

# DRAFT 2024 Transportation Policies

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

- 1.1. Provide a balanced transportation system that delivers circulation for all users throughout the city, including people walking, bicycling, persons who use a wheelchair or other ambulation devices, seniors, youth, people with low incomes, and residents of all ages and abilities.<sup>1</sup>
- 1.2. Plan and implement the transportation system utilizing urban street design principles in recognition of the link between urban design, safety, economic development, community health, and transportation system design in the planning and implementation of transportation projects.<sup>2</sup>
- 1.3. Consider the economic development and community benefit implications in the planning and design of transportation projects.<sup>3</sup>
- 1.4. Work with BNSF to mitigate impacts associated with rail and intermodal yard operations within Tukwila's residential neighborhoods.<sup>4</sup>
- 1.5. Encourage transit providers, paratransit operators, and private purveyors to provide mobility for people of all ages, abilities, and income levels in the City of Tukwila and the surrounding community.<sup>5</sup>
- 1.6. Regularly update the City of Tukwila's ADA Transition Plan and invest in the identified infrastructure to ensure that transportation systems serve people of all ages and abilities.<sup>6</sup>
- 1.7. Support efficient transit capacity to reduce single-occupancy vehicle trips to, from, within, and through Tukwila.<sup>7</sup>
- 1.8. Prioritize investments that address systemic barriers to accessing livable places and jobs.<sup>8</sup>

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<sup>1</sup> New policy to address PSRC guidelines. Reordered policies for emphasis after February 22 Planning Commission. No change to text since meeting.

<sup>2</sup> New policy to address PSRC guidelines. Reordered policies for emphasis after February 22 Planning Commission. No change to text since meeting.

<sup>3</sup> New policy to address PSRC guidelines. Policy revised after February 22 Planning Commission meeting to address staff comments.

<sup>4</sup> 13.8.3, supports PSRC guidelines. Reordered policies for emphasis after February 22 Planning Commission. No change to text since meeting.

<sup>5</sup> New policy to address PSRC guidelines.

<sup>6</sup> New policy to address DOC guidelines.

<sup>7</sup> New policy to address KCM guidelines.

<sup>8</sup> Policy address after February 22 Planning Commission meeting to address staff comments.

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

- 2.1 Balance travel efficiency, safety, and quality-of-life by exploring context-sensitive roadway design strategies (including appropriate vehicle lane widths, traffic calming measures, landscaping, and buffers separating vehicle traffic from other modes of travel).<sup>9</sup>
- 2.2 Invest in transportation projects and programs that address safety issues systematically impacting historically marginalized and vulnerable populations.<sup>10</sup>
- 2.3 Design streets to safely accommodate a range of motorized and non-motorized travel modes such that it is comfortable and safe to access destinations without a vehicle.<sup>11</sup>
- 2.4 Design intersections and sidewalks to promote pedestrian safety and foster walking and rolling (including using a wheelchair or mobility device, scooter, and stroller) as a viable mode of transportations.<sup>12</sup>
- 2.5 Meet or exceed standards for pedestrian facilities, such as sidewalks and crosswalks to encourage residents and visitors to walk or roll for transportation, recreation, and improved health.<sup>13</sup>
- 2.6 Prioritize preserving and maintaining existing transportation facilities to avoid costly replacements and to meet public safety objectives in a cost-effective manner.<sup>14</sup>
- 2.7 Work with school officials and school community members to promote Safe Routes to School projects and programs and require safe routes to school improvements – such as sidewalks and crosswalks – as new development occurs along designated school walk routes.<sup>15</sup>
- 2.8 Partner with transit agencies to improve safety and cleanliness in and around transit stops and stations to encourage ridership.<sup>16</sup>
- 2.9 Promote roadway designs that reduce speeding on local streets.<sup>17</sup>
- 2.10 Seek to minimize conflicts between non-motorized modes and freight vehicles.<sup>18</sup>

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<sup>9</sup> 13.1.3. Revised to address feedback from February 22 Planning Commission meeting.

<sup>10</sup> Policy revised after February 22 Planning Commission meeting to address staff comments.

<sup>11</sup> Revised 13.2.9 to address community feedback, supports PSRC guidelines. Revised to address feedback from February 22 Planning Commission meeting.

<sup>12</sup> 13.2.11, supports PSRC guidelines. Revised for inclusivity.

