

The Safe & Complete Streets Plan (S&CSP) is the basis for the pedestrian and bicycle networks shown in the City of SeaTac's 2015 Transportation Element and Transportation Master Plan. This addendum presents the process for changes made to the S&CSP and the reason for those changes.

### **Pedestrian and Bicycle System Changes**

The same goals identified in the S&CSP were used to guide this process, namely safety, completing the networks, focusing on improvements that do the most good, encouraging multi-modal transportation, and creating opportunities for a more active lifestyle. These goals were blended with the need to make changes based on how well improvements fit with the roadway system and the land use associated with the Comprehensive Plan.

The pedestrian and bicycle networks recommended in the S&CSP were layered on top of the arterial and collector multi-modal transportation improvement projects that also included non-motorized improvements. This list of projects is included in the Transportation Master Plan. Where differences were identified, Transpo Group reviewed the options and defined which option best fit the location and overall system plans. An example of this is the 28th/24th Avenue S corridor. In the S&CSP, a separated bikeway is recommended, however upon closer inspection this was not deemed possible due to right-of-way issues and buildings within very close proximity to public right-of-way.

After looking at arterial and collector projects, neighborhood multi-modal transportation improvement projects were evaluated to identify needs. These consisted of some projects from the City's Transportation Improvement Project list and Capital Improvement Program that were not included in the arterial and collector project list, with the majority coming from projects identified in the S&CSP. The pedestrian and bicycle system plans were looked at as a whole with the purpose of creating a full non-motorized system that serves travel within the City and connects to regional non-motorized facilities.

Several factors played into refining these neighborhood projects, including:

- Access to transit
- Access to parks
- Walk to school routes
- Filling in missing gaps in the system
- Creating corridors
- Right-sizing the proposed infrastructure to the existing and future roadways
- Feedback from public open houses
- Feedback from City staff

An example of a change made to the original S&CSP recommended project is along 32<sup>nd</sup> Avenue S between S 170<sup>th</sup> Street and S 176<sup>th</sup> Street. The original suggestion was to include both sidewalks and bicycle lanes along the roadway; however, there is limited right of way, particularly along the northern portion of the segment. In addition, widening the road would likely encourage higher travel speeds while speed humps have been installed to help slow traffic. As such, sidewalks were kept in but the recommended bicycle facility was changed to sharrows.

The pedestrian and bicycle networks were reviewed several times by City staff and agreed-upon changes were made for incorporation into the Transportation Element and Transportation Master Plan. The changes from the S&CSP are outlined in **Table A**.

### **Cost Estimates**

Once the pedestrian and bicycle networks were finalized, costs were estimated per linear foot, using basic assumptions for the different type of projects. Final projects costs are likely to vary, with some projects costing more and some costing less; however, the intent was a planning estimate for defining implementation and funding strategies. The different types of neighborhood multi-modal transportation improvement projects were as follows:

- New Sidewalk
- Improved Sidewalk
- New Multi-Use Path
- New Sharrow
- New Bike Lane
- New Sharrow and New Sidewalk
- New Bike Lane and New Sidewalk
- New Sharrow and Improved Sidewalk
- New Bike Lane and Improved Sidewalk

The assumptions for the different project types included items such as roadway classification, right of way, curb and gutter, and ADA curb ramps.

After project costs were assigned, timeframes were chosen for each project: committed and short (2015-2020), short-mid (2021-2026), mid-long (2027-2035) and long (2036+). For purposes of the 2015 Transportation Element and Transportation Master Plan, a total cost of \$1.5 million dollars per year was assumed (this amount is subject to change) and projects were put into different time frames based both on the factors that went into creating the system as well as the following:

- Spreading out improvements within each time frames around the City, not just in one area
- Assuring value for the money spent through prioritizing a greater number of lower cost projects versus a lesser number of higher cost projects.

Potential priorities were reviewed with City Staff and the neighborhood multi-modal transportation improvement project list was created and incorporated into the Transportation Master Plan. It is also included as **Table B** of this document. The accompanying **Figures 4-3 and 4-4**, from the Transportation Master Plan, show the revised pedestrian and bicycle networks for the Safe & Complete Streets Plan. The Transportation Master Plan, including the systems plans, priorities, costs, and funding strategies, also were reviewed with the City's Planning Commission and City Council.

**Table A: Changes Made to Safe & Complete Street Plan Pedestrian and Bicycle Networks**

20-Jul-15

|                               | Street                   | Limits  | DS&CS  | Change made   | Notes  |
|-------------------------------|--------------------------|---|--|---|--|
| Changes made to S&CS networks | S 208th Street           | International Blvd to New Roadway               | Undefined Separated Bikeway                  | Sharrows assumed on E portion only  | Turning into dead end street per SR 509 improvements   |
|                               | S 216th Street           | I-5 to 35th Ave S                               | Undefined Separated Bikeway                  | Sharrows  | limits determined by reconstruction project. Also lack of ROW  |
|                               | S 142nd Street           | Des Moines Memorial Dr S to 24th Ave S          | Undefined Separated Bikeway                  | Multi-use path  | Specified in TIP project, takes place of separated bikeway   |
|                               | S 142nd Street           | 24th Ave S to 29th Ave S                        | Undefined Separated Bikeway                  | Sharrows  | Low volumes on local roadway - shared facility makes more sense  |
|                               | S 166th St/31st Ave S    | International Blvd to 32nd Ave S                | Undefined Separated Bikeway                  | Sharrows  | Lack of ROW and grade issues   |
|                               | 28th/24th Ave S          | S 200th St to S 208th St                        | Undefined Separated Bikeway                  | Multi-use path  | According to plan sheets   |
|                               | 28th/24th Ave S          | Sea-Tac Airport to S 188th St                   | Undefined Separated Bikeway                  | Sharrows  | According to plan sheets   |
|                               | 28th/24th Ave S          | S 188th St to S 200th St                        | Undefined Separated Bikeway                  | Sharrows  | ROW prohibits separated bikeway  |
|                               | S 188th St               | Existing SR 509 Ramps to Des Moines Memorial Dr | Undefined Separated Bikeway                  | Sharrows  | No plans to widen tunnel per City  |
|                               | S 188th St               | East end of tunnel to International Blvd        | Undefined Separated Bikeway                  | Existing shared roadway (tunnel to 28th/24th Ave S)<br>New shared roadway (28th/24th Ave S to International Blvd) | No plans to widen tunnel per City  |
|                               | S 186th St               | Military Rd S to 48th Ave S                     | Improved Pedestrian Facility                 | Alternative option noted using S 184th St/48th Ave S  | At City's request  |
|                               | S 150th St               | 26th Ave S to Military Rd S                     | New Pedestrian Facility                      | Extended to 24th Ave S  | At City's request  |
|                               | 32nd Ave S               | S 200th St to S 198th St                        | New Pedestrian Facility & New Shared Bikeway | Kept in   | Pedestrian Facility not in data from City, but in DS&CS report. Added into data per City. Shared Bikeway not in S&CS report, added in. |
|                               | 32nd Ave S               | S 170th St to S 176th St                        | Undefined Separated Bikeway                  | Sharrows  | ROW prohibits separated bikeway  |
|                               | S 198th St               | 32nd Ave S to Military Rd S                     | New Pedestrian Facility & New Shared Bikeway | Pedestrian Facility kept in<br>Sharrows added   | Pedestrian Facility not in data from City, but in DS&CS report. Added into data per City. Shared Bikeway not in S&CS report, added in. |
|                               | 30th Ave S               | S 200th St to S 204th St                        | New Pedestrian Facility only                 | New Pedestrian Facility & Sharrows  | In accordance with Angle Lake Station District Plan  |
|                               | S 194th St               | Angle Lake Park to 39th Ave S                   | New Pedestrian Facility only                 | New Pedestrian Facility & Sharrows  | In accordance with Angle Lake Station District Plan  |
|                               | S 182nd St               | Bow Lake Mobile Park to 42nd Ave S              | Improved Pedestrian Facility only            | Improved Pedestrian Facility & Bicycle Lane   | Extension of bike lanes planned from 42nd Ave S to Military Rd for a more complete network   |
|                               | Des Moines Memorial Dr S | SR 518 EB On Ramp to S 165th St                 | Undefined Separated Bikeway                  | Multi-use path  | In accordance with Lake to Sound Trail   |
| 51st Ave S                    | S 170th St to S 172nd St | New Pedestrian Facility only                    | New Pedestrian Facility & Sharrows           | Segment added to match pedestrian facility project limits for future use  |  |

**Table A: Changes Made to Safe & Complete Street Plan Pedestrian and Bicycle Networks**

20-Jul-15

|                            | Street                    | Limits                                 | DS&CS                       | Change made                        | Notes  |
|----------------------------|---------------------------|--|-----------------------------|------------------------------------|--|
| Additions to S&CS networks | 28th Ave S                | S 200th St to S 204th St               | -                           | Sidewalks & Sharrows               | Sidewalks included as part of 28th/24th Ave S projects; sharrows added for more complete network |
|                            | 29th Ave S                | S 138th St to S 146th St               | -                           | Sidewalk                           | North-South connection between 24th Ave S & Military Rd  |
|                            | New Roadway (S 197th St)  | International Blvd to 28th/24th Ave S  | -                           | Sidewalk                           | New roadway planned as part of Aviation Business Center to include sidewalks                     |
|                            | S 211th St                | International Blvd to 31st Ave S       | -                           | Sidewalk                           | Extension of SR 509 plans - to be lead by WSDOT  |
|                            | S 211th St                | 31st Ave S to New Roadway (33rd Ave S) | -                           | Sidewalk & Sharrows                | Extension of SR 509 plans - to be lead by WSDOT  |
|                            | 30th Ave S/<br>31st Ave S | S 211th St to S 216th St               | -                           | Sharrows                           | Connection to facilities from SR 509 plan that would otherwise dead-end                          |
|                            | New Roadway (33rd Ave S)  | S 208th St to S 211th St               | -                           | Sidewalk & Sharrows                | Connection to facilities from SR 509 plan  |
|                            | 35th Ave S/<br>S 202nd St | S 198th St to 32nd Ave S               | -                           | Sidewalk & Sharrows                | In accordance with Angle Lake Station District Plan  |
|                            | S 202nd St                | 30th Ave S to 32nd Ave S               | -                           | Sidewalk                           | In accordance with Angle Lake Station District Plan  |
|                            | New Trail                 | International Blvd to Angle Lake Park  | -                           | New Multi-Use Trail                | In accordance with Angle Lake Station District Plan  |
|                            | New Trail                 | Military Rd S to S 187th Pl            | -                           | New Multi-Use Trail                | At City's request; replaces prior bike route along I-5 southbound off-ramp to S 188th St         |
|                            | 33rd Ave S                | S 192nd St to S 194th St               | -                           | New Pedestrian Facility & Sharrows | In accordance with Angle Lake Station District Plan  |
|                            | 38th Ave S                | S 176th St to 42nd Ave S               | -                           | Sharrows                           | At City's request  |
| 32nd Ave S                 | S 188th St to S 200th St  | -                                      | Sidewalks                   | At City's request                  |  |
| Deletions to S&CS networks | 35th Ave S                | S 192nd St to S 194th St               | New Pedestrian Facility     | -                                  | Moved to 33rd Ave S (see above)  |
|                            | I-5 Off Ramp @ S 188th St | Military Rd Sto S 188th St             | Undefined Separated Bikeway | -                                  | Moved to new connection from Military Rd S to S 187th Pl   |

