



City of Tukwila COMMUTE TRIP REDUCTION PLAN



Agency:

City of Tukwila

Date:

April 9, 2008

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COMMUTE TRIP REDUCTION PLAN**Introduction**

In 2006, the Washington State Legislature passed the Commute Trip Reduction Efficiency Act which requires local governments in those counties experiencing the greatest automobile-related air pollution and traffic congestion to develop and implement plans to reduce single-occupant vehicle trips. This plan has been prepared in accordance with RCW 70.94.521.

The Commute Trip Reduction Plan is a collection of jurisdiction-adopted goals and policies, facility and service improvements and marketing strategies about how the City of Tukwila will help make progress for reducing drive along trip and vehicle miles traveled over the next four years. Building upon the success of the existing commute trip reduction program, the City of Tukwila strives to meet the goals of the plan for the future by working in partnership and coordination with other agencies.

The proposed Plan has been developed through extensive involvement by employers, transit agencies, organizations and individuals from throughout the City of Tukwila who helped identify strategies and ways for successful achievement of the goals. This plan helps to support the achievement of the City of Tukwila's vision and the goals of its comprehensive plan.

Agency: City of Tukwila

Department: Department of Community Development

Contact Person Maggi Lubov
(Person Preparing CTR Plan): Jaimie Reavis

Address 1: 6300 Southcenter Blvd

Address 2: Suite 100

Jurisdiction: Tukwila

State: WA

Zip Code: 98188

206-433-7142

Phone #: 206-431-3659

Fax #: 206-431-3665

Email Address: mlubov@ci.tukwila.wa.us
jreavis@ci.tukwila.wa.us

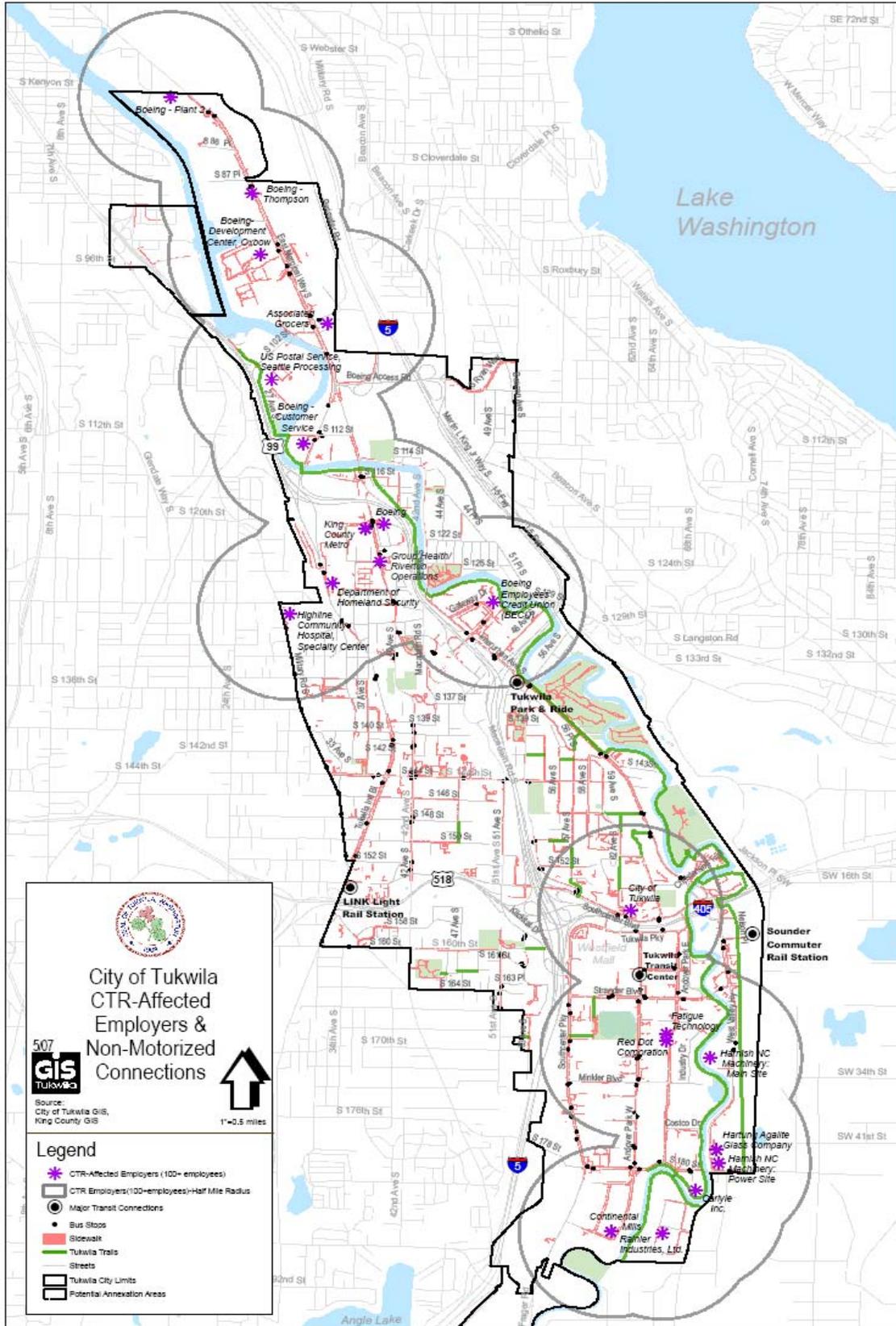
Assessment of the Land Use and Transportation Context

The purpose of this section is to describe the existing and planned land use and transportation context that affects the City of Tukwila's ability to meet its goals for reducing drive-alone trips and vehicle miles traveled. The information in this section has been prepared by using the City of Tukwila's Comprehensive Plan, the 2005 Tukwila Transit Plan, as well as the Tukwila Urban Center Plan draft, and the draft of the "Walk & Roll" bicycle and pedestrian plan. Information on transit services and facilities has been prepared King County Metro.

REQUIRED INFORMATION

A. Location of CTR Work Sites

As shown on the map on the next page, titled *City of Tukwila CTR-Affected Employers & Non-Motorized Connections*, the majority of Tukwila's employers are concentrated within two areas: in the northern area of the City (north of S 130th Street); and in the Tukwila Urban Center in the southeastern part of Tukwila, bounded by I-5 to the west, I-405 to the north, and the cities of Renton to the east and Kent to the south. Subsequent pages contain an analysis of site conditions for each CTR-affected employment site (including land use, transportation, transit service, pedestrian and bicycle facilities, and parking conditions) for each of Tukwila's CTR-affected employers.



Associated Grocers, Inc.—3301 S Norfolk



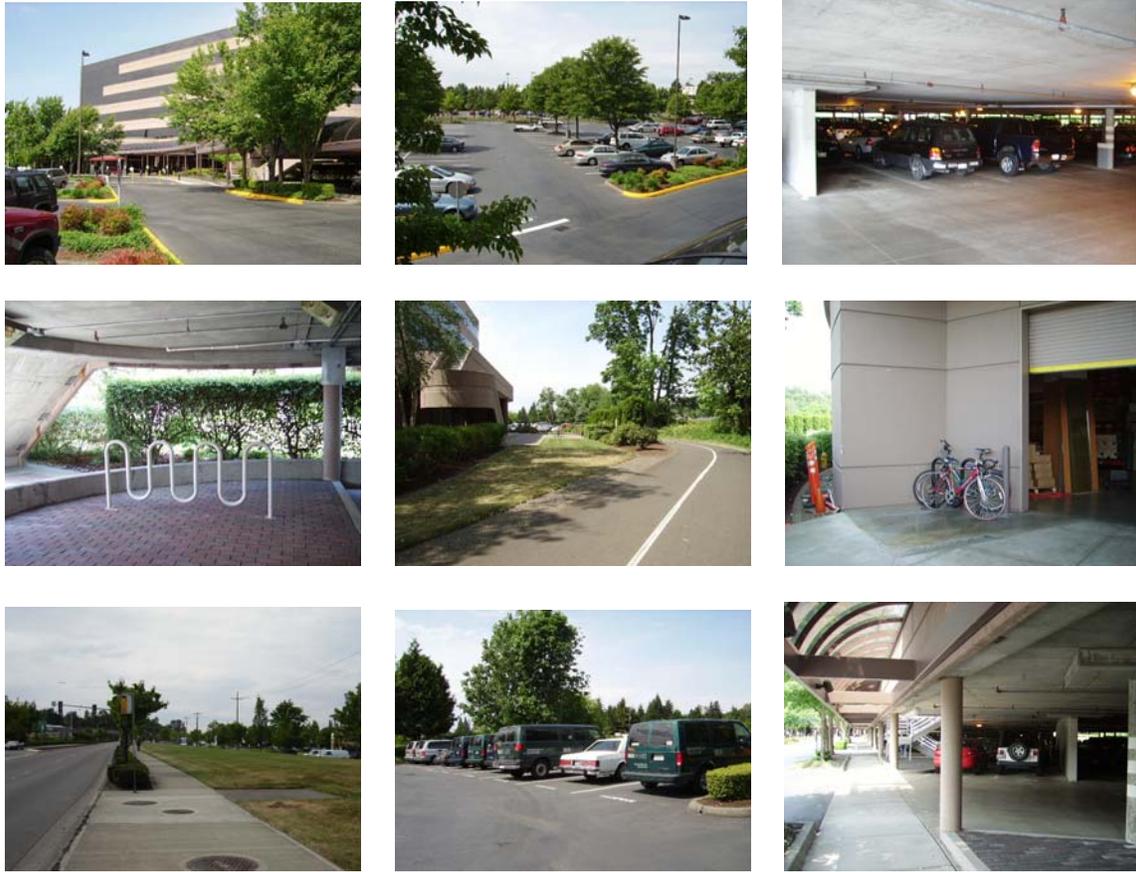
ID Number	E80713
Number of Employees	764
Number of CTR-Affected employees	450
2011 Drive Alone Target	73%
2011 VMT Target	15.07
Bus Routes	174 all day at least every 30 minutes; 126 & 170 peak only at least every 30 minutes, 154 & 173 peak only with limited trips

Location	Associated Grocers is a wholesaler of food, general merchandise, and retail services, and is located in northern Tukwila.
Local and Regional Street Network Connectivity	<p>Local Connectivity Local connections can be made to the south along Tukwila International Blvd, and to the south and north along East Marginal Way and Tukwila International Blvd. The only east-west connections within ½ mile from Associated Grocers are provided by Boeing Access Rd and Norfolk St (provides a connection to Airport Way to the east). East-west connections farther to the south include S 115th Street (to the east only), S 130th Street, and S 144th Street.</p> <p>Regional Connectivity The site is well-connected to the regional transportation with close proximity to I-5 and I-405 via Boeing Access Road, and connections to Highway 99 via East Marginal Way S. Additionally, connections to Seattle are provided on local north-south arterials including East Marginal Way S and Airport Way.</p>

<p>Transit</p>	<p>Transit Routes Transit services within one-half mile of Associated Grocers include King County Metro bus routes 174, 173, 170, 154, and 126. According to Associated Grocers' ETC, the primary modes of transit used by employees include bus route 174 and the Sounder. Vanshares transport Sounder riders to Associated Grocers, and there are also a couple of vanpools that employees participate in either with other employees on site or with employees from nearby employers such as Boeing. Route 174 is an all-day bus route, coming from downtown Seattle and terminating at the Federal Way Park & Ride. Route 173 is a peak-only route going from South Seattle to the Federal Way Transit Center. Route 170, which runs from downtown Seattle to McMicken Heights, is a peak-only bus route with headways of 30 minutes or less. Route 154 is a peak-only route that comes from Auburn, stopping in Kent, at the Sounder Station in Tukwila, at the Tukwila Park & Ride, in the Boeing Industrial area, and terminating in South Seattle. Route 126 is a peak-only route that originates in Rainier Beach and terminates at the Sounder Station.</p> <p>Transit Stops Bus Stops are available on Norfolk Street and along East Marginal Way.</p> <p>Transit Utilization According to the Basic Transit Packet for CTR Planning provided by Metro, transit usage by Associated Grocers' employees is within the range of 2-5%.</p>
<p>Bicycle and Pedestrian Facilities</p>	<p>Fast speeds and heavy truck traffic along the streets surrounding Associated Grocers, which include East Marginal Way S, Tukwila International Blvd, Airport Way, and the Boeing Access Road, pose challenges for bicyclists and pedestrians. Additionally, there is a lack of nearby destinations (i.e., restaurants, retail, and parks) to which Associated Grocers employees can walk.</p> <p>Bicycle Facilities East Marginal Way S and the Boeing Access road are particularly challenging environments for bicycle commuters. However, Associated Grocers is one of the few employment sites within the MIC with direct access to Airport Way, which provides a route to South Seattle for bicycle commuters with fewer driveways and intersections than nearby alternatives. A connection to the Green River Trail is located to the west, and</p>

	<p>provides a connection for bicycle commuters to West Seattle and areas to the south including the Sounder Commuter Rail Station, the Tukwila Urban Center, and Kent.</p> <p>Sidewalks & Walkability There are no sidewalks along either Airport Way S or Norfolk Street. Along the Boeing Access Rd, which connects to Ryan Way and the Chief Sealth Trail in South Seattle just to the east of Associated Grocers, sidewalks of adequate width are only provided on the north side of the street. Sidewalks are present on both sides of the street on East Marginal Way within ½ mile of Associated Grocers.</p> <p>There are only a few places nearby to walk within close proximity to Associated Grocers. Those that are within walking distance include Randy's Restaurant on the northwest corner of East Marginal Way S and Norfolk; the Chevron station at the intersection of Boeing Access Road and East Marginal Way S; and a teriyaki restaurant south of the Chevron station on East Marginal Way.</p>
Land Use	<p>Zoning MIC—Manufacturing and Industrial Center.</p> <p>Streetscape / Urban Design Land uses in this area are spread out, typically housed in large warehouses.</p>
Parking Supply and Policy	<p>There is ample, free parking provided.</p>

Boeing Employees Credit Union—12770 Gateway Drive



ID Number	E80655
Number of Employees	355
Number of CTR-Affected Employees	320
2011 Drive Alone Target	73%
2011 VMT Target	11.70
Bus Routes	126 peak only, every 30 minutes or less

Location	Boeing Employees Credit Union is located within the Gateway Center, a large business park off Interurban Ave S. This employment site is a few miles north of the Sounder Station, and is adjacent to the Green River Trail.
Local and Regional Street Network Connectivity	Local Connectivity Interurban Ave S, which becomes West Valley Highway south of I-405, and East Marginal Way north of the Duwamish Bridge, is one of Tukwila’s major arterial streets. The Gateway Center in which BECU is located is well-connected to local streets in all directions except for areas to the east in Skyway and

	<p>Renton.</p> <p>Regional Connectivity The Gateway Center is well-connected by regional transportation routes including I-5, SR-99, and I-405.</p>
<p>Transit</p>	<p>Transit Routes Transit routes that serve the site, within a ½ mile radius of BECU, include route 126 with service provided during peak hours only every 30 minutes or less. According to the ETC at BECU, there has been a big increase in Sounder ridership over the past couple of years, and use of vanshares has facilitated this increase. Vanpools are more challenging as a means of encouraging commute trip reduction because it has been difficult to maintain ridership levels in those vanpools that have been formed.</p> <p>Transit Stops Transit Stops are available along Interurban Ave S. The Tukwila Park & Ride and Interurban bus stop is located within ½ mile. This stop is a major transfer point, and has the second-highest usage of all bus stops within Tukwila.</p> <p>Transit Utilization According to the Basic Transit Packet for CTR Planning provided by King County Metro, 6-10% of BECU employees use transit.</p>
<p>Bicycle and Pedestrian Facilities</p>	<p>The large number of curb-cuts and the large volume of truck traffic along Interurban Ave S make bicycling and walking along Interurban Ave S hazardous. These conditions pose special problems for those who use the Interurban Ave S bus stop across that coincides with the Tukwila Park & Ride. For BECU employees who use this stop and travel north to get to work, pedestrians heading north must cross a freeway on- and off-ramp to I-5, as well as multiple driveways to businesses along Interurban Ave S. The Green River Trail, which runs parallel to Interurban Ave S, provides a route with fewer potential conflict areas for both pedestrians and bicyclists; however, the route is not as direct.</p> <p>Bicycle Facilities For those coming to BECU by bicycle from the Sounder Station, the trail provides a dedicated, fast, and safe route for bicyclists and pedestrians. The distance between the station and BECU along the trail, at a few miles, is not likely to attract</p>

	<p>many pedestrian commuters. As a couple of the pictures of the worksite illustrate, BECU provides covered bicycle parking within its parking garage, as well as closer to the main building. On the day pictures were taken of BECU, it appeared that bicycle parking utilized by employees is the parking located closer to the building in which the employees work, rather than in the parking structure. BECU also has showers and a locker room available to those who walk, run, or bike to work.</p> <p>Sidewalks & Walkability Sidewalks are provided on the east side of Interurban Ave S. Within the Gateway Center, as well as along Interurban Ave S, there are a few places within walking distance where employees in the area can go to have lunch, coffee, etc. There are also nearby recreation opportunities afforded by the Green River Trail and the Tukwila Community Center.</p>
<p>Land Use</p>	<p>Zoning The section along Interurban Ave S where BECU is located, between I-5 to the south and East Marginal Way S in the north, is a pocket of commercial/light industrial (C/LI) zoning, and contains a mix of uses, including commercial, office, and warehousing. Nearby land uses outside of the C/LI zone are for the most part low-density residential (LDR).</p> <p>Streetscape / Urban Design Interurban Ave S has sidewalks connecting businesses along Interurban Ave S. However, this area is still largely designed around use by the automobile. There are many potential conflict points that pose challenges for both pedestrians and automobiles traveling in the area. Along the length of Interurban Ave S, street trees and/or landscaping strips provide an added buffer between pedestrians and moving automobiles, and lighting is provided. New commercial development in the area is pedestrian-scale, incorporating windows, pedestrian connections through parking lots to storefronts, and greater articulation of building facades to make for a more interesting environment in which to walk.</p>
<p>Parking Supply and Policy</p>	<p>BECU has a large amount of free parking, contained in a surface lot as well as structured parking. A total of 15 spaces are provided as priority carpool parking spaces.</p>

Boeing—Development Center—9725 East Marginal Way South



ID Number	E80366
Number of Employees	4642
Number of CTR-Affected Employees	3387
2011 Drive Alone Target	76%
2011 VMT Target	15
Bus Routes	154 & 173 peak and limited only; 174 all day every 30 minutes or better

Location	The Boeing Development Center is located within the Manufacturing and Industrial Center in northern Tukwila.
Local and Regional Street Network Connectivity	<p>Local Connectivity Local connections can be made to the south along Tukwila International Blvd, and to the south and north along East Marginal Way and Tukwila International Blvd. There are not any east-west connections within ½ mile of the Boeing Development Center. However, east-west connections farther to the south include the Boeing Access Rd, Norfolk St (provides a connection to Airport Way to the east), S 115th Street (to the east only), S 130th Street, and S 144th Street. The only route providing east-west connections to the north that are within Tukwila is the 16th Ave S Bridge to South Park.</p> <p>Regional Connectivity</p>

	<p>The site is well-connected to the regional transportation with close proximity to I-5 and I-405 via Boeing Access Road, and connections to Highway 99 via East Marginal Way S.</p>
<p>Transit</p>	<p>Transit Routes Transit Routes serving the Boeing Development Center include route 174 with service all day every 30 minutes or better. Routes 15 and 173 provide limited, peak service.</p> <p>Transit Stops Transit Stops are located along East Marginal Way.</p> <p>Transit Utilization According to the Basic Transit Packet for CTR Planning provided by Metro, transit usage by Boeing Development Center employees is within the range of 2-5%.</p>
<p>Bicycle and Pedestrian Facilities</p>	<p>Fast speeds and heavy truck traffic along East Marginal Way S poses challenges for bicyclists and pedestrians. Additionally, there is a lack of nearby destinations (i.e., restaurants, retail, and parks) to which Boeing Development Center employees can walk.</p> <p>Bicycle Facilities East Marginal Way S and the Boeing Access Road are particularly challenging environments for bicycle commuters. A connection to the Green River Trail is located to the west, and provides a connection for bicycle commuters to West Seattle and areas to the south including the Sounder Commuter Rail Station, the Tukwila Urban Center, and Kent.</p> <p>Sidewalks & Walkability Sidewalks are present on both sides of the street on East Marginal Way within ½ mile of the Boeing Development Center. Additionally, the Boeing Company has provided a system of private walking paths for employees for recreation during work breaks. Many of the private walkways within Boeing worksites, as well as the walkways adjacent to transit stops serving Boeing employment sites in Tukwila, provide weather protection, street furniture, and other pedestrian amenities.</p> <p>There are only a few places nearby to walk within close proximity to the Boeing Development Center. Those that are within walking distance (1/2 mile) include Randy’s Restaurant on the northwest corner of East Marginal Way S and Norfolk</p>

	and the restaurant inside the Boeing Museum.
Land Use	Zoning MIC—Manufacturing and Industrial Center. Streetscape / Urban Design Land uses in this area are spread out, typically housed in large warehouses.
Parking Supply and Policy	There is ample, free parking provided.

