TRANSPORTATION ELEMENT

CHAPTER 7

CITY OF SEATAC

ENVISION SEATAC 2044

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INTRODUCTION

The transportation system must support the land use plan to provide transportation alternatives for meeting day-to-day activities as identified within the citywide growth strategies' Complete Neighborhoods policies. The Urban Center, Urban Villages, Neighborhood Villages and other higher density areas of residential and commercial land uses should be served with transit and high-quality pedestrian and bicycle facilities, as well as adequate roadways. Multi-modal facilities and transportation services can help reduce the reliance on the automobile, avoiding the costs and potential adverse impacts of building more and wider roadways. The transportation system also serves as a companion to the Parks, Recreation, and Open Space Elements by providing multi-modal facilities to support walking, bicycling, and other activities, and provide connections to local parks and regional trails, leading to better health outcomes.

Transportation Vision

In 2044, SeaTac's transportation system will support the citywide vision for vibrant transit-oriented centers and villages, and equitable, connected, healthy, and complete neighborhoods.

The system will provide efficient, integrated multimodal options for the movement of people, goods, and services throughout the city and to regional pedestrian, bicycle, light rail, bus transit, vehicle, freight, and air travel networks.

Purpose of Element

The transportation system provides access and mobility to the City of SeaTac community. This multi-modal system supports land use, housing, economic vitality, recreation, and environmental sustainability within the City of SeaTac. Additionally, transportation plays a key role in shaping the overall character, livability, and quality of life of the city. The Transportation Element outlines the overarching goals and policies to guide investments in the system, covering preservation, operations, safety, and multi-modal capital improvements.

The Transportation Element also outlines the role of regional agencies in developing the City's transportation system and how the City's investments support the regional system. The Element is a long-term blueprint that will guide the development, maintenance, and operations of the transportation system to support the overall vision of the Comprehensive Plan.

The Element is used by City staff, the Planning Commission, City Council, and the community establish priorities for the full range of planned transportation investments, working with other agencies, and evaluating development proposals. The Transportation Master Plan contains background data and analyses.

Role in State, Regional, and County Planning Framework

The State's Growth Management Act (GMA) requires communities to prepare a transportation plan that ties directly to the City's land use strategies and financial planning. The goals and policies outlined in the Transportation Element are consistent with the GMA and with the transportation policies in the Puget Sound Regional Council's Vision 2050 plan. Future growth assumptions underlying the travel demand forecasts used in the Transportation Master Plan (TMP) are also consistent with regional requirements. Goals and policies have also been reviewed against King County transportation planning policies.

Consistency with Other Elements

Background data and analyses underlying the Transportation Element can be found in the Transportation Master Plan. The Transportation Element is closely coordinated with the Land Use; Urban Center, Neighborhoods, Parks, Recreation, and Open Space; Capital Facilities; and Economic Vitality elements. In addition to meeting regional requirements, the future growth assumptions assumed in the TMP analyses are consistent with the Land Use Element.

Forecasts of future travel demand aligned with planned growth in housing and jobs were developed using the new SeaTac/Port of Seattle model created to support the 2024 periodic update. This new travel demand model was developed jointly with the Port of Seattle to ensure the plans of both jurisdictions are based on the same land use and transportation system assumptions.

GOALS AND POLICIES

The Transportation Element goals and policies help guide implementation of the City's transportation system and supports the other Elements of the Comprehensive Plan and the overall vision for SeaTac. The goals and policies establish the general philosophy for use of City rights-of-way and transportation funds. The policies also indicate City priorities for regional transportation system programs, including freeways, arterials, non-motorized facilities, bus and rail transit service and facilities, and transportation demand management (TDM).

Overall Transportation Goal

GOAL 7.1

For the benefit of SeaTac's residents, businesses, and visitors, promote the safe and efficient transport of people and goods by implementing and maintaining an integrated multi-modal transportation system that also supports and encourages alternative and active transportation modes. Support the City's vision for growth by providing multimodal connectivity to, from, and between the Urban Center and other centers and neighborhoods, including freight and job access to the Industrial/Warehouse Flex areas.

The City's transportation system should provide choices and meet the mobility needs of the residents, workers, businesses and visitors. The transportation goals and policies advocate completion of the second stage of the extension of the SR 509 freeway by 2028, projects and programs to upgrade arterials, collectors, and local road to improve safety and connectivity for pedestrians and bicyclists, and promotes reducing transportation demands by encouraging active transportation modes and transit as alternatives to single-occupancy vehicles.

Policy 7.1A

Continue to plan for and implement a multi-modal transportation system that supports the safe, efficient, and reliable movement of people, vehicles, and goods while balancing transportation needs with other community values.

Transportation is a is a vital component of the built environment. However, the transportation system does not stand alone; it must support the other values of the community as presented in the Comprehensive Plan.

Transportation and Land Use

Policy 7.1B

Work towards addressing the multimodal transportation needs identified in the citywide growth strategies that promote walkable, transit-oriented development patterns within the Urban Center, urban villages, and neighborhood villages, and priorities identified within subarea plans which include those for the City Center and South 154th and Angle Lake station urban villages.

Policy 7.1C

Plan and implement a range of transportation infrastructure to support the development of healthy, equitable, connected complete neighborhoods throughout the city where the daily needs of residents are accessible within a half mile walkshed.

SeaTac's complete neighborhoods policies were informed by the City's 2014 endorsement of the Puget Sound Regional Council's Growing Transit Communities Compact (Resolution 14-002), which promotes increasing equitable access to housing, jobs, services, and other opportunities within a half mile walking distance from high-capacity transit. While most complete neighborhoods goals and policies can be found in the Land Use, Urban Center, and Neighborhoods elements, Land Use Goal 2.2 and the following discussion provides an overview of key objectives that help inform the City's transportation strategies.

Complete Neighborhoods Policy Summary

- Land Use Goal 2.2: Create complete neighborhoods citywide consisting of healthy, connected, transit-oriented communities with a range of transportation, employment, housing, recreation, goods, and services choices for residents of all income levels.
- Ensure new housing and job growth are supported by complete neighborhood infrastructure and services, including multimodal connectivity, and provide one-half mile walkable access to:
    - Diverse, affordable housing
    - Neighborhood services
    - Healthy food
    - Community and neighborhood parks (with additional objectives to provide quarter-mile walkable access for urban villages and high-density residential areas)
    - Transportation choices, including transit
- While there is a focus on providing half-mile walkable access to complete neighborhoods infrastructure and services to residents outside of the Urban Center, within the Urban Center, half-mile to quarter-mile walkable access for residents, workers, and visitors is an objective.

Transportation and the Environment

Policy 7.1D

Develop a multi-modal transportation system that preserves and protects natural resources, reduces adverse impacts on the environment, including air pollution and greenhouse gas emissions, and complies with federal, state, regional, and local policies. Implement green infrastructure to reduce stormwater pollution from transportation facilities where possible. Implement green infrastructure to reduce stormwater pollution from transportation facilities wherever possible.

The City of SeaTac recognizes that transportation projects and programs can negatively or positively impact the environment. The City will continue to consider the potential impacts to the environment in planning, designing, constructing, operating, and maintaining its transportation system.

Policy 7.1E

Plan for a secure and resilient transportation network by assessing and addressing vulnerabilities to climate change and other hazards. Prepare an emergency evacuation study to model the performance of the transportation network under likely evacuation scenarios.

The effects of climate change are becoming increasingly apparent. At the same time, the City should prepare for natural disasters such as earthquakes to understand which transportation facilities would be affected and how the system would operate under extreme conditions.

Policy 7.1F

Develop coordinated prevention and recovery strategies and disaster response plans with state, regional, and local agencies to help protect the transportation system against major disruptions.

Equity

Policy 7.1G

Plan and implement transportation improvements and programs equitably, considering disparities in access and mobility, historical injustices, and the transportation needs of disadvantaged communities.

The City should prioritize transportation improvements that increase access to opportunities for transportation-disadvantaged communities such as households without automobiles. The distribution of transportation benefits and costs across different geographic areas and socioeconomic groups should be examined to ensure equitable outcomes.

Safety

Policy 7.1H
Build on the current Local Road Safety Plan to develop a comprehensive Safety Action Plan meeting applicable standards for grant funding. Apply and implement safety countermeasures to prevent deaths and serious injuries on the SeaTac road network.
The LRSP provides a good foundation for improving transportation safety in SeaTac. Additional work will be needed to optimally position the city for grant funding.

Roadway Network and Connectivity

GOAL 7.2
Serve all modes of travel with a street grid designed to support multi-modal access and connectivity throughout the city and into the region.

Increasing opportunities for multimodal connectivity is the objective of multiple growth strategies, including goals to provide a minimum of one-half mile walkable access to complete neighborhood infrastructure and amenities throughout the city. (See Land Use Goal 2.2 and its policies.) The Land Use and Urban Center elements specifically address enhancing connectivity by promoting improvements that facilitate walking, bicycling, and transit use and by encouraging new development to break up large blocks to increase walkability and multimodal access to destinations. (See Land Use policies 2.8D, 2.8E, and Urban Center policies 3.6A-C). Additionally, Urban Center Policy 3.6A and its supporting discussion provide the following connectivity guidance for the City's regional growth center and urban villages:

The Transportation Element is informed by and supports these connectivity strategies through the following goal, policy, and elsewhere in this element and within the Transportation Master Plan.

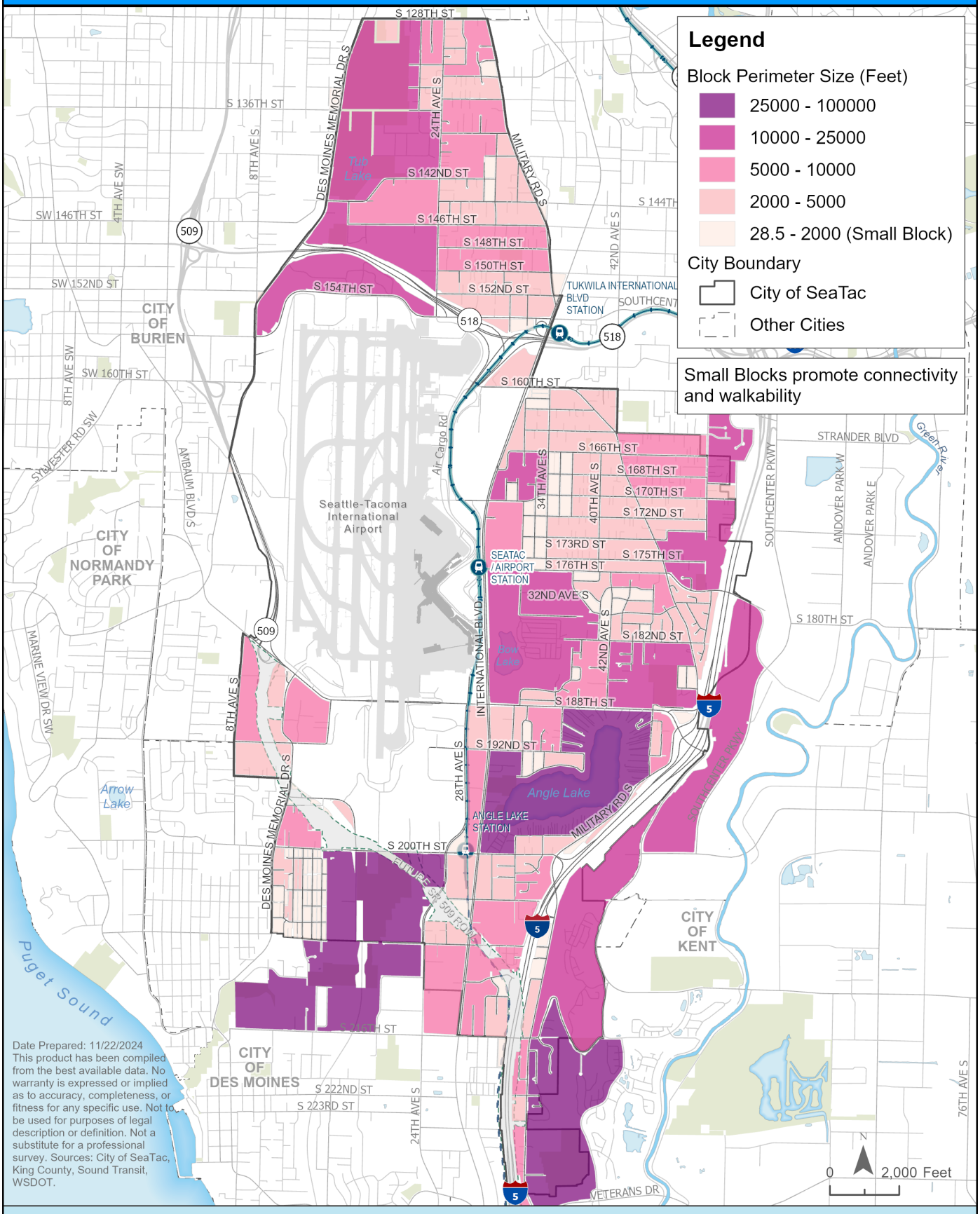
Policy 7.2A
Require new development and redevelopment to apply best practice standards for spacing of streets, block size, and maximum distance between pedestrian or bicycle accessways to and from the existing street network.
Large blocks with limited roadway, bicycle, and pedestrian connectivity are not conducive to non-motorized transportation and access to transit. Moreover, large blocks can result in inefficient motor vehicle travel patterns. Specific vehicular and active transportation connectivity and facility spacing standards will be identified when the City updates its roadway design standards (see Implementation Strategy 7.1D). Note also that the Land Use Element Policy 2.8D calls for the development of a plan to increase connectivity in the multimodal transportation network.

