# PROJECT DESCRIPTION INFORMATION

<p>| | |</p>
<table>
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</thead>
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| **1** | **Project title:** Tukwila Urban Center Access Improvement Project  
For roadway project titles: list facility name, limits, and any other identifying words, e.g., SR-520 HOV (104th Ave NE to 124th Ave NE). |
| **2** | **Destination 2030 ID#:** 3527 |
| **3** | a. **Sponsoring agency:** City of Tukwila  
b. **Co-sponsor(s) if applicable:**  
   **Important:** For the purposes of this application and competition, “co-sponsor” refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.  
c. **Does sponsoring agency have “Certification Acceptance” status from WSDOT?** ☑ Yes ☐ No  
d. **If not, which agency will serve as your CA sponsor?** (refer to WSDOT’s Local Agency Guidelines Manual for information on CA status: [http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf](http://www.wsdot.wa.gov/ta/operations/lag/LAG13.pdf) |
| **4** | **Project contact person:** Cyndy Knighton  
**Address:** 6300 Southcenter Boulevard, Suite 100, Tukwila, WA 98188  
**Phone:** 206.431.2450  
**Fax:** 206.431.3665  
**Email:** cknighton@ci.tukwila.wa.us |
| **5** | **Project description.** Please distinguish between the scope of the project and the justification and/or need for the project.  
a. **Project scope:** Please describe clearly and concisely the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.  
**Project details: Grade Separated Facility**  
• Two lane widening of Southcenter Parkway from Strander Blvd to Nordstrom entrance achieved by constructing new fill and retaining walls. Additional width is provided for a widening pedestrian corridor.  
• Southbound lanes of Southcenter Parkway will be re-profiled to provide grade separation at the Klickitat Drive intersection by constructing soldier pile walls and excavating existing grade.  
• New bridge structure, supported by soldier pile walls maintains the connection between the existing surfance grades of Klickitat Drive and northbound and southbound Southcenter Parkway.  
• New signal on Southcenter Parkway 600 feet south of Strander Boulevard to for access management and accident reduction.  
• Traffic signal interconnect of 4 intersections to facilitate signal coordination and improve operations. See Figures 2 and 3 for further description of the project. |
Project justification, need or purpose: Please explain the intent, need or purpose of this project. What is the goal or desired outcome?

Project Need: Congestion Relief

Without this improvement, growth in the Southcenter area would halt with an effective moratorium due to failure to meet the City’s Concurrency standards. The Tukwila Urban Access Improvement Project remedies the safety and traffic flow problems in this vital area by efficiently eliminating vehicle conflict.

The City of Tukwila’s designated Urban Center is a major employment and shopping center for the region. The Urban Center’s regional significance is evidenced by the fact that every one of the Prosperity Partnership Targeted Industry Clusters are represented within its boundaries.

Tukwila is a unique city, one that has one of the highest daytime-to-nightime population ratios in the nation. This translates into a small city with the needs of a much larger one. The Tukwila Urban Center is a dominant player in the regional economy because of the nature of the businesses that create the high daytime population. The Urban Center employs 21,400 people at 1,360 firms, with over 2,800 employees in the targeted industry clusters. Tax revenue from Tukwila, mostly generated by businesses in the urban center, totalled $214 million in 2004. Tukwila is the 8th largest sales tax revenue area in the Puget Sound area and the 10th largest in the state.

In 2000, 170,000 daily vehicles drove to or from the Urban Center through one of the 9 entry points. By 2020, over 251,000 vehicles are expected to travel through those same 9 points of entry – 51,000 through the project. The future volumes include the 500,000 sf expansion of the Westfield Mall at Southcenter, currently being permitted, but does not include the 10,000,000 sf mixed use development proposed immediately south of the Urban Center. Without significant roadway projects to improve access and circulation within the Urban Center, Levels of Service are expected to significantly degrade, impacting future housing and retail development, job opportunities, freight movement and quality of life for residents, commuters and visitors to the Urban Center. The reduced Levels of Service will also make the Urban Center less attractive to employees and visitors, thus defeating the purpose and value of the Urban Center. At some point, if it becomes too crowded, people won’t want to go there!

The project area impacted by the Tukwila Urban Center Access Improvement Project is most critical to the future viability of the Urban Center. The project area includes the intersection with the City’s second highest rate of accidents and two intersections that have historically been identified by WSDOT as High Accident Locations (HAL). Without this project, traffic congestion is expected to degrade LOS throughout the project area from LOS D today (not including holiday times) to LOS F. The freeway off-ramp currently has queues that essentially block access to the northern ramp, future queues without the project will affect the I-5 Mainline. This project will eliminate the ramp queuing, another safety improvement. The project design includes a grade separation and widening of Southcenter Parkway and advanced technologies to optimize signal operations throughout the project area. The grade separation will improve safety by eliminating conflict and reducing accidents at traffic signals and ramp intersections. Building this project will improve design year average LOS from LOS F to LOS C throughout the project area. The benefits of the project are so dramatic that design year operations will be better than existing. The reduced delay realized by this project will mean shorter travel times for freight, transit and motorists throughout the Urban Center. The project will also provide enhanced pedestrian facilities including physical separation from the roadway, lighting and railings and landscaping and architectural treatments. Enhanced pedestrian facilities will provide a safe non-motorized connection to major destinations in the Urban Center. Landscape and architectural treatments will directly impact the sense of place so important to an Urban Center environment. This unique project design was developed through an exhaustive screening and evaluation process resulting in a project with a Benefit/Cost ratio of 1.52. An artist’s rendering of the completed project is attached to this application.