Boeing—Plant 2—7755 East Marginal Way South



ID Number	E80374
Number of Employees	4467
Number of CTR-Affected Employees	3270
2011 Drive Alone Target	69%
2011 VMT Target	14.12
Bus Routes	174 all day; 154, 173 peak and limited only

Location	Boeing Plant 2 is located in the Manufacturing and Industrial Center in Tukwila, and is Tukwila's northernmost CTR-affected employer.
Local and Regional Street Network Connectivity	Local Connectivity Local connections can be made to the south along Tukwila International Blvd, and to the south and north along East Marginal Way and Tukwila International Blvd. There are not any east-west connections within ½ mile of the Boeing Development Center. However, east-west connections farther to the south include the Boeing Access Rd, Norfolk St (provides a connection to Airport Way to the east), S 115 th Street (to the east only), S 130 th Street, and S 144 th Street. The

	<p>only route providing east-west connections to the north that are within Tukwila is the 16th Ave S Bridge to South Park.</p> <p>Regional Connectivity The site is well-connected to the regional transportation with access to I-5 and I-405 via Boeing Access Road, and connections to Highway 99 via East Marginal Way S. Connections to highways can also be made to the north in Seattle.</p>
Transit	<p>Transit Routes This site is served all day by route 174 with service every 30 minutes or better. Routes 154 and 173 provide limited peak service.</p> <p>Transit Stops Transit Stops are provided along East Marginal Way.</p> <p>Transit Utilization According to the Basic Transit Packet for CTR Planning provided by Metro, transit usage by Boeing Plant 2 employees is relatively high compared to other CTR-affected employment sites in Tukwila, with ridership in the range of 6-10%.</p>
Bicycle and Pedestrian Facilities	<p>Fast speeds and heavy truck traffic along East Marginal Way S pose challenges for bicyclists and pedestrians. Additionally, there is a lack of nearby destinations (i.e., restaurants, retail, and parks) to which Boeing Development Center employees can walk.</p> <p>Bicycle Facilities East Marginal Way S and the Boeing Access road are particularly challenging environments for bicycle commuters. A connection to the Green River Trail is located to the south (the closest access to the trail is located at S 104th Street), and provides a connection for bicycle commuters to West Seattle and areas to the south including the Sounder Commuter Rail Station, the Tukwila Urban Center, and Kent.</p> <p>Sidewalks & Walkability Sidewalks are present in the area south of Plant 2 along East Marginal Way: they are continuous on the west side of the street, but there are gaps in the provision of sidewalks on the east side of the street. There are no sidewalks north of Plant 2 all the way to Tukwila’s northern city limits.</p> <p>Many of the private walkways within Boeing worksites, as well</p>

	<p>as the walkways adjacent to transit stops serving Boeing employment sites in Tukwila, provide weather protection, street furniture, and other pedestrian amenities.</p>
<p>Land Use</p>	<p>Zoning MIC—Manufacturing and Industrial Center.</p> <p>Streetscape / Urban Design Land uses in this area are spread out, typically housed in large warehouses.</p>
<p>Parking Supply and Policy</p>	<p>There is ample, free parking provided.</p>

Boeing--Customer Service Center--2925 S 112th Street



ID Number	E80416
Number of Employees	1699
Number of CTR-Affected Employees	1516
2011 Drive Alone Target	71%
2011 VMT Target	12.82
Bus Routes	174 all day; 126 peak only every 30 minutes; 154, 173 peak only with limited trips

Location	The Boeing Customer Service Center is located in northern Tukwila, within the Manufacturing and Industrial Center.
Local and Regional Street Network Connectivity	<p>Local Connectivity Local connections can be made to either Tukwila International Blvd (Highway 99) or East Marginal Way along S 112th Street and to Seattle to the north along East Marginal Way and Airport Way S.</p> <p>Regional Connectivity The site is well-connected to the regional transportation with close proximity to I-5 and I-405 via Boeing Access Road, and connections to Highway 99 and East Marginal Way S.</p>

<p>Transit</p>	<p>Transit Routes Transit services within one-half mile of the Boeing Customer Service Center include King County Metro bus routes 174, 173, 170, 154, and 126.</p> <p>Transit Stops The closest bus stops are nearby to the north on East Marginal Way, as well as at the intersection of S 112th Street and East Marginal Way. As the picture above shows, covered bus shelters are provided at stops associated with this employment site.</p> <p>Transit Utilization According to the Basic Transit Packet for CTR Planning provided by Metro, transit usage by employees at the Boeing Customer Service Center is within the range of 2-5%.</p>
<p>Bicycle and Pedestrian Facilities</p>	<p>Fast speeds and heavy truck traffic along the streets surrounding the Boeing Customer Service Center, which include Tukwila International Blvd, East Marginal Way S, Airport Way, and the Boeing Access Road, pose challenges for bicyclists and pedestrians. Facilities for non-motorized transportation are often not complete or are completely absent, and a lack of nearby destinations (i.e., restaurants, retail, and parks) to which Boeing Customer Service Center employees can walk further makes this area for walking and bicycling.</p> <p>Bicycle Facilities Neither of the north south arterials within proximity to the Boeing Customer Service Center have bike lanes, and road widths on these streets are narrow (11' – 14'). This site, however, is near good connections to the Green River Trail from both the northbound and southbound directions. Connections to this trail are especially convenient for those commuters coming from nearby destinations to the south, including those commuting to work via Sounder Commuter Rail. A safer connection from northern Tukwila to South Seattle is needed. Boeing Company worksites provide bicycle storage areas and showers, and have an active bicycle club.</p> <p>Sidewalks & Walkability There are sidewalks on one side of the street along S 112th Street, and along one side of the side for a very small segment from the northern side of the Green River north to S 112th Street. However, there are no sidewalks within the ½ mile</p>

	<p>radius along Tukwila International Blvd south of the river, and there are no sidewalks north of S 112th Street until the approach to the intersection of Tukwila International Blvd, East Marginal Way S, and the Boeing Access Road.</p> <p>There are only a few places nearby to walk within close proximity to the Boeing Customer Service Center. Those that are within walking distance include the Chevron station at the intersection of Boeing Access Road and East Marginal Way S; and a teriyaki restaurant south of the Chevron station on East Marginal Way.</p>
<p>Land Use</p>	<p>Zoning MIC—Manufacturing and Industrial Center.</p> <p>Streetscape / Urban Design Land uses in this area are spread out, typically housed in large warehouses or business parks. The incomplete sidewalk system, lack of destinations for pedestrians, and heavy truck traffic make for a very inhospitable streetscape. However, the Boeing Company has built private trails in the area which employees use for recreation, and the nearby connection to the Green River Trail provides a nice environment for those employees who use non-motorized transportation, or who like to use the trail for exercise on breaks.</p>
<p>Parking Supply and Policy</p>	<p>There is ample, free parking provided.</p>

Boeing—Thompson Site—8621 East Marginal Way South



ID Number	E80408
Number of Employees	520
Number of CTR-Affected Employees	342
2011 Drive Alone Target	74%
2011 VMT Target	15.08
Bus Routes	174 all day; 154, 173 peak and limited only

Location	Boeing’s Thompson site is one of Tukwila’s northernmost employment sites, located within the City’s Manufacturing and Industrial Center.
Local and Regional Street Network Connectivity	<p>Local Connectivity East Marginal Way is the only through-street within ½ mile of the Boeing Thompson site. Farther to the north, connections can be made across the 16th Ave S bridge to South Park and destinations west of the Duwamish River. Local connections within Tukwila are at least one mile south.</p> <p>Regional Connectivity The Thompson site is within proximity to I-5 and I-405 to the south via the Boeing Access Road, as well as Highway 99 which can be accessed to the south along Tukwila International Blvd or from South Park to the north.</p>
Transit	<p>Transit Routes The Boeing Thompson site is served by King County Metro routes 174, 154, and 173. Route 174 is an all-day route with</p>

	<p>30-minute headways, and routes 154 and 173 are peak-only routes.</p> <p>Transit Stops Bus stops are located on East Marginal Way directly in front of the entrance to the Thompson site.</p> <p>Transit Utilization According to the Basic Transit Packet for CTR Planning provided by Metro, transit usage by employees at both the Boeing Thompson site, as well as Boeing Plant 2 are the highest within the MIC, with ridership levels among employees at these sites ranging between 6-10%.</p>
<p>Bicycle and Pedestrian Facilities</p>	<p>Bicycle Facilities East Marginal Way has been reported to the City of Tukwila as being a particularly challenging and potentially hazardous corridor for bicyclists. Actual speeds driven along the corridor are often higher than posted speed limits, heavy truck traffic, and debris within the roadway contribute to the difficulty bicyclists have riding within this corridor. Boeing has an active group of bicycle commuters, as well as a bicycle club, and the company offers bike storage and showers for employees.</p> <p>Sidewalks & Walkability There are sidewalks on both sides of the street along East Marginal Way within ½ mile of the Thompson site. However, this is the area of East Marginal Way that is adjacent to Boeing Field (on the east side of the street), and so there are no destinations other than Boeing employment sites within walking distance. Additionally, there are railroad tracks on the west side of the street that the sidewalks have been built around; the sidewalks are not laid out in a straight alignment and swerve left or right of the railroad tracks based on the alignment of the railroad right-of-way. This adds an additional challenge to walking within this corridor. Observations in the field during the lunch hour, however, revealed that employees in the area walk along the sidewalks for exercise.</p>
<p>Land Use</p>	<p>Zoning MIC—Manufacturing and Industrial Center.</p> <p>Streetscape / Urban Design Land uses in this area are typically housed in large warehouses without any type of articulation. Development is very large scale and spread apart.</p>

Parking Supply and Policy	There is ample, free parking provided.
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Carlyle, Inc—6801 S. 180th Street



ID Number	E86132
Number of Employees	280
Number of CTR-Affected Employees	240
2011 Drive Alone Target	71%
2011 VMT Target	10.47
Bus Routes	155 all day

Location	Carlyle, Inc. is located in southern Tukwila on the banks of the Green River.
Local and Regional Street Network Connectivity	<p>Local Connectivity Local connections are available from Carlyle to the Tukwila Urban Center to the north, which includes a large concentration of retail activity, as well as to the cities of Kent and Renton along the West Valley Highway and S 180th respectively.</p> <p>Regional Connectivity Access to freeways is beyond the ½ mile radius around Carlyle, Inc., but access to both I-405 and I-5 is within approximately 2 miles.</p>
Transit	<p>Transit Routes Route 155 provides all-day service, but has relatively low ridership compared with other routes serving Tukwila. The Sounder Rail Station and Carlyle are both in the Tukwila Urban</p>

	<p>Center but the Rail Station is approximately 1.5 miles away.</p> <p>Transit Stops Carlyle Inc. is located on a short private drive, named Sperry Dr. Bus stops are located nearby at the intersection of S 180th and Sperry Dr, and offer weather protection and seating.</p> <p>Transit Utilization According to the Basic Transit Packet for CTR Planning provided by Metro, transit usage by employees at Carlyle Inc. is within the range of 2-5%.</p>
<p>Bicycle and Pedestrian Facilities</p>	<p>Bicycle Facilities Carlyle Inc. is located along the Green River Trail, which connects the site to areas both to the north (including the Sounder Commuter Rail Station) and to the south all the way to the City of Auburn. However, very few employees at Carlyle ride a bicycle to work. West Valley Highway, S 180th Street, and other nearby streets within the Tukwila Urban Center are inhospitable to bicycle use, with heavy traffic volumes (including truck traffic) and relatively narrow lane widths (often 11' – 12' wide).</p> <p>Sidewalks & Walkability The Tukwila Urban Center, in which Carlyle Inc. is located, is one of the areas within the City of Tukwila with an extensive sidewalk system that is nearly complete. One major deficiency within a ½ mile of Carlyle Inc. is the absence of sidewalks south of S 180th Street along West Valley Highway. However, there are not many places that pedestrians would be likely to walk to in this area.</p> <p>Crossing widths at intersections within ½ mile of Carlyle are often very wide; however, employees at Carlyle have voiced an appreciation for the audible signal that has been installed at the intersection of S 180th Street and Sperry to provide them with an extra indication about whether or not it is safe for them to proceed through the crosswalk. Several employees will use this intersection to go to lunch across the street at Costco or Taco Time. Since Carlyle Inc. employees often only have ½ hour for lunch, these are the only destinations within a reasonable walking distance for the time that they have.</p>
<p>Land Use</p>	<p>Zoning TUC – Tukwila Urban Center.</p>

	<p>Streetscape / Urban Design</p> <p>The Tukwila Urban Center (TUC) is envisioned to become a mixed-use urban center, with a mix of commercial, office, light industrial, and residential land uses. As part of the Tukwila Urban Center Plan, wider sidewalks and a greater amount of amenities are specified by street corridor. The area of the TUC north of Strander Blvd. is planned to have the greatest level of pedestrian orientation, with future development to be built up to the street edge, providing greater visual interest for pedestrians through façade articulation, provision of street furniture, and development of wider sidewalks with planting strips or tree wells.</p> <p>However, the area of the TUC in which Carlyle is located is not expected to change much in the future as part of the Tukwila Urban Center Plan, and is anticipated to remain an area of office and light industrial land use, with warehouses continuing as an allowable development type.</p>
<p>Parking Supply and Policy</p>	<p>Free parking is provided, along with some designated carpool parking spaces. This is one of the employment sites reporting a parking shortage. Carlyle Inc. has leased a lot to the west as an interim solution to its parking shortage problems. However, they are taking a closer look at parking management strategies and CTR strategies. A major problem cited by Carlyle is lack of transit service to their site at off-peak hours, since they operate 3 shifts. They commented that lack of transit service makes it necessary for them to provide additional parking for employees who work alternate shifts to the regular 9am-5pm workday. However, having this additional parking during the regular workday hours also makes it difficult for them to try to persuade peak-hour commuters to switch from SOV to transit.</p>

City Of Tukwila—6200 Southcenter Blvd.



ID Number	E83121
Number of Employees	325
Number of CTR-Affected Employees	130
2011 Drive Alone Target	69%
2011 VMT Target	10.06
Bus Routes	155 all day with limited trips; 128, 140, 150 all day every 30 minutes or better, 154, 161 peak with limited trips

Location	The City of Tukwila, as the administering jurisdiction, is an affected employer. All affected employees, regardless of worksite, are counted.
Local and Regional Street Network Connectivity	<p>Local Connectivity Local connections can be made to the Tukwila Hill neighborhood, just north of City Hall, as well as neighborhoods to the west via Southcenter Blvd, Klickitat Drive, or S 144th Street (beyond the ½ mile radius). Two bridges over I-405 provide connections from Southcenter Blvd to the Tukwila Urban Center to the south. Interurban Ave S is located within ½ mile to the east, and provides additional connections to areas in northern Tukwila.</p> <p>Regional Connectivity The site is well-connected to the regional transportation with</p>

	close proximity to I-5 and I-405 via Southcenter Blvd. A nearby connection can be made to the west to SR-518, as well as Tukwila International Blvd (Highway 99).
Transit	<p>Transit Routes Transit services within one-half mile of the City of Tukwila include King County Metro bus routes 128, 140, and 150 with all day regular service. Route 155 runs all day but with limited service. Routes 154 and 161 also provide limited service but only during peak hours. The Sounder Rail Station is nearby just outside a half-mile radius.</p> <p>Transit Stops The closest bus stops are nearby to the south on Southcenter Blvd. One of the bus stops within this area provides weather protection. Considering the heavy traffic volume on Southcenter Blvd, and the wide street cross-section, street crossings to get from the north side of Southcenter Blvd to the south side of the street can be difficult.</p> <p>Transit Utilization According to the Basic Transit Packet for CTR Planning provided by Metro, transit usage by employees at the City of Tukwila is within the range of 2-5%. Employees utilize the Sounder Train; City vehicles are parked at the commuter station overnight to shuttle employees to their worksites.</p>
Bicycle and Pedestrian Facilities	<p>Bicycle Facilities The City of Tukwila is difficult to get to on a bicycle, except by the Green River Trail, which is located just to the east and can be accessed along the sidewalk on the north side of Southcenter Blvd. Due to the heavy traffic volumes, proliferation of potential conflict points, and the location of a jersey barrier on the south side of Southcenter Blvd (east of the I-5 off-ramp), many bicyclists ride on the north side of Southcenter Blvd east of I-5 no matter the direction in which they are riding. The construction of bike lanes along Southcenter Blvd west of I-5 is anticipated with completion of Sound Transit improvements. The City of Tukwila provides a bike rack for bicyclists. However, employee bicycle commuters often park their bicycles indoors. Showers are available to employees off-site at the Tukwila Community Center.</p> <p>Sidewalks & Walkability Sidewalks are located on neighborhood streets surrounding the City of Tukwila, as well as on the north side of Southcenter</p>

	<p>Blvd. Two bridges crossing over I-5 which connect Southcenter Blvd to the Tukwila Urban Center (TUC) provide sidewalks on one side of the bridge. While sidewalks are connected, and provide access to retail and restaurants in the TUC, the challenges of crossing Southcenter Blvd and Tukwila Parkway often prevent Tukwila employees from choosing to walk to the TUC. Employees will often walk on neighborhood streets or to the nearby Tukwila Park during lunch or breaks.</p>
<p>Land Use</p>	<p>Zoning O—Office. Adjacent land uses to the east are also office, followed by low-density residential farther to the east. To the north areas of low- and high-density residential use, within the Tukwila Hill neighborhood. Directly to the west along Southcenter Blvd is a small area of regional commercial land use. To the south is the area zoned and designated for the Tukwila Urban Center, an area planned for mixed use commercial, residential, office, and light industrial land use.</p> <p>Streetscape / Urban Design The area surrounding City Hall is very suburban in nature. It is obvious that Southcenter Blvd and streets leading into the TUC were designed primarily to efficiently move large volumes of automobile traffic. Residential streets behind the City of Tukwila employment site are slow-speed streets, with housing and development typically set back from the sidewalk.</p>
<p>Parking Supply and Policy</p>	<p>There is ample, free parking provided. There are some designated carpool parking spaces in front of City Hall.</p>

Continental Mills, Inc.—18125 Andover Park W



ID Number	E88963
Number of Employees	173
Number of CTR-Affected Employees	128
2011 Drive Alone Target	76%
2011 VMT Target	11.32
Bus Routes	150 all day; 155 all day limited trips

Location	Continental Mills is located in southern Tukwila, near the city's boundary with its southern Potential Annexation Area.
Local and Regional Street Network Connectivity	<p>Local Connectivity Local connections are provided along Andover Park West, which connects to north-south and east-west routes through the Tukwila Urban Center (TUC).</p> <p>Regional Connectivity Connections to Renton and Kent can be made via S 180th Street, and connections can also be made to Kent and the City of SeaTac via Southcenter Parkway, which is just to the west. There are not any freeway connections within ½ mile of Continental Mills. However, freeway on-ramps can be accessed to the south along Orillia Road, and to the north along Klickitat Drive, Southcenter Blvd, and West Valley Highway.</p>
Transit	<p>Transit Routes Transit routes that serve Continental Mills include two all-day bus routes 150 and 155. The Sounder Light Rail Station and Continental Mills are both located within the Tukwila Urban Center but they are approximately two miles apart.</p> <p>Transit Stops Bus stops serving Continental Mills are located along S 180th Street, nearly ½ mile away from this worksite.</p> <p>Transit Utilization</p>

	<p>According to the Basic Transit Packet for CTR Planning provided by King County Metro, 2-5% of Continental Mills employees utilize transit.</p>
<p>Bicycle and Pedestrian Facilities</p>	<p>Bicycle Facilities As the pictures illustrate, this worksite provides bike parking. Continental Mills is within close proximity to the Green River Trail, which connects to areas north and south of this worksite. Bike facilities on streets in Tukwila surrounding Continental Mills, however, are challenging for bicyclists due to heavy traffic (including truck traffic), relatively narrow lane widths which bicyclists must share with automobiles, and fast automobile speeds.</p> <p>Sidewalks & Walkability There are sidewalks provided on both sides of the street along Andover Park West in the area in which Continental Mills is located. Andover Park West, as well as Southcenter Parkway, provide connections north to the restaurants and retail within the TUC. There are no sidewalks provided on Southcenter Parkway south of S 180th Street.</p> <p>Within ½ mile of Continental Mills, land uses are largely suburban and industrial, meaning that block sizes are large and buildings in the area are typically warehouses and large office buildings. While facilities are provided for walking in this area, it is not an area of much pedestrian activity.</p>
<p>Land Use</p>	<p>Zoning C/LI - Commercial Light Industrial</p> <p>Streetscape / Urban Design Streets near Continental Mills are designed primarily to accommodate the automobile, and more specifically to accommodate trucks that are used for distribution of the goods that are stored and/or manufactured in the area. There is landscaping provided in the area, but both the buildings and surrounding landscaping a largely monotonous.</p>
<p>Parking Supply and Policy</p>	<p>Continental Mills provides ample, free parking.</p>

US Dept of Homeland Security--12500 Tukwila International Blvd



ID Number	E80377
Number of Employees	150
Number of CTR-Affected Employees	140
2011 Drive Alone Target	40%
2011 VMT Target	10.64
Bus Routes	174 all day

Location	The Department of Homeland Security in Tukwila is located along Tukwila International Blvd (Highway 99) at the southern edge of Tukwila's Manufacturing and Industrial Center (MIC)
Local and Regional Street Network Connectivity	<p>Local Connectivity Local connectivity is relatively good in the area surrounding the Department of Homeland Security, with local east-west connections to Military Rd S and Macadam Rd S provided by S 130th Street, and local north-south connections provided by Tukwila International Blvd, 40th Ave S, and Macadam Rd S.</p> <p>Regional Connectivity Connections to SeaTac can be made along east-west streets to the south, and connections to freeways are available just beyond ½ mile from the south. An on-ramp to SR-99 is located just north of the Department of Homeland Security, and SR-518 can be accessed a couple of miles to the south along Tukwila International Blvd.</p>
Transit	<p>Transit Routes King County Metro Route 174 provides all-day service to the Department of Homeland Security.</p> <p>Transit Stops Bus stops serving the Department of Homeland Security are located just to the north, and a farther distance away from the site (but still within ½ mile) to the south. Bus shelters are provided.</p> <p>Transit Utilization</p>

	<p>According to the Basic Transit Packet for CTR Planning provided by King County Metro, the Department of Homeland Security has one of the highest rates of transit use among their employees, at over 10%.</p>
Bicycle and Pedestrian Facilities	<p>Bicycle Facilities Conditions for bicyclists in the area surrounding the Department of Homeland Security are challenging, due to heavy and fast-moving automobile traffic and large volumes of truck traffic. Within ½ mile of this worksite, lane widths are narrow (around 11' wide), and paved shoulders provide 3' or less width at the edge of the roadway. From meetings with CTR-affected sites in Tukwila, the City has learned that there is often debris within the edge of roadway along Tukwila International Blvd and East Marginal Way, making the challenging conditions for bicyclists even worse along these routes.</p> <p>Sidewalks & Walkability Sidewalks are available from the Department of Homeland Security to the bus stops just north of the site. However, other segments of Tukwila International Blvd, as well as most of the other streets within ½ mile of the Department of Homeland Security do not have sidewalks. Considering the large volume of truck traffic in the area, the high vehicle speeds, the perception of crime in the area, and lack of nearby destinations to walk to, this area is generally not walkable.</p>
Land Use	<p>Zoning MIC - Manufacturing and Industrial Center.</p> <p>Streetscape / Urban Design This area is a kind of transition zone, where light-industrial uses meet a suburban residential land use pattern. Paved, striped shoulders are often provided on residential streets in place of sidewalks, and local traffic intermixes with truck traffic serving nearby light industrial uses.</p>
Parking Supply and Policy	<p>The Department of Homeland Security provides secure-access, employee-only free parking. Visitors to the site are charged \$5 to park which is unusual for Tukwila. The Department of Homeland Security provides a free FlexPass to all employees. This site has the lowest SOV rates and VMT out of all employment sites in Tukwila.</p>

Fatigue Technology—401 Andover Park East



ID Number	E87353
Number of Employees	180
Number of CTR-Affected Employees	147
2011 Drive Alone Target	82%
2011 VMT Target	11.36
Bus Routes	150, 140 all day; 154, 126 peak and limited only; All routes accessible from Andover Pk W or Strander

Location	Fatigue Technology is located along Andover Park East within the Tukwila Urban Center (TUC).
Local and Regional Street Network Connectivity	<p>Local Connectivity East-west local connections can be made along Strander Blvd and Minkler Blvd, connecting to West Valley Highway (Strander only), Andover Park West, and Southcenter Parkway. Though block sizes tend to be very large within the TUC, both Strander Blvd and Minkler Blvd are within ½ mile of Fatigue Technology.</p> <p>Regional Connectivity Connections to freeways are just beyond the ½ mile radius, with access to I-405 available from West Valley Highway to the</p>

	<p>northeast; and access to I-5 available from Klickitat Drive to the northwest and Southcenter Blvd to the north.</p>
<p>Transit</p>	<p>Transit Routes Transit services within one-half mile of Fatigue Technology include King County Metro Routes 150 and 154. The Tukwila Sounder Station is located just beyond the ½ mile radius to the northeast.</p> <p>Transit Stops Transit stops are located along Strander Blvd in close proximity to Fatigue Technology.</p> <p>Transit Utilization According to the Basic Transit Packet for CTR Planning provided by Metro, transit usage by employees at Fatigue Technology is one of the lowest among employers within the City of Tukwila, within the range of 0-1%.</p>
<p>Bicycle and Pedestrian Facilities</p>	<p>Bicycle Facilities Fatigue Technology has both bike parking as well as showers available to bicycle commuters. Streets surrounding Fatigue Technology, are difficult to navigate by bicycle due to heavy traffic volumes, narrow lane widths, the absence of bike lanes, and fast automobile speeds. Access to both the Green River and Interurban Trail is nearby, however, providing a dedicated trail for use by bicycles and pedestrians, connecting to destinations in northern Tukwila (including the Sounder Station), as well as cities to the south.</p> <p>Sidewalks & Walkability Sidewalks are provided on both sides of the street along Andover Park East. Strander Blvd also has sidewalks on both sides of the street, providing a pedestrian connection to nearby restaurants and retail in the TUC. Minkler Blvd, the other east-west connection, only has sidewalks along its westernmost segment, and instead has wide paved shoulders along its length where sidewalks are missing.</p> <p>Although Fatigue Technology is located within the TUC where there is a concentration of restaurants and retail activity, there are not many places within a 10-minute walk that would be considered destinations for pedestrians. Large block sizes and lack of through-streets prevent travel to a wider range of nearby destinations, including Tukwila Pond Park and the Westfield Southcenter Mall.</p>
<p>Land Use</p>	<p>Zoning TUC—Tukwila Urban Center.</p>

	<p>Streetscape / Urban Design</p> <p>Land uses in this area are spread out, typically housed in large warehouses or business parks. However, The Tukwila Urban Center (TUC) is envisioned to become a mixed-use urban center, with a mix of commercial, office, light industrial, and residential land uses. As part of the Tukwila Urban Center Plan, wider sidewalks and a greater amount of amenities are specified by street corridor. The area of the TUC north of Strander Blvd. is planned to have the greatest level of pedestrian orientation, with future development to be built up to the street edge, providing greater visual interest for pedestrians through façade articulation, provision of street furniture, and development of wider sidewalks with planting strips or tree pits. Just south of Strander, planned improvements for Andover Park East in the segment adjacent to Fatigue Technology include provision of bike lanes, connecting to a bicycle- and pedestrian- friendly corridor to the north connecting to both the Sounder Station and the Westfield Southcenter Mall.</p>
<p>Parking Supply and Policy</p>	<p>Parking is free. However, Fatigue is experiencing a parking shortage, and has a cooperative parking arrangement with Red Dot, an adjacent employment site. Fatigue Technology is supportive of a supporting CTR as a way to reduce the need for additional parking, and sees translation of materials into a range of languages as a needed service to encourage reductions in SOV and VMT.</p>

