

V. North Tukwila

When the North Tukwila Manufacturing and Industrial Center was designated in 1992 as part of the region's land use and transportation plan, the plan called for the area to set a light-rail station along the Boeing Access Road as part of the new light-rail system that was then being planned.

However, the proposed station was indefinitely postponed because of cost-benefit issues, and the nearest light-rail station was built instead at the Tukwila transit center on International Boulevard, about 3 miles south of the Boeing Access Road.

Companies in the North Tukwila area still want the station. Other issues cited by community members include:

- Poor east-west connectivity in the road system;
- Underutilization of the Green River Trail;
- Large blocks that make pedestrian crossings uncomfortable; and
- Many transit routes require two or more transfers.

Like Seattle's industrial areas to the north, North Tukwila has a disconnected sidewalk network and a high volume of truck traffic on its streets. Unlike Seattle, Tukwila possesses a major regional bike route, the Green River Trail, running right through the M & I Center, that can be used as part of a bike or pedestrian separated commute.

The Green River Trail could tie in the Airport Way route for a new regional, north-south bike connection between north Seattle and south King County. But the effort would probably require collaboration between the cities of Seattle and Tukwila in partnership perhaps with King County International Airport.

A similar opportunity exists to better continue the Green River Trail into South Park along West Marginal Way to connect with 14th Avenue South leading to the South Park retail area. From there, cyclists could travel west to the 1st Avenue South Bridge over the Duwamish River, or continue north on the Duwamish Trail along West Marginal Way to West Seattle. Or, they could ride from the retail area over the new South Park Bridge and on to Georgetown.

The multi-modal group reviewing North Tukwila also recommended:

- Promoting hybrid bike / bus / rail commutes to increase east-west connectivity, taking advantage of Tukwila being served by both light and heavy rail;
- Increasing signage and lighting on the Green River Trail to encourage its use as a commute option, not just a recreational facility; and
- Installing mid-block crossings on selected roadway segments to reduce block size to a more approachable scale for pedestrians and transit users.

The two most recent plans that have been developed relating to non-motorized transportation in North Tukwila include the City of Tukwila’s Walk and Roll Plan (adopted in 2009) and the Tukwila Bicycle Friendly Routes and Sidewalk Segments Design Report.

The Walk and Roll Plan recommends a network of bicycle facilities throughout the city. The Design Report provides detailed design recommendations and cost estimates for specific bicycling projects along the city’s recommended network.

Note about S 102nd Street. A privately owned facility (by The Boeing Company), S 102nd St is identified in both the Walk and Roll Plan and the Design Report as a recommended bicycle-friendly route. The Design Report also recommends improvements along S 102nd St; however, the report also states that S 102nd St is private from East Marginal Way to S River St, and that any work would require agreements with The Boeing Company.

The Tukwila Walk and Roll Plan identifies S 102nd St as a “bicycle friendly route” and indicates a planned trail between the S 102nd St Bridge and W Marginal Place, however, there is no discussion of proposed bicycle facilities along S 102nd St and no discussion of the ownership of this right of way. While S 102nd St presents a key opportunity for bicycle connectivity, issues involving access and improvements to this facility would need to be worked out with the private property owner.

Barriers

The multi-modal group agreed on the following barriers to safe pedestrian and bicycle travel in North Tukwila.

Location	Barriers/Issues	Image
<p>Airport Way</p>	<p>Lack of bicycle infrastructure; high-speed traffic; no paved shoulder (pavement edge drops off creating unsafe bicycle conditions); important commute route.</p>	

<p>E Marginal Way</p>	<p>Disconnected bicycle infrastructure; varying right-of-way widths; high-speed corridor; major intersections; key commute route.</p>	
<p>W Marginal Pl</p>	<p>Existing gap in trail network; high-speed traffic; narrow shoulder in sections; poor pavement quality; difficult intersections at S 102nd St and 14th Ave S.</p>	
<p>Boeing Access Road</p>	<p>Lack of bicycle infrastructure; high traffic volume and speeds (36,301 ADT; 40 mph posted speed limit); ramp merge areas (Airport Way, I-5); free right turning movements at the intersection of E Marginal Way & Boeing Access Rd.</p>	
<p>S 129th St</p>	<p>Lack of bicycle infrastructure; high speed, narrow shoulder width.</p>	
<p>S 112th St</p>	<p>Wide right-of-way; disconnected bicycle infrastructure; no signage to Green River Trail.</p>	

