 42nd Ave S	East Marginal Way S	S 139th St	$ 3,443,000
V	Strander Blvd Sidewalk	Construct sidewalk on south side of Strander Blvd from Christensen Rd to W Valley Hwy. Construct sidewalk on both sides of Strander Blvd from W Valley Hwy to east boundary of Tukwila city limits	Strander Blvd and SW 27th St	Christensen Rd	Interurban Trail	$ 467,000
W	S 124th St Sidewalk	Construct sidewalk on both sides of S 124th St from 49th Ave S to 50th Pl S	S 124th St	49th Ave S	50th Pl S	$ 2,105,000
X	Minkler Blvd Section 2 Sidewalk	Construct sidewalk on both sides of road segment	Minkler Blvd	Andover Park W	Andover Park E	$ 1,430,000
Y	Tukwila International Blvd Section 2 Sidewalk	Construct sidewalk on east side of Tukwila International Blvd from S 112th St to the HW 99 Exit Ramp. Construct sidewalk on both sides of Tukwila International Blvd from the HW 99 Exit Ramp to 12400 Block.	Tukwila International Blvd	S 112th St	12400 Block	$ 2,050,000
Z	E Marginal Way S Section 2 Sidewalk	Construct sidewalk on both sides of road segment	E Marginal Way S	Interurban Ave S	S 120th Pl	$ 803,000
AA	37th Ave S Sidewalk	Construct sidewalk on east side of 37th Ave S from S 140th St to S 142nd St east segment. Construct sidewalk on both sides of 37th Ave S from S 142nd St east segment to S 142nd St west segment	37th Ave S	S 140th St	S 142nd St	$ 530,000
AB	S 142nd St Sidewalk	Construct sidewalk on both sides of road segment	S 142nd St	37th Ave S	Tukwila International Blvd	$ 541,000
AC	S 141st St Section 1 Sidewalk	Construct sidewalk on both sides of road segment	S 141st St	37th Ave S	Tukwila International Blvd	$ 510,000
AD	Ryan Way Road Diet	Resurface and rechannel S Ryan Way to improve failing pavement and improve safety. Add pedestrian and bicycle facilities where appropriate. Signalize intersection with 47th	S Ryan Way	Martin Luther King Jr Way S	51st Ave S	$ 14,371,000

		Avenue S to accommodate future growth and improve safety.				
AE	S 144th Street Complete Street	Restripe and remove parking on one side to accommodate 2-10ft lanes, 1-2ft buffer, and 1-10ft two way cycle track. Construct sidewalk facilities on the south side of the street.	S 144th St	42nd Ave S	51st Ave S	
AF	Klickitat Dr Complete Street	Multimodal improvements to improve connectivity and accessibility of existing path (wayfinding, signage, width improvements, etc. wherever possible)	Klickitat Dr	53rd Ave S	Southcenter Pkwy	
AG	Tukwila Elementary School Transportation Improvements	Traffic calming and safety improvements surrounding Tukwila Elementary School.				$ 3,220,000
AH	Cascade View Elementary School Transportation Improvements	Traffic calming and safety improvements surrounding Cascade View Elementary School				$ 1,050,000
AI	School Safety Traffic Calming Program	Traffic calming and safety improvements surrounding schools in Tukwila				$ 770,000

Table 12 includes the priority projects with descriptions and **Figure 51** displays the priority projects on a map. The extended project list is included in **Appendix H**. The priority projects appear to have a good likelihood of being funded under current financial expectations. Regular monitoring of level of service compliance and updates to the evolving City needs should be done by the City. Keeping tabs on current needs, and moving forward other projects that have been identified, but not determined as the highest priority needs, will ensure that the City will continue to maintain high levels of service for all users.

Table 12. Prioritized Project List

#	Project Name	Description	Street Name	Start	End	CostI
A	Buffered Lane on 42nd Ave S Section 3	Remove parking one side and widen sidewalk to create a 12ft shared use path 8ft parking lane, 2-11ft lanes and 8ft sidewalk.	42nd Ave S	S 150th St	S 144 St.	$ 550,000
B	Buffered Lane on 42nd Ave S Section 4	Develop a traffic-calmed bikeway along 42nd Ave S between S 150th St and Southcenter Blvd. On the west side of the street, add striped southbound bike lane between Southcenter Blvd and S 150th St. On the east side of the street, add striped bike lane between Southcenter Blvd and S 151st St. Remove on-street parking to widen the sidewalk on the east side of the street between S 151st St and S 150th St, creating a shared path; add shared lane markings to the roadway.	42nd Ave S	Southcenter Blvd	S 150th St	$ 376,000
C	S Norfolk St Bike Facilities	Add bike facilities on S Norfolk St. If this project moves forward, need to update bike network.	S Norfolk St	E Marginal Way S	Eastern City Limits	$ 496,600
D	E Marginal Way Bike Lanes (E Marginal Way S North Section)	Widen and extend asphalt paving on E Marginal Way S north of S Boeing Access Road. Bike facilities may be desired here, pending BAR Infill station and area redevelopment, could connect to bike facilities on Airport Way if Seattle/Tukwila install, connecting via Norfolk to EMWS If this project moves forward, need to update bike network.	E Marginal Way S	S Boeing Access Rd	Northern City Limits	

E	Southcenter Boulevard Bike Lanes Section 2	Add vertical flexi posts to existing bike lanes or raise the bike lane to sidewalk level to create better separation from vehicles.	S 154th St	42nd Ave S	51st Ave S	$ 390,000
F	42nd Ave S Bridge Replacement	Design and construct a replacement structure for the existing 42nd Ave S Bridge near the Tukwila Community Center.	42nd Ave S Bridge	Interurban Ave S	Tukwila Community Center	$ 32,333,000
G	Southcenter Blvd/65th Ave S Signal	Design and construct a traffic signal at the Southcenter Boulevard/65th Avenue S intersection. Intersection will include pedestrian crossings.	Southcenter Blvd	65th Ave S		$ 1,100,000
H	SR 518 EB Off-ramp / Klickitat Drive Intersection Improvements	Design and construct a new traffic signal, lighting, and pedestrian facilities including crosswalks and pedestrian push buttons.	SR 518 EB Off-ramp	Klickitat Drive		
I	E Marginal Way/S 112th Street Intersection Modifications	Design and construct curb/gutter, drainage, lighting, turn lanes, and traffic control.	E Marginal Way	S 112th Street		$ 2,500,000
J	S 115th Street / E Marginal Way Intersection Improvements	Design and construct a new traffic signal, lighting, and pedestrian facilities including crosswalks and pedestrian push buttons. Coordinate the new traffic signal with the Interurban Ave / E Marginal Way signal.	S 115th Street	E Marginal Way		$ 2,000,000
K	Boeing Access Road/E Marginal Way/Tukwila International Boulevard Intersection Feasibility Study	Evaluate the feasibility of modifying the intersection.	Boeing Access Road	E Marginal Way/Tukwila International Boulevard		$ 125,000
L	Andover Park E/Minkler Blvd Intersection	Design and construct left turn lanes on Andover Park East and reconstruct	Andover Park E	Minkler Blvd		$ 1,832,000

		traffic signal. Improve safety and provide needed capacity.				
M	Andover Park E/Industry Dr Intersection	Design and construct traffic signal with Andover Park East left turn lanes and crosswalks.	Andover Park E	Industry Dr		$ 846,000
N	E Marginal Way (BAR - S 112 St)	Design and construct curb, gutter, drainage, lighting, turn lanes, and traffic control.	E Marginal Way	S 115th St	S Boeing Access Rd	$ 3,418,000
O	124th and 50th Intersection Improvements	Add sidewalk facilities from 51st to 49th on north side and reconfigure intersection to bring all movements to a full stop, eliminating the EBRT slip lane. Add protected pedestrian facility on 50th Pl from 124th to connect into the pedestrian facilities south of S 125th.	S 124th St	50th Pl S		$ 750,000
P	S 152nd St Safe Routes to School	Install curb, gutter, and sidewalks on both sides of S 152nd St, including widening pavement width by three feet to construct an on-street parking lane as a buffer between the roadway and sidewalk on the north side.	S 152nd St	42nd Ave S	Tukwila International Boulevard	$ 4,468,000
Q	46th Ave S Safe Routes to School	Install curb, gutter, and sidewalk on the west side of 46th Avenue South. Install a curb bulb-out at the southeastern corner of 46th Ave S and S 144th St and a raised crosswalk on S 144th St with pedestrian-activated flashing beacons.	46th Ave S	S 144th St	S 150th St	$ 2,580,000
R	S 144th St Bridge - Sidewalks	Design of pedestrian improvements to the S 144th Street bridge over I-5, to include structural, civil, environmental, and traffic design to obtain PS&E. Project will widen the existing pedestrian pathway on the bridge from three feet to six feet with a barrier to	S 144th St Bridge	Macadam Rd S	53rd Ave S	$ 3,298,000

		separate automobile and pedestrian traffic.				
S	Macadam Rd S Section 1 Sidewalk	Construct sidewalk on west side of 42nd Ave S from S 124th St to entrance of 42nd Ave S Bridge, construct sidewalk on both sides of 42nd Ave S from entrance of 42nd Ave S Bridge to Interurban Ave S. Construct sidewalk on both sides of Macadam Rd S from Interurban Ave S to S 130th St.	42nd Ave S and Macadam Rd S	S 124th St	S 130th St	$ 992,000
T	S 146th St Sidewalk	Construct sidewalk on south side of entire segment, and extend the sidewalk on the north side to the project extents	S 146th St	35th Ave S	41st Ave S	$ 667,000
U	40th Ave S Sidewalk	Construct sidewalk on both sides of road segment up to existing sidewalk	40th Ave S and 42nd Ave S	East Marginal Way S	S 139th St	$ 3,443,000
V	Strander Blvd Sidewalk	Construct sidewalk on south side of Strander Blvd from Christensen Rd to W Valley Hwy. Construct sidewalk on both sides of Strander Blvd from W Valley Hwy to east boundary of Tukwila city limits	Strander Blvd and SW 27th St	Christensen Rd	Interurban Trail	$ 467,000
W	S 124th St Sidewalk	Construct sidewalk on both sides of S 124th St from 49th Ave S to 50th Pl S	S 124th St	49th Ave S	50th Pl S	$ 2,105,000
X	Minkler Blvd Section 2 Sidewalk	Construct sidewalk on both sides of road segment	Minkler Blvd	Andover Park W	Andover Park E	$ 1,430,000
Y	Tukwila International Blvd Section 2 Sidewalk	Construct sidewalk on east side of Tukwila International Blvd from S 112th St to the HW 99 Exit Ramp. Construct sidewalk on both sides of Tukwila International Blvd from the HW 99 Exit Ramp to 12400 Block.	Tukwila International Blvd	S 112th St	12400 Block	$ 2,050,000
Z	E Marginal Way S Section 2 Sidewalk	Construct sidewalk on both sides of road segment	E Marginal Way S	Interurban Ave S	S 120th Pl	$ 803,000

AA	37th Ave S Sidewalk	Construct sidewalk on east side of 37th Ave S from S 140th St to S 142nd St east segment. Construct sidewalk on both sides of 37th Ave S from S 142nd St east segment to S 142nd St west segment	37th Ave S	S 140th St	S 142nd St	$ 530,000
AB	S 142nd St Sidewalk	Construct sidewalk on both sides of road segment	S 142nd St	37th Ave S	Tukwila International Blvd	$ 541,000
AC	S 141st St Section 1 Sidewalk	Construct sidewalk on both sides of road segment	S 141st St	37th Ave S	Tukwila International Blvd	$ 510,000
AD	Ryan Way Road Diet	Resurface and rechannel S Ryan Way to improve failing pavement and improve safety. Add pedestrian and bicycle facilities where appropriate. Signalize intersection with 47th Avenue S to accommodate future growth and improve safety.	S Ryan Way	Martin Luther King Jr Way S	51st Ave S	$ 14,371,000
AE	S 144th Street Complete Street	Restripe and remove parking on one side to accommodate 2-10ft lanes, 1-2ft buffer, and 1-10ft two way cycle track. Construct sidewalk facilities on the south side of the street.	S 144th St	42nd Ave S	51st Ave S	
AF	Klickitat Dr Complete Street	Multimodal improvements to improve connectivity and accessibility of existing path (wayfinding, signage, width improvements, etc. wherever possible)	Klickitat Dr	53rd Ave S	Southcenter Pkwy	
AG	Tukwila Elementary School Transportation Improvements	Traffic calming and safety improvements surrounding Tukwila Elementary School.				$ 3,220,000
AH	Cascade View Elementary School	Traffic calming and safety improvements surrounding Cascade View Elementary School				$ 1,050,000

	Transportation Improvements					
AI	School Safety Traffic Calming Program	Traffic calming and safety improvements surrounding schools in Tukwila				$ 770,000

Figure 51. Map of Top Priority Projects

TOP PRIORITY PROJECT LIST

Here are the top priority projects derived from previous plans, community outreach, and technical analysis.

CIP Projects identified in bold are included in the City's Capital Improvement Program (CIP) near-term (six-year) budget. The CIP is a dynamic process, with anticipated projects being changed, added, and deleted from the CIP when reviewed every two years.

BICYCLE

- A Buffered Lane in 42nd Ave S Section 3
- B Buffered Lane in 42nd Ave S Section 4
- C S Norfolk St Bike Facilities
- D E Marginal Way Bike Lanes (E Marginal Way S North Section)
- E Southcenter Boulevard Bike Lanes Section 2

VEHICLE

- CIP F **42nd Ave S Bridge Replacement**
- CIP G **Southcenter Blvd/65th Ave S Signal**
- H SR 518 EB Off-ramp / Klickitat Drive Intersection Improvements
- I E Marginal Way/S 112th Street Intersection Modifications
- J S 115th Street / E Marginal Way Intersection Improvements
- K Boeing Access Road/E Marginal Way/ Tukwila International Boulevard Intersection Feasibility Study
- CIP L **Andover Park E/Minkler Blvd Intersection**
- CIP M **Andover Park E/Industry Dr Intersection**
- CIP N **E Marginal Way (BAR – S 112 St)**
- CIP O **124th and 50th Intersection Improvements**

PEDESTRIAN

- CIP P **S 152nd St Safe Routes to School**
- CIP Q **46th Ave S Safe Routes to School**
- CIP R **S 144th St Bridge – Sidewalks**
- S Macadam Rd S Section 1 Sidewalk
- T S 146th St Sidewalk
- U 40th Ave S Sidewalk
- V Strander Blvd Sidewalk
- W S 124th St Sidewalk
- X Minkler Blvd Section 2 Sidewalk
- Y Tukwila International Blvd Section 2 Sidewalk
- Z E Marginal Way S Section 2 Sidewalk
- AA 37th Ave S Sidewalk
- AB S 142nd St Sidewalk
- AC S 141st St Section 1 Sidewalk

COMPLETE STREET

- CIP AD **Ryan Way Road Diet**
- AE S 144th Street Complete Street
- AF Klickitat Dr Complete Street
- AG Tukwila Elementary School Transportation Improvements
- AH Cascade View Elementary School Transportation Improvements
- AL School Safety Traffic Calming Program

Chapter 6: Funding

Funding

Transportation infrastructure and maintenance reflects one of Tukwila's largest budget items. Transportation is funded through a mix of dedicated transportation funds (i.e., funding must be allocated to the expansion and maintenance of the City's transportation system) and general funds. This distinction is important since general funds have the greatest flexibility and can be allocated by City Council to most any need within Tukwila. Thus, general fund dollars are often highly competitive and subject to the most pressing needs in the City. Dedicated transportation funds range from impact fees paid by developers, to the tax collected by the City on commercial parking (largely parking for Sea-Tac Airport) to local, state, and federal grants. **Figure 52** shows the dedicated transportation funding by source for 2023. As shown, grants, the solid waste utility tax, parking tax, and traffic impact fees constitute more than 80% of Tukwila's dedicated transportation funding. Of those sources, grants, the parking tax, and traffic impact fees can be somewhat volatile depending on economic cycles.

