

Projects

Where should we build?

People ask how much will this plan cost? There will be programmatic costs, such as bike rodeos and other walking and biking event support, and there will be infrastructure costs. A list of capital projects is recommended within this plan for Bike Lanes, Multi-Use Trails, Unpaved trails and Sidewalks. Costs estimates from more detailed design work will be developed after the plan is adopted.

Bike Lanes

Bike lanes are the recommended design to make Tukwila's streets friendly for the average bicyclist, based on background research conducted for this plan, as well as from comments received during public review (PBIC 2008, Tracy-Williams Consulting 1996, USDOT 1999.). Therefore, most of the project sheets for Bicycle-Friendly Routes (see **Figure 5** for a map of these routes) are included as bike lane project sheets in the following pages. The next step in the planning process is to conduct an engineering study to determine the feasibility of changes to the right-of-way that would be necessary to accommodate bike lanes. A recommendation of this plan is to evaluate the feasibility, based on safety and availability of right-of-way, of constructing bike lanes on each bicycle-friendly route and to develop cost estimates

The list below includes those streets that are recommended to become Tukwila's designated bike routes, called Bicycle-Friendly Routes. However, when the opportunity arises for transportation improvements to any given street in Tukwila, the range of proposed improvements considered should be evaluated according to Complete Streets principles, so that different user groups including bicyclists are routinely accommodated.

Bicycle-friendly routes not listed below include those on which the posted speed limit is 25 miles per hour or less (where bicycle route signage may be the only improvement needed), or where new trails and trail extensions are recommended. Other Bicycle-Friendly Routes also not listed in the Projects pages are those outside Tukwila and its potential annexation areas, including Airport Way S, Military Rd S, and MLK Way. See **Figure 5** for a map of the entire system of bicycle-friendly routes, including those routes that connect Tukwila to destinations outside the city.

The list of streets, arranged generally from north to south, on which bike lanes are the recommended improvement are included in the table below. The project sheets, which follow, provide more detail about existing conditions and recommended improvements.

Table 4: Recommended Bike Lanes

Recommended Bike Lanes
Tukwila International Blvd
East Marginal Way
Norfolk Way
Boeing Access Rd – S Ryan Way
S 112 th Street
S 115 th Street – 42 nd Ave S – Macadam Rd S – 51 st Ave S – Klickitat Dr
S 130 th Street

Nonmotorized Transportation Plan

37 th Ave S – S 135 th Street
S 144 th Street (from Military Rd to 53 rd Ave S)
S 160 th Street
52 nd Ave S – 53 rd Ave S – Macadam Rd S
Southcenter Blvd (from 51 st Ave S east to city limits)
Andover Park East
Baker Blvd
Longacres Way
S 168 th Street (future street on south side of Tukwila Pond)
Minkler Blvd
S 180 th Street
Orillia Rd (improvements to existing bike lanes)
S 200 th Street (improvements to existing bike lanes)



Tukwila International Blvd
(at S 144th Street looking
south)

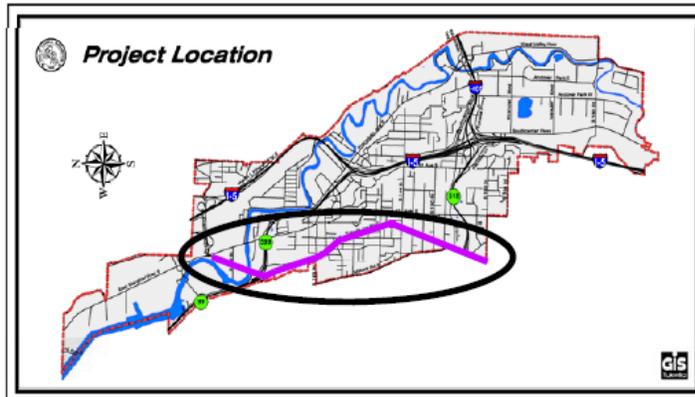


at S 132nd Street looking
south

Tukwila International Blvd

Tukwila International Blvd serves as one of Tukwila’s major north-south routes, connecting Tukwila’s Manufacturing and Industrial Center to Seattle, as well as connecting to cities to the south, including SeaTac, Des Moines, and Federal Way.

There are many activity centers that can be accessed along Tukwila International Blvd, including Foster High School, the Tukwila Pool, Foster Library, and Showalter Middle School. Sea-Tac International Airport can be accessed to the south along the route.



Improvements Summary
<p>Current conditions/issues:</p> <p>Current cross-section varies widely. Planned and recent improvements include sidewalks on both sides of the roadway, as well as 14’ wide curb lanes.</p> <ul style="list-style-type: none"> • High speed corridor • Truck route • Debris often found at the edge of pavement (in area adjacent to curb, edge of shoulder where bicyclists use the roadway) • Inconsistent right-of-way width • On-ramps to state highways (SR-529, SR-599) in the northern section of this route require coordination with WSDOT for any street improvement projects for pedestrians or bicyclists <p>Improvement Options (In order from most bicycle-friendly to least, with 1 being the most bicycle-friendly improvement option. The most bicycle-friendly options, to be determined for each corridor through a feasibility study, should be built in the long-term, even when secondary options are built in the interim.):</p> <ol style="list-style-type: none"> 1. Construct bike lanes and signage. 2. Construct paved shoulder with signage. 3. Install bike route and directional signage, with conditions remaining the same.



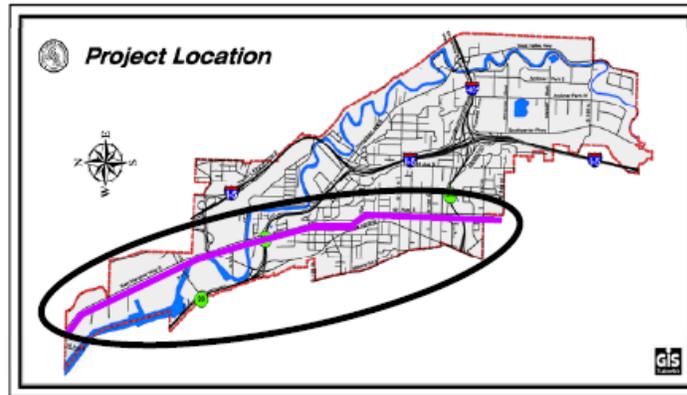
North of Boeing Access Road



42nd Ave S (between S 154thSt & S 160th Streets)

East Marginal Way

East Marginal Way serves as one of Tukwila's major north-south routes, connecting Tukwila's Manufacturing and Industrial Center to South Seattle and areas west of Tukwila such as South Park. This route also serves many of Tukwila's major employer sites, including several Boeing facilities, the USPS Seattle Processing Center, Group Health, and United Grocers. Heading south, East Marginal Way becomes 40th Ave S, connecting to Riverton Park and Southgate Park; and then becomes 42nd Ave S, connecting to Showalter Middle School, Foster High School, Foster Library, Thorndyke Elementary, and the City of SeaTac at the south end.



Improvements Summary

Current conditions/issues:

Current cross-section: varies widely

- High speed corridor along East Marginal Way, Truck route, Many driveways and curb cuts
- Inconsistent right-of-way width, including areas where the right-of-way is constrained, such as where the LINK Ling Rail guideway has created a chokepoint between Boeing Access Road and the Duwamish River
- Possibility of vacation of railroad tracks along west side of E Marginal Way north of S 115th Street
- Possibility for use of Seattle City Light right-of-way that may as a multi-use trail on the east side of East Marginal Way between Boeing Access Road and S 115th Street

Improvement Options (In order from most bicycle-friendly to least, with 1 being the most bicycle-friendly improvement option):

1. Construct bike lanes and signage (including "Share the Road" signs). In some areas, such as the choke point between Boeing Access Rd and the Duwamish River, the street will need to be channelized to accommodate bicycles. In the long term, a bike trail along the east side of the street, in Seattle City Light right-of-way, may be the best improvement option for this stretch of the route.
2. Construct multi-use trail adjacent to and separated from roadway (on area currently occupied by railroad spurs and/or utility rights-of-way), including signage.
3. Install bike route and directional signage (including "Share the Road" signs), with conditions remaining the same. Regular maintenance is needed at intersection of East Marginal Way and Boeing Access Road to ensure that landscaping, and especially trees, do not interfere with sight distance.



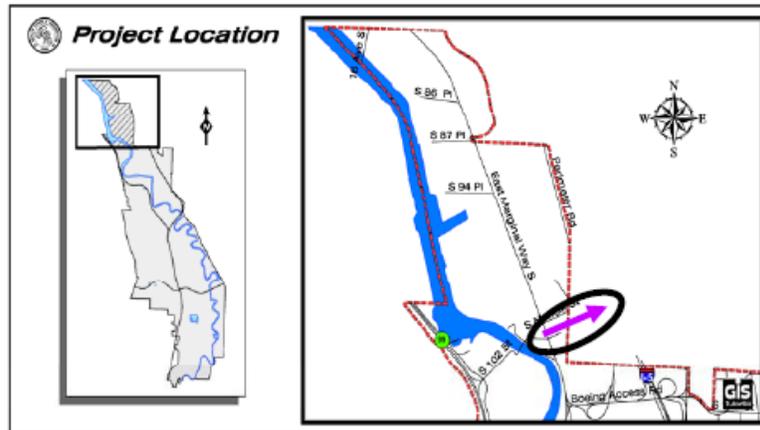
South shoulder of S Norfolk Street looking east

S Norfolk Street (from East Marginal Way S to Airport Way S)

Norfolk Street is one of two east-west connections in Tukwila from East Marginal Way to Airport Way S, both of which are Recommended Bicycle-Friendly Routes in Tukwila’s Walk & Roll Plan. Considering that the alternative to S Norfolk Street is the Boeing Access Road, S Norfolk Street is the best option to get between East Marginal Way and Airport Way S, since this street has less traffic, no freeway on-ramps or off-ramps, and relatively wide lanes and shoulders.



S Norfolk Street looking east



Improvements Summary
<p>Current conditions/issues:</p> <ul style="list-style-type: none"> • Short street segment with low traffic and relatively wide lanes and shoulders. • This street is adjacent to Associated Grocers and in between East Marginal Way S and Airport Way S, so it experiences a high volume of truck traffic. <p>Improvement Options (In order from most bicycle-friendly to least, with 1 being the most bicycle-friendly improvement option. The most bicycle-friendly options, to be determined for each corridor through a feasibility study, should be built in the long-term, even when secondary options are built in the interim.):</p> <ol style="list-style-type: none"> 1. Construct bike lanes and signage. 2. Install bike route and directional signage, with conditions remaining the same.



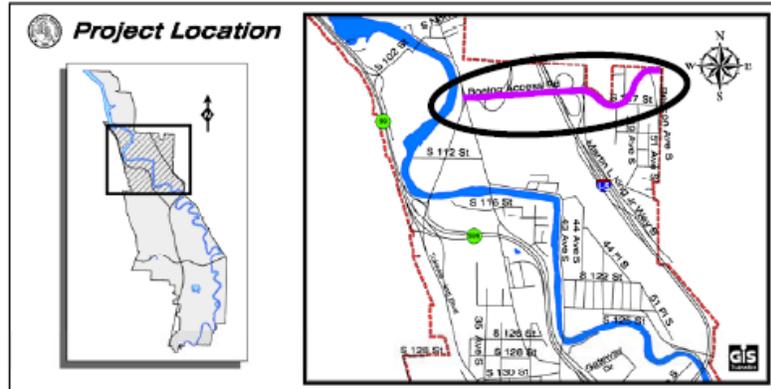
Ryan Way S looking southwest



Ryan Way S looking southeast

Boeing Access Road - S Ryan Way

The east-west route made up of Boeing Access Road and S Ryan Way is one of the few east-west routes in Tukwila, and provides connections to the newly completed Chief Sealth Trail just north of Tukwila's city limits at Gazelle Street and 51st Ave S. This route also connects Tukwila's Ryan Hill neighborhood to the rest of the City, and provides connections from Tukwila to South Seattle, Skyway, and Renton.



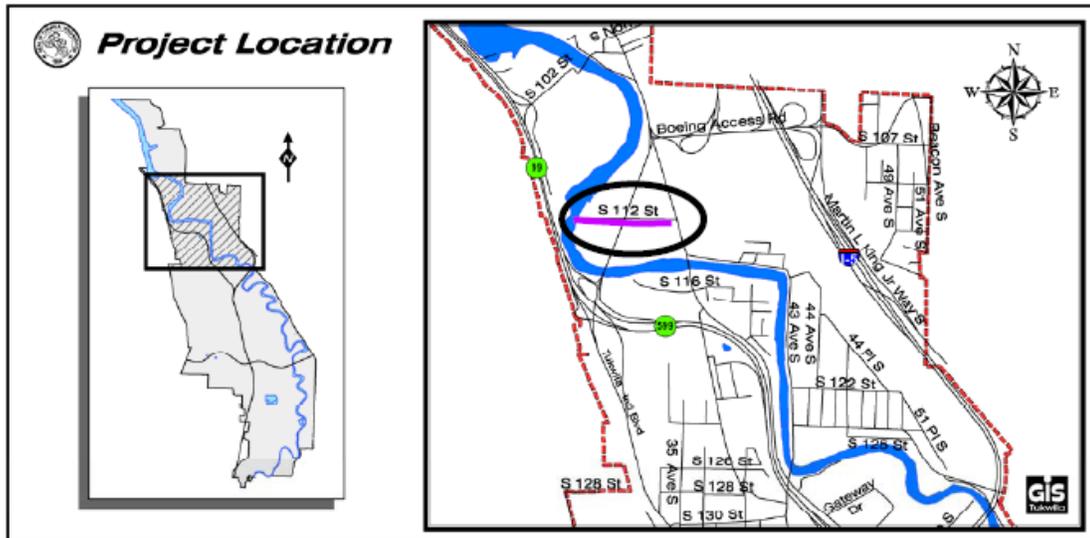
Improvements Summary
<p>Current conditions/issues:</p> <p>Current cross-section: Ryan Way: 11' 11' 11' 11'</p> <p style="padding-left: 40px;">Boeing Access Road: 11' 11' 11' 11'</p> <ul style="list-style-type: none"> • High speed corridor, vertical curves in road limit sight distance, multiple merge lanes and freeway on- and off-ramps provided for I-5 and Airport Way • Boeing Access Road bridge over I-5 constrains available right-of-way width, limiting room for bike lane restriping • May be feasible for bikes to ride in same lanes with automobiles on the downhill along Ryan Way S <p>Improvement Options (In order from most bicycle-friendly to least, with 1 being the most bicycle-friendly improvement option. The most bicycle-friendly options, to be determined for each corridor through a feasibility study, should be built in the long-term, even when secondary options are built in the interim.):</p> <ol style="list-style-type: none"> 1. Construct bike lanes and signage (the multiple merge lanes from/to I-5 and Airport Way may make this difficult). 2. Construct bike lanes on uphill only on Ryan Way; downhill can ride in same lane with auto traffic. Construction of bike lanes on both sides of Boeing Access Road would still be necessary (if feasible, given the multiple merge lanes). Signage on both sides of the street is still necessary. 3. Construct an off-street multi-use alternative if no suitable improvement can be made along the Boeing Access Road to connect the Green/Duwamish River Trail with the Chief Sealth Trail 4. Install bike route and directional signage, with conditions remaining the same.