<p>Tukwila International Boulevard (Boeing Access Rd to S 130th St)</p>	<p>Sections lacking curbs and gutters; wide entrances to adjacent business parking lots; key connection to the Green River Trail; conflict points at SR 99 merge areas; lack of bicycle infrastructure.</p>	
<p>S 102nd St</p>	<p>Private road; bridge over the Duwamish River; intersects with E Marginal Way.</p>	
<p>Green River Trail</p>	<p>Intersection / driveway conflicts, poorly design trail entrances / exits, pavement issues in sections; signage needed directing to / from trail; sand bags blocking trail access (south of I-405).</p>	
<p>Intersection of S Boeing Access Rd (BAR), East Marginal Way S (EMW) & Tukwila International Blvd</p>	<p>No dedicated bicycle facilities; long signal phases; multi-leg/lane intersection; no crosswalk at free-right turn from westbound BAR to northbound EMW; difficult connection for bicyclists continuing south to East Marginal Way through the intersection.</p>	

<p>Merge areas along S Boeing Access Road (Airport Way, I-5)</p>	<p>Major conflict points for bicyclists traveling along Boeing Access Road.</p>	
<p>S Norfolk St & E Marginal Way</p>	<p>Signal detectors are not calibrated to sense bicycles, requiring bicyclists to wait at the intersection until a motor vehicle triggers the light.</p>	
<p>S 102nd St & W Marginal Pl</p>	<p>Navigating the Green River Trail at this intersection is not intuitive – bicyclists must cross diagonally to continue on the trail, however no signage exists providing direction to the trail.</p>	
<p>Terminus of Green River Trail (W Marginal Pl & S 96th St)</p>	<p>Gravel area; bicyclists need to walk bikes; no trail access signage; trail dead-ends.</p>	

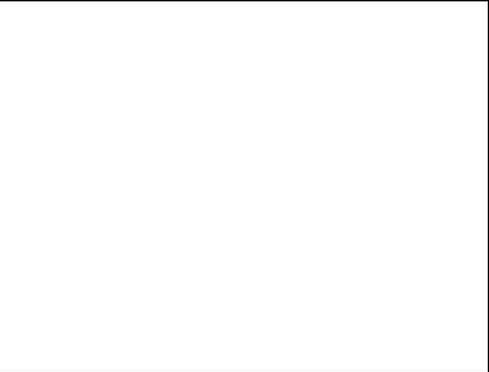
<p>14th Ave S & W Marginal PI S</p>	<p>Difficult connection from southbound 14th Ave S to W Marginal PI (cyclists forced to ride facing oncoming traffic).</p>	
<p>116th & E Marginal Way (SE entrance to trail)</p>	<p>When the E Marginal Way Bridge was reconstructed, the SE entrance to the trail was removed – cyclists ride facing oncoming traffic on E Marginal Way.</p>	
<p>56th Ave S & Railroad Ave</p>	<p>Road blocked (unable to access Railroad Ave).</p>	
<p>Green River Trail entrance / exit north of BECU</p>	<p>Parking blocking trail exit / entrance.</p>	

<p>Green River Trail driveways / unsignalized intersections</p>	<p>Maintenance needed for vegetation encroaching trail; poor sight lines.</p>	
<p>Green River Trail intersection at 56th Ave S and Interurban Ave S</p>	<p>Unprotected left turn crossing the trail, no "trail crossing" signage.</p>	

