

The City of Tukwila proposes to implement the following elements as part of its GTEC program. Implementation of the elements will be done in partnership with employers and property owners, transit agencies and business groups. Listed below are the following planned local services and strategies for achieving the established goals and targets:

A. Proposed Target Population

As a major employment center, the Tukwila Urban Center has a strong market for increasing transit and ridesharing activities. Populations that will be targeted for transit and ridesharing activities include:

- Employees working in CTR-affected work sites
- Employees who work for unaffected work sites, including retail, office, manufacturing and service sectors
- Residential populations (as they move into Tukwila Urban Center)

B. Proposed Strategies for Achieving Goals

To achieve the goals of the GTEC program, the City has developed a set of strategies that will help the TUC make progress towards its six-year planning target. These strategies are a combination of policies, regulations, services, facilities, marketing, and incentive programs. The policies, projects and regulations are consistent with the TUC sub area plan. The table below includes information about each specific strategy, and includes Tukwila Comprehensive Plan policies and other plans and projects currently under development that support each strategy.

Strategy	Description	Goals and Policies in the Comp Plan
<p>Develop a Coordinated Transportation Management Program run by the City or a Transportation Management Association for the Tukwila Urban Center</p>	<p>Develop a transportation management association to be run by a new organization or the City to administer the GTEC program for the Tukwila Urban Center. This coordinated effort will bring together the different partners and agencies to develop a coordinated program of transit and ridesharing services.</p>	<p>Education/Public Involvement Program (see recommendations below)</p>
<p>Parking Management</p>	<p>Work with employers and property managers to implement parking management at work sites. Parking management may include preferential parking for carpools and vanpools, reducing parking capacity for drive alone vehicles, and encouraging employers to charge employees for parking.</p>	<p>8.1.3 10.2.6 13.4.14</p>

IV: PROGRAM STRATEGIES

Transit Services	Work with King County Metro Transit and Sound Transit to enhance transit services to the TUC. Enhance transit services by increasing coverage, span of service and frequencies to encourage more commuters to use transit.	6.1.7 8.4.5 10.1.1,3 10.3.1,3 13.4.2, 4, 9, 12, 14
Transit Center	Implement the new bus transit center in the TUC.	6.1.7 10.1.1, 3 13.4.8, 14
Souder Commuter Rail Station	Implement the new Souder station in Tukwila to allow commuters to access Souder service.	5.7.2 6.1.7 10.1.3 13.4.2, 6, 7, 10
Vanpool/Vanshare Services	Provide vanpool/vanshare services such as ridematching and vanpool/vanshare training to employees and residents.	10.2.6 13.4.2, 5, 12 CTR Plan
Marketing and Promotion	Market and promote transportation alternatives to employees and residents using a variety of materials such as brochures, fliers, web sites, and on-site promotions.	10.2.6 13.4.2, 5 CTR Plan Education/Public Involvement Program (see recommendations below)
Bicycle and Pedestrian Facilities	Implement bicycle and pedestrian facilities based on the Tukwila Urban Center sub area plan and the Walk & Roll bicycle and pedestrian plan.	5.6.1, 5, 10 7.6.10,11 8.1.1,6 10.3.4 13.4.2, 3, 8, 13 13.5.1-8 TUC Plan Walk & Roll Plan
Bicycle Amenities	Install bike lockers at various locations in the Tukwila Urban Center to provide safe and secure bicycle parking for bicycle commuters.	10.3.4 13.4.2, 5 13.5.8 Walk & Roll Plan
Subsidies	Provide subsidies for carpools and vanpools to employees.	City of Tukwila
Flexpass	Develop an area-wide flexpass program that offers discounted transit passes to employees. As residential groups move into Tukwila Urban Center, develop a residential flexpass program.	City of Tukwila, GTEC
Car Sharing	Work with car sharing providers to implement a car sharing program in Tukwila Urban Center	City of Tukwila
Telework	Work with employers to develop a telework program. The program will consist of educating employers about the telework program and will offer assistance for IT and human resource issues.	CTR Plan City of Tukwila