Project Purpose: Congestion Management

The purpose of the project is threefold: traffic management, congestion relief, and safety for motorists and especially pedestrians.
Project location: Klickitat Dr/Southcenter Parkway intersection area, including street sections on Southcenter Parkway from north I-5 NB off-ramp to approx. 600 feet south of Strander Boulevard; Strander Boulevard from Southcenter Parkway to 61st Avenue S, and Klickitat Drive to east bridge abutment. See Figure 1.

a. County(ies) in which project is located: King

Answer the following questions if applicable:

b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad):
   I-5

c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad):
   Southcenter Mall

Map:
1. Include a legible 8½” x 11” project map with the completed application form.
2. Include a legible vicinity map with the completed application form (may be smaller than 8½” x 11”).

Federal functional classification code (Please select only one code using the table below)

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<th>Rural Functional Classifications</th>
<th>Urban Functional Classifications</th>
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<tr>
<td>“Under 5,000 population”</td>
<td>“Over 5,000 population”</td>
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<td>□ 29 Proposed Local Access</td>
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PLAN CONSISTENCY INFORMATION

Consistency with adopted VISION 2040 and Destination 2030.

a. Indicate the current certification status of the local comprehensive plan’s transportation element. Note: Select only one from the drop-down box below and provide the most recent date of certification action. If you select “Not Certified,” leave the date field blank.
   • Certification Status: Certified
   • Date of certification action (mm/dd/yy): 05/02

b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.

   □ The project is located outside the designated urban growth area.
   ☒ The project is located within the designated urban growth area.
   ☒ The project is located within one or more formally designated regional growth or manufacturing/industrial centers.
     (Please identify the center(s) in the space below; refer to http://www.psrc.org/projects/monitoring/rgc.htm for more information.)

   Tukwila Urban Center
c. Is the project specifically identified in a local comprehensive plan?

☐ Yes. Indicate (1) plan name, (2) relevant section(s), and (3) page number where it can be found:

☒ No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

Individual projects are not mentioned in the Comprehensive Plan or Transportation Element in most cases. This project was identified in the City’s most recent update to the Transportation Element, and reference can be found in the supporting background report specific to this project. The project was designed to meet goals and policies in the following sections of the plan: Community Image, Tukwila Urban Center, Economic Development and Transportation Element. Actual text of relevant policies is attached to this application in Figure 4.

Community Image
Goal 1.3, Policy 1.3.1; Goal 1.7
The project directly supports these policies through the context sensitive elements of the project, including landscaping, wall treatments, pedestrian lighting and the improvements to pedestrian facilities providing safe and convenient access to major Urban Center destinations. The City is focusing on wants to building a walkable community through by providing attractive pedestrian facilities, separating vehicular traffic from pedestrian walkways where possible in the interest of public safety, as well as improving the overall image of the Urban Center through street design. Context sensitive solutions for the project have been developed to be consistent with adjacent planned projects including I-405.

Tukwila Urban Center
Goal 1.9, Policy 1.9.1; Goal 10.2, Policy 10.2.2; Goal 10.3.
• The Urban Center goals are directly supported by the project. The project dramatically improves traffic flow and reduces congestion and accidents at the only freeway access point in Tukwila’s Urban Center. 24 percent of vehicles that enter the Urban Center on a daily basis travel through the project area. A priority in the design of this project was an improvement of pedestrian facilities which do not currently meet ADA guidelines. The pedestrian elements of the project design will encourage non-motorized trips within the Urban Center by providing safe, convenient and attractive access.

Economic Development
Goal 2.1; Policy 2.1.4 and 2.1.5
• The Tukwila Urban Center Access Improvement Project is consistent with and supports the economic development goals of the City of Tukwila. Business and property owners have been engaged in the project design process and have demonstrated, through their financial commitments, that they believe the project is critical to the continued economic success of the Urban Center. This is evidenced by the private sector financial support for the project. Business owners—through the Chamber of Commerce and the Rotary Club—have expressed their support for the project and for the road closures necessary to complete the project in a single construction season. Without this development, the proposed 10,000,000 sf mixed use development on the south side of the Urban Center cannot proceed because LOS concurrency cannot be met. Additional growth in the Urban Center would be jeopardized for the same reason.

Transportation Element
Goal 13.1, 13.2, 13.3; Policy 13.3.1, 13.3.3 and 13.3.4
• The project, as designed, meets all of the goals of the City’s Transportation Element. Without this project, operations at several intersections in the Tukwila Urban Center are expected to degrade from LOS D to LOS F. With the project Design Year LOS at area intersections improve to LOS C. The project eliminates a High Accident Location (weave from northbound I-5 off-ramp to Strander Blvd) and brings non-motorized access up to standard. The intersection of Strander Boulevard and Southcenter Parkway is currently one of the City’s highest accident locations in large part due to the queuing and weaving of vehicles from the I-5 off-ramp. The project will eliminate this weave thereby reducing the potential for accidents. Project traffic analysis was carried out using projected volumes that support the continued growth of this Regional Center. Without the project, this economic growth is in jeopardy.
10. Select one of the following three categories that best fits your project and follow the corresponding instructions:
- [ ] Designated Regional Growth Center: Complete section A and proceed directly to Part 2.
- [x] Manufacturing/Industrial Center: Complete section B and proceed directly to Part 2.
- [ ] Corridors Serving Centers: Complete section C and proceed directly to Part 2.