Group Health Cooperative—12400 Marginal Way S



ID Number	E86017
Number of Employees	1718
Number of CTR-Affected Employees	1436
2011 Drive Alone Target	61%
2011 VMT Target	12.44
Bus Routes	126, 600 peak every 30 minutes or less

Location	Group Health is located in the very southern portion of Tukwila’s Manufacturing and Industrial Center (MIC) along East Marginal Way S.
Local and Regional Street Network Connectivity	<p>Local Connectivity East Marginal Way S is one of the major north-south routes connecting the City of Tukwila with South Seattle, as well as SeaTac, and access to both local and regional streets is available all along this route. Within ½ mile of Group Health, however, there is a lack of east-west connections, with the nearest connection to the east provided at S 115th Street on the north side of the Green River, and the nearest east-west connection to the south located at S 130th Street.</p> <p>Regional Connectivity To the north, connections can be made to I-5 and I-405 from</p>

	<p>Boeing Access Road. Interurban Ave, just to the east, is another major arterial, and connects to I-5 in the northbound direction as well via an on-ramp just south of 48th Ave S. To the west is Highway 99, named Tukwila International Blvd within the City of Tukwila, providing connections to the airport and SR-518 to the south and Seattle to the north.</p>
<p>Transit</p>	<p>Transit Routes Even though East Marginal Way provides access to at least 6 of Tukwila’s major employers, including several Boeing Sites and the Group Health Complex, transit service along the corridor in the area where Group Health is located consists of peak-hour only routes. Routes 154 and 600 offer peak-only service every 30 minutes or less. Route 600 is a test-route in partnership with the Group Health facility adjacent to the King County Metro site.</p> <p>Transit Stops Transit stops for Group Health are provided along East Marginal Way adjacent to entrances to Group Health buildings.</p> <p>Transit Utilization Transit ridership among employees at Group Health is one of the highest among CTR-affected employers in Tukwila according to King County data at over 10%.</p>
<p>Bicycle and Pedestrian Facilities</p>	<p>Bicycle Facilities The map showing City of Tukwila CTR-Affected Employers & Non-motorized connections shows that access to the Green River Trail is available within ½ mile of the Group Health employment site. Access to the trail can be made at either (1) the west side of East Marginal Way, just south of S 115th Street; or (2) on the southwest side of the Duwamish Bridge, just south of the Tukwila Community Center, near the intersection of Interurban Ave S and 42nd Ave S. Group Health provides bicycle parking within bicycle lockers as well as shower facilities.</p> <p>Sidewalks & Walkability There are sidewalks provided on at least one side of the street along East Marginal Way in the segment from SR-599 to S 128th Street. However, sidewalks to the north and south of this segment are not complete. Both S 130th Street and S 128th Street provide connections to the west to Tukwila International Blvd. These east-west connections (S 128th Street and S 130th Street) do not have sidewalks, but do have striped, paved shoulders on at least one side of the street.</p>

	<p>The Tukwila Community Center (TCC) is within close proximity, just to the southeast across Interurban Ave S at Macadam Rd S. To the south of the TCC along Interurban Ave S is a large area of Commercial / Light Industrial land use, including sandwich and coffee shops that are just beyond the ½ radius.</p>
<p>Land Use</p>	<p>Zoning MIC—Manufacturing and Industrial Center.</p> <p>Streetscape / Urban Design Even though Group Health is located within the MIC, it is adjacent to a large area of low-density residential development. This area is a kind of transition zone, where light-industrial uses meet a suburban residential land use pattern. Paved, striped shoulders are often provided on residential streets in place of sidewalks, and local traffic intermixes with truck traffic serving nearby light industrial uses.</p>
<p>Parking Supply and Policy</p>	<p>There is ample, free parking provided. However, Group Health provides subsidies, incentives, and facilities to encourage employees to use modes other than the SOV. A carpool incentive program, greater promotion of vanshares and vanpools, and coordination with nearby employers to increase ridership in vanpools were all seen as strategies to decrease SOV rates and VMT among Group Health employees.</p>

Harnish Group, Inc. (Main Site) — 17035 West Valley Highway



ID Number	E82867
Number of Employees	209
Number of CTR-Affected Employees	194
2011 Drive Alone Target	83%
2011 VMT Target	16.31
Bus Routes	154 peak routes with limited trips

Location	Harnish NC Machinery (Main Site) is located in southeastern Tukwila on the west side of West Valley Highway.
Local and Regional Street Network Connectivity	Local Connectivity Harnish NC Machinery (Main Site) is relatively isolated from other areas by its location on the east side of the Green River. Strander Blvd (within the ½ mile radius) and S 180 th Street (within ½ mile radius) provide connections to the Tukwila Urban Center (TUC) to the west.

	<p>Regional Connectivity Connections to the cities of Renton and Kent may be made to the south. Connections to northern Tukwila can be made via West Valley Highway and Interurban Ave S.</p> <p>There are not any connections to freeways within the ½ mile radius, however, connections can be made to I-405 and I-5 to the north along West Valley Highway/Interurban Ave S. Additional connections can be made to I-5 via Southcenter Parkway/Klickitat Drive to the west and Southcenter Blvd to the northwest.</p>
<p>Transit</p>	<p>Transit Routes Metro bus route 154 offers peak-service routes with limited trips. The site is located ¾ of a mile to the south of the Sounder Rail Station.</p> <p>Transit Stops The closest bus stops to Harnish NC Machinery (Main Site) are located along West Valley Highway.</p> <p>Transit Utilization According to the Basic Transit Packet for CTR Planning provided by Metro, transit usage by employees at Harnish (including both worksites) is one of the lowest within the City of Tukwila, within the range of 0-1%. This is despite the fact that the northern Harnish site is one of the closest employment sites to the Sounder Commuter Rail Station.</p>
<p>Bicycle and Pedestrian Facilities</p>	<p>Bicycle Facilities As the picture above shows, the Green River Trail is located nearby, across West Valley Highway to the west, and the Interurban Trail is located just behind Harnish NC Machinery (Main Site). These trails provide connections to both northern Tukwila and cities to the south.</p> <p>Sidewalks & Walkability Within a ½ mile of Harnish NC Machinery (Main Site), sidewalks provided along West Valley Highway are incomplete. Sidewalks are present directly in front of the Harnish property, but are missing as you move either north or south. Sidewalks are provided on the east side of West Valley Highway both in the northern and southern directions, but there is a gap in the area directly across from Harnish, as well as to the north and south for a couple hundred feet.</p>

	<p>Harnish's location east of the Green River separates this employment site from nearby destinations in the TUC. There are a few restaurants within ½ mile to the north along West Valley Highway, and Strander Blvd to the north provides access to the restaurants and retail within the TUC.</p>
Land Use	<p>Zoning C/LI – Commercial Light Industrial.</p> <p>Streetscape / Urban Design Land uses in this area are typically spread out along West Valley Highway in warehouses or business parks. The streetscape is largely designed for automobiles, and there is a lack of a mix of uses to activate the space provided for pedestrians. Farther to the north (north of Strander), there is a greater mix of uses, with restaurants, hotels, retail, and the Sounder Station, which provide a mix of activity areas for pedestrians.</p>
Parking Supply and Policy	<p>Free parking is provided.</p>

Harnish Group—Voluntary—17900 West Valley Highway



ID Number	E86413
Number of Employees	100
Number of CTR-Affected Employees	31
2011 Drive Alone Target	83%
2011 VMT Target	14.69
Bus Routes	150 all day every 30 minutes or better; 155 all day service with limited trips; 154 peak-only service w/limited trips.

Location	Harnish NC Machinery (Power Site) is located in southeastern Tukwila along West Valley Highway.
Local and Regional Street Network Connectivity	<p>Local Connectivity Harnish NC Machinery (Power Site) is relatively isolated from other areas by its location on the east side of the Green River. S 180th Street (within ½ mile radius) and Strander Blvd (outside of the ½ mile radius) provide connections to the Tukwila Urban Center (TUC) to the west. Connections to the city of Renton to the east may also be made along S 180th Street/ SW 43rd Street. Connections to northern Tukwila can be made via West Valley Highway and Interurban Ave S.</p> <p>Regional Connectivity There are not any connections to freeways within the ½ mile radius, however, connections can be made to I-405 and I-5 to the north along West Valley Highway/Interurban Ave S. Additional connections can be made to I-5 via Southcenter Parkway/Klickitat Drive to the west and Southcenter Blvd to the northwest. Harnish NC Machinery (Power Site) is well-</p>

	<p>situated to make connections to cities within South King County, located near the city limits of Tukwila, Kent, and Renton.</p>
<p>Transit</p>	<p>Transit Routes Three bus routes service this area. Route 150 offers all day service every 30 minutes or better, 155 runs all day service with limited trips, and 154 offers peak-only service with limited trips. This site is also located approximately 1.5 miles to the south of the Sounder Rail Station.</p> <p>Transit Stops The closest bus stops to Harnish NC Machinery (Power Site) are located to the south along S 180th Street/SW 43rd Street, with stops located both east and west of the West Valley Highway.</p> <p>Transit Utilization According to the Basic Transit Packet for CTR Planning provided by Metro, transit usage by employees at Harnish (including both worksites) is one of the lowest within the City of Tukwila, within the range of 0-1%. This is despite the fact that the northern Harnish site is one of the closest employment sites to the Sounder Commuter Rail Station.</p>
<p>Bicycle and Pedestrian Facilities</p>	<p>Bicycle Facilities The Green River Trail is located nearby, across West Valley Highway to the west, and the Interurban Trail is located just behind Harnish NC Machinery (Power Site). These trails provide connections to both northern Tukwila and cities to the south.</p> <p>Sidewalks & Walkability Within a ½ mile of Harnish NC Machinery (Power Site), sidewalks are provided along the east side of West Valley Highway and along the north side of S 180th/SW 43rd Streets. West of Sperry Drive in Tukwila, sidewalks are provided on both sides of S 180th Street.</p> <p>While there are some destinations along S 180th Street that employees at Harnish NC Machinery (Power Site) can walk to for lunch, including Costco and Taco Time, the crossing at West Valley Highway is difficult and pedestrians must wait a long time in order to get the signal at the traffic light. Recreational walking along the trails is accommodated better in this area compared with walking for transportation</p>

	to get from one activity area to another.
Land Use	<p>Zoning C/LI – Commercial Light Industrial.</p> <p>Streetscape / Urban Design Land uses in this area are typically spread out along West Valley Highway in warehouses or business parks. The streetscape is largely designed for automobiles, and there is a lack of a mix of uses to activate the space provided for pedestrians. Farther to the north (north of Strander), there is a greater mix of uses, with restaurants, hotels, retail, and the Sounder Station, which provide a mix of activity areas for pedestrians.</p>
Parking Supply and Policy	Free parking is provided.

Hartung Agalite Glass Company—17830 West Valley Highway



ID Number	E80341
Number of Employees	293
Number of CTR-Affected Employees	160
2011 Drive Alone Target	68%
2011 VMT Target	10.65
Bus Routes	150 all day; 155 all day with limited trips; 154 peak routes with limited trips

Location	Hartung Agalite Glass is located in southeastern Tukwila along West Valley Highway.
Local and Regional Street Network Connectivity	<p>Local Connectivity Hartung Agalite Glass is relatively isolated from other areas by its location on the east side of the Green River. S 180th Street (within ½ mile radius) and Strander Blvd (outside of the ½ mile radius) provide connections to the Tukwila Urban Center (TUC) to the west. Connections to the city of Renton to the east may also be made along S 180th Street/ SW 43rd Street. Connections to northern Tukwila can be made via West Valley Highway and Interurban Ave S.</p> <p>Regional Connectivity There are not any connections to freeways within the ½ mile radius, however, connections can be made to I-405 and I-5 to the north along West Valley Highway/Interurban Ave S. Additional connections can be made to I-5 via Southcenter Parkway/Klickitat Drive to the west and Southcenter Blvd to the northwest. Hartung Agalite Glass is well-situated to</p>

	<p>make connections to cities within South King County, located near the city limits of Tukwila, Kent, and Renton.</p>
<p>Transit</p>	<p>Transit Routes Three bus routes service this area. Route 150 offers all day service every 30 minutes or better, 155 runs all day service with limited trips, and 154 offers peak-only service w/limited trips. This site is also located approximately 1.5 miles to the south of the Sounder Rail Station.</p> <p>Transit Stops The closest bus stops are to Hartung Agalite Glass are located to the south along S 180th Street/SW 43rd Street, with stops located both east and west of the West Valley Highway.</p> <p>Transit Utilization According to the Basic Transit Packet for CTR Planning provided by Metro, transit usage by employees at Hartung Agalite Glass is within the range of 2-5%.</p>
<p>Bicycle and Pedestrian Facilities</p>	<p>Bicycle Facilities Hartung Agalite Glass does not have any facilities for bicyclists. However, several of their employees do bike to work, and keep their bicycles indoors. The Green River Trail is located nearby, across West Valley Highway to the west, and the Interurban Trail is located just behind Hartung Agalite Glass. These trails provide connections to both northern Tukwila and cities to the south.</p> <p>Sidewalks & Walkability Within a ½ mile of Hartung Agalite Glass, sidewalks are provided along the east side of West Valley Highway and along the north side of S 180th/SW 43rd Streets. West of Sperry Drive in Tukwila, sidewalks are provided on both sides of S 180th Street.</p> <p>While there are some destinations along S 180th Street that employees at Hartung Agalite Glass can walk to for lunch, including Costco and Taco Time, the crossing at West Valley Highway is difficult and pedestrians must wait a long time in order to get the signal at the traffic light. Recreational walking along the trails is accommodated better in this area compared with walking for transportation to get from one activity area to another.</p>
<p>Land Use</p>	<p>Zoning</p>

	<p>C/LI – Commercial Light Industrial.</p> <p>Streetscape / Urban Design Land uses in this area are typically spread out along West Valley Highway in warehouses or business parks. The streetscape is largely designed for automobiles, and there is a lack of a mix of uses to activate the space provided for pedestrians. Farther to the north (north of Strander), there is a greater mix of uses, with restaurants, hotels, retail, and the Sounder Station, which provide a mix of activity areas for pedestrians.</p>
Parking Supply and Policy	<p>Free parking is provided. However, parking is limited. The employer at this site is going to provide a bulletin board to distribute information about transit and other commute alternatives to the SOV, and is considering purchase of a bicycle rack to improve their CTR Program.</p>

Highline Medical Center - 12844 Military Road S



ID Number	E80614
Number of Employees	295
Number of CTR-Affected Employees	113
2011 Drive Alone Target	81%
2011 VMT Target	11.68
Bus Routes	128 all day every 30 minutes or better

Location	Highline Medical Center has operations in both Tukwila and Burien. Its Tukwila location is at 12844 Military Rd, along Tukwila's western border with the City of SeaTac.
Local and Regional Street Network Connectivity	<p>Local Connectivity While connectivity to the site is good in the north-south direction via Military Road and Tukwila International Boulevard (Highway 99), east-west connections are few and far between, and are typified by steep slopes.</p> <p>Regional Connectivity Highline Medical Center is within close proximity to Tukwila International Blvd (Highway 99), and freeway connections can be made along this route, including a connection to SR-518 to the south, and to I-5 via Boeing Access Rd to the north.</p>
Transit	<p>Transit Routes This site is on Metro bus route 128 with all day service every 30 minutes or less.</p> <p>Transit Stops The nearest stops are located on either side of Military Rd S. Additionally, there are bus stops located to the east on Tukwila International Blvd that are within a ½ mile from Highline Medical Center.</p> <p>Transit Utilization According to the Basic Transit Packet for CTR Planning</p>

	<p>provided by Metro, transit usage by Highline Medical Center employees is one of the lowest among CTR-affected employers in Tukwila, within the range of 0-1%.</p>
<p>Bicycle and Pedestrian Facilities</p>	<p>Fast speeds and heavy truck traffic along Military Rd S and Tukwila International Blvd combined with a lack of bike lanes or road width for bicycles, as well as a lack of sidewalks pose challenges for bicyclists and pedestrians in this area. Additionally, there is a lack of nearby destinations (i.e., restaurants, retail, and parks) to which Highline Medical Center Employees can walk.</p> <p>Fear of crime is also a factor that prevents Highline Hospital Employees from walking, biking, or taking transit to work. It was noted that those hospital employees who walk during breaks tend to do so on the worksite property due to lack of time and personal security concerns.</p>
<p>Land Use</p>	<p>Zoning O – Office Highline Medical Center is relatively isolated as an employment site, surrounded on all sides by residential development. The parcels on which the hospital is located are zoned for Office use, with parcels to the east zoned for High Density Residential, and parcels directly to the south zoned for Low Density Residential use. Directly to the east of the site is a large wetland, which serves further isolate the site, limiting access to Tukwila International Boulevard to the east. Land uses to the south along Military Road and Tukwila International Boulevard, starting around S 144th Street, offer commercial uses such as restaurants and retail that are compatible with an Office land use type. However, this commercial area is located over half a mile from the hospital, and therefore it is not likely that employees at Highline would walk to this area on a work break. This means that if employees at Highline wish to do some shopping or have lunch off-campus, they will most likely drive.</p> <p>Streetscape / Urban Design The development in the area surrounding Highline Medical Center is suburban in nature. Arterial streets with fast-moving automobile traffic separate areas of residential development from one another. Development along arterial streets including Tukwila International Blvd and Military Rd S is characterized by commercial strip development and medium-to high-density residential development with ample associated parking located</p>

	in front of the buildings.
Parking Supply and Policy	Parking for Highline Medical Center employees is free, and is shared with visitors to the hospital. Parking spaces tend to fill up, which is another reason why employees do not leave the campus for lunch or during other work breaks. There are designated carpool parking spaces on site to encourage carpool formation among hospital employees.

King County Metro—11911 East Marginal Way



ID Number	E80507
Number of Employees	745
Number of CTR-Affected Employees	173
2011 Drive Alone Target	71%
2011 VMT Target	12.19
Bus Routes	126 and 600 – peak-only service every 30 minutes or less

Location	King County Metro is located in northern Tukwila, in the southern portion of Tukwila’s Manufacturing and Industrial Center.
Local and Regional Street Network Connectivity	Local Connectivity King County Metro is located on one of Tukwila’s major arterial streets and employment corridors: East Marginal Way. This street is one of the major north-south routes connecting the City of Tukwila with South Seattle, as well as SeaTac. Within ½ mile of King County Metro, however, there is a lack of east-west connections, with the nearest connection to the east provided at S 115 th Street on the north side of the Green River, and the nearest east-west

	<p>connection to the south located at S 130th Street.</p> <p>Regional Connectivity To the north, connections can be made to I-5 and I-405 from Boeing Access Road. Interurban Ave, just to the east, is another major arterial, and connects to I-5 in the northbound direction as well via an on-ramp just south of 48th Ave S. To the west is Highway 99, named Tukwila International Blvd within the City of Tukwila, providing connections to the airport and SR-518 to the south and Seattle to the north.</p>
<p>Transit</p>	<p>Transit Routes Even though East Marginal Way provides access to at least 6 of Tukwila's major employers, including several Boeing Sites and the Group Health Complex, transit service along the corridor in the area where King County Metro is located consists of peak-hour only routes. Routes 154 and 600 offer peak-only service every 30 minutes or less. Route 600 is a test-route in partnership with the Group Health facility adjacent to the Metro site.</p> <p>Transit Stops The closest bus stops are nearby to the north on East Marginal Way, as well as at the intersection of S 112th Street and East Marginal Way. As the picture above shows, covered bus shelters are provided at stops associated with this employment site.</p> <p>Transit Utilization According to the Basic Transit Packet for CTR Planning provided by Metro, transit usage by employees at King County Metro within the range of 2-5%.</p>
<p>Bicycle and Pedestrian Facilities</p>	<p>Bicycle Facilities The map showing City of Tukwila CTR-Affected Employers & Non-motorized connections shows that access to the Green River Trail is available within ½ mile of the King County Metro employment site. Access to the trail can be made at either (1) the west side of East Marginal Way, just south of S 115th Street; or (2) on the southwest side of the Duwamish Bridge, just south of the Tukwila Community Center, near the intersection of Interurban Ave S and 42nd Ave S.</p> <p>Sidewalks & Walkability</p>

	<p>There are sidewalks provided on at least one side of the street along East Marginal Way; however, there are few east-west connections along East Marginal Way within a ½ radius of King County Metro. The Tukwila Community Center (TCC) is within ½ mile of this employment site. To the south of the TCC along Interurban Ave S is a large area of Commercial / Light Industrial land use, including sandwich and coffee shops that are just beyond the ½ radius.</p>
Land Use	<p>Zoning King County Metro falls within the MIC zone, and land uses in this area are spread out, typically housed in large warehouses. About ½ mile to the south land use is largely low-density residential, as is land use across the river to the north and east.</p> <p>Streetscape / Urban Design While there are sidewalks in the area, the development character consists of warehouses; there are few pedestrians in the area since there are not many pedestrian-oriented land uses such as restaurants and retail uses.</p>
Parking Supply and Policy	<p>There is ample, free parking provided at the King County Metro employment site.</p>

Rainier Industries—18435 Olympic Ave S



ID Number	E80326
Number of Employees	133
Number of CTR-Affected Employees	108
2011 Drive Alone Target	74%
2011 VMT Target	12.25
Bus Routes	150 all day every 30 minutes or better; 154 peak with limited trips

Location	Rainier Industries is one of Tukwila’s southernmost employment sites, located in a large industrial/business park south of S 180 th Street near Tukwila’s southern border with the City of Kent.
Local and Regional Street Network Connectivity	<p>Local Connectivity Local connections are provided along West Valley Highway to the cities of Tukwila, Kent, and Renton. S 180th Street provides a local connection to Tukwila’s Urban Center.</p> <p>Regional Connectivity There is no connection to freeways in the area within ½ mile of Rainier Industries. However, I-405 can be accessed to the north along West Valley Highway, and I-5 can be accessed farther to the north along Interurban Ave S, from Klickitat Drive, or from Southcenter Blvd.</p>
Transit	<p>Transit Routes Transit routes that serve Rainier Industries include bus routes 150 (all day) and 154 (peak only). The Sounder Commuter Rail Station is located east of West Valley Highway to the north.</p> <p>Transit Stops Bus stops serving Rainier Industries are located on West Valley Highway.</p> <p>Transit Utilization According to the Basic Transit Packet for CTR Planning provided by King County Metro, Rainier has one of the lowest rates of transit utilization among employees, between 0-1%, of</p>

	CTR-affected employers in Tukwila.
Bicycle and Pedestrian Facilities	<p>Bicycle Facilities Rainier Industries is located between two of the region's major trails, dedicated for use by bicycles and pedestrians. These trails are the Green River trail to the west, and the Interurban Trail to the east. Connections from these trails, especially the Interurban Trail, can be challenging, however because of the inhospitable conditions along S 180th Street and West Valley Highway, where there is heavy and fast-moving traffic (including truck traffic) and narrow lane widths.</p> <p>Sidewalks & Walkability Rainier Industries is located at the back of a large industrial/warehousing complex. The distances between buildings are large, and made to seem even larger due to the scale of development in the area, where blocks sizes are long, and there are not many restaurants, retail, or other land uses that employees might want to walk to.</p>
Land Use	<p>Zoning C/LI - Commercial Light Industrial</p> <p>Streetscape / Urban Design Streets within the business/industrial park where Rainier Industries is located are designed primarily to accommodate the automobile, and more specifically to accommodate trucks that are used for distribution of the goods that are stored and/or manufactured in the area. There is landscaping provided in the area, but both the buildings and surrounding landscaping is largely monotonous.</p>
Parking Supply and Policy	Rainier Industries offers free parking, but there is an obvious parking shortage for employees at this site. Employees were observed at lunch eating on the streetcurb, and the employee ETC reported that employees do not leave during lunch or breaks for fear that they will lose their parking space. Better promotion of carpools and vanpools, as well as the option of using vanshares to get to Rainier Industries from the Sounder Commuter Rail Station were all seen as strategies that have potential to reduce SOV and VMT.