Research based on the physical dimensions for good urbanism proposes that blocks should have sides greater than 200 feet and less than 600 feet, with a perimeter less than 1,800 feet (See Transportation Master Plan discussion on roadway spacing and connectivity). Opportunities to add more vehicular or active transportation connections should be explored whenever land is redeveloped. In some cases, it may be possible to add non-motorized paths through existing development, paired with midblock pedestrian crossings where appropriate.

As shown in Map 7.1, SeaTac has blocks larger than 2,000 feet in perimeter. This land use pattern can be addressed as parcels develop or redevelop.

Policy 7.2B
Identify locations where mid-block crossings are needed to accommodate efficient paths of travel for pedestrians and bicyclists.

CITY OF SEATAC: BLOCK SIZE DISTRIBUTION



Map Prepared By: DKS Associates

***Map 7.1**- Block Size*

Arterial Streets and Highways

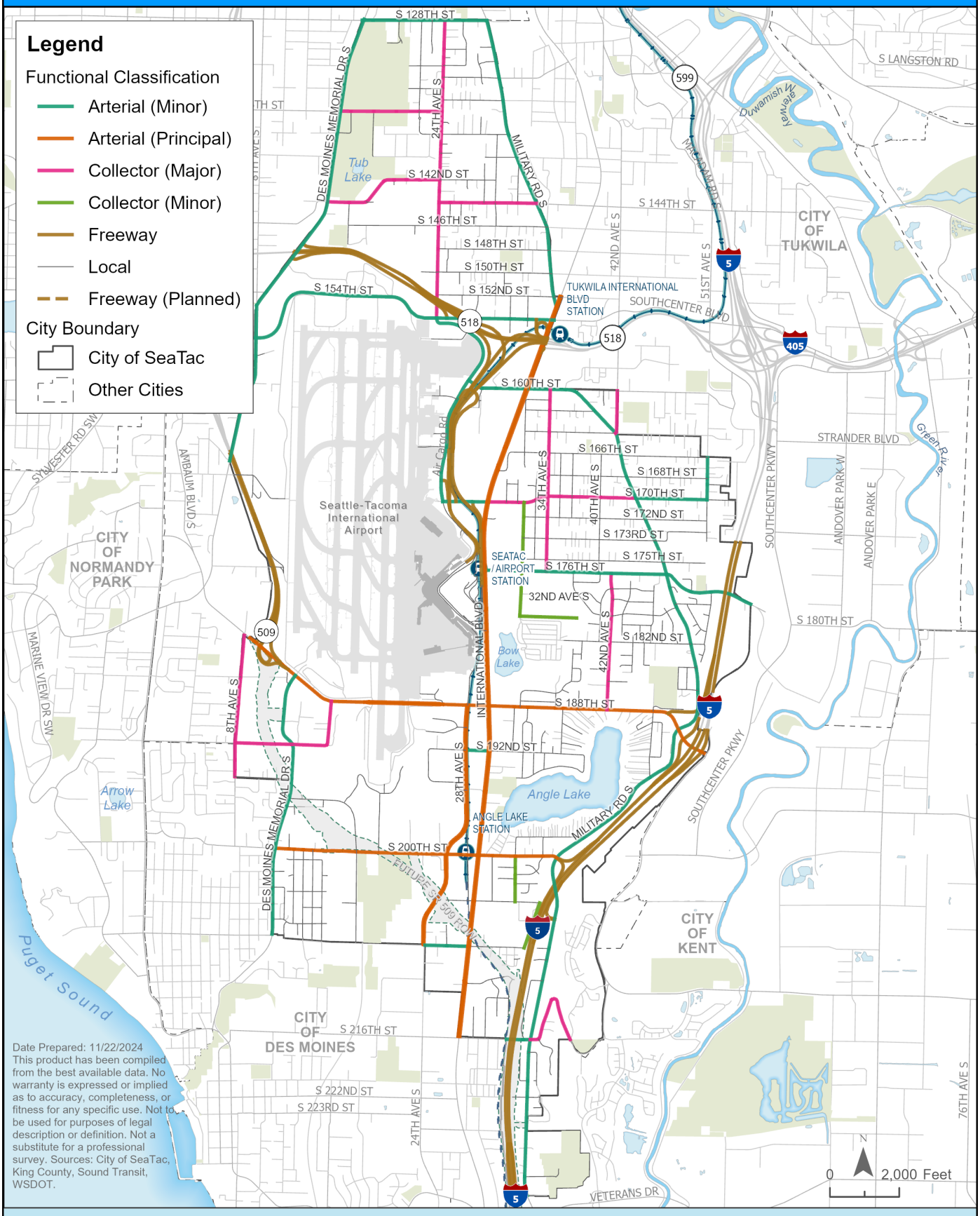
GOAL 7.3

Develop and maintain an arterial street and highway system that reduces the adverse impact of regional and airport traffic on City arterials and cost-effectively improves safety for all travel modes, manages congestion to reduce delays and the impacts of traffic diverting through neighborhoods, and enhances the look and feel of the City.

The Growth Management Act (GMA) requires that transportation system improvements must be concurrent with growth, which requires that the key multi-modal improvements are funded and implemented in a timely manner or that strategies must be in place to provide these improvements within six years of development. Improvements to the street and highway system should aim to reduce the adverse impacts of regional traffic and airport-related traffic passing through the community. Street system projects and programs should also improve the safety of all modes, reduce the impacts of congestion along the arterial system, support economic growth and development of the Urban and Neighborhood Centers, and improve the overall look and feel of the City's roadway system to enhance livability.

Responsibility for maintaining and enhancing arterial facilities that are state highways is shared with WSDOT. For these facilities, the City is responsible for infrastructure that is "back of curb" while WSDOT oversees the travel lanes. Continued close coordination with WSDOT will be necessary to achieve the City's goals for these facilities.

CITY OF SEATAC: ROADWAY FUNCTIONAL CLASSIFICATIONS



Map Prepared By: DKS Associates

***Map 7.2**- Roadway Functional Classification*

Policy 7.3A
Establish a level of service (LOS) standard of:

- Corridor travel speed equating to LOS E or better
- Non-motorized system completeness

Two components are important to defining the adequacy of the City's transportation system and evaluating concurrency:

1. The ability to maintain reasonable vehicle travel speeds along major corridors serving traffic within the City.
2. The provision of adequate multimodal facilities as measured by degree of completeness of the City's planned pedestrian and bicycle networks, which are defined in the City's Transportation Master Plan.

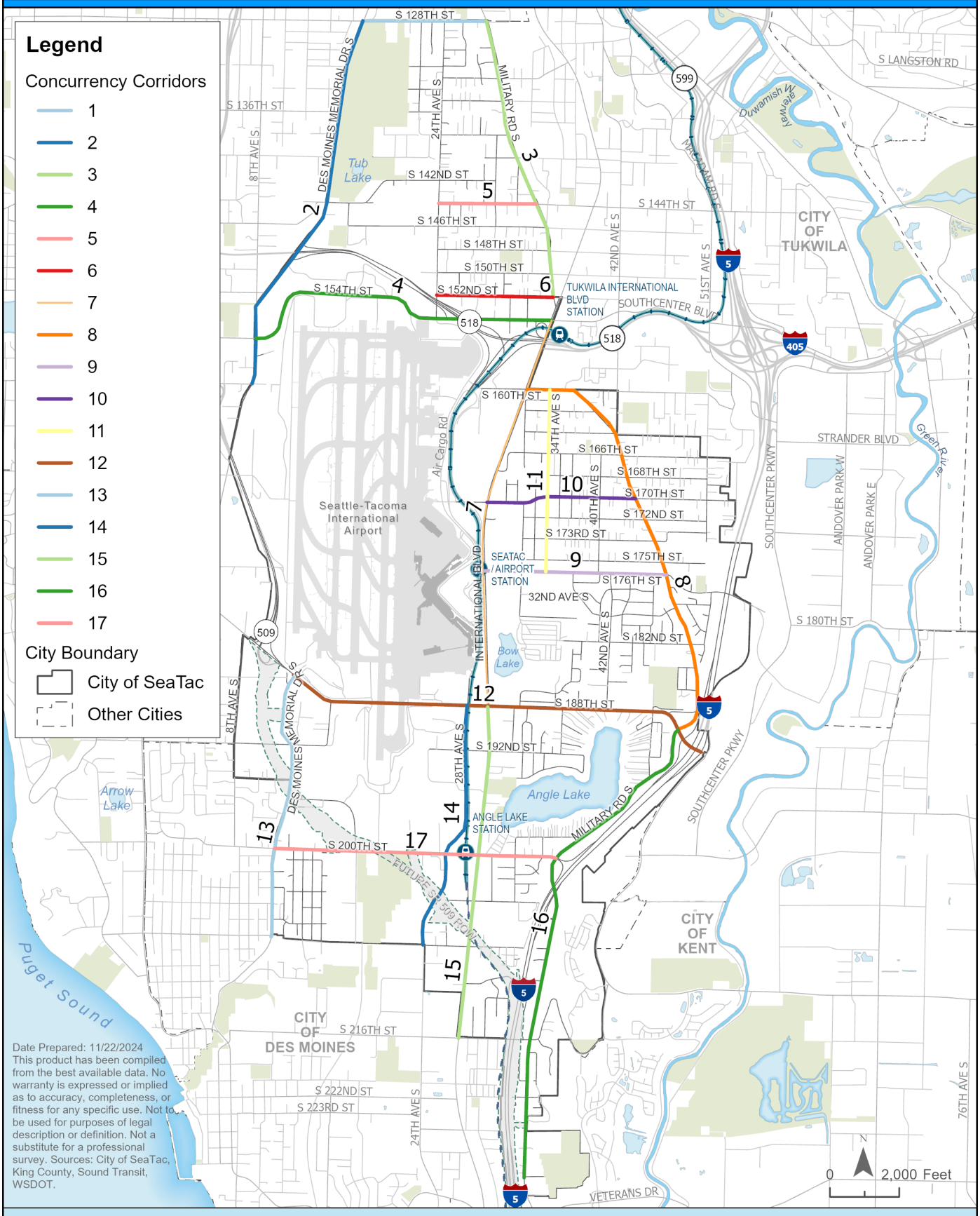
To measure these two objectives, the City has a level of service standard based on "vehicle trips available" (VTA). This standard assesses the adequacy of the transportation system for new development by calculating "vehicle trips available by corridor." This calculation is based on a minimum allowed travel speed and augmented with trip credits associated with non-motorized network completeness. These two concepts are explained in greater detail below:

Corridor Travel Speed: The City has identified weekday afternoon peak period (4-6 pm) travel speeds along key corridor segments as a critical measure of the adequacy of its transportation system. Corridor level of service is based on the average travel speed through a corridor, which reflects both the total corridor travel time and delays at the intersections within and at the ends of each corridor. The minimum average travel speed for each corridor equates to Level of Service (LOS) E. The ability to add additional PM peak period vehicle trips to these corridors is dependent upon those trips not decreasing the average travel speed of these corridors below LOS E.