Figure 52. 2023 Dedicated Transportation Revenues

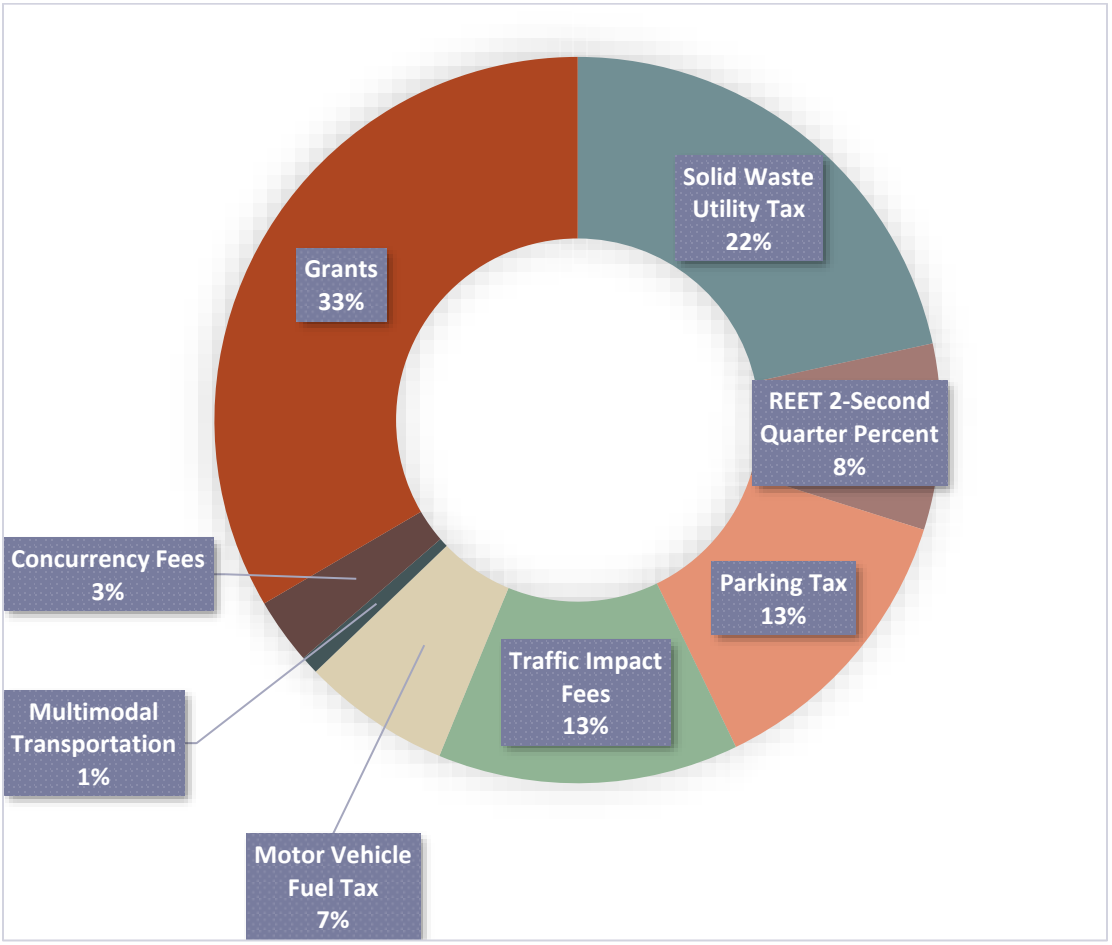
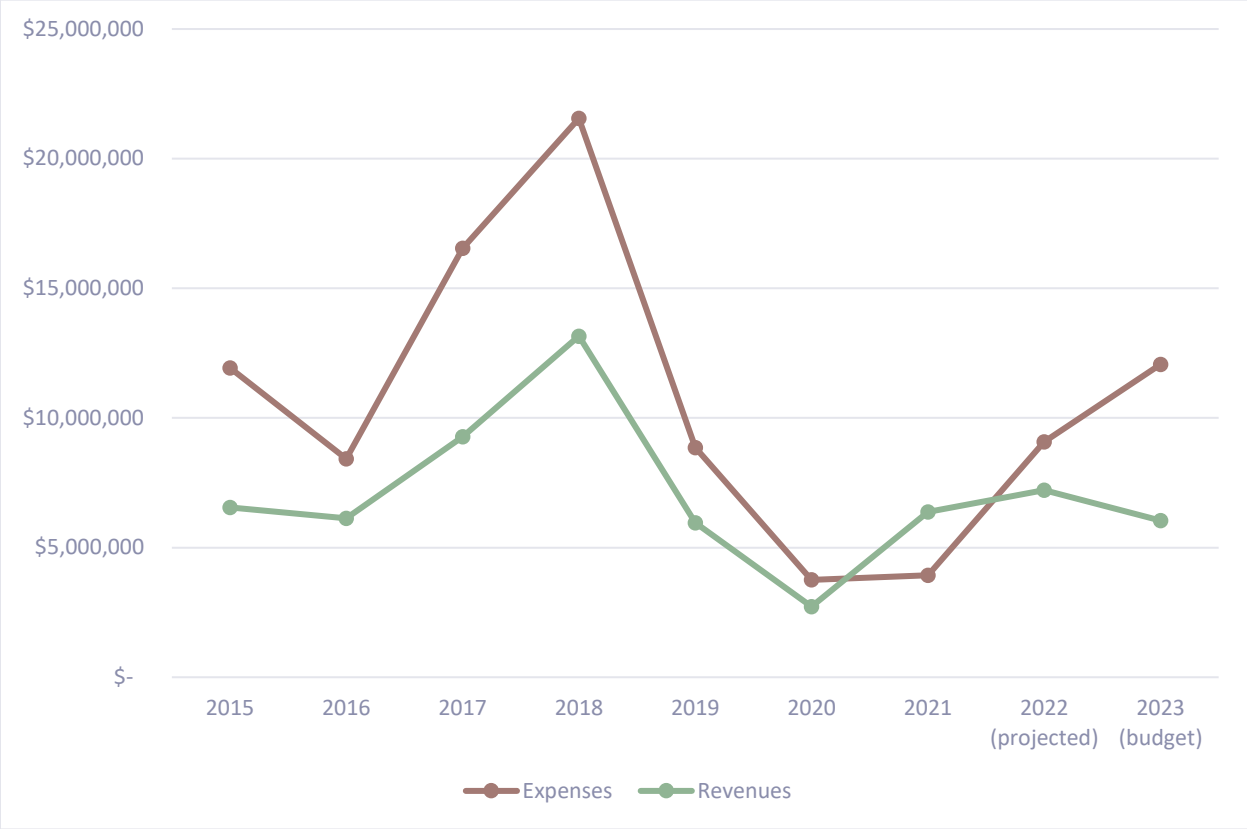


Figure 53 shows an analysis of transportation expenses versus dedicated transportation revenues over the past nine years. The expenses cover all aspects of maintenance and enhancements to the transportation system and include items such as repaving streets, improving sidewalks and bicycle facilities, safety improvements, bridge inspections and repairs, and safety projects. As shown in the figure, in all but one year, Tukwila's transportation expenses exceeded revenues with the difference generally being made up by the general fund. In aggregate, the average annual revenues for Tukwila over the past 9 years are $7.05 million and the average expenditures are $10.68 million. As shown in **Figure 52**, Tukwila blends dedicated transportation revenues with general funds to build and maintain its transportation network. This mixed funding approach is common for many communities in Washington State and allows the city to be nimble in how it takes advantage of grant funds that may require a local match.

Figure 53. Historic Transportation Revenues and Expenses



Annualizing the 20 year capital and maintenance program yields an average annual expenditure of $7-10.7 million (in constant dollar terms). This suggests that Tukwila's transportation investment will be similar year-over-year compared to the past 9 years. Thus, the share of general fund investment is also expected to be about the same, year-over-year. Looking forward, it is reasonable that Tukwila could sustain the current level of transportation revenues and expenses, which over 20 years could fund capital and maintenance program in the range of **$140 million-$214 million**. However, there are some transportation funding challenges the City must consider when planning and implementing the projects identified in the Transportation Element during future biennial budgeting. Specific challenges include:

- The grant funding over the past several years has been very robust with a historic infusion of federal funding; future federal budgets may have fewer grant funding dollars available.

- While Washington State has regularly raised the gas tax over the past 20 years, the share allocated to cities has not changed since 1990; every year, inflation erodes the purchasing power of the gas tax and as vehicles become more fuel efficient (further eroding the purchasing power by the increasing popularity of hybrid and electric vehicles) the gas tax will continue to be less meaningful as a funding source.

- There may be more competition for general funds in the future, making them less available for transportation projects.

Despite these challenges, there are both untapped dedicated transportation revenue sources that Tukwila could consider pursuing, along with potential replacements for the gas tax that could restore funding and ensure that electric vehicles also help fund the system.

- Both the state and federal government are exploring a "road user charge" which would either supplement or entirely replace the gas tax. Any new funding source is likely to raise additional revenues compared to the existing gas tax to account for the lack of indexing to inflation in the prior decades.

- There are several dedicated transportation funding programs that could be leveraged by Tukwila to increase transportation revenues or reduce reliance on general fund transfers:

    - Transportation benefit district sales tax
    - Transportation benefit district car tab fee
    - Other utility taxes (in addition to the sewer tax)
    - Dedicated transportation property tax levy
    - Local improvement district

Transportation Demand Management (TDM)

This Background Report has thus far focused on completing Tukwila's multimodal transportation network via the layered network approach. The network proposed for each mode represents the supply side of the transportation network. On the opposite side of the coin is the demand for the multimodal transportation network. The demand side is addressed with TDM.

The concept of TDM has evolved from a focus on commuters and strategies for reducing single occupancy vehicle demand at peak times to a focus on maximizing the modal choices of all

travelers and trip types. This new focus includes a broader set of diverse strategies. The Federal Highway Administration (FHWA) defines TDM as:

> *"… providing travelers, regardless of whether they drive alone, with travel choices, such as work location, route, time of travel and mode. In the broadest sense, demand management is defined as providing travelers with effective choices to improve travel reliability."*

The emphasis for TDM is on personal mobility rather than vehicular mobility. TDM strives to treat roadway, transit, bicycle facilities and sidewalk capacity as valuable, limited assets to be carefully managed. TDM strategies that strive to manage the demand on the limited multimodal transportation network include, encouraging ride sharing (car- and vanpooling); providing active transportation subsidies (e.g., transit passes); providing telecommuting, flex schedules, and compressed work weeks; and enforcing parking fees/restrictions.

Other TDM strategies can range from simple marketing programs to complex land use decisions. City land use policies can reduce dependence on private automobile travel by focusing growth in specific locations and changing land use development patterns. Land use densities, mixed-use activity, urban design, transit station areas, and other concentrated points of activity support frequent transit service and pedestrian facilities. The City's TDM program is focused on maximizing multimodal options for all trip types and travelers.

TDM Strategies

There are various ways that commuters can travel to work and individuals can travel for other purposes that reduce the number of single occupancy vehicle trips:

- **Transit Service** – Public transit options are provided by Sound Transit and King County Metro. As part of the ST3 regional transit package and King County Metro's long-range plan (Metro Connects), transit options will expand to include new commuter express bus services and more geographic coverage within the city.
- **Vanpool and Rideshare Programs** – Tukwila partners with King County Metro for vanpools and rideshare solutions primarily for commute trips, though other trip purposes, such as to school, are being explored. The vanpool program requires a minimum of 5 and a maximum of 15 individuals per vehicle with similar commutes.

King County Metro also offers rideshare solutions to local businesses to fulfill first and last mile connectivity to and from transit services.

- **Walking/Rolling/Biking** – Every trip begins and ends with walking. The existing pedestrian network supports walking for some trip types, particularly in areas with higher density and a mix of land uses, however, the City recognizes that the pedestrian network is not complete. Sound Transit and King County Metro buses are equipped to accommodate passengers with bicycles. Bicycling can be a viable mode for commuters who live further than walking distance from transit services and whose schedules are too inflexible to use vanpool programs. As the pedestrian and bicycling networks are constructed and development occurs in dense, mixed-use areas, these modal options are anticipated to be increasingly viable and popular. Many of the prioritized projects, policies, and actions in this plan provide guidance and next steps to both construct the pedestrian/bicycling networks and increase the attractiveness and viability of walking/biking as travel options.

- **Alternative Work Schedules** – Alternative work schedule options are beneficial to both employees and employers. Businesses can provide coverage for additional hours, and employees are able to work their schedules around transit and vanpool/ridesharing availability. Alternative schedules include flextime, compressed work weeks, and staggered shifts. These options are a significant component of the CTR program in Tukwila.

- **Telecommuting and Remote Working** – In the Puget Sound region, full-time and part-time telecommuting has increased over the last decade. The COVID pandemic forced many businesses, non-profits, and government agencies to quickly implement telework for employees that can work remotely. To facilitate this shift, unique solutions were implemented to address technology and resource barriers. Many businesses, non-profits, and government agencies are likely to have significantly higher levels of telework than before the pandemic due to the widespread development of these programs.

Commute Trip Reduction (CTR) Program

CTR Program Overview – In 1991, the Washington State legislature passed the Commute Trip Reduction (CTR) Law to reduce traffic congestion, improve air quality, and decrease fuel consumption. In 2006, the Washington State Legislature passed the Commute Trip Reduction Efficiency Act (RCW 70A.15.4000). The goal of the CTR Efficiency Act is to improve the efficiency of the overall transportation system by focusing on the most congested areas of the state and increasing the planning coordination between local, regional, and state organizations.

The Washington State CTR Law is unlike many of the required trip reduction programs established in other states through federal air pollution regulations. Washington's CTR program relies on a partnership between the public and private sectors to make progress towards meeting goals. The CTR Law is incorporated into the Washington State Clean Air Act.

Tukwila's CTR Program – The City of Tukwila adopted its CTR ordinance (Ordinance No. 2201) in 2008. As a result, employees are commuting greater distances, extending the hours of peak congestion.

Tukwila's CTR program provides information and connects employees to a variety of alternative commute options including flex schedules, compressed work weeks, teleworking, transit, and ridesharing. The City also actively coordinates with transit organizations such as King County Metro that administer marketing campaigns.

Alternative Work Schedule Definitions:

- **Flextime:** Employees work a set number of hours with start/end times and days of the week agreed upon with the employer.
- **Compressed Work Week:** Employees work fewer days by working longer shifts, reducing their total VMT by eliminating some trips.
- **Staggered Shifts:** Employees start and end their workday outside the peak periods of commute travel.

employees (scheduled 35+ hours/week) that begin their workday between 6:00 AM and 9:00 AM at least two days per week at a single worksite for 12 continuous months of the year.

What is required for CTR impacted employers?

- Appoint/maintain an Employee Transportation Coordinator (ETC) to be the contact between the employer and the city.
- Biannually submit a program report to the city for review/approval.
- Exercise a good faith effort by collaborating with the city.
- Biannually conduct a CTR employee survey to measure commute mode share.

TDM and Transportation System Performance – Tracking progress on implementing TDM strategies will be incorporated into the systemwide performance measures developed for the Six-Year Transportation Improvement Program (TIP) to maximize the efficiency of the current and future transportation system.

Appendix A: Tukwila Population Characteristics

Note: American Community Survey 5-year estimates (2020) were used for consistency across demographic statistics presented under the Demographics section of the document as well as Appendix A. The Decennial Census asks fewer questions than the ACS and there are limited statistics that can be pulled from the Decennial Census aside from total population. To present more information on population characteristics and to maintain consistency, all data was sourced from the 2020 ACS 5-year estimates

Table A1. Total Population (B01003)

	Estimate
Total	20,265

Source: 2016-2020 American Community Survey, U.S. Census Bureau's American Community Survey Office.

Table A2. Median Age By Sex (B01002)

	Estimate
Total:	36
Male	36
Female	37

Source: 2016-2020 American Community Survey, U.S. Census Bureau's American Community Survey Office.

Table A3. Age (B01001)

	Estimate	Percent
Total:	20,265	
Under 5 Years	1,279	6.3%
5 To 9 Years	1,077	5.3%
10 To 14 Years	1,318	6.5%
15 To 17 Years	618	3.0%
18 And 19 Years	479	2.4%
20 Years	153	0.8%
21 Years	250	1.2%
22 To 24 Years	881	4.3%
25 To 29 Years	2,094	10.3%
30 To 34 Years	1,644	8.1%
35 To 39 Years	1,810	8.9%
40 To 44 Years	1,553	7.7%
45 To 49 Years	1,361	6.7%
50 To 54 Years	1,097	5.4%
55 To 59 Years	1,215	6.0%
60 And 61 Years	534	2.6%
62 To 64 Years	529	2.6%
65 And 66 Years	430	2.1%
67 To 69 Years	349	1.7%
70 To 74 Years	637	3.1%
75 To 79 Years	513	2.5%
80 To 84 Years	225	1.1%
85 Years And Over	219	1.1%

Source: 2016-2020 American Community Survey, U.S. Census Bureau's American Community Survey Office.

Table A4. Race (B02001)

	Estimate	Percent
White Alone	6,234	30.8%
Black or African American Alone	4,157	20.5%
American Indian and Alaska Native Alone	67	0.3%
Asian Alone	5,320	26.3%
Native Hawaiian and Other Pacific Islander Alone	444	2.2%
Some Other Race Alone	2,697	13.3%
Two or More Races:	1,346	6.6%
Two Races Including Some Other Race	180	0.9%
Two Races Excluding Some Other Race, and Three or More Races	1,166	5.8%

Source: 2016-2020 American Community Survey, U.S. Census Bureau's American Community Survey Office.

Table A5. Place of Birth By Nativity and Citizenship Status (B05002)

	Estimate	Percent
Native:	11,828	58.4%
Born Outside The United States:	406	2.0%
Puerto Rico	0	0.0%
U.S. Island Areas	117	0.6%
Born Abroad Of American Parent(S)	289	1.4%
Foreign Born:	8,437	41.6%
Naturalized U.S. Citizen	4,547	22.4%
Europe	373	1.8%
Asia	2,295	11.3%
Africa	1,370	6.8%
Oceania	154	0.8%
Latin America	328	1.6%
Northern America	27	0.1%
Not A U.S. Citizen	3,890	19.2%
Europe	103	0.5%
Asia	1,869	9.2%
Africa	446	2.2%
Oceania	45	0.2%
Latin America	1,424	7.0%
Northern America	3	0.0%

Source: 2016-2020 American Community Survey, U.S. Census Bureau's American Community Survey Office.

Appendix B: Vehicle LOS Results for the Urban Center Corridor Analysis, and Mid-Day & PM Peak Hour

Table B1. Existing 2018 Corridor LOS - Weekday Mid-day Peak Hour

Corridor ID	Southcenter Corridor	Intersection ID	Intersection Delay (s)	Average Delay* (s)	Corridor LOS
1	61st Avenue S Bridge/Tukwila Parkway from Southcenter Boulevard to Andover Park W	31	38	35	C
		22	44		
		52	17		
2	Southcenter Parkway/Strander Boulevard from Nordstrom Entrance to 61st Place S	29	2	12	B
		33	19		
		34	13		
3	Andover Park W from Tukwila Parkway to Strander Boulevard	36	4	17	B
		37	5		
		38	32		
		52	17		
4	Andover Park E from Tukwila Parkway to Strander Boulevard	39	31	25	C
		53	17		
5	Strander Boulevard from Southcenter Parkway to W Valley Highway	34	13	24	C
		35	13		
		38	32		
		39	31		
		40	26		
6	Andover Park W from Strander Boulevard to S 180th Street	38	32	30	C
		42	30		
		45	27		
7	Andover Park E from Strander Boulevard to S 180th Street	39	31	26	C
		43	23		
		46	23		
8	Southcenter Parkway from S 168th Street to S 180th Street	41	11	10	A
		44	17		
		54	4		
9	Minkler Boulevard from Southcenter Parkway to Andover Park E	41	11	21	C
		42	30		
		43	23		
10	S 180th Street from Southcenter Parkway to W Valley Highway	44	17	29	C
		45	27		
		46	23		
		47	40		
11	W Valley Highway from Southcenter Boulevard to Strander Boulevard	25	29	28	C
		32	27		
		40	26		

Notes:

*The tabulated corridor average delay is volume weighted.