S 112th Street



S 112th Street looking west

S 112th Street is a short stretch of road connecting East Marginal Way S to Tukwila International Blvd, and continuing west connecting with the Green River Trail. Employment sites in the vicinity of the trail include the Seattle Processing Center for the United States Postal Service and Boeing. This route, while being short, provides one of the few east-west connections to the Green River Trail within the northern area of Tukwila.



Improvements Summary

Current conditions/issues:

Current cross-section: Current cross-section: 18'|11.5': north side of street has a wide, striped paved shoulder

- Low traffic volumes (however, a high percentage of traffic on this route is truck traffic)
- Provides connection to Duwamish/Green River Trail
- Good sight distance

Improvement Options (In order from most bicycle-friendly to least, with 1 being the most bicycle-friendly improvement option. The most bicycle-friendly options, to be determined for each corridor through a feasibility study, should be built in the long-term, even when secondary options are built in the interim.):

1. Construct bike lanes and signage.
2. Install bike route and directional signage, with conditions remaining the same.



S 115th Street looking east



42nd Ave S (between S 115th St & Interurban Ave S)

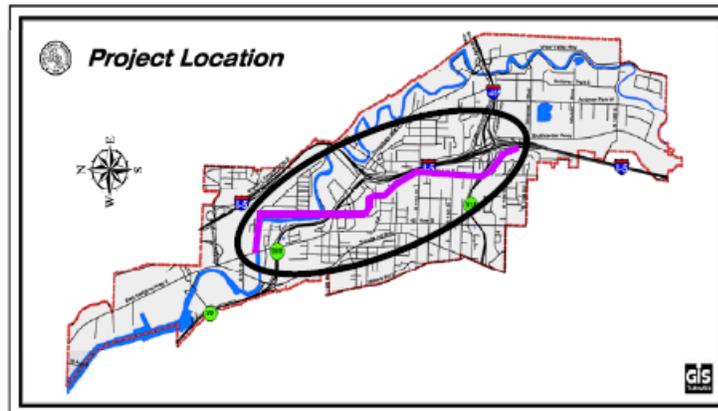


Macadam Rd S looking south

S 115th Street - 42nd Ave S - Macadam Rd S - 51st Ave S - Klickitat Dr

S 115th Street is a low traffic, scenic route adjacent to the Green/Duwamish River and the future Duwamish Riverbend Hill Park. S 115th Street provides connections to 42nd Ave S to the east, including the Tukwila Community Center and the Allentown neighborhood; and East Marginal Way to the west, including a connection to the Green River Trail.

This route offers a north-south alternative through Tukwila on streets that have slower speeds (25-30mph) than other nearby recommended bicycle-friendly routes within the City such as Tukwila International Blvd (35-45mph), East Marginal Way S (30-35mph), and Interurban Ave S (35mph). This route also tends to less truck traffic than alternatives.



Improvements Summary

Current conditions/issues:

- Current cross-section: S 115th Street: 12.5'(north side)| 11' (south side);
 42nd Ave S: 11'|14' (east, including gutter | west)
 Macadam Rd S: 14'|14'
 Klickitat: trail on south side of street for use by pedestrians and bicyclists (must dismount)
- Area between S 124th Street and Interurban Ave S has high truck volumes and a very narrow bridge

Improvement Options (In order from most bicycle-friendly to least, with 1 being the most bicycle-friendly improvement option. The most bicycle-friendly options, to be determined for each corridor through a feasibility study, should be built in the long-term, even when secondary options are built in the interim.):

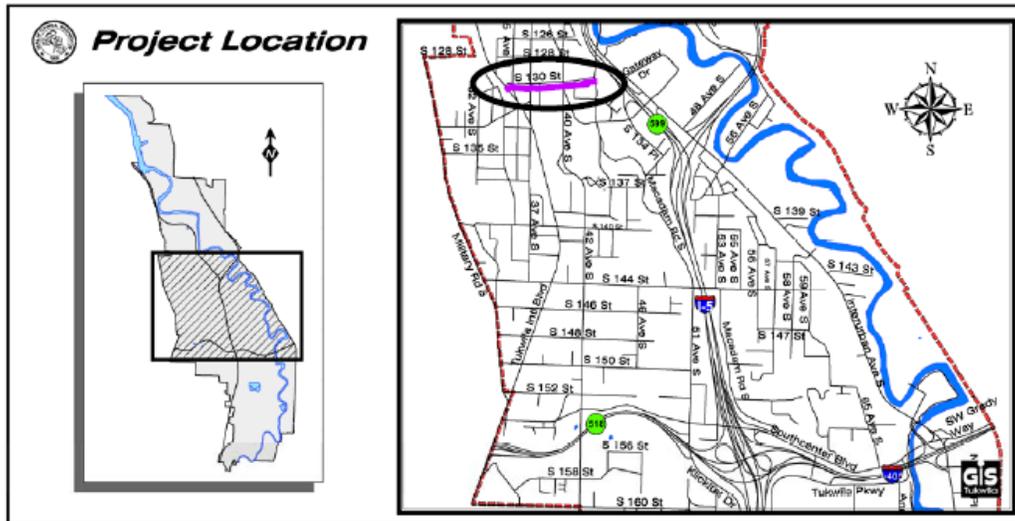
1. Construct bike lanes and signage from S 115th to Klickitat Rd S; coordination with WSDOT will be necessary to determine future improvements for bicycles and pedestrians along Klickitat Rd S.
2. Install bike route and directional signage, with conditions remaining the same.



S 130th Street looking east

S 130th Street

South 130th Street provides an east-west connection from Macadam Rd S to Tukwila International Blvd, providing one of the few east-west routes from Tukwila International Blvd to major activity centers including the Tukwila Community Center and the Green River Trail. This route has relatively low traffic and low automobile speeds. However, the grade along this route is gradual but steep, making it difficult for most bicyclists to make the ascent from east to west.



Improvements Summary
<p>Current conditions/issues:</p> <p>Current cross-section: Current cross-section: 10.5' 10.5', with a shoulder that ranges from 0' to 2.5'</p> <ul style="list-style-type: none"> • Relatively low-traffic route • Steep grade • Debris (mostly gravel) in roadway <p>Improvement Options (In order from most bicycle-friendly to least, with 1 being the most bicycle-friendly improvement option. The most bicycle-friendly options, to be determined for each corridor through a feasibility study, should be built in the long-term, even when secondary options are built in the interim.):</p> <ol style="list-style-type: none"> 1. Construct bike lanes and signage. 2. Install bike route and directional signage, with conditions remaining the same.

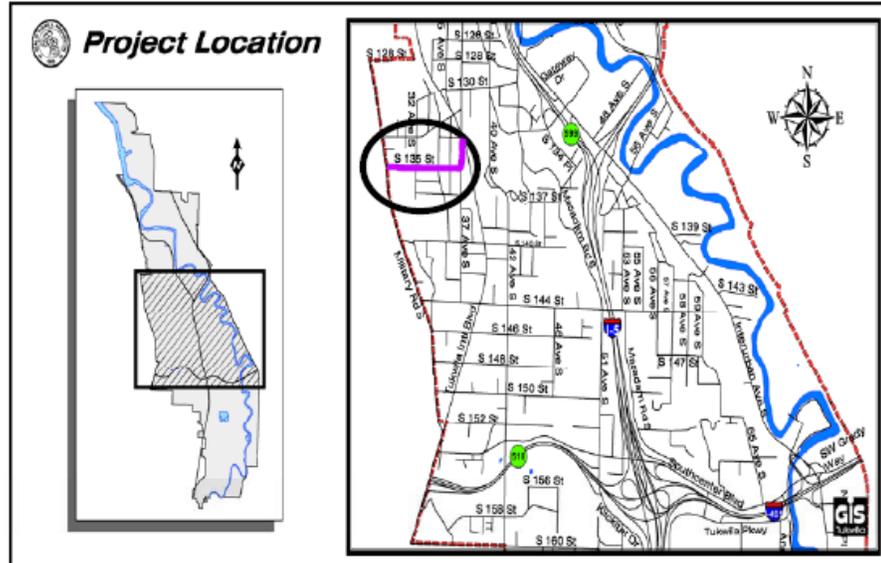


S 135th Street looking west

37th Ave S - S 135th Street

South 135th Street provides an east-west connection from Tukwila International Blvd to Military Rd S and connections including Cascade View Elementary and North SeaTac Park. This route is less steep than nearby east-west alternative routes, including S 128th Street and S 144th Street.

To access S 135th Street from Tukwila International Blvd, bicyclists must use 37th Ave S, which is a short, steep stretch of roadway with a paved shoulder on the uphill (west) side of the street.



Improvements Summary
<p>Current conditions/issues:</p> <p>Current cross-section: 37th Ave S: 3' 14.5' 10.5 (west east)</p> <p>S 135th Street: 32' wide with no center lanes, roadway width narrows to 29' at curb bulb-outs</p> <ul style="list-style-type: none"> • Relatively low-traffic route. • Low speed route. <p>Improvement Options (In order from most bicycle-friendly to least, with 1 being the most bicycle-friendly improvement option. The most bicycle-friendly options, to be determined for each corridor through a feasibility study, should be built in the long-term, even when secondary options are built in the interim.):</p> <ol style="list-style-type: none"> 1. Construct bike lanes and signage. 2. Install bike route and directional signage, with conditions remaining the same.



West of TIB to city limits



Between TIB & Macadam Rd S

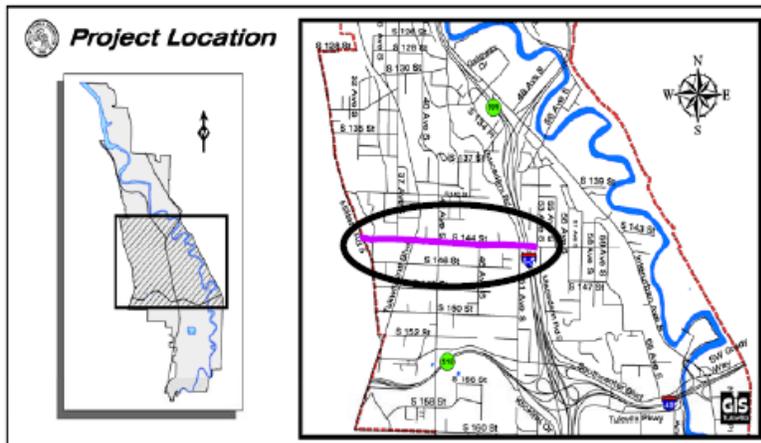


East of Macadam Rd S, looking east

S 144th Street from Military Road S to 53rd Ave S

S 144th offers a connection to the City of SeaTac and nearby North SeaTac Park. After meeting with City of SeaTac parks and planning staff, S 144th was recommended as the best east-west route from SeaTac to Tukwila, providing connections along 42nd Ave S and Macadam Rd S to Tukwila parks and the Green River and Interurban trails.

Signed and striped bike lanes have recently been constructed between Military Rd S and Tukwila International Blvd, along with sidewalks and illumination. A continuation of bike lanes along S 144th east of Tukwila International Blvd would provide missing linkages to parks, trails, schools, libraries, and other recommended bicycle-friendly routes.



Improvements Summary

Current conditions/issues:

Current cross-section: Military Rd S to TIB: 5'-10.5'-10.5'-5'

TIB east to 62nd Ave S: 16'-16' (including gutter area on both sides)

- The steep hill—Bremmer's Hill— west of Macadam Rd S is extremely difficult for bicyclists—most bicyclists would have to walk their bikes on the uphill section, and the descent would be dangerous due to the steep grade, making it difficult for bicyclists to slow down.
- Special design consideration should be given to the bridge across I-5. Future reconstruction or retrofit of this bridge should include extra width for pedestrians and bicyclists.

Improvement Options (In order from most bicycle-friendly to least, with 1 being the most bicycle-friendly improvement option. The most bicycle-friendly options, to be determined for each corridor through a feasibility study, should be built in the long-term, even when secondary options are built in the interim.):

1. Construct bike lanes and signage.
2. Construct bike lane on uphill sections, with no change except for signage on the downhill sections.
3. Install bike route and directional signage with conditions remaining the same.



S 160th Street (looking west)



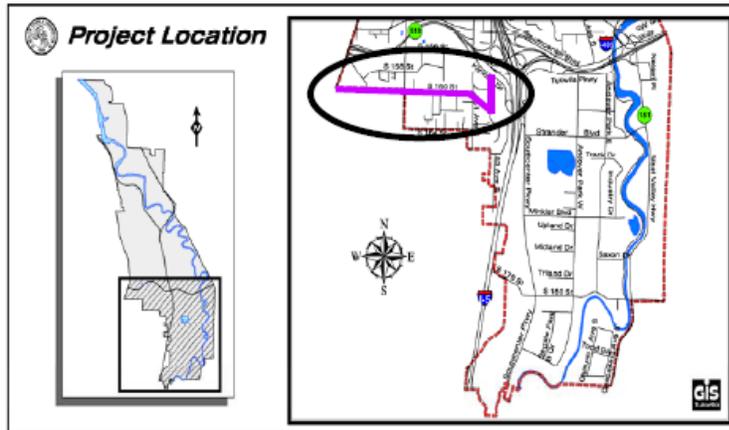
S 160th Street (looking east)



53rd Ave S

S 160th Street

S 160th Street is a local street, with low traffic volumes and a 25 mile-per-hour speed limit. This east-west route provides a connection from Tukwila to the City of SeaTac to the west, as well as to Crystal Springs Park and Southcenter via 53rd Ave S. This route provides one of the few east-west connections between Tukwila and SeaTac south of SR-518.



Improvements Summary

Current conditions/issues:

Current cross-section (east of I-5): West of 51st Ave S: 12'|20' (includes area for on-street parking); 12'|12' where there is no on-street parking pocket

East of 51st Ave S (adjacent to jersey barrier): 15'|13.5'

53rd Ave S: 12.5'|12.5'

- Low traffic volumes
- Significant grades on the east end of the route
- Poor sight distance around curves heading east to 53rd Ave S, as well as along 53rd Ave S

Improvement Options (In order from most bicycle-friendly to least, with 1 being the most bicycle-friendly improvement option. The most bicycle-friendly options, to be determined for each corridor through a feasibility study, should be built in the long-term, even when secondary options are built in the interim.):

1. Construct bike lanes and signage.
2. Construct bike lanes on uphill areas only. Signage would still be necessary on both sides of the street.
3. Install bike route and directional signage, with conditions remaining the same.