Red Dot Corporation—495 Andover Park E

ID Number	E80630
Number of Employees	451
Number of CTR-Affected Employees	375
2011 Drive Alone Target	56%
2011 VMT Target	9.06
Bus Routes	150, 140 all day; 154, 126 peak and limited only; All routes accessible from Andover Pk W or Strander

Location	Red Dot is located along Andover Park East within the Tukwila Urban Center (TUC).
Local and Regional Street Network Connectivity	<p>Local Connectivity East-west local connections can be made along Strander Blvd and Minkler Blvd, connecting to West Valley Highway (Strander only), Andover Park West, and Southcenter Parkway. Though block sizes tend to be very large within the TUC, both Strander Blvd and Minkler Blvd are within ½ mile of Red Dot.</p> <p>Regional Connectivity Connections to freeways are just beyond the ½ mile radius, with access to I-405 available from West Valley Highway to the northeast; and access to I-5 available from Klickitat Drive to the northwest and Southcenter Blvd to the north.</p>
Transit	<p>Transit Routes Transit services within one-half mile of Red Dot include King County Metro Routes 150 and 154. The Tukwila Sounder Station is located just beyond the ½ mile radius to the northeast. Routes 140 and 126 are also accessible within ½ mile of Red Dot from Andover Park West or Strander.</p> <p>Transit Stops Transit stops are located to the north along Strander Blvd in close proximity to Red Dot.</p> <p>Transit Utilization</p>

	<p>According to the Basic Transit Packet for CTR Planning provided by Metro, transit usage by employees at Red Dot is within the range of 2-5%.</p>
<p>Bicycle and Pedestrian Facilities</p>	<p>Bicycle Facilities At Red Dot bike parking is available to bicycle commuters. Streets surrounding Red Dot are difficult to navigate by bicycle due to heavy traffic volumes, narrow lane widths, the absence of bike lanes, and fast automobile speeds. Access to both the Green River and Interurban Trail is nearby, however, providing a dedicated trail for use by bicycles and pedestrians, connecting to destinations in northern Tukwila (including the Sounder Station), as well as cities to the south.</p> <p>Sidewalks & Walkability Sidewalks are provided on both sides of the street along Andover Park East. Strander Blvd also has sidewalks on both sides of the street, providing a pedestrian connection to nearby restaurants and retail in the TUC. Minkler Blvd, the other east-west connection, only has sidewalks along its westernmost segment with has wide, paved shoulders along its length where sidewalks are missing.</p> <p>Although Red Dot is located within the TUC where there is a concentration of restaurants and retail activity, there are not many places within a 10-minute walk that would be considered destinations for pedestrians. Large block sizes and lack of through-streets prevent travel to a wider range of nearby destinations, including Tukwila Pond Park and the Westfield Southcenter Mall.</p>
<p>Land Use</p>	<p>Zoning TUC—Tukwila Urban Center.</p> <p>Streetscape / Urban Design Land uses in this area are spread out, typically housed in large warehouses or business parks. However, The Tukwila Urban Center (TUC) is envisioned to become a mixed-use urban center, with a mix of commercial, office, light industrial, and residential land uses. As part of the Tukwila Urban Center Plan, wider sidewalks and a greater amount of amenities are specified by street corridor. The area of the TUC north of Strander Blvd. is planned to have the greatest level of pedestrian orientation, with future development to be built up to the street edge, providing greater visual interest for pedestrians through façade articulation, provision of street furniture, and</p>

	<p>development of wider sidewalks with planting strips or tree wells. Just south of Strander, planned improvements for Andover Park East in the segment adjacent to Red Dot include provision of bike lanes, connecting to a bicycle- and pedestrian- friendly corridor to the north connecting to both the Sounder Station and the Westfield Southcenter Mall.</p>
<p>Parking Supply and Policy</p>	<p>Ample, free parking is provided and shared with an adjacent CTR-affected employer, Fatigue Technology.</p>

United States Postal Service, Seattle Processing Center--10700 27th Ave S



ID Number	E86157
Number of Employees	1300
Number of CTR-Affected Employees	470
2011 Drive Alone Target	65%
2011 VMT Target	11.16
Bus Routes	none

Location	The USPS – Seattle Processing Center is located in northern Tukwila within the city’s Manufacturing and Industrial Center. This employment site is relatively isolated, located between the Duwamish River and to the east and SR-99 to the west.
Local and Regional Street Network Connectivity	<p>Local Connectivity Local connectivity to Tukwila is provided along S 112th Street, which connects to two of Tukwila’s major north-south arterials, including Tukwila International Blvd and East Marginal Way S. East-west connections are few and far between in this area of Tukwila, with the nearest connection to the east located at S 115th Street, and connections west located farther south at S 128th Street and S 130th Street. Connections to South Seattle can be made north of USPS by following West Marginal Place north.</p> <p>Regional Connectivity USPS is within close proximity to regional connections including SR-99, and I-5 and I-405 via Boeing Access Road.</p>
Transit	<p>Transit Routes Most of the routes that run along Tukwila International Blvd or East Marginal Way within ½ mile of USPS are peak-only routes, including 110, 126, 161, 170, 191 (limited stops) , 600, 941, 154 (limited stops), and 173 (limited stops). All day routes</p>

	<p>include Route 128, 140, 150, and 174. Due to the nearly ½ mile walking distance from USPS to the nearest bus stop, as well as the unreliable on-time nature of the bus service, the ETC at USPS reported that the bus is not a feasible transportation option for most employees.</p> <p>Transit Stops Bus stops serving USPS are located nearly ½ mile away along East Marginal Way and Tukwila International Blvd.</p> <p>Transit Utilization According to the Basic Transit Packet for CTR Planning provided by King County Metro, 2-5% of USPS employees use transit.</p>
<p>Bicycle and Pedestrian Facilities</p>	<p>Bicycle Facilities The Green River Trail runs adjacent to the USPS worksite, with the USPS worksite located near the trail’s northern terminus in Tukwila. This trail provides great connectivity with locations in the south, and a great alternative to surface streets in the area, which are some of the most challenging for bicyclists due to heavy truck traffic, narrow lane widths, and the frequent presence of debris in the roadway. Nearby West Marginal Place is a frequently-used bicycle commuter route for bicyclists coming to employment sites in the area from West Seattle.</p> <p>Sidewalks & Walkability There are few streets within ½ mile of USPS, and some of those that are in the area do not have sidewalks, including S 102nd Street. There do appear to be sidewalks within the large-scale developments in the area, including USPS and the Boeing Activity Center. The USPS ETC reported that employees often use the Green River Trail for recreation during lunch and breaks, and also use the series of trails located on nearby Boeing property.</p> <p>In general, the area is not very walkable, and there are not many places available for employees to walk to within a ½ mile radius. Randy’s restaurant and a Chevron gas station are approximately ½ mile from USPS, and some USPS employees will walk there occasionally. However, the quality of the pedestrian environment is best along the trails in the area.</p>
<p>Land Use</p>	<p>Zoning MIC – Manufacturing and Industrial Center.</p>

	Streetscape / Urban Design The character of this area is largely light industrial. There is little provided in the way of urban or streetscape design. Land uses are spread far apart, and views and trails along the river provide the greatest amount of scenery and amenity in the area.
Parking Supply and Policy	USPS has a large amount of free parking, with some spaces provided as priority carpool parking spaces.

B. Major Issues: Land Use and Transportation Conditions Surrounding CTR Work Sites

Meetings with employer ETCs within Tukwila revealed a set of commonly cited deficiencies. These deficiencies are listed below:

Land use conditions:

- In most areas of the City, land uses are separated, and destinations are spread apart from each other so much that driving is seen as the only viable option to get from Point A to Point B. Additionally, at several employment sites, parking availability has decreased, and so employees are reluctant to leave during lunch or other breaks for fear that they will not be able to find parking when they return to work.

Transportation facilities:

- In general, sidewalks are not provided within ½ mile of every CTR-affected worksite, with the exception of Highline Hospital on Military Rd, where wide shoulders are provided, but where the high speed of automobiles adds to the inhospitable walking environment. Other areas where walking is particularly difficult include the MIC area, sections along East Marginal Way and Tukwila International Blvd, as well as the east side of Interurban Ave S just north of Southcenter Blvd/Grady Way.
- For businesses located on the east side of the Green River, it is difficult to make non-motorized connections to the TUC due to lack of crossings over the river.
- Conditions for non-motorized transportation modes make cycling and walking difficult. Employees often do not walk at lunch or from transit stops due to lack of sidewalks and bike lanes.

Transit services and facilities:

- Bus service is not frequent enough, and is often not reliable.
- King County Metro buses do not wait for transit riders who are getting off the Sounder train, so employees have to walk to work from the station (Route 140). They often leave the bus stop just as the train is letting off riders at the station.
- Several of the bus shelters, as well as the Sounder Station at Longacres Way, are not welcoming. A greater level of amenity and features to add a feeling of security are needed.
- Bus 174 from downtown Seattle to Federal Way along Highway 99 has too many stops. There are also security concerns related to the type of people who ride this bus, and the isolated nature of some of the stops along Tukwila International Blvd. Bus service on this route is unreliable, especially in the

northern/MIC area, where bus 174 has too many stops and employees who do take the bus are often late. Some of the managers at employers in the area understand that the bus often causes employees not to arrive on time, while others do not. The nature of some businesses is such that employees' schedules are not flexible and so they cannot arrive late. So, the unreliable nature of the route has made those who have tried and would otherwise take transit to work stop and go back to driving to work alone. Several of the employers, including Group Health and Boeing, suggested that an express service would increase the reliability of the route and increase their employees' ridership.

- Employees do not know about transit connections to the site. Transit services and subsidy/incentive programs need better promotion.
- Since buses were commonly cited as not being a viable transportation means to get from the Sounder Station to employment sites, there is great potential for increased use of vanshares.
- Lack of late night bus routes prevents people from taking the bus to work for those who have to stay late. Many of Tukwila's employers have 24-hour operations, and they say that current transit service is not viable for those who work schedules other than the daytime, 9:00am-5:00pm shift.
- Employees who work in the MIC and within the TUC south of Strander Blvd would like to see a shuttle or circulator service that would provide a convenient connection to the restaurants and retail available in the northern section of the TUC and Southcenter Parkway.

Existing parking conditions:

- Most employers within Tukwila provide ample free employee parking. Currently none of Tukwila's CTR-affected employers charge their employees for parking. The availability of land for free parking is likely attractive for Tukwila employers, and may help influence a company's decision to locate here. However, several of Tukwila's CTR-affected employers experience parking shortages and are starting to consider a range of parking management strategies. These strategies include leasing parking space from nearby property owners, offering shuttle services from leased parking lots, promoting carpools, and increased promotion and use of vanshare services from the Sounder Commuter Rail Station. Charging employees was not seen as a viable strategy by those employers experiencing parking shortages.

C. Potential Actions for the Jurisdiction to Eliminate Barriers

Land Use:

- Through capital investment and land use regulation, facilitate mixed use residential development within the Tukwila Urban Center.

Transportation Facilities and Services:

- Provide bike lanes along streets connecting to major employment sites, including East Marginal Way and Tukwila International Blvd.
- Construct sidewalks on both sides of all arterial streets.
- Work with nearby cities and regional agencies to provide missing links in the regional trail system.
- Construct trails to provide through-connections in areas of the City where there are dead-end streets or where environmentally sensitive areas prevent the construction of new streets.

Transit Services and Facilities:

- Continue to work with King County Metro and Sound Transit to provide service improvements to existing transit routes and facilities.
- Explore the idea of starting a City-wide circulator route, or use of a small fleet of vans going from the Sounder Station around the TUC and up north to employment sites in the MIC. This circulator route would help integrate areas of the City that are physically separated by major barriers such as freeways, as well as areas that may be linked functionally (such as employment sites and the retail, restaurants located in the TUC) but are not within a reasonable walking distance.

Parking:

- Provide enhanced CTR services, to include funding for subsidies and incentives, to employers who agree to initiate more aggressive parking management policies.

D. CTR-Supportive Plans and Review of Comprehensive Plan Policies

The City of Tukwila has several planning activities under way that support CTR planning efforts. These include the Walk & Roll Plan, a city-wide bicycle and pedestrian plan; the Climate Change Initiative; the Tukwila Urban Center Plan; and the Shoreline Master Plan. Each of these is described below briefly as they relate to the CTR Plan. The Tukwila Transit Plan was completed in April 2005, and the recommendations included in this plan are incorporated as recommended transit service improvements as part of the CTR Plan (see Section E, Existing and Planned Transit Services and Facilities, below).

Walk & Roll Plan

In December 2005, the City of Tukwila received a Growth Management Grant from the State Department of Community, Trade, and Economic Development (CTED) to develop a city-wide bicycle and pedestrian plan. City staff solicited public input from local residents, CTR-affected employers and employees, bicycle and pedestrian advocacy organizations and clubs, and students and staff at Tukwila School District to identify and prioritize locations for new bike lanes, trails, and sidewalks. Projects that complete missing linkages in the regional and local system of non-motorized connections, as well as projects that connect to major activity centers, including CTR-affected employers, schools, parks, and shopping areas are identified as top priorities within the Walk & Roll Plan.

Climate Change Initiative

The City of Tukwila is developing a climate change initiative that will include strategies to support reduction of carbon emissions. CTR Plan strategies will be incorporated into Tukwila's Climate Change Initiative to support reductions in SOV and VMT. A potential strategy identified in the CTR Plan for incorporation into the Climate Change Initiative is for the City of Tukwila to set up a city-wide employee program to reduce SOV and VMT that serves as a model to other Tukwila employers.

Tukwila Urban Center (TUC) Plan

The Tukwila Urban Center Plan is currently under development, and will outline policies and regulations for the TUC to encourage future employment, housing, and population growth within the area generally bounded by I-405 to the north, Renton to the east, S 180th to the south, and I-5 to the west. Land use changes as part of the TUC Plan will broaden the range of allowable uses to encourage mixed-use development that includes housing, as well as design guidelines to encourage, where appropriate, pedestrian-oriented facilities and development that connects to the area's natural amenities. The current employment base will continue to be supported, as land uses south of Strander Blvd will include light industrial. A transit-oriented development district is envisioned for the area surrounding the future Sounder Commuter Rail Station, to include residential development and other transit-supportive land uses.

The TUC will be well-served by transit and will be bicycle- and pedestrian- friendly, with non-motorized connections planned from the Sounder Commuter Rail Station to the Westfield Southcenter Mall to include an at-grade signalized crossing on West Valley Highway that connects to a pedestrian and bicycle bridge across the Green River, with additional pedestrian amenities

including wide sidewalks and street trees provided along the Pedestrian Spine that connects from the Green River to the Mall along Baker Blvd.

Shoreline Master Plan

The City of Tukwila is currently updating its Shoreline Master Program. This Program will include policies and land use regulations that outline the intensity of development that may occur within 200 feet of the Green/Duwamish River. This document will also include potential restoration opportunities, as well as opportunities for public access. Material included in the Shoreline Master Program Update will provide guidance on the potential for future extension of the Green/Duwamish Trail.

City of Tukwila Comprehensive Plan

The City of Tukwila Comprehensive Plan was first adopted in December 1995, with the most recent Comprehensive Plan Update completed in 2004. A review of Comprehensive Plan Policies related to CTR was conducted to ensure consistency between the CTR Plan and the Comprehensive Plan. Policies throughout Tukwila's Comprehensive Plan support CTR. Common to most elements in the Comprehensive Plan are policies that encourage a mix of land uses and infill development, promote development and use of improved transit facilities and services, require or promote development of non-motorized facilities, and encourage adequate amounts of parking that is well-designed to allow convenience and safety for pedestrians. Below is a comparison of recommended goals and policies from the CTR Efficiency Act Local Planning Guide and corresponding policy numbers and planning activities from Tukwila that address each recommendation. A complete list of Comprehensive Plan policies related to CTR are included in the Appendix.

Comparison: Tukwila's Comprehensive Plan Policies & Examples from the CTR Efficiency Act Local Planning Guide

The policy review contained in the table below compares those policies recommended in the CTR Planning Guide with existing policies and goals contained in Tukwila's Comprehensive Plan. This analysis helps to identify any gaps within Tukwila's Comprehensive Plan that may need to be addressed through changes to policies and goals in the Comprehensive Plan, or through changes in zoning.

The table below contains recommended policies from the CTR Planning Guide in the left-hand column, and the right-hand column lists the policies that correspond to the recommended goals and policies suggested by the CTR Planning Guide. Additionally, the right-hand column cites plans Tukwila currently has under development that are expected to implement the suggested policies contained in the left-hand column, including the Tukwila Urban Center Plan, the Walk & Roll bicycle and pedestrian plan, and the Global Climate Change Initiative. Following this section, a summary of new policies, updates, and actions are described that could further embed the goals of the CTR Planning Guide with City practices.

Land Use Element	Goals and Policies in Comprehensive Plan
Urban Growth Areas	
Enter into agreements and establish procedures for setting priorities, programming, maintaining and financing for countywide, regional and state transportation facilities and services consistent with the GMA current federal transportation legislation.	8.4.5 13.4.1,4,12
Inter-Agency Coordination	
Work with transit providers to provide transit that is fast, frequent and reliable between urban centers, urban villages, GTEC's and accessible to most of the City's residences and businesses.	8.4.5 10.3.1 10.3.3 11.1.9
Land use and transportation goals and decisions should be integrated with one another and coordinated with adjacent jurisdictions and with the Regional Transportation Plan to determine the types and levels of transportation facilities to be provided within the unincorporated county.	5.6.5 6.1.7 10.3.1 11.1.9 13.1.2 13.3.2
The county/city should use future land use projections to identify and provide for adequate safety, structural, rights-of-way and other possible improvements that support vehicle transportation, non-motorized and transit needs of the region plus use alternative transit modes as areas develop.	5.6.5 8.2.1 10.1.1-3 13.4
Integrate Commute Trip Reduction land use planning by requiring nonmotorized pedestrian connections between retail, living, and work places. Non-motorized connects shall include, but not be limited to: transit connections, bus stops, sidewalks, bike facilities, trails and encouraging employers to participate in ride sharing programs.	CTR Plan 1.5.1 1.6.3 1.7.2 1.8.3,5,8 1.11.2,4 1.1.6 10.2.6 10.3.3 13.2.3 13.3.6 13.4.4
When evaluating land use changes to the Comprehensive Plan, proposals should include an analysis of how the development furthers the goals of Commute Trip Reduction planning.	CTR Plan 10.2.6 13.4.4 13.3.4 13.4.10
Pursue transportation demand management (TDM) strategies at the local/regional level by coordinating with regional and state partners so customers see their travel choices and the various TDM promotions as a coordinated, integrated system that makes a difference in the community. Examples: • Regulations to influence travel behavior • Marketing • Improvements in services and facilities	Education 1.10.7 5.6.5 8.1.6 8.5.12 13.4.5
Develop and implement strong interlocal agreements for cooperative solutions to land use and transportation problems that cross the jurisdictional borders.	1.10.7 10.3 13.4.12 13.4.1 13.5.5

Require the integration of non-motorized and transit connections when planning and developing urban centers or GTEC's.	1.8 1.11 11.1.4 13.4.3	1.10.7 10.3.5 13.4.2 13.4.8
Establish urban centers and/or GTEC's where they can be served by regional transit agencies, or work with the appropriate transit agency to expand service to the urban center within a reasonable timeframe.	1.8.8 10.1 11.1.9 13.4.2	8.2.4 10.3.1 13.4.1 13.4.13
Encourage new housing developments to be located in urban growth areas and small towns to help provide a sense of community and safe, nonmotorized transportation to community facilities and public transit modes.	1.8.8 13.4.13	3.1.3
Discourage transportation improvements that would trigger development that is premature or not consistent with applicable comprehensive plans, policies, or zoning.	3.3.4 8.2.1, 3	3.4.14 10.3.21
Provide aesthetic and functional amenities along pedestrian facilities, such as water fountains, benches, trash receptacles, public art, and open spaces (such as seating plazas).	TUC Plan 1.10.7 8.5.10	5.6.10
Provide pedestrian and bicycle connections in newly developing areas of the city, promoting both internal access and linkages with the rest of the city.	1.5.1	13.5
Incorporate transit-supportive and pedestrian friendly design features in new development through the development review process.	1.8.2 8.2.20	7.7.2 9.2.2
Incorporate guidelines for addressing that sidewalks and walkways are separated from the roadway by a landscaping strip or drainage swale.	1.8.3	
Adopt pedestrian friendly design guidelines, especially in high pedestrian activity zones, such as wide sidewalks, landscape buffers or strips, street trees, adequate lighting, traffic calming measures (such as traffic circles, curb bulbs, raised medians, speed tables and chicanes), special pavements, and bollards.	TUC Plan 7.7.2,5,8 8.8.1	8.1 13.3.2
Adopt development design standards that promote a pedestrian friendly environment. Such standards may include reduced building setbacks, requirements for display windows, building entrances oriented toward the street, and locating parking lots to the rear or side of buildings.	TUC Plan 1.8.7 8.8.2	7.7.4
Secure bike lanes and trail improvements or easements through the development review process to develop portions of the bicycle and pedestrian system.	CTR , Walk and Roll Plan 1.10.5 13.5.6	9.3.2

Require new developments to incorporate non-motorized features or programs designed to promote use of alternatives to single-occupant vehicles, such as; <ul style="list-style-type: none"> • Preferential parking for car pools and van pools • Special loading and unloading facilities • Transit facilities, including comfortable bus stops, and waiting areas, adequate turning room, and where appropriate, signal preemption and queue-jump lanes • Bicycle parking and related facilities 	8.1.6 13.4.3
Work with transit providers to provide transit that is fast frequent, and reliable between urban centers, urban villages, GTEC's and accessible to most of the city's residences and businesses.	8.1.16 13.4.9 12
Pursue strategies that make transit safe, secure, comfortable, and affordable.	6.1.7 8.1.16
Integrate multiple access modes, including buses, carpools, and vanpools, bicycles, and pedestrians.	5.0 5.6.5, 6, 9 6.1.7 13.4.5, 12
Integrate transit-oriented development opportunities with the private and public sectors.	1.8 13.4.3 13.4.8
Discourage the development of major, stand-alone park and ride facilities with city limits. Situations where additions to park and ride capacity could be considered include: <ul style="list-style-type: none"> • At the terminus for a major, regional transit system. • When opportunities exist for "shared parking "(e.g., where transit commuter parking can be leased from another development. Such as a shopping center, movie theatre, church, etc.) • Areas where alternatives to automobile uses are particularly inadequate (e.g., lack of direct transit system, or pedestrian and bicycle access) or cannot be provided in a cost-effective manner. 	10.1.1 10.3.1
Allow a reduction in the number of required parking spaces if a development provides ride-share programs, carpool parking spaces, bike racks, lockers or other approved non-motorized parking options.	Climate Change Initiative 5.3.8 8.1.3
Encourage transit-oriented development and pedestrian-friendly land use characteristics through zoning and land use policies that encourage mixtures of land uses, increased densities in targeted areas with design standards.	TUC Plan 1.8.8 8.2.16 8.3.3 8.4.1 8.5.1 9.3.2 13.4.13
Adopt a parking credit program that allows developers to reduce the number of required parking spaces if they provide an alternative transportation program to single occupant vehicles.	Climate Change Initiative
Housing Element	Goals and Policies in Comprehensive Plan
Work with other jurisdictions to achieve a jobs/housing balance that makes it possible for people to live closer to where they work.	1.8.1 7.7.1