<p>Ridematching Assistance</p>	<p>Work with King County Metro to improve the ridematching system for Tukwila commuters. Encourage more employers to encourage their employees to register with the system.</p>	<p>10.3.4 CTR Plan 13.4.4, 5 See Education/Public Involvement Program below</p>
<p>On-Site Employer Assistance</p>	<p>Provide on-site assistance to both CTR-affected and unaffected employers. Assistance may include on-site promotions, developing program strategies and measuring performance.</p>	<p>10.2.6 10.3.4 13.4.4, 5 CTR Plan See Education/Public Involvement Program below</p>
<p>Information Kiosks</p>	<p>Install information kiosks that will enable employees to access transit and ridesharing information. Kiosks will include access to internet sites to enable employees to register for carpools, find transit schedules and get up-to date traffic information.</p>	<p>13.4.5 CTR Plan</p>
<p>Real Time Ridesharing System</p>	<p>The City will explore the development of a real time ridematching system that matches up carpool partners through cell phone technology. Unlike the traditional ridematching system where riders can match up with partners and form carpools over a period of time, real time ridematching will allow commuters to find carpools for individual trips.</p>	<p>10.3.4, 10</p>
<p>Promotions for Non-English Speaking Populations</p>	<p>The Tukwila Urban Center has a large population of non-English speaking employees. The City will work to inform these populations of transit and ridesharing services in multiple languages and teach them the benefits of non-drive alone vehicle alternatives.</p>	<p>13.4.4 CTR Plan</p>
<p>Implement Capital Improvement Projects to Improve Pedestrian and Bicycling Activities</p>	<ul style="list-style-type: none"> • Pedestrian Spine - construction of wide sidewalks, on-street parking, and bike lanes along Baker Blvd, connecting the Mall to the Sounder Station • Green River Pedestrian and Bicycle Bridge • Directional Signage—urban center and nonmotorized • Klickitat/Southcenter Parkway Improvement • On-street parking and bike lanes on Andover Park East 	<p>1.11.8 2.1.9 8.4.6 10.1.1, 3 10.3.2 13.5.1-8 13.4.2, 3, 8, 9, 12</p>

TDM Construction Mitigation	Implement TDM construction mitigation for the future construction of the Klickitat/Southcenter Parkway Improvement and other major transportation projects.	10.2.6 13.4.10	10.3.1, 3,4
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GTEC Plan policies, updates, and actions

The following actions, policy modifications, and policy additions are recommended changes to the City of Tukwila’s Comprehensive Plan and sub-plans to help implement the GTEC Plan. Many of the changes below are suggested as implementation strategies for Comprehensive Plan policies that are already adopted. Changes outlined below also support the GTEC and, if adopted, would further embed the goals of the GTEC within city practices. Changes to the text of existing Comprehensive Plan policies are indicated with italics.

New plans under development that will help implement the GTEC Plan:

Walk and Roll Plan: This is a city-wide pedestrian and bicycle plan currently under development; to be adopted as part of the Nonmotorized Transportation section of Tukwila’s Comprehensive Plan. This plan includes a list of prioritized capital improvement projects, including sidewalks, trails, bike lanes, and wayfinding, that will help to support and encourage increases in walking and bicycling within Tukwila.

Action:

Adopt the Walk and Roll Plan as a component of the nonmotorized transportation section of the City of Tukwila’s Comprehensive Plan.

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: sub-area plan under development

As this plan is being developed incorporate the following:

1. Improved pedestrian crossings.
 - a. Improve use, equity, safety, and access to all through:
 - pedestrian-activated crossings,
 - audible crossings, and
 - longer crossing time allowance
 - b. Incorporate transit shelters into street design in the TUC.
2. Pedestrian-friendly streets to include weather coverings, tree and landscaping buffers, minimal curb cuts, shared and central parking, drinking fountains, and 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 nonmotorized routes and trails network to include marking for bike lanes, pedestrian routes, and trail locators.

CTR Comprehensive Plan Policies – The following are modifications to Tukwila's Comprehensive Plan that are suggested to help implement the GTEC Plan:

Education/Public Involvement Program: to consider as an implementation strategy for the Nonmotorized Transportation section of Tukwila's Comprehensive Plan
Implementation Strategy (added):

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 traveling within and to the city.

Comprehensive Plan policy additions, to be included in Section 13.4 of Tukwila's Comprehensive Plan:

13.4 Public Transportation, Transit, and Rideshare:

1. **New Policy:** The City of Tukwila will set an example to other employers by showing a commitment to reducing SOV and miles traveled through implementation of CTR goals and elements of the Climate Change Initiative (pending adoption), and the Walk and Roll Plan (pending adoption).

Implementation Strategies:

1. Climate Change Initiative
2. Walk & Roll Plan

13.5 Nonmotorized Transportation

1. **New Policy:** Provide way-finding along sidewalks and trails to direct nonmotorized travels to trails and destinations.
 - a. **Implementation:** Incorporate way-finding throughout the city's nonmotorized routes and trails network to include marking for bike lanes, pedestrian routes, and trail locators.
 - b. **Implementation:** Provide uniform bicycle and pedestrian markings and design standards for travel along city bikeways and walkways.
2. **New Policy:** Incorporate pedestrian-friendly design standards to broaden area-specific policies into city-wide implementation.
 - a. **Implementation:**
 1. wide sidewalks
 2. landscape buffers or strips
 3. street trees
 4. adequate lighting

5. traffic calming measures
 - a. traffic circles, curb bulbs, raised medians, speed tables, chicanes
6. Special Pavements
7. Bollards

Comprehensive Plan policy modifications:

Policy 13.4.4 As Written: “Continue to provide Commute Trip Reduction Program services to Tukwila employers and to provide assistance to Metro, Washington State Department of Transportation, King County, and adjacent agencies in increasing people-carrying capacity of vehicles and reducing trips.”