Macadam Rd S



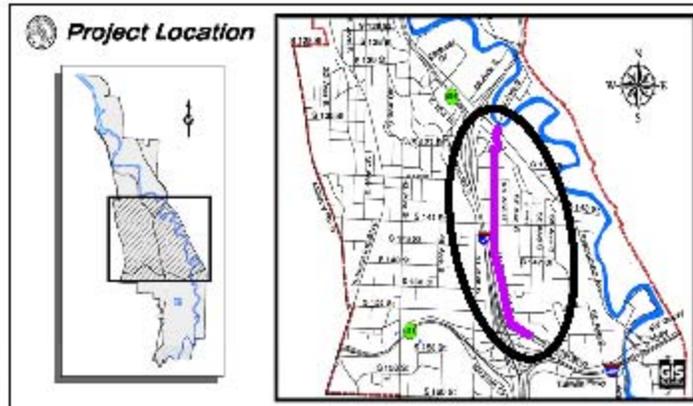
Macadam Rd S



53rd Ave S looking south between 52nd Ave S & S 144th Street

52nd Ave S – 53rd Ave S – Macadam Rd S

The route along 52nd Ave S to 53rd Ave S and Macadam Rd S connects Interurban Ave S and the Green River Trail at 56th Ave S to major east-west streets including S 144th Street and Southcenter Blvd. This route is a north-south alternative to the Green River Trail and to Interurban Ave S. The streets on this route are signed as 25mph, and provide connections to activity centers including the Tukwila Park & Ride, Foster Golf Course, Joseph Foster Memorial Park, and Macadam Winter Garden.



Improvements Summary
<p>Current conditions/issues:</p> <p>Current cross-section: varies widely, with paved shoulder alternating between the east and west sides of the street along the entire length of the route. The southern portion along Macadam Rd S includes an area of on-street parking.</p> <ul style="list-style-type: none"> • Relatively low speeds and low traffic volumes. • Parts of this route currently have paved shoulders, including 53rd Ave S and Macadam Rd S (south of S 144th St). • This route includes areas where there are significant grades. <p>Improvement Options (In order from most bicycle-friendly to least, with 1 being the most bicycle-friendly improvement option. The most bicycle-friendly options, to be determined for each corridor through a feasibility study, should be built in the long-term, even when secondary options are built in the interim.):</p> <ol style="list-style-type: none"> 1. Construct bike lanes and signage. 2. Install bike route and directional signage, with conditions remaining the same.



East of I-5 (at 65th Ave S looking east)



West of I-5 (looking east)



West of I-5 (looking east)

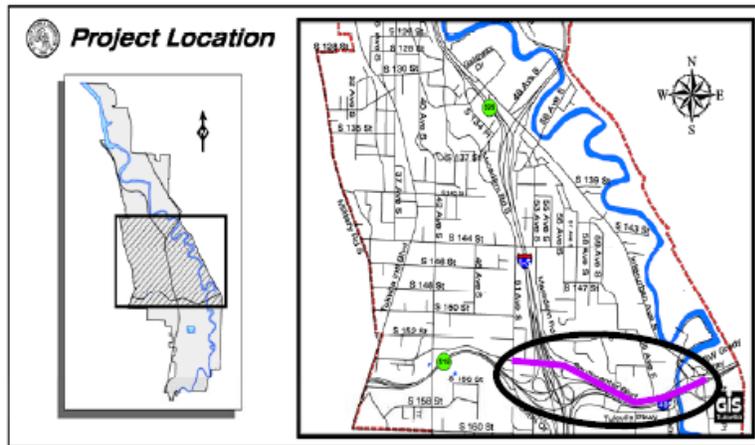
Southcenter Blvd

West of I-5 to Tukwila International Blvd:

Bike lanes (5' wide, on both sides of the street) are in the process of being constructed in connection with Sound Transit's LINK Light Rail Station in Tukwila. Installation of directional signage in the future would help guide bicyclists to the station and other nearby destinations and/or cities including the Green River Trail, Renton, and SeaTac.

East of I-5 to Grady Way

East of I-5, bike lanes should be extended along both sides of Southcenter Blvd to complete this important route and continue this connection to Renton, as well as the Green River and Interurban Trails. This connection has been identified as a top priority within Cascade Bicycle Club's Left by the Side of the Road report.



Improvements Summary

Current conditions/issues:

Current cross-section (east of I-5): 12'|12'|12'|12'|12'

- Bike lanes recently constructed on Southcenter Blvd west of 51st Ave S, connecting to the LINK Light Rail Station
- Multiple on- and off-ramps, merge lanes, as well as areas where there are multiple turn lanes in and out of the Southcenter area make navigating these areas difficult on a bicycle.
- High traffic volumes

Improvement Options (In order from most bicycle-friendly to least, with 1 being the most bicycle-friendly improvement option. The most bicycle-friendly options, to be determined for each corridor through a feasibility study, should be built in the long-term, even when secondary options are built in the interim.):

1. Construct bike lanes and signage, with special attention paid to crossing areas.
2. Construct a multi-use trail separated from the roadway.
3. Install bike route and directional signage, with conditions remaining the same.
4. Guide bicyclists to an alternative route.



Baker Blvd looking south



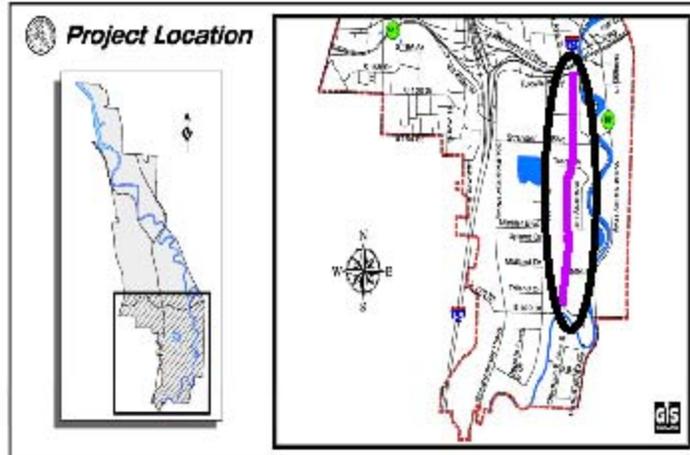
Baker Blvd looking south



South of Strander Blvd looking south

Andover Park East

Andover Park East (APE) is one of the Southcenter urban center's major north-south routes, providing connections to Tukwila Parkway, Baker Blvd, Minkler Blvd, and S 180th Street. This street is characterized by heavy traffic, many curb cuts, and vehicles making turning movements.



Improvements Summary
<p>Current conditions/issues:</p> <p>Current cross-section: 12' 11' 11' 12'</p> <ul style="list-style-type: none"> • High traffic volumes • Frequent turning movements by vehicles into parking lots along the length of the route <p>Improvement Options (In order from most bicycle-friendly to least, with 1 being the most bicycle-friendly improvement option. The most bicycle-friendly options, to be determined for each corridor through a feasibility study, should be built in the long-term, even when secondary options are built in the interim.):</p> <ol style="list-style-type: none"> 1. Construct bike lanes (to include signage) according to the configuration below, which represents the City's plans for on-street parking in the area north of Strander Blvd. <ul style="list-style-type: none"> Tukwila Parkway to Strander Blvd: this route segment will be re-channelized to include a 3-lane roadway section Strander Blvd to S 180th Street: 6' 11.5' 12' 11.5' 6' = 6' bike lanes, 11.5' travel lane in each direction, 12' center turn lane 2. Decrease lane widths to make room for construction of bike lanes, including installation of bike route and directional signage.

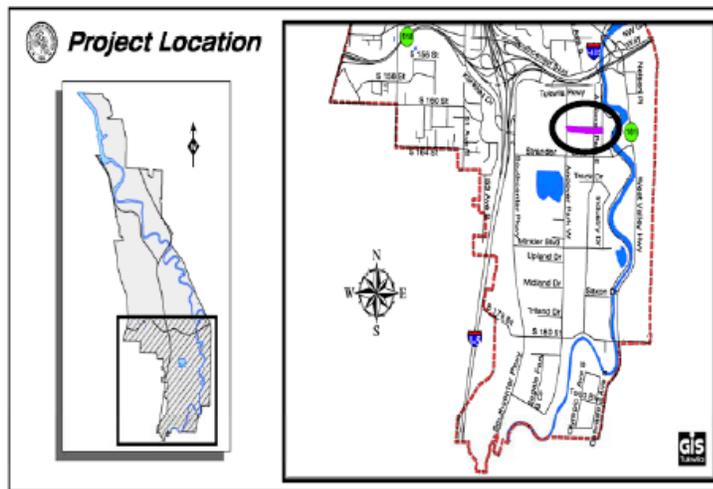


Baker Blvd looking west

Baker Boulevard

Baker provides one of the few connections within the urban center from the Green River Trail to Southcenter Mall. This street currently has relatively low traffic. As the area develops, traffic is expected to move more slowly as on-street parking is added.

Plans for this corridor are for an active retail environment with wide sidewalks and on-street parking. Baker Blvd, combined with a pedestrian and bicycle bridge across the Green River, will provide a pedestrian connection to the trail and to the Sounder/Amtrak commuter rail station east of West Valley Highway. Signage is important both in the short- and long-term to guide pedestrians and bicyclists to the trail as well as other major destinations including Tukwila Pond Park and the mall.



Improvements Summary

Current conditions/issues:

Current cross-section: 12.5'|12.5'|13'|12'

- Low traffic route, especially for the number of lanes provided
- Provides good connection between Green River Trail and Southcenter Mall via Christensen Rd

Improvement Options (In order from most bicycle-friendly to least, with 1 being the most bicycle-friendly improvement option. The most bicycle-friendly options, to be determined for each corridor through a feasibility study, should be built in the long-term, even when secondary options are built in the interim.):

1. Construct bike lanes, in combination with installation of signage (short-term recommendation).
2. Install bike route and directional signage, with conditions remaining the same.



Longacres Way looking west



Longacres Way looking east

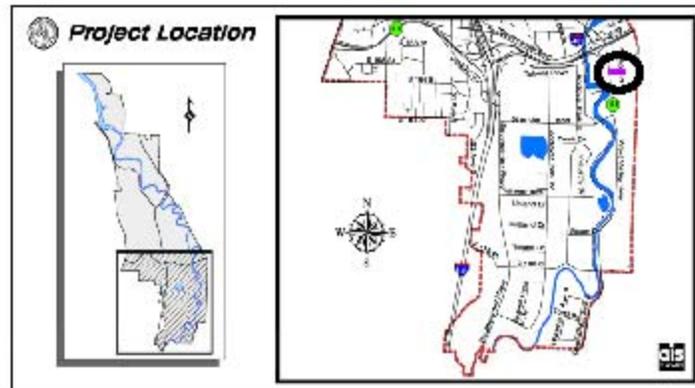


Interurban Trail looking north at intersection with Longacres Way

Longacres Way

Longacres Way is an important connection to the Sounder Commuter Rail Station, and is currently used by bicyclists making a connection from Boeing properties northeast of Longacres Way in Renton to the Interurban and Green River Trails.

Longacres is also one of the few streets in Tukwila that has a trail crossing, and where care must be taken to provide warning signs to trail users and drivers so that it is clear who has the right-of-way (drivers or trail users), so that drivers slow down, and so that other precautions are practiced within the area where the trail crosses the street.



Improvements Summary

Current conditions/issues:

- Street connecting to Sounder Commuter Rail Station.
- Potential trail traffic/street traffic conflict point: Interurban Trail crosses this street at mid-block location. There is signage on the trail that tells trail users to stop, but there are no crossing enhancements, or "Trail Crossing" signs for automobiles along the street.

Improvement Options (In order from most bicycle-friendly to least, with 1 being the most bicycle-friendly improvement option. The most bicycle-friendly options, to be determined for each corridor through a feasibility study, should be built in the long-term, even when secondary options are built in the interim.):

1. Construct bike lanes and signage for both trail users and automobile drivers.
2. Install bike route and directional signage for both trail users and automobile drivers, with conditions remaining the same.

S 168th Street



S 168th Street (looking west)

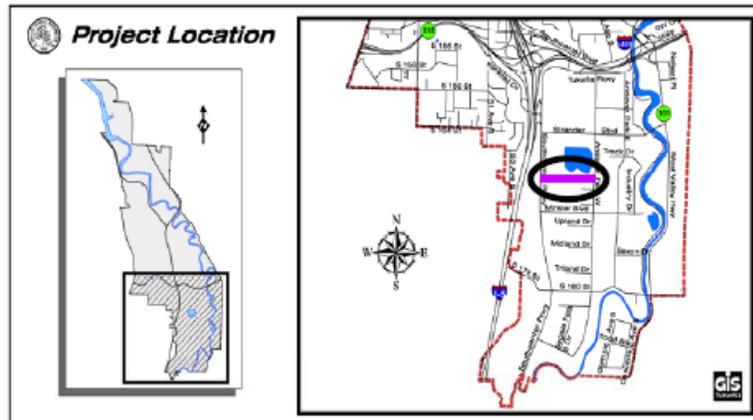


S 168th Street (looking east)



Railroad tracks and sidewalk remnants at southeast corner of Tukwila Pond

S 168th Street is a new street that is planned for construction within the Southcenter urban center. This new street will run east-west and be partially located along the southern edge of Tukwila Pond. The route will connect Southcenter Parkway with Andover Park West, and provide direct and obvious access to Tukwila Pond Park. Street design has been partially completed. New objectives should be incorporated into the future design work that works to accommodate all users of the roadway, including bicyclists, pedestrians, and automobiles.



Improvements Summary

Current conditions/issues: N/A

- This would be a new street, so its construction presents the opportunity to budget room for bike lanes.
- This street would be the only direct east-west connection to Tukwila Pond.

Improvement Options (In order from most bicycle-friendly to least, with 1 being the most bicycle-friendly improvement option. The most bicycle-friendly options, to be determined for each corridor through a feasibility study, should be built in the long-term, even when secondary options are built in the interim.):

1. Construct a multi-use trail, including signage, on the north side of street adjacent to the sidewalk and Tukwila Pond Park (as long as curb cuts are not allowed), with bike lanes on the north side of the street where there is no trail. Bike lanes would need to be provided along the entire length of the south side of the street to accommodate two-way bicycle travel.



Near Southcenter Square looking east



Between APE and APW



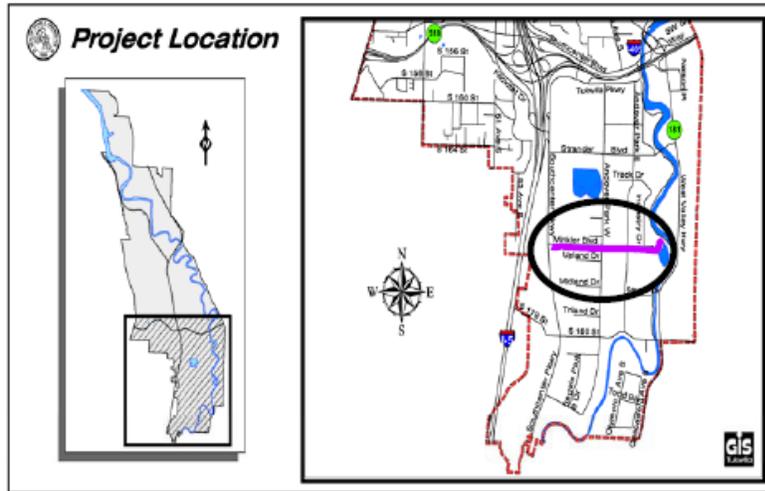
Trail access point at Minkler Shops

Minkler Boulevard

Minkler Blvd. is one of the few east-west streets that is a connection between the Green River Trail and destinations west, including Southcenter Square and retail along Southcenter Parkway.