**Table B**  
**Additional Non-Motorized Transportation Improvement Projects (7/20/2015)**

City of SeaTac Transportation Master Plan

| TMP ID               | Project Name          | Project Limits                                  | Project Description   | SeaTac Cost (2014\$) <sup>1</sup> | Relative Timing <sup>2</sup> | Lead Agency | TE Goals & Policies  | Council & PSRC Goals                                  |
|----------------------|-----------------------|---|---|-----------------------------------|------------------------------|-------------|--|---|
| <b>Non-Motorized</b> |                       |   |   |                                   |                              |             |  |   |
| ST-831               | 37th Ave S            | S 166th St to S 172nd St                        | Construct new sidewalk on both sides of the street, with curb, gutter, storm drainage, retaining walls, and fencing.  | \$803,000                         | Committed                    | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4C, 4.4D, 4.4E                   | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24    |
| ST-831               | 40th Ave S            | S 166th St to S 170th St                        | Construct new sidewalk on both sides of the street, with curb, gutter, storm drainage, retaining walls, and fencing.  | \$803,000                         | Committed                    | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E             | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24    |
| ST-832               | 32nd Ave S            | S 188th St to S 192nd St                        | Construct new pedestrian facility.  | \$1,168,000                       | Short                        | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E             | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24    |
| ST-N1                | 24th Ave S            | S 152nd St to S 154th St                        | Construct new pedestrian facility and new bicycle lane.   | \$901,000                         | Short                        | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G             | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24    |
| ST-N10               | S 188th St            | Military Rd to 46th Ave S                       | Improve existing pedestrian facility.   | \$1,335,000                       | Short                        | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4C, 4.4D, 4.4E                   | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24    |
| ST-N14               | 46th Ave S            | S 188th St to Military Rd                       | Construct new pedestrian facility and new shared bikeway.   | \$1,718,000                       | Short-Mid                    | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24    |
| ST-N2                | 30th Ave S/31st Ave S | S 211th St to S 216th St                        | Construct new shared bikeway.   | \$53,000                          | Short                        | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G             | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24    |
| ST-N3                | 38th Ave S/S 179th St | S 176th St to 42nd Ave S                        | Construct new shared bikeway.   | \$49,000                          | Short                        | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G, 4.4H       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24    |
| ST-N4                | 42nd Ave S            | S 176th St to S 188th St                        | Construct new shared bikeway.   | \$101,000                         | Short                        | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4D, 4.4E, 4.4G, 4.4H             | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24    |
| ST-N6                | 8th Ave S             | Des Moines Memorial Dr to S 187th Ln            | Improve existing pedestrian facility.   | \$677,000                         | Short                        | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4C, 4.4D, 4.4E                   | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24    |
| ST-N7                | S 142nd St            | 24th Ave S to 29th Ave S                        | Construct new shared bikeway.   | \$42,000                          | Short                        | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G             | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24    |
| ST-N8                | S 188th St            | 28th Ave S to International Blvd                | Construct new shared bikeway.   | \$15,000                          | Short                        | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4D, 4.4E, 4.4G                   | Council Goal 1, 5<br>MPP-G-1, T-1, 14, 15, 16, 23, 24 |
| ST-N9                | S 188th St            | Existing SR 509 Ramps to Des Moines Memorial Dr | Construct new shared bikeway.   | \$32,000                          | Short                        | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4D, 4.4E, 4.4G                   | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24    |
| ST-084               | 40th Ave S            | S 170th St to S 176th St                        | Reconstruct roadway to provide for drainage and pedestrian facilities. Improvements could include curb, gutter, sidewalk, shared bicycle facilities, storm drainage, landscaping, street lighting, channelization, paving, signalizations, and undergrounding of utility lines. | \$4,020,000                       | Short                        | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.4H | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24    |
| ST-N11               | 32nd Ave S            | S 166th St to S 170th St                        | Construct new pedestrian facility and undefined separated bicycle facility until dead end of 32nd Ave S. Construct new shared-use path from dead end to S 170th St.   | \$1,959,000                       | Short-Mid                    | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G, 4.4H       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24    |
| ST-N12               | 35th Ave S            | S 166th St to S 168th St                        | Improve existing pedestrian facility.   | \$307,000                         | Short-Mid                    | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E             | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24    |
| ST-N13               | 37th Ave S            | S 188th St to S 192nd St                        | Construct new shared bikeway.   | \$34,000                          | Short-Mid                    | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G             | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24    |
| ST-N15               | S 138th St            | 24th Ave S to Military Rd                       | Construct new shared bikeway.   | \$50,000                          | Short-Mid                    | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G             | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24    |
| ST-N5                | 46th Ave S            | S 176th St to S 182nd St                        | Construct new shared bikeway.   | \$59,000                          | Short-Mid                    | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G, 4.4H       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24    |

**Table B**

**Additional Non-Motorized Transportation Improvement Projects (7/20/2015)**

*City of SeaTac Transportation Master Plan*

| TMP ID               | Project Name          | Project Limits                                 | Project Description   | SeaTac Cost (2014\$) <sup>1</sup> | Relative Timing <sup>2</sup> | Lead Agency | TE Goals & Policies  | Council & PSRC Goals                                      |
|----------------------|-----------------------|--|---|-----------------------------------|------------------------------|-------------|--|---|
| <b>Non-Motorized</b> |                       |  |   |                                   |                              |             |  |   |
| ST-141               | 32nd Ave S            | S 170th St to S 176th St                       | Reconstruct roadway, construct drainage, curb, gutter, sharrows, and sidewalks.   | \$1,771,000                       | Mid-Long                     | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.4H | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |
| ST-N16               | S 188th St            | International Blvd to Military Rd              | Construct new separated bikeway.  | \$5,304,000                       | Mid-Long                     | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4D, 4.4E, 4.4G                   | Council Goal 1, 5<br>MPP-G-1, T-1, 14, 15, 16, 23, 24     |
| ST-N25               | S 179th St            | Military Rd to 51st Ave S                      | Improve existing pedestrian facility.   | \$494,000                         | Mid-Long                     | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E             | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |
| ST-N35               | 32nd Ave S/S 198th St | S 200th St to Military Rd                      | Construct new pedestrian facility and shared bikeway  | \$2,243,000                       | Mid-Long                     | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |
| ST-N72               | S 194th St            | Angle Lake Park to 33rd Ave S                  | Construct new pedestrian facility and new shared bikeway.   | \$1,789,000                       | Mid-Long                     | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |
| ST-N74               | Angle Lake Park       | Southeast corner of park to International Blvd | Construct new shared use path.  | \$1,224,000                       | Mid-Long                     | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G             | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |
| ST-N75               | S 202nd St/35th Ave S | 32nd Ave S to S 198th St                       | Construct new pedestrian facility and new shared bikeway.   | \$1,498,000                       | Mid-Long                     | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |
| ST-N76               | 33rd Ave S            | S 192nd St to S 194th St/Angle Lake Park       | Construct new pedestrian facility and new shared bikeway.   | \$665,000                         | Mid-Long                     | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |
| ST-N77               | S 202nd               | 30th Ave S to 32nd Ave S                       | Construct new pedestrian facility.  | \$593,000                         | Mid-Long                     | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E             | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 21, 23, 24    |
| ST-N17               | 16th Ave S            | S 144th St to S 146th St                       | Construct new separated bikeway and new pedestrian facility.  | \$876,000                         | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G             | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |
| ST-N18               | 28th Ave S            | S 188th St to S 200th St                       | Construct new shared bikeway.   | \$135,000                         | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4D, 4.4E, 4.4G                   | Council Goal 1, 5<br>MPP-G-1, T-1, 14, 15, 16, 21, 23, 24 |
| ST-N19               | 30th Ave S            | S 200th St to S 204th St                       | Improve existing pedestrian facility and construct new separated bikeway on north half and new shared bikeway on southern half. | \$1,658,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 21, 23, 24    |
| ST-N20               | 32nd Ave S            | S 161st St/International Blvd to S 166th St    | Construct new shared bikeway.   | \$39,000                          | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G, 4.4H       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |
| ST-N21               | 51st Ave S            | S 166th St to S 172nd St                       | Construct new shared bikeway from S 160th St to S 170th St and new pedestrian facility.   | \$1,641,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |
| ST-N22               | S 152nd St            | 29th Ln S to 30th Ave S                        | Construct new pedestrian facility.  | \$349,000                         | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E             | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 21, 23, 24    |
| ST-N23               | S 168th St            | 34th Ave S to Military Rd                      | Improve existing pedestrian facility.   | \$1,080,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E             | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |
| ST-N24               | S 172nd St            | 32nd Ave S to 51st Ave S                       | Construct new pedestrian facility.  | \$4,732,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E             | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |
| ST-N26               | S 192nd St            | International Blvd to 37th Ave S               | Improve existing pedestrian facility from International Blvd to 32nd Ave S and construct new shared bikeway.                    | \$995,000                         | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |
| ST-N27               | S 204th St            | 28th Ave S to 32nd Ave S                       | Construct new shared bikeway and improved pedestrian facility from 30th Ave S to 32nd Ave S.                                    | \$645,000                         | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 21, 23, 24    |

**Table B**

**Additional Non-Motorized Transportation Improvement Projects (7/20/2015)**

*City of SeaTac Transportation Master Plan*

| TMP ID               | Project Name               | Project Limits                                      | Project Description  | SeaTac Cost (2014\$) <sup>1</sup> | Relative Timing <sup>2</sup> | Lead Agency | TE Goals & Policies  | Council & PSRC Goals                                      |
|----------------------|----------------------------|---|--|-----------------------------------|------------------------------|-------------|--|---|
| <b>Non-Motorized</b> |                            |   |  |                                   |                              |             |  |   |
| ST-N28               | 13th Ave S                 | S 200th St to S 208th St                            | Construct new shared bikeway.  | \$67,000                          | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G             | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |
| ST-N29               | 24th Ave S                 | S 128th St to S 136th St                            | Construct new separated bikeway.   | \$2,309,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4D, 4.4E, 4.4G                   | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |
| ST-N30               | 24th Ave S                 | S 136th St to S 152nd St                            | Construct new bicycle lane.  | \$4,638,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4D, 4.4E, 4.4G                   | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |
| ST-N31               | 28th Ave S                 | S 200th St to S 204th St                            | Construct new shared bikeway.  | \$44,000                          | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G             | Council Goal 1, 5<br>MPP-G-1, T-1, 14, 15, 16, 21, 23, 24 |
| ST-N32               | 28th Ave S                 | S 205th St to S 208th St                            | Construct new separated bikeway.   | \$793,000                         | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G             | Council Goal 1, 5<br>MPP-G-1, T-1, 14, 15, 16, 23, 24     |
| ST-N33               | 29th Ave S                 | S 138th St to S 146th St                            | Construct new shared bikeway and new pedestrian facility between S 144th St and S 146th St.  | \$2,376,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |
| ST-N34               | 32nd Ave S                 | S 176th St to S 180th Pl                            | Construct new separated bikeway and improved intermittent pedestrian facility.   | \$1,707,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.4H | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |
| ST-N36               | 35th Ave S                 | S 192nd St to S 194th St                            | Construct new pedestrian facility.   | \$424,000                         | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E             | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |
| ST-N37               | 36th Ave S                 | 38th Ave S to S 188th St                            | Construct new separated bikeway.   | \$375,000                         | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G, 4.4H       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |
| ST-N38               | 39th Ave S                 | S 192nd St to S 194th St                            | Construct new pedestrian facility.   | \$472,000                         | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E             | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |
| ST-N39               | 42nd Ave S                 | S 160th St to Military Rd                           | Construct new separated bikeway and improved pedestrian facility.  | \$1,547,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.4H       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |
| ST-N40               | 8th Ave S                  | S 192nd St to S 194th St                            | Improve existing pedestrian facility.  | \$466,000                         | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4C, 4.4D, 4.4E                   | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |
| ST-N41               | Bow Lake Mobile Home Trail | 32nd Ave S to 36th Ave S                            | Construct new shared use path.   | \$3,995,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G, 4.4H       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |
| ST-N42               | Des Moines Memorial Dr     | S 188th St to 12th Ave S                            | Improve existing pedestrian facility.  | \$152,000                         | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4C, 4.4D, 4.4E                   | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |
| ST-N43               | Des Moines Memorial Dr     | West City Limits to 16th Ave S                      | Construct new separated bikeway and new pedestrian facility (NB 509 on ramp to 16th Ave S).  | \$2,120,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G             | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |
| ST-N44               | Military Rd S / S 187th Pl | Military Rd S/S 186th St to 46th Ave S / S 188th St | Construct bicycle facility along Military Rd south of S 186th St and construct new separated multi-use trail from Military Rd S to S 187th Pl to connect to 46th Ave S/S 188th St. | \$2,323,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G             | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |
| ST-N45               | Military Rd                | South City Limits to Veterans Dr / S 228th St       | Improve existing pedestrian facility.  | \$347,000                         | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4C, 4.4D, 4.4E                   | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |
| ST-N46               | S 128th St                 | Des Moines Memorial Dr to Military Rd               | Construct new separated bikeway.   | \$3,109,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4D, 4.4E, 4.4G                   | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |
| ST-N47               | S 135th St                 | 24th Ave S to Military Rd                           | Construct new pedestrian facility.   | \$1,572,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E             | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24        |