<sup>13</sup> 13.6.11, supports PSRC guidelines. Revised for clarity and inclusivity.

<sup>14</sup> 13.9.6

<sup>15</sup> 13.6.10. Revised for clarity.

<sup>16</sup> New policy to address community feedback. Revised to address feedback from February 22 Planning Commission meeting.

<sup>17</sup> New policy to address community feedback.

<sup>18</sup> New policy to address community feedback. Policy revised after February 22 Planning Commission meeting to address staff comments.

- 2.11 Provide well-maintained facilities. Coordinate with the Washington State Department of Transportation to keep state facilities in Tukwila free of debris.<sup>19</sup>

**PLACEHOLDER:**

*Additional safety policies to follow in coordination with development of Tukwila's Local Road Safety Plan / Comprehensive Safety Action Plan.*

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<sup>19</sup> Policy added to address feedback from February 22 Planning Commission meeting.

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

- 3.1. Focus on transportation efficiency by maximizing the movement of people with streets that are designed to be safe for all transportation modes, accommodating existing land uses while designing for the future.<sup>20</sup>
- 3.2. Include trucking design parameters in principal and minor arterial improvements as well as in commercial areas.<sup>21</sup>
- 3.3. Allow truck traffic on all principal and minor arterials, as well as on commercial area local access streets. Consider using load limit restrictions and geofencing on residential collector arterials and residential local access streets.<sup>22</sup>
- 3.4. Support goods mobility by all modes, recognizing that Tukwila is part of a regional freight distribution hub and a major international trade gateway.<sup>23</sup>
- 3.5. Encourage transit-oriented uses, development patterns and pedestrian amenities in the vicinity of high-capacity transit stations.<sup>24</sup>
- 3.6. Continue to coordinate with surrounding jurisdictions and with regional and State agencies to finance and develop a multi-modal transportation system that enhances regional mobility and reinforces the countywide vision for managing growth.<sup>25</sup>
- 3.7. Recommend and pursue a regional multi-modal center in conjunction with the Tukwila Commuter Rail/Amtrak Station and secondary pedestrian/bicycle/transit hubs elsewhere in the City.<sup>26</sup>
- 3.8. Require all new streets, street improvements, property developments and property improvements to provide sidewalks and other non-motorized infrastructure consistent with adopted standards and subarea plans. Property developments and improvements in commercial areas shall provide direct pedestrian access from sidewalks to buildings, as well as to, from and between parking areas.<sup>27</sup>
- 3.9. Evaluate street improvement projects for the inclusion of features that support the Complete Streets policy in order to encourage walking, bicycling and transit use.<sup>28</sup>

<sup>20</sup> 13.1.2, supports PSRC guidelines.

<sup>21</sup> 13.7.1, supports PSRC guidelines.

<sup>22</sup> 13.7.2, supports PSRC guidelines. Revised to address feedback from February 22 Planning Commission meeting.

<sup>23</sup> 13.8.2, supports PSRC guidelines.

<sup>24</sup> 13.5.6, supports PSRC and KCM guidelines.

<sup>25</sup> 13.1.6, supports PSRC and KCM guidelines.

<sup>26</sup> 13.4.3, supports PSRC guidelines.

<sup>27</sup> 13.2.5, supports PSRC guidelines.

<sup>28</sup> 13.2.10, supports PSRC guidelines.