Compared to alternatives including Strander Blvd, Tukwila Parkway, and S 180th Street, Minkler Blvd has lower traffic volumes and greater roadway width to accommodate improvements for bicyclists.

There is currently a connection to the Green River Trail on City property (Minkler Shops) at the east end of Minkler Blvd. Better signage has the potential to increase the use of this access point connecting the Green River Trail to the Southcenter urban center.



Improvements Summary

Current conditions/issues:

Current cross-section: West of Andover Park West: 12'|10'|12'

East of Andover Park West: 13'|12'|14'

- Inconsistent right-of-way width
- Railroad right-of way adjacent to roadway on south side (west of Andover Park West)
- 60' wide drainage ditch south of roadway (east of Andover Park West)

Improvement Options (In order from most bicycle-friendly to least, with 1 being the most bicycle-friendly improvement option. The most bicycle-friendly options, to be determined for each corridor through a feasibility study, should be built in the long-term, even when secondary options are built in the interim.):

1. Construct bike lanes and signage.
2. Install bike route and directional signage, with conditions remaining the same.



Orillia Road southbound

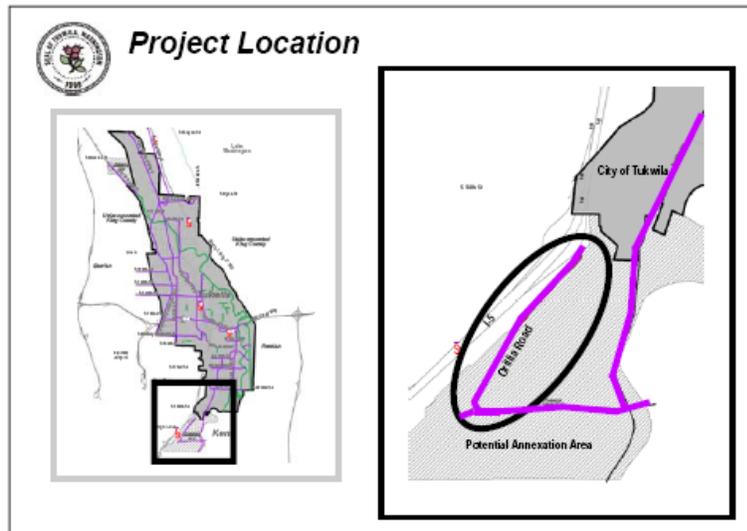
Orillia Road

Orillia Road is a steep and heavily used north-south route from the Tukwila/Kent valley to the west. Two lanes of traffic travel each direction on Orillia Road with left turn lanes at the top and bottom of the hill. This road is a linkage to and from the SeaTac Airport, the City of SeaTac municipal facilities, and provides access/passage under I-5.

Orillia Road is presently within unincorporated King County. It is identified as part of Tukwila's Potential Annexation Area. Therefore, any improvements made by the City of Tukwila will likely not occur until the annexation is completed. The northern half of the road is within the City of SeaTac's jurisdiction, making coordination with SeaTac necessary for improvements.



Orillia Road northbound



Improvements Summary

Current conditions/issues:

Current cross-section: 3.5' bike lanes-4 auto lanes-3.5' bike lane OR 6-9' paved shoulder on north-east side of road

- Faded paint markings and narrow (3.5') bike lanes
- Only southern half of north-east roadside has bike lanes and signage; paved shoulder for remainder
- Bike lanes do not continue under I-5 to link with City of SeaTac
- Southern PAA is unincorporated King County and currently outside the City Of Tukwila's jurisdiction

Improvement Options (In order from most bicycle-friendly to least, with 1 being the most bicycle-friendly improvement option. The most bicycle-friendly options, to be determined for each corridor through a feasibility study, should be built in the long-term, even when secondary options are built in the interim.):

1. Widen bike lanes and improve signage for the entire length of Orillia Road to the City of SeaTac.
2. Repaint bike lanes along both sides of Orillia Road.



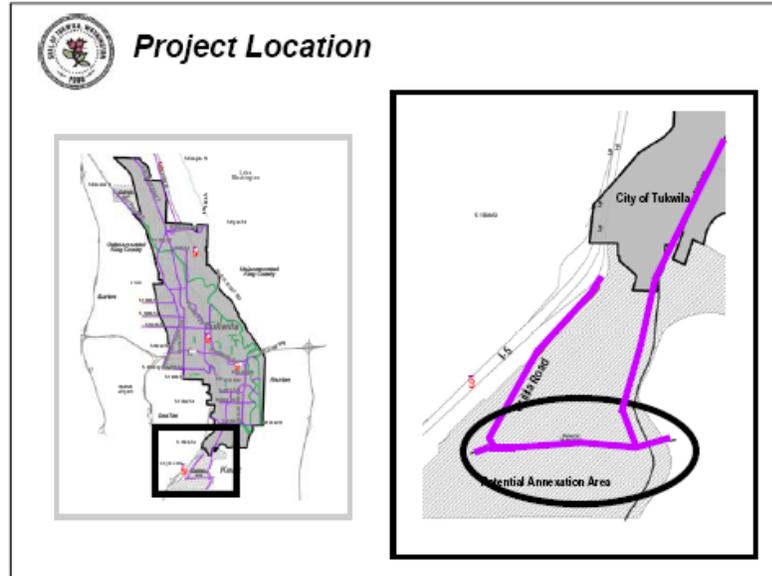
S 200th St looking east



S 200th St looking east

S 200th Street

This street is a major arterial connecting Tukwila's south annexation area to SeaTac via Orillia Road. With curbs, gutters, sidewalks, bike lanes, and signage, this street has amenable facilities for both pedestrians and bicyclists. Added signage to signal the direction of nearby cities and destinations (i.e., Green River Trail, Southcenter Mall, etc.) would provide additional enhancements for bicyclists along this corridor.



Improvements Summary

Current conditions/issues:

Current cross-section: Orillia Rd to Southcenter Parkway: 5'|11'|11'|11.5'|11'|11'|5'

- Southern Potential Annexation Area is unincorporated King County and currently outside the City Of Tukwila's jurisdiction

Improvement Options (in order from most bicycle-friendly to least, with 1 being the most bicycle-friendly improvement option):

1. Install bike route and directional signage, with conditions remaining the same. Directional signage will be needed in the future, once the Green River trail is extended south of S 180th Street on the west side of the river, to guide bicyclists from S 200th Street to the new trail connection.

Paved Multi-Use Trails

The Multi-Use Trail Project Sheets show the location of areas where multi-use trails are recommended for construction within the City of Tukwila. Additional projects to extend the Green River Trail north to Seattle, to connect Tukwila to the Chief Sealth Trail in Seattle, and to connect North SeaTac Park with the Green River Trail will require partnerships with adjacent jurisdictions, and further study to determine the best trail alignments. These trail connections have been identified as important improvements in the Walk & Roll Surveys, in public meetings, and in meetings with adjacent jurisdictions in order to expand the breadth of and increase connectivity in the regional trail system.

Table 5: Recommended Paved Multi-Use Trails

Recommended Multi-Use Trails
West Marginal Place (extend Green River Trail to northern City limits)
Duwamish Riverbend Hill to Airport Way
Two Rivers Trail
Nonmotorized Trail (from Southcenter Blvd up to 51 st Ave S)
Trail Through WSDOT Right-of-Way
Railroad spur through Southcenter
Green River Trail (extend Green River Trail on west side of river south from S 180 th Street to southern City limits)

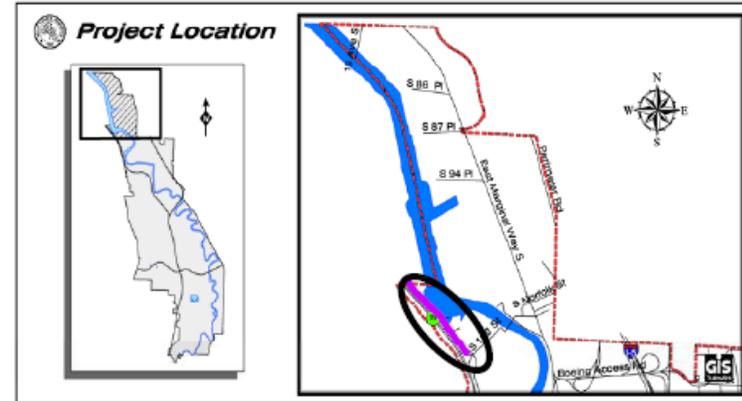
West Marginal Place



North of Green River Trail-end



Green River Trail terminus



Improvements Summary
<p>Current conditions/issues:</p> <p>Current cross-section: 10.5' 10.5', with a shoulder that ranges from 0' to 2.5'</p> <ul style="list-style-type: none"> • Narrow roadway width • Narrow shoulder width • Relatively low traffic • Poor surface condition. <p>Improvement Options (In order from most bicycle-friendly to least, with 1 being the most bicycle-friendly improvement option. The most bicycle-friendly options, to be determined for each corridor through a feasibility study, should be built in the long-term, even when secondary options are built in the interim.):</p> <ol style="list-style-type: none"> 1. Extend Green River Trail to the northern city limits, and to the limits of the North Annexation Area pending annexation to the City of Tukwila. 2. Construct bike lanes and signage. 3. Widen paved shoulders to provide extra room for bicyclists and add signage. 4. Add directional signs pointing out connection from West Marginal Place to Green River Trail, with conditions remaining the same.



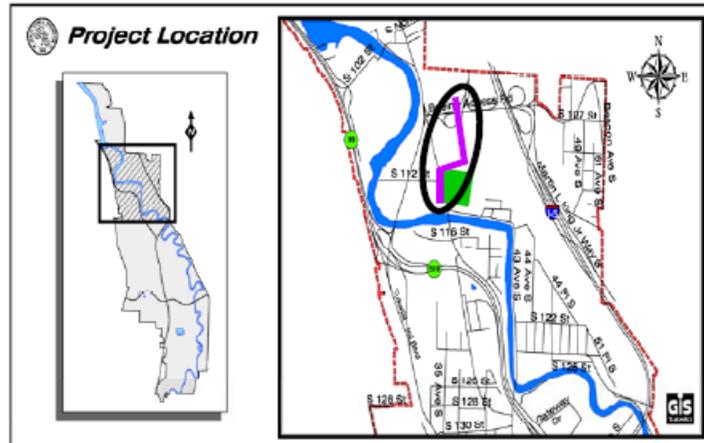
Park Site: Existing Conditions



Park Site: Planned Trails within the Park

Duwamish River Bend Hill to Airport Way

This route extends from S 115th Street along the western edge of the future Duwamish/Riverbend Hill Park up to Boeing Access Road and Airport Way. Construction of a trail here would provide a dedicated route for bicyclists and pedestrians that could tie in to plans for the future park, and would provide an alternative for bicyclists to riding with automobile traffic along East Marginal Way. Additionally, this route would provide an alternative to navigating the complicated intersection at East Marginal Way and Boeing Access Road to get to Airport Way. Airport Way is one of the primary north-south connections for bicyclists from Tukwila to the City of Seattle. Though Airport Way is completely within Seattle city limits, the Seattle Bike Master Plan has Airport Way on its list of streets that need improvements. Improvements identified for Airport Way within the Seattle Bike Master Plan are either (1) improvement of the shoulder and restriping for bike lanes; or (2) improvement of the shoulder for construction of a paved multi-use trail. The Duwamish River Bend Hill to Airport Way would thus provide an important connection to Seattle, and directional signage would guide bicyclists to connections such as the Duwamish/Green River Trail and employment sites in the vicinity.



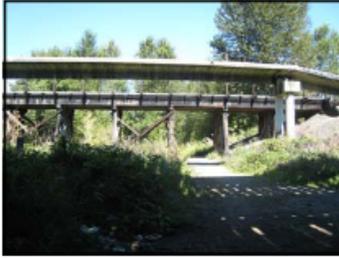
Improvements Summary

Current conditions/issues:

- Properties to the north, which would need to either be acquired, or on which easements would need to be gained for a trail, are owned by Seattle City Light, the City of Seattle, the Seattle Police Athletic Association (for the Seattle Police shooting range), and the Northern Pacific Railroad.
- This project may not be feasible as long as the shooting range is active in its current location.
- Wetlands and steep slopes are in this area.

Improvement Options (in order from most bicycle-friendly to least, with 1 being the most bicycle-friendly improvement option):

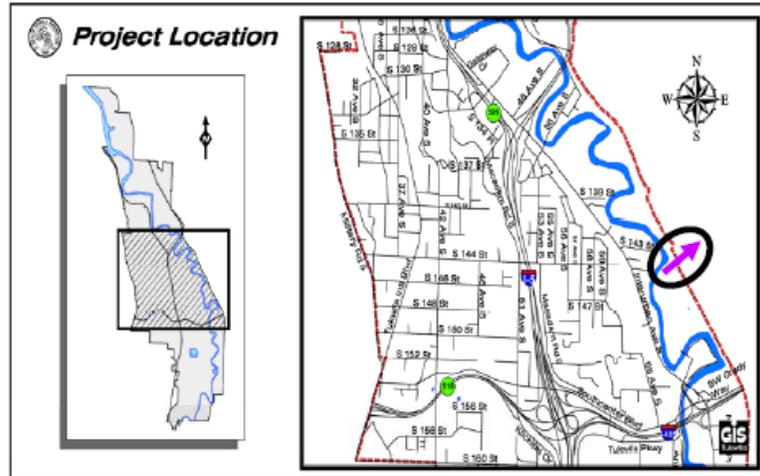
1. Develop a multi-use trail, including installation of directional signage. The value of this trail would depend on the ability of Airport Way to attract cyclists—construction of this trail should be coordinated with Seattle’s plans for construction of bicycle facilities along Airport Way.



Connection underneath railroad bridges

Two Rivers Trail

This route is already used informally, and represents an opportunity to connect the City of Renton with the Green River Trail. The Cascade Bicycle Club identified this connection in its Left by the Side of the Road report as a critical link in the regional bicycle system. Cooperation between the City of Tukwila and the City of Renton, as well as with the railroad companies, will be necessary in order to make this informal connection a paved multi-use trail.