Promote quality, community-friendly residential development, through features such as enhanced open space and pedestrian connectivity.	1.3.5 9.3.2 13.3.2, 5	1.6 9.4.1 13.2.1
Capital Facilities Element	Goals and Policies in Comprehensive Plan	
Explore the possibility of encouraging cooperative funding for bicycle trails.	2.1.9	13.4.3
Implement a methodology for public-private partnerships when it would result in a more efficient use of public resources.	2.1.5, 9	
Aggressively seek funding opportunities for safety, mobility, intermodal, bicycle, pedestrian, neighborhood, and transportation demand management improvements	2.1.9 13.5.4	13.4.3
Provide adequate and predictable funding to construct and maintain pedestrian and bicycle capital projects.	2.1.4	
Effectively link pedestrian project funding and approval decisions to priorities identified in the CTR plan, as well as the Non-Motorized element of the City's Comprehensive Plan.	13.5.4	
Support a greater investment in pedestrian enhancements, and ensure that all new transportation projects include funding for pedestrian improvements.	1.5 13.3.4, 6	3.2.2
Continue programs to construct, maintain, and repair sidewalks.	8.1.1	13.2.3
Assign high priority to pedestrian and bicycle projects that provide access to major employment areas and activity centers, provide linkages to transit, complete planned bicycle facilities and provide system connectivity.	CTR , 1.5.4 7.6.11	Walk and Roll Plan 5.7.2 8.1.6
Effectively link TDM program funding and approval decisions to priorities identified in the CTR plan, as well as the transportation element of the City's Comprehensive Plan.	13.4.4, 14	
Utilities Element	Goals and Policies in Comprehensive Plan	
Secure sidewalk and trail easements over existing utility lines where ever feasible	Walk and Roll Plan 13.5.7	
Transportation Element	Goals and Policies in Comprehensive Plan	
Ensure that the city as an employer sets a positive example by maintaining a strong transportation demand management program for its employees.	See Recommendations	
The county should ensure that continuous and/or direct bicycle lanes are provided between all jurisdictions and major activity centers.	N/A: County-Level	
Consider pedestrians along with other travel modes in all aspects of developing the transportation system. Provide safe and convenient pedestrian access in all new and improved transportation projects, unless exceptional circumstances exist.	1.8.8 10.3.5 13.3.6	8.1.16 13.1.1 13.4.13
Remove barriers and deterrents along the existing pedestrian system to create better access between employment facilities, residential and other	1.5.4 1.11.4 8.1.2	1.8.2, 5, 8 5.6.4 10.3.5

Coordinate the local jurisdiction's existing and planned pedestrian system with adjacent jurisdictions to provide a continuous, coordinated system, especially when major employment and activity centers are nearby.	CTR, Walk and Roll Plan 8.1.16 10.3.5
Secure sidewalks and trail improvements or easements through the development review process to develop portions of the pedestrian system.	9.3.2 13.5.6, 7
Adopt and use national (American Association of State Highway and Transportation Officials, AASHTO) design standards for pedestrian facilities.	Walk and Roll Plan Public Works design guidelines
Address the special needs of citizens with various degrees of mobility in planning, designing, implementing and maintaining pedestrian facilities.	Walk and Roll Plan Public Works design guidelines
Provide consistently designed pedestrian activated signal crossings, and consider technologies that enhance pedestrian safety at crossings, such as longer crossing times and audible crossings.	TUC plan Walk and Roll Plan Public Works design guidelines
Consider access management to reduce the number of conflict points (driveways) between pedestrians and vehicles, thereby improving pedestrian safety.	Walk and Roll Plan; 8.2.20 10.2.6
Ensure that pedestrian facilities are designed and monitored to improve security and safety, through lighting, openness, vegetation upkeep and security features such as panic buttons at key locations.	8.2.2, 20
Design midblock crossings with safety as a high priority, and consider improvements such as pedestrian crossing signals, flared curbs (bulbouts), pedestrian refuge islands, medians, and adequate sight distance around parked vehicles.	Walk and Roll Plan; 8.2.2
Conduct periodic analyses of bicycle and pedestrian environments in and around urban centers and regional transit stations to identify deficiencies and to plan access improvements.	Walk and Roll Plan 13.3.7
Include bicycle facilities in the six-year capital improvement program (for trails that will be utilized by bikes) or the six-year transportation program (for widening shoulder projects that will accommodate bikes).	Walk and Roll Plan
Implement way-finding (signage) along sidewalks and trails that direct pedestrians to key locations or destinations, such as major activity centers, business districts, institutions, major medical facilities, parks or recreational facilities.	TUC Plan Shoreline Master Plan Walk and Roll Plan See recommendations
Provide internal pedestrian circulation systems within and between existing, new or redeveloping commercial, multi-family or single family developments, and other appropriate activity centers. Provide convenient connections to frontage pedestrian systems and transit facilities.	Walk and Roll Plan; 13.5.1
Encourage transit use by improving pedestrian and bicycle linkages to the existing and future transit and school bus system, and by improving the security of and utility of park-and-ride lots and bus stops.	Walk and Roll Plan 13.5.8

Provide bicycle connections and secure bicycle parking and storage convenient to major transit facilities; increase the number of secure parking areas for bicycles.	Walk and Roll Plan 13.3.6 13.5.8
Cooperate with the public and private schools, bicycle clubs and other interests groups to provide education and strategies to promote safe riding skills and the transportation and recreation opportunities of bicycling.	Walk and Roll Plan Education program recommended
Conduct bicycle transportation studies to improve safety and overall quality of bicycling.	Walk and Roll Plan 13.3.7
Improve mobility and safe access for walking and bicycling, and create incentives to promote non-motorized travel to employment centers, commercial districts, transit stations, schools and major institutions, and recreational destinations.	Walk and Roll Plan; 13.5.1, 2, 3
Update and review the Pedestrian and Bicycle transportation Plan every five years. The updates should consider the existing and future role of the single occupant vehicle in relation to non-motorized and public transportation modes, as well as newly annexed areas, areas experiencing unforeseen development and/or redevelopment, and other emerging issues.	Walk and Roll Plan
Develop an effective "share the road/share the trail" concept for pedestrian and bicycle education programs for the motorized and non-motorized public.	Walk and Roll Plan Education program recommended
Sidewalks or pedestrian facilities should be located along all both sides of all arterials, collectors, and at least one side of most local streets.	Walk and Roll Plan 1.6.3 1.7.2 1.8.3 13.5.2
Pedestrian facilities should be wide enough to allow the disabled, such as wheelchair users, to access them, usually a minimum of 5' to 6'. A wider facility should be provided along principal arterials (generally a minimum of 8'), or in business districts that attract more pedestrians.	Walk and Roll Plan; 10.2.6
Direct pedestrian linkages should be considered whenever possible, to connect between internal land uses and arterials. This reduces walking distances to transit stops and commercial uses.	Walk and Roll Plan 1.5.4 1.8.5 8.4.6 13.4.3
Encourage interconnections and time coordination of public transportation modes (bus, coach and rail) to increase level of service and ridership.	13.4.12
Work with transit providers to provide transit service that is fast, frequent, and reliable between urban centers and urban villages and that is accessible to most of the city's residences and businesses. Pursue strategies that make transit safe, secure, comfortable, and affordable.	8.5.12 13.4.4
Support development of an integrated, regional high capacity transit system that links urban centers within the city and the region.	Light rail development 13.4.6, 6, 12
Develop partnerships with transit providers to implement projects providing neighborhood-to-transit links that improve pedestrian and bicycle access to transit services and facilities.	8.5.12 9.4.1 10.3.5 13.4.8

Coordinate with regional, state, and federal agencies, local governments, and transit providers when planning and operating transportation facilities and services in order to promote regional mobility for people and goods and the urban center approach to growth management.	8.1.16 10.3.1 13.4.1, 2, 6, 7, 12
Design transit access into large developments, considering bus lanes, stops, shelters, non-motorized lanes & facilities as part of the project design.	10.3.3 13.4.8, 9 13.4.12
Coordinate with transit providers and the private sector to develop and implement compatible transportation demand management regulations and strategies that are consistent with the Commute Trip Reduction Act.	10.3.4 11.1.9 13.3.5 13.4.4, 10, 11, 12
Work with car share companies to provide car share opportunities at key locations, such as major employers, business districts, and high density residential areas.	See City Of Tukwila recommendations
Provide preferential lanes, such as High Occupancy Vehicle (HOV) lanes on roads which will benefit commuters the most, such as those with major transit routes, and those experiencing the greatest congestion.	N/A: County-Level
For water-borne travel across Puget Sound, encourage the expansion of the passenger-only ferry service and land-side facilities and terminals that encourage walk-on (by-foot, bicycle, transit) trips rather than ferry travel with automobiles.	N/A
Coordinate ferry arrivals and departures with mass transit systems to ensure an efficient flow of people and traffic.	N/A
Educate the general public and public officials about the economic, transportation system performance, environmental, health and social benefits of walking and biking and develop improved programs to encourage increased levels of walking and biking.	Education program recommended, Climate Change Initiative
Educate drivers and pedestrians about pedestrian safety issues, and enforce pedestrian related laws.	Education program recommended
Consider the formation of a pedestrian advisory committee to provide input to the City (staff and elected officials) on pedestrian related issues and needs, as well as review of major transportation projects to ensure that pedestrian needs are adequately addressed or considered.	Education program recommended
Develop a pedestrian walking/biking map that is focused on major activity centers, such as business districts or major employment areas. The map should identify sidewalks, trails, bike routes, transit corridors and bus stops/transit centers, and key activity centers such as institutional uses and government centers, major employers, commercial or retail areas, parks, and other points of interest.	Walk and Roll plan
Ensure that the local government monitors the results of its TDM programs and policies, and continually evaluate changes needed to improve mode split goals.	CTR Plan
Continually evaluate large employer CTR program effectiveness and reduce the employer threshold if needed to achieve the City's mode split goals.	CTR Plan
Economic Development Element	Goals and Policies in Comprehensive Plan

Funding Mechanisms	
Promote public awareness of the impact travel choices have on household finances, personal quality of life, society, and the environment, and increase awareness of the range of travel choices available.	Education program recommended Climate Change Initiative
Funding Mechanisms	
Require large employers to implement a commute trip reduction program for employees, as mandated by the Commute Trip Reduction Act.	CTR Plan 13.4.4, 10
The county/city should encourage employers in urbanized areas to offer staggered work hours or flextime and other Transportation Demand Management programs such as parking management, ride-match services and preferential parking of vanpools, carpools, covered bike racks, lockers and showers at work sites.	13.3.4 13.4.1, 5 Education Program Recommended
Encourage employers to provide information and marketing on commute alternatives, such as transit schedules, rideshare information, and guaranteed ride home programs.	CTR Plan, Education program recommended
Encourage employers to develop telecommuting options, which allow employees to work one or more days at home or at a "satellite work center" closer to their homes.	CTR Plan, Education program recommended
Encourage employers to allow flexible work schedules or compressed work weeks to help reduce the number of vehicles using local and regional roadways.	CTR Plan, Education program recommended
Encourage major employers to provide daycare opportunities onsite or nearby.	CTR Plan, Education program recommended, flexible zoning to allow onsite daycare for large employers
Encourage employers to provide subsidies to employees who commute using other modes, such as free or reduced prices for transit passes, or discounted parking for rideshare vehicles.	CTR Plan, Education program recommended
Parks & Open Space Element	Goals and Policies in Comprehensive Plan
Provide for adequate roadway, pedestrian, and bicycling connections in newly developing areas of the city, promoting both internal access and linkages with the rest of the city.	Walk and Roll Plan; 1.5.1 1.6.3 1.7.2 13.5 1.8.5 5.6.6 8.2.17 8.4.6 8.5.10 13.2.3
Identify areas to be designated as pedestrian promenades, with pedestrian friendly environments.	TUC Plan
Provide for uniform bicycle and pedestrian markings and design standards for travel along city bikeways and walkways.	Walk and Roll Plan

Recommendations for changes to CTR-supportive plans, the Tukwila Comprehensive Plan, and City practices:

CTR Plan policies, updates, and actions

The following suggestions are changes to the City of Tukwila's Comprehensive Plan, sub-plans, and activities that, if adopted, would further embed the goals of the CTR with city practices.

Walk and Roll Plan: *to be adopted Spring, 2008***Policy:**

Adopt the Walk and Roll Plan:

1. The plan includes a map of existing and potential a bicycle and pedestrian routes.
 - a. Utilize the map to assist bicyclists and pedestrians with way finding.
 - b. Provide maps to the parks and recreation department, the school system, local businesses and employers, and publish in the Hazelnut annually.
2. The plan identifies and prioritizes future trail improvements and easements that will facilitate non-motorized transportation throughout the city and region.
3. Incorporate the implementation of the Walk and Roll plan into the city's capital improvement program.
4. Add way-finding along sidewalks and trails to direct non-motorized travel to trails and destinations. Incorporate way-finding throughout the city's non-motorized routes and trails network to include marking for bike lanes, pedestrian routes, and trail locators.

Education component: *to consider as a program to be undertaken by the city***For residents:**

The City of Tukwila should consider the creation of a citizen's Nonmotorized Advisory and Education Committee. The purpose of this committee would be to represent and promote bicyclists and pedestrians within and to the city.

1. This committee would provide education to city residents on how their transportation choices affect quality of life in the City of Tukwila including personal finances, societal and environmental effects. (This may also be addressed through the future Climate Change Initiative.)
2. The committee would represent the needs of nonmotorized travelers to public officials as well as provide input to public officials about the economic, transportation system performance, environmental, health and social benefits of walking and biking. (This may be addressed through the future Climate Change Initiative.)
3. The committee would assist schools and public safety staff in providing education to motorists and nonmotorized travelers on "share the road/share the trail" concepts and pedestrian safety issues as well as work with other interest groups to promote and develop improved safe riding skills and recreational opportunities. (This may be addressed through the Walk and Roll Plan.)
4. The committee would increase awareness of the range of travel choices available to residents and distribute nonmotorized route maps. (This may be address through the Walk and Roll Plan.)
5. The committee would work with regional stakeholders including clubs and businesses and the parks department to coordinate education and resources.

For the City of Tukwila: *to consider adopting as an addendum to the Comprehensive Plan, as a city program, or as part of the Climate Change Initiative*

Policy: The City of Tukwila will set an example to other employers of their commitment to reducing SOV and miles traveled through implementation of CTR goals and concurrently with the (pending) Climate Change Initiative, and the (pending) Walk and Roll Plan.

Implementation Strategies:

1. The city will promote alternative transit options to employees at orientation and internal newsletters including rideshare information, train and bus schedules, and the availability of vanshares between transit centers and the city facilities.
2. Additional preferential carpool/vanpool parking will be provided at city sites.
3. Adoption and utilization of flex schedules, compressed work weeks, and telecommuting will be supported and encouraged whenever possible.
4. Vanshares from major transit centers including the Sounder Train, the Urban Center Metro transit center, and the future light rail station should be made available and promoted to city staff and contractors.
5. The city will provide additional bike lockers to employees as well as install showers at employment sites during future remodeling projects.
6. The city will budget for and provide subsidies to employees, such as free or reduced transit passes and promote the King County Metro transit pass and/or the regional flexpass to encourage and support alternatives to SOV travel.
7. The city will provide parking lot space for a car-sharing service to meet the needs of employees and residents within the vicinity of City Hall.
 - a. The city will research using the car-sharing fleet to meet a portion of city motor pool demand. (May be a part of the Climate Change Initiative.)
8. The city will work with car-sharing companies to facilitate their siting at major employment sites, transit centers, and the Urban Center to serve residents and employees within Tukwila and the region.

Climate Change Initiative: *under development*

As this initiative is being considered, incorporate the following:

1. Include CTR policies.
2. Facilitate alternative transportation.
3. Develop policies for transportation alternatives in lieu of parking minimums.
4. Allow parking credits in exchange for alternatives to SOV (as above).
5. Provide education materials to employers, employees, and residents on how their personal transportation choices affect the environment and livability within the city and region.

Tukwila Urban Center Plan: *under development as a sub-plan of the comprehensive plan*

As this plan is being developed incorporate the following:

1. Improved pedestrian crossings (currently a public works design guideline).
 - a. Improve use, equity, safety, and access through:
 - pedestrian activated crossings,
 - audible crossings, and
 - longer crossings.

- b. Incorporate transit shelters into street design on TUC.
- 2. Pedestrian-friendly streets to include weather coverings, tree and landscaping buffers, minimal curb cuts, shared and central parking, drinking fountains, way finding.

Shoreline Master Plan: *under development as a sub-plan of the comprehensive plan*

As this plan is being developed, incorporate the following:

- 1. Add way-finding along sidewalks and trails to direct nonmotorized travels to trails and destinations. Incorporate way-finding throughout the city's non-motorized routes and trails network to include marking for bike lanes, pedestrian routes, and trail locators.

E. Planning Coordination

Tukwila's plan has been coordinated with the following agencies:

Agency	Date	Issues
WSDOT	7/06 - present	Mitigation for I-5 and I-405 construction projects.
Puget Sound Regional Council	7/06 - present	Meeting to discuss Walk & Roll Plan (Bicycle and Pedestrian Advisory Committee), coordinating meetings for CTR planning (see list of meeting dates in Section VI, Documentation of Consultation)
Kind County Metro	7/06 - present	Meetings/briefings.
City of SeaTac	7/06 - present	Meeting with South King County Cities to discuss common issues. Transit service issues were shared, as well as strategies to encourage CTR such as carpool incentives, regional meetings with South King County employers. Bicycle and pedestrian linkages were discussed with SeaTac at a separate meeting involving Parks and Planning staff of both cities.
City of Renton	7/06 - present	Meeting with South King County Cities to discuss common issues. Transit service issues were shared, as well as strategies to encourage CTR such as carpool incentives, regional meetings with South King County employers. Bicycle and pedestrian linkages were discussed with City of Renton staff and consultants at an open house for Renton's trails and bicycle master plan.

City of Kent	7/06 - present	Meeting with South King County Cities to discuss common issues. Transit service issues were shared, as well as strategies to encourage CTR such as carpool incentives, regional meetings with South King County employers. Bicycle and pedestrian linkages were discussed with Cathy Mooney during the City of Kent's transportation master plan update.
City of Federal Way	7/06 - present	Meeting with South King County Cities to discuss common issues. Transit service issues were shared, as well as strategies to encourage CTR such as carpool incentives, regional meetings with South King County employers.
City of Redmond	7/06-present	Review plans, exchange ideas.
City of Bellevue	7/06-present	Review plans, exchange ideas.
City of Kirkland	7/06-present	Review plans, exchange ideas.
Duwamish Transportation Management Association	11/06-present	Construction mitigation for I-5 lane closures in August, formation of a partnership between the City of Tukwila and the Duwamish TMA for implementation of a grant that enables coordination among employers in the MIC and SODO for CTR.

E. Broad Assessment of Jurisdiction's Existing and Planned Land use, Transportation and Transit Conditions

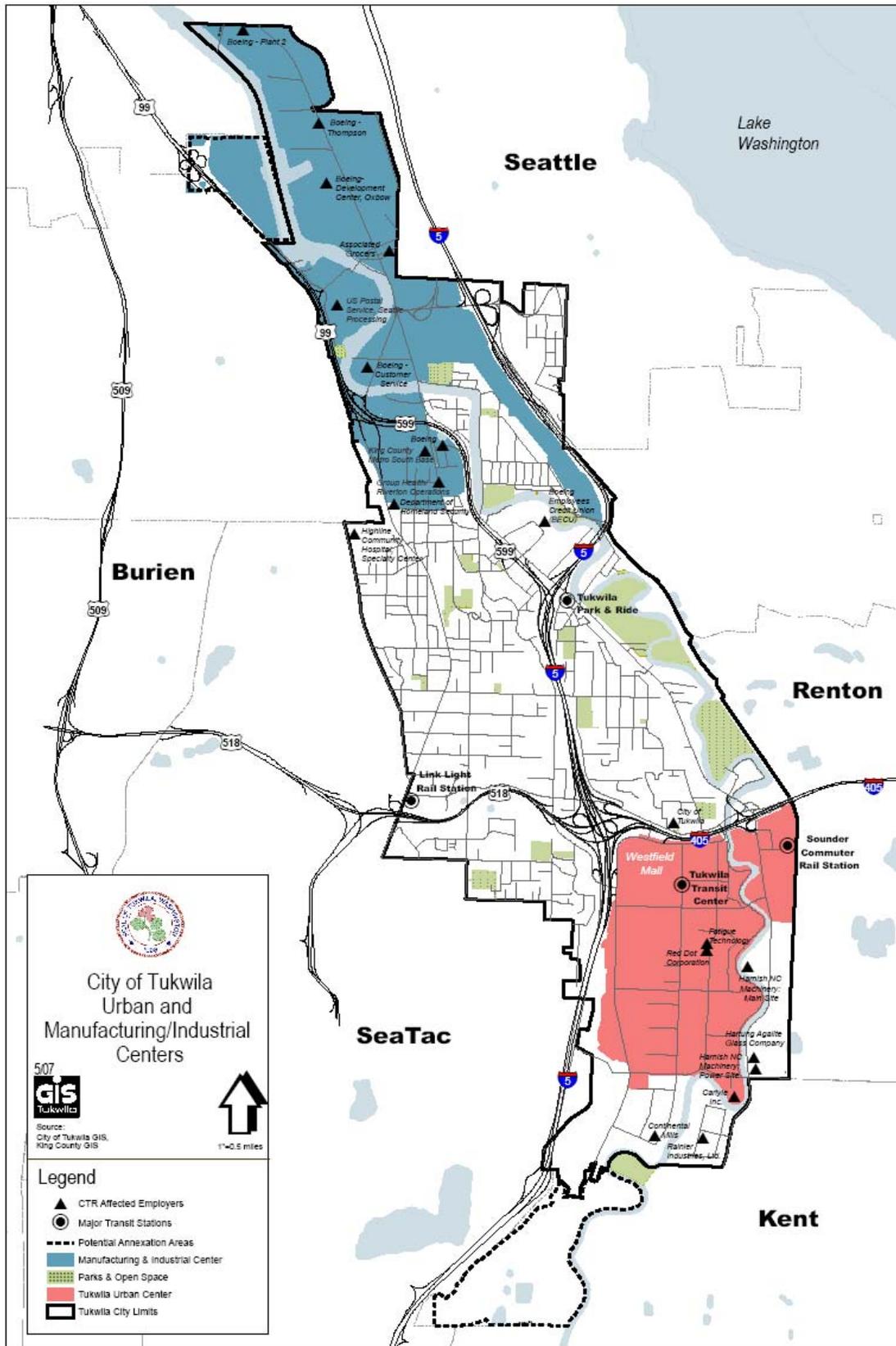
Existing and Planned Land Use Conditions

Within Tukwila, there are two major areas where employers are located (see map titled *City of Tukwila Urban and Manufacturing/Industrial Centers* provided on the next page). Both of these areas have been designated as centers for the targeted growth of population, employment and housing according to criteria developed by the Puget Sound Regional Council (PSRC). The Tukwila Urban Center is one of 21 Regional Growth Centers in the Puget Sound, and is an area of over 800 acres located in southeastern Tukwila, comprising an area bounded by I-5 to the west, I-405 to the north, the City of Renton to the east, and Tukwila's city limits at S 180th Street on the south. Currently, the Tukwila Urban Center contains a large concentration of retail, light industrial, and office development. The City of Tukwila is in the process of developing a Tukwila Urban Center Plan that plans for the addition of housing and new development that will take advantage of natural amenities including the Green River and Tukwila Pond, and works toward a vision of a mixed-use, pedestrian- and bicycle-friendly environment.

Northern Tukwila is a designated Regional Manufacturing/Industrial Center which is defined by the PSRC as:

Manufacturing/industrial centers are existing regional employment areas of intense, concentrated manufacturing and industrial land uses which cannot be easily mixed at higher densities with other uses. To preserve land at these centers for manufacturing, industry and related uses, large retail uses or non-related offices are discouraged. Provision of adequate public facilities and services, including good access to the region's transportation system, is very important to the success of manufacturing/industrial centers

Tukwila's Manufacturing and Industrial Center (MIC) is characterized by large warehouses spread out along transportation corridors with high speeds and heavy truck traffic. This area provides easy access to regional transportation corridors including I-5, I-405, East Marginal Way, SR-99, and SR-599.



In between the TUC and the MIC are Tukwila's residential neighborhoods. Another area of residential development is the area west of I-5 west to the City of SeaTac city limits. Most of Tukwila's residential areas are zoned for low-density residential development. Areas zoned for mixed-use development or medium and high density residential development are located along Tukwila's Transportation Corridors, as identified in Section 8 of Tukwila's Comprehensive Plan, including Tukwila International Blvd (SR-99), Southcenter Blvd, and Interurban Ave S. In general, residential areas are cut off physically and functionally from the TUC and the MIC due to barriers posed by major freeways and topography. Additionally, transit serving Tukwila is concentrated on service to the TUC. The physical barriers, combined with lack of convenient transit service that serves residential areas, pose challenges to use of transit or non-motorized forms of transportation. The map on the next page, titled *City of Tukwila Land Use*, shows general categories of land use in Tukwila, aggregated from the categories shown on Tukwila's Comprehensive Land Use Map.