Source: Fehr & Peers, IDAX Data Solutions, StreetLight Data, 2018.

Table B2. Existing 2018 Corridor LOS - Weekday PM Peak Hour

Corridor ID	Southcenter Corridor	Intersection ID	Intersection Delay (s)	Average Delay* (s)	Corridor LOS
1	61st Avenue S Bridge/Tukwila Parkway from Southcenter Boulevard to Andover Park W	31	38	55	D
		22	96		
		52	22		
2	Southcenter Parkway/Strander Boulevard from Nordstrom Entrance to 61st Place S	29	3	14	B
		33	19		
		34	16		
3	Andover Park W from Tukwila Parkway to Strander Boulevard	36	4	18	B
		37	4		
		38	30		
		52	22		
4	Andover Park E from Tukwila Parkway to Strander Boulevard	39	30	24	C
		53	15		
5	Strander Boulevard from Southcenter Parkway to W Valley Highway	34	16	24	C
		35	17		
		38	30		
		39	30		
		40	28		
6	Andover Park W from Strander Boulevard to S 180th Street	38	30	30	C
		42	26		
		45	32		
7	Andover Park E from Strander Boulevard to S 180th Street	39	30	27	C
		43	20		
		46	27		
8	Southcenter Parkway from S 168th Street to S 180th Street	41	12	13	B
		44	22		
		54	5		
9	Minkler Boulevard from Southcenter Parkway to Andover Park E	41	12	18	B
		42	26		
		43	20		
10	S 180th Street from Southcenter Parkway to W Valley Highway	44	22	40	D
		45	32		
		46	27		
		47	61		
11	W Valley Highway from Southcenter Boulevard to Strander Boulevard	25	80	53	D
		32	35		
		40	28		

Notes:

*The tabulated corridor average delay is volume weighted.

Source: Fehr & Peers, IDAX Data Solutions, StreetLight Data, 2018.

Table B3. Existing 2018 Corridor LOS - Weekend Mid-day Peak Hour

Corridor ID	Southcenter Corridor	Intersection ID	Intersection Delay (s)	Average Delay* (s)	Corridor LOS
1	61st Avenue S Bridge/Tukwila Parkway from Southcenter Boulevard to Andover Park W	31	35	56	E
		22	98		
		52	22		
2	Southcenter Parkway/Strander Boulevard from Nordstrom Entrance to 61st Place S	29	6	20	B
		33	32		
		34	21		
3	Andover Park W from Tukwila Parkway to Strander Boulevard	36	6	22	C
		37	12		
		38	38		
		52	22		
4	Andover Park E from Tukwila Parkway to Strander Boulevard	39	39	30	C
		53	18		
5	Strander Boulevard from Southcenter Parkway to W Valley Highway	34	21	28	C
		35	20		
		38	38		
		39	39		
		40	26		
6	Andover Park W from Strander Boulevard to S 180th Street	38	38	41	D
		42	26		
		45	51		
7	Andover Park E from Strander Boulevard to S 180th Street	39	39	49	D
		43	23		
		46	70		
8	Southcenter Parkway from S 168th Street to S 180th Street	41	23	15	B
		44	19		
		54	4		
9	Minkler Boulevard from Southcenter Parkway to Andover Park E	41	23	24	C
		42	26		
		43	23		
10	S 180th Street from Southcenter Parkway to W Valley Highway	44	19	56	E
		45	51		
		46	70		
		47	70		
11	W Valley Highway from Southcenter Boulevard to Strander Boulevard	25	34	30	C
		32	26		
		40	26		

Notes:

*The tabulated corridor average delay is volume weighted.

Source: Fehr & Peers, IDAX Data Solutions, StreetLight Data, 2018.

Table B4. Existing 2018 Corridor LOS - Weekend PM Peak Hour

Corridor ID	Southcenter Corridor	Intersection ID	Intersection Delay (s)	Average Delay* (s)	Corridor LOS
1	61st Avenue S Bridge/Tukwila Parkway from Southcenter Boulevard to Andover Park W	31	46	65	E
		22	98		
		52	44		
2	Southcenter Parkway/Strander Boulevard from Nordstrom Entrance to 61st Place S	29	13	30	C
		33	54		
		34	22		
3	Andover Park W from Tukwila Parkway to Strander Boulevard	36	6	27	C
		37	8		
		38	37		
		52	44		
4	Andover Park E from Tukwila Parkway to Strander Boulevard	39	40	31	C
		53	16		
5	Strander Boulevard from Southcenter Parkway to W Valley Highway	34	22	29	C
		35	19		
		38	37		
		39	40		
		40	28		
6	Andover Park W from Strander Boulevard to S 180th Street	38	37	30	C
		42	30		
		45	23		
7	Andover Park E from Strander Boulevard to S 180th Street	39	40	36	D
		43	23		
		46	41		
8	Southcenter Parkway from S 168th Street to S 180th Street	41	21	16	B
		44	21		
		54	4		
9	Minkler Boulevard from Southcenter Parkway to Andover Park E	41	21	24	C
		42	30		
		43	23		
10	S 180th Street from Southcenter Parkway to W Valley Highway	44	21	48	D
		45	23		
		46	41		
		47	83		
11	W Valley Highway from Southcenter Boulevard to Strander Boulevard	25	53	41	D
		32	34		
		40	28		

Notes:

*The tabulated corridor average delay is volume weighted.

Source: Fehr & Peers, IDAX Data Solutions, StreetLight Data, 2018.

Table B5. 2044 No Action Corridor LOS - Weekday Mid-day Peak Hour

Corridor ID	Southcenter Corridor	Intersection ID	Intersection Delay (s)	Average Delay* (s)	Corridor LOS
1	61st Avenue S Bridge/Tukwila Parkway from Southcenter Boulevard to Andover Park W	31	60	80	E
		22	105		
		52	73		
2	Southcenter Parkway/Strander Boulevard from Nordstrom Entrance to 61st Place S	29	15	17	B
		33	22		
		34	15		
3	Andover Park W from Tukwila Parkway to Strander Boulevard	36	10	37	D
		37	9		
		38	38		
		52	73		
4	Andover Park E from Tukwila Parkway to Strander Boulevard	39	34	37	D
		53	40		
5	Strander Boulevard from Southcenter Parkway to W Valley Highway	34	15	29	C
		35	19		
		38	38		
		39	34		
		40	35		
6	Andover Park W from Strander Boulevard to S 180th Street	38	38	45	D
		42	51		
		45	49		
7	Andover Park E from Strander Boulevard to S 180th Street	39	34	30	C
		43	18		
		46	33		
8	Southcenter Parkway from S 168th Street to S 180th Street	41	15	15	B
		44	20		
		54	11		
9	Minkler Boulevard from Southcenter Parkway to Andover Park E	41	15	28	C
		42	51		
		43	18		
10	S 180th Street from Southcenter Parkway to W Valley Highway	44	20	47	D
		45	49		
		46	33		
		47	67		
11	W Valley Highway from Southcenter Boulevard to Strander Boulevard	25	104	74	E
		32	58		
		40	35		

Notes:

*The tabulated corridor average delay is volume weighted.

Source: Fehr & Peers, 2024.

Table B6. 2044 No Action Corridor LOS - Weekday PM Peak Hour

Corridor ID	Southcenter Corridor	Intersection ID	Intersection Delay (s)	Average Delay* (s)	Corridor LOS
1	61st Avenue S Bridge/Tukwila Parkway from Southcenter Boulevard to Andover Park W	31	83	80	E
		22	93		
		52	48		
2	Southcenter Parkway/Strander Boulevard from Nordstrom Entrance to 61st Place S	29	59	48	D
		33	53		
		34	40		
3	Andover Park W from Tukwila Parkway to Strander Boulevard	36	9	42	D
		37	12		
		38	67		
		52	48		
4	Andover Park E from Tukwila Parkway to Strander Boulevard	39	47	37	D
		53	26		
5	Strander Boulevard from Southcenter Parkway to W Valley Highway	34	40	64	E
		35	41		
		38	67		
		39	47		
		40	118		
6	Andover Park W from Strander Boulevard to S 180th Street	38	67	62	E
		42	37		
		45	72		
7	Andover Park E from Strander Boulevard to S 180th Street	39	47	43	D
		43	15		
		46	58		
8	Southcenter Parkway from S 168th Street to S 180th Street	41	25	26	C
		44	34		
		54	19		
9	Minkler Boulevard from Southcenter Parkway to Andover Park E	41	25	26	C
		42	37		
		43	15		
10	**S 180th Street from Southcenter Parkway to W Valley Highway**	44	34	**88**	**F**
		45	72		
		46	58		
		47	140		
11	**W Valley Highway from Southcenter Boulevard to Strander Boulevard**	25	135	**114**	**F**
		32	78		
		40	118		

Notes:

*The tabulated corridor average delay is volume weighted.

Bold text highlight corridors with LOS exceeding the City's current policy.

Source: Fehr & Peers, 2024.

Table B7. 2044 No Action Corridor LOS - Weekend Mid-day Peak Hour

Corridor ID	Southcenter Corridor	Intersection ID	Intersection Delay (s)	Average Delay* (s)	Corridor LOS
1	**61st Avenue S Bridge/Tukwila Parkway from Southcenter Boulevard to Andover Park W**	31	67	**100**	**F**
		22	135		
		52	96		
2	Southcenter Parkway/Strander Boulevard from Nordstrom Entrance to 61st Place S	29	19	41	D
		33	73		
		34	29		
3	Andover Park W from Tukwila Parkway to Strander Boulevard	36	10	49	D
		37	21		
		38	44		
		52	96		
4	Andover Park E from Tukwila Parkway to Strander Boulevard	39	44	50	D
		53	56		
5	Strander Boulevard from Southcenter Parkway to W Valley Highway	34	29	38	D
		35	47		
		38	44		
		39	44		
		40	27		
6	Andover Park W from Strander Boulevard to S 180th Street	38	44	52	D
		42	39		
		45	67		
7	Andover Park E from Strander Boulevard to S 180th Street	39	44	67	E
		43	24		
		46	108		
8	Southcenter Parkway from S 168th Street to S 180th Street	41	90	52	D
		44	47		
		54	20		
9	Minkler Boulevard from Southcenter Parkway to Andover Park E	41	90	57	E
		42	39		
		43	24		
10	**S 180th Street from Southcenter Parkway to W Valley Highway**	44	47	**89**	**F**
		45	67		
		46	108		
		47	116		
11	**W Valley Highway from Southcenter Boulevard to Strander Boulevard**	25	134	**82**	**F**
		32	28		
		40	27		

Notes:

*The tabulated corridor average delay is volume weighted.

Bold text highlight corridors with LOS exceeding the City's current policy.

Source: Fehr & Peers, 2024.

Table B8. 2044 No Action Corridor LOS - Weekend PM Peak Hour

Corridor ID	Southcenter Corridor	Intersection ID	Intersection Delay (s)	Average Delay* (s)	Corridor LOS
1	**61st Avenue S Bridge/Tukwila Parkway from Southcenter Boulevard to Andover Park W**	31	56	**92**	**F**
		22	118		
		52	113		
2	Southcenter Parkway/Strander Boulevard from Nordstrom Entrance to 61st Place S	29	17	42	D
		33	75		
		34	32		
3	Andover Park W from Tukwila Parkway to Strander Boulevard	36	23	67	E
		37	30		
		38	75		
		52	113		
4	Andover Park E from Tukwila Parkway to Strander Boulevard	39	53	47	D
		53	40		
5	Strander Boulevard from Southcenter Parkway to W Valley Highway	34	32	48	D
		35	47		
		38	75		
		39	53		
		40	35		
6	Andover Park W from Strander Boulevard to S 180th Street	38	75	54	D
		42	43		
		45	35		
7	Andover Park E from Strander Boulevard to S 180th Street	39	53	51	D
		43	15		
		46	72		
8	Southcenter Parkway from S 168th Street to S 180th Street	41	49	31	C
		44	27		
		54	16		
9	Minkler Boulevard from Southcenter Parkway to Andover Park E	41	49	37	D
		42	43		
		43	15		
10	S 180th Street from Southcenter Parkway to W Valley Highway	44	27	61	E
		45	35		
		46	72		
		47	89		
11	**W Valley Highway from Southcenter Boulevard to Strander Boulevard**	25	153	**106**	**F**
		32	76		
		40	35		

Notes:

*The tabulated corridor average delay is volume weighted.

Bold text highlight corridors with LOS exceeding the City's current policy.
Source: Fehr & Peers, 2024.

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Appendix C: Vehicle LOS Results for the Study Intersection Analysis PM Peak Hour

Table C1. Existing 2018 PM Peak Hour LOS in Tukwila

ID	Intersection Location	Intersection Control	Average Delay (s)	LOS
1^	Boeing Access Road / E Marginal Way	Signal	37	D
2^	Boeing Access Road / Martin Luther King Way	Signal	43	D
3	S 112th Street / Tukwila International Boulevard	Signal	8	A
4	S 112th Street / E Marginal Way	TWSC	17	C
5	S 116th Way / Tukwila International Boulevard	Signal	20	B
6	S 116th Street / E Marginal Way	TWSC	39	E
7	S 130th Street / Tukwila International Blvd	Signal	9	A
8	S 130th Street / East Marginal Way	AWSC	10	A
9	42nd Avenue S / Interurban Avenue S	Signal	35	D
10	S 124th Street / 42nd Avenue S	AWSC	13	B
11	S 124th Street / 50th Pl S	AWSC	8	A
12	S 133rd Street / SR 599 Ramps	TWSC	24	C
13	52nd Avenue S / Interurban Avenue S	Signal	8	A
14	S 144th Street / Tukwila International Boulevard	Signal	27	C
15	S 144th Street / 42nd Avenue S	Signal	13	B
16	S 144th Street / 53rd Avenue S	TWSC	25	C
17	S 144th Street / Macadam Road S	TWSC	14	B
18	58th Avenue S / Interurban Avenue S	Signal	10	A
19	Southcenter Boulevard / Tukwila International Boulevard	Signal	33	C
20	Southcenter Blvd / 42nd Avenue S	Signal	24	C
21	**Southcenter Boulevard / I-405 SB Off-ramp**	**TWSC**	**92**	**F**
22*	Southcenter Boulevard / 61st Avenue S	Signal	96	F
23^	Southcenter Boulevard / 66th Avenue S	Signal	39	D
24	I-405 SB Ramps / W Valley Highway	Signal	43	D
25*	**Southcenter Boulevard / W Valley Highway**	**Signal**	**80**	**F**
26	S 160th Street / 42nd Avenue S	AWSC	12	B
27	SR 518 EB Off-ramp / Klickitat Drive	TWSC	28	D
28^	Klickitat Drive / 53rd Avenue S	Signal	53	D
29*	Southcenter Parkway / Northwest Mall Driveway	TWSC	3	A
30*	Tukwila Parkway / Northwest Mall Driveway	TWSC	5	A
31*	Tukwila Parkway / 61st Avenue S	Signal	38	D
32*	I-405 NB Ramps / W Valley Highway	Signal	35	D
33*	I-5 Exit 153 Off-ramp / Southcenter Parkway	Signal	19	B
34*	Strander Boulevard / Southcenter Parkway	Signal	16	B
35*	Strander Boulevard / 61st Place S	Signal	17	B
36*	Andover Park W / Tire Center Driveway	TWSC	4	A

ID	Intersection Location	Intersection Control	Average Delay (s)	LOS
37*	Andover Park W / Southeast Mall Driveway	TWSC	4	A
38*	Strander Boulevard / Andover Park W	Signal	30	C
39*	Strander Boulevard / Andover Park E	Signal	30	C
40*	Strander Boulevard / W Valley Highway	Signal	28	C
41*	Minkler Boulevard / Southcenter Parkway	Signal	12	B
42*	Minkler Boulevard / Andover Park W	Signal	26	C
43*	Minkler Boulevard / Andover Park E	Signal	20	C
44*	S 180th Street / Southcenter Parkway	Signal	22	C
45*	S 180th Street / Andover Park W	Signal	32	C
46*	S 180th Street / Andover Park E	Signal	27	C
47*	S 180th Street / W Valley Highway	Signal	61	E
48	Southcenter Parkway / S 184th Pl	Signal	20	B
49^	S 200th Street / Orillia Road S	Signal	41	D
50^	S 200th Street / Southcenter Parkway	Signal	22	C
51	Southcenter Boulevard / 65th Avenue S	TWSC	21	C
52*	Tukwila Parkway / Andover Park W	Signal	22	C
53*	Tukwila Parkway / Andover Park E	Signal	15	B
54*	Southcenter Parkway / S 168th Street	Signal	5	A

Notes:
^Intersections analyzed using HCM 2000 methodology instead of HCM 6th edition due to unusual geometry or unusual signal phasing.
*Study intersections within the Southcenter area where the City's corridor LOS policy applies. The tabulated vehicle delay values for these intersections are from SimTraffic analysis; these were used to determine corridor LOS based on a vehicle-volume-weighted average. For two-way stop-controlled intersections in this subset, the average intersection delay for all approaches is reported.
Bold text highlight study intersections with LOS exceeding the City's current policy or WSDOT standards.
Source: Fehr & Peers, IDAX Data Solutions, StreetLight Data, 2018.