- 3.10. Support goods mobility by all modes, recognizing that Tukwila is part of a regional freight distribution hub and a major international trade gateway.<sup>29</sup>
- 3.11. Encourage and support public transportation services.
- 3.12. The development and extension of any light rail or commuter rail system shall meet the following objectives:
- Any commuter or light rail system serving Tukwila, Seattle, South King County and/or Sea-Tac Airport should be located in a manner which promotes the coordinated short term and long-term use of alternative transportation systems, such as carpools, transit, biking and walking.
  - Such systems shall be located so as to allow for future extensions to commuter and/ or light rail service to East King County and Southeast King County, and shall be coordinated with other transit service.
  - Such systems shall be located in a manner that provides multi-modal connections to Tukwila's urban center, Manufacturing and Industrial Center, and transit centers, so as to encourage development in the manner contemplated by this Plan and the Countywide Planning Policies.<sup>30</sup>
- 3.13. Collaborate with transit providers to expand transit connectivity to Tukwila South and other developing areas within Tukwila.<sup>31</sup>
- 3.14. Support, encourage and implement programs and improvements that promote transit, foot and bicycle access to community amenities, stores, and jobs.<sup>32</sup>
- 3.15. Incorporate proportionately greater neighborhood-enhancing elements in collector, minor arterial, and principle arterial design. These elements include collector lanes, wider sidewalks, separated sidewalks, and curblines trees.<sup>33</sup>
- 3.16. Continue to provide assistance to King County Metro, Sound Transit, Washington State Department of Transportation, King County and other agencies in increasing people-carrying capacity of vehicles and reducing vehicular trips.<sup>34</sup>
- 3.17. Coordinate with adjacent agencies on the development of a network of regional non-motorized transportation improvements in, through and to Tukwila such as connected network of bicycle facilities and trails.<sup>35</sup>
- 3.18. Work with King County Metro and Sound Transit to provide amenities for transit riders, encourage transit use, and enhance multi-modal connections to transit.<sup>36</sup>
- 3.19. Construct neighborhood links by providing additional sidewalks and trails as opportunities and development occur.<sup>37</sup>

<sup>29</sup> 13.8.2, supports PSRC guidelines.

<sup>30</sup> 13.4.8, supports KCM guidelines.

<sup>31</sup> Added to address feedback from February 22 Planning Commission meeting.

<sup>32</sup> 13.1.9, supports KCM guidelines.

<sup>33</sup> 13.2.6

<sup>34</sup> 13.4.5, supports KCM guidelines.

<sup>35</sup> Revised 13.6.5 for clarity, supports KCM guidelines.

<sup>36</sup> 13.5.3, supports DOC guidelines.

<sup>37</sup> 13.6.6, supports PSRC guidelines.

- 3.20. Pursue converting railroad and other easements to pedestrian and bicycle trails.<sup>38</sup>
- 3.21. Require secure bicycle storage (i.e., racks, lockers, cages, etc.) in appropriate locations near community destinations.<sup>39</sup>
- 3.22. Provide way-finding along roads, sidewalks and trails to direct non-motorized travelers to trails and destinations.<sup>40</sup>
- 3.23. Plan and budget for non-motorized transportation projects within the Tukwila Capital Improvement Program.<sup>41</sup>
- 3.24. Maintain existing unimproved rights-of-way if there is a potential future opportunity to create a non-motorized connection through stairs or other trail improvements.<sup>42</sup>
- 3.25. Improve transit, walking, and biking connections to the Tukwila Community Center.<sup>43</sup>

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<sup>38</sup> 13.6.7, supports PSRC guidelines.

<sup>39</sup> 13.6.8, supports PSRC guidelines. Policy revised after February 22 Planning Commission meeting to address staff comments.

<sup>40</sup> 13.6.9, supports PSRC guidelines.

<sup>41</sup> 13.6.12

<sup>42</sup> 13.6.14

<sup>43</sup> Added to address feedback from February 22 Planning Commission meeting.

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

- 4.1. Protect the transportation system (e.g. roadway, rail, transit, air and marine) against major disruptions by developing maintenance, prevention and recovery strategies and by coordinating disaster response plans.<sup>44</sup>
- 4.2. Maintain a partnership with King County Metro in operation and maintenance of the Tukwila Transit Center.<sup>45</sup>
- 4.3. Continue to encourage the use of rideshare, transit, bicycle, and evolving technological transportation improvements.<sup>46</sup>
- 4.4. Balance modal priorities on residential streets through design and maintenance that supports needs for emergency access, while still implementing strategies to slow traffic.<sup>47</sup>
- 4.5. Adopt and implement multimodal LOS standards to guide City improvement and development approval decisions.<sup>48</sup>
- 4.6. Prioritize resilient and sustainable transportation options to increase system capacity(i.e., transit use, carpooling/rideshare, pedestrian and bicycle facilities). After considering these priority improvements, consider other street capacity improvements (i.e., signal improvements, street widening) as a last resort.<sup>49</sup>
- 4.7. Use the Transportation Background Report – in conjunction with this Plan’s land use goals – to prioritize construction of new sidewalks, bike lanes and trails.<sup>50</sup>
- 4.8. Advocate for Tukwila representation on the boards of King County Metro and Sound Transit in order to influence service and policies that are effective for Tukwila.<sup>51</sup>
- 4.9. Advocate through verbal and written testimony to King County Metro and Sound Transit to achieve and maintain a minimum LOS C (defined by headway, vehicles per hour and hours of service), and work within Tukwila’s Transit Priority Corridor Classification System.<sup>52</sup>
- 4.10. Promote emerging technology and innovative approaches to local deliveries, including cargo bikes, delivery drones, sidewalk autonomous delivery robots (SADRs), and microhubs.<sup>53</sup>

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<sup>44</sup> 13.1.7, supports PSRC guidelines.