A. Designated Regional Growth Centers

11. Regional Growth Center Development. Please address the following:
- Growth. Describe how the project will support the potential for housing/employment densities in the center. Describe how the project will support the development/redevelopment plans and activities of the center.
- Plans and Policies. Describe how the project furthers the objectives and aims of existing policies for the center; please provide a citation and copy of the corresponding policies.
- Regional Economic Strategy. Describe whether the project helps to create or sustain jobs in the targeted industry clusters within the center; these clusters are identified in the adopted 2005 Regional Economic Strategy.

How This Project Will Help The Urban Center Develop

Support for housing and employment densities and development plans
One of Tukwila's four major objectives from the comprehensive plan is "To develop a thriving urban center as a true regional concentration of employment, housing, shopping and recreational opportunities." Current employment is 22,770 and by 2020, employment will grow to 27,200 – a 19-percent growth. By 2020, housing in the Urban will have grown from 10 to 1600 – a 159-percent jump. Since 24 percent of daily trips into and out of Tukwila’s Urban Center travel through the project area, traffic operations/traffic flow is of critical importance. Quality access will allow the area to grow, restricted access in essence creates a moratorium on growth because Traffic Concurrency cannot be obtained.

Today, the Southcenter area — Tukwila's designated Urban Center — is a major regional destination, employment center, and warehousing district. Housing one of the largest shopping mall in the state is just the beginning. When the Planned Action for the Tukwila Urban Center (TUC) is completed later this year, implementing the comp plan goals and policies found on 107-122, changes to the type, size, and style of development will occur:
- More intense developments of retail and office space concentrated in the north portion of the TUC;
- Mixed use and residential development along the riverfront and in the TOD area;
- Lifestyle retail components (already included in the 500k square foot expansion of the Southcenter Mall)
- Pedestrian/lifestyle friendly corridor connecting the Mall to the Sounder Station.

Modeling of future conditions clearly projects Levels of Service to degrade to extraordinarily deplorable conditions - well beyond LOS F conditions by 2020. The 170,000 daily vehicles in 2000 will grow to 251,000 by 2020. Vehicles attempting to exit off of northbound I-5 onto Southcenter Parkway currently block access to the northern ramp and the queuing will grow onto the freeway mainline in the future. Lines of traffic would sit through many cycles of traffic signals as the cars approached the Southcenter Parkway area near Klickitat Drive. Levels of service degrade at the project area well below LOS F and a potential average vehicle delay of over 11 minutes could occur for motorists attempting to exit northbound I-5 onto Southcenter Parkway. The Tukwila Urban Center Access Improvement Project will provide significant congestion relief reducing intersection delay at project area traffic signals by up to 74 percent and improving design year average LOS from F to C.

In order to support the planned intensification of the Urban Center and associated traffic volumes, this project is necessary for the City to maintain its LOS concurrency standard. Not meeting that standard would effectively place a moratorium on growth. Since Tukwila is the 8th largest sales tax revenue source for the greater Puget Sound area (4 counties in PSRC) and the 10th largest in the entire state (total of $214 million in 2004), it is important to the overall economic health of the region to support planned and future growth by building this project.

Support for objectives and existing policies
The Tukwila Urban Center Access Improvement Project design was developed to minimize delay for motorists,
maximize vehicle throughput, minimize impacts on local business and property owners, provide capacity to encourage growth and redevelopment, and enhance public transit and non-motorized access. The project advances and fosters the goals identified for the Urban Center in the City of Tukwila’s Comprehensive Plan: Tukwila Urban Center, Economic Development and Transportation Element. Additionally, this project supports goals from the Tukwila Strategic Economic Development Task Force. For specific plan references, refer to the Figure 4, attached.

Tukwila Urban Center Goals and Policies
The project furthers the following Tukwila Urban Center goals and policies by providing a multi-modal solution to mobility issues at the only direct freeway access in the Urban Center. Included in the project are significant pedestrian enhancements and aesthetic and architectural treatments. The pedestrian facilities will directly support the goals of the Urban Center and will promote a sense of community. Aesthetic and architectural elements of the project including landscaping and wall treatments will contribute to the sense of ‘place’ emerging in Tukwila’s Urban Center.

Economic Development Goals and Policies
The project furthers the following Economic Development goals and policies through the design process that was followed. Business and property owners were engaged in the design of the project to ensure that impacts to business in the Urban Center was minimized and that the project addressed the transportation needs of the business community. With the completion of this project, growth in the Urban Center, including a 10,000,000 sf mixed use development and a 255,000 sf mixed retail development, will be able to proceed.