Map 7.3 shows the defined concurrency corridor segments. Non-motorized System Completeness: The City has three concurrency districts as shown in 4. The "percent complete" metric is calculated from an inventory of completed bicycle and pedestrian facilities divided by the planned bicycle and pedestrian networks adopted in the Transportation Master Plan. This metric is calculated separately for each district. As the non-motorized network becomes more complete, a small portion of trips will shift from vehicle modes to non-vehicle modes. This reduces the background vehicle trips on the corridor, and for the purposes of concurrency standards, appears as a vehicle trip credit within each of the concurrency corridor.

Concurrency LOS Standard: The Level of service standard is met if all designated concurrency corridors have remaining trip capacity during the afternoon peak period, meaning additional vehicle trips could be added to those corridors without lowering the average travel speed below the established level of service threshold.

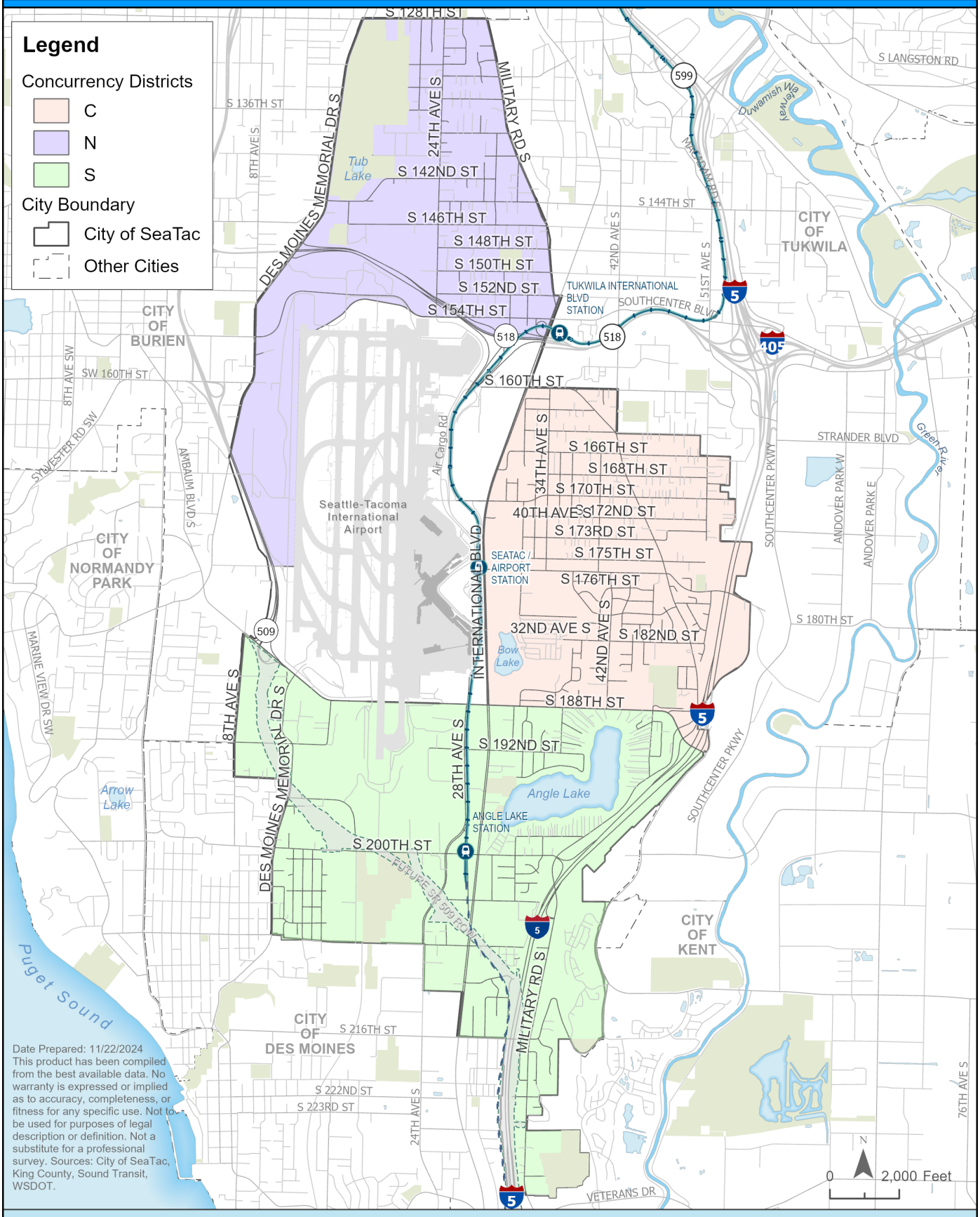
CITY OF SEATAC: CONCURRENCY CORRIDORS



Map Prepared By: DKS Associates

Map 7.3 - *Concurrency Corridors*

CITY OF SEATAC: TRANSPORTATION MASTER PLAN PROJECTS



Map Prepared By: DKS Associates

Map 7.4- *Concurrency Districts*

Policy 7.3B

Permit development that is consistent with the 2044 land use/ development assumptions provided that the transportation system operates within the adopted level of service standard as stated in

Policy 7.3C

Design and construct arterials to include safe and attractive pedestrian facilities (including crossings) on both sides of the street.

Policy 7.3D

Align classification of streets and arterials to reflect their desired functional use. The functional classification system should be based on the volume of present/future traffic, adjacent land uses, and consistency in connections with other agency transportation facilities.

Streets within and adjacent to the City of SeaTac serve many functions ranging from regional traffic routes to local property access. A hierarchy of streets defining the desired function should be maintained. To provide for system continuity, the functional classification system should be consistent with State and regional definitions.

Policy 7.3E

Consolidate vehicular access to properties along principal, minor, and collector arterials as opportunities present themselves to maximize the capacity of the facilities, and reduce potential safety conflicts.

Policy 7.3F

Establish and enforce appropriate speed limits along SeaTac's roadways that balance multi-modal mobility and level of traffic stress, traffic engineering standards, a street's functional classification, adjacent land uses and public safety concerns.

Street classification and function have been established in the SeaTac Transportation Master Plan, a background report for the Transportation Element. The establishment of speed limits should consider existing conditions of the roadway, including design parameters, any public health and safety concerns, and the type and density of land uses and access. The functional classifications of SeaTac's roadways are shown in Figure 2.

Policy 7.3G

Establish appropriate transportation design standards for arterials, and local streets based on balancing the functional classification needs of the facility and the needs of the adjacent land uses. The design elements should accommodate and encourage alternative and active transportation modes such as transit, HOV, pedestrians, and bicycles for each classification. Amenities should enhance the mobility options by providing an improved environment for all users (i.e., provide Complete Streets).

Policy 7.3H

Implementation of desired design standards may be constrained by physical or environmental issues, cost-effectiveness, right-of-way, or other parameters; variances to the street standards to address these types of issues may be approved, while seeking to maintain the function of the transportation corridor.

Policy 7.3I

Invest in improvements to arterials to meet best practice standards including pedestrian and bicycle facilities, turn lanes, improved drainage, and enhanced traffic control and illumination. The improvements should be designed and constructed to improve safety, reduce maintenance costs, support economic development, reduce environmental impacts, and improve the quality of the transportation system for all modes.

Policy 7.3J

Operate, maintain, and preserve the existing arterial and street system through an ongoing Pavement Management System (PMS) and other Transportation Improvement Projects (TIP), comprehensive signing and markings program, and systematic operation process. These programs should prioritize essential maintenance and preservation, accounting for life-cycle costs associated with delayed maintenance. The maintenance and preservation systems system should address facilities for motorized and non-motorized travel and the impacts of the present and projected land uses.

Policy 7.3K

Support and work with WSDOT, the Port of Seattle, and other agencies to encourage the State Legislature to fund and construct Stage 2 of the planned SR 509 Freeway Extension between S. 188th Street and I-5 by 2028.

The extension of the SR 509 freeway between its current terminus at S. 188th Street and I-5 will increase the City of SeaTac's accessibility to the regional transportation system and is a key element of the City's long-range transportation system. If the SR 590 Freeway is not extended, increased severe congestion could result in transportation safety issues and will adversely affect implementation of the growth planned in the Urban Center and other parts of the City. The SR 509 Extension is also an important transportation corridor to support the projected growth at Sea-Tac International Airport. The City will work with WSDOT to reconnect neighborhood streets and pedestrian and bicycle routes affected by the construction of the SR 509 freeway extension.

Policy 7.3L

Should the Port choose to advance this project, partner with the Port of Seattle, and regional and local agencies to construct an Interim Airport South Access to connect with the Phase 1 SR 509 Freeway Extension using the 28th/24th Avenue S arterial corridor.

While the Airport South Access project is not currently a priority for the Port, the SR 509 extension project should be constructed to remain compatible with the South Access project. The South Access project has the potential to reduce airport traffic on International Boulevard, S. 188th Street and S. 200th Street that does not have an origin or destination within the City of SeaTac. This improvement would reduce arterial congestion and improve safety for all travel modes using these principal arterials. The improvements would also reduce travel time and distance for traffic connecting to/ from Sea-Tac International Airport from areas south of I-405. The Airport South Access project was assumed in the travel forecasts prepared for the Transportation Master Plan.

Policy 7.3M

Work with the Port of Seattle, WSDOT, and regional and local agencies to construct the full South Airport Expressway (SAE) should the Port of Seattle choose to advance this project.

Policy 7.3N

Support direct HOV ramp connections between I-5 and SR 509 and I-5 and SR 518 and I-405 to further encourage reductions in single occupant vehicle (SOV) use.

Policy 7.3O

Work with WSDOT to implement the short-, medium-, and long-term improvement recommendations documented in the SR-518 study. Revise the SR 518 interchange with International Boulevard and S. 154th Street to support the South 154th Street Station Area Plan.

The SR 518 study outlines short-, medium-, and long-packages of improvements which would affect circulation in SeaTac, including proposed changes to ramps at International Boulevard, 152nd Street, 154th Street, and Air Cargo Road. Consistent with analysis completed for the TMP, the SR 518 study identifies the ramp terminal intersections at Des Moines Memorial Drive as locations that will not operate acceptably in the future and proposes signalization or conversion to roundabouts.

Policy 7.3P

Support and work with WSDOT to maintain and improve I-5 in the City of SeaTac vicinity to serve regional, north-south travel, including freight, High Occupancy Vehicles (HOV), and transit.

I-5 is the region's primary north-south freeway, intended to provide for the movement of a high volume of people and goods. To increase I-5's people-carrying capacity, the City supports regional and State plans to expand HOV facilities along I-5, and other operational improvements to enhance its function as a regional transportation facility.

Policy 7.3Q

Work with the Port of Seattle, WSDOT, and regional and local agencies to address freight needs and direct trucks to designated truck routes in the City by establishing a way-finding system, including signing truck routes to/from the freeway system and major destinations.

Sea-Tac International Airport is a major truck destination serving many air cargo operators. In addition, the Port owns several properties that can be developed for industrial or other trucking related land uses. Other industrial lands and commercial developments in the City also rely on trucks for deliveries. The City has designated existing and future truck routes that best accommodate trucks while reducing the potential impacts on residential and commercial areas.

Policy 7.3R

Work with WSDOT to reconnect streets and pedestrian and bicycle routes affected by the construction or extension of freeways and state highways. Identify WSDOT opportunities to mitigate potential disproportionate impacts on historically disadvantaged communities.