<sup>45</sup> 13.4.6, supports both PSRC and KCM guidelines.

<sup>46</sup> 13.5.5, supports PSRC guidelines.

<sup>47</sup> Revised 13.2.7 to better address community priorities, supports PSRC guidelines. Revised to address feedback from February 22 Planning Commission meeting.

<sup>48</sup> Revised 13.3.2, supports DOC guidelines.

<sup>49</sup> Revised 13.3.6 to better address community priorities, supports DOC guidelines. Policy revised after February 22 Planning Commission meeting to address staff comments.

<sup>50</sup> Revised 13.3.11 for clarity, supports PSRC guidelines.

<sup>51</sup> 13.3.12

<sup>52</sup> 13.3.13

<sup>53</sup> Added policy to reflect best practices for emerging technology and mobility.

4.11. Address spillover parking (onto private property, public property, or public streets) near transit facilities and other community destinations, balancing competing land use needs and opportunities.<sup>54</sup>

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<sup>54</sup> Added to address feedback from February 22 Planning Commission meeting.



## **Climate Justice: Protect the well-being of historically marginalized populations and justly redistribute transportation's burden on community health and the natural environment.**

- 5.1. Collaborate with King County, the Port of Seattle, BNSF and UPRR to ensure that King County International Airport, SeaTac International Airport, and railway operations and development:
  - Enhance Tukwila goals and policies.
  - Incorporate Tukwila land use plans and regulations.
  - Minimize adverse impacts to Tukwila residents.
  - Are not encroached upon by incompatible land uses.<sup>55</sup>
- 5.2. Provide Commute Trip Reduction Program (CTR) services to Tukwila employers to reduce drive-alone trips, vehicle miles traveled, traffic congestion, and greenhouse gas emissions.<sup>56</sup>
- 5.3. The City of Tukwila will provide education and consider investing in transit benefits for City employees to set an example to other employers by a commitment to reducing drive-alone trips, vehicle miles traveled, and greenhouse gas emissions.<sup>57</sup>
- 5.4. Design and operate transportation facilities in a manner that is compatible with and integrated into the natural and built environments in which they are located. Incorporate features such as natural drainage, native plantings and local design themes that facilitate integration and compatibility.<sup>58</sup>
- 5.5. Support car-share, bike-share and other alternatives to individual automobile ownership, to enhance sustainability.<sup>59</sup>
- 5.6. Support, encourage and implement transportation programs and improvements that promote water quality and regional air quality.<sup>60</sup>
- 5.7. Support the urban tree canopy to provide shade, improve air quality, and enhance placemaking by including vegetation wherever feasible.<sup>61</sup>
- 5.8. Support electric vehicle charging stations and other alternative fuel sources, as available. Establish mode-split goals for all significant employment centers which will vary according to development densities, access to transportation service, and levels of congestion.<sup>62</sup>

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<sup>55</sup> 13.8.1, supports PSRC guidelines. Revised to address feedback from February 22 Planning Commission meeting.

<sup>56</sup> 13.5.1, supports PSRC guidelines.

<sup>57</sup> Revised 13.5.2 to reflect current conditions, supports PSRC guidelines. Policy revised after February 22 Planning Commission meeting to address staff comments.

<sup>58</sup> 13.1.5, supports PSRC guidelines.

<sup>59</sup> 13.1.10, supports PSRC guidelines.

<sup>60</sup> 13.1.5, supports PSRC guidelines.

<sup>61</sup> Added to address feedback from February 22 Planning Commission meeting.

<sup>62</sup> 13.5.4, supports DOC guidelines.



- 5.9. Support transportation system improvements and programs that encourage transit use, high-occupancy vehicle trips, and non-motorized transportation to reduce single-occupancy vehicle trips, vehicle miles traveled, traffic congestion, and greenhouse gas emissions.<sup>63</sup>

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<sup>63</sup> New policy to address KCM guidelines.