Transportation Element
The primary goal of the project is increased mobility and safety for both vehicles and pedestrians, and therefore it directly supports the Transportation Element goals and policies of the City’s Comprehensive Plan. Project traffic analysis shows that traffic flow in 2030 will be better than existing at project area intersections. These improvements don’t come at the expense of non-motorized facilities: sidewalks and pedestrian facilities will be completely updated and improved as part of the project.

Strategic Economic Development Action Program
The Economic Development goals from the Action Program are designed to guide Tukwila in taking advantage of its strengths, such as location, and support bold reform in the overall City’s redevelopment into a respected, renowned, and preferred city. Tukwila encourages growth and “densification” of the Urban Center, yet adequate roadway capacity must be present to make this an attractive area for business and residential development.

Benefits to Targeted Industry Cluster
The Tukwila Urban Center Access Improvement Project has direct benefits to businesses in the Urban Center. Tukwila’s Urban Center plays a critical role in the region’s economic engine and this project is critical to the City of Tukwila’s growth. The Urban Center is currently home to 1,360 businesses, 22,700 jobs and 170,000 vehicles driving to or from the Urban Center (via only 9 access points). Of these businesses, 176 are firms within the Prosperity Partnership’s targeted industry clusters and comprise over 2,800 jobs:

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<th>Targeted Industry Clusters in Tukwila’s Urban Center</th>
<th>Employees</th>
<th>Firms</th>
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<td>Aerospace</td>
<td>348</td>
<td>21</td>
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<tr>
<td>Clean Technology</td>
<td>24</td>
<td>3</td>
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<tr>
<td>Information Technology</td>
<td>1,016</td>
<td>56</td>
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<tr>
<td>Life Sciences</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>2,836</strong></td>
<td><strong>176</strong></td>
</tr>
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</table>

The primary benefit to businesses is reduced traffic congestion resulting in travel time savings. Reliable access to Urban Center businesses is critical to its continued growth as a major employment center and regional retail destination. Without this project, Urban Center traffic growth is estimated to degrade design year (2030) intersection operations to unacceptable levels. With the project, design year vehicle delay at signalized intersections within the Urban Center is estimated to improve significantly; up to 74%.

The Urban Center is poised for additional growth through the following efforts:
- The City is creating a master plan for the urban center to allow development of housing, transit-oriented development, and a pedestrian corridor connecting the mall and transit center with the Sounder station.
- Southcenter Mall has begun a 500,000 square foot expansion.
12. **Project’s Benefit to the Regional Growth Center.** Please address the following

- **Long-Term Benefit.** Does the project remedy a current or anticipated problem (e.g. congestion, inadequate sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)? Please describe.

- **User Groups Supported.** Describe the user groups that will benefit from the project (including commuters, residents, commercial users, those groups identified in the President’s Order for Environmental Justice and/or areas experiencing high levels of unemployment or chronic underemployment).

**Project’s ability to remedy current and anticipated problems**

The Tukwila Urban Center Access Improvement Project will remedy several existing and anticipated problems. One of the most significant issues is traffic congestion – 170,000 vehicles per day travel the Southcenter area, at least 25% more in the typical holiday season. An additional 81,000 vehicles per day is anticipated to be in the urban center by 2020. Travel routes through the project area currently experience speeds of between 11 to 17 mph during weekday peak periods. Without improvements, speeds are expected to fall below 11 mph in 2009 (estimated year of opening) and 9 mph in 2030 (design year). Existing traffic operations during weekday PM peak periods are characterized by LOS C conditions at the signalized intersections and LOS F conditions at the unsignalized locations and resulting in long queues of traffic that extend to adjacent intersections. As a result of existing and estimated future conditions, mobility was the primary criteria in evaluating project alternatives. The preferred alternative best addressed mobility throughout the project corridor and the Urban Center. Several notable features (see Figures 2 and 3) of the proposed alternative address mobility within the Urban Center including:

- Grade separation at the intersection of Southcenter Parkway and Klickitat Drive resulting in fewer signal phases and improved operations;
- Elimination of weave from NB I-5 off-ramp to Strander Blvd by grade separation; reducing congestion and accident potential;
- New traffic signal at Southcenter Parkway and Doubletree/McDonald’s restaurant entrance to provide access management and safety improvements;
- Additional capacity at the northbound approach to Southcenter Parkway and Strander Blvd providing exclusive right turn lane reducing congestion and delay;

The project dramatically improves traffic operations—reducing congestion—at Urban Center intersections. Southcenter Parkway and I-5 NB Off-ramp (Nordstrom entrance) improves from a design year LOS of E to C; a 62% reduction in delay. The greatest improvement in operations will be realized at Klickitat Drive and Southcenter Parkway where design year LOS is improved from LOS D to A. The Tukwila Urban Center Access Improvement Project shows operational improvements at all 8 Urban Center signalize and unsignalized intersections analyzed. To maximize traffic flow through the Urban Center, the project design will include Intelligent Transportation System elements. Specifically, signalized intersections in the project limits will be interconnected using fiber optic technology. Once interconnected, the traffic signals will be able to communicate with each other and be coordinated. Signal coordination reduces delay for vehicles and pedestrians.

