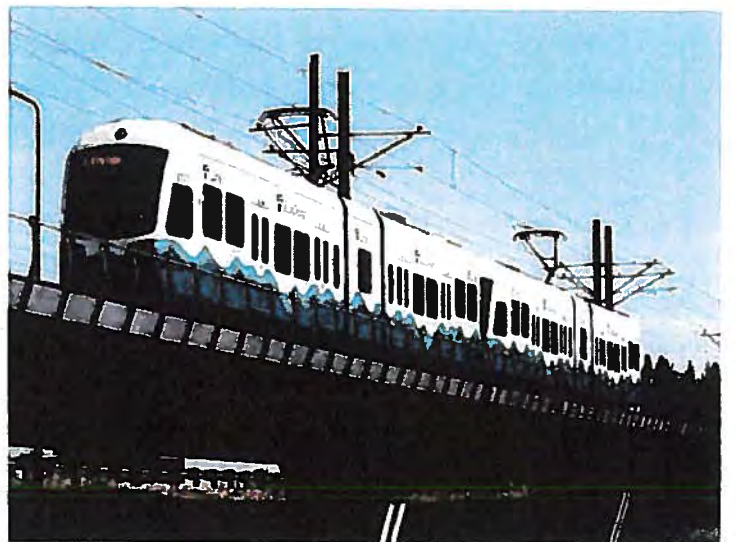


Proposed Revisions
Tukwila Transportation Committee
8/15/2017

CHAPTER THIRTEEN
TRANSPORTATION

TUKWILA COMPREHENSIVE PLAN



PURPOSE

The Transportation Element establishes Tukwila's transportation goals and policies for the 20-year planning period. It provides direction for transportation decisions regarding annual plan updates, including:

- ✓ The Six-Year Transportation Improvement Plan (TIP);
- ✓ The Six-Year Capital Improvement Program and Financial Planning Model (CIP/FPM);
- ✓ The biennial budget; and
- ✓ Infrastructure Design and Construction Standards.

It is key in supporting community livability and economic vitality, as prioritized in Tukwila's Strategic Plan. It also provides guidance for development review and approval, land use and zoning decisions, and continuing transportation and maintenance programs.

The Transportation Element establishes a basis for decision-making that is consistent with Washington's Growth Management Act, King County's Countywide Planning Policies, and the Puget Sound Regional Council's (PSRC) Transportation 2040. The specific requirements of each of these plans are fulfilled by the City of Tukwila [Transportation Element Background Report \(including a revised Travel Demand Memorandum dated December 30, 2016\)](#) of the Comprehensive Plan Update (hereafter referred to in this element as the Background Report), and summarized herein. The Transportation Background Report, [Walk and Roll Non-motorized Transportation Plan](#), [Tukwila Transit Network Plan](#), [Commute Trip Reduction \(CTR\) Program and Plan](#), [Growth and Transportation Efficiency Center \(GTEC\) Plan](#), the annually-updated six-year Transportation Improvement Plan, six-year CIP/FPM, and the budget are all adopted by reference in the Tukwila Comprehensive Plan.

ISSUES

Tukwila's diverse transportation system includes freeways, highways, arterial streets, access streets, bus, light rail, commuter rail transit service, Amtrak passenger rail service, sidewalks, trails and neighborhood footpaths. In addition, Sea-Tac International Airport and Boeing Field provide air transportation for general, commercial and business aviation. The Duwamish River provides water access to Elliott Bay and beyond. The City's road and rail network enables freight and rail transportation within and through the city. Future Tukwila transportation system additions include Bus Rapid Transit. A detailed inventory of the existing transportation system in Tukwila is contained in the Background Report (*Fehr & Peers, May 2012*).

The major transportation issues facing Tukwila include the following:

- u Physical and geographic barriers that challenge connectivity throughout the City. Physical barriers include the valley wall, the Green/Duwamish River, and highways that separate portions of the City from each other, increasing emergency services response times and cost. Residents value quiet neighborhood streets that exist in an incomplete or disconnected street system. With relatively few "through" streets, many vehicles use the streets that do connect, burdening the adjacent properties and residents. The large volume of vehicles on through-streets also makes it more difficult to walk to destinations such as schools, libraries or shopping.
- u Limited funding to satisfy competing priorities.