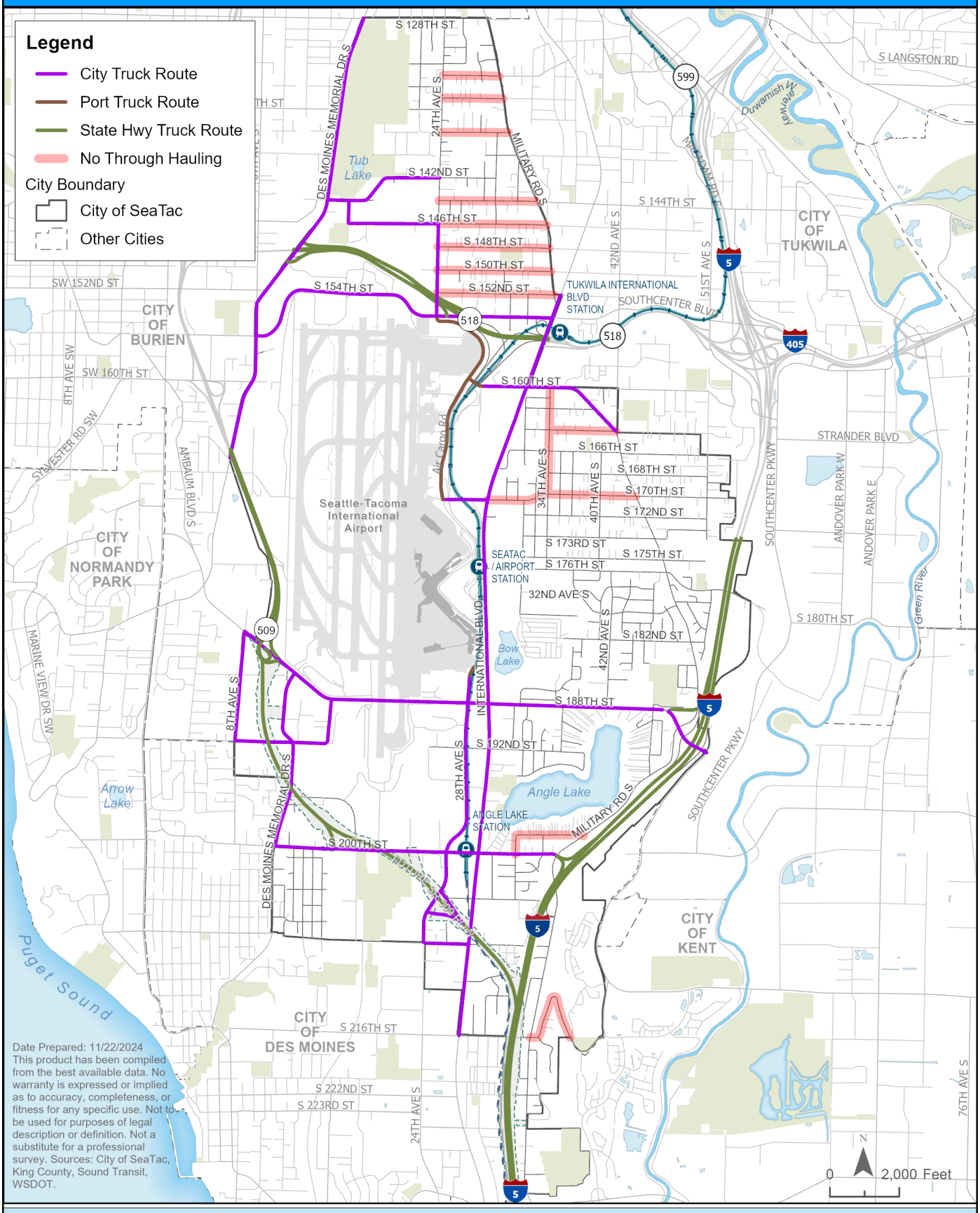
Policy 7.3S

Enhance traffic flow, operations and safety by implementing of Transportation Systems Management (TSM) and Intelligent Transportation System (ITS) technologies and coordinating with other agencies.

Adding roadway capacity to serve automobiles, transit, and freight is very expensive and disruptive. Pedestrian and bicycle travel can be disrupted, and existing residents or businesses may need to be relocated along with other environmental issues.

Improving the existing roadway infrastructure is an important principle for arterials and highways. Improved signal timing and operations, better signage and wayfinding, enhanced driver information systems, consolidation of accesses/driveways, and restricting turns at some locations can improve the capacity, help maintain consistent travel speeds, reduce out of the way travel, and reduce transportation safety issues. The City will evaluate and implement these techniques where appropriate to cost-effectively address transportation issues. Other transportation agencies have Intelligent Transportation Systems (ITS) in place, and the City will coordinate with them to seek partnership opportunities.

CITY OF SEATAC: TRUCK ROUTES AND PROHIBITED THRU-HAULING



Map Prepared By: DKS Associates

***Map 7.5**- Truck Routes and Prohibited Thru-Hauling*

Neighborhood Streets

GOAL 7.4

Design and operate neighborhood streets to maximize safety of all appropriate travel modes, reduce cut-through traffic, and enhance the look and feel of the City's transportation system in a cost-effective manner.

The local streets serving the City's neighborhood perform several functions. Local streets connect individual residences and businesses with the collector and arterial streets and are used for auto trips as well as non-motorized travel to schools, parks, commercial areas and transit stops. The City supports expansion of the regional highway and transit systems and has identified multi-modal improvements for its arterials that will help reduce the amount of traffic cutting through neighborhoods. The City will work to reduce travel speeds and upgrade local streets to reduce cut-through traffic while enhancing the safety and quality of life within its neighborhoods.

Improved conditions for walking on local streets are needed to encourage walking, biking, and connectivity to transit. Neighborhood streets must support these other travel modes to provide safe and convenient access to schools, parks, community facilities, neighborhood commercial areas, churches, and transit stops.

Policy 7.4A

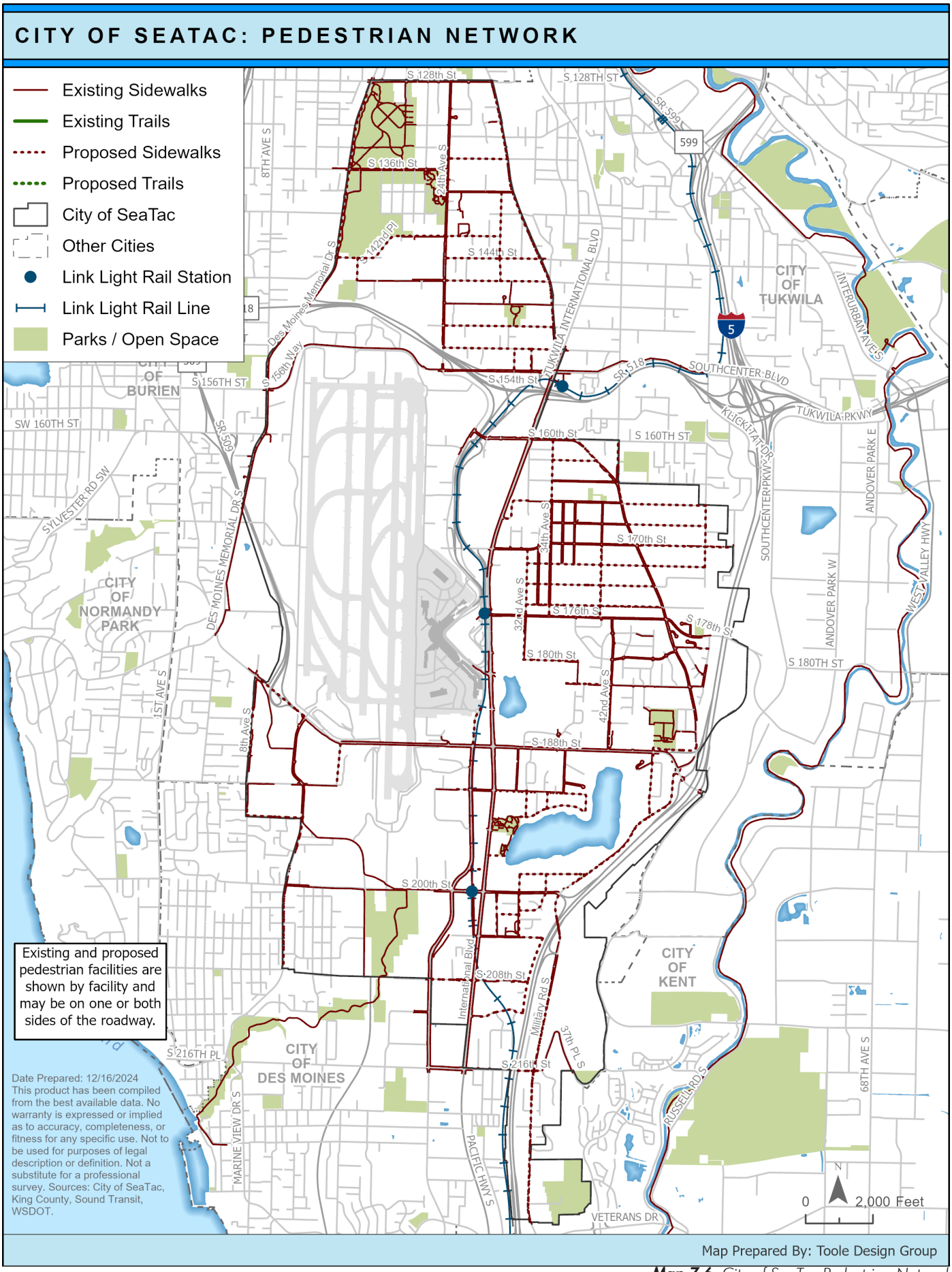
Upgrade residential neighborhood streets with pedestrian and bicycle facilities and improve access to transit in alignment with pedestrian and bicycle network plans.

Pedestrian, bicycle, and transit facility and access needs have been identified in the Transportation Master Plan.

Policy 7.4B

Comprehensively address neighborhood traffic calming issues consistent with the plans and procedures that have been adopted to address these issues, including the Neighborhood Traffic Safety Program (NTSP).

Systematic implementation of these plans and programs through the annual Transportation Improvement Program (TIP) and long-range Capital Facilities Plan (CFP) will continue providing an integrated, cost-effective program of solutions such as traffic-calming alternatives, signage, pedestrian facilities, and other improvements. The NTSP is an important element of the plan strategy. Because LOS E or worse is tolerated on some principal arterials, the adjacent neighborhood streets must remain less desirable for cut-through traffic. This program should address neighborhood streets adjacent to the most congested arterials most likely to be impacted by traffic diversion. These plans and programs are intended to help minimize the intrusion of non-local automobile traffic into residential areas, and provide for sidewalks to connect to schools, parks, trails or other public transportation facilities.



Map 7.6- *City of SeaTac Pedestrian Network*

ACTIVE TRANSPORTATION

GOAL 7.5

Plan for and develop a system of active transportation facilities for all users and all modes, including pedestrians, transit users, and bicyclists. Plan for users of all ages and abilities.

Bicycle and pedestrian facilities are a very important component of the SeaTac transportation system, especially along higher-volume, higher-speed arterials. These non-motorized facilities support connected neighborhoods, providing access to schools, parks, community facilities, and transit. When well developed and fully connected, these facilities can promote a healthy choice for active lifestyles. Existing pedestrian and bicycle facilities and the planned networks are shown in Figure 6 and Figure 7.

Policy 7.5A

Develop and implement a comprehensive street typology with associated design guidelines that include current multimodal facility best practices to support complete neighborhoods and Complete Streets principles.

While the TMP identifies the recommended bicycle and pedestrian systems, more detailed work on what multimodal facilities are applicable in SeaTac is needed.

Policy 7.5B

Promote safe pedestrian and bicycle movement as a basic means of transportation and ensure that adequate active transportation facilities, amenities and connections are provided in conjunction with other transportation facilities and developments.

The City requires adequate pedestrian facilities and accompanying amenities in all public capital projects and future private developments consistent with facility types and construction materials required by other communities within the state.