Table C2. 2044 No Action - PM Peak Hour LOS in Tukwila

ID	Intersection Location	Intersection Control	Average Delay (s)	LOS
1^	Boeing Access Road / E Marginal Way	Signal	54	D
2^	Boeing Access Road / Martin Luther King Way	Signal	56	E
3	S 112th Street / Tukwila International Boulevard	Signal	11	B
4	S 112th Street / E Marginal Way	TWSC	21	C
5	S 116th Way / Tukwila International Boulevard	Signal	29	C
6	**S 116th Street / E Marginal Way**	**TWSC**	**125**	**F**
7	S 130th Street / Tukwila International Blvd	Signal	17	B
8	S 130th Street / East Marginal Way	AWSC	19	C
9	42nd Avenue S / Interurban Avenue S	Signal	49	D
10	S 124th Street / 42nd Avenue S	AWSC	35	D
11	S 124th Street / 50th Pl S	AWSC	9	A
12	**S 133rd Street / SR 599 Ramps**	**TWSC**	**>150**	**F**
13	52nd Avenue S / Interurban Avenue S	Signal	9	A
14	S 144th Street / Tukwila International Boulevard	Signal	37	D
15	S 144th Street / 42nd Avenue S	Signal	17	B
16	**S 144th Street / 53rd Avenue S**	**TWSC**	**>150**	**F**
17	S 144th Street / Macadam Road S	TWSC	41	E
18	58th Avenue S / Interurban Avenue S	Signal	15	B
19	Southcenter Boulevard / Tukwila International Boulevard	Signal	61	E
20	Southcenter Blvd / 42nd Avenue S	Signal	71	E
21	**Southcenter Boulevard / I-405 SB Off-ramp**	**TWSC**	**>150**	**F**
22*	Southcenter Boulevard / 61st Avenue S	Signal	93	F
23^	Southcenter Boulevard / 66th Avenue S	Signal	63	E
24	I-405 SB Ramps / W Valley Highway	Signal	62	E
25*	**Southcenter Boulevard / W Valley Highway**	**Signal**	**135**	**F**
26	S 160th Street / 42nd Avenue S	AWSC	21	C
27	**SR 518 EB Off-ramp / Klickitat Drive**	**TWSC**	**59**	**F**
28^	Klickitat Drive / 53rd Avenue S	Signal	68	E
29*	Southcenter Parkway / Northwest Mall Driveway	TWSC	59	E
30*	Tukwila Parkway / Northwest Mall Driveway	TWSC	66	E
31*	Tukwila Parkway / 61st Avenue S	Signal	83	F
32*	I-405 NB Ramps / W Valley Highway	Signal	78	E
33*	I-5 Exit 153 Off-ramp / Southcenter Parkway	Signal	53	D
34*	Strander Boulevard / Southcenter Parkway	Signal	40	D
35*	Strander Boulevard / 61st Place S	Signal	41	D
36*	Andover Park W / Tire Center Driveway	TWSC	9	A
37*	Andover Park W / Southeast Mall Driveway	TWSC	12	B

ID	Intersection Location	Intersection Control	Average Delay (s)	LOS
38*	Strander Boulevard / Andover Park W	Signal	67	E
39*	Strander Boulevard / Andover Park E	Signal	47	D
40*	**Strander Boulevard / W Valley Highway**	**Signal**	**118**	**F**
41*	Minkler Boulevard / Southcenter Parkway	Signal	25	C
42*	Minkler Boulevard / Andover Park W	Signal	37	D
43*	Minkler Boulevard / Andover Park E	Signal	15	B
44*	S 180th Street / Southcenter Parkway	Signal	34	C
45*	S 180th Street / Andover Park W	Signal	72	E
46*	S 180th Street / Andover Park E	Signal	58	E
47*	**S 180th Street / W Valley Highway**	**Signal**	**140**	**F**
48	Southcenter Parkway / S 184th Pl	Signal	25	C
49^	S 200th Street / Orillia Road S	Signal	68	E
50^	S 200th Street / Southcenter Parkway	Signal	64	E
51	Southcenter Boulevard / 65th Avenue S	Signal	77	E
52*	Tukwila Parkway / Andover Park W	Signal	48	D
53*	Tukwila Parkway / Andover Park E	Signal	26	C
54*	Southcenter Parkway / S 168th Street	Signal	19	B

Notes:
^Intersections analyzed using HCM 2000 methodology instead of HCM 6th edition due to unusual geometry or unusual signal phasing.
*Study intersections within the Southcenter area where the City's corridor LOS policy applies. The tabulated vehicle delay values for these intersections are from SimTraffic analysis; these were used to determine corridor LOS based on a vehicle-volume-weighted average. For two-way stop-controlled intersections in this subset, the average intersection delay for all approaches is reported.
Bold text highlight study intersections with LOS exceeding the City's current policy or WSDOT standards.
Source: Fehr & Peers, 2024.

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Appendix D: Existing Transit Service in Tukwila

MEMORANDUM

To: Emily Alice Allhart, Fehr & Peers
Tino Jonga, Fehr & Peers

From: Peter Soderberg, Nelson\Nygaard
Lela Cooper, Nelson\Nygaard

Date: July 30, 2024

Subject: Tukwila Transit Element Strategies Memorandum

BACKGROUND

This memorandum provides an overview of Tukwila's existing transit network, opportunities and challenges, and specific recommendations and strategies the City of Tukwila can use to further improve the transit network and foster a more accessible transportation system. By focusing on the transit services currently providing service to and from Tukwila, and how these services are utilized, recommendations are discussed based on expected growth scenarios and community goals, as well as recommendations related to programmatic needs, and large capital investment priorities for advocacy efforts.

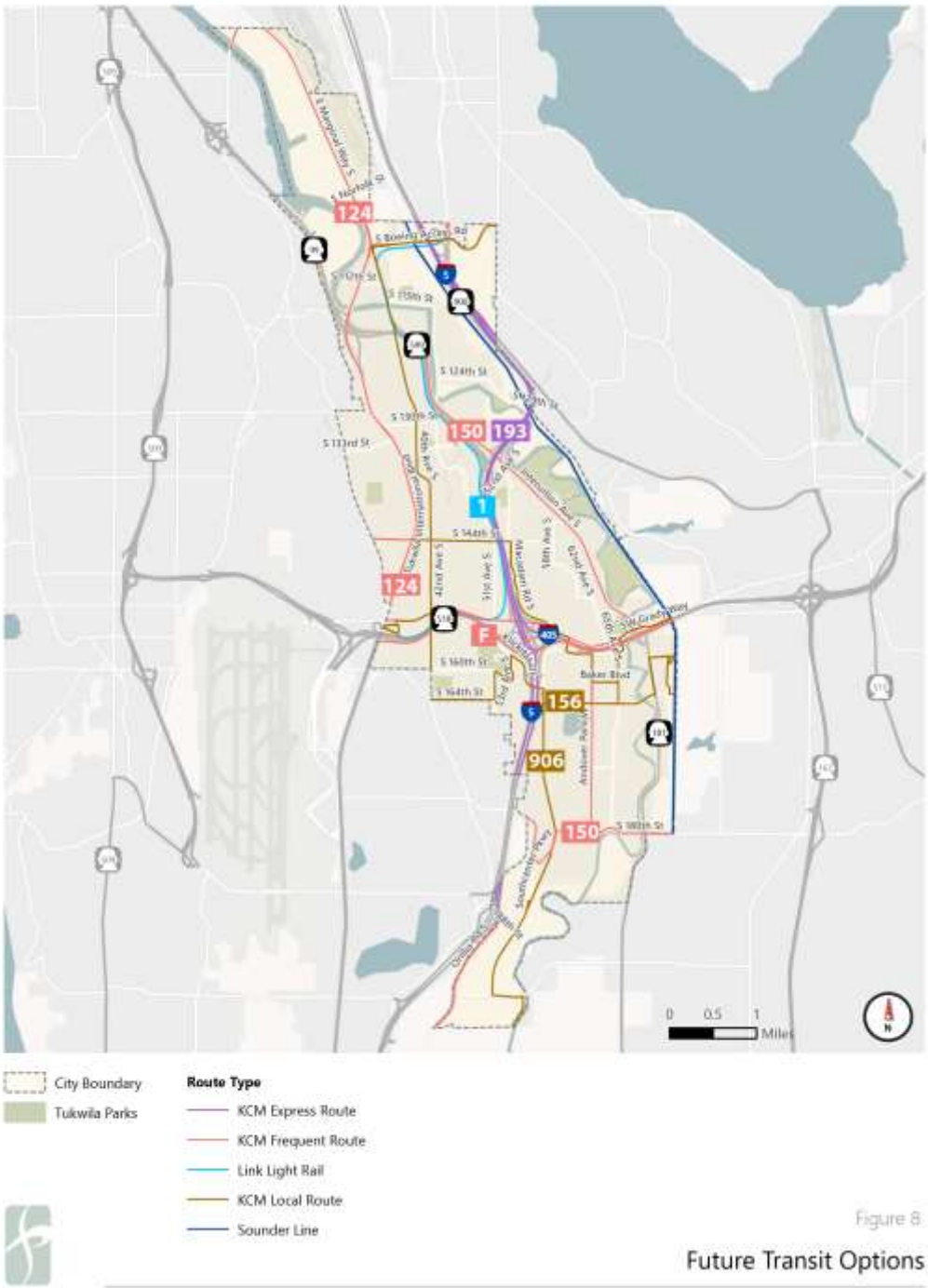
Existing Conditions and System Overview

King County Metro (Metro) offers five traditional fixed-route services, two RapidRide routes, one Demand Area Response (DART) route, and Metro Flex on-demand service within the City of Tukwila. Sound Transit provides light rail service on the 1 Line to Tukwila International Boulevard Station and Sounder commuter rail service to Tukwila Station.

The highest ridership activity occurs at two locations that are served by multiple lines and modes:

- **Tukwila International Boulevard Station**, served by local bus, RapidRide, and the 1 Line. Average daily boardings in October 2021 for Link light rail were 1,960 and bus boardings were 5,337 for a total of 7,338 at the station.
- **Andover Park West/Southcenter Mall**, served by local bus and RapidRide F Line. Passengers can connect to the Tukwila Sounder station to the east using the RapidRide F Line. Average daily boardings in this location during October 2021 were 3,325.

Figure D1. Tukwila Existing Transit Service



During peak travel times on weekdays, there are four services that provide 15-minute or better frequency:

- Metro Route 150
- Metro RapidRide A Line
- Metro RapidRide F Line
- Sound Transit 1 Line

Local Route Frequency

During peak travel times on weekdays, Routes 124, 128, and 156 provide service at 30-minute frequencies or better. These routes serve local stops in Tukwila in addition to serving surrounding communities and Downtown Seattle.

- Metro Route 124
- Metro Route 128
- Metro Route 156

On-Demand Services

Two different on-demand services are available within the City of Tukwila to transport riders directly to some destinations within the City or to transit stops with more service and higher frequencies.

Dial-A-Ride Transit (DART) is a service operated by King County Metro that operates within communities that have a need for more flexible service due to lower population density, greater distances, and fewer available fixed route options. DART Route 906 serves Tukwila every hour or better and can deviate from its route by request to allow for residents to make connections to other transit options or their home.

Metro Flex is an on-demand service that is also available within a defined boundary of Tukwila. Metro Flex allows anyone within the defined service area to hail a ride using a mobile app or phone call for transportation to a transit stop with frequent service. In Tukwila, Metro Flex can be used within the defined area to provide transportation to Tukwila International Boulevard Station and the Tukwila Community Center.

OPPORTUNITIES AND CHALLENGES

Community and Stakeholder Priorities

Based on the existing transit network serving the City of Tukwila, there are opportunities to improve transit reliability and viability in coordination with identified community priorities. Through surveying and outreach efforts conducted in Spring 2024, community members had the opportunity to provide feedback on their goals for the City of Tukwila's transit system, including:

- **Access to new destinations -** Community members highlighted a desire for the transit system to expand service to new destinations more effectively within the City. In particular, the Tukwila Library (located on Tukwila International Boulevard and S 144th St), as well as the Tukwila Community Center and surrounding Allentown neighborhood.
- **Safety –** Residents emphasized a goal for improved safety conditions for riders. This included improved bus stop lighting conditions, and further on-board security measures, and safety measures at bus stops and Sounder/Link Light Rail stations, especially during times with lower ridership.
- **Improved Amenities –** Community members underscored the need for improved amenities at bus stops and rail stations, with particular emphasis on bus stop amenities. Increased availability of benches at stops and stations, as well as improved access to bus shelters were identified as community amenity priorities.

  In addition to stop amenities improvements, improved parking access and availability at stations and park-and-rides were also identified as an opportunity to ensure that transit users can find adequate parking availability at facilities on high commute days.

Community members also indicated several service priorities to improve the existing transit network.

- **Improved Frequency –** Community members highlighted the desire for improved frequencies allowing for more consistent use of transit. During peak travel times on weekdays, there are currently four services that provide 15-minute or better frequency, and three routes providing 30-minute or better frequency.
- **Southcenter Circulator Service –** Residents emphasized a desire to implement a potential circulator service connecting Southcenter with other areas in the city.
- **Improved Regional Bus Service –** Riders indicated a desire for improved regional bus connectivity to supplement existing transit service. This includes frustration that other regional express bus lines pass by Tukwila without making a stop for riders and presents an opportunity for increased connectivity. Residents indicated a desire for improved Eastside connectivity with the only existing connection existing via the F RapidRide Line.
- **First- Last-Mile Connectivity –** Community and stakeholder engagement also emphasized the importance of first- last-mile connections in ensuring a reliable and effective transit network in Tukwila. This includes connecting existing sidewalk and bicycle network gaps and ensuring higher rider familiarity with Metro Flex on-demand service from King County Metro.

Challenges and Considerations

In addition to the opportunities and identified community priorities, there are also several challenges and considerations for transit service and accessibility in Tukwila. These challenges include:

- **Land Use, Density, and Barriers –** In Tukwila the highest density areas and employment centers are generally served by the existing transit network, but areas outside these major destinations face gaps in service that limit connectivity for many residents. Additionally, the City has physical challenges that create barriers to access, with freeways, rail lines, and the Green/Duwamish River impeding some options for fixed-route service. While a challenge, this also lends to the potential for more flexible transit service to be implemented in key areas of the City.
- **Infrastructure Availability** – In order to support transit, some infrastructural investments are needed. Particularly, in North Tukwila, there are limited transit facilities and several gaps in the sidewalk network compared to the Tukwila core area.
- **42nd Ave S Bridge Replacement** – The 42nd Ave S Bridge is an important arterial and nearing its lifespan. The City is currently evaluating plans for the bridge, with construction expected to begin after 2026.
- **Boeing Access Road Station Project** – Another consideration for transit investment in Tukwila is the building of a proposed Sound Transit infill station at Boeing Access Road (BAR) in Tukwila. This project would add a new station to the existing 1 Line network and was approved in the ST3 system plan. The location of the station has yet to be finalized, but is open at this time (2024) for public opinion based on two options: adjacent to the Sounder tracks on Boeing Access Road, or further south along E Marginal Way S near S 112th Street.
- **Pedestrian Access to Transit** – Within Tukwila, sidewalk network gaps were identified throughout the area, including key connection points for the existing transit network. These gaps in pedestrian infrastructure make transit usage and connectivity more difficult and less safe for riders. Northwest Tukwila has the greatest need for improved sidewalk conditions.

RECOMMENDATIONS AND STRATEGIES

Based on the existing transit network, community priorities, and identified challenges and opportunities, recommendations and strategies to improve transit service and access to transit were determined in coordination with stakeholders. Recommendations for Tukwila can be broken down into the following main categories:

- Transit Service Improvements
- Transit Amenities and Facilities
- Access to Transit

Transit Service Improvements

Service Enhancements and Expansion Opportunities

The Metro Connects Long Range Plan identifies prioritized service improvements through the year 2050 based on projected growth patterns and demand for service. Within this plan, Route 150 (frequent service between Kent and Downtown Seattle), was identified as a potential future RapidRide corridor. The City of Tukwila should continue to work with Metro to develop this service and continue to incentivize and encourage growth and new development around planned high-capacity transit improvements.

The finalization of Sound Transit's Boeing Access Road infill Line 1 station is of importance for the City of Tukwila and Metro to consider in planning future service and connectivity, when coordinating local service. The City of Tukwila should continue working with Sound Transit and other regional partners to advocate for the development of this station as well as supporting bus-rail transfer infrastructure to ensure seamless connectivity between transit modes in the northern area of the City.

Community members also expressed interest in improved transit service in the Southcenter area, which could be addressed through a potential Southcenter circulator service or on-demand service, similar to Metro Flex. Such a service would provide circulation service within the Southcenter neighborhood and provide connections to existing neighborhood amenities such as connecting transit, shopping, employment, and amenities. The City should explore opportunities internally and with other regional partners to identify potential service options to improve mobility within the Southcenter area, either through expanded services or new programmatic options.

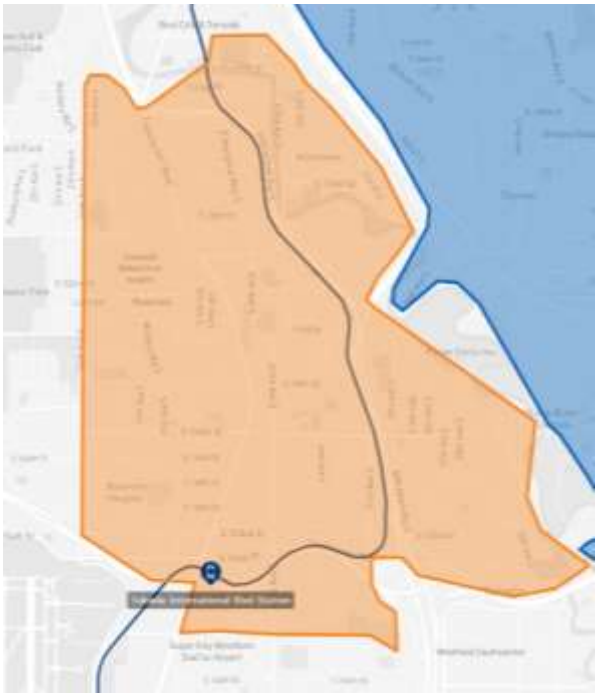
In addition to exploration of a circulator or on-demand circulator service at Southcenter, residents indicated a need for improved transit connections at Southcenter as a whole, including Eastside connections. The City of Tukwila should further work with Sound Transit to support Southcenter's growth as the regional center of Tukwila and ensure it has the needed transit network and last-mile connections.