RECOMMENDATIONS

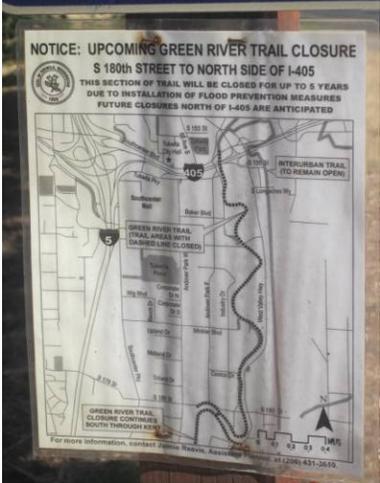
The multi-modal group endorsed the recommendations set forth in both the Walk and Roll Plan and the Tukwila Bicycle Friendly Routes and Sidewalk Segments Design Report, subject to additional review as noted in the recommendations. The Duwamish TMA would suggest a caveat that the cities of Tukwila and Seattle should collaborate in planning for their mutual connections between Airport Way, East Marginal Way, and West Marginal Way, hopefully in partnership with King County International Airport (KCIA) and other property owners including The Boeing Company. Boeing employees make up a large share of cyclists and pedestrians in the local vicinity of the potential improvements. They along with the broader community should be engaged. The following recommendations provide timely starting points for a collaborative review.

Issue	Recommendation	Location (Image)
<p>Airport Way (Boeing Access Road to Seattle city limits) #21 on Map</p>	<ul style="list-style-type: none"> Widen the existing pathway on the west side of Airport Way/north side of BAR to facilitate a safer connection between Airport Way and East Marginal Way S 12-foot multi-use trail from EMW to Airport Way to Norfolk. Provide painted bike lanes at merge areas (Boeing Access Rd and Airport Way). 	
<p>E Marginal Way #22 on Map</p>	<p>Recommendation 1 (near-term): Provide dedicated bicycle facilities between S 128th St and the Seattle city limit. Bicycle facilities could include cycle tracks or buffered bicycle lanes with painted bike lanes at key conflict points. Opportunities for installing bicycle lanes include:</p> <ul style="list-style-type: none"> BAR to S 90th St: Remove 1 southbound lane (to provide cycle tracks or buffered bicycle lanes); S 90th to S 81st St – if ADT is too high to remove 1 south- or northbound lane, evaluate turn lane necessity; S 81st St north: remove 1 southbound lane. <p>Recommendation 2 (long-term): Remove inactive rail line to install a separated multi-use trail on the west side of EMW, connecting to the Green River Trail.</p>	

<p>W Marginal Place S</p> <p>See #1 on Tukwila portion of the map in Appendix A.</p> <p>#23 on Map</p>	<p>W Marginal Place S: Continue Green River Trail north connecting to South Park</p> <ul style="list-style-type: none"> • Trail alignment recommended on the east side of W Marginal Pl S; • Near term improvements are needed at existing trail terminus, including signage and paving at entrance. If construction of multi-use trail is determined a long-term project, sharrows along West Marginal Way S may be an appropriate facility during the interim. 	
<p>Multi-use Trail Opportunity</p> <p>#24 on Map</p>	<p>As recommended in the Walk and Roll plan, the proposed trail connection between S 115th St along the western edge of the future Duwamish Riverbend Hill Park up to S Boeing Access Rd and Airport Way S would provide a much-needed trail bypass route to the complex intersection of Boeing Access Rd S and E Marginal Way S.</p>	
<p>S Norfolk St (between Airport Way S and E Marginal Way S)</p> <p>#25 on Map</p>	<p>S Norfolk St (Airport Way S and E Marginal Way S): Rechannelize to provide 6-foot bicycle lanes on both sides of roadway (existing: four travel lanes, low traffic volumes).</p>	