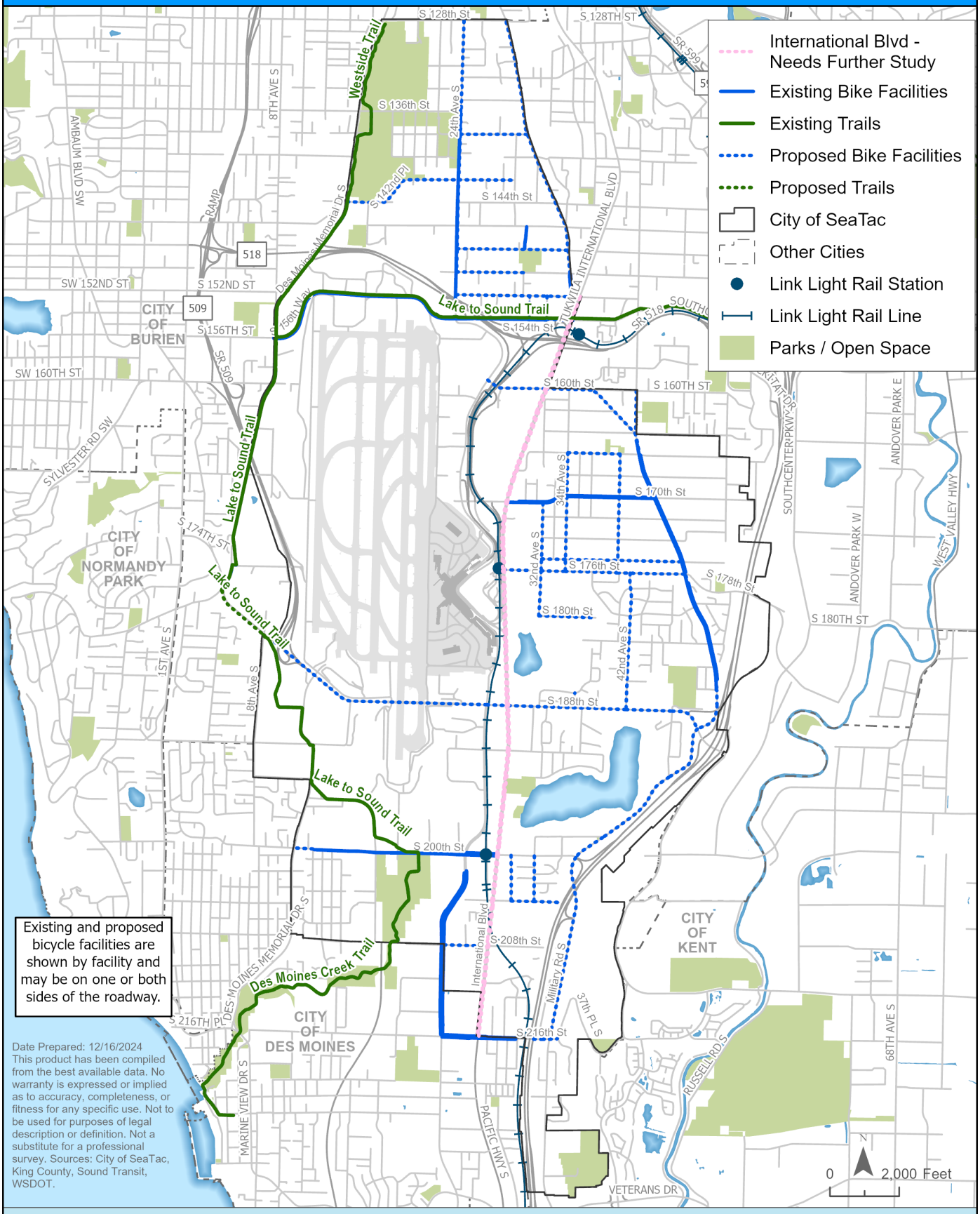
Policy 7.5C

Serve the City's residential areas with transit and a well-connected network of sidewalks and bicycle paths. Prioritize pedestrian and bicycle improvements that support Land Use Policy 2.2A and provide low-stress and accessible connections to varied and affordable housing, shops, services, parks and recreation, and healthy food sources within a half mile walking distance of homes and within walking or bicycling distance of workplaces or other gathering places.

Policy 7.5D

Prioritize safety and pedestrian capacity improvements on streets that provide access to schools, parks, transit facilities, public facilities, and within and between Urban Villages and Neighborhood Centers in support of neighborhood connectivity and transit access improvement goals.

CITY OF SEATAC: BICYCLE NETWORK



Existing and proposed bicycle facilities are shown by facility and may be on one or both sides of the roadway.

Date Prepared: 12/16/2024
This product has been compiled from the best available data. No warranty is expressed or implied as to accuracy, completeness, or fitness for any specific use. Not to be used for purposes of legal description or definition. Not a substitute for a professional survey. Sources: City of SeaTac, King County, Sound Transit, WSDOT.

Map Prepared By: Toole Design Group

***Map 7.7**- Bicycle Network*

Policy 7.5E

Design and construct arterials to include safe and attractive pedestrian facilities (including crossings) on both sides of the street.

High traffic volumes and speeds along arterial routes make non-motorized travel uncomfortable and potentially unsafe, especially where there are gaps in facilities. Therefore, sidewalks, paved shoulders, or other adequate facilities should be provided to support non-motorized travel. Designs should also include lighting, improved visibility, and appropriate signage. Crosswalks, signing, and pedestrian-activated signals should conform to the Manual on Uniform Traffic Control Devices (MUTCD). The City will coordinate with WSDOT on options to improve pedestrian facilities on the overcrossings of I-5 at Military Road S., S 178th Street and other corridors.

Policy 7.5F

Develop and implement criteria for installing ADA-compliant pedestrian crossing treatments and appropriate traffic controls to improve safety and comfort throughout the City. Ensure that all treatments are comply with the latest guidelines on the Americans with Disabilities Act (ADA).

The criteria should be based on traffic engineering and planning principles to ensure compliance with national and local requirements and consistent application of crossing treatments.

Policy 7.5G

Continue to implementing the City's ADA Transition Plan and ensureing ADA compliance for all capital improvement projects.

Policy 7.5H

Develop and implement a network of bicycle facilities (including wayfinding) providing for safe, interconnected travel within the City and providing connections to regional facilities and major local destinations, including Urban Villages and Neighborhood Village centers.

Bicyclists should be directed to use the most convenient, low-stress bicycle facilities within the City of SeaTac. Coordinate planning, designing, and constructing these facilities with adjacent jurisdictions to create a connected bicycle facility network consistent with regional plans. The system of routes should provide access to regional destinations as well as to major local employment centers. The design and type of bicycle facilities should be based on the most current local and national design standards and guidelines.

Policy 7.5I

Implement directional and way-finding signage to direct bicyclists to the desired bike routes and destinations within the City.

Policy 7.5J

Complete a north-south bicycle route east of International Boulevard between S. 188th Street and S. 160th Street via Military Road S and/or 34th Avenue.

Currently, bicyclists use International Boulevard between S. 188th Street and S. 160th Street or must travel significantly farther to traverse the areas around Sea-Tac International Airport. This section of International Boulevard has a very high volume of traffic, U-turn movements, transit stops, and numerous access driveways, all of which can make bicycle travel difficult and less safe. Previous planning efforts defined a new bicycle route east of International Boulevard using a combination of lower volume streets and new shared use paths. Completion of the new bicycle route will require systematic investments in various parts of the corridor over several years.

Policy 7.5K

Coordinate with King County and other agencies to advance construction of Segment F of the Lake to Sound Trail.

In 2009, King County, in cooperation with other agencies, completed a feasibility study for the Lake to Sound Trail connecting Lake Washington in Renton to Puget Sound in Des Moines. This regional trail will provide City of SeaTac residents, businesses, and visitors with an excellent multi-modal trail serving a wide range of transportation functions. WSDOT included a portion of the trail in their SR 509 project as mitigation for park impacts. Work to Implement directional and way-finding signage to direct bicyclists to the desired bike routes and destinations within the City.

Transit, Multi-Modal Transportation, and Transportation Demand Management

GOAL 7.6

Encourage the use of transit and other High Occupancy Vehicle (HOV)/multi-modal travel modes to more efficiently accommodate a larger proportion of existing and future travel in and adjacent to the City of SeaTac to reduce the adverse impacts of driving alone and support Complete Neighborhoods.

The Urban Center, SeaTac International Airport, and airport associated facilities generate high traffic volumes and users daily. The City has planned higher land use densities around the light rail stations that can be best served with quality transit. Extension of the light rail system will provide additional capacity for people coming from areas south of the City to use light rail to access employment and businesses in the Urban Center and Sea-Tac International Airport.

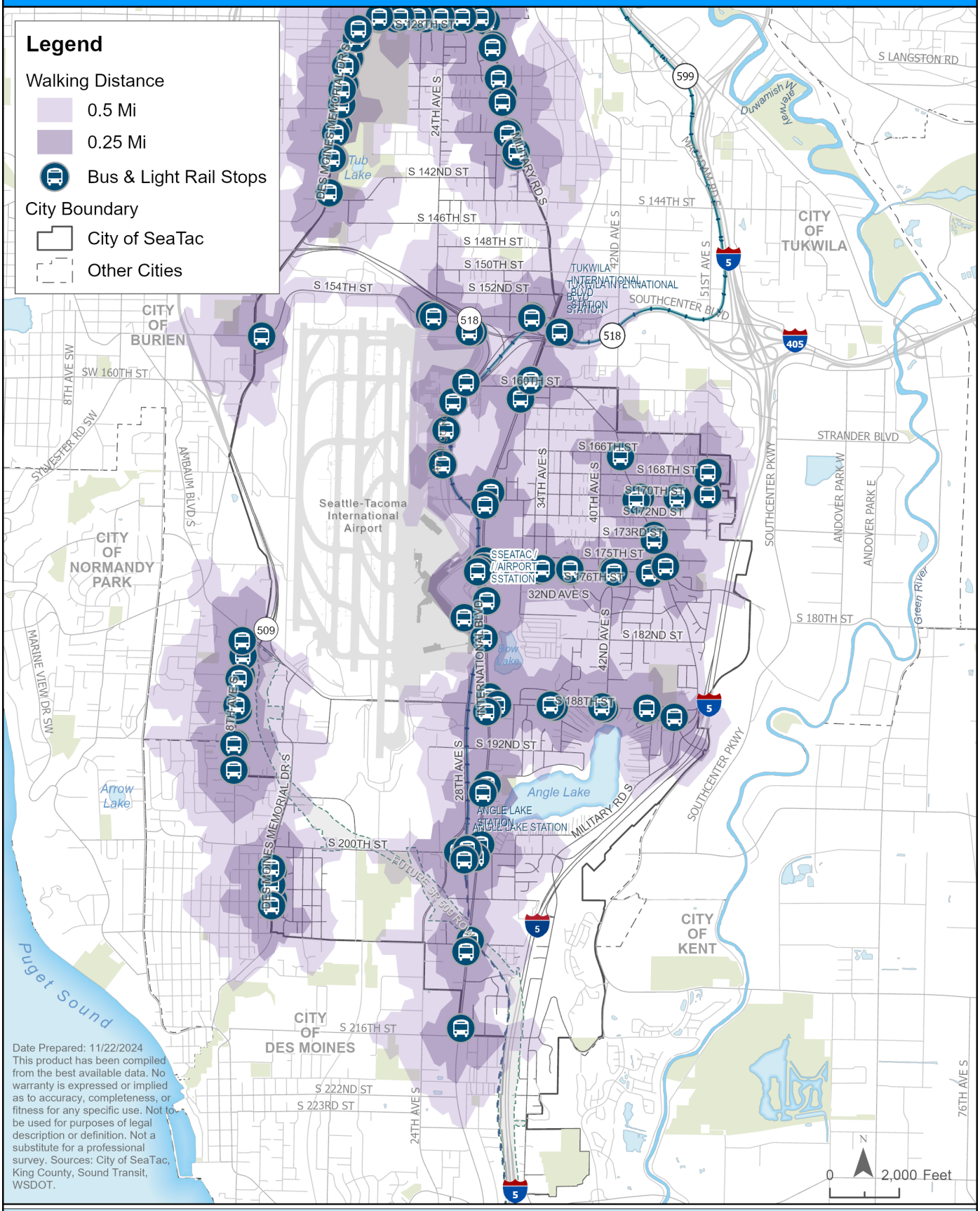
The City of SeaTac community supports increased transit use and transportation management programs to provide a wider range of transportation alternatives to its residents, businesses, and visitors. Increased use of transit and rideshare programs also support the ongoing growth of Sea-Tac International Airport. Increased transit use and rideshare programs are needed to limit the growth in drive-alone vehicles and reduce the need for costly widening of roadways or construction of new arterials. Alternative transportation modes and transit can also reduce the growth in vehicle miles of travel, greenhouse gases, and other adverse environmental impacts. The success of these programs is an important consideration in establishing the acceptable level of service standard for principal and minor arterials at LOS E or better (see Policy 2A). The following policies are identified to implement this goal.