Other existing issues that will be addressed by the project are a substandard pedestrian network and preservation of freight movement. The existing environment for pedestrians is hostile and poses safety threats. Sidewalks are not wide enough to meet current ADA standards and are in poor condition (pavement distress). Structures, including illumination and signal standards block portions of the existing pedestrian facilities on Southcenter Parkway and there is no buffer between the sidewalk and travel lanes. These issues will be addressed by the project through the following elements/characteristics: minimum 6 foot wide sidewalks, pedestrian lighting and the separation of pedestrian facilities from travel lanes. See Figure 3 for some details on the pedestrian facilities. Freight movement has been considered throughout the design process. Improved turning radii and other infrastructure standards have been incorporated to accommodate the needs of large trucks. The improved mobility, through congestion relief and improved travel time, will also benefit this major user group.

**User Groups and Environmental Justice**

This project affects a vast array of users and modes. The travel modes include the multi-modal/intermodal Tukwila Transit Center for buses, intercity and commuter rail, Amtrak and bicycle/pedestrians. The Transit Center will serve Sound Transit express and Metro/King County buses, intercity rail, Sound Transit commuter rail (Everett to Tacoma, with 300 daily boardings in Tukwila), Amtrak and bicycle/pedestrians. Several significant user groups will directly benefit from the project including commercial vehicle operators/trucking, commuters and local business/retail.
customers. With planned housing developments in the Urban Center, residents will be added to this list of user groups. All of these user groups contribute to the economic vitality of Tukwila’s Urban Center.

All population groups will benefit from the project’s improvement as the Southcenter area is a major regional employment base, as well as a regional shopping destination, for the larger south King County area. From PSRC data on minority population locations, it is clear that the Tukwila Urban Center is very close to large concentrations of minority housing - primarily in the area immediately north and west of the urban core. Most of the census blocks are indicated as have 35% to 50% or more minority residents. The City’s demographic profile from the 2000 Census, documents a minority population of over 41%, with most of the residential areas within 2 miles of the urban core. Additional data from PSRC shows large concentrations of population groups below the regional low-income level immediately adjacent to the TUC, primarily to the south and east. However, no population groups will be adversely affected or relocated by this project.

This project will provide access for minority, low-income, and other protected classes through improved pedestrian and trail improvements, and transit services. Sizeable blocks of low-income and minority population areas surround the project area, according to data sources from PSRC [PSRC Map 2-1. Concentration of Poverty and Roadway Projects; Map 2-3: Low Income Population and Roadway Projects; Map 2-5: Minority Population and Roadway Projects]. Within the project area's census tract, 55% of the households are of low and moderate income in 3 of the 5 block groups.

13. **Circulation within the Regional Growth Center.** Please address the following.

- **Safety and Convenience.** Describe how the project improves safe & convenient access to major destinations within the center.
- **Intermodal Opportunities and Connections.** Describe how the project will improve circulation and enhanced opportunities for active transportation within the center for people and/or goods regarding (address each relevant area): walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, preservation of essential freight movement and/or other.
- **Travel Choices.** Describe how the project provides users (e.g. employees, residents, customers) a range of travel modes or provides a “missing” mode.
- **System Continuity.** Describe how the project completes a physical gap or provides an essential link in the transportation network.
- **Parking.** If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.

**Safe and convenient access to major destinations**

The Tukwila Urban Center Access Improvement Project improves both vehicle and pedestrian access to and from major destinations including Southcenter Mall, Urban Center Transit Center and Tukwila Station (**Figure 1**). Because the only direct freeway access to the Urban Center is within the project limits, the improvements afforded by the project will have a major impact on access to these major destinations.

- **Walkability:** The project provides a safe, ADA compliant pedestrian facility from the west side of I-5 to Southcenter Mall and to the north and south on Southcenter Parkway.
- **Public Transit Access:** This project may result in an increase in transit ridership. Improved traffic operations through ITS will improve the speed and reliability of transit routes through the project area.
- **Safety and security:** The project implements several safety enhancements that will reduce accidents in the project area. The design of pedestrian facilities includes a buffer separation from the roadway and pedestrian specific lighting.
- **Bicycle mobility and bicycle facilities:** The enhanced pedestrian facilities provide opportunities to safely cross Southcenter Parkway.
- **Streetscape improvements:** The project includes landscaping, architectural treatments, pedestrian enhancements and roadside development which will improve aesthetics and ‘place-making’.
- **Traffic calming:** The project design redirects several traffic movements which will reduce accident related conflicts and traffic congestion.

**Freight movement:** There is significant truck traffic through the project area— approximately 100 truck per our in the AM peak, or 15 percent of the overall volume. Reduced delay and improved traffic flow as a result of the project will have a direct impact on freight movement in the Urban Center.
PART 2: QUESTIONS FOR ALL PROJECTS

D. Air Quality and Climate Change (20 Points STP, 40 Points CMAQ)

18. Describe how your project will reduce emissions. Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways, depending on the type of project. Please provide the requested information if your project contains the elements listed below:

- **Diesel retrofits:** Describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, where they are used, how much fuel is consumed annually and when the retrofits will occur.

- **Roadway capacity (general purpose and high occupancy vehicles):** Describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds. Describe the potential for multimodal connections, shorter vehicle trips, etc.

- **Transit (park-and-ride lots, new or expanded transit service, transit amenities, etc.):** What is the current transit ridership in the project area? What are the current transit routes serving the project area? If a park-and-ride lot, how many stalls are being added? Describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options. What is the average trip length for a new rider?