Metro Flex Service

Community feedback and stakeholder engagement also identified enhanced first and last mile connections and improved ease of access for local trips from the City's transit network as an opportunity for improvement. King County Metro's on-demand transit service Metro Flex provides an opportunity to conveniently address these needs by providing service in areas with lower densities or barriers that inhibit fixed-route service.

To improve the Metro Flex service, Tukwila should consider advocating with King County Metro for an expanded Metro Flex zone, specifically to provide enhanced connections to the south to serve Southcenter, as well as further east to Tukwila Station (**Figure D2**). These recommendations for expanded service are based on both anticipated future growth, as well as rider needs and the opportunity to connect to Sounder and additional transit service.

Figure D2. Existing Tukwila Metro Flex Service Area



Paramount to the success of Metro Flex service and the suggested service enhancements is effective marketing and rider familiarity. Tukwila should prioritize working further with Metro to market the service throughout the City to enhance rider familiarity and usage. These efforts should be concentrated in areas with high need, such as low vehicle ownership or limited existing transit connections. Marketing efforts should also provide further clarity about the service and how it can be used to further reduce barriers to rider usage.

Rider Safety

To address rider safety and experience concerns, Tukwila can encourage improved on-board safety amenities by partnering with Metro and Sound Transit to ensure on-board safety measures in addition to stop amenities/safety improvements. In addition, efforts can be made to explore safety concerns at transit center and Link Light Rail stations, by coordinating with Metro and Sound Transit for improved platform and entrance conditions.

Transit Amenities and Facilities

Community feedback indicated that improved bus amenities were an identified priority, particularly, additional shelters at bus stops. While many stops in the City have shelters either provided by Metro or the City of Tukwila, there remain stops with high ridership activity without shelters, resulting in a less satisfying user experience. This section highlights the highest priority bus stops for investment in improved amenities based on average daily boardings.

Boeing Access Road Station

Members of the community commonly identified a lack of transit facilities in the northern portion of the City of Tukwila. The proposed Boeing Access Road Station would ameliorate this concern and create a key regional link for the City of Tukwila. The City should continue to work with Sound Transit to advance the

planning for this rail station and incentivize the necessary surrounding development activity to support station area activity and encourage seamless bus-rail transfer integrations in the immediate station area.

Transit Stop Amenities and Rider Experience

King County Metro classifies stops outside of the City of Seattle with 25 or more average boardings per day as eligible for bus shelters. RapidRide stops with less than 50 average riders are eligible for standard RapidRide stops, and those with over 50 riders are eligible for enhanced stop amenities which include larger shelters, real-time arrival information, and other amenities.

Tukwila currently has 16 bus stops with no bus shelters and more than 25 average boardings per day as shown in **Table D1**. Of these stops, 5 stops have over 50 boardings per day, shown in bold text. Prioritizing improved amenities at these stops will help to improve the rider experience and align with King County Metro's guidelines for stop amenities.

The highest priority stops are along Tukwila International Boulevard at 148th and 152nd Street. These stops have the highest ridership and no shelters available. Additional priority stops include Southcenter Boulevard & Park Place, Strander Boulevard & Andover Park E, and Andover Park W & S 180th Street. These stops represent an opportunity to pursue the addition of bus shelter amenities while meeting King County Metro's defined ridership guidelines and improve rider experience. These stops fall along some of the area's most utilized transit lines, including Routes 150, 128, and F Line shown in **Figure D3**.

Table D1. Tukwila bus stops with no bus shelters and more than 25 average daily boardings

Stop ID	Stop Location	Average Daily Boardings
40813	S 144th St & 42nd Ave S	37.3
41119	42nd Ave S & S 144th St	47
41128	S 144th St & Pacific Hwy S	39.2
54202	Southcenter Blvd & 52nd Ave S	37.5
54203	Southcenter Blvd & Park Place*	32.2
54204	Southcenter Blvd & Park Place*	52.3
54205	Southcenter Blvd & 53rd Ave S*	26.5
54206	Southcenter Blvd & 42nd Ave S*	47.4
58111	Strander Blvd & Andover Park E*	37
58113	Strander Blvd & W Valley Hwy	45.4
59833	Strander Blvd & Andover Park E*	59.3
60380	Andover Park W & S 180th St	54.2
60920	Tukwila Intl Blvd & S 152nd St	188.5
60930	Tukwila Intl Blvd & S 148th St	76.2
61000	Tukwila Intl Blvd & S 133rd St	26.4
61040	Tukwila Intl Blvd & S 148th St	41.9

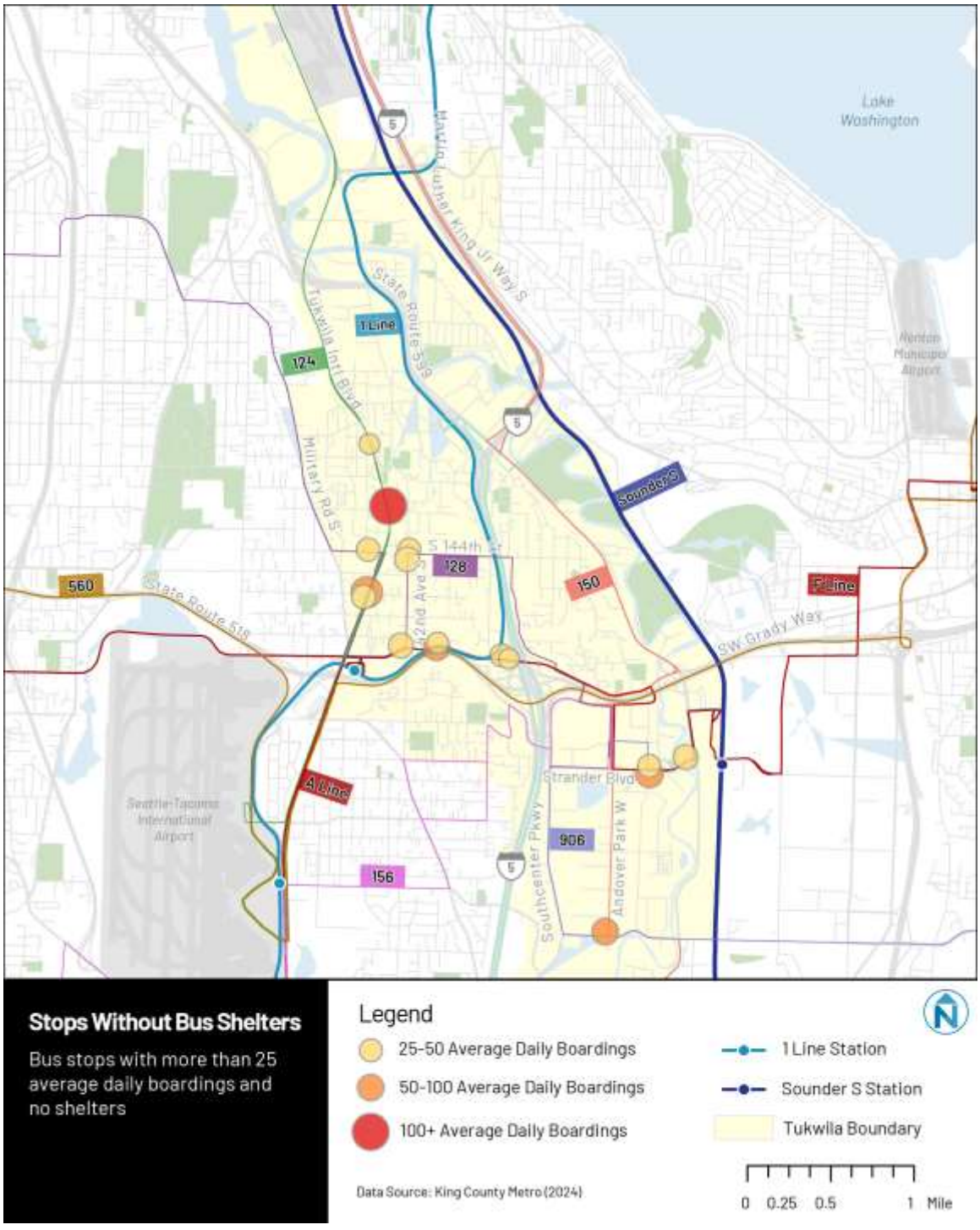
*RapidRide service stops with only bench amenities.

Data Source: King County Metro Boarding Data (2021), King County Metro Bus Shelter Data (2024).

Within the identified stops with over 25 average daily boardings and no bus shelters, five provide RapidRide service to the F Line, as shown asterisked in **Table D1**. While these stops had benches available, other amenities were limited and provide a potential exploration for improved amenities. Ridership at these stops should continue to be monitored as they may be eligible for increased amenities or enhanced stop features from Metro.

Additionally, while some bus stops did have shelters available, they lacked benches or seating for riders. Many of these stops were identified as City of Tukwila-managed bus shelter facilities along Tukwila International Boulevard. This represents another opportunity for the City to explore when evaluating additional amenity improvements such as bike racks , improved lighting, trash receptacles, and well-kept signage.

Figure D3. Tukwila Bus Stops without Shelters



Access to Transit

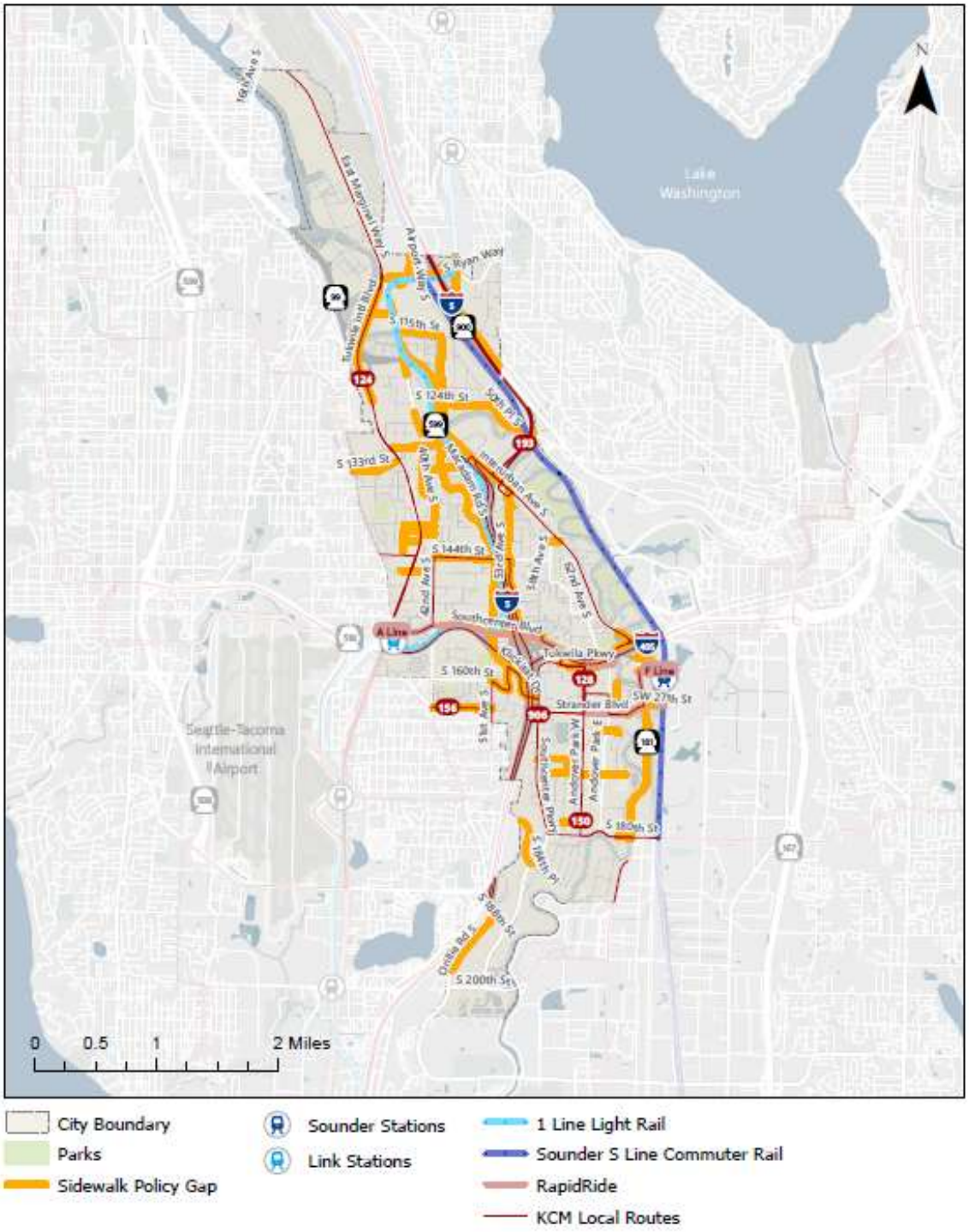
Tukwila also has opportunities to improve accessibility and ensure folks are able to physically access the existing and planned future transit network.

Pedestrian Accessibility to Transit

A key strategy to improve accessibility to transit is through addressing ease of access and safety of riders to physically reach transit service. Specifically, this includes addressing pedestrian conditions and safety, through systematic improvements to existing sidewalk network gaps. These efforts should be first prioritized based on improving pedestrian facilities nearest to frequent transit service, while considering broader pedestrian connectivity as shown in **Figure D4**. Sidewalk network gaps are most prevalent in Northwest Tukwila, including areas currently serving the transit network. Main areas of potential sidewalk network improvements valuable to pedestrian access to transit include:

- **Tukwila International Boulevard** - Tukwila International Boulevard has gaps in the sidewalk network particularly at the northern end of the boulevard before East Marginal Way, near SR 599. This area serves the local 124 Route.
- **40th Avenue, 42nd Avenue S, and Macadam Road** – Continuing east of Tukwila International Boulevard, 40th Avenue, 42nd Avenue S, and Macadam Road also have gaps in the sidewalk network. These streets serve and are near local route 128, as well as the Link Light Rail 1 Line which runs along Macadam Road S, as well as nearby I-5.
- **53rd Avenue SW** - 53rd Avenue SW is also an area needing improved sidewalk facilities, as the area helps to support both local Route 150 as well as Route 128.
- **Allentown** – Additional further improvements in the Allentown area of Tukwila would also help to support better pedestrian accessibility to transit. 50th Place S and S 124th Street are additional areas of priority for pedestrian infrastructure improvements.

Figure D4. Tukwila Sidewalk Network Gaps



Appendix E: Public Outreach (Overview, Fact Sheet, Flyer, Poster, Engagement Boards)

Outreach Overview

As a first step to get the word out, the project team posted and distributed handouts (fact sheets, flyers, and posters) throughout the City and contacted community partners. Fact sheets, flyers, and posters detailed insight into the TE Update and provided a link to a survey and webmap requesting community input. English versions of the fact sheet, flyer, and poster are available in the following section. The shared project material was available in Spanish, Vietnamese, Somali, and English. The locations where the project team shared fact sheets, flyers, and posters included: Tukwila Community Center, Healthpoint Tukwila, Riverton Church, Abu Bakr Islamic Center of Washington, Saint Thomas Parish, Global to Local/Spice Bridge, Tukwila Library, Tukwila Village (senior housing), Saar's Super Saver Foods, Vietnamese Martyrs Parish, Somali Health Organization and Starfire Complex.

In-person events

The in-person events hosted in April 2023 and May 2023 are listed below.

Tabling events:

- Tukwila Community Center
- Tukwila Library
- Tukwila Elementary School
- Saar's Super Saver Foods

Focus groups:

- Riverton Park United Methodist Church
- Foster High School

Figure 54. Focus Group at Riverton Park United Methodist Church

Source: Fehr & Peers. 2023

During the in-person events (tabling and focus groups), the project team captured a total of 128 public comments and ideas related to the City's transportation system. Nearly one-third of comments captured focused on transit. Of the transit comments, many related to safety concerns while using public transit. Of the comments that highlighted issues with driving, about 40 percent specified a concern regarding cost or access. Lastly, approximately 15 percent of

comments pointed out walking and biking needs. From the in-person outreach efforts, there was overall support for the draft goals with an emphasis on safety and active transportation.