- Increasing connectivity is very costly given the need to acquire new rights-of-way, conducting engineering studies and design, and construction costs.
- Criteria for grant funding are most often targeted to Tukwila’s Urban Center or the Manufacturing/Industrial Center because these are the locations where significant employment and residential growth are planned and are supported by regional plans.
- There are unmet needs in other areas of the City, including streets that do not meet City standards, and it is unlikely that the roads would be improved by new development in these already developed areas.

u Reliance on regional agencies, such as the Port of Seattle, Metro and Sound Transit, to serve local needs.

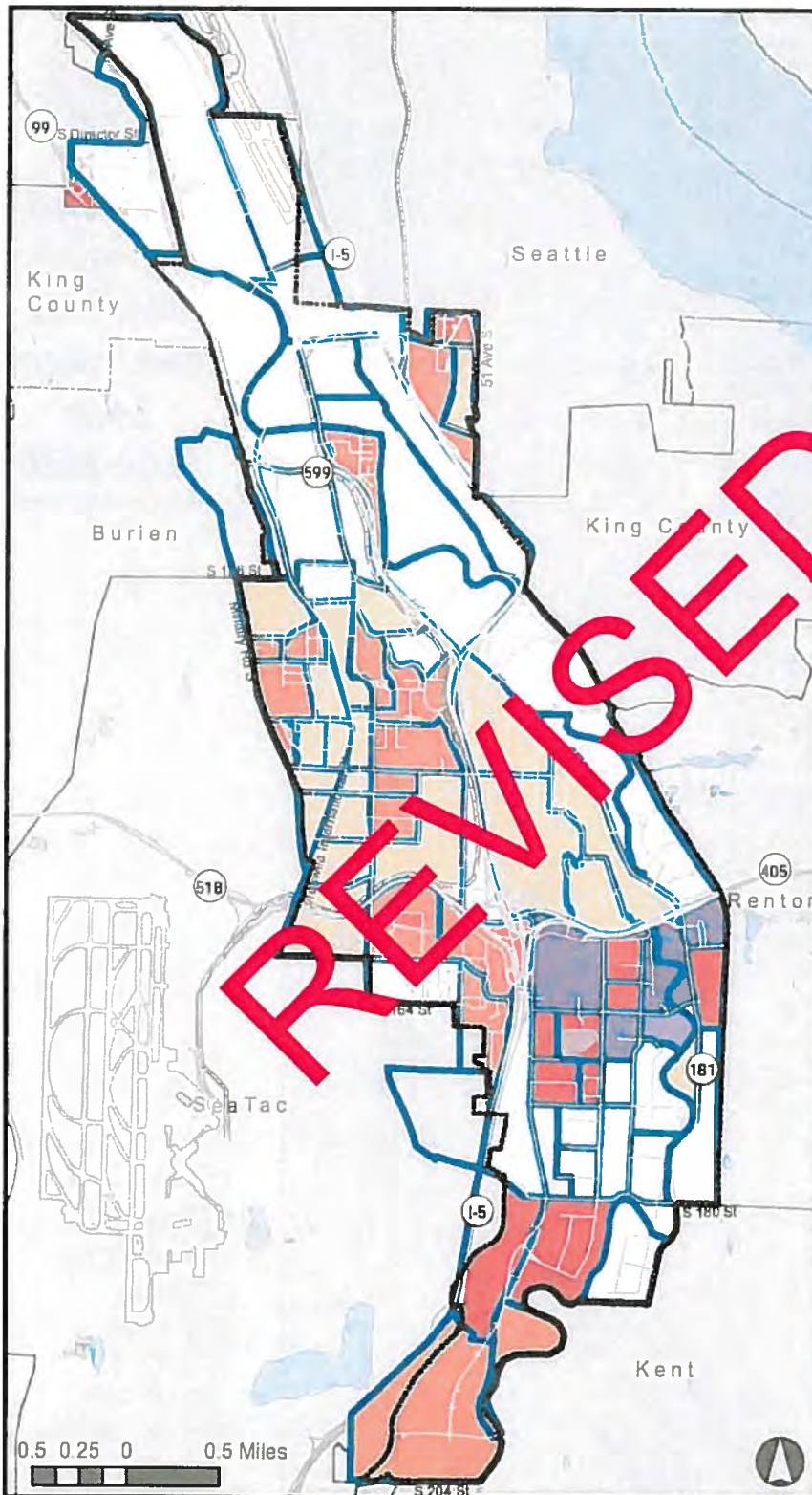
GOALS, POLICIES AND STRATEGIES

The Transportation Element supports the City’s Land Use Element. It demonstrates how the City will maintain and preserve the existing network as well as address deficiencies, while demonstrating how planned growth will be accommodated over the next 20 years per the Office of Financial Management (OFM) and PSRC forecasts.