**Table B**

**Additional Non-Motorized Transportation Improvement Projects (7/20/2015)**

*City of SeaTac Transportation Master Plan*

| TMP ID               | Project Name | Project Limits   | Project Description   | SeaTac Cost (2014\$) <sup>1</sup> | Relative Timing <sup>2</sup> | Lead Agency | TE Goals & Policies  | Council & PSRC Goals                                   |
|----------------------|--------------|--|---|-----------------------------------|------------------------------|-------------|--|--|
| <b>Non-Motorized</b> |              |  |   |                                   |                              |             |  |  |
| ST-N48               | S 136th St   | Des Moines Memorial Dr to 24th Ave S                         | Construct new bicycle lane.   | \$2,564,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4D, 4.4E, 4.4G             | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24     |
| ST-N49               | S 146th St   | 24th Ave S to Military Rd                                    | Construct new separated bikeway and new pedestrian facility.  | \$4,195,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24     |
| ST-N50               | S 146th St   | 16th Ave S to 24th Ave S                                     | Construct new separated bikeway and improved pedestrian facility from 16th Ave S to west boundary of water tower field.   | \$3,275,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24     |
| ST-N51               | S 148th St   | 24th Ave S to Military Rd                                    | Improve existing pedestrian facility.   | \$1,531,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24     |
| ST-N52               | S 150th St   | 24th Ave S to Military Rd                                    | Construct new pedestrian facility.  | \$2,932,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 21, 23, 24 |
| ST-N53               | S 152nd St   | 24th Ave S to 30th Ave S                                     | Construct new separated bikeway.  | \$1,861,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 21, 23, 24 |
| ST-N54               | S 160th St   | Air Cargo Rd to 42nd Ave S                                   | Construct new separated bikeway and new pedestrian facility from Airport Expressway to International Blvd.  | \$2,349,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24     |
| ST-N55               | S 160th St   | Military Rd to 42nd Ave S                                    | Construct new separated bikeway.  | \$1,070,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24     |
| ST-N56               | S 162nd St   | 34th Ave S to Military Rd                                    | Construct new pedestrian facility.  | \$1,160,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24     |
| ST-N57               | S 164th St   | 34th Ave S to Military Rd                                    | Construct new pedestrian facility.  | \$1,727,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24     |
| ST-N58               | S 166th St   | International Blvd to 51st Ave S                             | New sidewalk construction, sidewalk reconstruction between 32nd and 37th. Undefined separated bikeway from International Blvd to 32nd Ave S and undefined shared bikeway from 32nd Ave S to 51st Ave S. | \$17,538,000                      | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24     |
| ST-N59               | S 168th St   | Military Rd to 51st Ave S                                    | Construct new pedestrian facility.  | \$2,091,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24     |
| ST-N60               | S 170th St   | Airport Expressway Southbound Off Ramp to International Blvd | Construct new separated bikeway.  | \$1,195,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4D, 4.4E, 4.4G             | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24     |
| ST-N61               | S 170th St   | 51st Ave S to 53rd Ave S                                     | Improve existing pedestrian facility.   | \$395,000                         | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24     |
| ST-N62               | S 173rd St   | 32nd Ave S to Military Rd                                    | Construct new pedestrian facility.  | \$3,406,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24     |
| ST-N63               | S 175th St   | 32nd Ave S to 42nd Ln S                                      | Improve existing pedestrian facility.   | \$1,280,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24     |
| ST-N64               | S 176th St   | International Blvd to East City Limits                       | Construct new separated bikeway.  | \$6,809,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4D, 4.4E, 4.4G             | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24     |
| ST-N65               | S 182nd St   | 36th Pl S to Military Rd                                     | Construct new separated bicycle facility 42nd Ave to Military Rd and improved pedestrian facility.  | \$4,757,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24     |
| ST-N66               | S 186th St   | 48th Ave S to Military Rd                                    | Improve existing pedestrian facility. Alternative would be S 184th St to connect to north end of Valley Ridge Park.   | \$515,000                         | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24     |

**Table B**

**Additional Non-Motorized Transportation Improvement Projects (7/20/2015)**

*City of SeaTac Transportation Master Plan*

| TMP ID               | Project Name | Project Limits  | Project Description  | SeaTac Cost (2014\$) <sup>1</sup> | Relative Timing <sup>2</sup> | Lead Agency | TE Goals & Policies                                      | Council & PSRC Goals                               |
|----------------------|--------------|---|--|-----------------------------------|------------------------------|-------------|--|--|
| <b>Non-Motorized</b> |              |   |  |                                   |                              |             |  |  |
| ST-N67               | S 188th St   | 16th Ave S to West End of Tunnel                            | Construct new separated bikeway and new pedestrian facility. | \$1,582,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24 |
| ST-N68               | S 192nd St   | 24th Ave S to 28th Ave S                                    | Improve existing pedestrian facility.                        | \$500,000                         | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24 |
| ST-N69               | S 192nd St   | 37th Ave S to 39th Ave S                                    | Construct new pedestrian facility.                           | \$594,000                         | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24 |
| ST-N70               | S 192nd St   | 28th Ave S to International Blvd                            | Construct new separated bikeway.                             | \$602,000                         | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24 |
| ST-N71               | S 192nd St   | 8th Ave S to Des Moines Memorial Dr                         | Improve existing pedestrian facility.                        | \$1,269,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24 |
| ST-N73               | SR 509       | Des Moines Memorial Dr to Des Moines Memorial Dr/S 188th St | Construct new shared use path.                               | \$6,840,000                       | Long                         | SeaTac      | Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4D, 4.4E, 4.4G       | Council Goal 1<br>MPP-G-1, T-1, 14, 15, 16, 23, 24 |

Notes:

1. 2014 planning level cost estimates based on a generalized cost per foot.

2. Relative Timing categories are based on a funding level of \$1 million per year and are as follows: Committed & Short (2015-2020), Short-Mid (2021-2027), Mid-Long (2028-2035), Long (2036+).

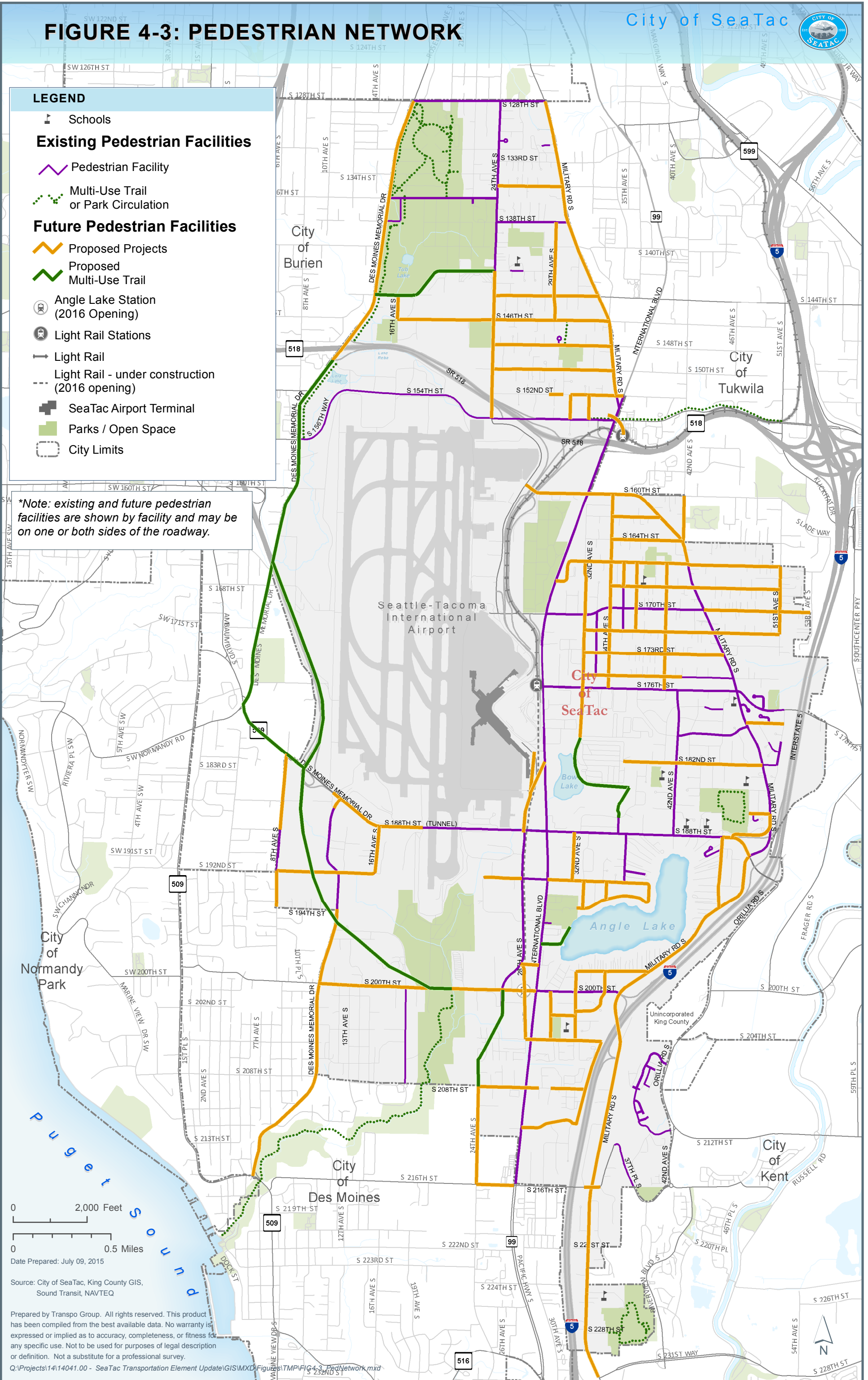
# FIGURE 4-3: PEDESTRIAN NETWORK



**LEGEND**

- Schools
- Existing Pedestrian Facilities**
  - Pedestrian Facility
  - Multi-Use Trail or Park Circulation
- Future Pedestrian Facilities**
  - Proposed Projects
  - Proposed Multi-Use Trail
- Angle Lake Station (2016 Opening)
- Light Rail Stations
- Light Rail
- Light Rail - under construction (2016 opening)
- SeaTac Airport Terminal
- Parks / Open Space
- City Limits

*\*Note: existing and future pedestrian facilities are shown by facility and may be on one or both sides of the roadway.*