Policy 7.6A

Ensure that transit may be accessed within a half-mile walkshed of homes citywide to provide choices of travel mode and support complete neighborhoods. Pedestrian routes to transit stops should be supported with appropriate facilities including sidewalks and crossings.

Access to transit service is a key component of Complete Neighborhoods. As shown in Map 7.8, much of the City falls within a half mile of a transit stop. However, the frequency and quality of transit service provided at these stops are also important.

CITY OF SEATAC: WALKING DISTANCE TO TRANSIT STOPS



Map Prepared By: DKS Associates

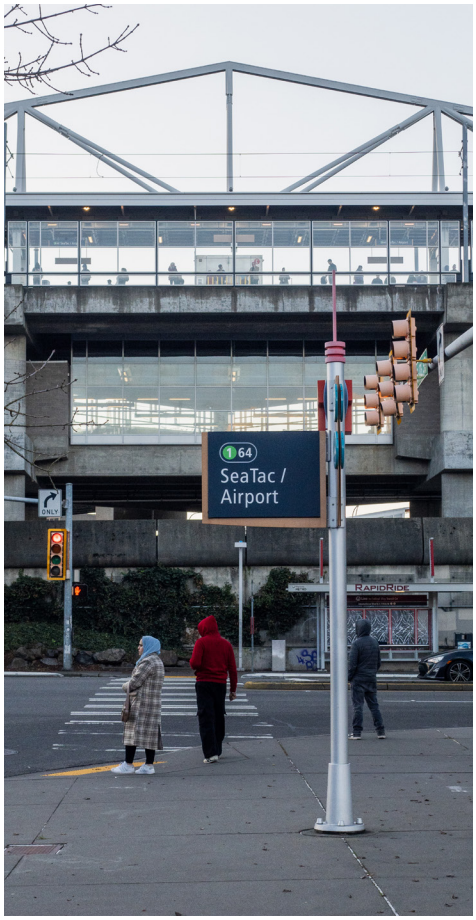
***Map 7.8**-Walking Distance to Transit Stops*

Policy 7.6B
Support the planned extension of Sound Transit's Link Light Rail to Des Moines and then to Federal Way along a route that minimizes impacts to properties within the City limits, with sufficient parking at stations.

Policy 7.6C
Work with King County Metro (Metro) to enhance transit service in SeaTac, especially east-west connections to the Urban Center and to connections with the Bus Rapid Transit (BRT) routes.
Local transit service, primarily north-south in orientation, should also be routed to serve the City's Urban Center and light rail station areas. Expanding local feeder service between the City's residential neighborhoods will enhance the ability for residents to use transit more often.

Policy 7.6D
Work with King County Metro Transit to expand the operating hours for local service between Link light rail and residential neighborhoods coordinated with schedules to enhance transfers between trains and buses.

Policy 7.6E
Continue to work with King County Metro, Sound Transit and adjacent jurisdictions to enhance and expand east-west transit service and future multi-modal transit options.



Policy 7.6F
Continuously review developments and trends in transportation technology and mobility patterns for appropriate implementation in the City of SeaTac, with emphasis on micromobility devices to provide first and last-mile connectivity to transit.
Transportation technology and trends can shift rapidly, often in unexpected directions. The City must remain flexible and ready to respond to new developments in transportation technology.

Policy 7.6G
Work with Sound Transit, Metro and private developers to provide transit rider amenities to enhance the environment and safety for transit users.
Transit rider amenities enhance the travel experience for transit customers and can help encourage transit use. Amenities such as bus shelters, benches, additional lighting, trash receptacles, wayfinding, and safety items such as lighting and improved visibility provide a more hospitable atmosphere for transit users.

Policy 7.6H

Encourage and implement formal transportation demand management (TDM) programs for new and existing workplaces and higher density residential developments in the City. The programs should, at a minimum, conform to the Commute Trip Reduction (CTR) Act. Transportation Management Associations (TMA) should be encouraged to coordinate TDM programs between adjacent businesses to increase their potential impact on reducing future traffic volumes.

TDM programs are intended to reduce the amount of traffic from new and existing employment and residential areas. Some of the most effective programs include a combination of transit subsidies, parking management (including possible parking charges), ride-match services, a guaranteed ride home program, and flexible work schedules.

Parking

GOAL 7.7

Manage parking supply and demand to best support the City's overall goals and objectives in balancing the desire to support alternative transportation modes, neighborhood livability and enhance economic development.

Parking is a key consideration for the multi-modal transportation system since all auto trips begin and end with parking. Managing the supply and demand of parking will be critical in supporting the City's overall goals and objectives. An oversupply of parking can lead to inefficient land use, sprawl, and reduced use of alternative modes. A lack of parking can negatively impact the economic vitality of commercial areas and result in spillover that affects the livability of neighborhoods. The following policies are intended to find a balance that would support neighborhood livability and economic development while supporting alternative modes.

Policy 7.7A

Consider flexibility in general City parking requirements for new developments that align parking supply with demand while supporting multi-modal objectives promoting use of alternative modes while minimizing the potential for spillover into neighborhoods.

Additional parking strategies should be encouraged, including shared parking, reduced parking requirements in transit-rich areas, and the transition of long-term parking from surface lots into structures that include non-parking uses in the Urban Center area.

Policy 7.7B

Monitor parking activity in neighborhoods to determine if parking demands are exceeding supply and/or if illegal or unsafe parking practices are occurring. When such activities are identified, work with the affected neighborhoods and adjacent businesses to determine the specific issues, evaluate alternative approaches, and implement solutions.

Possible solutions to adverse parking impacts could range from education (including signage), increased enforcement, expansion of the parking supply (such as angled parking or use of an off-street lot), time restrictions, residential parking zones, or parking charges. The City should work closely with the affected neighborhood to ensure that the solution is tailored to local conditions. Phased implementation of parking strategies may be appropriate in some cases.

Policy 7.7C

Work with the WSDOT, the Port of Seattle, and regional and local agencies to identify truck parking needs and designate safe truck parking areas in freight and industrial areas.

Airport

GOAL 7.8

Coordinate with local and regional agencies to support regional air transportation needs.

The City surrounds the Sea-Tac International Airport and recognizes that development from either entity will impact the other and coordination is important for local and regional issues. The future anticipated growth in air passenger traffic and air cargo will affect the City, and the City's future transportation network should consider and coordinate with future Airport development.

Policy 7.8A

Coordinate with the Port of Seattle, state, regional, and local agencies to address air transportation needs in a manner to minimize health, air quality, and noise impacts to the surrounding community, with special consideration given to historically marginalized communities.

The City recognizes that air transportation is necessary from a regional perspective and there is a need for the siting of future regional air facilities. Sea-Tac International Airport has completed a Sustainable Airport Master Plan that defines the long-range growth projections and potential changes to its facilities and/or operations. The Airport is a major generator of vehicle and air trips within the City's boundaries so ongoing coordination on ground and air transportation issues is important. The City, its residents and businesses, should encourage and participate in the public process to ensure that growth in air passenger and air cargo travel can be accommodated in the most efficient manner possible and minimize adverse impacts on the community.

Program Financing and Implementation

GOAL 7.9

Establish and maintain a consistent, sustainable, adequate, and equitable funding program to maintain, operate, and improve the City's transportation system in a timely manner to support implementation of the City's Comprehensive Plan.

Adequate funding is needed to implement the transportation plan in an efficient and cost-effective manner. Uncertainties in the funding and construction of transportation projects can result in safety and operational issues, potentially restricting development under the City's concurrency program and level of service standards. The funding strategy should recognize the users that benefit from the investments and who will be asked to help pay for them. Because the cost of desired transportation improvement projects and programs will likely continue to exceed available revenues, the City will need to prioritize transportation funding in a systematic manner to best implement the Transportation Element.

Policy 7.9A

Prioritize transportation projects and programs that best improve safety and connectivity, support economic growth, preserve prior transportation investments, and increase capacity of travel modes, reflective of available revenues, operations and maintenance capabilities, and are consistent with current funding agency design requirements.

A diverse range of transportation system needs have been identified to improve safety, better connect neighborhoods, and promote non-motorized modes and transit. The prioritization process must reflect these values, and lower-priority projects will need to be deferred given anticipated funding constraints.

Policy 7.9B

Identify stable and predictable funding sources to maintain and operate the City's transportation system including active transportation facilities to preserve prior investments, enhance safety, and improve quality for all travel modes.

The City incurs ongoing costs for day-to-day maintenance and operations of the transportation system. These costs include street overlays; maintenance and operations of traffic signals, signing and marking, illumination; street cleaning; and other elements.

Policy 7.9C

Apply for regional, state, and federal funding sources for major improvements serving Sea-Tac International Airport and regional or sub-regional through traffic.

The City will continue to pursue regional, state, and federal funding sources for improvements to principal and minor arterials, expressways, and state highway improvements that serve regional traffic, the City's economic development areas, or provide access to the Airport.

Policy 7.9D

Consider supplementing existing transportation funding sources with new revenue sources including a potential Transportation Benefit District (TBD) to help fund preservation and implementation of non-motorized transportation improvements identified in the Transportation Master Plan.

Existing gas tax and other funding sources will not be sufficient to fully fund the projects and programs identified in the Transportation Master Plan. Additional funding sources should be developed that are equitable and consistent with the benefits derived from the improvements.

Policy 7.9E

Continue to direct funds from the commercial parking tax to help fund the high priority transportation projects in the City's arterial network.

Existing gas tax and motor vehicle registration fees will not be sufficient to fund the projects identified in the Transportation Master Plan. The commercial parking tax is the largest component of the City's transportation funding and will likely remain so through 2044. The City should continue to reserve parking tax revenues for transportation projects.

Policy 7.9F

Review and update the transportation impact fee (TIF) program to reflect the projected growth in the City and help fund the costs of growth-related transportation projects.

The City's transportation impact fee was established in 1995 and most recently updated in 2021. The City should regularly review and update the TIF program to account for revised growth projections or new transportation project needs.

Intergovernmental Coordination

GOAL 7.10

Actively coordinate with the Port of Seattle, WSDOT, and regional and local agencies to advance transportation projects and programs identified in this Transportation Element and in the Transportation Master Plan.

The City of SeaTac and its transportation system are connected to the larger region. Transportation system users simply wish to travel safely, pleasantly, and efficiently from one location to another in support of their daily needs. Travelers typically do not notice which public agency owns and operates the various roadway facilities they use, whether these be state highways, city or county arterials, or local streets. Most users also do not consider the specific agency that owns and operates transit systems or non-motorized facilities. The City recognizes and supports the need to work with state, regional, and local partners to achieve the desired transportation system in a systematic and cost-effective manner.

Policy 7.10A

Continue to work with the Port of Seattle in updating and extending its Interlocal Agreement and coordinate on the Port's Sustainable Airport Master Plan to address transportation system impacts and solutions of mutual concern including multimodal access to Port facilities located in SeaTac.

The City of SeaTac and Port of Seattle have partnered in developing a single travel demand forecasting model, transportation data, improvement plans, and other related materials used in preparing the City's Transportation Element and Transportation Master Plan. The City has shared technical analyses and coordinated with the Port on the need for and the timing of the SR 509 Freeway Extension. In addition, the City provided input on the Port's Sustainable Airport Master Plan (SAMP) that will help accommodate increases in air passenger and air cargo traffic. The City will continue to work with the Port as it implements the short-range projects and refines the long range vision contained in the SAMP, identifying and addressing potential impacts of the SAMP on the City's transportation system.

Policy 7.10B

Continue to coordinate the planning, design, and implementation of the City of SeaTac's Transportation Element with WSDOT, King County, the Port of Seattle, and neighboring cities to assure that the transportation system works together to meet the multi-modal needs of the communities.