The household and job forecasts for Tukwila are for an additional 4,860 households and 27,670 jobs by the year 2031, with most of that occurring in the Southcenter, Tukwila International Boulevard and Tukwila South mixed-use commercial areas. To plan for land use and transportation changes associated with this growth, these households and jobs are assigned to Traffic Analysis Zones (TAZs) based on the availability of vacant and redevelopable lands (*Maps 13-1 and 13-2*).

Employment forecasts in the Transportation Element – and used for the Transportation Demand Model – that include 27,670 additional jobs from 2010–2031 are nearly double the growth that current growth targets and forecasts represent (i.e., 15,500 additional jobs by 2031) were updated in a revised transportation model run in 2016. The original Transportation Demand Model run in 2010 was developed using employment forecast information available at the time. Since then, the employment forecast has been revised downward significantly due to the effects of the great recession on the regional economy. In addition, current forecasts are based to a greater degree on adopted King County Growth Targets for Tukwila.

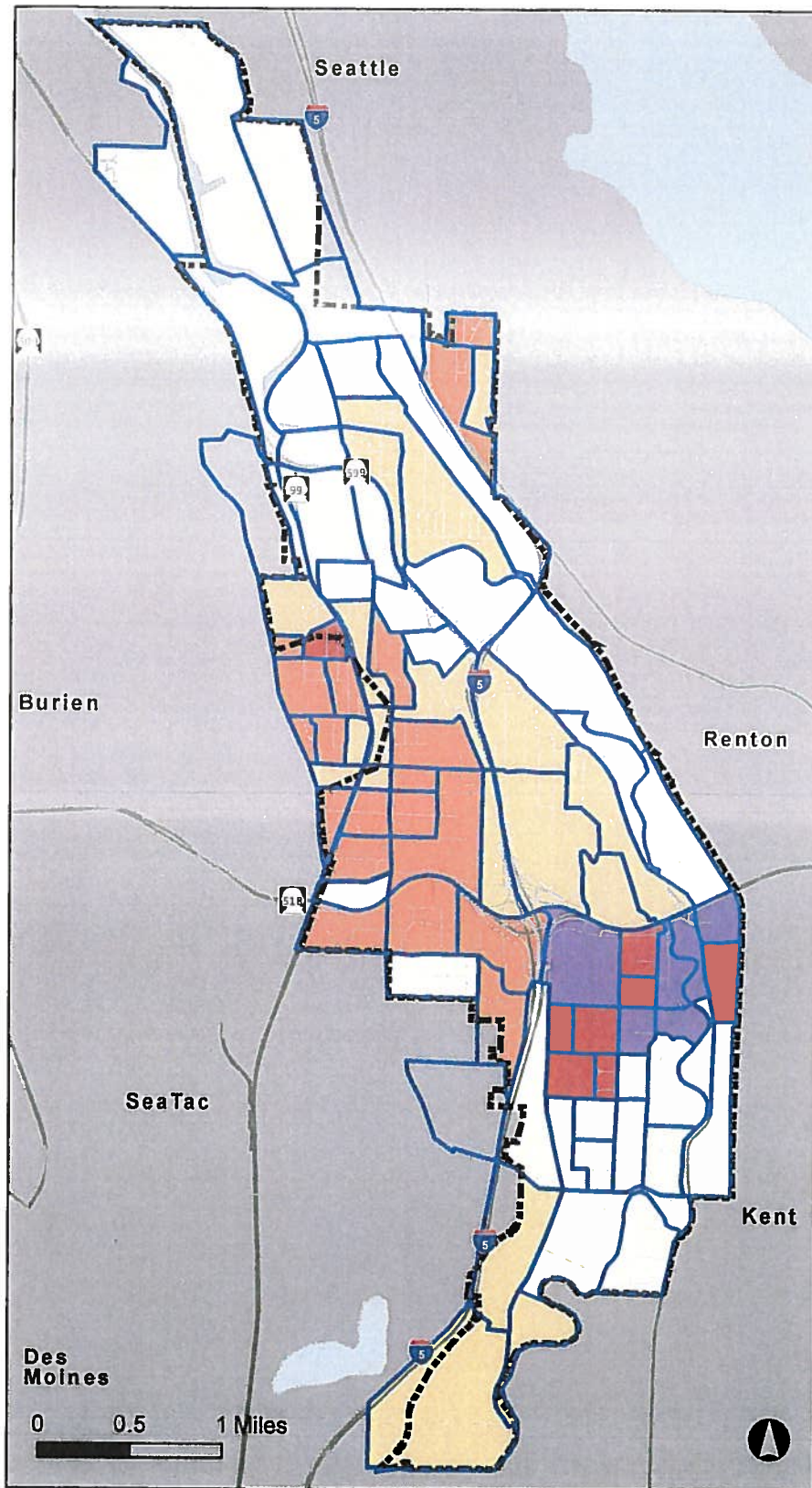
The City will revise the employment forecast and land use assumptions in the Transportation Element for consistency with land use related elements and adopted growth targets during the next scheduled Transportation Demand Model update in 2016.