Improvements Summary

Current conditions/issues:

- Dirt path connecting Fort Dent Park to City of Renton, overgrown with blackberries
- Chain link fence (with “no trespassing” sign) currently blocks entrance to the route from Renton

Improvement Options (in order from most bicycle-friendly to least, with 1 being the most bicycle-friendly improvement option):

1. Develop a multi-use trail, including installation of directional signage.



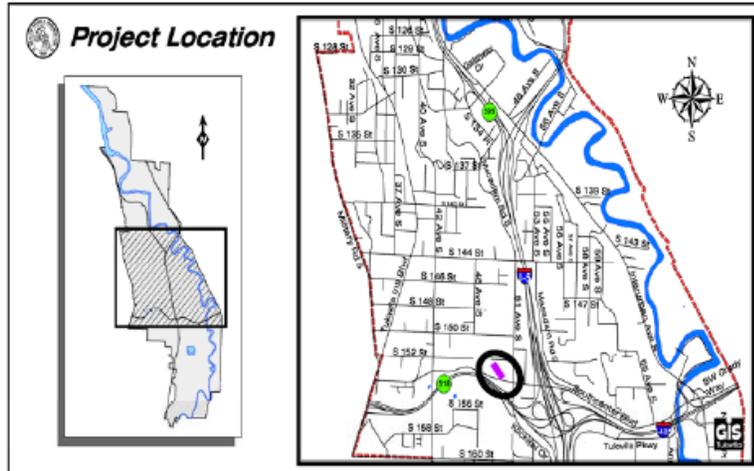
On hillside at east side of 51st Ave S bridge



On hillside at east side of 51st Ave S bridge

Non-Motorized Trail (Southcenter Blvd to 51st Ave S)

State Route (SR) 518 and Interstate (I)-5 bisect the City of Tukwila, separating neighborhoods from popular destinations with few crossings that are far apart for pedestrians and cyclists. A key connection that would help bridge the distances would be a short trail between Southcenter Blvd and 51 Ave. S.



Improvements Summary

Current conditions/issues:

A retaining wall has recently been constructed underneath the 51st Ave S bridge. A study will need to be done to evaluate the best design and location for a ramp or staircase with bike gutter to make the connection between Southcenter Blvd and 51st Ave S.

Improvement Options (in order from most bicycle-friendly to least, with 1 being the most bicycle-friendly improvement option):

1. Construct a non-motorized ramp from Southcenter Blvd to 51st Ave S.
2. Construct a staircase that includes a bike gutter for bicycle and pedestrian access from Southcenter Blvd to 51st Ave S.



Southcenter Blvd Trail Alignment

Source (for above graphic, and graphics below): Sean Fernandez



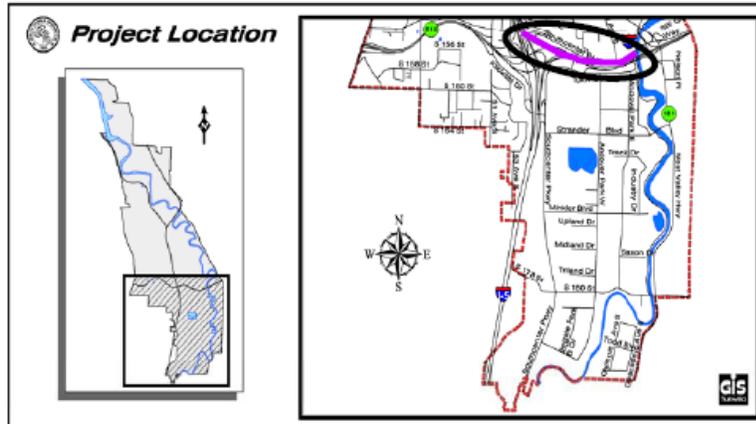
West end trailhead location



East end trailhead location

Trail through WSDOT Right-of-way

The land through which this proposed trail runs is within Washington State Department of Transportation (WSDOT) right-of-way. A trail in this area would provide a dedicated route for bicyclists and pedestrians in an area of the City that is characterized by congestion and is difficult for bicyclists and pedestrians to navigate given the disconnected network of sidewalks and complicated intersection areas. This alignment would provide a connection underneath the I-5 freeway. However, as listed under the existing conditions, there are complicated right-of-way and critical areas issues that would need to be addressed with construction of a trail in this area.



Improvements Summary
<p>Current conditions/issues:</p> <ul style="list-style-type: none"> • This area includes Seattle Public Utilities (SPU) right-of-way, in which there is a 60" water main. • WSDOT is planning a widening of I-405 in this area, so any trail location would need to be coordinated with WSDOT plans. • A creek runs through this area, and is heavily planted with trees. A feasibility study would help determine whether there is room for a trail in this area. • Freeway on- and off- ramps, and bridges over I-405 may provide additional challenges in trying to locate a trail alignment in this area. <p>Improvement Options (in order from most bicycle-friendly to least, with 1 being the most bicycle-friendly improvement option):</p> <ol style="list-style-type: none"> 1. Development of a multi-use trail, including signage, linking the Southcenter urban center with the Green River Trail.



End of spur at Triland Drive



Spur between Upland and Midland Drives

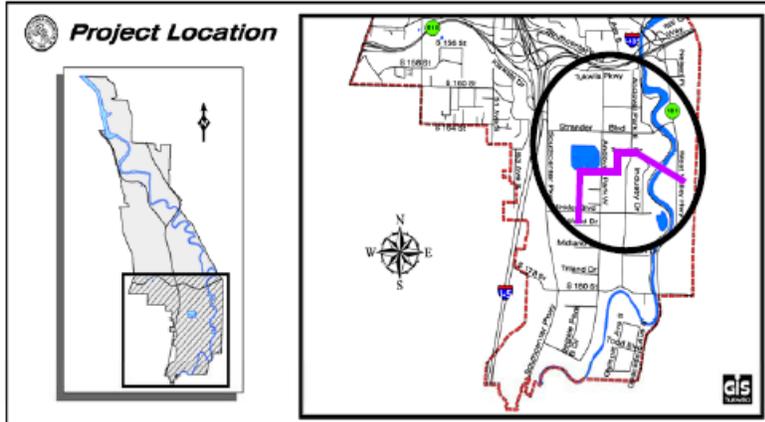


Railroad trestle over the Green River

Railroad Spur through Southcenter

A number of working railroad spurs run through the Southcenter urban center. Trains make regular but infrequent use of these tracks. If the current land uses through the south portion of the urban center change from warehousing to other uses, the need for active railroad spurs could cease. In order to preserve the current railroad right-of-way for trail use, the City of Tukwila should be watchful of requests for abandonment. With an active and heavily used street grid through the urban center, only one other north-south route is identified as a recommended bicycle-friendly route in the Southcenter urban center (Andover Park East). Acquiring and converting railroad spurs into a multi-use trail would allow non-motorized access through much of the urban center, and would link to the Green River Trail and ultimately with the City of Renton.

Presently, these railroad spurs snake between warehouses on Union Pacific tracks from a trestle crossing the Green River, west past Andover Park West, and south from Upland to Triland drives. The tracks end within 600 feet of S. 180th Street. An easement and a trail to link through to S. 180th are also desired.



Improvements Summary
<p>Current conditions/issues:</p> <ul style="list-style-type: none"> • Active but infrequently used rail spur of various widths • Located between warehouses and alongside roads • Ownership of tracks varies between rail lines and property owners • In some cases when the rail line is abandoned, the deed returns the right-of-way to the original owner of the land automatically. <p>Improvement Options (in order from most bicycle-friendly to least, with 1 being the most bicycle-friendly improvement option):</p> <ol style="list-style-type: none"> 1. Develop a multi-use trail, including signage, linking the urban center with the Green River Trail.



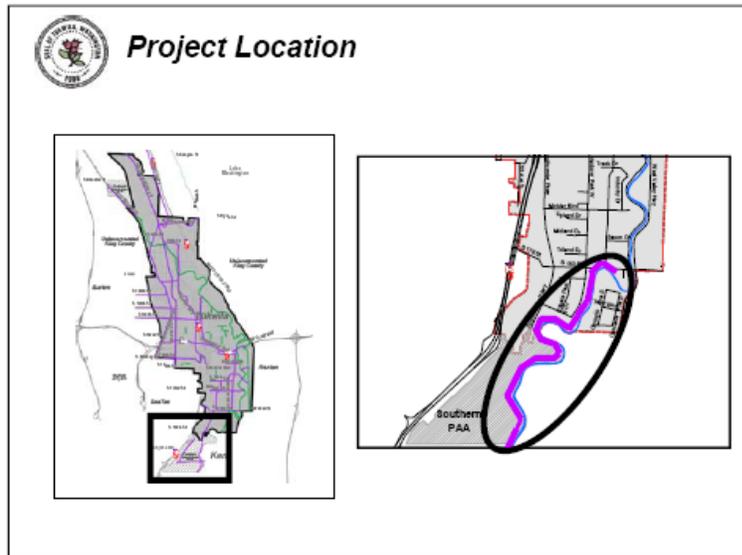
West bank of the Green River within the Southern PAA, looking south



West bank of the Green River within the Southern PAA, looking north

Green River Trail Extension (south of S 180th Street through Southern PAA)

The Green River Trail runs the entire length of the City of Tukwila on either the west or east bank of the river. The draft plan for public access as described in the Shoreline Program is to expand this popular trail system. One stretch of riverfront where no trail currently exists is south of S. 180 Street. This west bank of the Green River has a dike where a trail could be constructed. A trail extension along the west side all the way to the south end of the City's Southern Potential Annexation Area (PAA) would provide the opportunity for connections to large employers as well as to the cities of SeaTac and Kent.



Improvements Summary

Current conditions/issues:

- Southern Potential Annexation Area is unincorporated King County and currently outside the City Of Tukwila's jurisdiction
- The bank is covered with invasive vegetation for most of its length within in Southern PAA.
- An informal dirt path is located along the river bank in some sections.

Improvement Options (in order from most bicycle-friendly to least, with 1 being the most bicycle-friendly improvement option):

1. Construct multi-use trail on west side of the river, with directional signage to show nearby destinations that can be reached off the trail.

Unpaved Multi-Use Trails

The following pages contain Neighborhood Maps that act as project sheets for potential Unpaved Multi-Use Trails. Each map highlights pedestrian destinations such as schools, parks and high employment sites. Opportunities for new trails in each neighborhood include unimproved right-of-way (shown as brown lines) and potential trails (shown as green dashed lines). Each map shows existing sidewalks (red lines) and trails (solid green lines.) which illustrate how existing trails increase the connectivity within Tukwila's neighborhoods. Contours shown on the maps (thin, light brown lines) also provide the reader with an idea of the topography of neighborhoods and the grade of potential trails.

There are a number of different ways to implement this program. One example would be to establish a community building program that would require relatively little capital. The City could staff the program and provide seed money that would be matched by local homeowners or civic groups such as Scouting organizations or school site councils. Through neighborhood meeting, community members would prioritize the locations of future trails and provide labor while the City provides a material match.

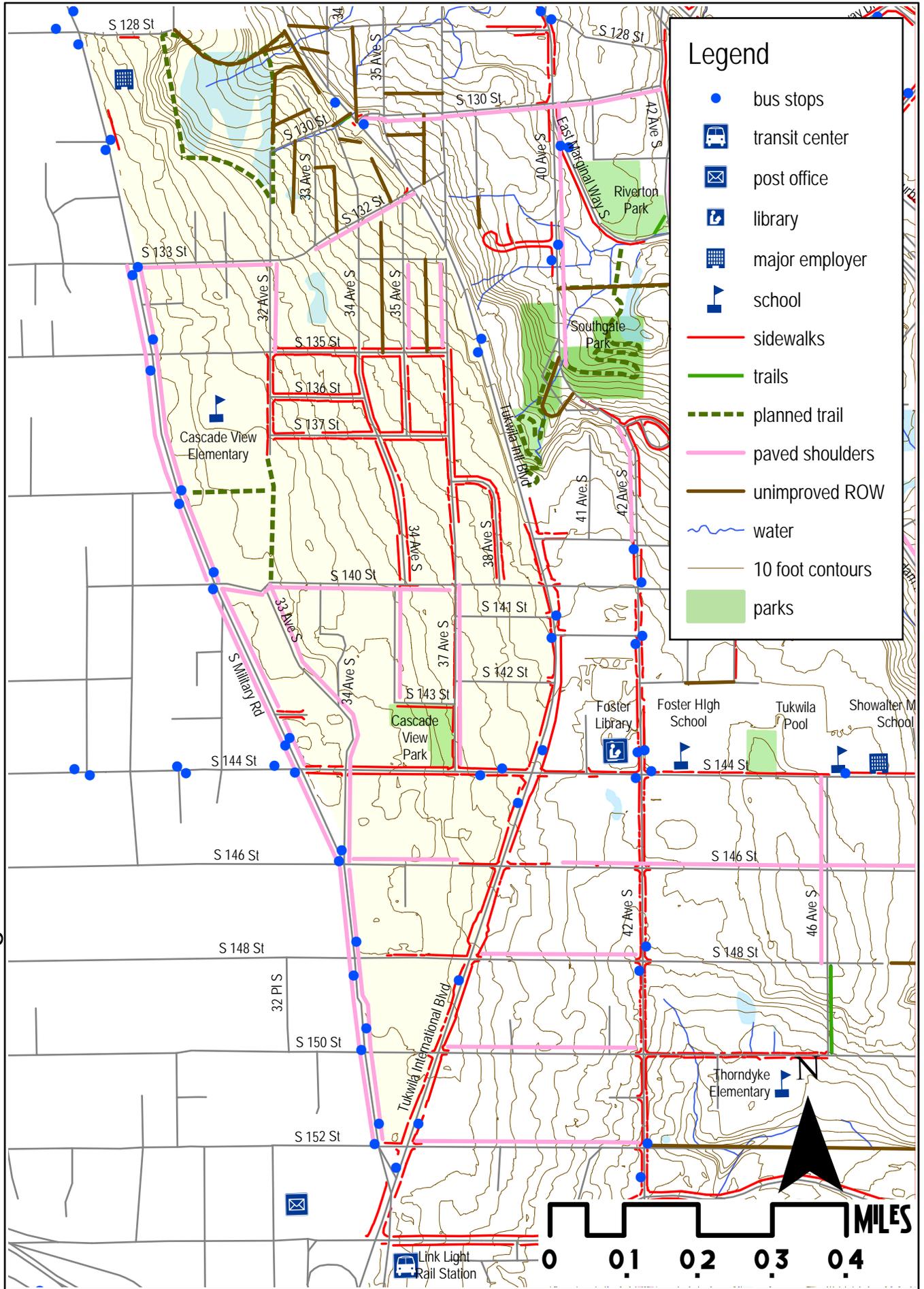
Other connections could be acquired and built at the time of a new subdivision design and site development.

