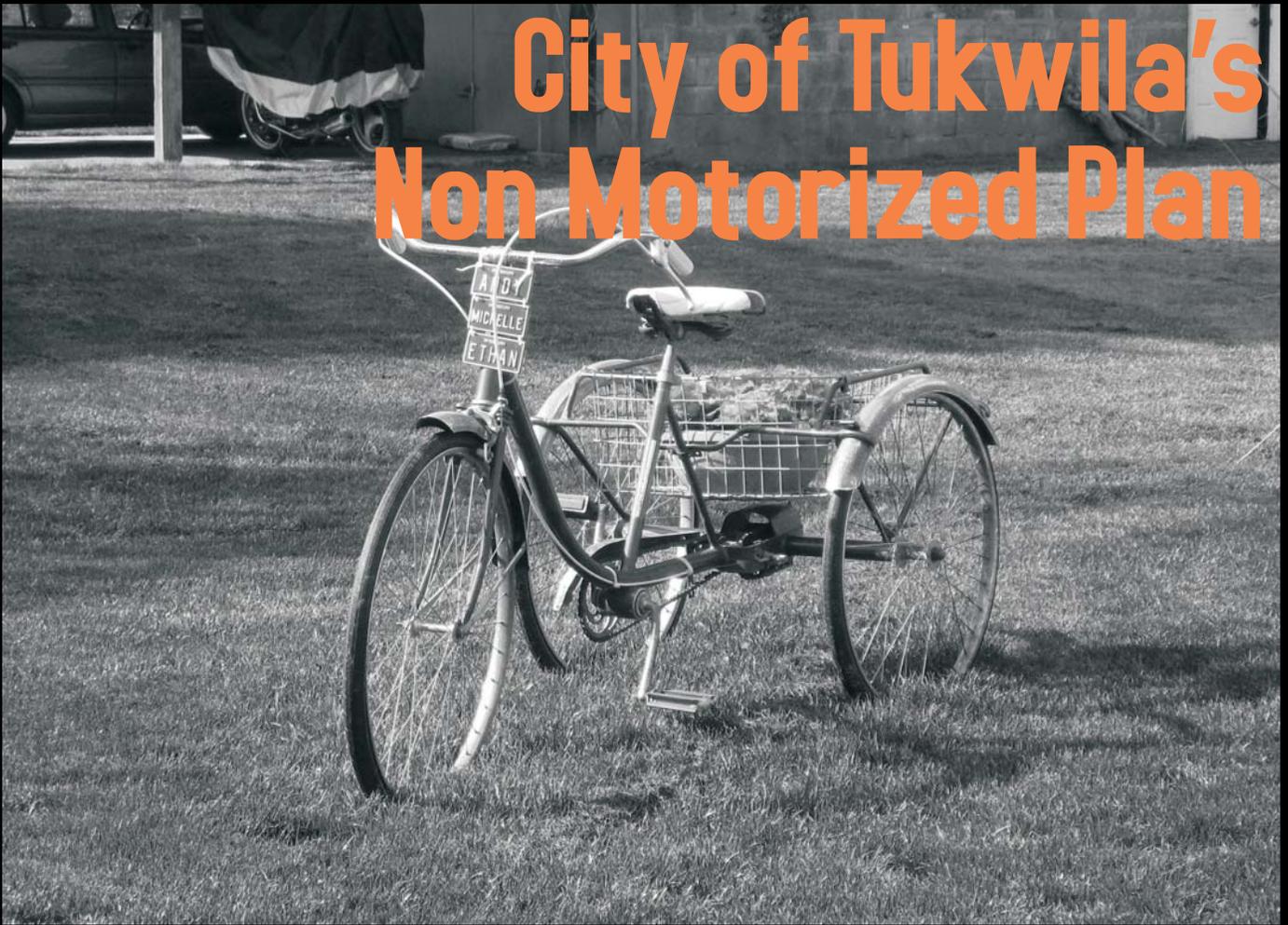


City of Tukwila's Non Motorized Plan



Walk and Roll
...For those who like
to walk and bike



Guaranteed to be sustainable &
minimize carbon emissions

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Washington State Department of Community,
Trade and Economic Development





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Additional copies of this document are available online at:

<http://www.ci.tukwila.wa.us/dcd/walkandroll.html>

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Walk and Roll
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Executive Summary

We are becoming increasingly aware of the benefits of leaving our cars behind both for our health and that of the planet. The Walk and Roll Plan is Tukwila's first pedestrian and bicycle planning document. It provides a way to ensure that all Tukwila residents can know the joy of wandering through our community using trails and sidewalks, and can experience the sense of accomplishment and freedom that comes from being able to walk or bike to school, to work, to the store and the library.

Tukwila's Comprehensive Plan is the city's overall "blueprint." The Comprehensive Plan calls for identifying "bicycle friendly" streets and creating improvements that will allow trips both in the community and outside the city to jobs or other destinations. The Walk and Roll Plan is created to carry out the goals of the Comprehensive Plan. It expands the idea of transportation from simply keeping cars and trucks moving to the idea that Tukwila's streets ought to be for everyone, whether young or old, motorist or bicyclist, walker or wheelchair user, bus rider or shopkeeper, shopper or employee. This "complete streets" perspective will ensure that Tukwila residents and visitors can get around as freely as possible with a range of both motorized and nonmotorized choices.