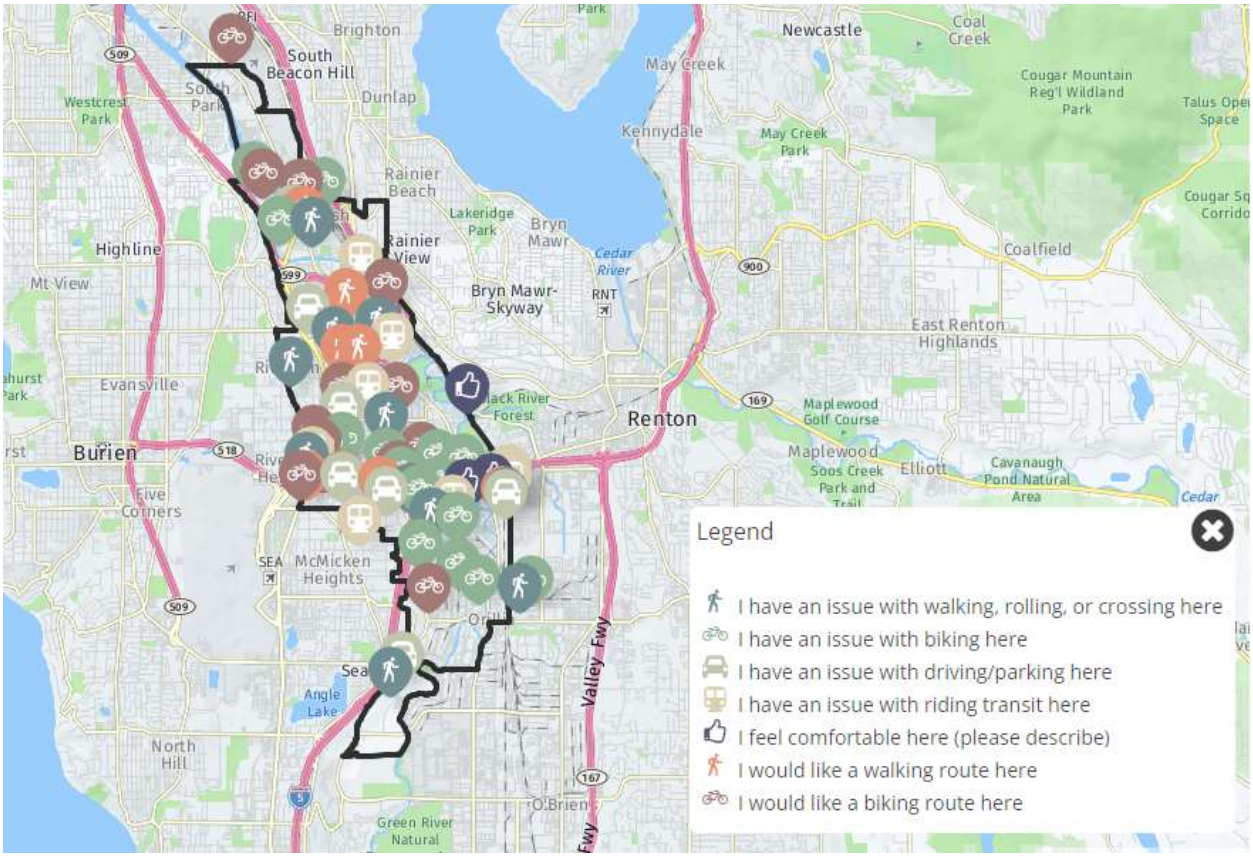
Online Input

The City of Tukwila website[16] hosted project information related to the TE, including an incentivized[17] online survey and an interactive webmap (**Figure 55**Error! Reference source not found.) to solicit feedback from the Tukwila residents and visitors. The online survey had questions about the draft goals and transportation experiences, while the webmap sought input on potential needs and improvements in specific locations, such as missing bicycle/pedestrian connections, high-stress crossings, challenging intersections, or near-miss locations. Based on the understanding that Tukwila is a diverse community, all project items were available in Spanish, Vietnamese, Somali, and English. In addition, the Google Translate option was available for all the other languages.

[16] City of Tukwila. Transportation Element Update. https://www.tukwilawa.gov/departments/public-works/transportation/transportation-element-update/

[17] Survey participation was incentivized with the chance to win a $150 Visa gift card.

Figure 55. Online Webmap



Source: Fehr & Peers. 2023

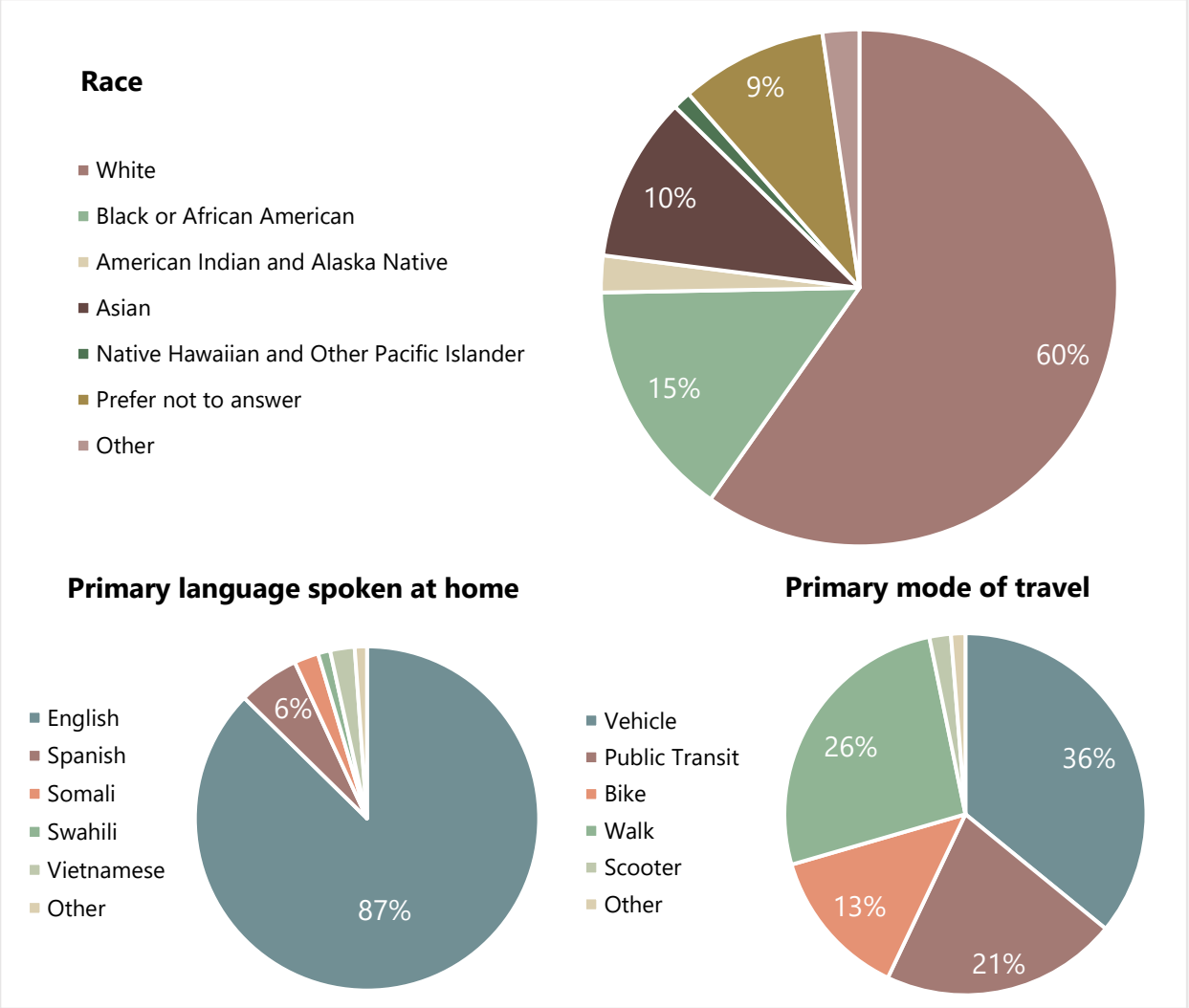
About 80 unique respondents completed the survey and provided feedback on the draft goals in addition to the 67 comments that were added to the interactive webmap. The location-based comments pointed out the lack of bicycle and sidewalk connectivity. Several comments identified abrupt ends of bike lanes on busy streets, including Southcenter Boulevard, and other streets in the vicinity of Southcenter Mall. Similarly, respondents also noted challenges in the Southcenter Mall area for pedestrian connections. Additionally, respondents identified the Tukwila Community Center as an area of interest for sidewalk connections and transit access.

Specifically for transit, several respondents revealed that the available transit routes do not reach all City neighborhoods, particularly the Metro Flex system. On the citywide scale, the community generally needs east-west connections via varying modes of transportation. Driving speed is also a citywide concern. A number of comments pointed out areas where traffic moves faster than the speed limit due to the underutilization of streets.

The project team documented a list of all proposed ideas from the community on improving transportation in Tukwila and these that have been used in developing project recommendations for the Transportation Element.

The respondents' information on demographics and primary mode of travel is provided in **Figure 56**Error! Reference source not found.. To draw in participation, the Tukwila communications team posted social media messages on the City's Facebook page. Furthermore, the project team hosted several in-person events described in the previous section to engage with the Tukwila community and direct them to the developed online tools.

Figure 56. Respondent Demographics

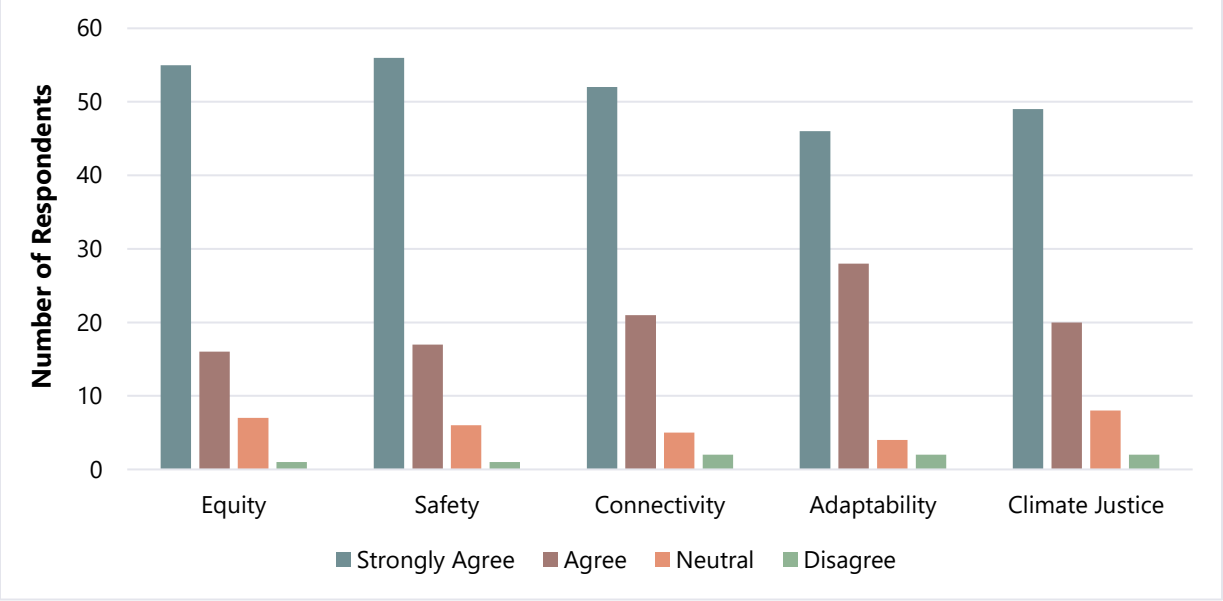


Source: Fehr & Peers. 2023

As shown in **Figure 57**Error! Reference source not found., there was overall support for the draft goals with an emphasis on safety and equity. Anecdotal comments from respondents related to transit safety included:

"*The stigma surrounding public transit affects my personal experiences with transit. Often the stigma seems to be reinforced as truth when you use transit.*"

Figure 57. Online Input on Draft Transportation Goals



Source: Fehr & Peers. 2023

Multiple comments on transit east-west connectivity and access to the Tukwila Community Center and Allentown neighborhood in general were noted. The respondents highlighted the associated limitations for cyclists and transit riders. They pointed out the need for the City to focus investments on encouraging other travel options besides driving. One suggested protected bike infrastructure along Tukwila International Boulevard, Southcenter Boulevard, Andover, Interurban, and around the Community Center as a way to improve connectivity and address related safety concerns.

City of Tukwila

Comprehensive Plan Transportation Element

What is a TRANSPORTATION ELEMENT?

The Transportation Element of the Comprehensive Plan is a plan that will serve the community's current and future needs and establish Tukwila's transportation goals and policies for the next 20 years.

Specifically, the TRANSPORTATION ELEMENT will:

- Establish new goals and policies to guide City decision-making
- Improve safety, equity, accessibility, reliability, and connectivity for all road users and goods movement
- Develop a prioritized list of transportation projects and a Local Road Safety Plan
- Make recommendations on how to fund improvements.

You should PARTICIPATE BECAUSE:

- The City needs help making decisions related to transportation
- We need your input on current challenges and ideas about how to improve the transportation network

Project Timeline: This is YOUR Plan!

Spring 2023
Discuss goals
Share ideas & experiences

Help us identify challenges, provide input on needs, and refine draft goals and priorities

Take me to the survey!

Fall 2023
Review draft programs and project lists

Help us refine and prioritize policies, programs, and projects

Spring 2024
Present to Council

Present draft Transportation Element update for Council adoption

FOR MORE INFORMATION OR TO CONTACT US:

Visit TukwilaWA.gov/TukwilaTE

FEHR & PEERS


SEAL OF TUKWILA WASHINGTON
1908
We would like to
HEAR FROM YOU!
Tukwila Transportation Element
YOUR IDEAS ARE IMPORTANT TO US
Share your thoughts on transportation in Tukwila in our online survey and interactive map.
TukwilaWA.gov/TukwilaTE
Take me to the survey!

City of Tukwila

Comprehensive Plan Transportation Element

Tukwila Transportation Element

How do you want to get around Tukwila? What's important to you?

Tell Us!

The City of Tukwila is launching a plan to improve transportation over the next 20 years.

We need your help to identify issues and opportunities to help people move around the city.

The Transportation Element of the Comprehensive Plan will serve the community's current and future needs and establish Tukwila's transportation goals and policies for the next 20 years.

What you think matters!

It's important to make your voice heard to help the City make transportation decisions.

Share your ideas in our survey and interactive map!

We want to hear from you!

Find us in person at one of our tabling events listed on our website, or use our online form to share your thoughts.

TukwilaWA.gov/TukwilaTE

City of Tukwila
Comprehensive Plan Transportation Element

PROJECT OVERVIEW

The Transportation Element of the Comprehensive Plan is a plan that will serve the community's current and future needs and establish Tukwila's transportation goals and policies for the next 20 years.

Specifically, the TRANSPORTATION ELEMENT will:

- Establish new goals and policies to guide City decision-making
- Improve safety, equity, accessibility, reliability, and connectivity for all road users and goods movement
- Develop a prioritized list of transportation projects and a Local Road Safety Plan
- Make recommendations on how to fund improvements.

You should PARTICIPATE BECAUSE:

- The City needs help making decisions related to transportation
- We need your input on current challenges and ideas about how to improve the transportation network

Project Timeline: This is YOUR Plan!

Transportation Element Goals

In the first round of updates we heard that some of the words we used were hard to understand. Below are the updated goals that will shape the plan.

EQUITY — Ensure fair access to healthy, affordable, reliable transportation options, livable places, and jobs, particularly for historically marginalized and vulnerable populations.

SAFETY — Provide safe transportation infrastructure and improve personal comfort to to emphasize Tukwila as a welcoming place.

CONNECTIVITY — Maintain, expand and enhance Tukwila's multimodal network, particularly walk, bike, roll, and transit, to increase mobility options where needs are greatest.

ADAPTABILITY — Anticipate and plan for the community's evolving needs, new technologies, and opportunities for mobility.

ENVIRONMENT — Plan, design, and construct transportation projects that reduce greenhouse gas emissions, improve community health, and protect the natural environment.

City of Tukwila
Comprehensive Plan Transportation Element

PUBLIC ENGAGEMENT

"The stigma surrounding public transit affects my personal experiences with transit. Often the stigma seems to be reinforced as truth when you see transit."

"Please make it easier to walk around Tukwila by providing sidewalks and/or physical separation from vehicles. A walkable area is more universally accessible than requiring a vehicle. It also cuts down on pollution and has healthier outcomes for a community."

The City of Tukwila website hosted project information related to the Transportation Element, including an online survey and an interactive webmap to solicit feedback from Tukwila residents and visitors. The project team hosted several in-person events to engage with the Tukwila community and direct them to the developed online tools. The online survey asked about the draft goals and general transportation experiences, while the webmap asked for input on potential needs and improvements in specific locations.

How do people get around?

What do you think about these transportation ideas?

Here are the key themes we heard in the first round of public engagement.

During the in-person events (tabling and focus groups), the project team captured a total of **128 public comments and ideas** related to the City's transportation system.

Nearly one-third of comments captured focused on transit. Of the transit comments, many related to **safety concerns** while using public transit.

Approximately **15%** of comments pointed out **walking and biking needs.**

The key themes noted from community input included:

- Transit safety, reliability, and amenities
- Expanding the bicycle network
- Filling sidewalk gaps
- Costs associated with driving

Did we hear you correctly? What did we miss? Vote for your top 3 ideas.

- I like the idea of riding transit but I don't ride as much as I would like to because I'm concerned about my personal safety while riding or waiting for a bus or light rail.
- I really like the transportation connectivity in Tukwila and am happy with our current options.
- I would like to drive more but it's too expensive.
- It's hard to get places by bicycle because the bike facilities feel unconnected.
- There are gaps in the sidewalk network that prevent me from walking places.
- Bike facilities end abruptly, including Southcenter Boulevard and other streets in the vicinity of Southcenter Mall.
- It's challenging to walk around the Southcenter Mall area.
- I would like to be able to walk or ride transit better to the Tukwila Community Center.
- I would ride transit more if it reached more neighborhoods in Tukwila.
- It's hard to get from east to west via all modes of transportation.
- Drivers are speeding, and city roads should be designed to encourage driving slower.
- Driving should be a choice, not an assumption.
- I would like to purchase an electric vehicle, but installing a charger is cost-prohibitive.
- The roads are too bumpy and need to be fixed with new pavement.
- I have concerns about access to Allentown.
- Create more parking options by constructing parking garages and maintaining parking above other elements in the road (e.g., bike lanes).

City of Tukwila
Comprehensive Plan Transportation Element

WHAT DO YOU THINK ABOUT THESE TRANSPORTATION COMMENTS?

Here are key themes we heard through public outreach. Did we hear you correctly?

Vote your top 5 ideas!