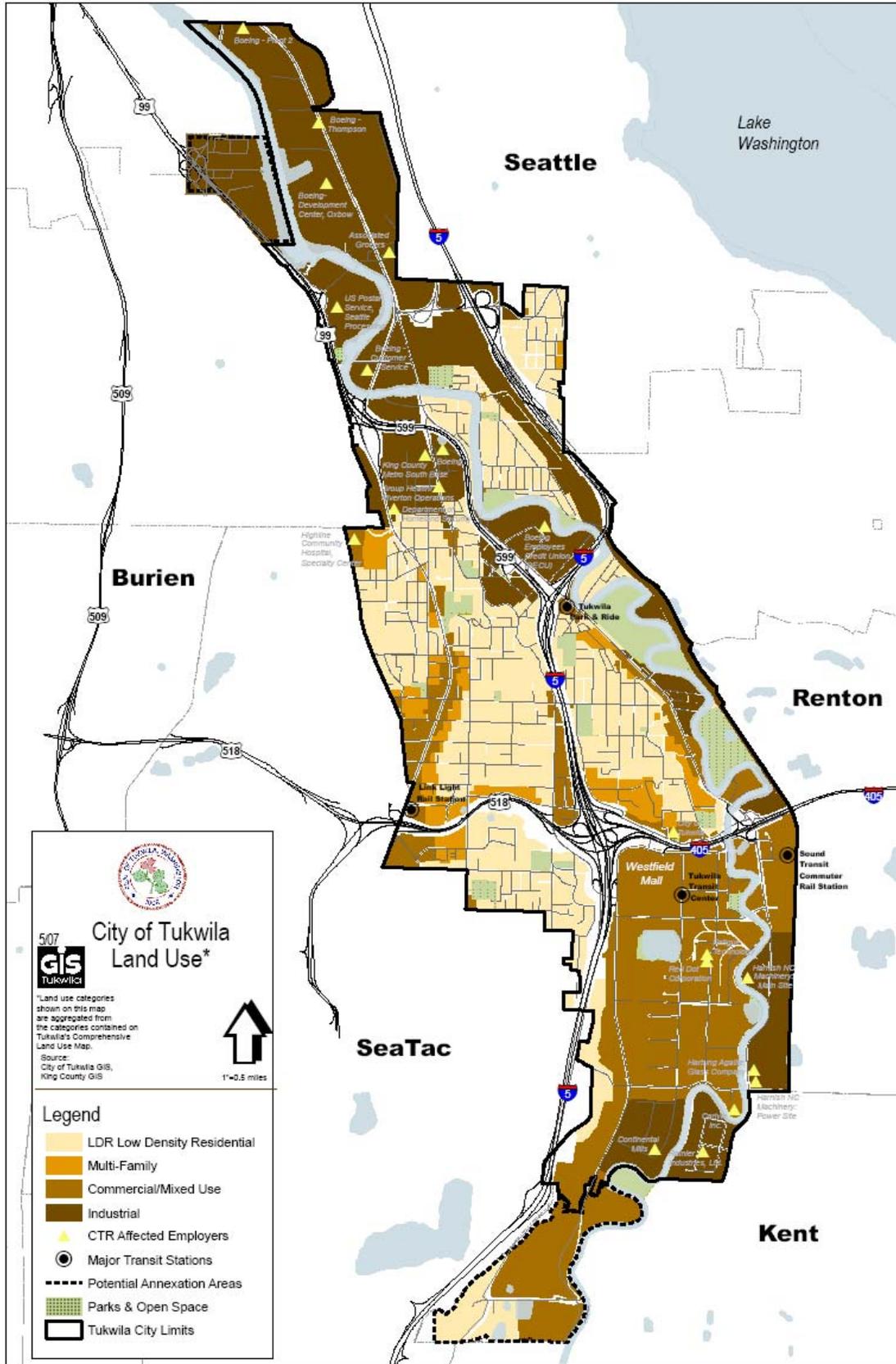
Potential Annexation Areas

Tukwila has two potential annexation areas identified on the Comprehensive Land Use Map; one located northwest of Tukwila, the other south of Tukwila. These areas are identified on the *City of Tukwila Land Use* map that follows this section.

The annexation area located south of Tukwila currently does not have any CTR-affected employers. Land uses in this area are currently agricultural, industrial, and low-density residential.

The annexation area located in northwestern Tukwila is designated as a manufacturing and industrial area within the Comprehensive Plan. Land uses in this area are similar to those found in the MIC. The northern annexation area contains one CTR-affected employer, which is Delta Marine Industries. This worksite is located off West Marginal Place on S 96th Street. Delta Marine is largely isolated from the rest of Tukwila, located between the Duwamish River to the east and SR-99 to the west.

Regional transportation connectivity is provided by SR-99, and local and regional connections can be made in Tukwila to the south along West Marginal Place. Route 132 is currently the only transit route providing service to Delta Marine. West Marginal Place is a shared facility for automobiles and bicycles; there are not bike lanes, but there is signage indicating that this street is a shared route. A connection can be made to the Duwamish/Green River Trail to the south along West Marginal Place. This route is commonly used by bicyclists making their way from West Seattle to employment sites in Tukwila including the USPS Processing and Distribution Center and Boeing.



Existing and Planned Transportation Facilities

Existing Transportation Network

Several freeways pass through and bisect Tukwila into different parts, both physically and functionally. Major freeways within Tukwila include I-5, I-405, SR-99, and SR-599. While serving as major barriers to travel within Tukwila, these major transportation routes also connect Tukwila with adjacent cities and the rest of the Puget Sound region. Major arterial streets, including Tukwila International Blvd, East Marginal Way, Interurban Ave S, West Valley Highway, Southcenter Blvd, and S 180th Street all serve to move both regional and local traffic through different areas of the City. Local streets experience the worst congestion at peak periods, during the lunch hour, and on weekends (especially within the TUC).

City of Tukwila Drive-Alone Rates (SOV) and Vehicle Miles Traveled (VMT)

The City of Tukwila is currently an auto-dominated City in terms of transportation. The separation of land uses, as well as the availability of parking act to encourage most people coming to or passing through Tukwila to drive. Lack of transit service that is as convenient as driving, lack of bike lanes and pedestrian facilities such as sidewalks, and the large distances between places discourage residents, visitors, and employees from walking instead of driving. The table below shows the city-wide average for drive-alone (SOV) rates and vehicle miles traveled (VMT) from 1993 to 2005. These rates are compiled every two years from SOV rates and VMTs reported by CTR-affected employers.

City of Tukwila SOV and VMT (1993 – 2005)

Year	SOV Rate	VMT
1993	80.7%	14.3
1995	80.6%	14.0
1997	79.6%	13.5
1999	77.8%	14.0
2001	77.9%	14.1
2003	80.1%	15.7
2005	77.9%	15.4

The table above shows that SOV rates were gradually decreasing from 1993 through 1999, but there has been little change since. Vehicle Miles Traveled also were gradually reduced from 1993 to 1997, but began to creep up again in 1999, and have increased drastically since 2001. These figures suggest that the same percentage of CTR-affected employees are driving to work, but that CTR-affected employees are driving farther, on average, in order to get to work than they were from 1993-2001.

Planned Transportation Facilities

Major transportation facilities either planned within the City of Tukwila, or facilities planned outside Tukwila that will impact local traffic conditions are listed and described below.

The following table is a list of transportation projects listed in Tukwila Capital Improvement Program (CIP) for 2007-2012. The list of projects contained in the CIP is much longer than the list below, since it contains projects that are currently unfunded. The list below contains only those projects with identified funding.

Project Location / Description	Construction
Southcenter Pky (S 180 th – S 200 th) – extend 5-lane Southcenter Pky to city limits including curbs, gutters, sidewalks, drainage, and sewer improvements	2007-2009
Tukwila Urban Center Access (Klickitat-S/C Pky Access Revision) – Improve traffic flow on Southcenter Pky, Klickitat Drive and Strander Blvd by constructing an underpass for the southbound lane on Southcenter Pky. Project will include a separated walkway area on the east side of Southcenter Pky	2007-2008
Tukwila International Blvd Phase I (S 138 th Street – S 152 nd St) – upgrade roadway with curbs, gutters, sidewalks, electrical undergrounding and landscaping	2007
Tukwila International Blvd Phase II (S 116 th Way – S 132 nd St) – upgrade roadway with curbs, gutters, sidewalks, and landscaping	2007-2008
Tukwila International Blvd Phase III (S 132 nd St – S 138 th St) – upgrade roadway with curbs, gutters, sidewalks, and landscaping	2007-2008
S 144 th St Phase I (Tukwila International Blvd – Military Rd) – construct curb, gutter, sidewalk, bike lanes, pavement restoration, illumination, drainage and utility undergrounding	2007
S 144 th St Phase II (42 nd Ave S – Tukwila International Blvd) – construct curb, gutter, sidewalk bike lanes, pavement restoration, illumination, drainage and utility undergrounding; add signal at 42 nd Ave S	2010-2011
Annual Overlay and Repair – select design and construct asphalt and concrete pavement overlays of arterial and residential streets	2007-2012
Annual Traffic Signal Program – design and construct traffic signal upgrades and repairs	2007
Traffic Signal Interconnect Program – design and construct interconnect to coordinate and operate traffic signals, enhancing traffic flow during peak hours and emergency situations	2007
Boeing Access Rd / East Marginal Way Intersection Paving – design and construct pavement overlay at the intersection	2007
Interurban Ave S (S 143 rd – Fort Dent) – design and construct sidewalks, pavement restoration, drainage and lighting	2007
Southcenter Blvd (I-5 – TIB) – Improve roadway to a three-lane urban arterial with medians, turn lanes, curbs, gutters, sidewalks, street lighting, and drainage	2007-2008
Transit Center – Tukwila Urban Center	2006-2010
Andover Park West (Tukwila Pky – Strander Blvd) – study and implement revised channelization	2007-2010
S 133 rd Street/SR599 SB off Intersection – design and construct intersection improvements including signalization, lighting, crosswalks and drainage	2009-2010
East Marginal Way (Boeing Access Rd – S 112 th Street) – design and construct	2009

curb, gutter, drainage, lighting, turn lanes, and traffic control	
Macadam Rd S & S 144 th Street left turn pocket – design and construct a northbound left turn lane on Macadam Rd S	2010-2011
Andover Park East / Minkler Blvd – design and construct left turn lanes on Andover Park East and reconstruct traffic signal	2010-2011
West Valley Highway / S 156 th Intersection – design and construct safety and capacity improvements at intersection; add northbound left turn lane for HOV and transit	2010-2011
Andover Park East / Industry Dr Intersection – design and construct traffic signal with Andover Park East, to include left turn lanes and crosswalks	2010-2011
Minkler Blvd (Andover Park West – Southcenter Pky) – widen Minkler Blvd from Andover Park West to Southcenter Pky. Add third lane and curb, gutter, sidewalk on the south side	2011
Tukwila International Blvd Phase IV (Boeing Access Rd – S 116 th Way) – design and construct curb, gutter, sidewalk, drainage, and street lighting improvements	2011-2012
Tukwila Urban Center Pedestrian / Bicycle Bridge – design work for construction of a bridge over the Green River (construction is beyond the 2012 time horizon of the CIP, subject to availability of funding sources)	2007

Existing and Planned Transit Services and Facilities

Transit service in Tukwila is provided by King County Metro and Sound Transit. Below is a description of existing and planned transit service and facilities, organized according to the agency providing the services and/or facilities.

King County Metro

The City of Tukwila is currently served by King County Metro bus, vanpool, and vanship services and commuter rail provided by Sound Transit. The sections below describe existing and planned facilities and services within Tukwila.

Park & Ride Lots

There are three Park & Ride lots located in Tukwila, including a permanent lot located at 13445 Interurban Ave S with a capacity of 255 spaces with an adjacent leased lot just to the south of the permanent lot on Interurban Ave S with a capacity of 41 spaces; a commuter surface lot at Tukwila Station (7301 S 158th Street) with a capacity of 219 spaces; and a lot in the Church by the Side of the Road parking lot (located on the west side of Tukwila International Blvd (Highway 99) near SR-518) with a capacity of 28 spaces. According to the King County Metro Transit Park-and-Ride Utilization Report from 1st quarter 2007, the Park & Ride lots located along Interurban Ave S are beyond capacity, with a 100% utilization rate for the permanent lot, and a 112% utilization rate for the leased lot just to the south of the permanent lot. The other Park & Ride lots within Tukwila have a

far lower utilization rate, at 60%* for the lot at Tukwila Station, and 12% for the lot at the Church by the Side of the Road.

*Since this data was reported in early 2007, utilization of the commuter lot at the Sounder Train Station in Tukwila has risen dramatically. Observations by City staff report a daytime and nighttime rate of around 95%.

Vanpools/Vanshares

Information obtained from King County Metro about vanpool and vanshare utilization reveals that there are a far greater number of vanpools coming to Tukwila compared to those leaving from Tukwila, and the opposite is true for vanshares, with more vanshares leaving Tukwila than coming to Tukwila. There are a total of 26 vanpools coming to Tukwila with 194 riders, and 2 vanpools leaving from Tukwila with 16 riders. For vanshares, there are a total of 33 coming to Tukwila with 164 riders, and 62 vanshares leaving from the Tukwila Sounder Station with 330 riders.

King County Metro Bus Service

There are 14 bus routes which provide service within the City of Tukwila. According to the Tukwila Transit Plan (Perteet, April 2005), citywide ridership amounts to 9,100 daily riders, including boardings and alightings. The highest ridership occurs at the transit stop at Andover Park West and Baker Blvd (near the future location of the Tukwila Transit (bus) Center), which has 2,200 daily weekday riders; followed by the bus stop at the Interurban Park & Ride, which has 1,850 daily boardings & alightings. Other stops with high ridership include Andover Park West at Strander and Tukwila International Blvd at 144th.

In general, Tukwila is best served by transit during the peak periods on weekdays; in most parts of the City, there is a bus route within a quarter of a mile of any location during peak hours with the exception of neighborhoods including Tukwila Hill, Allentown, and Duwamish.

The Tukwila Transit Plan completed by Perteet Inc. in April 2005 described the major service gaps in transit occurring during weekends and evenings. Additional transit gaps from the Tukwila Transit Plan include the following:

- Lack of direct service from the Sounder Commuter Rail station to employment sites in northern Tukwila along East Marginal Way. Route 126 provides service along this route; however, the route is so that it is inconvenient employees to use it.
- Service from Federal Way, used by many employees who work in Tukwila, is one of the only south-end cities with no direct service to the Tukwila Urban Center. Route 174 currently provides service from Federal Way to Tukwila. However, this route makes many stops along the way and does not serve the Tukwila Urban Center with direct service. Route realignments anticipated with completion of the LINK Light Rail Station and Service, as well as BRT/Rapid Ride Improvements to Route 174 will help improve service to/from Federal Way.

Adequate service frequencies are defined in the *Tukwila Transit Plan* as service that operates every 30 minutes or better: "Service operating at frequencies longer than every 30 minutes tends to attract only those riders with few other transportation choices" (Pertee Inc. 2005, p. 23). Looking at the *Tukwila Route Frequency* map developed by King County as part of the *Basic Transit Packet for CTR Planning*, all day routes with service of 30 minutes or better within Tukwila include Routes 128, 140, 150, and 174. These routes provide connections from West Seattle to the Tukwila Urban Center (Route 128); from Burien to Renton, with stops within the TUC and at the Sounder Station (Route 140); from downtown Seattle to Kent, with major stops at the Tukwila Park & Ride and within the TUC (Route 150); and from Federal Way to downtown Seattle, with stops along Tukwila International Blvd (Route 174).

Maps included in the Basic Transit Packet for CTR Planning provided by King County Metro, as well as the Summary Route Information contained in this packet, show more detailed information related to how existing service relates to CTR-affected employers in Tukwila. Maps and information on bus routes are contained at the end of this section.

Recent and potential changes to transit service are described below:

Recent Changes to Service

- **Route 140**--Route 140, Tukwila's major east-west bus route, received an increase in service in February 2007 as a result of increased funding through the *Transit Now* measure. This service increase resulted in midday service operating continuously every 15 minutes on weekdays until around 6:00pm.

Additional route changes planned as a result of Transit Now

- **Route 150**--Increase in service to Route 150, which is the City's major north-south route, connecting Tukwila to Kent and Seattle. This service increase would allow additional peak trips to extend 15-minute service into the early evening on weekdays.
- **SR-99 Rapid Ride**--New bus rapid transit (SR-99 Rapid Ride) along Tukwila International Blvd (Highway 99), connecting Federal Way to the LINK Station at S 154th Street and Tukwila International Blvd. Bus Rapid Transit proposes to improve on the existing bus service in the corridor by providing the following additional features:
 - High frequency operation (target of 10 minutes or less)
 - Faster, more reliable trip times through exclusive, HOV or Business Access and Transit (BAT) travel lanes, and/or priority at intersections through transit signal priority and queue jumps
 - Improved shelter waiting areas with real-time information at major stops
 - Low emission hybrid diesel-electric buses
 - Branded buses and facilities with a unique look and feel

Additional route changes planned by 2011 (subject to funding and other priorities):

- **Route 126**—Add midday and weekend service and revise route to service the LINK station at S 154th Street and Tukwila International Blvd.
- **Route 128**—Extend route from Southcenter east to the Sounder Commuter Rail Station at Longacres Way.
- **Route 154**—Restructure route so that all peak trips begin and end at the Sounder Station, and are timed to connect with Sounder trains.
- **Route 155**—Add Sunday and evening service, possibly increasing weekday peak service to 30 minutes.

Facilities planned by 2011 (subject to funding and other priorities):

- Tukwila Transit Center

Route Changes Recommended in the Tukwila Transit Plan (Perteet, April 2005)
(Recommendations that would improve service during weekday peak periods are in italics; recommendations mentioned above as recent or planned are indicated with an arrow).

- **Short-Term Recommendations (2005-2009 Implementation)**
 - **Route 140** – Improve weekend service from hourly service to every 30 minutes.
 - Route 150** – Improve weekday midday service from 30 minutes to 15 minutes.*
 - Route 154** – Once Sounder implements a full schedule, restructure route to begin at Tukwila Station and end at Federal Center in South Seattle, eliminating the portion of the route that runs between Auburn and Kent. This change could be implemented with no additional cost, and would increase the frequency for the weekday peak by one additional trip in each direction, increasing the number of trips in each direction from two to three.*
- **Mid-Term Recommendations (2009-2010, LINK Implementation & Tukwila Station)**
 - Route 126** – Realign to serve the S 154th Street Station, so that local residents can access the LINK Light Rail service without having to drive to the Park & Ride. This realignment would also provide access to the route from Tukwila International Blvd, which the route currently bypasses.*
 - Route 128** – Extend service to Tukwila Station, allowing the route to provide service from the Kent Valley via Sounder to the Highline Community Hospital and to West Seattle.*
 - **Route 140** –
 - Increase Sunday frequency on this route from hourly to every 30 minutes.

- Expand the span of service on the weekends, particularly for early morning trips.
 - *Once the LINK Light Rail service begins, realign Route 140 to use Southcenter Blvd between the TUC and Burien to provide faster service between the TUC and Burien. To continue to provide service between the TUC and SeaTac Airport, the report recommends a BRT route or a transfer from Route 140 to LINK.*
 - *Permanently route Route 140 to Tukwila Station via Longacres Way and SW 16th Street. improving on-time performance by bypassing Grady Way, West Valley Highway, and the I-405 Interchange. This route realignment would also provide AMTRAK customers with the opportunity to transfer to transit.*
- **Long-Term Recommendations (2010-2015)**
 - **Route 155** – *Increase frequency from hourly to every 30 minutes for weekday peak and midday, well as all day on the weekends.*
 - **BRT:** *Federal Way / SeaTac Airport / Tukwila Station*
 - **BRT:** *I-405 connecting Renton – Bellevue – Tukwila Station - TUC*

Additional Recommendations to Improve King County Metro Transit Service and Facilities

- Provide direct bus service from the Sounder Commuter Rail Station to employment sites in the MIC along East Marginal Way. Vanshares may serve as a suitable substitute for bus service along this route, and should be promoted to employers in the MIC whose employees use Sounder.
- One of the transit gaps identified at the CTR-affected worksites in Tukwila was the unreliable service of Route 174. This route serves employees who come from Federal Way to Tukwila, as well as those who come from Seattle to Tukwila. Several employers said that there are too many stops coming from downtown Seattle to Tukwila for most employees who might otherwise use this route. Several employees have tried riding this route but have found that it too frequently delivers them to work late.

The planned LINK and BRT/Rapid Ride improvements will help make Route 174 more convenient. Once these two improvements are operational, it will be important to ensure that some form of transit is provided from the LINK station to employment sites in northern Tukwila.

- Several bus stops within Tukwila provide the minimum in terms of facilities and amenities for bus patrons. The City of Tukwila should partner with Metro to identify and prioritize improvements, including seating and bus shelters, at stops within Tukwila.

Sound Transit—Sound Transit operates the Sounder Commuter Rail in Tukwila from the station located at Longacres Way in the northeastern section of Tukwila's Urban Center, providing rush-hour service Monday through Friday. Sound Transit Commuter Rail provides four morning trips between Tacoma and Seattle during the rush hour with stops in Puyallup, Sumner, Auburn, Kent, Tukwila, and the King Street Station in Seattle. Additionally, there are four southbound trips from Seattle to Tacoma in the afternoon. Beginning in fall of 2009, Sound Transit will also operate light rail service from Tukwila to downtown Seattle from the LINK station located at S 154th Street and Tukwila International Blvd. Sound Transit does not service Tukwila with ST Express buses at this time. Below is a description of planned changes to transit service and facilities provided by Sound Transit in Tukwila:

- **LINK light rail service** – This service is scheduled to start in the Fall of 2009 from the transit station located at 154th Street S and Tukwila International Blvd. LINK will provide service from Tukwila to downtown Seattle, with a planned extension to SeaTac scheduled for early 2010.