Projected Household Growth by Traffic Analysis Zone 2010-2030

- Legend**
- City Limits
 - Household Growth**
 - 0 - 15
 - 16 - 50
 - 51 - 100
 - 101 - 200
 - 201 and above

Map 13-1: Projected Household Growth

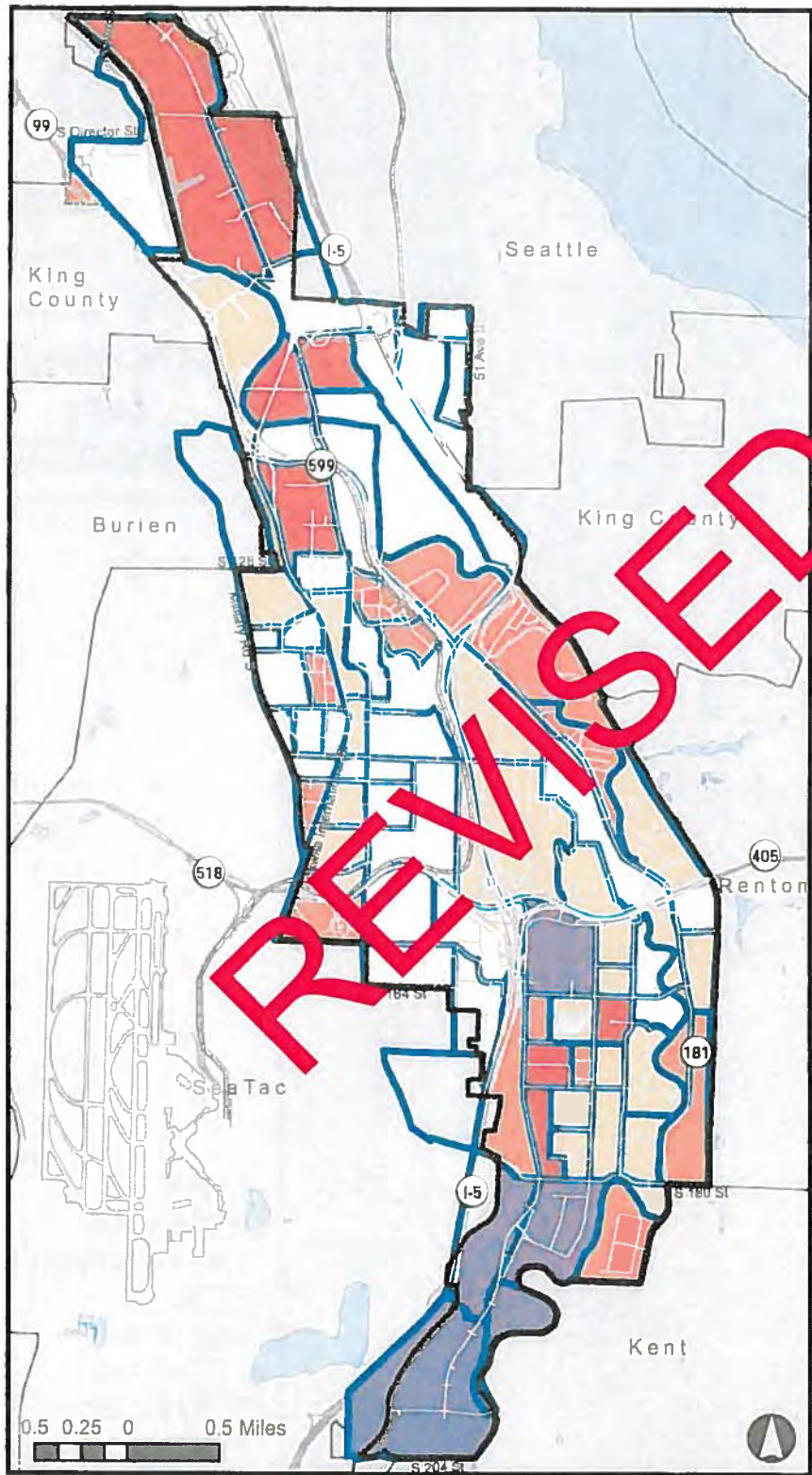