- **Bicycle and/or pedestrian facilities:** What is the length of the facility? What are the connections to other nonmotorized facilities and to the larger nonmotorized system? Describe the expected travel shed (i.e., land use and population surrounding the project).

- **Signalization and other ITS improvements:** Describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.), and describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.). Is there a significant amount of truck traffic (i.e., freight movement) on the facility? Does the project improve traffic flow for particular modes, e.g., HOVs, or types of vehicles, e.g., freight trucks?

- **Alternative fuels/vehicles:** Describe the change in fuel or vehicle technology. How many vehicles are affected? What are the current conditions?

- **Other:** Describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g., “no idling” signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

**Air Quality Analysis**

The traffic operations improvements provided by this project will ensure that air quality will not be impacted:

- This project has been included in PSRC's regional transportation plan (Destination 2030) and has been modeled for regional air quality conformity and found to conform with air quality regulations and requirements.

- The traffic flow improvements of this project are so significant that design year (2030) intersection LOS is improved even though traffic volumes along Southcenter Parkway increase up to 70%.

- Because this project improves each of the signalized intersection LOS above the threshold (LOS D) the project environmental documentation did not require a detailed air quality analysis.

**Improving Traffic Flow**

The Tukwila Urban Center Access Improvement project will improve traffic flow and support economic development of the Urban Center:

- Traffic volumes are expected to increase significant by 2030 to support residential, commercial and retail development. The ADT on Klickitat Dr will increase from 22,800 (2004) to 34,400 in 2030; on Southcenter Parkway north of Klickitat Drive, ADT will increase from 20,900 to 32,900 by 2030.

- By 2030, without improvements, drivers in the Urban Center will be subjected to delay of up to 4 minutes traffic signals on Southcenter Parkway. These idling vehicles will mean more damaging air emissions.

- Without this project, average LOS in the project area is expected to degrade to LOS F by 2030. The traffic flow improvements of this project are demonstrated in the design year PM peak hour LOS results for ‘build’ and ‘no build’ conditions:

<table>
<thead>
<tr>
<th>Project Signalized Intersection</th>
<th>2030 No-Build LOS</th>
<th>2030 Build LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southcenter Parkway/Nordstrom entrance</td>
<td>LOS E</td>
<td>LOS C</td>
</tr>
<tr>
<td>Southcenter Parkway/Klickitat Drive</td>
<td>LOS D</td>
<td>LOS A</td>
</tr>
<tr>
<td>Southcenter Parkway/I-5 NB Off-ramp</td>
<td>LOS F</td>
<td>LOS D</td>
</tr>
<tr>
<td>Southcenter Parkway/Strander Blvd.</td>
<td>LOS F</td>
<td>LOS C</td>
</tr>
</tbody>
</table>
• This project makes 2030 LOS better than today: average Design Year LOS at project intersections is LOS C and existing is LOS D.
• The project design reduces vehicle delay and conflicts. The grade separation of the southbound through lanes of Southcenter Parkway removes a phase from the intersection of Klickitat Drive and Southcenter Parkway. This signal modification improves operations from LOS D today to an LOS A in 2030.
• The design provides safer, high capacity pedestrian and bicycle facilities connection residential communities and the Urban Center area.
• The grade separation eliminates the potential for driver’s to make a short weave at southbound Southcenter Parkway and the south I-5 NB off-ramp. This movement currently contributes to a high than average accident history and intersection delay. With the project, traffic operations improve from LOS F to LOS D.

Mode shift away from SOVs
This project will improve and expand non-motorized facilities in the Urban Center:
• A wider sidewalk and buffer (12 feet) will be added along Southcenter Parkway to separate pedestrians and bicycles from vehicles a significant improvement over the existing narrow, uneven sidewalk.
• The project upgrades the existing pedestrian corridor from residential areas west of I-5 to the Urban Center by improving the crossing of, and sidewalks along, Southcenter Parkway.
• The non-motorized project improvements will complete a connection to a regional transit facility and provide access to commuter rail station that will encourage commuters to park their vehicles at the park & ride and use express buses or train services.

Reducing VMT, Elimination of vehicle trips, Converting to cleaner fuels
The Tukwila Urban Center Access Improvement Project will improve transit speed and reliability in the Urban Center.
• The project will improve traffic flow allowing transit to better maintain their schedule and make it a more attractive mode choice for those who visit, live in and work in the Urban Center. and reduced delay will mean that transit routes through the project area—Metro Routes 126, 128, and 140 (combined ridership of over 1,000 riders per day)—are able to maintain their schedule making it a more attractive mode choice for those who visit, live in or work in the Urban Center.
• This project will reduce transit vehicle travel times on the three Metro routes—126, 128 and 140—throughout the project area and support future BRT.
• The Intelligent Transportation System (ITS) elements to be implemented with the project will allow for advanced signal control strategies that will move vehicles more quickly and reduce stopping. It will tie into the City’s ITS network controlling all signals in the Urban Center.
• The ITS technologies that are being implemented in this project will also support future transit signal priority in the Urban Center. Transit signal priority (TSP) gives priority to transit vehicles at signalized intersections maximizing person throughput.

E. Project Readiness/Financial Plan (10 Points)

19. Project Readiness: Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds only for a Preliminary Engineering phase need not answer question #19.