- ***Facilities planned by 2011 (subject to funding and other priorities):***
 - Newly constructed Sounder Commuter Rail Station
 - Newly constructed LINK Light Rail Station and service

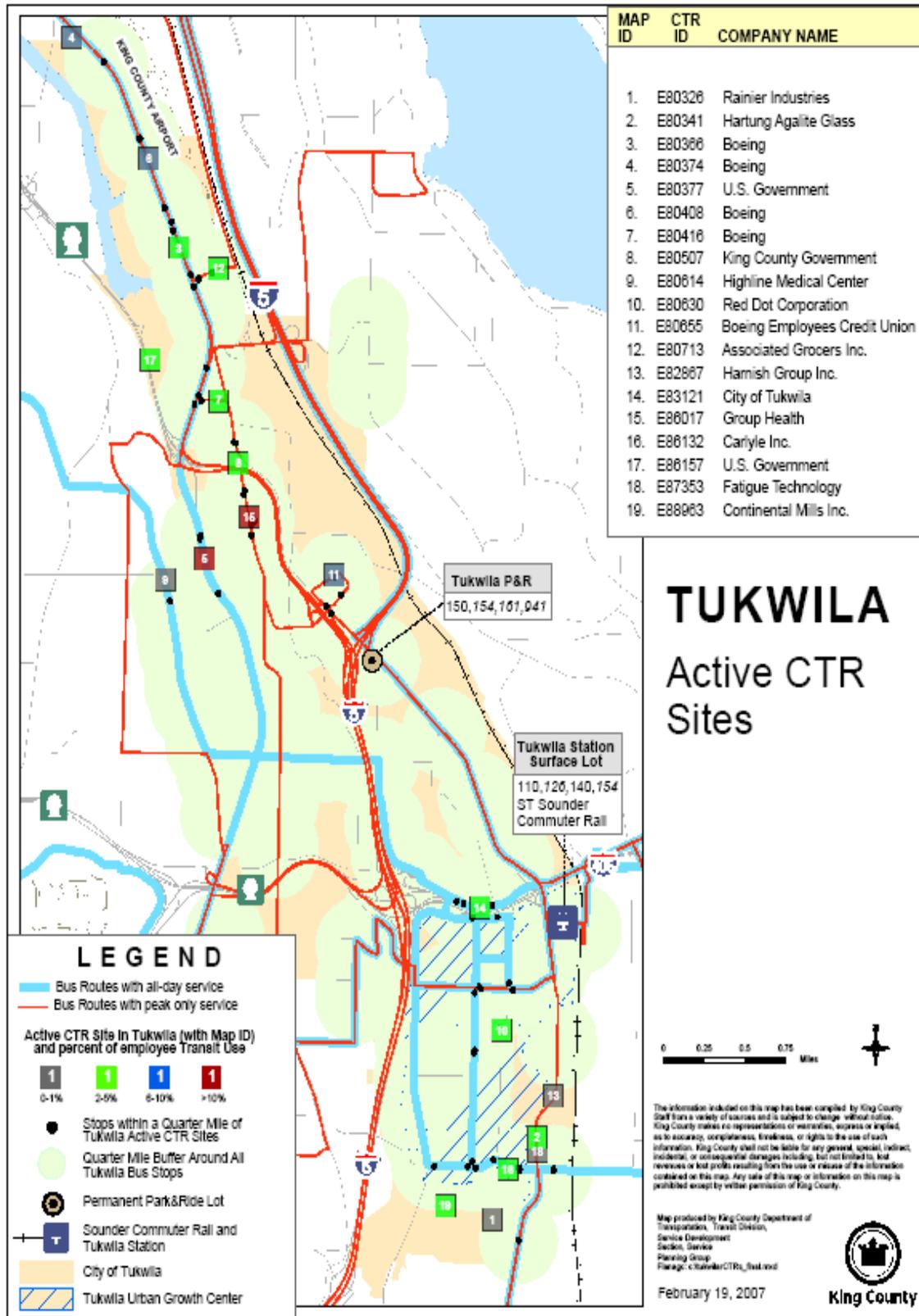
Tukwila Summary Route Information						
Performance Indicators Based on Data for Trips Traveling TO Tukwila						
Utilization						
Route #	Route Type	Peak	Midday	AM Pk % On-Time	Earliest Arrival	Latest Departure
110	P	L	L	95.9%	6:30 AM*	
126	P	L	X	86.6%	6:20 AM	6:01 PM
128	A	L	M	87.9%	5:50 AM	9:38 PM
140	A	L	L	86.9%	5:50 AM	10:08 PM
150	A	M	M	88.0%	5:51 AM	12:33 AM
164	P	M	X	47.1%	5:32 AM	4:55 PM
165	A	L	L	51.7%	5:48 AM	6:10 PM
161	P	M	X	32.9%	6:05 AM	6:18 PM
170	P	L	X	15.5%	6:31 AM	5:42 PM
173	P	L	X	15.3%	6:10 AM	4:58 PM
174	A	M	M	76.9%	5:52 AM	2:53 AM
191	P	M	X	28.4%	6:08 AM	6:22 PM
600	P	L	X	34.0%	6:26 AM	5:30 PM
941	P	M	X	60.2%	6:10 AM	8:14 PM

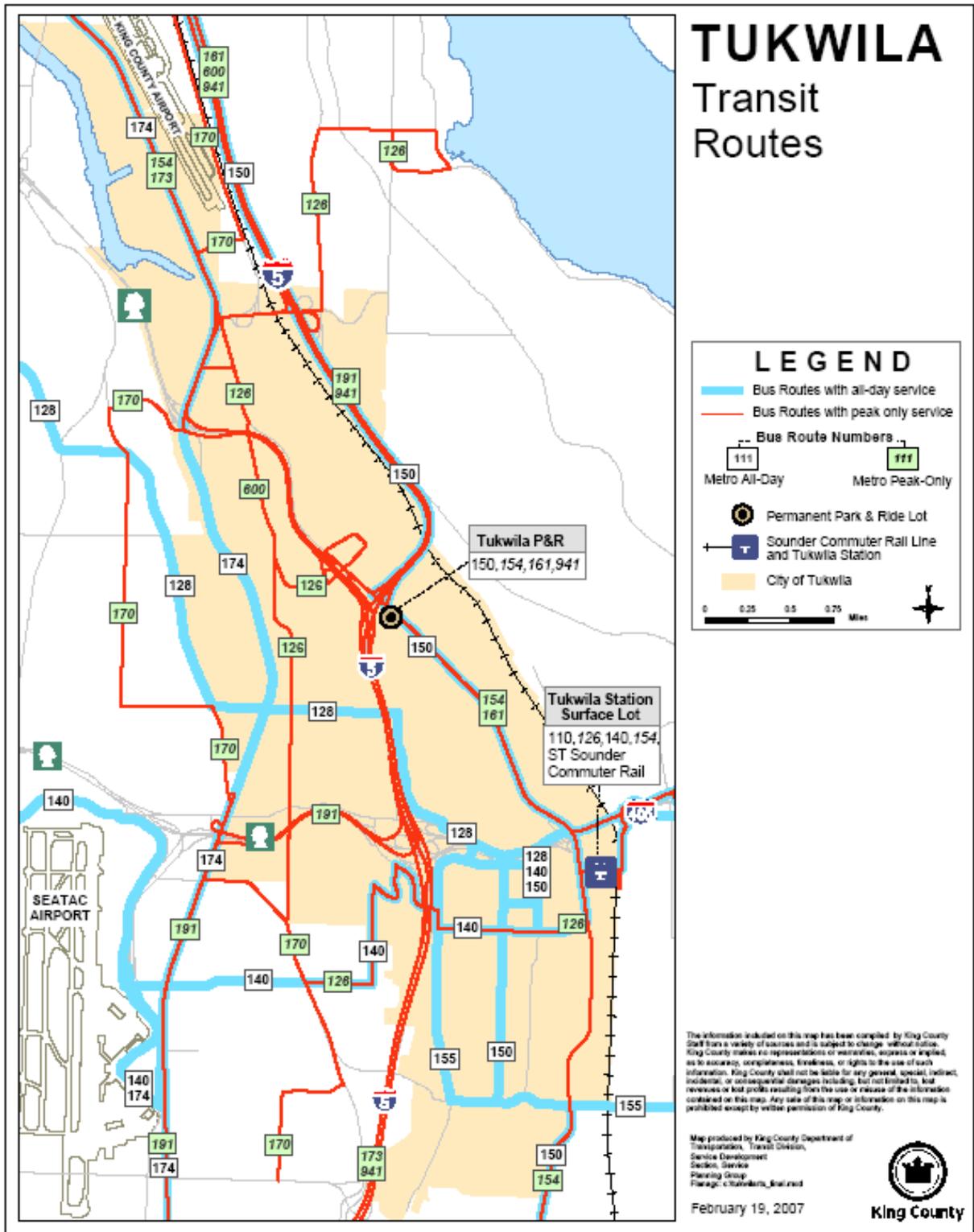
Route Type: A = all day routes; P = peak only routes

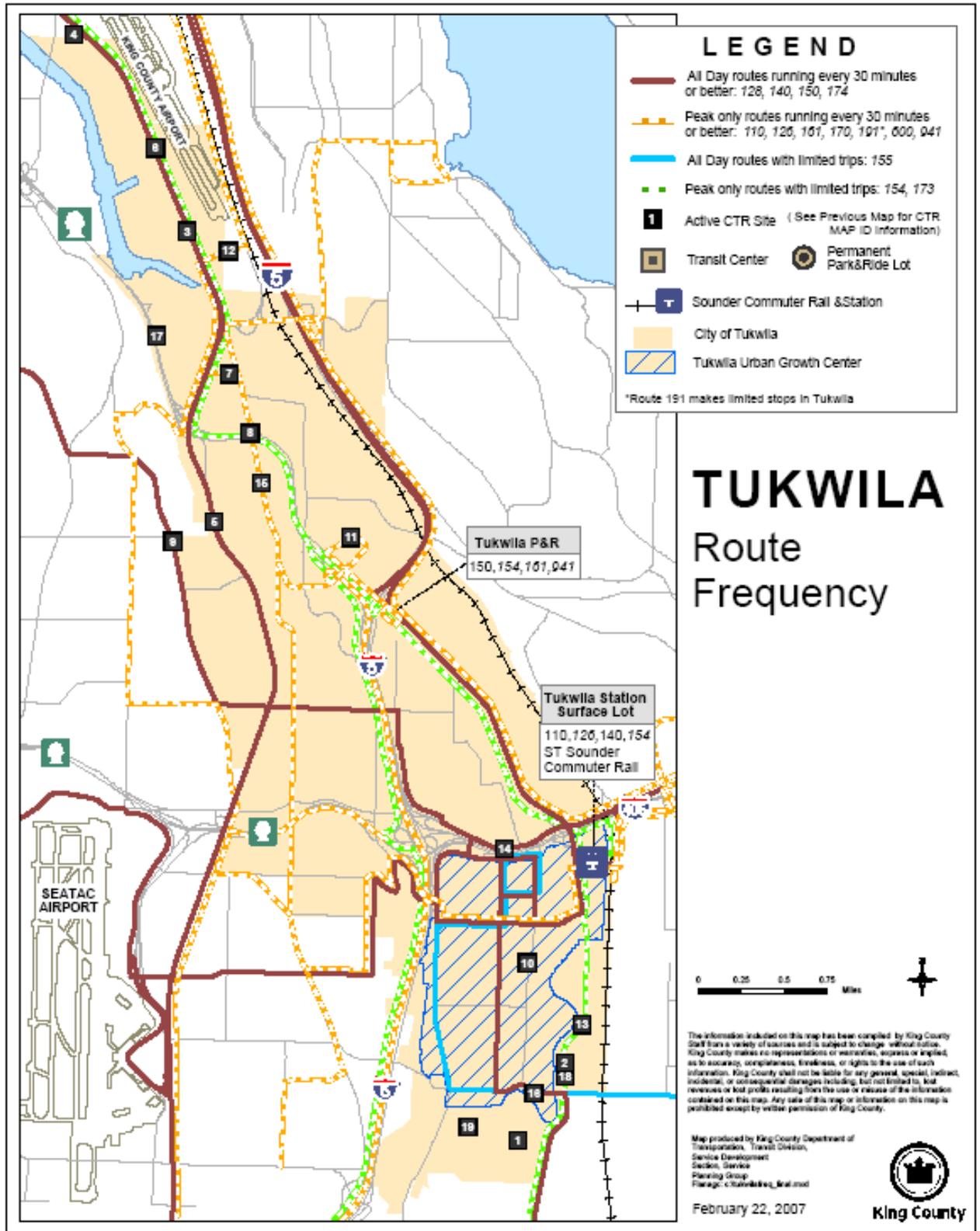
Utilization: H = High (>70% full); M = medium (50-70% full); L = Low (<50% full) over length of route

% On-Time = % trips observed no later than 5 minutes after scheduled time

*Route 110 serves Tukwila on its inbound trips only.







Existing and Planned Parking Conditions

In most areas of Tukwila, there is ample, free parking. On-street parking is allowed in residential areas and on some commercial streets. The City of Tukwila has parking minimums for different types of land use. There are provisions in Tukwila's Zoning Code to allow for shared parking and cooperative parking arrangements, as well as parking reductions up to 10% of the total required parking. Any parking reductions requested in addition to the 10% require a variance.

As part of the Tukwila Urban Center Plan, consideration is being given to allow on-street parking on some streets, including Baker Blvd and Andover Park East. The addition of on-street parking is meant to support the creation of a more pedestrian-scaled environment, where parked cars will serve as a buffer between moving automobile traffic and activity that is occurring in the pedestrian realm along the sidewalk. On-street parking is also meant to support retail uses that are brought up to the street edge, as parking is gradually moved from the front of parcels to the back as redevelopment occurs within the TUC.

For most employers within Tukwila, free parking is seen as a benefit provided for employees. As businesses within Tukwila have grown recently, however, some of them are experiencing parking shortages. A few of Tukwila's employers are beginning to have to decide how to best meet their employees' transportation needs in the context of parking shortages, and are taking a more aggressive look at TDM measures to prevent the need to lease additional space to provide employee parking.

Baseline, Goals, and Targets

The goals and targets included in the tables below were set using SOV and VMT data provided by WSDOT. The City of Tukwila, as well as all CTR-affected employers, is subject to the same goals; to reducing SOV rates by 10% by 2011, and to reduce VMT by 13% by 2011. The baseline from which targets were determined is data on SOV and VMT at CTR-affected employments sites for 2005.

A. City of Tukwila

Area of Jurisdiction	2005 SOV Rate	Goal	2011 SOV Target Rate	2005 VMT	Goal	2011 Target VMT
Overall jurisdiction	77.9%	Reduce by 10%	70.1%	15.4%	Reduce by 13%	13.3%

B. Major Employers

Employer	2005 SOV Rate	Goal	2011 SOV Target Rate	2005 VMT	Goal	2011 Target VMT
Associated Grocers, Inc.	81.4%	Reduce by 10%	73.2%	17.32	Reduce by 13%	15.1
Boeing Employees Credit Union	81.6%	Reduce by 10%	73.4%	13.4	Reduce by 13%	11.70
The Boeing Company E80366	84.1%	Reduce by 10%	75.7%	17.2	Reduce by 13%	15.0
The Boeing Company E80374	76.4%	Reduce by 10%	68.8%	16.2	Reduce by 13%	14.1
The Boeing Company E80408	82.7%	Reduce by 10%	74.5%	17.3	Reduce by 13%	15.1
The Boeing Company E80416	78.4%	Reduce by 10%	70.6%	14.7	Reduce by 13%	12.8
Carlyle, Inc.	78.8%	Reduce by 10%	70.9%	12.0	Reduce by 13%	10.5
City of Tukwila	76.6%	Reduce by 10%	68.9%	11.6	Reduce by 13%	10.1
Continental Mills, Inc.	84.9%	Reduce by 10%	76.4%	13.0	Reduce by 13%	11.3
Fatigue Technology	90.6%	Reduce by 10%	81.5%	13.1	Reduce by 13%	11.4
Group Health Cooperative	68.0%	Reduce by 10%	61.2%	14.3	Reduce by 13%	12.4
Harnish Group	91.8%	Reduce by 10%	82.6%	18.7	Reduce by 13%	16.3
Hartung Agalite Glass Company	75.2%	Reduce by 10%	67.6%	12.2	Reduce by 13%	10.6
Highline Medical Center	90.0%	Reduce by 10%	81.0%	13.4	Reduce by 13%	11.7
King County Metro	78.6%	Reduce by 10%	70.8%	14.0	Reduce by 13%	12.2
Rainier Industries Ltd	82.1%	Reduce by 10%	73.9%	14.1	Reduce by 13%	12.3
Red Dot Corporation	62.6%	Reduce by 10%	56.4%	10.4	Reduce by 13%	9.1
US Department of Homeland Security	44.2%	Reduce by 10%	39.8%	12.2	Reduce by 13%	10.6
US Postal Service	72.3%	Reduce by 10%	65.1%	12.8	Reduce by 13%	11.2
Harnish Group, Inc.	91.8%	Reduce by 10%	82.6%	18.7	Reduce by 13%	16.3

Measurement of Progress

The City of Tukwila will measure progress toward achievement of the goals listed above through an analysis of CTR surveys collected every two years. Aggressive measures will be taken to ensure achievement of progress toward targets if the first round of CTR surveys reveals little progress has been made.

Description of Planned Local Services and Strategies for Achieving the Goals and Targets

The City proposes to implement the following elements as part of its Commute Trip Reduction plan. Implementation of the elements will be done in partnership and coordination with other agencies. Listed below are the following planned local services and strategies for achieving the established goals and targets for 2011

A. Policies and Regulations

As described above, the City of Tukwila has many policies that support CTR. Most of the updates to the Comprehensive Plan that are proposed below are only minor changes to existing policy language, or are to be included as implementation strategies in the Comprehensive Plan, outlining strategies for the goals and policies that are already in place. In addition to implementation strategies, there are some minor changes to existing Comprehensive Plan policies to make them more specific in support of non-motorized transportation.

1. Comprehensive plan policies
 - The City of Tukwila will set an example to other employers of their commitment to reducing SOV and miles traveled through implementation of CTR goals and concurrently with the (pending) Climate Change Initiative, and the (pending) Walk and Roll Plan.
 - Adopt the Walk and Roll Plan.

In addition to the existing Comprehensive Plan policies, the City is considering revising and/or adding the following policies that will strengthen the City's policies for supporting Commute Trip Reduction:

Policy 2.1.4 – Budget for public infrastructure (for example, roads, sewers, curbs, lighting, parks, open space). Use some capital funds to encourage in-fill, land assembly, redevelopment, and land conversion for family-wage jobs, but only if concurrent with substantial private actions.

- Change to include sidewalks and trails as examples of public infrastructure for which the City should budget.

2. Land use regulations
 - The *Tukwila Urban Center Plan* will include a set of proposed land use changes, including amending the zoning code to allow mixed-use residential development in specific areas within the TUC, as well as street design standards to increase the level of pedestrian and bicycle facilities and amenities provided when new development or redevelopment occurs. These changes will encourage a greater balance of housing and jobs, and will work to enable a more pedestrian- and bicycle- friendly mixed use center.

- The *Walk & Roll* bicycle and pedestrian plan will outline bicycle-friendly routes that are priority locations for the addition of bicycle facilities, as well as areas where trails or sidewalks should be added to increase the level of connectivity within the City of Tukwila for non-motorized modes of transportation. These facilities will be required to be constructed at the time that street construction or repaving projects occur, or when new development or redevelopment occurs. The design guidelines contained in the Walk & Roll Plan will help define the term “pedestrian-friendly” used within Tukwila’s Comprehensive Plan.
- The City of Tukwila will consider adoption of a *Complete Streets Ordinance*.

3. Zoning code regulations

- Research a change in parking regulations to require the dedication of parking spaces for carpool parking for new development or redevelopment.
- Research changes to zoning to allow daycare facilities as an accessory use at employment sites.

Street design standards

- The Tukwila Urban Center Plan will outline the specific bicycle and pedestrian facilities planned for different corridors within the TUC.
- The Walk & Roll Plan provides design guidelines to be applied to a prioritized list of projects developed for pedestrian and bicycle facilities that are to be constructed within Tukwila.

Concurrency regulations

- Concurrency regulations should be updated to include a level-of-service standard for non-motorized facilities and transit.

B. Services and Facilities

As part of its capital improvement program, this plan recommends the following improvements that will help reduce drive-alone trips and vehicle miles traveled. In addition to the City’s capital improvements, the City continues to work with its transit agency partners to improve transit services and facilities.

Elements that are being planned and/or being implemented include:

1. High occupancy vehicle lanes
 - Construction of HOV lanes on I-405 as part of the expansion project.
 - The City of Tukwila will research the feasibility of adding HOV lanes to arterial streets including arterial streets designated as Transportation Corridors in the Tukwila Comprehensive Plan, as well as Andover Park West which will

become a major transit corridor upon completion of the Tukwila Transit Center.

2. Transit services (changes anticipated within the 2006-2011 time frame)

City of Tukwila (in partnership with transit agencies, employers, and possibly the Duwamish TMA) - Explore formation of a circulator within the TUC, with possible service to the MIC area.

King County Metro

- **Route 126**—Add midday and weekend service and revise route to service the LINK station at S 154th Street and Tukwila International Blvd.
- **Route 128**—Extend route from Southcenter east to the Sounder Commuter Rail Station at Longacres Way
- **Route 154**—Restructure route so that all peak trips begin and end at the Sounder Station, and are timed to connect with Sounder trains.
- **Route 155**—Add Sunday and evening service, possibly increasing weekday peak service to 30 minutes.

Sound Transit

- **LINK light rail service** – This service will be is scheduled to start in the Fall of 2009 from the transit station located at 154th Street S and Tukwila International Blvd. LINK will provide service from Tukwila to downtown Seattle, with a planned extension to SeaTac scheduled for early 2010.
- **Sounder Commuter Rail Service** – Service will be expanded in Fall 2007 to include the reverse commute, providing peak service from downtown Seattle in the morning peak, as well as service into downtown in the evening peak.

3. Vanpool/vanshare services and vehicles

- Continue to work with employers to promote use of vanpools and vanshares, helping to develop and/or distribute more information on vanpool and vanshare services, and attending employers' annual transportation fairs to disseminate information.
- Distribute information about vanpools and vanshares at community events, including Tukwila Days.

4. Ride matching services

- Continue to encourage use of Rideshareonline.com by Tukwila's employers.

5. Car sharing services

- Work with carsharing businesses to encourage the location of carshares within Tukwila near CTR-affected employers and major transit stops.

6. Transit facilities

- Construction of the LINK light rail station at Southcenter Blvd and Tukwila International Blvd.

- Construction of a Transit Center along Andover Park West.
- Construction of a new Sounder Commuter Rail Station to replace the existing station on Longacres Way.
- Work with King County Metro to improve facilities and amenities at existing bus stops, including weather protection, seating, trash receptacles, etc.
- Provide incentives to employers and new development that incorporate improvements to nearby transit stops.

7. Bicycle and sidewalk facilities

- Adoption of the Walk & Roll bicycle and pedestrian plan.
- Construction of bike lanes and sidewalks along Southcenter Blvd from Tukwila International Blvd to 53rd Ave S. These improvements are being constructed by Sound Transit as part of the Link Light Rail station area improvements.
- Construction of bike lanes along S 144th Street from Tukwila International Blvd to Military Rd S.
- Construction of sidewalks and wider outside curb lanes on both sides of the street along the northern section of Tukwila International Blvd (north of S 138th Street) as part of Phase II-III improvements for the corridor.
- Construction of sidewalks on both sides of the street along the southern portion of Interurban Ave S, from Fort Dent Way to S 143rd Street.
- Construction of a bicycle and pedestrian bridge across the Green River, connecting Tukwila's Urban Center to West Valley Highway, and destinations east including the Sounder Commuter Rail Station and Renton.

C. Marketing and Incentives

The City will continue with the following marketing and incentive programs that will help reduce drive-alone trips and vehicle miles traveled.

Employer outreach

- Continue to assist Tukwila employers, providing them with marketing materials, training, transit information, and suggestions to improve their CTR programs.
- Assist at Employer Transportation Fairs, in partnership with King County Metro.
- Partnership with the Duwamish TMA for employer outreach for CTR and construction mitigation.

Area wide promotions

- Promote commute alternatives to Tukwila residents, employees, and visitors at community events, including Tukwila Days.
- Participate in public education efforts to increase awareness of alternate commute mode options and the impacts of the SOV on global climate change and public health.

- Include articles on promotions to reduce SOV and VMT in the Hazelnut community newsletter, and explore distribution of this information by mail, email, and by flyers.
- Partnership with the Duwamish TMA for marketing and promotion of the Easy Rewards program for employers within Tukwila's Manufacturing and Industrial Center.

Transit pass discounts

- Promote the distribution of transit passes and/or transit subsidies by employers.

Parking cash-out programs

- Promote and assist if needed with initiation of parking cash-out programs at CTR-affected employment sites.

Carpool subsidies

- Promote implementation of a carpool program that includes carpool subsidies for qualified participants. Assist employers with program set-up if needed.

Preferential parking

- Change land use codes to require land uses including office and retail to provide preferential carpool/vanpool parking.

Flexible work schedules

- When the nature of work at CTR-affected worksites allows their employees to have flexible work schedules, work to encourage CTR-affected employers to allow their employees flexible work schedules.

Program to allow employees to work at home or a closer worksite

- When the nature of work at CTR-affected worksites allows their employees to work at an off-site location that helps reduce SOV or VMT, actively encourage CTR-affected employers to allow their employees to do so.

Individualized marketing programs

- Provide assistance to CTR-affected employers for development of individualized marketing programs.

Neighborhood social marketing programs

- Provide information to Tukwila residents on Metro and Sound Transit services at Tukwila Days and other community events; translate materials to accommodate the range of populations who reside in the city.
- Education programs and marketing programs for automobile drivers, bicyclists, and pedestrians for an increase in safety for users of all roadway facilities.
- Formation of a Non-Motorized Transportation Committee, comprised of people who commute by non-motorized modes to/from Tukwila, residents, and others.