0 2,000 Feet  
0 0.5 Miles  
Date Prepared: July 09, 2015

Source: City of SeaTac, King County GIS, Sound Transit, NAVTEQ

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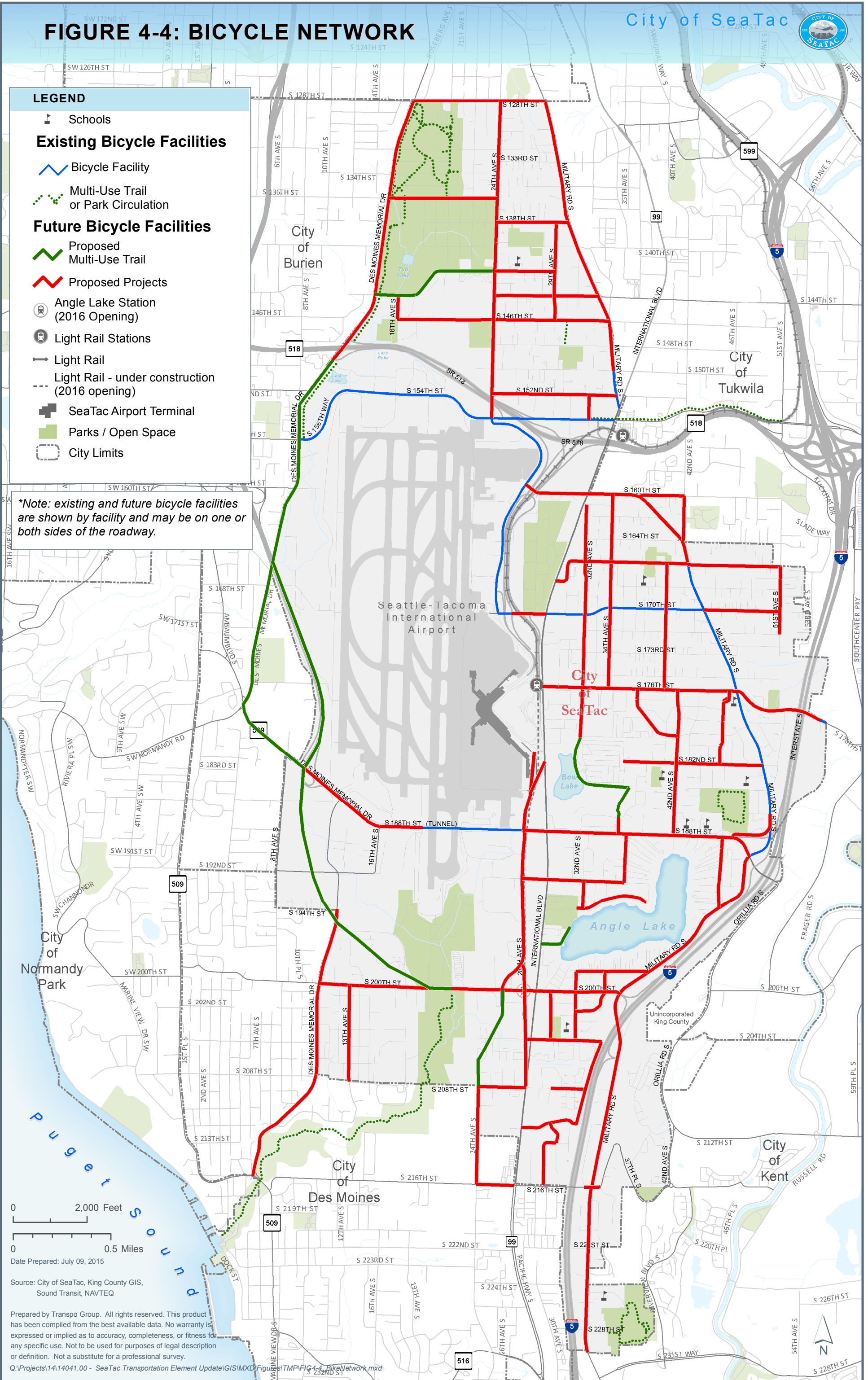
# FIGURE 4-4: BICYCLE NETWORK



**LEGEND**

- Schools
- Existing Bicycle Facilities**
  - Bicycle Facility
  - Multi-Use Trail or Park Circulation
- Future Bicycle Facilities**
  - Proposed Multi-Use Trail
  - Proposed Projects
- Angle Lake Station (2016 Opening)
- Light Rail Stations
- Light Rail
- Light Rail - under construction (2016 opening)
- SeaTac Airport Terminal
- Parks / Open Space
- City Limits

*\*Note: existing and future bicycle facilities are shown by facility and may be on one or both sides of the roadway.*



0 2,000 Feet  
0 0.5 Miles  
Date Prepared: July 09, 2015

Source: City of SeaTac, King County GIS, Sound Transit, NAVTEQ

Prepared by Transpo Group. All rights reserved. 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.

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# CITY OF SEATAC

## DRAFT SAFE AND COMPLETE STREETS PLAN

### POLICIES AND NETWORK DEVELOPMENT RECOMMENDATIONS FOR SEATAC'S PEDESTRIAN AND BICYCLE SYSTEMS

JANUARY 24, 2012

Made possible by funding from the Department of Health and Human Services and Public Health – Seattle & King County

Communities Putting Prevention to Work—Healthy Eating Active Living Grant  
Federal Grant Award 1U58DP002423

# Acknowledgements

## SEATAC CITY COUNCIL MEMBERS

Tony Anderson, Mayor  
Mia Gregerson, Deputy Mayor  
Terry Anderson, Former Mayor (2010-2011)  
Gene Fisher\*, Former Deputy Mayor (2010-2011)  
Dave Bush\*\*  
Pam Fernald  
Rick Forschler  
Barry Ladenburg\*\*  
Ralph Shape\*

\* Council term ended 2011.

\*\* Council term began 2012.

## PLANNING COMMISSION

Daryl Tapio, Chair  
Roxie Chapin, Vice-Chair  
Tom Dantzer  
Jeff Guite  
Barry Ladenburg\*

\* Planning Commission term ended 2011.

## CITY MANAGER'S OFFICE

Todd Cutts, City Manager  
Colleen Brandt-Schluter, Human Services Manager  
Soraya Lowry, Program Manager

## PUBLIC WORKS STAFF

Tom Gut, Public Works Director  
Susan Sanderson, City Engineer

## COMMUNITY AND ECONOMIC DEVELOPMENT STAFF

Cindy Baker, Community and Economic Development Director  
Jeff Robinson, Economic Development Manager  
Kate Kaehny, Senior Planner  
Anne Antonini, CPPW Program Manager

## PARKS AND RECREATION STAFF

Kit Ledbetter, Parks and Recreation Director  
Lawrence Ellis, Assistant Parks and Recreation Director  
Gwen Rathe, Administrative Assistant III

## GIS STAFF

Bart Perman, Systems Administrator  
Zinta Smidgens, GIS Coordinator/Analyst  
Scott Wong, GIS/Systems Analyst  
Chiaki Sakuma, GIS Analyst

## HIGHLINE SCHOOL DISTRICT AND PARTNERS

Valerie Allen, Highline School District  
Daniel Yarbrough, Principal, Madrona Elementary  
Kathy Allen, Madrona Elementary  
Karin Jones, Principal, McMicken Heights Elementary  
Leslie Van, McMicken Heights Elementary PTA  
Rick Wisen, Principal, Hilltop Elementary  
Laura Vohn, Hilltop Elementary

## PUBLIC HEALTH--SEATTLE/KING COUNTY

Kadie Bell Sata

## SvR DESIGN COMPANY

Amalia Leighton  
Brice Maryman  
Peg Staeheli

## ALTA PLANNING AND DESIGN

Dana Dickman  
Kim Voros  
Nick Falbo

The Communities Putting Prevention to Work (CPPW) Grant was awarded to SeaTac as part of a county-wide effort to increase physical activity in King County cities. This grant was made possible by these funds.



4800 South 188<sup>th</sup> Street  
SeaTac, WA 98188-8605

City Hall: 206.973.4800  
Fax: 206.973.4809  
TDD: 206.973.4808

January 24, 2012

SUBJECT: Draft SeaTac Safe & Complete Streets Plan

Dear SeaTac residents, workers, and visitors,

I am pleased to present you with the City of SeaTac's Draft Safe & Complete Streets Plan—a document that provides a vision for SeaTac's goal of becoming a more walkable, bikeable City. The proposed Draft Safe & Complete Streets Plan is a long-range plan that outlines proposed goals for the development of pedestrian and bicycle networks through the year 2040, with ideas on how to make it safer and easier to walk or bike, whether young or old, walker or wheelchair user, bus rider or business owner.

The Draft Safe & Complete Streets Plan is intended to be a resource for the upcoming Transportation Plan update and the 2014 Major Comprehensive Plan update. The recommendations identified within the Plan are anticipated to be integrated within and considered for adoption as part of the Transportation Plan and Comprehensive Plan update processes.

Thank you for taking the time to read the Draft Safe & Complete Streets Plan. If you have any suggestions or comments that you would like to have considered regarding the Plan, please contact Kate Kaehny, Senior Planner, Department of Community and Economic Development, at 973-4750.

Sincerely,

Todd Cutts,  
SeaTac City Manager

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# Executive Summary

## INTRODUCTION

Whether you walk, drive, bike or take transit, SeaTac's streets and street networks are to serve a wide range of appropriate users in a safe and convenient way. SeaTac's Draft Safe & Complete Streets Plan was developed to ensure that residents, businesses, employees and out-of-town guests have enjoyable and safe experiences utilizing the City's transportation facilities, especially while walking and bicycling in SeaTac's neighborhoods.

## PURPOSE AND GOALS

The Draft Safe & Complete Streets Plan is a long-range plan that outlines goals for the development of SeaTac's pedestrian and bicycle networks through the year 2040. The recommendations identified within the Plan are anticipated to be integrated within and considered for adoption as part of the upcoming Transportation Plan and Major Comprehensive Plan update processes.

The specific goals of the Plan are to:

- Improve safety for all users and all modes in the right-of-way;
- Support efforts to define and complete the City's pedestrian and bicycle networks;
- Focus improvements to the pedestrian and bicycle network to where they do the most good;
- Encourage multi-modal transportation including walking, biking, and transit within SeaTac; and,
- Create more opportunities for SeaTac's residents, workers, and visitors to enjoy an active lifestyle through walking and bicycling.

## GUIDING POLICIES

While the Safe & Complete Streets Plan is already supported by existing policies in the City's 2011 Comprehensive Plan, enhancements have been achieved by the proposed new and revised policies identified in this Draft Plan. These policy proposals are provided in their entirety in Appendix A: Proposed New and Revised Policies.

## DEMAND FOR NON-MOTORIZED TRANSPORTATION IN SEATAC

In developing a non-motorized network, it is important to ascertain where people are most likely to walk or ride their bikes currently and in the future. Using the Non-Motorized Transportation Demand Map developed by the Neighborhood Sidewalk Ad Hoc Committee, the following locations were identified as those locations where people are most likely to walk or bicycle:

- Schools
- Neighborhood Commercial Areas
- Medical Centers
- Libraries
- Churches
- City Facilities

## **PEDESTRIAN NETWORK**

### **EXISTING CONDITIONS**

SeaTac's existing pedestrian system is made up of sidewalks, paved shoulder walkways, paved separated walkways, and multi-use trails. Pedestrian facilities exist along most of the arterial road network which has been built out with sidewalks or paved designated walkways on at least one side of the roadways. However, a majority of non-arterial neighborhood streets do not have pedestrian facilities that separate the users from the street.

### **GAP ANALYSIS**

In order to evaluate where gaps in the pedestrian network currently exist, an analysis was undertaken where a range of gaps were identified including short "missing links" on a specific street or path corridor, to "system gaps", where larger areas lack appropriate pedestrian facilities. The Pedestrian System Gap Analysis Map identifies gaps in the existing network of on-street bicycle and multi-use trail system.

### **PROPOSED PEDESTRIAN NETWORK**

The City of SeaTac wants to develop a pedestrian network that provides pleasant, safe and direct access to community destinations including parks and schools, commercial and civic services and facilities, and transportation facilities. This Plan proposes a pedestrian network that fills in existing facility gaps, and enhances and better connects the city's overall road system. Because a majority of SeaTac's arterial streets have been built out with pedestrian facilities, most of the recommended network improvements are located on local neighborhood (non-arterial) streets. Specific recommendations for improving SeaTac's pedestrian routes can be found in the Draft Proposed Pedestrian Network Map.

## **BICYCLE NETWORK**

### **EXISTING CONDITIONS**

The City of SeaTac existing bike network includes both on-street and off-street facilities including bike lanes and multi-use trails. The Bicycle Route Existing Conditions Map defines and identifies specific locations of bicycle lanes and trails.

## **GAP ANALYSIS**

Bikeway gaps exist in various forms, ranging from short segments on a specific street or path corridor, to larger geographic areas with few or no facilities at all. The best general street connectivity exists to the east of SeaTac International Airport in the McMicken Heights neighborhood centered around 34th Ave S & S 170th St, where the denser street grid and lower traffic speeds and volumes allows bicyclists a greater range of route choices on local access or non-arterial streets. However, even in this neighborhood, north-south connectivity is limited, and few alternatives exist to the higher speed arterial streets. The Bikeway System Gap Analysis Map identifies gaps in the existing network of on-street bicycle and multi-use trail system.