	COMMENTS	VOTES
BIKING		
1	Want to bike to Seattle via East Marginal Way S.	
2	It's hard to bike to Boeing Field, Georgetown, and SODO.	
3	It's uncomfortable to bike on Southcenter Boulevard.	
4	Want better connections to bike to McMicken via 51st Ave S.	
5	Southcenter Mall is difficult to access by bike.	
6	Want to bike to Renton.	
VEHICLE		
7	Want slower cars on 42nd Ave S.	
8	More parking near Tukwila International Boulevard Station.	
9	Want slower cars on 51st Ave S.	
10	Want slower cars on Southcenter Parkway.	
WALK/ROLL		
11	The intersection of E Marginal Way and S 112th St feels uncomfortable for pedestrians.	
12	Want more sidewalks in Allentown.	
13	Sidewalks missing along Macadam Rd S.	
14	Sidewalks missing along 40th Ave S.	
15	Hard to walk on Tukwila International Blvd with cars parked on sidewalks.	
16	It's uncomfortable to walk or bike across I-5 on the S 144th St bridge.	
17	Sidewalks missing on S 160th St.	
18	It's hard to walk between Southcenter Mall, Tukwila Sounder Station, and the Interurban Trail.	
19	It's hard to walk to and around Tukwila Pond Park.	
TRANSIT		
22	Better security and enforcement at TIB Station.	
23	Want better transit connections between light rail and Southcenter.	
24	Want to get to more places from the Tukwila Sounder Station and have more frequent trips	
OTHER		
20	More lighting in Ryan Hill.	
21	Clean up Green River Trail / Interurban Trail.	

Appendix F: Bike Facility Types and Treatments

Table F1. Bike Facility Types

Facility Type	Description	Image
Off-Corridor Bike Network	Bike boulevards are low-volume and low-speed streets that prioritize bike travel. They incorporate signage, pavement markings, and traffic calming tools to improve the comfort and connectivity of the bike roadway network. Bike boulevards offer an alternative to bicycling on busy streets with high traffic volumes. Many bike boulevards couple speed management strategies with bike route signage to create safer streets.	
Striped Bike Lane	A conventional bike lane is a striped lane on a roadway that is designated for exclusive use by people riding bikes. Conventional bike lanes include pavement markings indicating one-way bike use. These facilities are established along roadways where there is current or anticipated bike demand and where it would be unsafe for bicyclists to ride in the travel lane.	
Buffered Bike Lane (Horizontal)	Buffered bike lanes are conventional bike lanes paired with a designated buffer space separating the bike lane from the adjacent motor vehicle travel lane and/or parking lane. These facilities are established along roadways with high travel speeds, volumes, and/or truck traffic.	

Facility Type	Description	Image
Separated Bike Lane (Vertical)	Separated bike lanes (vertical) are buffered bike lanes with vertical elements that provide further separation from motor vehicle traffic. Common vertical elements are vertical curbs, a painted buffer with planter boxes, parked cars, or a fixed barrier. These facilities keep motorists from crossing into the bike lane and minimize maintenance costs due to decreased motor vehicle wear. They may be especially appropriate for curvy streets, areas with high drop off/pick up activity, and higher speed streets with few driveways and cross streets.	 Source: NACTO, 2019. https://nacto.org/2019/11/15/bellevues-downtown-demonstration-bikeway/
Physically Separated Bikeway/ Shared Use Paths	Physically separated bikeways are paths distinct from the sidewalks. These include shared use paths, which are paved trails for the exclusive use of pedestrians, cyclists, skaters, and other active transportation users. They are wide enough for two-way travel. They are typically separated from motorized vehicular traffic by an open space, barrier, curb, or exist in an independent corridor. They can also be one-way bike facilities separate from – but adjacent to – the sidewalk.	

Note: All images are courtesy of Fehr & Peers unless otherwise noted.

Table F2. Bike Intersection Improvement Treatments

Treatment Type	Description	Image
Bike Signal	Bike signals are dedicated signals, which can be detection or actuation systems, to separate bicyclists and motor vehicle movements at intersections. They give bicyclists priority. These facilities are utilized at high volume intersections with conflicts among motorists, bicyclists, and pedestrians.	
Green solid or skip-stripe	Skip-striping directs cyclists to the bike lane and increases the visibility of cyclists to motorists. These facilities are often used to visually alert users to upcoming bike lanes.	
Bike box	A bike box is dedicated space at the head of a signalized intersection for bicyclists to wait safely and visibly. Bicyclists have priority crossing major streets as they wait in front of vehicle traffic. These facilities are mostly adopted at signalized intersection with high volumes of bicyclists making left-turns and/or motorists making right-turns.	

Treatment Type	Description	Image
Protected or Dutch Intersection	A Protected or Dutch Intersection is an intersection that accommodates one-way cycle tracks. Modeled after Dutch intersection design, Dutch Intersections feature corner refuge islands that place stop bars for bicyclists ahead of vehicles, and set back bike crossing approximately one car length from the adjacent travel lane. This allows for two-stage left-turns and free right turns.	
Green Cycle Length	Green cycle length refers to a minimum green signal cycle that is long enough for bicyclists to clear the intersection. In locations where this is implemented, the green cycle length is longer than is typically offered to cars.	
Automatic Signal Actuation	Automatic Signal Actuation are signals which alert motorists of bike crossings and separate motorist and bicyclists traffic signaling. In the case of automatic signals, bike signals are initiated through inductive loop vehicle detection, which is calibrated to the size or metallic mass of a bike. Bicyclists are instructed to wait in detection areas through marked pavement and signage.	 Source: NACTO, 2019. https://nacto.org/publication/urban-bikeway-design-guide/bike-signals/signal-detection-and-actuation/

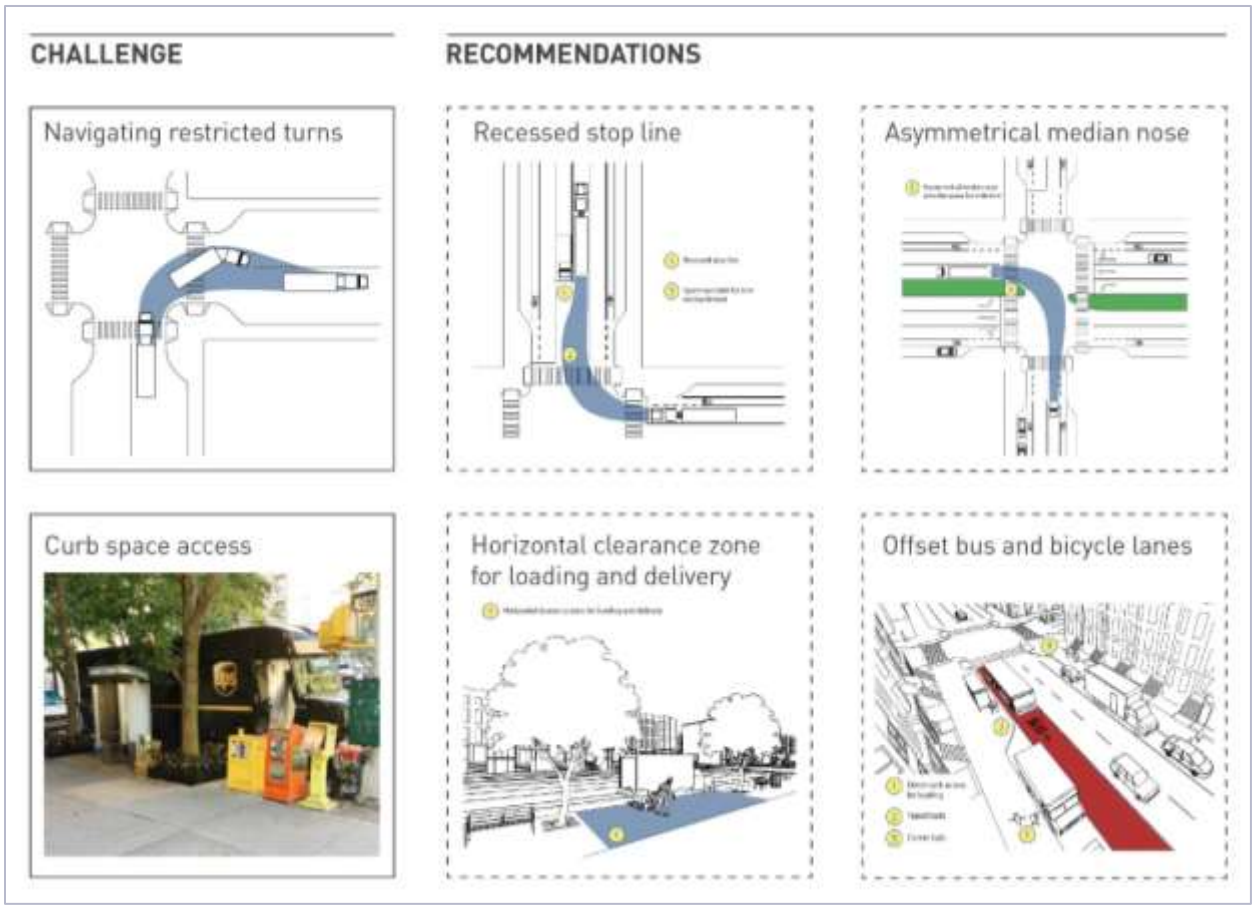
Treatment Type	Description	Image
Bike Lane to Left	Left-side bike lanes are conventional bike lanes placed on the left side of one-way or two-way median divided streets. They improve visibility as motorists have bike lanes on the driver's side and potentially avoid right-side bike lane conflicts. They also reduce bus and truck conflicts as most bus stops, loading zones, and rush hour parking restrictions are usually on the right side of the street. Consequently, these facilities are often utilized on streets with frequent bus stops or truck loading zones on the right side, high numbers of left-turning bicyclists, high volumes of right turning motor vehicles, and high parking turnover accompanied by rush hour parking restrictions.	 Source: NACTO, 2019. https://nacto.org/publication/urban-bikeway-design-guide/bike-lanes/left-side-bike-lanes/
HAWK Signal	Also known as a hybrid beacon, High-intensity Activated Crosswalks are signal-heads with two red over yellow lenses indicating pedestrian and cyclist crossing to motorists. These facilities are mostly installed at unsignalized intersections or mid-block crossing locations. They can be useful along bike boulevards, where intersections are more likely to be unsignalized due to low vehicular traffic volumes, and/or where bike trails intersect streets.	

Treatment Type	Description	Image
Rectangular Rapid Flashing Beacon	Rectangular Rapid Flashing Beacons (RRFB) allow pedestrians to actuate a flashing warning light to indicate pedestrian crossing. When combined with other pedestrian treatments, such as median refuge islands or advance yield marking, they have an even stronger impact on pedestrian and bicyclist visibility.	

Note: All images are courtesy of Fehr & Peers unless otherwise noted.

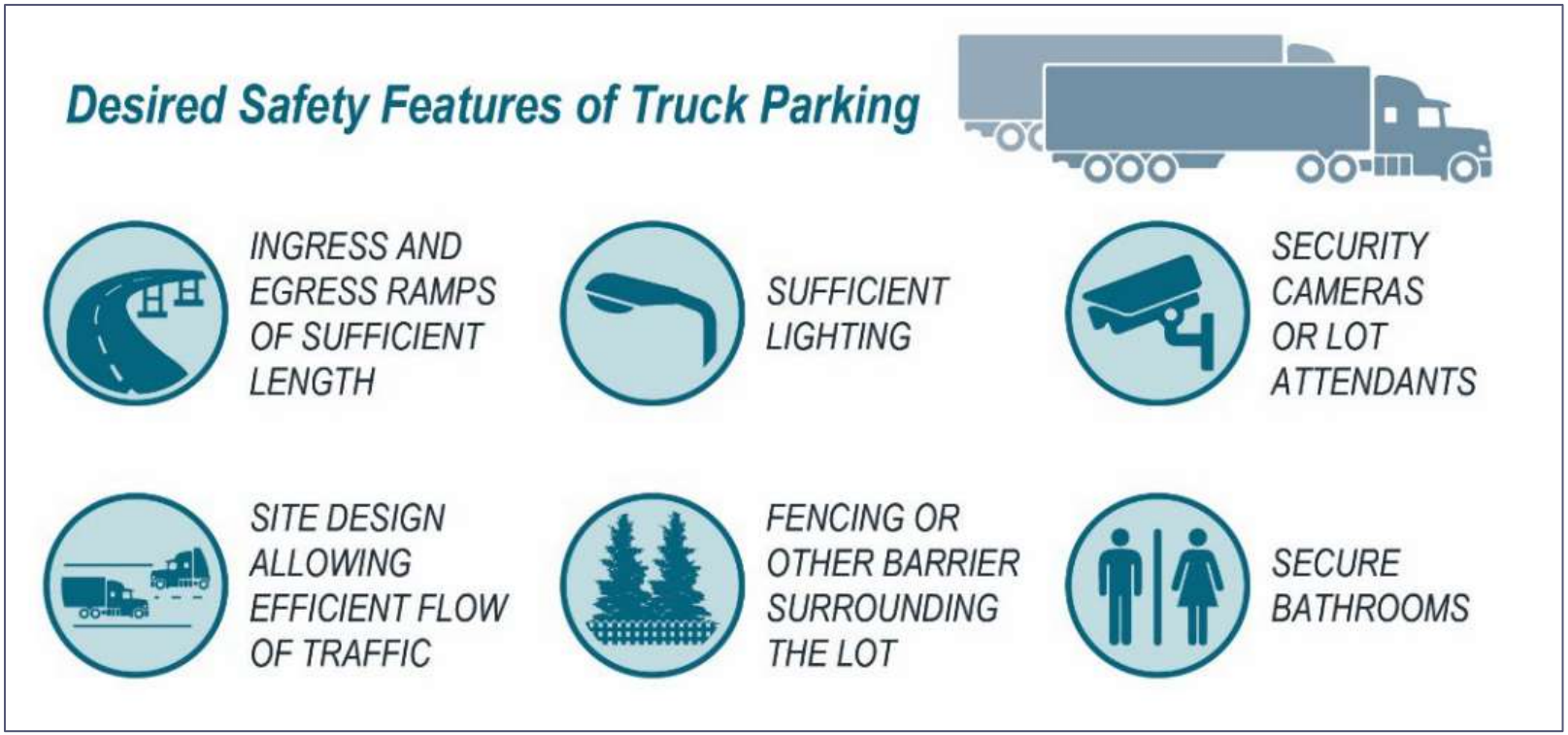
Appendix G: Freight Considerations

Figure G1. Examples of Freight Considerations along Corridors



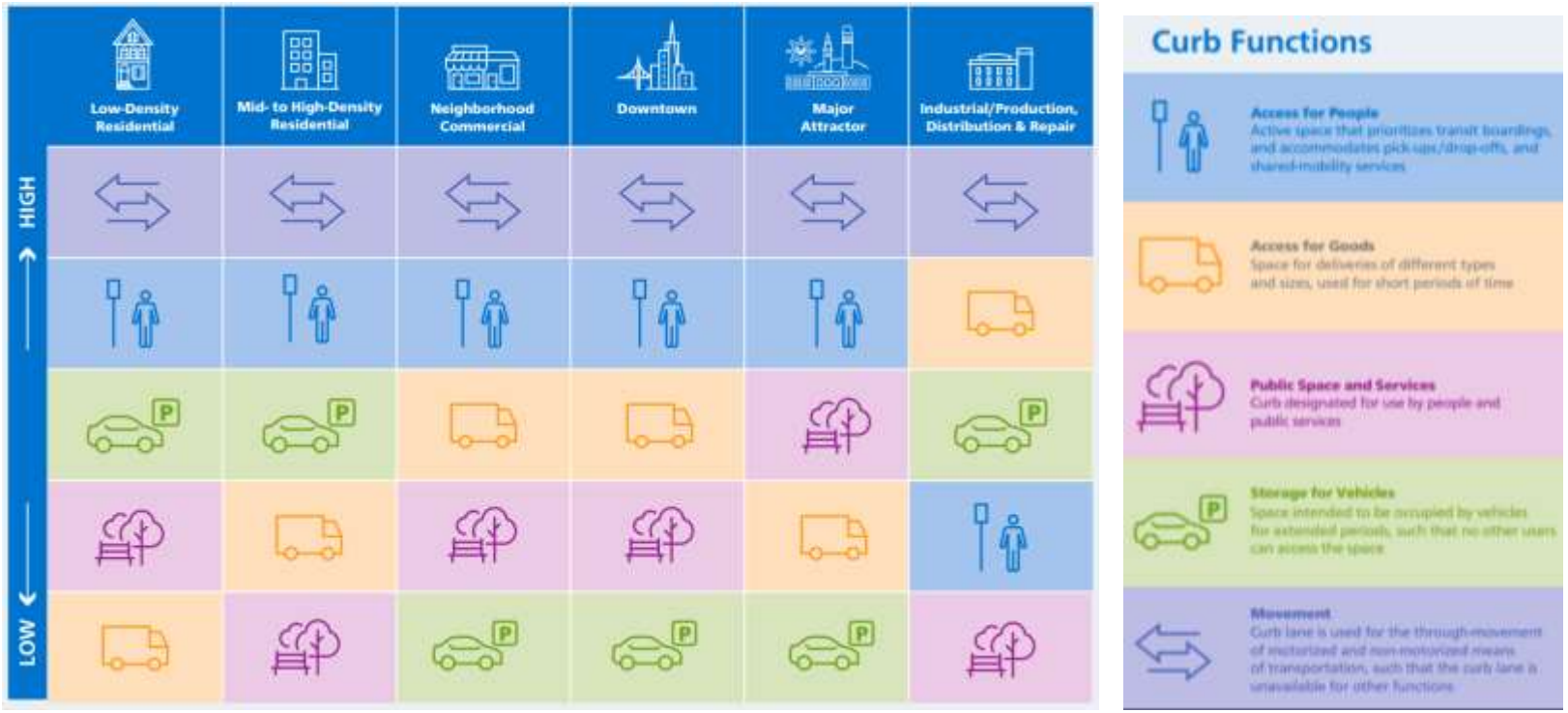
Source: Accommodating Freight in Complete Streets. 2019

