

Transportation Study

Existing Barriers: Motor Vehicle Traffic

Barriers for motor vehicle traffic in the City Center Area push traffic onto connecting routes, increase congestion at intersections, and generate longer travel times and distances:

- ✘ Turn restrictions along International Blvd. and limited driveway entrance options into larger scale parcel.
- ✘ Congestion at intersections: International Blvd. and S. 170th St., bollards added in middle of S. 176th St. to prevent left turns into Kiss & Ride lot and related queuing problems on International Blvd.
- ✘ Lack of internal circulation on larger parcels, and connections between developments: SeaTac Office Center, and the Bow Lake Retirement Community.
- ✘ Infrequent connecting streets caused by dead-ends and fences / gates, and large scale developments.





TOOLE
DESIGN



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Existing Barriers: Pedestrian Traffic

Barriers for pedestrian traffic in the City Center Area restrict opportunities for walking trips, encourage short-distance trips by motor vehicles, and limit opportunities for community members without regular access to a motor vehicle:

-  **Wide, auto-oriented intersections** (e.g. International Blvd. and S. 176th St.), and **lack of crosswalks between bus stops** (e.g. 34th Ave. S. and S. 176th St.)
-  **Short pedestrian crossing cycles** at intersections: International Blvd at S. 182nd St.
-  **Few pedestrian access options between the City Center Area and the Sea-Tac Int'l Airport**
-  **Lack of internal circulation on larger parcels, and sidewalk / pathway connections between developments** – especially for east/west connections: e.g. the Higher Density Residential Communities between S. 170th St. and S. 184th St.

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Future Opportunities: Ways to Improve the Existing Transportation Network

Expand access to and within potential future demand generators (e.g. airport expansion, new office / hotel / multi-family developments):



- Entrance options, driveway and curbspace management (loading and drop-off zones), and internal circulation patterns.

Look for opportunities to **increase connectivity to the local transportation network** to ease traffic demands on major routes, and facilitate multi-modal movements to and from demand generators:

- Service drives, connected pedestrian network, strategic on-site parking locations.

Strengthen the existing access grid through streetscape improvements:

- Congestion management, intersection improvements, transit services, and connections to the local pedestrian network.



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