## **BICYCLE NETWORK DEVELOPMENT**

The City of SeaTac wants to develop a bicycle network that provides safe and direct access to key local and regional destinations while accommodating the full range of the street network's users. The proposed bicycle network recommends a combination of bike lanes or other separated facilities on arterial streets, and shared bicycle and roadway facilities on lower volume residential streets. Specific recommendations for improving the SeaTac bicycle network can be found on the Draft Proposed Bicycle Network Map that follows this discussion. The map shows both the existing and proposed facility types.

## **SAFE & COMPLETE STREETS FACILITY IMPLEMENTATION**

Once the policy framework and Plan are in place, at the time of the Transportation Plan adoption, there are a variety of implementation strategies that can be used to move the Safe and Complete Streets Plan forward.

Two tools are presented in the Safe & Complete Streets Plan for use in future planning and implementation work. The Non-Motorized Alternative Facilities Matrix is an at-a-glance matrix that overlays land uses and street classifications to provide guidance on the types of pedestrian and bicycle facilities that would be appropriate for these spaces. In the Non-Motorized Facilities Matrix Fact Sheets, definitions and images are provided for each pedestrian and bicycle facility option listed in the Matrix in order to give users of the plan illustrative examples of these facilities.



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# INTRODUCTION

PURPOSE  
GOALS





The City of SeaTac is committed to making our community a welcoming place. Whether you walk, drive, bike or take transit, our streets should serve everyone in a safe and convenient way. SeaTac's Safe & Complete Streets Plan was developed to ensure that our residents, businesses, employees and out-of-town guests have enjoyable and safe experiences on the City's roads, especially while walking and bicycling in SeaTac's neighborhoods. As home to the Seattle-Tacoma International Airport, SeaTac is unique in that it must serve not only the community within the city limits, but also the region as a hub to major economic and commercial activities. SeaTac recognizes that, in addition to pedestrians, bicyclists and transit vehicles, freight and other commercial vehicles must be accommodated along major arterials. Because of this, it is important to note that SeaTac's Safe & Complete Streets Plan does not intend for all of the City's streets to accommodate all users, but rather, the Plan encourages the development of a safe and complete **network** of streets that accommodates all users in the most appropriate locations.

In many ways SeaTac has been ahead of its peers in thinking about how it uses and manages its public rights-of-way with a robust Neighborhood Sidewalk Program and pedestrian-friendly plans for the City Center and S. 154th St. Station Area. Concerns about livability, economic competitiveness, active living and community vitality have made many communities reconsider how to make streets safer and more attractive for everyone, while supporting economic development. For example, families and friends walking to and from schools or parks need safe places to walk; many employers support transit use by their employees and need connections to and from regional transit services; senior citizens, who may no longer feel comfortable driving, require stable ground to walk on and accessible transit to get around. The Safe & Complete Streets Plan focuses on pedestrians and bicyclists, but it also aims to support the full variety of users that utilize the different parts of SeaTac's motorized and non-motorized transportation systems.

## **PURPOSE**

The Safe & Complete Streets Plan is a long-range plan that outlines goals and policies that support the development of SeaTac's pedestrian and bicycle networks through the year 2040. This Plan compiles the existing and proposed information about the pedestrian and bicycle networks into one document to make it easier to reference the information in the future.

The main purpose of the Plan is to encourage the development of safe streets for all users and all transportation modes by creating robust pedestrian and bicycle networks within the existing SeaTac roadway system. The Plan identifies the locations where SeaTac would like to focus the bicycle and pedestrian activities within the City. By creating a layered network of Safe and Complete Streets that work together to accommodate transit, freight, bicycles, pedestrians and other vehicles, SeaTac can strategically address a variety of user types while implementing improvements. As a result, some streets will have more non-motorized priority and some will have more freight priority. This Plan will allow the City to continue to provide transportation choices to the people who visit, work and live in SeaTac.

## **RESOURCE FOR TRANSPORTATION PLAN AND MAJOR COMPREHENSIVE PLAN UPDATES**

It is also important to note that the Safe & Complete Streets Plan is intended to be a resource for the upcoming Transportation Plan update and 2014 Major Comprehensive Plan update. The recommendations identified within the Safe & Complete Streets Plan, which include refined pedestrian and bicycle policies, networks and implementation tools, are anticipated to be integrated within and considered for adoption as part of the Transportation Plan and Comprehensive Plan update processes.

## GOALS

The specific goals of the Plan are to:

- Improve safety for all users and all modes in the right-of-way;
- Support efforts to define and complete the City's pedestrian and bicycle networks;
- Focus improvements to the pedestrian and bicycle network where they serve the most users;
- Encourage multi-modal transportation including walking, biking, and transit within SeaTac; and,
- Create more opportunities for SeaTac's residents, workers, and visitors to enjoy an active lifestyle through walking and bicycling.

The Plan accomplishes these goals through the following actions:

- Providing information on existing pedestrian and bicycle policies, routes and facility implementation;
- Developing implementable, consistent policy recommendations;
- Identifying current gaps in the pedestrian and bicycle networks;
- Proposing future bicycle and pedestrian networks;
- Ensuring that recommendations on non-arterial streets shall be consistent with the existing Neighborhood Sidewalk Program;
- Identifying pedestrian and bicycle facility typologies, which are based on existing functional street classifications, that can implement the goals of the plan; and,
- Positioning SeaTac for external project funding.



# GUIDING POLICIES

GENERAL DISCUSSION  
IDENTIFICATION OF EXISTING AND PROPOSED POLICIES

## GENERAL DISCUSSION

While the Safe & Complete Streets Plan is supported by existing policies in the City's 2011 Comprehensive Plan, policy support is enhanced by the proposed new and revised policies identified in this Plan. The policy proposals advocated within the Safe & Complete Streets Plan are highlighted in the following discussion and provided in their entirety in *Appendix A: Proposed New and Revised Policies*. These policy proposals are intended to inform and be a resource for the upcoming Transportation Plan and Major Comprehensive Plan updates.

## IDENTIFICATION OF EXISTING AND PROPOSED POLICIES

### Existing Safe & Complete Streets Policies in 2011 Comprehensive Plan

SeaTac's Comprehensive Plan encourages walking, bicycling and other aspects of safe and complete streets. Goals and policies are included within the following Elements: Transportation, Land Use, Economic Vitality, Community Image and Parks, Recreation and Open Space. Several of the most relevant Comprehensive Plan goals and policies are noted below:

- **Transportation Goal 3.1:** To promote the safe and efficient mobility of people and goods of SeaTac residents, businesses and visitors through a multi-modal transportation system that encourages alternative travel modes, which help promote a healthy community.
- **Transportation Goal 3.3:** To develop facilities for pedestrians and bicyclists as alternative travel modes, as well as for recreational purposes.
- **Land Use Policy 1.5B:** Develop a system of distinctively designed pedestrian/jogging/ bicycle/horse trails throughout SeaTac that could also connect to regional trail systems.
- **Economic Vitality Element 7.6C:** Multi-Modal Transportation Strategy. Facilitate a multi-modal transportation strategy which enhances the movement of people and goods to, from and throughout the City.
- **Parks, Recreation and Open Space Policy 9.3E:** Improve bicycle access and safety throughout the SeaTac area and provide new bicycle lanes and/or trails, when new roads or transportation facilities are constructed or improved.

While these and other current Comprehensive Plan goals and policies provide a sound policy basis for the Safe and Complete Streets Plan, an even more robust set of policy proposals are identified within this Plan.

## Policies Proposed in Safe & Complete Streets Plan

In order to better support the goals of the Safe & Complete Streets Plan, new and revised policy proposals were developed. These policy refinements can be categorized as changes to the Comprehensive Plan that address the following objectives:

- Integration of Safe & Complete Streets terms and concepts;
- Consistency of Safe & Complete Streets goals, policies and implementation strategies;
- Flexibility in design guidelines and standards; and,
- Introduction of Multi-Modal Level of Service (MMLoS) concepts.

In order to accomplish these objectives, the Safe & Complete Streets Plan identifies 34 new and revised policies. A table listing the proposed policy changes is provided below. All of the policy proposals are available in their entirety in Appendix A: Proposed New and Revised Policies.

List of Proposed Safe & Complete Streets Policy Refinements to 2011 Comprehensive Plan

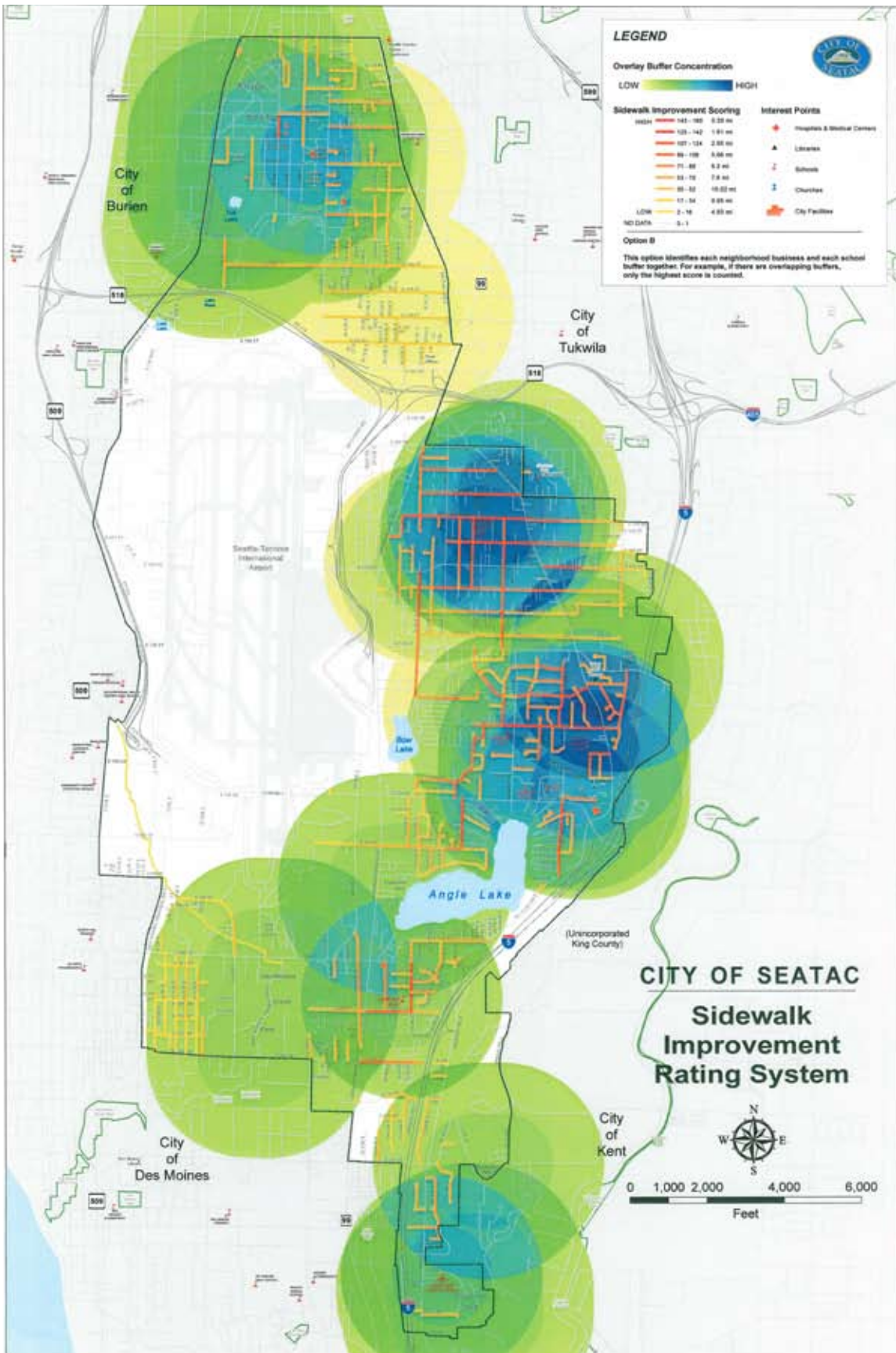
| COMPREHENSIVE PLAN ELEMENT   | PROPOSED NEW/REVISED DEFINITIONS, GOALS & POLICIES  |
|--|---|
| Note: Full text of proposed policies is located in Appendix A: Proposed New and Revised Policies |   |
| GLOSSARY   | <b>New Definitions:</b><br>Active Transportation, Safe & Complete Streets, Low Impact Development, Vulnerable User, Walkable Zone, Amenity Zone                               |
| TRANSPORTATION   | <b>Revised Goals:</b><br>3.1<br><b>Revised Policies:</b><br>3.2A, 3.2E, 3.2G, 3.2K, 3.3A, 3.3B, 3.3D, 3.3E, 3.3F, 3.4, 3.2M, 3.3C<br><b>New Policies:</b><br>3.3G, 3.3J, 3.3K |
| COMMUNITY IMAGE  | <b>Revised Policies:</b><br>6.1B, 6.1C, 6.1E, 6.1F, 6.2H, 6.2I, 6.2X, 6.2Y, 6.5B  |
| ECONOMIC VITALITY  | <b>Revised Policies:</b><br>7.6C, 7.7B  |
| PARKS, RECREATION AND OPEN SPACE   | <b>Revised Policies:</b><br>9.3D  |