19A. Check all items that apply below. Note: if no ROW is required for the project, select “not needed” for sections b through g.

   Already completed a. Final FHWA or FTA approval of environmental documents including:
   Already completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.
   Already completed - Section 106 Concurrence.
   Not needed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

   Not yet completed b. True Cost Estimate for Right of Way.
   Not yet completed c. Right-of-way Plans (stamped).
   Not needed d. Relocation Plan (if applicable).
Not yet completed e. Right-of-way Certification.
Not needed f. Certification Audit by WSDOT R/W Analyst.
Not needed g. Relocation Certification, if applicable.
Not needed - WSDOT Certification Audit of Relocation Process, if applicable.
Already completed h. Engineer’s Estimate.
Already completed i. All environmental permits obtained (e.g., Army Corps of Engineers Permit, HPA, etc.)

19B. **Additional information:** Include details on any items above that are not yet completed and provide an estimated schedule. Please provide any additional information as appropriate (e.g., status of planning, environmental documentation, permits, design, etc.).

The True Cost Estimate for Right of Way, Right of way Plans, and the Right of Way Certification are all expected to be completed by 6/1/09.

20. **Financial plan:** Please fill out Tables A through D below and corresponding questions E through F. The purpose of the tables and questions is to allow sponsors to fully document their project’s financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project’s total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as **ALL** other sources of secured (Table B) and unsecured (Table C) funds needed to complete the project.

**Table A: Funding Requested from Regional Competition**

<table>
<thead>
<tr>
<th>Phase</th>
<th>Estimated Obligation Date by Phase (mm/dd/yy)</th>
<th>PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)</th>
<th>PSRC Federal Funds Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>CN</td>
<td>01/01/10</td>
<td>STP</td>
<td>$2,000,000</td>
</tr>
<tr>
<td></td>
<td><strong>Totals:</strong></td>
<td></td>
<td><strong>$ 2,000,000</strong></td>
</tr>
</tbody>
</table>

**Table B: Existing Secured Funding**

<table>
<thead>
<tr>
<th>Phase</th>
<th>Estimated Obligation date by Phase* (mm/dd/yy)</th>
<th>Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning</td>
<td>04/01/03</td>
<td>City</td>
<td>$20,500</td>
</tr>
<tr>
<td>PE</td>
<td>01/01/05</td>
<td>City</td>
<td>$462,879</td>
</tr>
<tr>
<td>PE</td>
<td>12/23/05</td>
<td>Impact Fee</td>
<td>$183,000</td>
</tr>
<tr>
<td>PE</td>
<td>10/01/05</td>
<td>Federal: Section 117</td>
<td>$973,928</td>
</tr>
<tr>
<td>PE</td>
<td>08/15/06</td>
<td>Federal: HPP WA152</td>
<td>$560,078</td>
</tr>
<tr>
<td>PE</td>
<td>08/15/06</td>
<td>Federal: HPP WA265</td>
<td>$1,131,020</td>
</tr>
<tr>
<td>ROW</td>
<td>12/23/05</td>
<td>Impact Fee</td>
<td>$1,848,000</td>
</tr>
<tr>
<td>CN</td>
<td>10/01/09</td>
<td>WSDOT</td>
<td>$250,000</td>
</tr>
<tr>
<td>CN</td>
<td>12/31/08</td>
<td>Impact Fee</td>
<td>$599,000</td>
</tr>
<tr>
<td>CN</td>
<td>12/31/08</td>
<td>City</td>
<td>$2,438,237</td>
</tr>
<tr>
<td>CN</td>
<td>08/15/06</td>
<td>Federal: HPP WA152</td>
<td>$114,302</td>
</tr>
<tr>
<td>CN</td>
<td>08/15/06</td>
<td>Federal: HPP WA265</td>
<td>$356,056</td>
</tr>
<tr>
<td>CN</td>
<td>01/01/07</td>
<td>STP Countywide</td>
<td>$3,000,000</td>
</tr>
<tr>
<td>CN</td>
<td>01/01/07</td>
<td>TIB</td>
<td>$5,000,000</td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL:</strong></td>
<td></td>
<td><strong>$16,937,000</strong></td>
</tr>
</tbody>
</table>
Table C: Needed Future Funding (Unsecured)  
Note: do not include the grant funds requested in Table A

<table>
<thead>
<tr>
<th>Phase</th>
<th>Estimated Obligation date by Phase (mm/dd/yy)</th>
<th>Source</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>CN</td>
<td>12/31/09</td>
<td>Local Improvement District</td>
<td>$9,808,000</td>
</tr>
</tbody>
</table>

**TOTAL:** $9,808,000

Table D: Total Project Cost and Schedule  
(Please provide the total estimated cost and scheduled completion date for each phase of the project.)