Projected Household Growth by Traffic Analysis Zone 2010-2031

Legend

- City Limits
- Household Growth**
- 0 - 15
- 16 - 50
- 51 - 100
- 101 - 200
- 201 and above

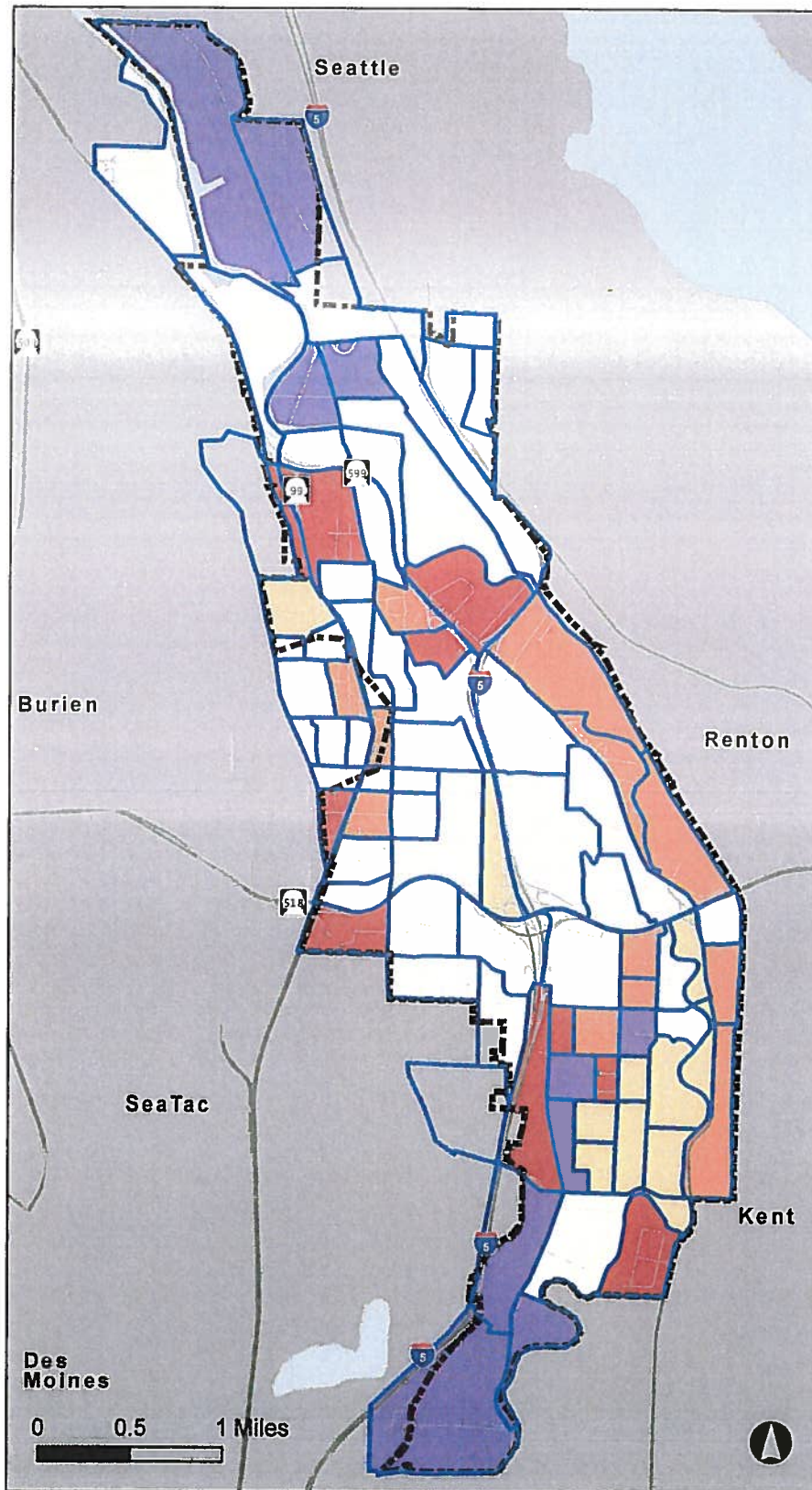
Revised Map 13-1: Projected Household Growth