# DEMAND FOR NON-MOTORIZED TRANSPORTATION IN SEATAC

BACKGROUND  
MAPPING THE DEMAND FOR NON-MOTORIZED TRANSPORTATION



Non-Motorized Transportation Demand Map (Developed for SeaTac Neighborhood Sidewalk Ad Hoc Committee Sidewalk Improvement Rating System)

## BACKGROUND

One of the first steps in developing a non-motorized network is to ascertain where people are most likely to walk or ride their bikes currently and in the future. In order to understand where there is the most demand for walking and bicycling, facilities that generate potential walkers and cyclists are identified such as schools, parks, shops, public facilities, multi-purpose trails and transit stops.

In the case of the Safe & Complete Streets Plan, the non-motorized demand assessment developed by the Neighborhood Sidewalk Program Ad Hoc Committee was utilized to help identify locations with existing and future demand for walking and bicycling in SeaTac. Although the Neighborhood Sidewalk Program assessment was done with a focus on pedestrian usage, facilities that generate pedestrian demand can also be used to demonstrate the potential demand for bicycling.

For more information on the Neighborhood Sidewalk Program, please see Appendix B.

## MAPPING THE DEMAND FOR NON-MOTORIZED TRANSPORTATION

The adjacent map, which was developed by the Neighborhood Sidewalk Program Ad Hoc Committee, shows areas of the city with potential demand for non-motorized transportation. The map identifies the following locations in SeaTac where people are most likely to walk or bicycle, per the Ad Hoc Committee's scoring system, including:

- Schools
- Public Parks
- Community/Senior Centers
- Neighborhood Commercial Areas
- Public Buildings
- Churches or Places of Worship

In future revisions, the Non-Motorized Transportation Demand Map should be updated to include Sound Transit Link Light Rail stations serving SeaTac.

### How to Read the Non-Motorized Transportation Demand Map

Areas on the map that are highlighted in blue indicate the highest level of potential pedestrian and bicycle activity.



# PEDESTRIAN NETWORK

BACKGROUND  
EXISTING CONDITIONS  
GAP ANALYSIS  
NETWORK DEVELOPMENT

# Sidewalk/Pedestrian Existing Conditions Map

City of SeaTac



- ★ Primary Public Building
- 🏫 Schools
- 🚊 Existing Light Rail Station
- Pedestrian Facilities One Side**
- ⋯ Concrete Sidewalk
- ⋯ Paved Separated Walkway
- ⋯ Paved Shoulder Walkway
- Pedestrian Facilities Both Sides**
- Concrete Sidewalk
- Paved Separated Walkway
- Paved Shoulder Walkway
- Trails Maintained by SeaTac**
- Multi-Use Trail
- Park Circulation Trail
- Other Multi-Use Trail
- Open Space
- City Boundary
- Airport - Runway
- Airport - Building Terminal
- Waterbody
- ▨ SR-509 Future ROW

This map shows existing pedestrian facilities as defined by the City of SeaTac including:

**Concrete Sidewalk:** Concrete sidewalks are placed alongside paved roadways. These facilities typically include a curb and gutter and may include a planting strip.

**Paved Shoulder Walkway:** Paved shoulders are typically separated from the vehicle travel lane by a white fog line. Paved shoulders do not include curb and gutter.

**Paved Separated Walkway:** These walkways are typically constructed from asphalt and separated from the vehicle travel lane by a curb or planting strip.

**Paved Separated Walkway:** These walkways are typically constructed from asphalt and separated from the vehicle travel lane by a curb or planting strip.

**Multi-Use Trail:** These trails are built for transportation and recreation purposes and accommodate a variety of nonmotorized uses, including pedestrians and bicycles. These trails typically connect several destinations. SeaTac only maintains trails that fall within the city limits.

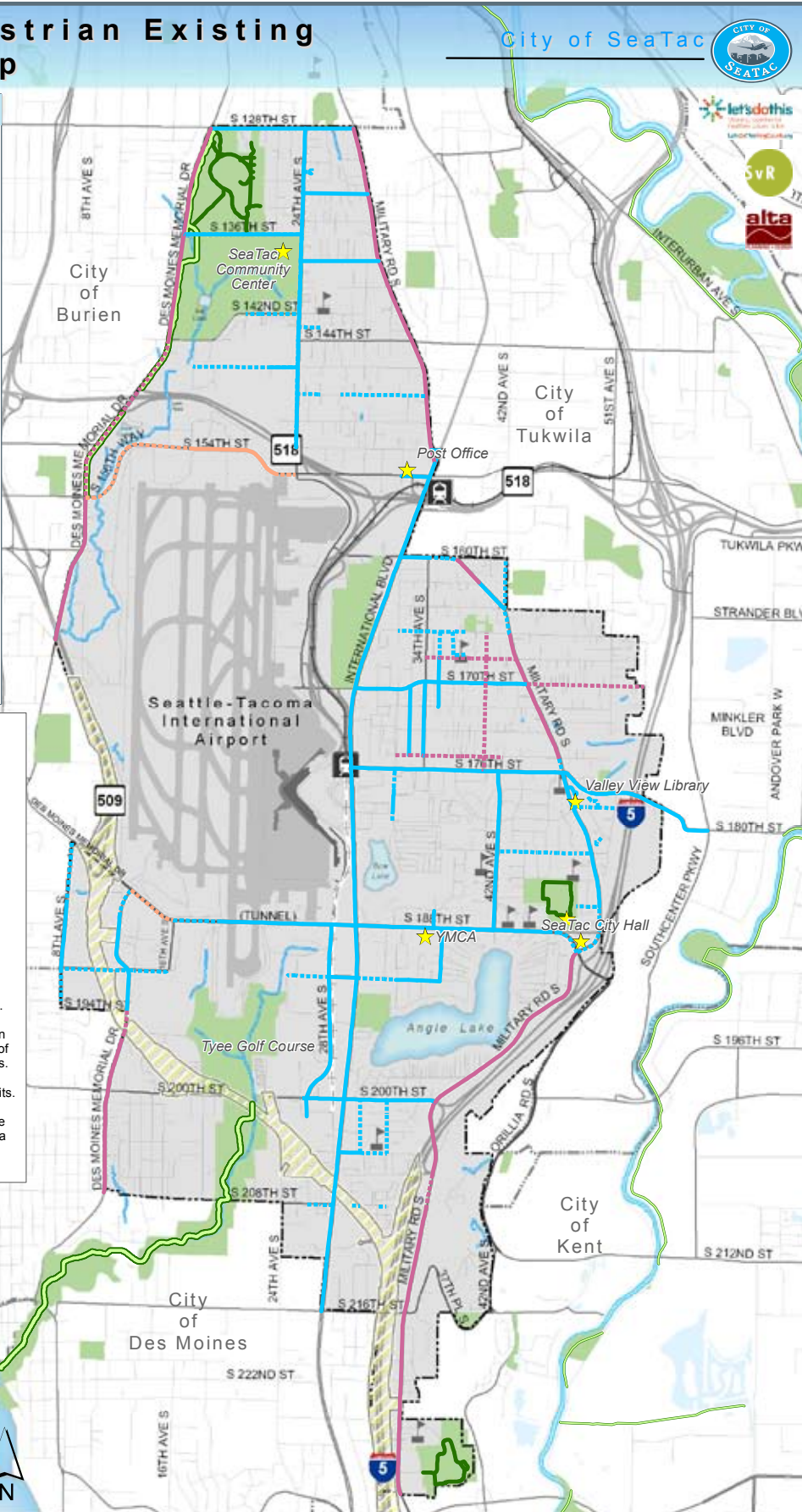
**Park Circulation Trails:** These multi-use trails provide internal circulation within SeaTac's parks. They serve a variety of nonmotorized uses, including pedestrians and bicycles.



Date Prepared: October 2011  
Source: City of SeaTac, King County GIS, NAVTEQ

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Made possible by funding from the Department of Health and Human Services and Public Health - Seattle & King County.



*This section of the Safe & Complete Streets Plan contains the following items:*

- *Existing Conditions: Review of the existing pedestrian network,*
- *Gap Analysis: Analysis completed to identify gaps in the pedestrian network,*
- *Network Development: Recommendations for an updated City of SeaTac Pedestrian Network.*

## **BACKGROUND**

The baseline for the proposed SeaTac pedestrian network was developed using the Neighborhood Sidewalk Program. In 2008, the Neighborhood Sidewalk Ad Hoc Committee recommended a program that identified twelve miles of sidewalk to be built on non-arterial roads throughout the City, in addition to sidewalks built as part of arterial improvements. Each year, sidewalk projects totaling \$1.5 million dollars are constructed through the Neighborhood Sidewalk Program. For more information on the Neighborhood Sidewalk Program, including the previous version of the City of SeaTac Sidewalk Map – All Existing and Future, please see Appendix B.

## **EXISTING CONDITIONS**

SeaTac's existing pedestrian system is made up of sidewalks, paved shoulder walkways, paved separated walkways, and multi-use trails. Pedestrian facilities exist along most of the arterial road network which have been built out with sidewalks or paved designated walkways on at least one side of the roadway. A majority of local access roads, or non-arterial neighborhood streets, do not have delineated or designated pedestrian facilities. Multi-use trails and park circulation trails are typically located within or adjacent to SeaTac parks including North SeaTac Park, Valley Ridge Park and the Des Moines Creek Trail.

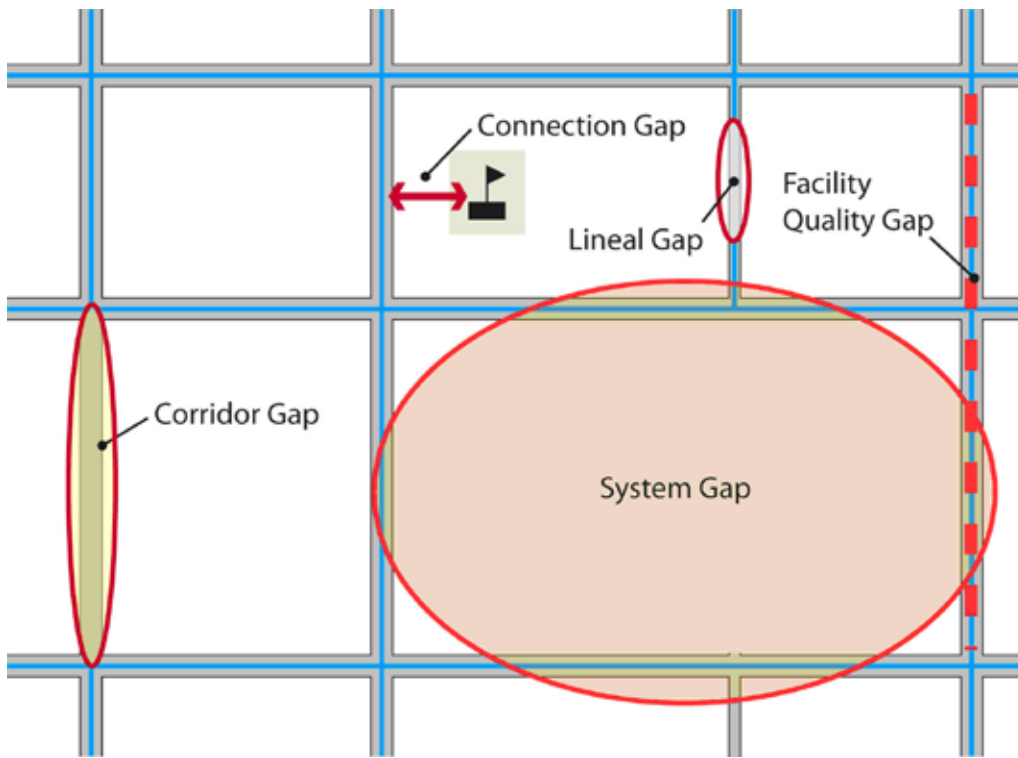
The Sidewalk/Pedestrian Existing Conditions Map defines and identifies specific locations of SeaTac's current pedestrian facilities as of July 2011.