Table 6: Recommended Unpaved Multi-Use Trails

Neighborhood Maps: <i>Unimproved Right-of-Way areas and Potential Trails in Tukwila's Neighborhoods</i>	
Figure 7	Cascade View Neighborhood
Figure 8	McMicken Neighborhood
Figure 9	Riverton & Foster Neighborhoods
Figure 10	Ryan Hill, Allentown & Duwamish Neighborhoods
Figure 11	Thorndyke Neighborhood
Figure 12	Tukwila Hill & Foster Point Neighborhoods
Figure 13	Southcenter
Figure 14	Manufacturing Industrial Center & Potential North Annexation Area
Figure 15	Tukwila South & Potential South Annexation Area

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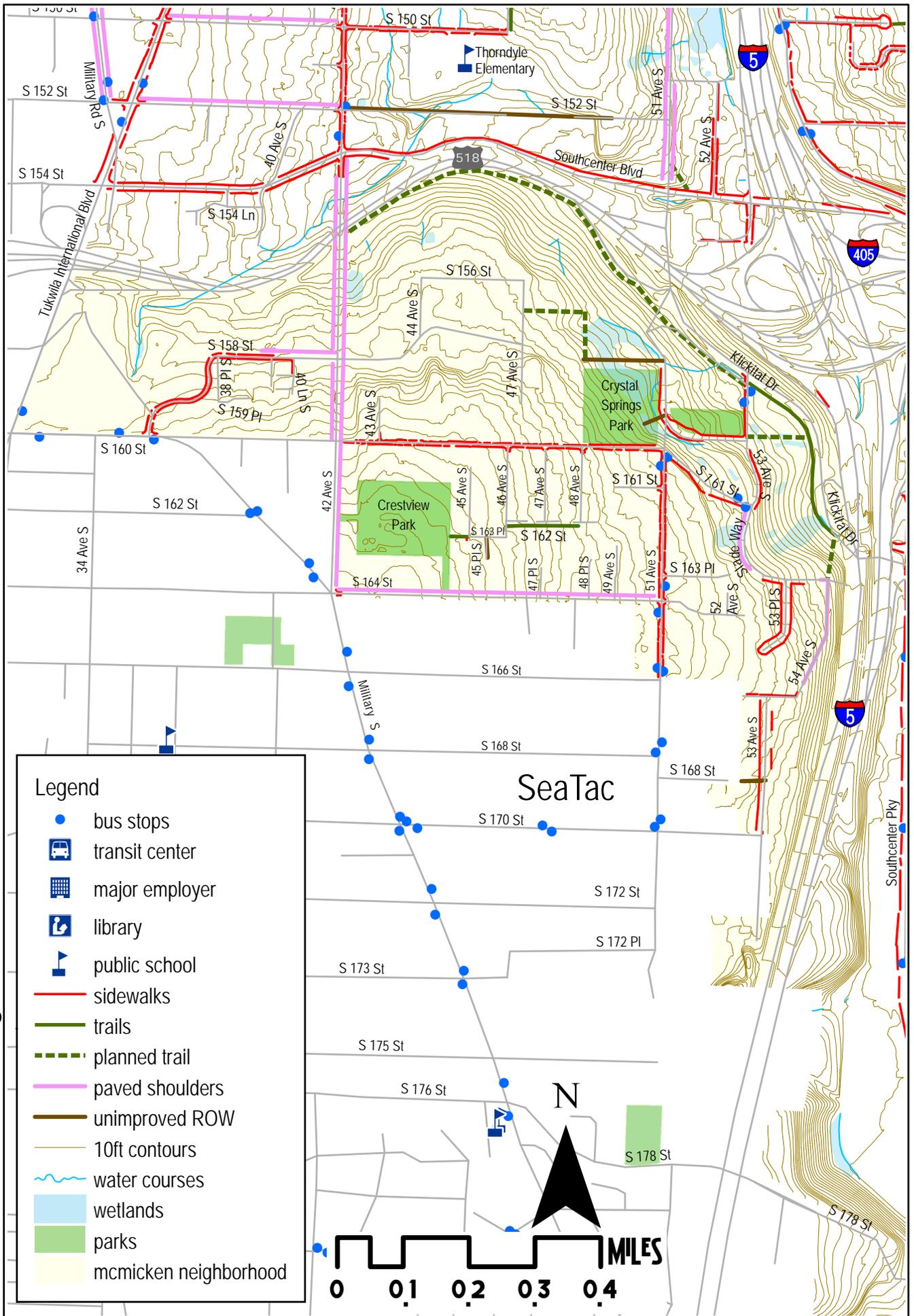
Cascade View Neighborhood



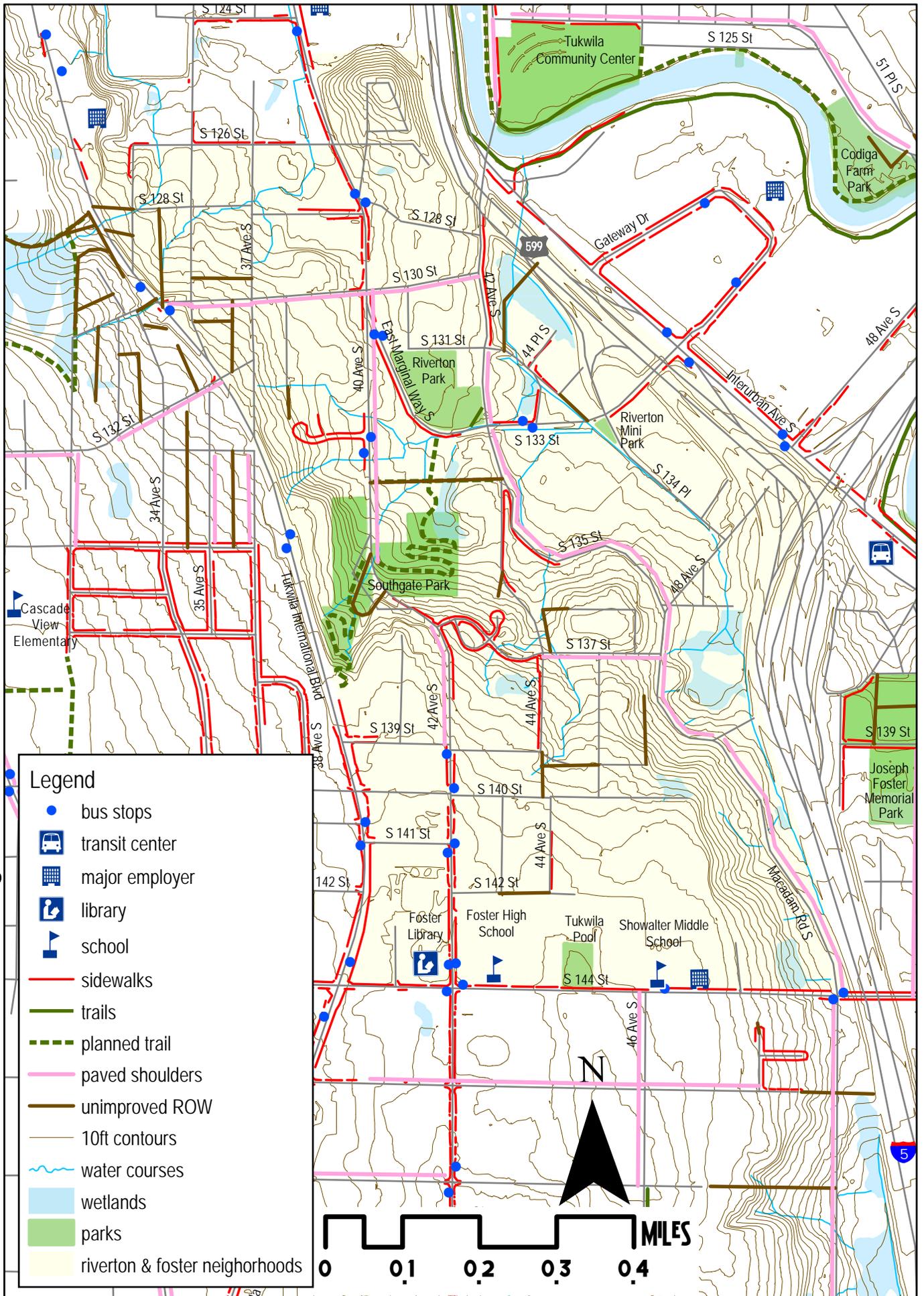
McMicken Neighborhood

Legend

-  bus stops
-  transit center
-  major employer
-  library
-  public school
-  sidewalks
-  trails
-  planned trail
-  paved shoulders
-  unimproved ROW
-  10ft contours
-  water courses
-  wetlands
-  parks
-  mcmicken neighborhood



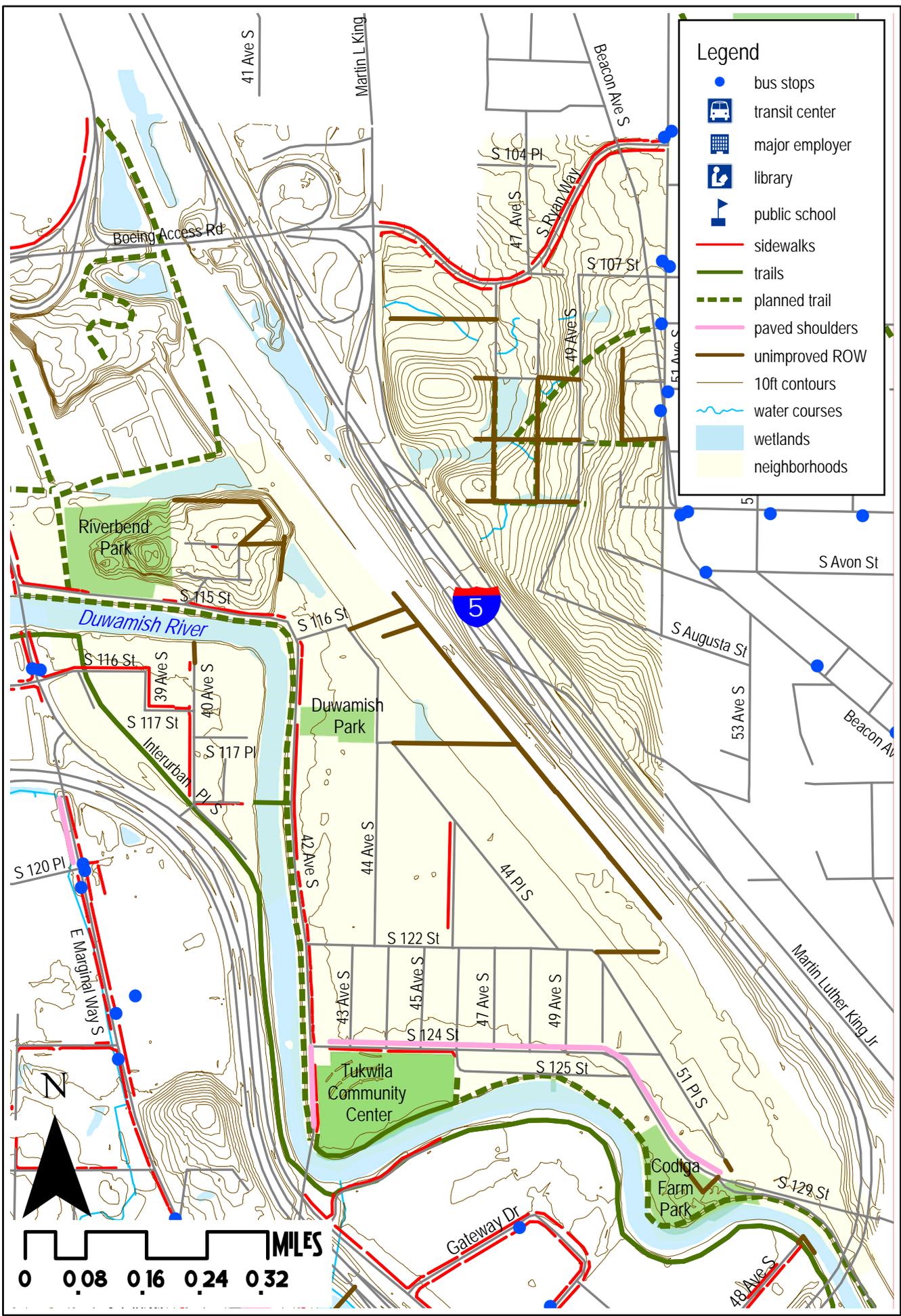
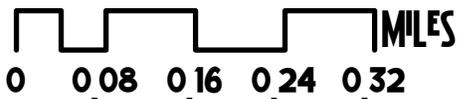
Riverton & Foster Neighborhoods



Legend

- bus stops
- transit center
- major employer
- library
- school
- sidewalks
- trails
- planned trail
- paved shoulders
- unimproved ROW
- 10ft contours
- water courses
- wetlands
- parks
- riverton & foster neighborhoods

Ryan Hill, Allentown & Duwamish Neighborhoods

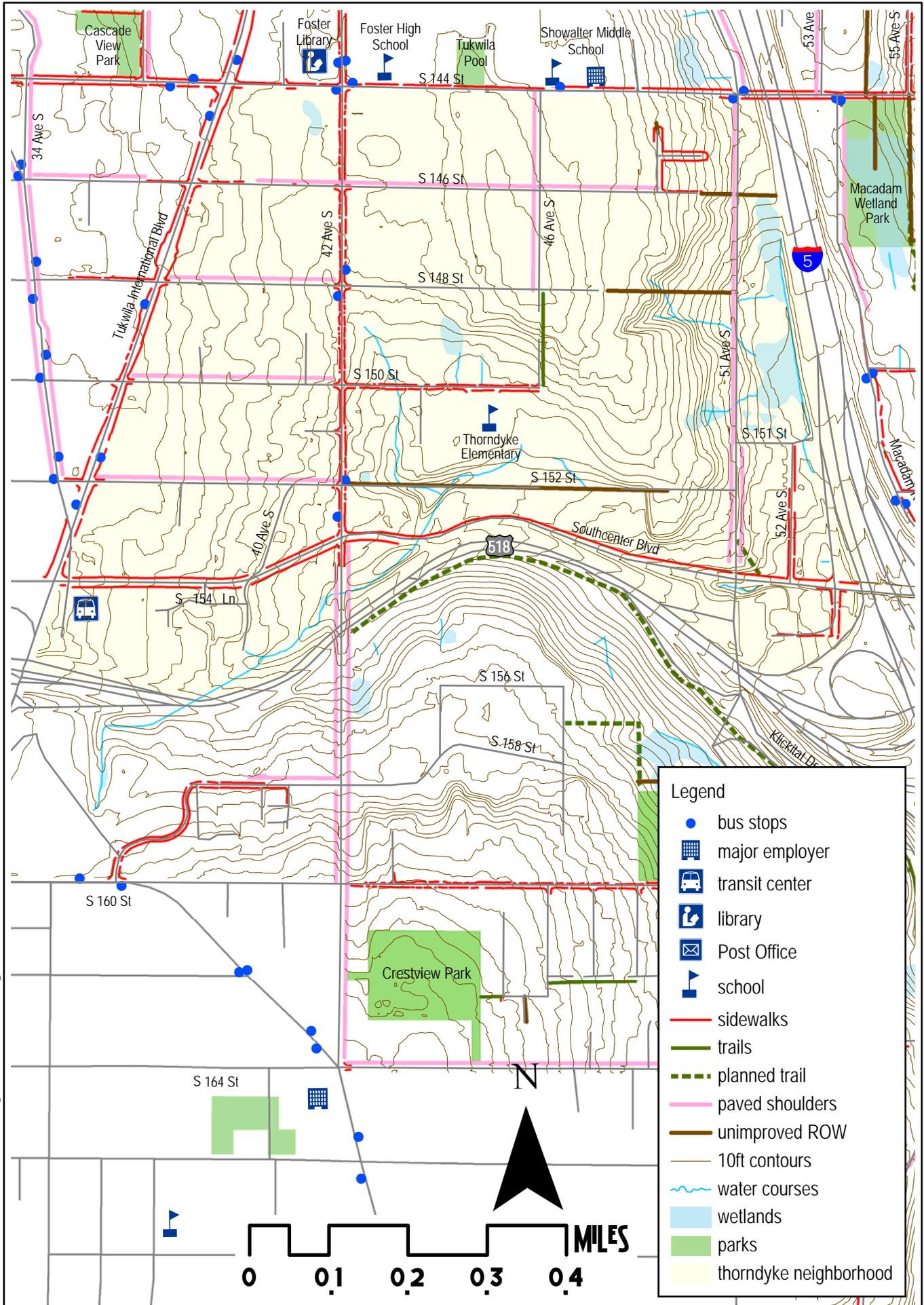


- Legend**
- bus stops
 - transit center
 - major employer
 - library
 - public school
 - sidewalks
 - trails
 - planned trail
 - paved shoulders
 - unimproved ROW
 - 10ft contours
 - water courses
 - wetlands
 - neighborhoods