Implementation Strategies (added):

1. *Growth and Transportation Efficiency Center (GTEC) Plan (see Figure D)*

Policy 10.3.4 As Written: “Transportation Alternatives. Ensure that land use, urban design, and transportation and circulation actions for employees support and reinforce transportation alternatives, including the Commute Trip Reduction Programs, *GTEC (see Figure D)*, TDM programs, Rideshare programs, and related projects and programs...”

Implementation Strategies (added)

1. *Change zoning as appropriate in commercial and industrial areas to allow daycare facilities as an accessory use at work sites.*
2. *Consider facilitating formation of an employer’s group or transportation management association to manage transportation issues, commuter incentives, and information.*

5.3.8 Implementation Strategies

- a. *Add preferential parking for carpools/vanpools, bike parking, special loading and unloading facilities, transit facilities.*

8.1.6 Implementation Strategies

- a. *Define bicycle parking standards and consistency along the transportation corridor.*
- b. *Provide wayfinding to bicycle parking.*

11.1.9 Implementation Strategies

1. *add CTR to implementation*

13.5, 8.2, 7.4, 7.6, 7.7, 1.8.7 Comp Plan Policies

1. **Implementation Strategy:** Clarify what makes “pedestrian-friendly” street improvements, to include the following elements/design treatments:
 - a. *wide sidewalks*
 - b. *landscape buffers or strips*
 - c. *street trees*
 - d. *adequate lighting*
 - e. *traffic calming measures*

- 1. *traffic circles, curb bulbs, raised medians, speed tables, chicanes*
- f. *Special Pavements*
- g. *Bollards*

8.5.10, 8.2.2, Add pedestrian-friendly evaluation into design review.

- a. See above for pedestrian-friendly designation.

2.1.4 Add *“sidewalks and trails”* into list of items to include in budget.

5.3.1 Add *“secure sidewalk and trail easements over existing utility lines wherever feasible”*.

6.1.7 Add *“trails”*.

C. Schedule for Implementing Program Strategies and Services

The City has identified the following schedule for implementing the GTEC 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		
Amend Comprehensive Plan to include Tukwila Urban Center GTEC program	City of Tukwila	July 2008
Review parking policies and parking code requirements for Tukwila Urban Center	City of Tukwila	2009 and beyond
Services and Facilities		
Implement Tukwila Urban Center bus transit center	City of Tukwila, King County Metro	2007 and beyond
Implement new Sounder Station	Sound Transit	2007 and beyond
Enhance transit services in Tukwila Urban Center	King County Metro, Sound Transit	2008 and beyond
Implement vanpool services	King County Metro	2008 and beyond
Install bicycle and sidewalk improvements	City of Tukwila	2008 and beyond
Install bicycle amenities for bicycle commuters (bike racks)	City of Tukwila, property managers	2008 and beyond
Implement car sharing service	City of Tukwila, private vendor	2008 and beyond

IV: PROGRAM STRATEGIES

Provide on-site employer assistance	City of Tukwila	2008 and beyond
Implement ridematching assistance	City of Tukwila, King County Metro	2008 and beyond
Marketing and Incentive Programs		
Develop TMA or coordinated program for transit and ridesharing services	City of Tukwila, King County Metro, Tukwila Urban Center businesses	2008 and beyond
Implement subsidies for carpools and vanpools	City of Tukwila	2008 and beyond
Develop area-wide Flexpass	City of Tukwila, King County Metro	2008 and beyond
Develop marketing and promotional campaign	City of Tukwila or TMA	2009 and beyond
Install information kiosks in various buildings in the Tukwila Urban Center to help employees access transit and ridesharing information	City of Tukwila, property managers	2009 and beyond
Develop Telework Program	City of Tukwila, employers	2009 and beyond
Develop real time ridesharing program	City of Tukwila	2008 and beyond
Develop multicultural promotional program	City of Tukwila	2008 and beyond
Bicycle and sidewalk capital improvements	City of Tukwila	2008 and beyond

E. Proposed System for Measurement and Reporting

To determine whether the GTEC program is making progress towards achieving its goals and targets, the City proposes to perform an evaluation of the GTEC program every two years. The program evaluation will begin in 2009 and consist of the following elements:

- Survey employees at CTR-affected and unaffected work sites to develop a representative sample.
- Survey residents at buildings that are participating in transit and ridesharing activities.
- Review transit ridership numbers for Tukwila Urban Center transit routes.
- Review vanpool participation rates for vans traveling to Tukwila Urban Center.
- Conduct interviews with ETCs at CTR-affected work sites.