## **GAP ANALYSIS**

This section provides a summary of gaps in the current pedestrian network within the City of SeaTac. The gap analysis highlights corridors and areas where there are opportunities to provide facilities and improve safety for people walking within the City and connecting to neighboring communities. The information provided in this analysis was used to inform potential priority pedestrian network improvement.

## **DEFINING PEDESTRIAN GAPS**

Pedestrian system gaps exist in various forms, ranging from short "missing links" on a specific street or path corridor. The adjacent diagram shows the types of gaps identified.



For purposes of this Plan, pedestrian gaps have been defined as one of the following categories:

- **Connection gaps:** Connection gaps are missing segments (one-quarter mile or less) on an identified and connected walkway. Closing connection gaps can occur on street or via trail connections along or through public or private property.
- **Lineal and Corridor gaps:** Similar to connection gaps, lineal gaps are one-quarter to one-half mile long missing link segments on a clearly defined and otherwise well-connected pedestrian network typically located along a street. Corridor gaps are missing links longer than one-half mile. These gaps may include an entire street corridor where pedestrian facilities would connect to other parts of the network.
- **Facility quality gaps:** In some cases, an existing pedestrian facility itself may represent a gap despite its status as part of a designated network. This condition typically occurs when a corridor (often a major street) lacks the type of pedestrian facilities to comfortably accommodate pedestrian travel adjacent to the current level of motor vehicle use. For example, a sidewalk that is narrow (less than four feet recommended by the Americans with Disabilities Act) may need to be improved to increase safety and comfort within the pedestrian network.
- **System gaps:** Larger geographic areas (e.g., a neighborhood or business district) where few or no pedestrian facilities exist would be identified as system gaps. System gaps exist in areas where there is a lack of enough pedestrian facilities to make neighborhood connections.



## ANALYSIS METHODOLOGY AND DATA GATHERING

The Pedestrian Network Gap Analysis identifies gaps in the existing network of pedestrian facilities. The information needed to perform that gap analysis was gathered from existing available data and field visits to the streets. Connections to adjacent cities were also considered.

Gaps were identified based on the existing network of sidewalks, walkways and shared use paths. Facility quality gaps were noted where facilities were identified on one side of the roadway, or where traffic volumes warranted a greater level of separation between the pedestrians and the vehicles than what currently exists. Roadways within the SeaTac International Airport boundaries were excluded from this analysis. The analysis considered that pedestrians should have consistent and safe access to all areas of the city. The following steps were taken to address the pedestrian network gaps:

- Step 1: Identify network gaps.
- Step 2: Evaluate appropriate range of gap closure measure types based on pedestrian network development strategy.
- Step 3: Develop a pedestrian network that proposes potential gap closure measures.

## IDENTIFIED CONNECTION, LINEAL AND CORRIDOR GAPS

Connection, lineal and corridor gaps exist where there are missing links between existing facilities, such as:

- A connection gap exists on the 154th Avenue S overpass of State Route 518, between the sidewalks present on both ends. Currently under construction. This project is currently under construction.
- A lineal gap exists on S 142nd St/S 144th St where a connection could link 24th Avenue S with the trail along Des Moines Memorial Drive. Extending these pedestrian facilities along 16th Avenue S would connect S 144th St to S 146th St
- Longer corridor gaps exist on S 154th St between 24th Ave S and 32nd Ave S where sidewalks exist on both ends. This project is currently under construction and is set to be completed 2012,
- An additional corridor gap exists on S 200th St, where pedestrian facilities are lacking between 28th Ave S and Des Moines Memorial Drive.

## IDENTIFIED FACILITY QUALITY GAPS

Facility quality gaps commonly exist when the current pedestrian facilities are inadequate to offer a safe, comfortable pedestrian experience given the volume and/or speed of motor vehicle traffic. Principal or minor arterials carrying more than 3,000 motor vehicles per day should ideally provide pedestrian facilities with greater separation than is available with a shoulder walkway. These gaps are present on Military Road and Des Moines Memorial Drive.

Additional facility quality gaps exist where a pedestrian facility is provided on one side of the road only. As a general rule, facilities ideally should be provided on both sides of a roadway to minimize unnecessary crossings, and encourage safe pedestrian travel. The provision of one sided facilities may not be an impediment to pedestrian travel if traffic volumes are low enough for easy roadway crossing, or if there are no destinations or access points on the side of the roadway without the facility.

For the purposes of this analysis one sided facilities are considered a gap in all but one area along S 154th Street. One sided pedestrian facilities will be included as segments that need improvement during pedestrian network development.

## IDENTIFIED SYSTEM GAPS

System gaps cover outer portions of SeaTac's city limits to the northeast, southwest and east of the airport. Land use in these areas consists mainly of single family residential housing and local pedestrian generators such as schools or parks. In addition, these locations can provide key connections to adjacent cities.

Many of these gaps will be addressed by completion of pedestrian facilities that are planned projects in the City's existing Neighborhood Sidewalk Program. These planned projects are shown in yellow and labeled as SeaTac Future Improvement on the Draft Pedestrian Network Gap Analysis Map that follows. The neighborhoods east of the airport and Bow Lake have limited opportunities for connection due to the limited access through the gated developments.

## EVALUATION FOR NETWORK DEVELOPMENT

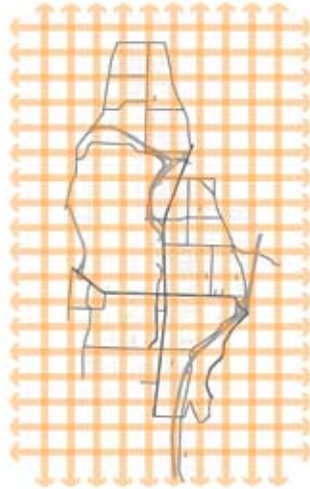
The City of SeaTac wants to develop a pedestrian network that provides pleasant, safe and direct access to community destinations shown in the Non-Motorized Transportation Demand Map including parks and schools, commercial and civic services and facilities, and transportation facilities. The Pedestrian System Gap Analysis identified opportunities to improve pedestrian connectivity throughout SeaTac. SeaTac will also coordinate with other South King County communities to make consistent local and regional connections to adjacent cities. Opportunities to expand the SeaTac pedestrian network were based off three principle strategies:

- **Community Access Network:** Provide clear and consistent general access through neighborhoods to community resources such as schools and parks. Route spacing is assumed at approximately every 1/4 mile. This route saturation is designed to maintain a primary network that reduces the need to travel on roadways without pedestrian facilities.
- **Commercial Access Network:** Arterial corridors provide access to and contain many commercial destinations. These routes must have comfortable accommodations along their entire length to safely accommodate pedestrian travel.

## Pedestrian Network Development Strategy

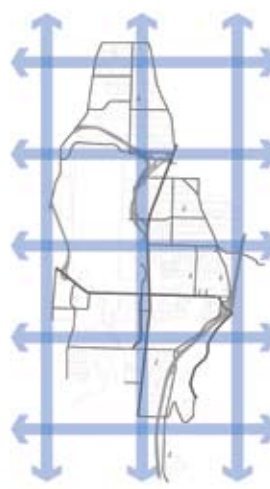
### Community Access Network

Access through neighborhoods and to community resources.  
1/4 mile grid spacing



### Commercial Access Network

Comfortable pedestrian accommodations along and to commercial corridors.  
Arterial Corridors/1 mile spacing



### Community and Transit Access Points

Access to priority transit stations and community resources.  
1/2 mile access radius



- **Community Transit Access Points:** Hotspot locations such as transit stations, popular parks and other community resources should have enhanced access on the adjacent streets. Considerations for enhanced pedestrian network should examine a 1/2 mile radius from these locations.

The grid spacing of these three strategies was overlaid on the existing pedestrian network, gaps were located and a recommended network was identified. The recommendations provide the framework for a core pedestrian network to be built over time.

The diagram above demonstrates the network design framework that provided the basis for the following pedestrian network recommendations.

## PROPOSED PEDESTRIAN NETWORK

This Plan proposes a pedestrian network that fills in existing facility gaps, and enhances and better connects the city's overall road system. Improvements identified for non-arterial streets are almost identical to those forwarded by the Neighborhood Sidewalk Ad Hoc Committee in 2008.

### ADDRESSING THE GAPS

Because a majority of SeaTac's arterial streets have been built out with pedestrian facilities, most of the recommended network improvements are located on local neighborhood (non-arterial) streets. This is particularly true in areas within the central and northern neighborhoods of the city, which were identified as having one or more System Gaps in the Draft Pedestrian Network Gap Analysis Map.

# Draft Proposed Pedestrian Network

City of SeaTac



- Proposed Pedestrian Facilities**
- New Pedestrian Facility
  - Improved Pedestrian Facility
  - Shared-Use Path
  - Neighborhood Sidewalk Program
- Existing Pedestrian Facilities**
- Concrete Sidewalk
  - Paved Separated Walkway
- Existing Trails**
- Shared-Use Path
  - Park Circulation Trail
- Other Features**
- Primary Public Building
  - Schools
  - Light Rail Station
  - Open Space
  - City Boundary
  - Airport
  - Waterbody
  - SR-509 Future ROW

This map shows existing pedestrian facilities as defined by the City of SeaTac, and proposed pedestrian facility improvements, including:

**New Pedestrian Facility:** New sidewalk or other pedestrian facility that provides a separate walkable zone.

**Improved Pedestrian Facility:** Sidewalk or other improvement that increases width or separation of the pedestrian facility or adds a facility to complete both sides of the roadway.

**Concrete Sidewalk:** Concrete sidewalks are placed alongside paved roadways. These facilities typically include a curb and gutter and may include a planting strip.

**Paved Separated Walkway:** These walkways are typically constructed from asphalt and separated from the vehicle travel lane by a curb or planting strip.

**Shared-Use Path:** These trails are built for transportation and recreation purposes and accommodate a variety of nonmotorized uses, including pedestrians and bicycles. These trails typically connect several destinations. SeaTac only maintains trails that fall within the city limits.

**Park Circulation Trails:** These multi-use trails provide internal circulation within SeaTac's parks. They serve a variety of nonmotorized uses, including pedestrians and bicycles.