<p>S Boeing Access Rd – S Ryan Way</p> <p>#26 on Map</p>	<ul style="list-style-type: none"> • Widen existing pathway on the north side of S Boeing Access Rd to provide a multi-use trail connection between E Marginal Way S and Airport Way S. • Install buffered bicycle lanes on both sides of Boeing Access Rd along with signage and bike lanes at merge areas. • Bike lanes should extend along from E Marginal Way S to S Ryan Way to 51st Avenue S. • In the future, a multi-use trail corridor adjacent to Sound Transit’s light-rail alignment (or in close proximity to S Boeing Access Rd) should be explored to provide a bypass option for pedestrians and bicyclists using the Boeing Access Roadway corridor. 	
<p>S 112th St</p> <p>#27 on Map</p>	<ul style="list-style-type: none"> • Restripe to provide 5-foot bicycle lanes on both sides; • Construct sidewalk; • Install bicycle Wayfinding, directing cyclists to Green River Trail; • Ensure signal loop detectors are calibrated to sense bicycles (E Marginal Way S and Tukwila International Blvd). 	
<p>Railroad Ave</p>	<ul style="list-style-type: none"> • Provide sharrows and bicycle signage along Railroad Ave. Provide bicycle access from S 56th St. 	

<p>Tukwila International Blvd</p> <p>#28 on Map</p>	<ul style="list-style-type: none"> • Long-term: Green River Trail should be extended on the east side of the waterway, along TIB and East Marginal Way; • Near-term: Rechannelize roadway to provide buffered bicycle lanes on both sides of the roadway between BAR and S 130th St. • Rechannelization opportunities include removing one north- or southbound lane or removing a turn lane and providing turn pockets. • Painted bike lanes are recommended at SR 599 on and off-ramps • Provide signage directing to GRT; Address access management issues (between Boeing Access Rd and S 112th St); parking encroaching sidewalk. 	
<p>42nd Ave S (Macadam – S 115th St)</p>	<ul style="list-style-type: none"> • Install traffic calming measures; • <i>Preferred:</i> Provide bicycle lanes on both sides of the roadway; • If right-of-way is constrained, provide sharrows and signage. 	
<p>40th Ave S / 42nd Ave S (E Marginal Way S – S 144th St)</p>	<ul style="list-style-type: none"> • Continue bicycle lanes from S 128th St to 40th Ave S; • Install sharrows and traffic calming measures along 40th Ave S (potential for bicycle boulevard); • Provides access to a park, school, library, and residential properties. 	

<p>Green River Trail</p>	<p>Extend Green River Trail north along W Marginal Pl and along the east side of the Duwamish Waterway (providing a connection to Seattle and ultimately downtown Seattle).</p> <p>Trail is currently closed south of I-405 due to potential flooding associated with failure of the Howard Hanson Dam. Sandbags temporarily in place – to be removed in Fall 2012. <i>Please note: The trail closure is not located within North Tukwila; however the impacts of this closure extends to North Tukwila commuters (and commuters throughout south King County).</i></p> <ul style="list-style-type: none"> • Improve bicycle access from GRT to the 42nd Ave S Bridge (paved trail entrance); • Complete trail gap east of 42nd Ave S. In the near-term, work with property owners to provide sharrows and/or signage along trail gap east of 42nd Ave S (along Access Roadway – privately owned); • Install wayfinding signage at key locations throughout north Tukwila directing to GRT; • Discourage unintended trail use near Starfire (soccer fans sitting on the trail during games); • Provide additional signage where trail intersects driveways, unsignalized and signalized intersections. For example, where the trail intersects an unsignalized intersection or commercial driveway, a “Trail X-ing” sign might be used. 	
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<p>S 102nd St Currently in work</p>	<ul style="list-style-type: none"> • Work with Boeing to support bicycle access along S 102nd St; • Reconstruct shoulders to support bike lanes on both sides; • Near-term: Provide sharrows on both sides of the S 102nd St Bridge; • Long-term: Provide a grade-separated bicycle and pedestrian path on the north side of S 102 St connecting to E Marginal Way S (will require reconstruction of the S 102nd St Bridge to support a grade-separated path). 	
<p>S 115th St</p>	<ul style="list-style-type: none"> • With low traffic volumes, S 115th St can serve as a bicycle boulevard or neighborhood greenway, connecting from E Marginal Way to the Allentown neighborhood. Traffic calming, sharrows, and signage are recommended along S 115th St. 	
<p>S 124th St</p>	<p>Organize right-of-way to provide dedicated and consistent space for bicyclists.</p> <ul style="list-style-type: none"> • If right-of-way allows, provide 5-foot bicycle lanes on both sides; • If right-of-way is constrained, provide sharrows and bicycle signage. 	
<p>S 56th St</p>	<p>Provide traffic calming and signage to establish a bicycle boulevard along S 56th St, providing a residential connection to the Green River Trail and Railroad Ave. Bicyclists should be given access to Railroad Ave (the road is currently blocked for all users from 56th Ave S).</p> <ul style="list-style-type: none"> • Continue the bicycle boulevard / signed route through Allentown neighborhood (suggested routes below). 	