Existing Conditions

Tukwila is at the crossroads of major state and federal highways, as well as the Green River. These thoroughfares not only link Tukwila to other cities throughout the Puget Sound, but also separate it from itself, cutting off neighborhoods within the city from one another. There are few ways for cyclists to cross the barriers that I-5, I-405, SR-518, and the Green River pose. Tukwila's topography provides additional challenges due to steep valley walls and hills.

Despite these challenges, Tukwila has potential for a successful connected pedestrian and bicycle system. Many shopping and employment opportunities are concentrated in Tukwila, and there is a good recreation system. There is increased interest both locally and nationally in building socially and physically fit communities, as well as in reducing greenhouse gases.

Current infrastructure and programs can support future efforts to benefit cyclists and pedestrians. Tukwila's existing bicycle and pedestrian facilities include the following:

- Bike lanes on both sides S 144th Street (from Military Rd to Tukwila International Blvd) and on the west side of Macadam Rd S (south of S 150th Street).
- Wide curb lanes on Tukwila International Boulevard.
- Paved shoulders providing walkways on streets in areas that have been annexed to Tukwila.

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- 10 miles of paved trails.
- 2 miles of unpaved trails.
- 57 miles of sidewalks throughout the city, with varying widths and locations in relation to activity centers.
- Bike racks on King County Metro buses, which provide space for two bicycles on each bus.
- Bike racks in cars on the Sounder Commuter Rail and LINK Light Rail System (provided by Sound Transit).
- Bike racks and bike lockers at transit centers, including the Tukwila Park & Ride, the Sounder Commuter Rail Station, and the LINK Light Rail Station.

The facilities listed above form the basis for a future connected system for both cyclists and pedestrians. Maintenance of these facilities is split between the Parks and Recreation Department, the Public Works Department, and private property owners.

Existing programs that support biking and walking in Tukwila include the following:

- A low-cost bike helmet program – The Tukwila Fire Department provides reduced cost bike helmets to Tukwila residents to encourage safe riding. The Fire Department must do a fitting for those receiving helmets through this program, to ensure they fit properly.
- Safe Rider Citations – The Tukwila Fire Department awards these citations to children who are caught wearing bicycle helmets while riding their bikes.
- Bicycle rodeos held each year at area schools. The Tukwila Police Department provides support by teaching safety rules for bicycles.

To encourage bicycling and walking in Tukwila, these programs should form the basis for continued support, and increased involvement by City staff and community members.

Recommended Actions:

The Plan contains seven broad recommendations that will make a difference for bicyclists and pedestrians.

1) Adoption of Bicycle and Pedestrian Infrastructure Designs

Currently few City standards guide pedestrian improvements, and no guidance exists for developing bicycle infrastructure. Citywide standards should be developed and adopted to ensure that future bicycle and pedestrian improvements are consistent, and the entire system functions in a coordinated way when complete.

2) Designation and adoption of “Bicycle Friendly Routes”

A network that connects the majority of Tukwila's parks, schools, major employers, transportation centers, neighboring cities, and other activity centers is shown in the Plan. (Figure 5)

3) Continue Construction of Neighborhood Links

Increasing the number of safe "through connections" makes walking from place to place easier and encourages people to walk more. At present, Tukwila has many large blocks that cause longer than necessary trips for pedestrians and prevent connections to walkable destinations (see Figure 6). The Plan identifies additional walking trails or connections that could be developed on unimproved rights-of-way and utility easements to provide important connections in residential neighborhoods, as well as the Tukwila Urban Center and the Manufacturing Industrial Center. (Figures 7-13)

4) More than the minimum for pedestrian safety

In order to make a walking trip feel safe and comfortable, City standards should be changed to improve pedestrian facilities along arterial roadways. This includes requiring additional landscaping buffers on streets with speeds over 30 miles/hour, and changing the design of driveway aprons.

5) Railbanking for the future

Acquiring and using abandoned rail spurs for future trails in the Tukwila Urban Center and the Manufacturing Industrial Center will provide critical links for the system. Additional connections will increase the liveliness of the Urban Center and promote development. Redeveloping tracks along E. Marginal Way in the Manufacturing and Industrial Center could provide additional rights-of-way to build bike lanes, and to fill gaps in the sidewalk grid.

6) Promotion of and Participation in Biking and Walking Programs

Tukwila currently implements portions of a good program, such as requiring bicycle racks with new commercial development. Additional resources could be focused on expanding the offerings, such as promoting bike rodeos, Safe Routes to School programs, and Bike to Work Day.

7) Identify and fund Walk and Roll projects in the Capital Improvement Program (CIP)

Currently, bicycle and pedestrian improvement projects occur as components of larger improvement projects. For example, the Cascade View storm drainage project included construction of separated sidewalks and curb ramps along many of the streets in the neighborhood. Other ways that nonmotorized improvements are made are through street improvements required at the time of development, or through street

improvement projects funded through the CIP. Transferring this Plan's recommendations into the CIP highlights the outstanding needs for nonmotorized facilities and isolates project opportunities for potential grant funding.