Thorndyke Neighborhood

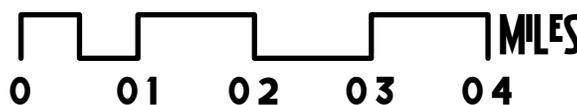


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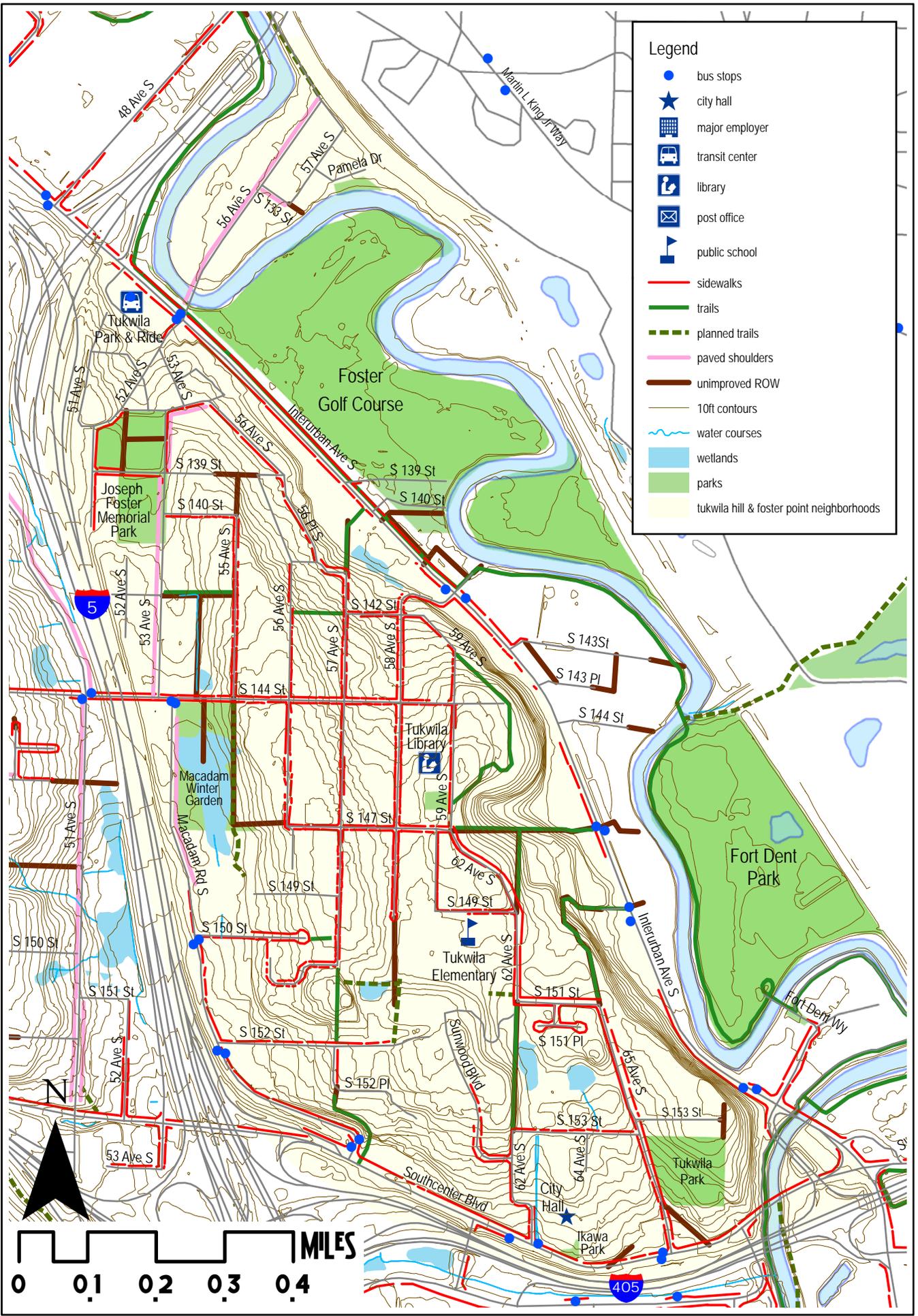


Legend

- bus stops
- major employer
- transit center
- library
- Post Office
- school
- sidewalks
- trails
- planned trail
- paved shoulders
- unimproved ROW
- 10ft contours
- water courses
- wetlands
- parks
- thorndyke neighborhood

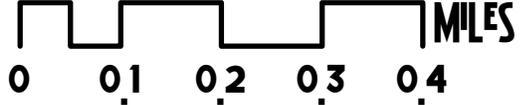


Tukwila Hill & Foster Point Neighborhoods



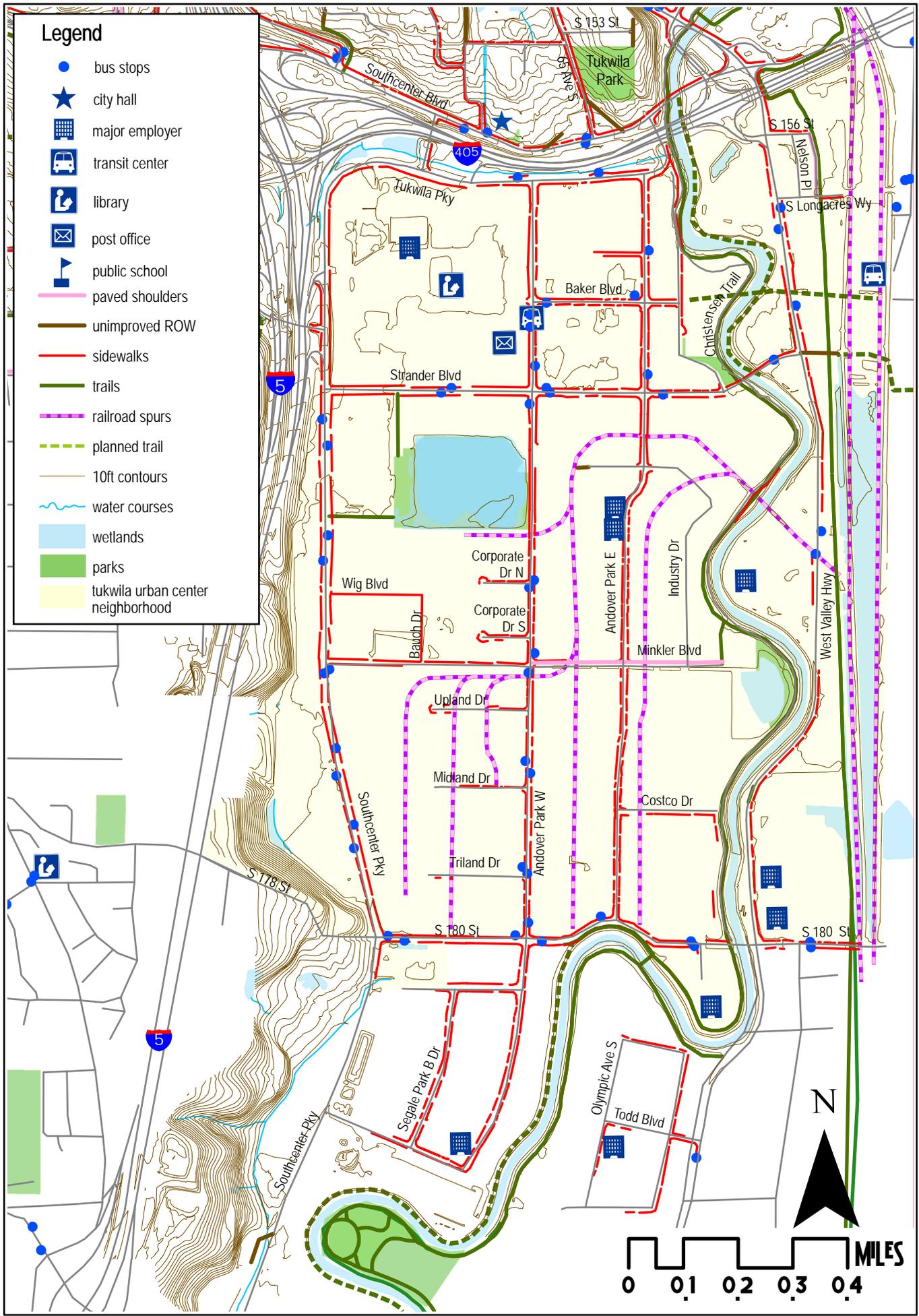
Legend

- bus stops
- ★ city hall
- major employer
- transit center
- library
- post office
- public school
- sidewalks
- trails
- - - planned trails
- paved shoulders
- unimproved ROW
- 10ft contours
- water courses
- wetlands
- parks
- tukwila hill & foster point neighborhoods

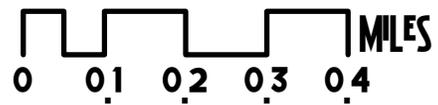


Legend

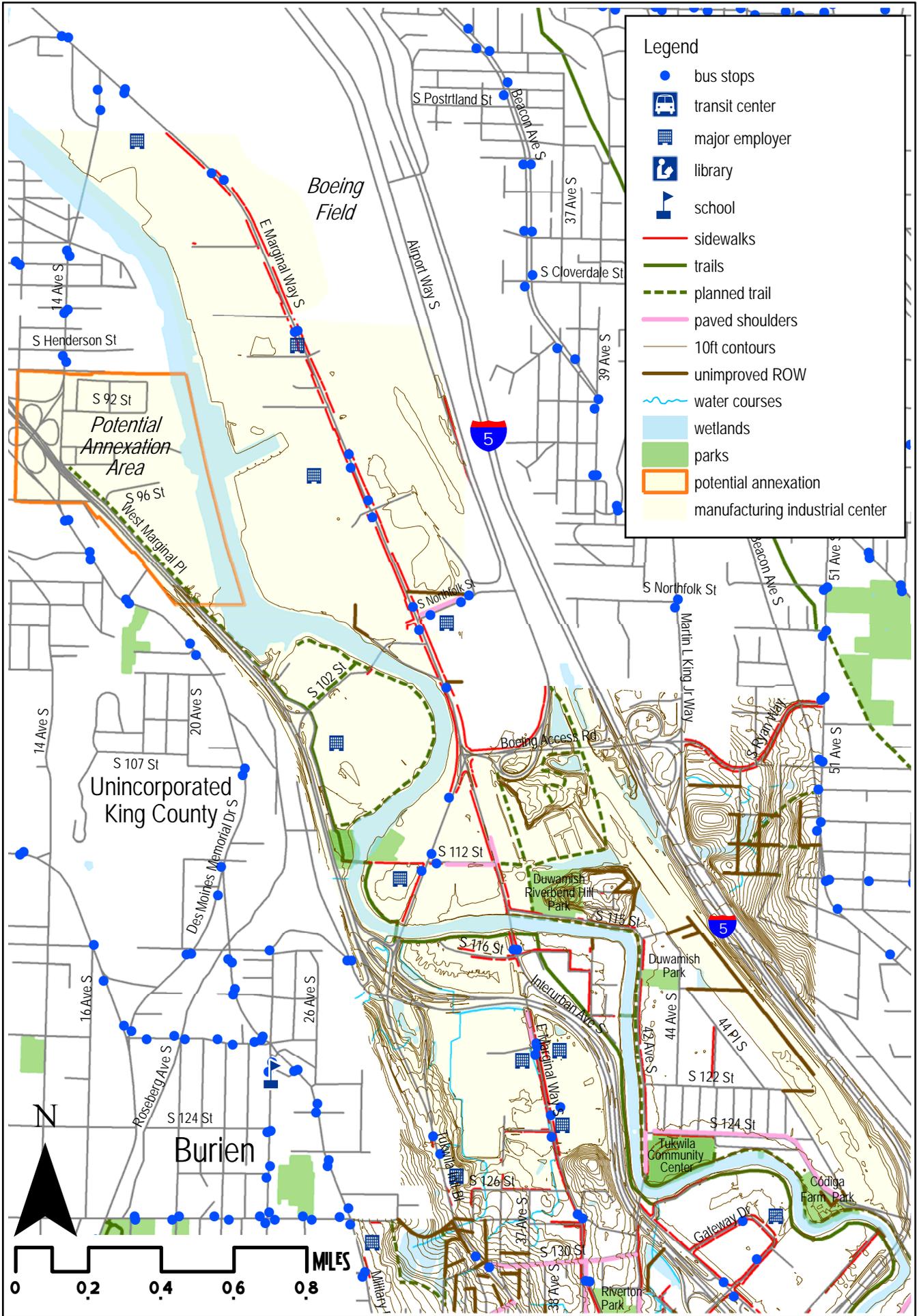
- bus stops
- ★ city hall
- major employer
- transit center
- library
- post office
- public school
- paved shoulders
- unimproved ROW
- sidewalks
- trails
- - - railroad spurs
- - - planned trail
- 10ft contours
- ~ water courses
- wetlands
- parks
- tukwila urban center neighborhood



Southcenter



Manufacturing Industrial Center & Potential North Annexation Area



Sidewalks

The **Pedestrian Conditions** map, labeled **Figure 16**, shows where existing sidewalks, paved shoulders, and trails are located within Tukwila, as well as areas outside the City where Tukwila residents walk and bike. Also shown on this map are areas where potential pedestrian improvements could be made, including such as unimproved rights-of-way (ROW), railroad spurs (for future construction of rail-trails.) Unimproved rights-of-way, railroad spurs, and potential trail areas would most likely be improved as either paved or unpaved multi-use trails. Areas with paved shoulders and streets with no type of pedestrian accommodations are areas where sidewalks are recommended.