**Projected
Employment
Growth by
Traffic Analysis
Zone
2010-2030**

- Legend**
- City Limits
 - Employment Growth**
 - 0 - 50
 - 51 - 200
 - 201 - 450
 - 451 - 1500
 - 1501 and above

Map 13-2: Projected Employment Growth



**Projected
Employment
Growth by
Traffic
Analysis
Zone
2010-2031**

Legend

Employment Growth

- 0 - 50
- 51 - 100
- 101 - 200
- 201 - 450
- 451 and above

Revised Map 13-2: Projected Employment Growth

WHAT IS TRANSPORTATION CONCURRENCY?

The Washington State Growth Management Act requires the City to ensure that transportation programs, projects and services needed to serve growth are regionally coordinated, and are in place either when new development occurs or within six years. This is done to make sure the City can provide the transportation improvements needed to maintain its adopted standards of service and so that conditions do not degrade with the addition of the new households and workers in the City.

Implementation Strategies

- Implement sidewalk ordinance.
- Implement subdivision ordinance.
- Implement Street Network Plan.
- Emergency vehicle criteria in street design standards.
- Prioritize neighborhood quality design features when reducing street facilities (e.g., removal of one lane of parking before removal of sidewalk).
- Traffic Calming Program.
- Develop methods to incentivize and encourage coordinated development between adjacent commercial properties, including shared driveways and direct vehicular access between parking lots.

LEVEL OF SERVICE

The projected growth numbers in Tukwila and surrounding areas were used in the Background Report for the Transportation Element of the Comprehensive Plan Update to anticipate traffic volumes and levels of service in ~~2030~~ (and add 2031.) The Level of Service (LOS) analysis is one of the ways the City plans and budgets for future transportation projects.

The City balances the fiscal constraints of its financing plan for transportation programs and projects with planned growth and existing needs. To do this, Tukwila monitors LOS on arterial streets to examine the existing performance of the system and anticipated impacts of planned land use growth, to determine what adjustments will need to be made to maintain adopted LOS standards concurrent with new development. Properly applied and monitored, LOS standards for the transportation network ensure that mobility, vitality and quality of life for the city is maintained. For the ~~2030~~ (and add - 2031) planning horizon, significant new capacity will be required to accommodate future growth throughout the city, although the majority of the project capacity needs are in the Southcenter area.

RELATED INFORMATION

Transportation Background Report

Walk and Roll Non-motorized Transportation Plan

Commute Trip Reduction (CTR) Program and Plan

Growth and Transportation Efficiency Center (GTEC) Plan

Tukwila Transit Network Plan

ADD: Fehr & Peers 12/30/2016 Memo on Tukwila 2031 Land Use Revision - Travel Demand Modeling Response to PSRC Comments