Purpose and Contents of the Plan

The purpose of the Draft Walk and Roll Plan is to provide the opportunity for public review of the walking and bicycling environment in the City. The goal of public review is to reach a consensus about the types and locations of facilities that will be constructed in the future to complete the transportation network for bicycles and pedestrians. Once the public review process for the Walk and Roll Plan is completed, a final plan will be used as the basis for construction of new bicycle and pedestrian facilities, and for implementation of encouragement and education programs.

The Walk and Roll Plan is organized into the following sections:

- **Introduction** - The vision, purpose, and scope of the Walk and Roll Plan.
- **Existing Conditions** - A review of past facility expenditures, existing facilities, maintenance practices, and encouragement and education programs in Tukwila for bicycles and pedestrians is included in this section.
- **Recommended Actions** - A description of the seven recommended actions to make Tukwila more bicycle- and pedestrian- friendly.
- **Bicycle and Pedestrian Infrastructure Designs** - A set of bicycle and pedestrian infrastructure designs for use in construction of new bicycle and pedestrian facilities.
- **Projects** - A list of projects, including locations for new bike lanes, multi-use trails, and sidewalks are in this section and form the basis of the nonmotorized Capital Improvement Program (CIP).
- **Performance Goals and Measurements** - A description of performance goals and measurements, for use during implementation of the Walk and Roll Plan to gauge progress toward meeting the goals.
- **Appendices** - A set of appendices contains various background information that was used to develop the plan, including community survey results, references, and regional plans.

Introduction

What do we want?

Vision

To be able to wander throughout our City on trails and neighborhood sidewalks is a great joy. To be able to walk to school, work, store and library is a great accomplishment. This is what makes Tukwila a great city. Children and seniors as well as all adults are given the opportunity to move and do for themselves in a region and nation where it is not always possible.

Purpose and scope of plan

The purpose of this Plan is to show where and what should be done to make this type of community a reality. This vision of freedom, choice and opportunity is important for the following reasons.

1. Providing for pedestrians and cyclists is the equitable way to serve all members of the community. Implementation of the vision will provide alternative facilities for those who don't have access to a vehicle, for those who choose not to use an automobile, and for those who can't operate a vehicle.
2. Providing a complete nonmotorized system is an environmentally sustainable transportation system that allows individuals to choose a way to minimize their personal impact on air, surface water and land.
3. Providing opportunities to incorporate healthful choices into everyday activities is critical for individual and public health.
4. This vision will create an extraordinary recreational system. Personal freedom and choice are paramount but there is also the need to provide a system for the number one recreational activity in America – walking.

Tukwila has good beginnings. Good regional trails, the Green River and Interurban Trails run north and south through the City, and unpaved trails and sidewalks exist throughout the Tukwila Hill neighborhood. This Plan shows where this existing system is incomplete and how it can be expanded and enhanced.

Travel by bicycle is listed as “nonmotorized transportation” within the City’s Comprehensive Plan. Little community attention has been paid to this transportation option and more needs to be accomplished in order to support this viable means of getting around. Specifically, the Comprehensive Plan says that Tukwila will identify bicycle friendly streets and create improvements for regional trips, such as to a job in another city, and neighborhood trips, such as to school or the library.

This Plan expands the concept of transportation from that of keeping cars and trucks moving to looking at transportation from a diversity of perspectives. This concept is often referred to as “complete streets.” How can the City maximize mobility for all people who live here and transit through here? City streets are by far the largest public area within

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the community. They are the public spaces that serve the most people. This Plan provides greater detail on where and what type of nonmotorized facilities should be a part of Tukwila's infrastructure. The City's Comprehensive Plan discusses bike friendly streets; this document shows where they should be located and how to ensure they are compatible for cyclists as well as the other uses of the right-of-way. This plan also identifies areas where there are gaps in the system of walkways along City streets, and recommends a method to prioritize which sidewalks should be built first.

Community goals have continually been in place to expand the existing system of trails and make a connected network of open and recreational space. The existing local system of trails along unimproved rights-of-way is one of the characteristics that make Tukwila unique among communities within the region. This Plan looks at how to expand the current system city-wide, fill in the missing pieces and connect them together so that people can walk further and get to popular destinations. Tukwila is a relatively small city of eight square miles. The Tukwila segments of the regional trails that extend north-south through the Duwamish/Green River Valley have been built. Expanding and supplementing this existing system within and through the city is considered and addressed here. The City's Comprehensive Plans have consistently stated that this system of paths or trails should be expanded with better east/west connections. This Plan zeros in on what corridors and/or where specifically these missing paths should be installed and optional construction/funding mechanisms.

Two potential annexation areas, identified within the City's Comprehensive Plan, are included in the scope of this Plan. Because their future is to be urban in accordance with the Growth Management Act, the infrastructure standards of Tukwila should be considered and applied to these areas.