Arterials such as International Boulevard, Military Road and Des Moines Memorial Drive serve as important corridors that cross several city boundaries. The 28th/24th Avenue S. corridor is planned to serve as Interim South Access for Sea-Tac International Airport and the connection to Phase 1 of the SR 509 Freeway Extension. In addition, the corridor is intended to serve significant planned developments in the cities of SeaTac and Des Moines. Lack of coordinated planning, design, and construction of the arterial corridor could result in inconsistent designs that do not adequately serve the desired function of the corridor for automobiles, transit access, pedestrians, bicyclists, or freight trucks. The City's Transportation Element supports continued coordination with its agency partners to help assure the combined roadways, non-motorized, and transit systems function as an integrated multi-modal transportation system.

Policy 7.10C

Coordinate the planning, design, and implementation of the transit services and transportation demand management programs with King County Metro, Sound Transit, WSDOT, the Port of Seattle, and neighboring cities to assure that transit and rideshare programs work together to meet the transportation needs of the City of SeaTac and surrounding region.

The Puget Sound Region has invested in a range of transportation facilities and services to help reduce drive-alone automobile trips. These include an extensive system of High Occupancy Lanes, light-rail transit, bus rapid transit, and local transit. There are also regional programs to assist communities, businesses, and residents to reduce transportation demands through carpools, vanpools, flexible work programs, parking management and other strategies. The City of SeaTac will continue to build from and support these regional strategies for reducing automobile trips in the City and surrounding region.

RECOMMENDED IMPLEMENTATION STRATEGIES

This section identifies the specific steps, or implementation strategies, that achieve this Element's policies. It also identifies the group(s) with primary responsibility for carrying out each strategy and the expected time frame within which the strategy should be addressed. Policy summaries are included in the table for reference.

As the Primary Responsibility column indicates, many of the implementation strategies will be initially undertaken by a specified board or commission. In most cases, the City Council will analyze the specific board/commission recommendation and make the final decision about how to proceed. The time frames are defined as follows:

- Short-Term ..... one to five years
- Medium-Term .... six to 10 years
- Long-Term ..... 11 to 20 years
- Ongoing ..... no set time frame, since the strategy will be implemented on a continual basis

The time frames are target dates set regularly when the City Council adopts amendments to the Comprehensive Plan.

The list of proposed implementation strategies is a minimum set of action steps and is not intended to limit the City from undertaking other strategies not included in this list.

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIMELINE
GOAL 7.1 OVERALL TRANSPORTATION GOAL			
7.1A Continue to plan for and implement a multi-modal transportation system that supports the safe, efficient, and reliable movement of people, vehicles, and goods while balancing transportation needs with other community values.	Regularly monitor and report on the status of implementation of transportation improvement projects and programs, mode splits, safety, and other metrics to track the success of implementing the policies of the Transportation Element.	Staff	Ongoing
	Develop and implement surveys to check in with SeaTac residents, businesses, and visitors on assessing the status and priorities of the City's multi-modal transportation system.	Staff	Short Term
	Amend the Capital Facilities Plan and Transportation Improvement Program (TIP) and Capital Improvement Plan (CIP) as needed to implement policies reflecting growth and transportation funding.	City Council, Planning Commission, Staff	Ongoing
	Review and refine the Transportation Element and Transportation Master Plan as part of the annual Comprehensive Plan amendment docket process.	City Council, Planning Commission, Staff	Ongoing
7.1B Work towards addressing the multimodal transportation needs identified in the citywide growth strategies that promote walkable, transit-oriented development patterns within the Urban Center, urban villages, and neighborhood villages, and priorities identified within subarea plans which include those for the City Center and South 154th and Angle Lake station urban villages.	Refer to strategies for Policy 7.1A.		

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIMELINE
7.1C Plan and implement transportation infrastructure to support the development of healthy, equitable, connected complete neighborhoods throughout the city where the daily needs of residents are accessible within a half mile walkshed.	Refer to strategies for Policy 7.1A.		
7.1D Develop a multi-modal transportation system that preserves and protects natural resources, reduces adverse impacts on the environment, including air pollution and greenhouse gas emissions, and complies with federal, state, regional, and local policies. Implement green infrastructure to reduce stormwater pollution from transportation facilities where possible. Implement green infrastructure to reduce stormwater pollution from transportation facilities wherever possible.	Review and implement multi-modal transportation design standards to meet federal, state, regional, and local policies related to the environment.	City Council, Planning Commission, Staff	Ongoing
	Where feasible, low impact development should be the commonly used approach to minimize impervious surfaces and storm water runoff pursuant to the Surface Water Design Manual.	City Council, Planning Commission, Staff	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIMELINE
7.1E Plan for a secure and resilient transportation network by assessing and addressing vulnerabilities to climate change and other hazards. Prepare an emergency evacuation study to model the performance of the transportation network under likely evacuation scenarios.	Coordinate with various agencies to develop plans and strategies for disaster response for the transportation system.	City Council, Planning Commission, Staff	Short-term
7.1F Develop coordinated prevention and recovery strategies and disaster response plans with state, regional, and local agencies to help protect the transportation system against major disruptions.			
7.1G Plan and implement transportation improvements and programs in an equitable manner, considering disparities in access and mobility, historical injustices, and the transportation needs of disadvantaged communities.	Consider equity when amending the Capital Facilities Plan and Transportation Improvement Program (TIP) and Capital Improvement Plan (CIP).	City Council, Planning Commission, Staff	Ongoing
7.1H Build on the current Local Road Safety Plan to develop a comprehensive Safety Action Plan meeting applicable standards for grant funding. Apply and implement safety countermeasures to prevent deaths and serious injuries on the SeaTac road network.	Update the Local Road Safety Plan to include all the components of a federal Safe Streets for All Action Plan.	Staff	Short-term

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIMELINE
GOAL 7.2 ROADWAY NETWORK AND CONNECTIVITY			
7.2A Require new development and redevelopment to apply best practice standards for spacing of streets, block size, and maximum distance between pedestrian or bicycle accessways to and from the existing street network.	Identify best practice guidelines for block size	Staff	Short-Term
	Update Road Design and Construction Standards and Municipal Code as necessary to implement	City Council, Planning Commission, Staff	Short -Term
7.2B Identify locations where mid-block crossings are needed to accommodate efficient paths of travel for pedestrians and bicyclists.	Develop and adopt Active Transportation Plan	Staff, City Council, Planning Commission	Medium-Term
GOAL 7.3 ARTERIALS			
7.3A Establish an LOS standard of corridor travel speed (LOS E or better) and non-motorized system completeness	Regularly monitor traffic volumes on local streets to maintain the adopted LOS.	Staff	Ongoing
	Regularly map and update the pedestrian and bicycle systems.	Staff	Ongoing
7.3B Permit development that is consistent with the 2044 land use/development assumptions provided that the transportation system operates within the adopted level of service standard as stated in Policy 2A. The developments should incorporate the noted design and improvement provisions of the adopted subarea plans including providing bicycle and pedestrian access to, from and within the development.	Regularly monitor traffic volumes and operations to maintain the adopted LOS.	Staff	Short-Term

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIMELINE
7.3C Design and construct arterials to include safe and attractive pedestrian facilities (including crossings) on both sides of the street.	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	Staff, City Council, Planning Commission	Ongoing
7.3D Align classification of streets and arterials to reflect their desired functional use. The functional classification system should be based on the volume of present/ future traffic, adjacent land uses, and consistency in connections with other agency transportation facilities.	Submit revisions to the City's functional classification system to PSRC and other agencies as needed to match the Transportation Element and maximize grant funding eligibility.	Staff	Immediate
7.3E Consolidate vehicular access to properties along principal, minor, and collector arterials as opportunities present themselves to maximize the capacity of the facilities, reduce potential safety conflicts.	Review and Road Design and Construction standards, if necessary.	Staff, Planning Commission, City Council	Short-Term
7.3F Establish and enforce appropriate speed limits along SeaTac's roadways that balance multi-modal mobility and level of traffic stress, traffic engineering standards, a street's functional classification, adjacent land uses and public safety concerns.	Review and update street design standards and processes for evaluating and modifying speed limits consistent with traffic engineering practices.	Staff, Planning Commission, City Council	Short-Term

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIMELINE
7.3G Establish appropriate transportation design standards for arterials and local streets based on balancing the functional classification needs of the facility and the needs of the adjacent land uses; The design elements should accommodate and encourage alternative and active transportation modes such as transit, HOV, pedestrians, and bicycles for each classification. Amenities should enhance the mobility options by providing an improved environment for all users.	Monitor implementation of policy as part of development review processes and capital projects.	Staff, Planning Commission, City Council	Ongoing
7.3H Implementation of desired design standards may be constrained by physical or environmental issues, costs effectiveness, right-of-way, or other parameters; variances to the street standards to address these types of issues may be approved, while seeking to maintain the function of the transportation corridor.	Evaluate and document potential variances from the standards as part of design and construction of improvements defined in the Transportation Element or as part of development projects.	Staff, City Council	Ongoing
7.3I Invest in improvements to arterials to meet best practice standards.	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	Staff, Planning Commission, City Council	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIMELINE
7.3J Operate, maintain, and preserve the existing arterial and street system through an ongoing Pavement Management System (PMS) and other Transportation Improvement Projects (TIP) and comprehensive signing and markings program and systematic operation process.	Amend the City Budget, CIP, Capital Facilities Plan, and TIP as needed to implement policies.	Staff, City Council	Ongoing
	Regularly review the street signing, markings, pavement ratings and operations processes to assure desired standards are met.	Staff	Ongoing
7.3K Support and work with WSDOT, the Port of Seattle, and other agencies to encourage the State Legislature to fund and construct Stage 2 of the planned SR 509 Freeway Extension between S. 188th Street and I-5 by 2028.	Ongoing coordination and lobbying.	City Council, Planning Commission, Staff	Ongoing
7.3L Should the Port choose to advance this project, partner with the Port of Seattle, WSDOT, and other agencies to fund and construct Interim Airport South Access to connect with the Phase 1 SR 509 Freeway Extension using the 28th/24th Avenue S arterial corridor.	Ongoing coordination and lobbying.	City Council, Planning Commission, Staff	Ongoing
7.3M Work with the Port of Seattle, WSDOT, and regional and local agencies to construct the full South Airport Expressway (SAE) should the Port of Seattle choose to advance this project.	Ongoing coordination with WSDOT and other agencies to prepare necessary studies and funding strategy.	City Council, Planning Commission, Staff	Medium-Term

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIMELINE
7.3N Support direct HOV ramp connections between I-5 and SR 509 and I-5 and SR 518 and I-405 to further encourage reductions in single occupant vehicle (SOV) use.	Ongoing coordination with WSDOT and other agencies to prepare necessary studies and funding strategy.	Staff, Planning Commission, City Council	Medium-Term
7.3O Work with WSDOT to implement the short-, medium-, and long-term improvement recommendations documented in the SR-518 study. Revise the SR 518 interchange with International Boulevard and S 154th Street to support the South 154th Street Station Area Plan.	Ongoing coordination with WSDOT and other agencies to prepare necessary studies and funding strategy.	Staff	Medium-Term
7.3P Support and work with WSDOT to maintain and improve I-5 in the City of SeaTac vicinity to serve regional, north-south travel, including freight, High Occupancy Vehicles (HOV), and transit.	Monitor and support regional and state transportation planning and funding to maintain and expand the people-carrying capacity of I-5.	Staff, Planning Commission, City Council	Medium-Term
7.3Q Work with the Port of Seattle, WSDOT, and regional and local agencies to address freight needs and direct trucks to designated truck routes in the City through establishing a system of way-finding, including signing truck routes to/ from the freeway system and major destinations.	Coordinate with the Port of Seattle and WSDOT to review and update truck signing in the City and consistent with truck route plan and traffic engineering standards.	Staff	Short-Term
	Regularly monitor traffic volumes on local streets and implement arterial improvements and possible neighborhood traffic control programs to reduce impacts of traffic diversion into neighborhoods.	Staff	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIMELINE
7.3R Work with WSDOT to reconnect streets and pedestrian and bicycle routes affected by the construction or extension of freeways and state highways.	Ongoing coordination with WSDOT on project studies and designs.	Staff	Ongoing
7.3S Enhance traffic flow, operations, and safety of the transportation system through implementation of Transportation Systems Management (TSM) and Intelligent Transportation Systems (ITS) technologies.	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	Staff, City Council, Planning Commission	Ongoing
	Review and update street design standards and processes to incorporate TSM, as needed.	Staff, Planning Commission, City Council	Short-Term
	Prepare an ITS strategy and architecture that is compatible with WSDOT, Port of Seattle, and other adjacent jurisdictions.	Staff, Planning Commission, City Council	Short-Term
GOAL 7.4 NEIGHBORHOOD STREETS			
7.4A Upgrade residential neighborhood streets with pedestrian and bicycle facilities and improve access to transit in alignment with pedestrian and bicycle network plans.	Develop and adopt Active Transportation Plan.	Staff, City Council, Planning Commission	Ongoing
7.4B Address neighborhood traffic calming issues in a comprehensive fashion consistent with the plans and procedures that have been adopted to address these issues, including the Neighborhood Traffic Safety Program (NTSP).	Systematically evaluate traffic volumes, speeds, and safety in residential neighborhoods and develop and implement traffic calming strategies with affected residents.	Staff	Ongoing
	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	Staff, City Council, Planning Commission	Short-Term