Figure G2. Common Features for Safe Truck Parking



Source: FHWA, Truck Parking Development Handbook, 2022

Figure G3. Curb Functions Prioritized by Land Use



Source: San Francisco Municipal Transportation Agency (SFMTA) Curb Management Strategy, 2020

Appendix H: Extended Project List

Table H1. Extended Project List

#	Project Name	Description	Street Name	Start	End	Priority Level
T-36	Striped Bike Lane on Macadam Road	Add buffered bike lanes on both sides of the segment. 2-5ft bike lanes 2-3ft bike buffer 2-12ft lanes.	Macadam Rd S	S 149th Lane	S 144th Street	Low
T-37	SouthCenter Blvd Bike Parkway Section 3	Develop shared use path on north side. May need to acquire ROW from 6550 at the intersection or restripe to reduce lanes from path to continue north of 66th and down the hill to tie into the Green River Trail and the proposed Tukwila Pkwy improvements.	Southcenter Blvd	65th Ave S	66th Ave S	High
T-38	SouthCenter Blvd Bike Parkway Section 2	Continue shared use path on north side.	Southcenter Blvd	61st Ave S	65th Ave S	High
T-39	SouthCenter Blvd Bike Parkway Section 1	Widen sidewalk on north side for shared use path.	Southcenter Blvd	405 Exit Ramp	61st Ave S	High
T-40	S Boeing Access Road	Recent improvements created a 10-12ft buffered path next to the bridge over the tracks. Propose doing similar on other bridges.	S Boeing Access Rd	E Marginal Way S	Airport Way S	Low
T-41	S Boeing Access Road	Recent improvements created a 10-12ft buffered path next to the bridge over the tracks. Propose doing similar on other bridges.	S Boeing Access Rd	Airport Way S	MLK	Low
T-42	S 144th Street Bike Lane Extension Section 3	Remove parking on east side. Widen sidewalk on west side to create a raised bike lane and parking with bulb outs. On east side, remove and relocate sidewalk to ROW line and create buffered bike lane at street level.	58th Ave S	S 144th Street	Interurban Ave S	Low

T-43	S 144th Street Bike Lane Extension Section 2	Restripe and remove parking on one side to accommodate 2-10ft lanes 1-8ft parking area 1-2ft buffer and 1-10ft two way cycle track.	S 144th St	56th Ave S	58th Ave S	Low
T-44	S 144th Street Bike Lane Extension Section 1	Restripe and remove parking on one side to accommodate 2-10ft lanes 1-8ft parking area 1-2ft buffer and 1-10ft two way cycle track.	S 144th St	Macadam Rd S	56th Ave S	Low
T-45	Striped Bike Lane on Macadam Road Extension	Replace existing bike lane on west side with separated shared use path. Restripe roadway to provide a bike lane on the east side of the street.	Macadam Rd S	Southcenter Blvd	S 149th Lane	Low
T-46	S 144th Street Bike Lane Extension Section 0	Restripe to accommodate 2-10ft lanes 1-8ft parking area 1-2ft buffer and 1-10ft two way cycle track.	S 144th St	51st Ave S	Macadam Road S	Low
T-47	Minkler Boulevard Bike Project Section 2	Build a separate shared use path in the ROW south of Minkler in conjunction with a stream mediation or culvert replacement project. Work with City and County owned land to connect the path to the green river trail through the wetalnd to the east.	Minkler Blvd	Andover Parkway W	Green River Trail	Low
T-48	Minkler Boulevard Bike Project Section 1	Remove railroad track and construct a shared use path that connects with Minkler Blvd Bike Project Section 2.	Minkler Blvd	243 Minkler Blvd	Andover Park W	Low
T-49	Minkler Boulevard Bike Project Section 0	Widen the sidewalk on the south side to accommodate a shared usepath.	Minkler Blvd	Southcenter Pkwy	243 Minkler Blvd	Low
T-50	E Marginal Way Bike Lane Section 2	Add striped bike lanes on both sides of the street.	E Marginal Way S	Interurban Ave S	S 126th Street	Low
T-51	E Marginal Way Bike Lane Section 1	Road width sufficient to incorporate bike lane. Parking is restricted to one side. Lanes to be narrowed to 10'. ADT is low and is not a cause for concern.	E Marginal Way S	S 126th Street	S 128th Street	Medium
T-52	E Marginal Way Bike Lane Section 0	Update cross section to include 2-8ft sidewalks 1-5ft bike lane with a 2ft buffer 2-11ft lanes and 1-5ft parking protected bike lane with 8ft parking and 2ft buffer.	E Marginal Way S	S 128th Street	40th Ave S	Low

T-53	Buffered Lane on 42nd Ave S Section 2	From S 144th to S 142nd, update cross section to include 2-8ft sidewalks 1-5ft bike lane with a 2ft buffer 2-11ft lanes and 1-5ft parking protected bike lane with 8ft parking and 2ft buffer. North to S139 the ROW widens and there is room to adjust cross section to have 2 parking protected bike lanes.	42nd Ave S	S 144 St.	S 139th St	High
T-54	Buffered Lane on 42nd Ave S Section 1	Update cross section to include 2-8ft sidewalks 1-5ft bike lane with a 2ft buffer 2-11ft lanes and 1-5ft parking protected bike lane with 8ft parking and 2ft buffer. North of 137th, remove parking and widen buffers on undeveloped curved section.	42nd Ave S	S 139th St	E Marginal Way	Low
T-55	SouthCenter Parkway Section 3	Reduce lane width by restriping. 3-11ft lanes 2-10ft lanes a 12ft shared use path and 3 feet for utilities all on the west side.	Southcenter Pkwy	Minkler Boulevard	S 180th Street	Low
T-56	51st Ave S Project	Update cross section to include new sidewalk and buffered bike lanes. The ROW between S 151st and where S 147th would be is reduced to 40ft. May need ROW acquisition while and is under developed or have any potential developer donate the land.	51st Ave S	S 144th St	Southcenter Blvd	Low
T-57	Andover Park E Section 1	Bike facilities likely here, along with road diet on APE, possible ROW dedication from development	Andover Park E	Tukwila Pkwy	Industry Dr	High
T-58	Andover Park W	Bike facilities could go along one (or both) n/s corridor, need further analysis when appropriate time is presented/decision point is reached	Andover Park W	Treck Dr	S 180th St	High
T-59	Andover Park E Section 2	Bike facilities could go along one (or both) n/s corridor, need further analysis when appropriate time is presented/decision point is reached	Andover Park E	Industry Dr	S 180th St	Low

T-60	S 168th Street/Macy's Parking Lot Connector Road	Bike facility likely here with connector road, if completed	Macy's parking lot and CuliNEX parking lot	Southcenter Pkwy	Andover Park W	Medium
T-61	E Marginal Way S Section 1	Bike facilities may be desired here, pending BAR Infill station and area redevelopment, could connect to bike facilities on Airport Way if Seattle/Tukwila install, connecting via Norfolk to EMWS	E Marginal Way S	S Boeing Access Rd	Interurban Ave S	Medium
T-62	Tukwila International Blvd	Bike facilities may be desired here, pending BAR Infill station and area redevelopment, could connect to bike facilities on Airport Way if Seattle/Tukwila install, connecting via Norfolk to EMWS	Tukwila International Blvd	E Marginal Way S	WA-599	High
T-63	Treck Dr Connection	Bike facilities could go along one (or both) n/s corridor, need further analysis when appropriate time is presented/decision point is reached	Treck Dr	Andover Park W	Andover Park E	Medium
T-64	Southcenter Boulevard Bike Lanes Section 4	Reduce lane with and median buffer to create a shared use path on the south side.	Southcenter Blvd	I - 5 Exit Ramp	I - 405 Exit Ramp	High
T-65	Southcenter Boulevard/SW Grady Way Bike Facilities	Add striped bike lanes east of I-405 Off ramps. If this project moves forward, need to update bike network.	Southcenter Blvd/SW Grady Way	I-405 interchange	Eastern City Limits	High
T-66	S 144th Street / 53rd Avenue S and S 144th Street / Macadam Road S Intersection Improvements	Design and construct a new traffic signal that serves both S 144th Street / 53rd Avenue S and S 144th Street / Macadam Road S. As part of the intersection improvements include additional pedestrian facilities such as pedestrian push buttons.	S 144th Street	Macadam Road S	53rd Avenue S	Low
T-67	Southcenter Boulevard / I-405 SB Off-ramp	Design and construct intersection improvements, which could include a new half/full traffic signal or a roundabout coupled with geometric realignment, lighting, pedestrian facilities, and drainage.	Southcenter Boulevard	I-405 SB Off-ramp		Low

T-68	Southcenter Blvd/65th Avenue S Signal	Signalize the intersection.	Southcenter Boulevard	65th Avenue S		High
T-69	Ryan Hill Lighting Improvements	Add lighting to S Ryan Way	S Ryan Way	S Boeing Access Rd	51st Ave S	Medium
T-70	Intersection Improvements: E Marginal Way and S 112th St	Add crosswalks and RRFB to the intersection of E Marginal Way and S 112th St	0	E Marginal Way	S 112th St	High
T-71	S 133 St/SR599 Intersection	Design and construct intersection improvements, which could include a new traffic signal or a roundabout, lighting, pedestrian facilities, and drainage.	S 133rd St	SR-599		Low
T-72	Minkler Blvd (APW - S/C Pkwy)	Widen Minkler Blvd from Andover Park West to Southcenter Parkway. Add third lane and curb, gutter, and sidewalk on the south side.	Minkler Blvd	Andover Park W	Southcenter Pkwy	Low
T-73	S 129th St	Construct sidewalk on both sides of road segment	50th Pl S and S 129th St	S 124th St	East boundary of Tukwila city limits	Medium
T-74	Wig Blvd	Construct sidewalk on north side of Wig Blvd from Southcenter Pkwy to Bauch Dr. Construct sidewalk on east side of Bauch Dr from Wig Blvd to Andover Park W	Wig Blvd and Bauch Dr	Southcenter Pkwy	Minkler Blvd	Low
T-75	S Boeing Access Rd	Construct sidewalk on both sides of road segment	S Boeing Access Rd	E Marginal Way S	Martin Luther King Jr Way S	Low
T-76	Minkler Blvd Section 1	Construct sidewalk on south side of Minkler Blvd from end of existing sidewalk to Andover Park W	Minkler Blvd	243 Minkler Blvd	Andover Park W	Low
T-77	W Valley Hwy Section 1	Construct sidewalk on west side of W Valley Hwy	W Valley Hwy	17450 W Valley Hwy	S 180th St	Low
T-78	W Valley Hwy Section 2	Construct sidewalk on both sides of road segment	W Valley Hwy	17000 W Valley Hwy	17450 W Valley Hwy	Medium
T-79	W Valley Hwy Section 3	Construct sidewalk on west side of road from SW 27th St to simpleFLOORS Seattle parking lot entrance. Construct sidewalk on both sides	W Valley Hwy	Strander Boulevard	17000 W Valley Hwy	Medium

		of road from simpleFLOORS Seattle parking lot entrance to Auto Trim Design parking lot entrance				
T-80	Industry Dr Section 2	Construct sidewalk on both sides of Treck Dr. Construct sidewalk on north side of Industry Dr up to railroad crossing	Treck Dr and Industry Dr	West end of Treck Dr	Railroad crossing on Industry Drive	Medium
T-81	Christensen Rd Section 2	Construct sidewalk on west side of Christensen Rd from Baker Blvd to the southern-most Riverview Plaza parking lot entrance. Construct sidewalk on both sides of Christensen Rd from the parking lot entrance to Strander Blvd	Christensen Rd	Baker Blvd	Strander Blvd	High
T-82	Christensen Rd Section 1	Construct sidewalk on west side of 68th Ave S	Christensen Rd	16000 Christensen Rd	Baker Blvd	Medium
T-83	Longacres Way	Construct sidewalk on north side of Longacres Way. This would improve pedestrian connectivity to Tukwila Sounder Station.	Longacres Way	W Valley Hwy	Tukwila Station AcRd	Medium
T-84	Nelson Pl S Section 2	Construct sidewalk on south side of S 156th St segment. Construct sidewalk on both sides of Nelson Pl S segment. This would improve pedestrian connectivity to Tukwila Sounder Station.	S 156th St	W Valley Hwy	Interurban Trail	Medium
T-85	Interurban Ave S Section 3	Construct sidewalk on west side of road segment	Interurban Ave S	Southcenter Blvd	Fort Dent Way	Medium
T-86	S 164th St	Construct sidewalk on both sides of road segment	S 164th St	42nd Ave S	51st Ave S	High
T-87	S 160th St	Construct sidewalk on the north and west side of the segment from 51st Ave S to S 159th St. Construct sidewalk on the east side of the segment from S 159th St to Klickitat Dr	S 160th St and 53rd Ave S	51st Ave S	Klickitat Dr	Low
T-88	Martin Luther King Jr Way S Section 2	Construct sidewalk on both sides of road segment	Martin Luther King Jr Way S	S Boeing Access Rd	HW 5 entrance ramp	Medium
T-89	51st Ave S	Construct sidewalk on both sides of road segment	51st Ave S	S 144th St	51st Ave S Bridge	Medium

T-90	S 144th St Section 1	Construct sidewalk on south side of S 144th St	S 144th St	44th Ave S	51st Ave S	Medium
T-91	S 144th St Section 2	Construct sidewalk on south side of S 144th St	S 144th St	Tukwila International Blvd	44th Ave S	Medium
T-92	Macadam Rd S Section 3	Construct sidewalk on west side of road segment	Macadam Rd S	S 144th St	14449 Macadam Rd S	Low
T-93	S 140th St Section 1	Construct sidewalk on both sides of road segment	S 140th St	37th Ave S	Tukwila International Blvd	High
T-94	S 140th St Section 2	Construct sidewalk on both sides of road segment	S 140th St	Tukwila International Blvd	42nd Ave S	High
T-95	S 141st St Section 2	Construct sidewalk on both sides of road segment	S 141st St	Tukwila International Blvd	42nd Ave S	High
T-96	S 137th St and 53rd Ave S	Construct sidewalks on north side of S 137th St from 53rd Ave S (west) to 53rd Ave S (east) and on west side of 53rd Ave S from S 137th St to 52nd Ave S.	S 137th St, 53rd Ave S	Tukwila Park and Ride (52nd Ave S Entrance)	5204 S 137th St	Medium
T-97	Macadam Rd S Section 4	Construct sidewalk on both sides of road segment	Macadam Rd S	S 137th St	S 144th St	Medium
T-98	E Marginal Way S Section 1	Construct sidewalk on east side of E Marginal Way S	E Marginal Way S	10838 E Marginal Wy S	S 112th St	Medium
T-99	Macadam Rd S Section 5	Construct sidewalk on both sides of Macadam Rd S from S 133rd St to 43rd Ave S, construct sidewalk on east side of Macadam Rd S from 43rd Ave S to end of existing sidewalk on west side, and construct sidewalk on both sides od Macadam Rd S from existing sidewalk to S 137th St	Macadam Rd S	S 133rd St	S 137th St	High
T-100	S 133rd St/S 132nd St	Construct sidewalk on both sides of road segment	S 133rd St and S 132nd St	Military Rd S	Tukwila International Blvd	High

T-101	S 130th St	Construct sidewalk on both sides of road segment	S 130th St	Tukwila International Blvd	Macadam Rd S	High
T-102	E Marginal Way S/S 133rd St	Fill sidewalk gaps along the segment.	East Marginal Way S and S 133rd St	40th Ave S	Interurban Ave S	High
T-103	Macadam Rd S Section 6	Construct sidewalk on west side of Macadam Rd S from S 130th St to S 131st St. Construct sidewalk on both sides of Macadam Rd S from S 131st St to S 133rd St.	Macadam Rd S	S 130th St	S 133rd St	High
T-104	E Marginal Way S Section 3	Construct sidewalk on east side of East Marginal Way S	East Marginal Way S	S 124th St	S 128th St	Medium
T-105	Tukwila International Blvd Section 1	Construct sidewalk on both sides of road segment	Tukwila International Blvd	10825 E Marginal Wy S	S 112th St	Medium
T-106	S 112th St	Construct sidewalk on both sides of road segment	S 112th St	Tukwila International Blvd	E Marginal Way S	Medium
T-107	Tukwila Pond Pedestrian Access Improvements	Improve pedestrian access to Tukwila Pond Park				Medium
T-108	Tukwila International Boulevard Sidewalk Improvement	Add landscape buffers along sidewalks to prevent cars parking in pedestrian space.	Tukwila International Blvd	S 152nd St	S 139th St	High
T-109	S 124th St Sidewalk (West Segment)	Fill sidewalk gaps along the segment.	S 124th St	42nd Ave S	49th Ave S	Medium
T-110	42nd Ave S Traffic Calming Study	Review traffic calming tools that may reduce traffic speeds on 42nd Ave S	42nd Ave S	Southcenter Blvd	S 140th St	Medium
T-111	51st Ave S Traffic Calming Study	Review traffic calming tools that may reduce traffic speeds on 51st Ave S	51st Ave S	S 160th St	Southern City Limits	Low
T-112	Southcenter Parkway Speed Study	Review tools that may reduce traffic speeds on Southcenter Parkway	Southcenter Pkwy	57th Ave S	S 200th St	Low
T-113	Macadam Rd South Complete Street	Construction of a complete street design for Macadam Rd South between South 144th St	Macadam Rd S	S 144th St	S 150th St	Medium

		and S 150th St. The project will require roadway widening and re-channelization to add 5-foot bike lanes and 5-foot sidewalks on both sides of the roadway, and includes illumination, curb, and storm drainage.				