A proposed prioritization method is recommended in this plan to assist the evaluation of which sidewalks should be built first. Three categories were considered in the point system – Street type and adjacent land use; Pedestrian generators and network extension.

The goal of the sidewalk construction program is to improve comfort and safety for pedestrians. Given the extent of streets without sidewalks in Tukwila, sidewalk construction should be prioritized first in areas that have the most potential for people walking, particularly people for whom walking is a primary means of transportation. Therefore, sidewalk projects will receive priority if:

- they are near a facility that generates higher-than-average pedestrian traffic (such as a school, transit stop or a library)
- they serve a population that uses walking as a primary form of transportation (such as school-age children)
- they fill in or expand the existing sidewalk network

The following point determination is the first step in project analysis. It is followed by application of balancing factors.

1. Street Type and Land Use– 45 possible points

1a. Land Use – urban center

25 points Sidewalk segment is located within the Regional Center, Tukwila Pond or TOD districts in Southcenter;

5 Points Sidewalk segment in the Commercial Corridor or Work Place districts in Southcenter.

1b. Street Types - classified according to vehicle volumes and adjacent land uses.

20 points Local Connectors – a collector arterial with any adjacent land use and speeds over 25 mph

10 points Regional Connectors – a principal arterial with any adjacent land use and speeds over 25 mph

10 points Commercial Connectors – a minor arterial with any adjacent

Nonmotorized Transportation Plan

land use and speeds over 25 mph

1c. Land Use - Housing Density

10 points Sidewalk segment is adjacent to a multi-family housing zone outside of Southcenter

2. Pedestrian Generators –57 possible points

Projects will receive the designated number of points for being located within 1,320 feet (one quarter of a mile) of a generator.

25 points School – accredited K-12

10 points High capacity transit station/stop (rail, light rail, BRT)

4 points Transit (bus)

4 points Major employment center (>100 employees)

4 points for any one of the following:

- Hospital
- Elder care facility
- Facility serving people with disabilities
- Child care center

10 points for any one of the following:

- Park
- Library
- Community Center
- Post Office

3. Missing Link/Extension of Network – 5 possible points

Projects will receive the designated number of points for building on the existing sidewalk network.

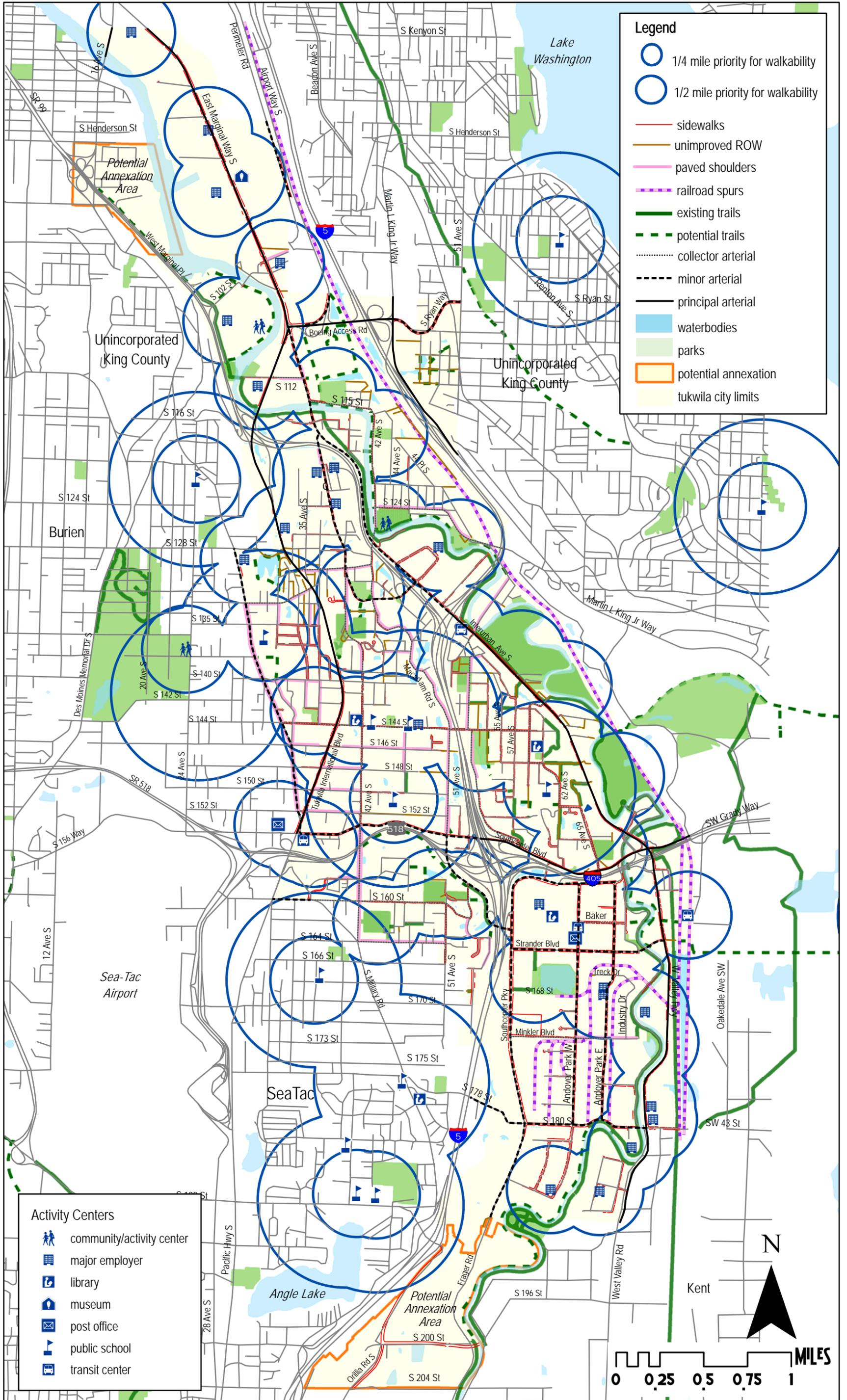
5 points Sidewalk segment fills a missing link and/or connects two pedestrian generators, **OR**

3 points Sidewalk segment serves as an extension (same side of the street) as an existing sidewalk

Balancing Factors

Once projects have been analyzed according to the categories above, they will be evaluated to determine ultimate priority. For instance, even though a project may rank high initially, other circumstances may determine that the project is not an immediate priority. The following factors help make this determination:

Pedestrian Conditions



Legend

- 1/4 mile priority for walkability
- 1/2 mile priority for walkability
- sidewalks
- unimproved ROW
- paved shoulders
- railroad spurs
- existing trails
- potential trails
- collector arterial
- minor arterial
- principal arterial
- waterbodies
- parks
- potential annexation
- tukwila city limits

Activity Centers

- community/activity center
- major employer
- library
- museum
- post office
- public school
- transit center

N

0 0.25 0.5 0.75 1 MILES

- Geographic balance – Does the project improve the balance of sidewalk funding to be spent among geographic sectors of the City?
- Community interest – Is there significant community support for the project?
- Cost/opportunities – If the project is a high-priority project, are there grant opportunities available? Can the project be timed to coincide with other City projects and make implementation more efficient?
- Previous commitments – Has a commitment been made to complete a project?

A planning level cost estimate for sidewalk construction is \$125.00 a linear foot. There are 140 linear miles of street edge that are without sidewalks. Roughly 92 million dollars would be needed to complete sidewalks in the City. The Existing Conditions section of this Plan lists arterial streets and streets within a quarter mile of schools that do not have sidewalks. These streets combined with the system above will be the starting point for a prioritization process for sidewalk construction.

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Performance Goals & Measures

How will we know if we are meeting our goals?

When this Plan is updated in the future, it will be important to make an assessment of progress. Quantitative measures will assist in acknowledging the degree of success. This section contains quantitative measures to employ in assessing progress. It also serves as a checklist summarizing the recommendations outlined in the plan.

The relevant existing goals and policies of the City's Comprehensive Plan are listed in Appendix C, Planning and Policy Context. The following is a synthesis of the City's Comprehensive Plan, meant to distill and focus the efforts of the nonmotorized plan into an action plan that is quantifiable and measurable.

Goals

Connectivity

Goal: To have a nonmotorized transportation system that connects major amenity areas and destinations within Tukwila (including schools, parks, employers, and commercial areas), making cycling and walking a viable and enjoyable form of transportation and recreation within and from each neighborhood.

Table 7: Performance Goals and Measures

Performance Goals Measures	2009 condition	2014 goal
East west cross-streets and through-pedestrian connections on north-south routes at a minimum of 1,320 feet (1/4 mile)	42 needed connections	10% reduction (4 connections created)
A system of sidewalks on both sides of arterials, within 1/4 mile of major activity centers, including employers, transit stops, schools, public facilities, and retail	70.5% coverage 25.8 miles of sidewalk; 36.5 miles of street edge	75% coverage; Construct 1 mile of sidewalk
Increase the total linear miles of sidewalks on both sides of Tukwila's streets	26%; 57 miles of sidewalk; 196.7 miles of street edge	30%; Construct 7 miles of sidewalk
Increase the total linear feet of trails (not to include multi-use trails such as the Green River Trail or Interurban Trail)	9,278 linear feet	5% increase; Add 464 feet of trail

Table 7: Performance Goals and Measures (Continued)

Performance Goals Measures	2009 condition	2014 goal
Conduct further research on the ownership and disposition status of railroad spurs within the city to determine the feasibility of use of these areas for multi-use trails.	Specific railroad spurs within Tukwila are identified as Multi-Use Trail project sheets in this plan.	Relationships established with (1) Union Pacific Railroad (for spurs within the urban center) and (2) Burlington Northern Santa Fe (MIC) <ul style="list-style-type: none"> • Identification of and relationships established with property owners with railroad easements
Increase the miles of bike lanes on both sides of identified bicycle friendly routes (including potential annexation areas)	3.93 miles	50% increase; add 2 miles of bike lanes
Change Tukwila Municipal Code requirements (Chapters 11 and 17) to require the construction of sidewalks and trails for any type of new development on one or more lots, including short subdivisions and boundary line adjustments	Frontage improvements are required for new construction, with the exception of new single-family homes, subdivisions of 4 or fewer lots, and boundary line adjustments.	Code changes completed and implemented. Sidewalks are required for all new developments. Where sidewalks are not the appropriate improvement type, trails are provided.
Change zoning standards to require or provide incentives for inclusion of nonmotorized amenities in new development. Examples of these types of amenities include pedestrian weather protection, showers at employment sites, and secure bicycle parking (lockers, locked enclosures)	Bicycle parking standards in zoning, pedestrian weather protection encouraged as part of BAR process.	Adoption of zoning standards.

Goal: To have a network of pedestrian and bicycle facilities that connects the City of Tukwila with activity areas in adjacent jurisdictions,

Performance Goals Measures	2009 condition	2014 goal
Number of new connections between the City and adjacent jurisdictions	4 (trails and bike lanes connecting to Kent and SeaTac)	5 (construction of the Two Rivers Trail)
Establish a fund to allow the City to form partnerships with developers or other public agencies to complete missing links in the pedestrian and bicycle system as opportunities arise.	Missing Links identified.	Fund established and projects identified in the CIP.
Number of grants applied for that includes a partnership with an adjacent jurisdiction for construction of nonmotorized facilities.	1 (Strander extension & improvement with bike lanes; Renton)	2 (1 per biennium)

Goal: To consider and provide for all users of the roadway, including pedestrians and bicyclists, when new streets and/street improvements are made.

Performance Goals Measures	2009 condition	2014 goal
Using the Bicycle and Pedestrian Infrastructure Designs included in this document as a guide, amend the Development Guidelines and Infrastructure and Construction Standards to include the latest in pedestrian and bicycle infrastructure designs.	Standards for sidewalks are included in the City's standards.	Amend all existing standards to include full range of pedestrian and bicycle infrastructure.
Include construction of bike lanes and sidewalks in all street improvement projects.	The CIP lists some projects as including sidewalks or bike lanes.	Ensure that bike lanes are included in CIP sheets that include bicycle-friendly routes, and sidewalks are included on all CIP sheets.

Nonmotorized Transportation Plan

Safety

Goal: For pedestrians, bicyclists and motorists to be and feel safe while sharing public space with each other.

Performance Goals Measures	2009 condition	2014 goal
Increase the number of bicycle helmets distributed per year by the fire department	105 annually (average for the past 5 years)	125 annually
Provide Hazelnut articles with information about the bicycle helmet program, articles to encourage bicycling and walking, and/or bicycle safety measures	1-2 articles annually	1 article per issue (4 articles per year)
Partner with school districts serving Tukwila and community in conducting one bicycle rodeo per year at a neighborhood location and include adults	One bicycle rodeo per year; additional involvement by adults needed.	Partnership with school districts (for projects and events related to): <ul style="list-style-type: none"> • Safe Routes to School • Walk to School Month
Increase the number of the 2006 6 th grade cohort always wearing bicycle helmets when riding a bicycle. One possible strategy to implement this goal is to increase the number of Safe Rider Citations (see Appendix B)	8.1%	50%

Encouragement

Goal: To see people throughout Tukwila walking and bicycling for transportation and recreation.

Performance Goals Measures	2009 condition	2014 goal
Provide staff support and partner with school districts in organizing a Walk to School Day event	Walk to School Day not widely promoted within Tukwila School District.	Initiate in 2008 (with participation increasing 10% annually)
Increase the number of participants in the Commuter Challenge from within the jurisdictional limits of the City of Tukwila	Participation not measured	Measure participation in 2008; increase by 5% annually

Table 7: Performance Goals and Measures (Continued)

Performance Goals Measures	2009 condition	2014 goal
Increase CTR Participation among City of Tukwila employees	77.9% SOV (2005 survey) 15.4 VMT (2005 survey)	10% reduction in SOV by 2011 13% reduction in VMT by 2011
Increase Bike to Work Week Participation from within the jurisdictional limits of the City of Tukwila	Participation not measured	Measure participation in 2008; increase by 5% annually

Quality of Life

Goal: To have a region wide reputation as an attractive and viable place to walk and bike for fun and transportation. Improve upon Tukwila's status as a place people (including residents, employees, tourists, and other visitors) want to be by providing a safe and connected transportation system for multiple modes of transportation.

Performance Goals Measures	2009 condition	2014 goal
Increase in distribution of maps and signage for nonmotorized system	Trail maps developed by King County and 3,000 copies provided to Tukwila	Identify designated distribution points for trail maps, and advertise these locations annually through the Hazelnut.
Develop system of sidewalks on both sides of arterials within ½ mile of major activity centers, including employers, transit stops, schools, public facilities, and retail	17%: 13.65 miles of sidewalks; 78.36 miles of ROW	23%: 4.35 new miles of sidewalks; 78.36 miles of ROW
Increase the number of Tukwila 6 th graders riding a bike or walking near their home or to school	24% neither walked nor biked	Decrease to 10%
Create partnerships with community groups to build and maintain our trails.	No formal relationships	Identify one trail project and organize community groups for its construction

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