D. Special Programs for Mitigation of Construction Activities

Tukwila is planning for a number of construction projects that are expected to impact the transportation system. To help mitigate the impacts of the construction activities, the City is planning to use the CTR program. Major construction projects include the following:

- I-405 expansion project
- Southcenter Access/Klickitat project

Strategies for mitigating the impacts include the following elements:

- Get information out to businesses within Tukwila through communication channels including mail, email, and telephone.
- Meetings with employer groups to educate them about upcoming construction projects and TDM strategies.
- Work at night

E. Schedule for Implementing Program Strategies and Services

The City has identified the following schedule for implementing the CTR program strategies and services. The agency responsible for implementing the strategy or service is also listed.

Program Strategy or Service	Agency Responsible	Scheduled Date for Implementation
Policies and Regulations		
Adoption of new policies, policy changes, and regulations contained in the following plans: <ul style="list-style-type: none"> • Comprehensive Plan • Tukwila Urban Center Plan • Walk & Roll Plan • CTR Plan • Global Climate Change Initiative 	City of Tukwila	2009 2008 2008 2008 2008
Continued implementation of the existing land use, transportation and CTR policies		Ongoing
Services and Facilities		
Continued coordination with King County Metro, Sound Transit, neighboring jurisdictions, employers, and transportation management organizations for construction of local and regional transit facilities and implementation of planned service improvements, to	City of Tukwila	Ongoing

CTR Plan

Description of Planned Local Services and Strategies for Achieving the Goals and Targets

<p>include development of a circulator route within the TUC with service to the MIC.</p>		
<p>Continued research and coordination with carshare companies to encourage the location of carshare facilities and cars within Tukwila.</p>	<p>City of Tukwila</p>	<p>Ongoing</p>
<p>Construction of bicycle and pedestrian facilities – continue to apply for federal and state grants for construction of bike lanes, trails, sidewalks, and wayfinding.</p>	<p>City of Tukwila</p>	<p>Ongoing</p>
<p>Marketing and Incentive Programs</p>		
<p>Continued coordination with CTR-affected employers to provide information on and assistance with commute alternatives and special promotions</p>	<p>City of Tukwila</p>	<p>Ongoing</p>
<p>Provide information about TDM opportunities at city-sponsored events and media outlets including Tukwila Days, the annual Bicycle Rodeo, and the Hazelnut community newsletter.</p>	<p>City of Tukwila</p>	<p>Annually for each event; two articles per year for the Hazelnut.</p>
<p>The City will also apply for funding for education and marketing programs for drivers, bicyclists, and pedestrians.</p>	<p>City of Tukwila</p>	<p>2008-2011</p>
<p>The City of Tukwila will encourage the formation of a Non-Motorized Transportation Committee to encourage residents and employees to bike and walk, and to build community support for new facilities and programs.</p>	<p>City of Tukwila, employers, bicycle and pedestrian clubs and organizations</p>	<p>2008-2011</p>
<p>Construction Mitigation Programs</p>		
<p>Provide information to residents and employers about upcoming construction projects</p>	<p>City of Tukwila WSDOT Sound Transit</p>	<p>Ongoing</p>

Requirements for Major Employers

The purpose of this section is to describe the jurisdiction's required contributions from major employers. Jurisdictions should identify what expectations that they have of major employers. The CTR Law specifies that major employers are required to provide four elements as part of their CTR programs. However, the local jurisdiction can opt to require additional elements in their CTR ordinances.

Required Element	Description
Designate Employee Transportation Coordinator	The Employee Transportation Coordinator is the point of contact between the employer and its workforce to implement, promote and administer the organization's CTR program. He/she is also the point of contact between the employer and the local jurisdiction to track the employer's progress in meeting CTR requirements
Regular Distribution of Information to Employees	<p>Information about commute alternatives will be distributed regularly to employees. Examples of information that will be distributed will include:</p> <ul style="list-style-type: none"> • Description of the employer's commute options program • Transit system maps and schedules • Vanpool rider alerts • Weekly traffic alerts • Wheel Options campaign promotional materials
Regular Review of Employee of Commuting and Reporting of Progress	The employer is required to complete the Employer Annual Report and Program Description Form and submit to the local jurisdiction. Every two years, the employer shall conduct a program evaluation to determine worksite progress toward meeting the CTR goals. As part of the program evaluation, the employer shall distribute and collect Commute Trip Reduction Program Employee Questionnaires (surveys) to achieve at least a 70 percent response rate.
Implementation of a Set of Measures	<p>The employer is required to implement a set of measures that are designed to increase the percentage of employees using the following modes:</p> <ul style="list-style-type: none"> • Transit • Vanpool • Carpool • Bicycle or walking • Telework • Other non-single occupant vehicle modes

	<p>Measures to reduce drive alone trips and vehicle miles traveled include, but are not limited to:</p> <ul style="list-style-type: none"> • Provision of preferential parking or reduced parking charges for high occupancy vehicles • Instituting or increasing parking charges for single-occupant vehicles • Provision of commuter ride matching services • Provision of subsidies for transit fares • Provisions of vans for vanpools • Provisions of subsidies for carpooling or vanpooling • Permitting the use of the employer’s vehicles for carpooling or vanpooling • Permitting flexible work schedules • Cooperation with transportation providers to provide additional regular or express service to the worksite • Construction of special loading and unloading facilities for transit, carpool, and vanpool users • Provision of bicycle parking facilities, lockers, changing areas, and showers • Provision of a program for parking incentives such as a rebate for employees who do not use the parking facility • Establishment of a program to permit employees to work part or full time at home or at an alternative worksite closer to their homes • Establishment of a program of alternative work schedules such as compressed work week schedules • Implementation of other measures designed to facilitate the use of high-occupancy vehicles such as on-site day care facilities and emergency taxi services • Employers or owners of worksites may form or utilize an existing transportation management association or other transportation-related associations by RCS 35.87A.010 to assist members in developing and implementing commute trip reduction programs
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Documentation of Consultation

This plan was developed in consultation with the organizations and individuals listed below during the CTR Planning process, from July 2006 through June 2007. Specific dates of contact with each of the people and organizations below can be provided upon request.

A. Local or County Jurisdiction: City of Tukwila

1. Department of Planning and Community Development

Contact: Lynn Miranda, Sr. Planner

Issues: Integration of CTR Plan with TUC Plan

Contact: Jack Pace, Director, DCD

Issues: CTR Plan integration with Comprehensive Plan and subarea planning activities.

Contact: Rebecca Fox, Sr. Planner

Issues: Possible Comprehensive Plan policy changes and process.

2. Department of Public Works

Contact: Cyndy Knighton, Sr. Engineer

Issues: CTR Planning and concurrency and impact fee regulations.

3. Transportation Committee

Contact: Pam Linder, Chair

Issues: CTR Planning and GTEC Planning background, potential strategies for CTR Planning.

B. WSDOT

Contact: John Resha, Chris Simmons, Keith Cotton, Brian Lagerberg

Issues: CTR Planning Process, Puget Sound Construction Impact Overview

C. PSRC

Contact: Lindy Johnson

Issues: Process and assistance with development of CTR Plans.

D. Neighboring Local Jurisdictions

Contact: Desmond Machuca, City of SeaTac

Nate Jones, City of Renton

Saraday Long, City of Federal Way

Monica Whitman, City of Kent

Kathy Anderson, City of Seattle

Issues: Need for better intercity transit connections in South King County and Pierce County; a focus on and the ability to support employers to provide subsidies

for carpool and vanpool formations would help decrease SOV and VMT rates given lack of frequent and reliable transit service.

Contact: Kathy Anderson, City of Seattle Chair, King County Coordinating Committee

Issues: CTR Planning process

E. Major Employers

Contact: All CTR-affected employers were contacted for CTR Plan development.

Issues: Challenges and opportunities at each individual worksite to reduce SOV and VMT.

F. Business Groups

Contact: Tukwila Rotary Club

Issues: Input for non-motorized projects to include in the Walk & Roll Plan.

Contact: Nancy Damon, Southwest King County Chamber of Commerce

Issues: Creation and distribution of a non-motorized facilities map for Southwest King County.

G. Transit Agencies

Contact: David Lantry, King County Metro

Issues: Development of transit maps for CTR Plan.

Contact: Jane Finch, King County Metro

Tim Apicella, King County Metro

Issues: Provided information on vanpool, vanshare utilization, Park & Ride utilization, and employer evaluations.

Contact: Doug Johnson, King County Metro

Issues: Provided information on expected bus route changes.

Contact: Project Manager (Sounder Station) Sound Transit

Issues: Provided cost estimate for new station.

Contact: Joni Earl, Sound Transit

Mike Bergman, Sound Transit

Issues: Letter of support.

Contact: Nancy Damon, Southwest King County Chamber of Commerce

Issues: Creation and distribution of a non-motorized facilities map for Southwest King County.

- H. **Transportation Management Associations**
 - Contact:** Susan Garber-Yonts, Duwamish TMA
Marilyn Young Skogland, Duwamish TMA
 - Issues:** Formation of a partnership to increase marketing efforts related to TDM to northern Tukwila businesses.

- I. **Community Groups**
 - Contact:** Brooke Alford, Tukwila Parks Commissioner; Duwamish Visioning Group
 - Issues:** Provide missing links in the regional trail system, provide signage and interpretive markers for trail users.

- J. **Special Interest Groups**
 - Contact:** Patrick McGrath, Cascade Bicycle Club
 - Issues:** The benefits of adopting a complete streets ordinance, recommendations for construction and design of bike lanes on Tukwila's designated Bicycle Friendly Routes.

A Sustainable Financial Plan

The City prepared a financial analysis to identify revenues and expenses that are associated with the Tukwila's Commute Trip Reduction Plan. The following is a description of the available funding sources that Tukwila may use to implement this CTR Plan. Staff also identified program expenses including program administration, training, employer assistance, policy and regulation development, promotional activities, transit and ridesharing services, and implementation of supporting facilities.

A. Funding Sources

1. WSDOT CTR grant

The WSDOT CTR Grant is the annual allocation that is given the City to help them administer their CTR programs. Based on the number of employment sites within Tukwila, WSDOT CTR Grant funding to administer the City's CTR program is typically around \$40,000 per year.

2. Local jurisdiction operating funds and capital investment program funds

It is anticipated that local funds will finance both capital improvement projects including bicycle and pedestrian facilities as road improvements are made according to projects identified in the CIP, as well as staff time to implement the CTR Plan. For capital improvement projects, the City of Tukwila is in the process of updating its CIP. The numbers shown in the table below are based on the current level of funding for pedestrian and bicycle projects that are embedded in larger street improvement projects, and do not reflect funding that may be available in the future for projects outlined in the Walk & Roll Plan and the Climate Change Initiative. The City of Tukwila is also proposing funding in the amount of approximately \$10,000 annually for a student intern to implement strategies outlined in the CTR Plan and the GTEC Plan.

3. Federal funds

Federal funds include the grants from the Congestion Mitigation and Air Quality Improvement program, Surface Transportation Program, and the Federal Transit Administration. The City of Tukwila will pursue Federal grants for implementation of the CTR Plan and other CTR-supportive plans, including the Walk & Roll bicycle and pedestrian plan. The financial plan includes an estimate of \$50,000 per year for funding of non-motorized and transit improvements.

4. Employer contributions

These funding sources include contributions both financial and in-kind from employers. Employers will provide in-kind contributions to support the City of Tukwila CTR Plan, estimated at \$1000 for each site to include an annual transit fair and marketing of commute alternatives.

5. Other state funding sources

The funding sources include other state programs that provide assistance to programs that can contribute to helping make progress toward CTR goals. Funding sources may include the Safe Route to Schools Program, Competitive Public Transportation grants, etc. Anticipated levels of funding are around \$10,000 per year. The City of Tukwila will coordinate with the Tukwila School District, providing staff time and assistance for development and implementation of a Safe Routes to School Program.

6. Construction TDM funds

Funds may be available through construction mitigation programs. These programs can be used to enhance the City's CTR program and provide program assistance to CTR work sites. The City of Tukwila will coordinate with WSDOT, the Duwamish TMA, and Tukwila employers to disseminate information about upcoming construction projects and to promote the use of commute alternatives for construction mitigation, and for reduction of SOV and VMT. The anticipated level of finding for construction TDM is \$5000 per year.

Source of Funding	Responsible Agency	Estimated Revenue FY 2008	Estimated Revenue FY 2009	Estimated Revenue FY 2010	Estimated Revenue FY 2011	Total Estimated Revenue
CTR Grants	WSDOT	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 160,000
Local Funds from Operating Budgets (Capital Improvements & CTR Program Implementation)	Local Jurisdiction	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 240,000
Federal Funds (CMAQ, STP, FTA)	RTPO	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 200,000
Employer Contributions	CTR-affected employers	\$20,000	\$20,000	\$20,000	\$20,000	\$80,000
Other State Funds	WSDOT, CTED	\$ 5000	\$ 5000	\$ 5000.00	\$ 5000	\$ 20,000
Transit Revenue*	Transit Agency	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 4,000,000
Mitigation Funds for Construction Projects	Local Jurisdiction	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 20,000
TOTAL		\$ 1,180,000	\$ 1,180,000	\$ 1,180,000	\$ 1,180,000	\$ 4,720,000

*Estimates for transit revenue are based on additional service hours needed for route improvements identified in the Tukwila Transit Plan (Perteet, April 2005). This estimate does not include BRT.

B. Program Expenses

1. Administration

Program administration includes activities such as identifying and notifying affected employers, reviewing employer progress reports, evaluating employer programs, coordination with neighboring jurisdictions and transit agencies, and preparing annual reports on the CTR program.

Agency: City of Tukwila

Responsibility: The City of Tukwila will continue to work with King County Metro to identify and notify employers of CTR-affected status, to review employers' progress according to CTR Program goals and targets, preparation of annual reports, and assistance with implementation of worksite strategies and events to improve CTR performance.

2. Facilities

Facilities include capital elements that help to reduce the number of drive alone trips. Elements include high occupancy vehicle lanes, bicycle lanes, sidewalks, transit signal priority improvements, and bus shelters.

Agency: City of Tukwila

Responsibility: The City of Tukwila will construct new non-motorized improvements according to CIP projects, and will apply for grants for construction of non-motorized projects identified in the Walk & Roll plan.

3. Services

Services include elements that support transit and ridesharing. Elements include transit services, assistance with the formation of vanpools, car sharing and ride matching services.

Agency: City of Tukwila, King County Metro, Sound Transit

Responsibility: The City of Tukwila will continue to work with King County Metro and Sound Transit to encourage transit service and facility improvements, as well as promotion of vanpools, vanshares, and rideshareonline.

4. Marketing

Agency: City of Tukwila, King County Metro

Responsibility: Marketing includes activities that help to promote and increase awareness of commute options among commuters and residents. Activities include the development and distribution of transit and ridesharing information, promotional campaigns, web sites to promote commute options programs, and outreach to employers.

5. Incentives

Incentives include transit pass discount programs, incentives for vanpool and carpool programs, and other contributions to encourage employers to participate in commute options programs.

Agency: City of Tukwila
 Responsibility: Work with employers to encourage reductions in SOV and VMT, providing funds and assistance for incentives and monitoring/management of incentive programs.

6. Training

Training includes activities for both employer and local jurisdiction staff. Training may include workshops on various topics to address CTR, attendance at conferences and other training opportunities that will help improve program performance.

Agency: City of Tukwila, King County Metro
 Responsibility: Develop and distribute materials for employer ETCs.

Expense	Responsible Party	Estimated Cost FY 2008	Estimated Cost FY 2009	Estimated Cost FY 2010	Estimated Cost FY 2011	Total Estimated Cost
Prepare local CTR plan and ordinance	City of Tukwila in partnership with WSDOT.	\$ 5000	\$ 5000	\$ 5000	\$ 5000	\$ 20,000
Administer CTR program (contract management, annual reporting, survey process, coordination meetings)	King County Metro, City of Tukwila	\$ 45,000	\$45,000	\$45,000	\$45,000	\$180,000
Training	King County Metro, City of Tukwila	\$ 500	\$ 500	\$ 500	\$ 500	\$2,000
Conduct employer outreach	King County Metro, City of Tukwila, Duwamish TMA	\$ 10,000	\$ 10,000	\$ 10,000	\$ 10,000	\$ 40,000
Implement supporting transit services	King County Metro, Sound Transit	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 4,000,000
Implement supporting transit facilities	King County Metro, Sound Transit	\$10,000	\$ 5 million (Tukwila Transit Center)	\$ 11.4 million (Sunder Commuter Rail Station)	\$ 10,000	\$16,420,000

Implement supporting vanpool services	King County Metro	\$ 1000	\$ 1000	\$ 1000	\$ 1000	\$ 4000
Implement bicycle and pedestrian facilities	City of Tukwila	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 100,000
Offer program incentives	King County Metro, City of Tukwila	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 80,000
Car sharing services	City of Tukwila	N/A	N/A	N/A	N/A	N/A
Conduct special area wide promotions	King County Metro, City of Tukwila, Duwamish TMA	\$ 2000	\$ 2000	\$ 2000	\$ 2000	\$ 8000
Prepare updates to Comprehensive Plans	City of Tukwila	\$ 5000	\$ 5000	\$ 5000	\$ 5000	\$ 20,000
Total		\$1,123,500	\$ 6,113,500	\$ 12,513,500	\$1,123,500	\$ 20,874,000

C. Financial Gaps

Service or Strategy	Target Market	What Strategy Will Accomplish	Financial Gap	Potential Funding Source
Training	CTR employees	Decrease in SOV	\$ 2000	Grants, employer contributions
Employer Outreach	CTR employees	Decrease in SOV and VMT	\$ 40,000	Grants
Vanpool services	CTR employees	Decrease in SOV and VMT	\$ 4,000	Grants, King County Metro
Program Incentives	CTR employees	Decrease in SOV and VMT	\$ 80,000	Grants, employer contributions
Area-wide promotions	CTR employees	Decrease in SOV and VMT	\$ 8,000	Grants, employer contributions, Duwamish TMA, City of Tukwila

Growth and Transportation Efficiency Centers

As part of its strategic plan for implementing the Commute Trip Reduction program, the City plans to work in partnership with the transit agencies, neighboring jurisdictions, and transportation management organizations.

Listed below are the organizations that will be involved with the implementation of the City of Tukwila's CTR Plan. Their roles and responsibilities are described as follows:

A. Tukwila

Tukwila will be responsible for developing and implementing their local CTR plans. They are responsible for ensuring that CTR plans are consistent with their local comprehensive plans. As part of their CTR plans, Tukwila will set the goals and targets for the affected employers. For CTR program administration, Tukwila is responsible for ensuring that affected employers are in compliance with the CTR law. The City of Tukwila may contract with another agency for employer outreach, program review and annual reporting of employer progress.

Roles

- City of Tukwila - CTR Plan administrator.

Responsibilities

- Updates to the Comprehensive Plan, and supporting land use regulations and zoning code changes.
- Employer outreach.
- Annual CTR Program reports.
- Implementation of CTR Plan strategies.

B. King County Metro & Sound Transit

The transit agencies will be responsible for providing transit and ridesharing services to the major employers. In some cases, transit agencies will also conduct employer outreach and be responsible for tracking employer progress.

Roles

- Provides transit service and facilities, information about transit routes, and assists the City of Tukwila with employer outreach to achieve CTR Plan goals.

Responsibilities

- Work with local jurisdiction to provide existing level of service, facilities maintenance, and improvements including new transit facilities and service enhancements.

C. Transportation Management Association

Transportation Management Associations will be responsible for conducting employer outreach activities, promoting and educating employees about drive alone options and administering special

programs, i.e., transit discount programs, guaranteed ride home, etc. that will help affected employers make progress toward meeting their goals.

Roles

- Facilitates TDM by working with employers in an identified area such as the Duwamish TMA which works with employers in the MIC.

Responsibilities

- Conduct employer outreach, offering incentives, marketing, and promotion.

D. Employer

The employer will be responsible for complying with the requirements of the State CTR Law. These requirements include designating an employee transportation coordinator, regular distribution of information to employees, regular review of employee commuting and reporting of progress to the local jurisdiction, and implementing a set of measures that will help achieve progress toward meeting goals.

Roles

- Implement CTR Program according to CTR law.

Responsibilities

- Achieve goals and targets according to the CTR Law, providing employees with information and assistance to reduce SOV rates and VMT.

Under the Washington State CTR Efficiency Act, the City of Tukwila was given the option of developing a Growth and Transportation Efficiency Center (GTEC) program. The GTEC program is a voluntary program designed to encourage cities to expand CTR efforts to additional employers and residential groups within a defined area.

The City of Tukwila has designated a Growth and Transportation Efficiency Center (GTEC) that generally follows the boundaries of the Tukwila Urban Center (TUC). The TUC is designated as a regional growth center by the Puget Sound Regional Council and the City. The center is currently made up of retail, commercial and light industrial/warehouse uses. Other than hotels, there is no housing in the center. However, there are a large number of multi-family units situated just north of the center, across Interstate 405.

The GTEC program is a collection of City-adopted goals and policies, facility and service improvements and marketing strategies that are designed to help the City make progress for reducing drive alone trip and vehicle miles traveled in the GTEC over the next six years. The program also specifies a financial plan and organizational structure for implementing the program's strategies and services. Building upon the success of the existing commute trip reduction (CTR) program, the City strives to meet the goals of the GTEC Program by working in partnership and coordination with other agencies.

The GTEC program has been developed through extensive involvement by employers, organizations, and individuals from throughout the City who helped identify strategies and ways for successful achievement of the goals. The GTEC Program helps to achieve the goals and objectives of the City's overall CTR Plan. A map of the GTEC follows.



June 20, 2007

Jack Pace
Acting Planning Director
City of Tukwila
6300 Southcenter Blvd, Suite 100
Tukwila, WA 98188

Dear Mr. Pace:

I am writing to express Sound Transit's support for the Growth and Transportation Efficiency Center (GTEC) project and to thank the City of Tukwila for giving Sound Transit an opportunity to review its proposal to designate a GTEC and to develop this new program.

As local jurisdictions and the region continue to make investments in transportation services and infrastructure and the population continues to grow, the timing could not be better for promoting increased demand for mass transit. Sound Transit appreciates the City's commitment in making transit a real option for people. This project supports the continuing efforts by the City of Tukwila and Sound Transit to provide attractive, safe and efficient transit service in the Puget Sound region.

Sound Transit is committed to the ongoing cooperation and partnership with the City and supports its effort to enhance mobility and livability for our region. Sound Transit recognizes that Tukwila and the region as a whole will benefit from this project.

Sincerely,

Joni Earl
Joni Earl
Chief Executive Officer

cc: Mike Bergman, Sound Transit
Maggie Lubov, City of Tukwila

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COMMUNITY DEVELOPMENT

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Pierce County Executive
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- Freddie Butler
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- Dave Conditine
King County Councilmember
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- Doug MacDonald
Washington State Department of Transportation Executive
- Richard Mann
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- Greg Nicks
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- Ron Sims
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- Claudia Thomas
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Maryland King County Council
- CHIEF EXECUTIVE OFFICER**
Joni Earl

**King County**

Department of Transportation
Metro Transit
Market Development
400 Yesler Way
M.S. YES-TR-0600
Seattle, WA 98104-2615

June 28, 2007

Ms. Maggie Lubov
City of Tukwila Public Works
6300 Southcenter Boulevard
Tukwila, WA 98188

Dear Ms. Lubov:

This letter is to express King County Metro Transit's conditional support for the City of Tukwila's proposed Growth and Transportation Efficiency Center (GTEC) Plan. We look forward to working with the City of Tukwila to implement the plan.

This proposal will provide an opportunity to leverage investments we have collectively made in supporting alternative commute mode use and employer performance incentive programs now and in the future.

The GTEC plan discusses growth in transit service in the future. Any additional transit service will be constrained by available funding and will require further coordination and final approval by the King County Council. Nonetheless, Metro is excited to explore transit service and commute partnership opportunities with the City.

Metro supports the City's GTEC proposal as further commitment to the strong connection between intensified land use/urban centers and increased use of transit and ridesharing.

It is Metro's expectation that, after submittal of the GTEC plan to the Puget Sound Regional Council, the City will engage in a process with Metro to address any further concerns or outstanding issues related to the plan. An initial list of Metro's questions and concerns is being transmitted under separate cover. We appreciate the opportunity to work together to enhance transportation services available to the citizens of Tukwila.

Sincerely,


Matt Hansen
Supervisor, Market Development Group
King County Metro Transit