<table>
<thead>
<tr>
<th>Phase</th>
<th>Total Estimated Cost</th>
<th>Scheduled Completion Date (mm/dd/yy)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Planning</td>
<td>$20,500</td>
<td>Planning: Complete</td>
</tr>
<tr>
<td>Preliminary Engineering/Design</td>
<td>$3,310,905</td>
<td>Preliminary Engineering/Design: Complete</td>
</tr>
<tr>
<td>Right of Way</td>
<td>$1,848,000</td>
<td>Right of Way: 06/01/09</td>
</tr>
<tr>
<td>Construction</td>
<td>$23,565,595</td>
<td>Construction: 11/15/10</td>
</tr>
<tr>
<td>Other (Specify)</td>
<td>$</td>
<td>Other (specify)</td>
</tr>
<tr>
<td><strong>Total Project Cost:</strong></td>
<td>$28,745,000</td>
<td>Estimated date of completion (i.e. open for use): 11/15/10</td>
</tr>
</tbody>
</table>

E. Identify the project phases (PE, ROW, CN, etc.) that will be **fully completed** if requested funding is obtained:  
Construction will not be fully completed with this award.

F. If unable to completely fill out Table D (Total Project Cost and Schedule): Use the space below to explain the nature of any project for which the total project cost and/or schedule is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won’t be determined until the study is complete.

F. Other Considerations (No Points)

21. Please describe any additional aspects of your project not previously addressed in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of centers and connecting corridors. Note: no points will be given to this section.

**Financing Plan**

The City’s financing plan is comprehensive and reasonable. With the exception of the grant being pursued (Regional STP), the most of the unsecured funding can be considered to be “reasonably expected to be secured.” Tukwila has already completed an LID Feasibility Study that clearly shows this project is a good candidate for formation of a Local Improvement District. The Preliminary Assessment Role has been developed and is currently being updated with current market data. The Formation Hearing will be held second quarter of 2009. The owners of Westfield Mall and other major developments in the area have already signed a no-protest agreements for this LID formation.
Figure 3: Project Cross-Sections
Tukwila Urban Center Access Improvement Project
2006 STP CMAP Regional Application

Community Image

Goal 1.3: Identifiable boundaries for Tukwila so that residents, workers, and visitors know they are entering the City.

Policy 1.3.1: Develop a set of distinctive physical features or gateways to be located at freeway off-ramps and at City limit lines where they cross major arterial streets; use graphics, orientation, maps. Informational signage, lighting, specimen trees, plantings with seasonal color, artwork, monument forms, or combinations thereof.

Goal 1.7: Commercial districts that are visually attractive and add value to the community, are visitor and pedestrian friendly, are designed with pride and constructed with quality workmanship, are secure and safe with adequate lighting and convenient access, are uncongested with smooth-flowing traffic patterns, are well-maintained with adequate streetscape landscaping, and are wholesome and in harmony with adjacent uses.

Tukwila Urban Center

Vision Statement. The existing Tukwila Urban Center is an economically vibrant, motor-vehicle oriented area. It owes much of its success to a high level of regional accessibility and efficient local access roads, and a lack of competition within the region, as well as the 30+ year vision and vigor of its development community.

Goal 1.9: An economically strong Tukwila Urban Center, with a distinct image and character, of bold architectural form that provides for an intensive mixture of uses along with access to transit, public amenities, and civic facilities.

Policy 1.9.1: The Tukwila Urban Center shall be developed as a high-intensity retail, commercial or light industrial area of regional significance.

Goal 10.2: Urban Development. Encourage and allow a central focus for the Tukwila Urban Center, with natural and built environments that are attractive, functional, and distinctive, and supports a range of mixed uses promoting business, shopping, recreation, entertainment, and resident opportunities.

Policy 10.2.2: Streets, Streetscape, and Pedestrian Environment. Create a street network that reflects the demand and need for motor vehicles, transit, pedestrians, and bicyclists; provides a safe, convenient, attractive, and comfortable pedestrian and bicycling environment that eliminates potential conflicts and promotes safety for all modes of travel; and reinforces the different functions of streets by creating distinct identities for major rights-of-way.

Goal 10.3: Transportation and Circulation A balanced transportation network that compliments the Tukwila Urban Center land use and design policies and provides access for all transportation modes to, from, and within the center.

Economic Development

Goal 2.1 Continuing enhancement of the community’s economic well-being.

Policy 2.1.4: Budget for public infrastructure (for example, roads, sewers, curbs, lighting, parks, open space). Use some capital improvement funds to encourage in-fill, land

Figure 4 – Comprehensive Plan References
assembly, redevelopment, and land conversion for family-wage jobs, but only if concurrent with substantial private actions.

2.1.5: Act in partnership with the private sector to fund infrastructure as part of a sub-area plan to encourage redevelopment and as an inducement to convert outdated and underutilized land and buildings to high-valued and/or appropriate land uses.

Transportation Element

Goal 13.1: Safe and efficient movement of people and goods to, from, within and through Tukwila.

Goal 13.2: Expansion of the existing public street network into a hierarchy of street designs that serve pedestrian and vehicle safety, traffic movement, and adjacent land uses.

Goal 13.3: Traffic levels-of-service that provide safe and efficient movement of people, bikes, cars and buses and incorporate evolving land use and traffic patterns.

Policy 13.3.1: In general, Level of Service Standards shall vary by differing levels of development patterns, desired character of streets, and growth management objective. The Tukwila Urban Center corridor average is not to exceed LOS E.

Policy 13.3.3: Maintain adopted LOS standards in planning, development, and improvement decisions.

Policy 13.3.4: Provide capacity improvements or trip reduction measures so that the LOS standard is not exceeded.