<p>S 19th St Pedestrian Bridge</p>	<p>Improve signage and access for bicyclists using the S 19th St Pedestrian Bridge. This should serve as an access route to the Green River Trail.</p>	
<p>Bicycle Boulevard Opportunity</p>	<p>S 56th St → Railroad Ave → 50th Pl S → S 125th St → 46th Ave S → 44th Pl S → 44th Ave S → S 116th St → S 115th St.</p>	
<p>Bicycle Boulevard Opportunity</p>	<p>S 56th St → Railroad Ave → 50th Pl S → S 124th St → 42nd Ave S → S 19th St Pedestrian Bridge → GRT</p>	

<p>Intersection Recommendations</p>		
<p>Direction</p>	<p>Recommendation</p>	<p>Location (Image)</p>
<p>Railroad Ave & S 56th St</p>	<p>Provide bicycle access to Railroad Ave from S 56th St.</p>	
<p>14th Ave S / Des Moines Memorial Drive & W Marginal Pl</p>	<p>Continue the multi-use trail through this intersection (on east side) into Downtown South Park (to provide access for southbound bicyclists). In the interim, until the full trail can be constructed, a continuation of the 2-way sidepath facility (existing on 14th Ave S) is recommended to connect to W Marginal Pl. Alternatively, a signed route through the properties to the east of 14th Ave S / Des Moines Memorial Drive should be provided.</p>	

<p>Terminus of Green River Trail (north of S 102nd St)</p>	<ul style="list-style-type: none"> • Provide trail signage; • Continue multi-use trail north (in the meantime, pave trail entrance). 	
<p>Interurban S/Green River Trail & S 56th St</p>	<ul style="list-style-type: none"> • Provide dedicated left-turn phase to reduce left-hook potential (trail-crossing); • Provide signage above left-turn arrow indicating trail crossing. 	
<p>Vicinity of East Marginal Way & S 116th St</p>	<p>Improve Green River Trail Access at this location (signage, improved trail entrance on SE and SW side). Curb cut needed on SW side of E Marginal Way S.</p>	
<p>Entrance/Exit for Green River Trail (north of BECU)</p>	<p>Work with property owner to relocate parking spaces blocking the entrance/exit to the Green River Trail (wheel stops have now been removed, however painted parking spaces still need to be removed).</p>	

Other Recommendations	
<p>Improve signage throughout the neighborhood, directing bicyclists to safe and direct routes (such as the Green River Trail).</p> <p>Key locations:</p> <ul style="list-style-type: none"> • International Blvd S and S 112th St; E Marginal Way S and S 112th St; • Intersection of S 102nd St and W Marginal Pl S (GRT) – diagonal crossing for bikes, hard to navigate to trail on SW corner. 	
<p>Provide bicycle signal-detection at traffic signals, with a bicycle marking at the location where cyclists should align their bike.</p>	
<p>Enforce parking restrictions along bicycle and pedestrian ways.</p>	
<p>Install bicycle push-buttons at trail intersections.</p> <p>Key location:</p> <ul style="list-style-type: none"> • Green River Trail and S 102nd St. 	

Provide regular maintenance along existing (and future) multi-use trails and bicycle facilities – improve sightlines at trail / driveway crossings.



Non-motorized Commute Network through the Duwamish M&I Center North Tukwila Recommendations



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