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIMELINE
GOAL 7.5 ACTIVE TRANSPORTATION			
7.5A Develop and implement a comprehensive street typology with associated design guidelines that include current multimodal facility best practices to support complete neighborhoods.	Develop and adopt Active Transportation Plan.	Staff, City Council, Planning Commission	Medium-Term
7.5B Promote safe pedestrian movements as a basic means of transportation and assure adequate facilities are provided in conjunction with other transportation facilities and developments.	Revise the appropriate development code(s) as needed to implement policies.	Staff, City Council, Planning Commission	Ongoing
	Review and update street design standards and processes to ensure adequate pedestrian facilities are provided for.	Staff, Planning Commission, City Council	Short-Term
7.5C Serve the City's residential areas with transit and a well-connected network of sidewalks and bicycle paths.	Revise the appropriate development code(s) as needed to implement policies.	City Council, Planning Commission	Ongoing
7.5D Prioritize safety and pedestrian capacity improvements on streets that provide access to schools, parks, transit facilities, public facilities, and within and between Urban and Neighborhood Villages in support of neighborhood connectivity and transit access improvement goals.	Revise the appropriate development code(s) as needed to implement policies.	Staff, City Council, Planning Commission	Ongoing
	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	City Council, Planning Commission	Ongoing
7.5E Design and construct arterials to include safe and attractive pedestrian facilities (and crossings) on both sides of the street.	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	Staff, City Council, Planning Commission	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIMELINE
7.5F Develop and implement criteria for installing ADA-compliant pedestrian crossing treatments and appropriate traffic controls to improve safety and comfort throughout the City. Ensure that all treatments are compliant with the latest guidance on the Americans with Disabilities Act (ADA).	Revise the appropriate development code(s) as needed to implement policies.	City Council, Planning Commission	Ongoing
	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	Staff, City Council, Planning Commission	Ongoing
7.5G Continue to implement the City's ADA Transition Plan and ensure ADA compliance for all capital improvement projects.	Incorporate ADA review into the process for all capital improvement projects.	Staff	Ongoing
7.5H Develop and implement a network of bicycle facilities providing for safe, interconnected bicycle travel within the City with connections to regional facilities and major local destinations, including Urban Villages and Neighborhood Village centers.	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	Staff, City Council, Planning Commission	Ongoing
	Coordinate bicycle route planning with CIP and TIP development to ensure that appropriate bicycle facilities are or will be provided on designated routes.	Staff, Planning Commission, City Council	Ongoing
7.5I Implement directional and wayfinding signing for bicycle travel within the City.	Develop plan for bicycle system way-finding signs and systematically implement the program as part of transportation operations and capital improvement programs.	Staff	Short-Term
7.5J Complete a north-south bicycle route east of International Boulevard between S. 188th Street and S. 160th Street via Military Road S and/or 34th Avenue.	Develop preliminary designs and cost estimates for segments of the bicycle route identified in the Transportation Master Plan.	Staff	Ongoing
	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	Staff, City Council, Planning Commission	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIMELINE
7.5K Coordinate with King County and other agencies to advance construction of Segment F of the Lake to Sound Trail.	Develop regulation coordination program with agencies involved with the Lake to Sound Trail to prioritize regional funding.	Staff, City Council	Ongoing
	Develop preliminary designs and cost estimates for the Lake to Sound Trail sections within the City of SeaTac.	Staff	Short-Term
	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	Staff, Planning Commission, City Council	Ongoing
GOAL 7.6 MANAGE THE PARKING SUPPLY AND DEMAND.			
7.6A Ensure that transit may be accessed within a half-mile walkshed of homes citywide to provide choices of travel mode and support complete neighborhoods.	Work with Metro Transit and adjacent jurisdictions on defining and prioritizing expanded transit service for SeaTac.	Staff, City Council	Ongoing
	Continue to monitor residents transit improvement priorities through surveys and other public outreach measures.	Staff, City Council	Ongoing
	Work with Metro to establish a Transit Level of Service standard for the SeaTac that address access to transit and/or transit amenities at bus stops.	Staff, City Council	Ongoing
7.6B Support the planned extension of Link Light Rail to communities south of SeaTac that minimizes the impacts in SeaTac with sufficient parking at stations.	Monitor and participate in regional discussions on the planning, design, funding, and construction of future extensions of Link Light Rail.	Staff, City Council, Planning Commission	Ongoing
7.6C Work with King County Metro to enhance transit service in SeaTac, especially east-west connections to the Urban Center and to connections with the BRT routes.	Work with Metro Transit and adjacent jurisdictions on defining and prioritizing expanded transit service for SeaTac.	Staff, City Council	Ongoing
	Continue to monitor residents transit improvement priorities through surveys and other public outreach measures.	Staff, City Council	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIMELINE
7.6D Work with King County Metro Transit to expand the operating hours for local service between Link light rail and residential neighborhoods coordinated with schedules to enhance transfers between trains and buses.	Work with Metro Transit and adjacent jurisdictions.	Staff, City Council	Ongoing
7.6E Continue to work with King County Metro, Sound Transit and adjacent jurisdictions to enhance and expand east-west transit service and future multi-modal transit options.	Work with Metro Transit and adjacent jurisdictions.	Staff, City Council	Ongoing
7.6F Continuously review developments and trends in transportation technology and mobility patterns for appropriate implementation in the City of SeaTac, with emphasis on micromobility devices to provide first and last mile connectivity to transit.	Coordinate with Sound Transit, Port of Seattle, and other regional and local agencies as well as micromobility providers.	Staff, City Council	Ongoing
	Revise the appropriate development code(s), as needed, to implement policies.	Planning Commission, City Council	Ongoing
7.6G Work with Sound Transit, Metro and private developers to provide transit rider amenities to enhance the environment and safety for transit users.	Work with transit agencies to provide transit amenities on existing roadways that are not scheduled for reconstruction.	Staff	Ongoing
	Track areas of high transit activity and ensure that proper transit amenities are provided.	Staff	Ongoing
	Revise the Zoning Code, as needed, to support and encourage developers to provide transit amenities as part of their TDM programs.	Staff, Planning Commission, City Council	Short-term

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIMELINE
7.6H Encourage and implement formal transportation demand management (TDM) programs for new and existing workplaces and higher density residential developments in the City. The programs should, at a minimum, conform to the Commute Trip Reduction (CTR) Act. Transportation Management Associations (TMA) should be encouraged to coordinate TDM programs between adjacent businesses to increase their potential impact on reducing future traffic volumes.	Revise the Zoning Code as needed to keep TDM requirements up-to-date and reflective of current practices.	Staff, City Council, Planning Commission	Ongoing
	Review and update City's Commute Trip Reduction (CTR) program as needed to meet state and regional requirements and policies.	Staff, City Council, Planning Commission	Ongoing
GOAL 7.7 PARKING			
7.7A Consider flexibility in general parking requirements of the City that aligns parking supply and demand to support multi-modal transportation objectives while minimizing the potential spillover into neighborhoods.	Revise the Zoning Code as needed to align parking supply and management to help support the reduction of drive-alone trips.	Staff, Planning Commission, City Council	Ongoing
7.7B Monitor parking in neighborhoods and work with affected neighborhoods and adjacent businesses to define and implement appropriate solutions.	Revise the Zoning Code as needed to align parking supply and management in the City's neighborhoods.	Staff, Planning Commission, City Council	Ongoing
	Establish process for working with neighborhoods to define parking issues, evaluate solutions, and implement appropriate solutions.	Staff, Planning Commission, City Council	Short-Term

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIMELINE
7.7C Work with the WSDOT, the Port of Seattle, and regional and local agencies to identify truck parking needs and designate safe truck parking areas in freight and industrial areas.	Initiate discussions with WSDOT, Port of Seattle and other relevant parties to identify truck parking needs.	Staff	Short-term
GOAL 7.8 AIRPORT			
7.8A Coordinate with the Port of Seattle, state, regional, and local agencies to address air transportation needs in a manner to minimize health, air quality, and noise impacts to the surrounding community, with special consideration given to historically marginalized communities.	Coordinate with Port of Seattle, PSRC, federal, state, and local agencies to define issues, develop and evaluate solutions, and implement recommendations in a timely manner.	Staff, Planning Commission, City Council	Ongoing
GOAL 7.9 FINANCING AND IMPLEMENTATION			
7.9A Prioritize transportation projects and programs that best improve safety and connectivity, support economic growth, preserve prior transportation investments, and increases the capacity of travel modes, reflective of available revenues, operations, and maintenance capabilities, and are consistent with current funding agency design requirements.	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies reflecting project priorities.	Staff, Planning Commission, City Council	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIMELINE
7.9B Identify stable and predictable funding sources to maintain and operate the City's transportation system for all travel modes.	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies reflecting project priorities.	Staff, Planning Commission, City Council	Ongoing
7.9C Apply for regional, state, and federal funding sources for major improvements serving Sea-Tac International Airport and regional or sub-regional through traffic.	Coordinate with federal, state, regional, and local agencies to identify and obtain grants and other sources of transportation funding for high priority projects serving SeaTac and surrounding communities.	Staff, City Council	Ongoing
7.9D Consider supplementing existing transportation funding sources with new revenue sources including a potential Transportation Benefit District (TBD) to help fund preservation and implementation of non-motorized transportation improvements identified in the Transportation Master Plan.	Evaluate potential support for a TBD for specific transportation funding purposes.	Staff, Planning Commission, City Council	Short-Term
7.9E Continue to direct funds from the commercial parking tax to help fund the high priority transportation projects in the City's arterial network.	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies reflecting project priorities.	Staff, Planning Commission, City Council	Ongoing
7.9F Review and update the transportation impact fee (TIF) program to reflect the projected growth in the City and help fund the costs of growth-related transportation projects.	Review and update TIF ordinance and supporting documents to reflect the growth-related improvements and their costs, forecast land use changes, and transportation funding strategy.	Staff, Planning Commission, City Council	Short-Term

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIMELINE
GOAL 7.10 COORDINATION			
7.10A Continue to work with the Port of Seattle in updating and extending the Interlocal Agreement to address transportation impacts and solutions of mutual concern including multimodal access to Port facilities located in SeaTac.	Regularly meet and coordinate with the Port of Seattle on planning and implementing transportation projects and programs.	Staff, City Council	Ongoing
7.10B Continue to coordinate the planning, design, and implementation of the Transportation Element with WSDOT, King County, the Port of Seattle, and neighboring cities to assure that the transportation systems work together to meet the multi-modal needs of the communities.	Regularly meet and coordinate with state, regional, and local agencies on planning and implementing transportation projects and programs.	Staff, City Council	Ongoing
7.10C Coordinate the planning, design, and implementation of the transit services and transportation demand management programs with King County Metro, Sound Transit, WSDOT, the Port of Seattle, and neighboring cities to assure that transit and rideshare programs work together to meet the transportation needs of the City of SeaTac and surrounding region.	Regularly meet and coordinate with Sound Transit and King County Metro and other agencies in planning and implementing transit, CTR and TDM projects and programs.	Staff, City Council	Ongoing