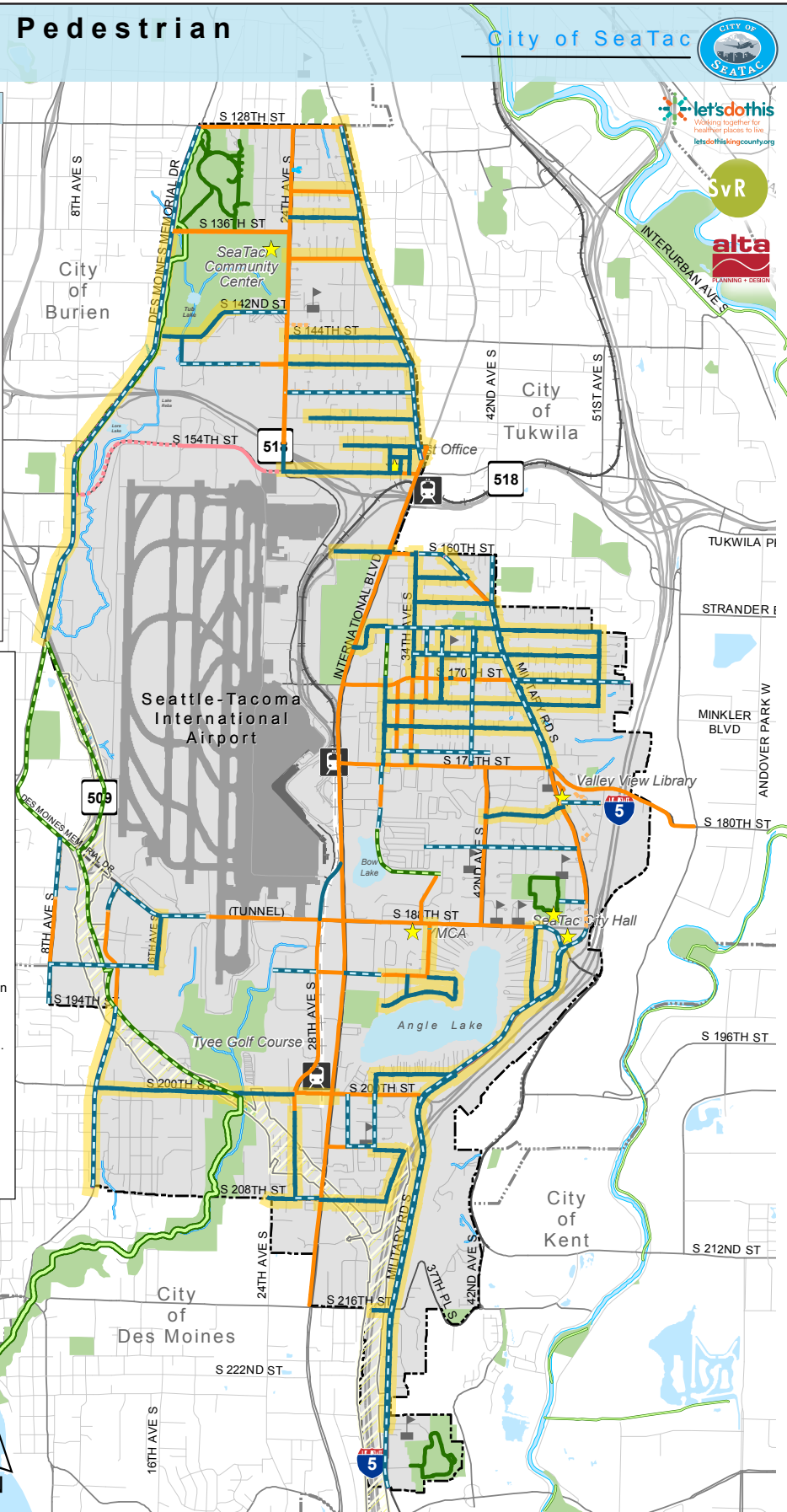
**Bow Lake and 32nd Ave Trail Constraints:** Note that the trail proposed around Bow Lake is highly conceptual. Environmental and private property impacts must be considered.

0 0.5 Miles 2,000 Feet

Date Prepared: November 2011  
Source: City of SeaTac, King County GIS, NAVTEQ

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Specific recommendations for improving SeaTac's pedestrian routes can be found in the Draft Proposed Pedestrian Network Map on the following page. The map shows the proposed pedestrian network by identifying the existing and proposed facilities.

## **OTHER CONSIDERATIONS**

In addition to installing new facilities to complete the network, there is also a need to bring existing pedestrian facilities up to current engineering design standards. For example, the existing facilities on S 146th St and S 148th St are only one-sided. Additionally, new right-of-way accessibility standards and guidelines may also require upgrades to increase access at existing intersections for residents with mobility impairments or to improve safety.

Engineered facilities are only one part of the solution in creating a great pedestrian environment. As this Plan is integrated into the update of the SeaTac Transportation Plan and 2014 SeaTac Comprehensive Plan major update, other pedestrian-related issues should be considered including: aesthetic/landscape buffers, personal security and pedestrian lighting to support an improved pedestrian network.



# BICYCLE NETWORK

BACKGROUND  
EXISTING CONDITIONS  
GAP ANALYSIS  
NETWORK DEVELOPMENT

# Bicycle Route Existing Conditions Map

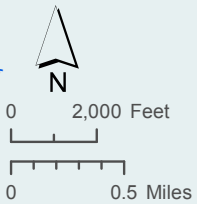
This map shows existing bicycle facilities as defined by the City of SeaTac. The shared roadways and bicycle route categories have been merged. Facilities displayed on this map include:

**Bicycle Lanes:** Bicycle lanes are delineated by painted lane markings within the pavement width of urban arterials or collector streets.

**Bicycle Route/Shared Lane:** These facilities accommodate cyclists and motorists in the same travel lane. In some cases an extra three feet of width is provided. Facilities in this category may also accommodate cyclists riding on the roadway shoulder.

**Multi-Use Trail:** These trails are built for transportation and recreation purposes and accommodate a variety of nonmotorized uses, including pedestrians and bicycles. These trails typically connect several destinations. SeaTac only maintains trails that fall within the city limits.

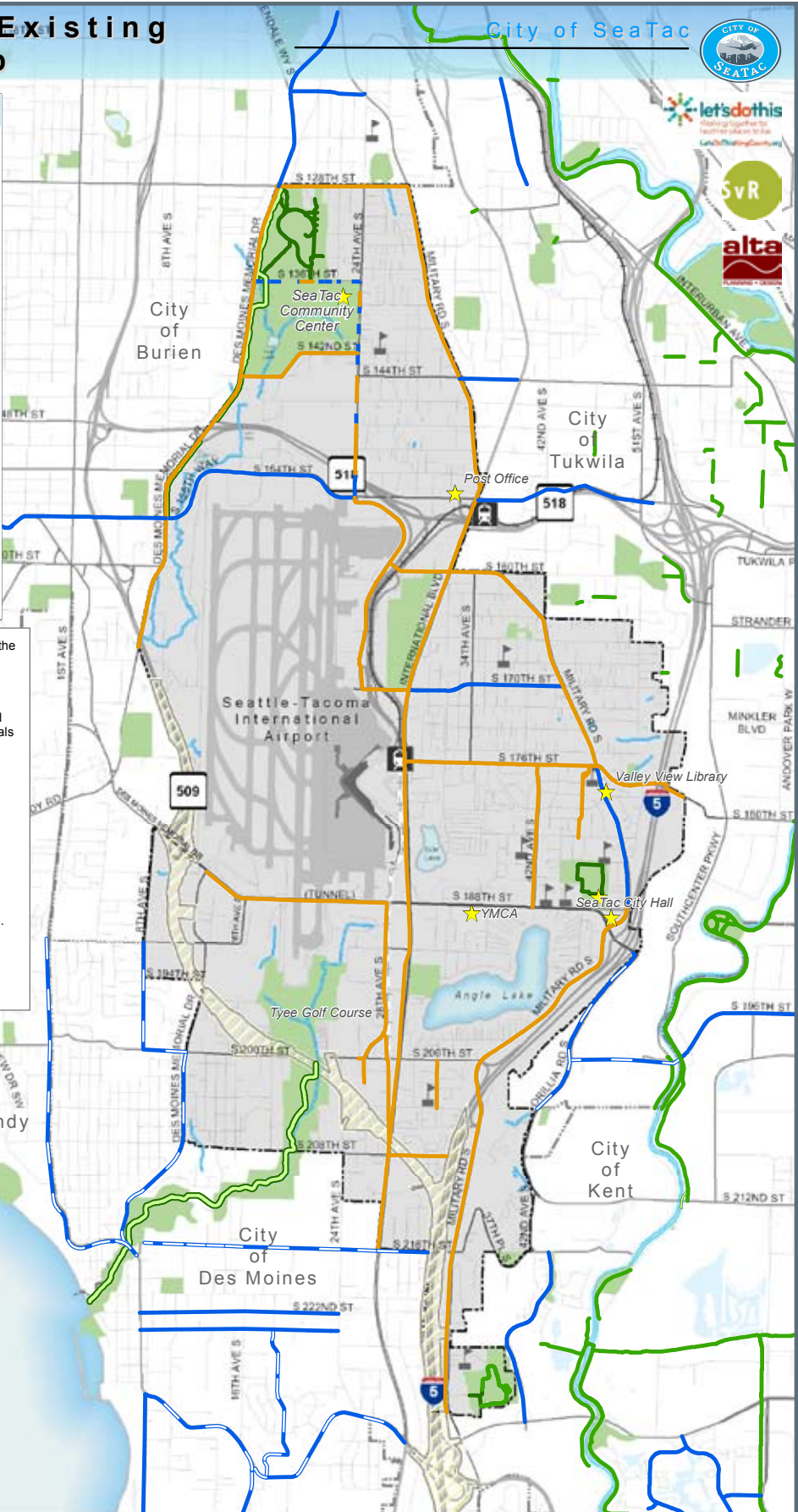
**Park Circulation Trails:** These multi-use trails provide internal circulation within SeaTac's parks. They serve a variety of nonmotorized uses, including pedestrians and bicycles.



Date Prepared: October 2011  
Source: City of SeaTac, King County GIS, NAVTEQ

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*This section of the Safe & Complete Streets Plan contains the following items:*

- *Existing Conditions: Review of the existing bicycle route network.*
- *Gap Analysis: Analysis completed to identify gaps in the bicycle network.*
- *Network Development: Recommendations for an updated City of SeaTac Bicycle Network.*

## **BACKGROUND**

The City of SeaTac recognizes that bicycling is a viable non-motorized transportation alternative within the community. Though bicycle facilities are typically included in arterial street improvement projects, the City does not have a bicycle network development program that is used to identify bike network improvements similar to the Neighborhood Sidewalk Program. As a result, the existing bicycle network is not as robust as the pedestrian network.

The SeaTac Comprehensive Plan currently includes a bicycle facilities map that identifies a network of routes covering much of the city (see *Appendix C: Existing Bike Map*). This map is a good first step to establishing a bicycling system; however, there are gaps throughout the mapped network that can create uncomfortable bicycling conditions. In general, no areas of SeaTac offer the adequate connectivity of a formalized bicycle network.

Respondents to the Active Living Questionnaire (see Appendix F), noted that while they occasionally used their bikes for exercise or recreational purposes, few used their bikes as a frequent transportation mode. When they used their bike, most respondents rode on sidewalks rather than using the street network, perhaps reflecting the lack of on-street bicycle facilities.

In Washington State, bicycles are allowed on all streets except where signed as restricted by the City of SeaTac, the Port of Seattle or the Department of Transportation. It is important to note that bicycles riding on the street are considered vehicles and must obey the traffic laws.

## **EXISTING CONDITIONS**

The City of SeaTac existing bike network includes both on-street and off-street facilities including bike lanes and multi-use trails. The Comprehensive Plan currently identifies some of the existing network segments as “bicycle route/shared roadway” to indicate that the street is the preferred location for bicyclists to ride on the roadway. However, it is important to note that this is an existing planning designation for the City of SeaTac and does not indicate that there are accommodations specific to bicycles, other than signage, on the roadway. There are currently bike lanes on sections of S 154th St, 24th Ave S, S 154th, S 170th and a segment of Military Road from S 188th St to S 170th St. The Des Moines Creek multi-use trail provides bicycles with an off-street facility to connect to City of Des Moines, and the West Side Trail provides off-street bicycle facilities along a portion of Des Moines Memorial Drive adjacent to North SeaTac Park.

The best general street connectivity exists to the east of SeaTac International Airport in the McMicken Heights neighborhood centered around 34th Ave S & S 170th St, where the denser street grid and lower traffic speeds and volumes allows bicyclists a greater range of route choices on local access or non-arterial streets. However, even in this neighborhood, north-south connectivity is limited, and few alternatives exist to the higher speed arterial streets.

The Bicycle Route Existing Conditions Map defines and identifies specific locations of bicycle lanes and trails.

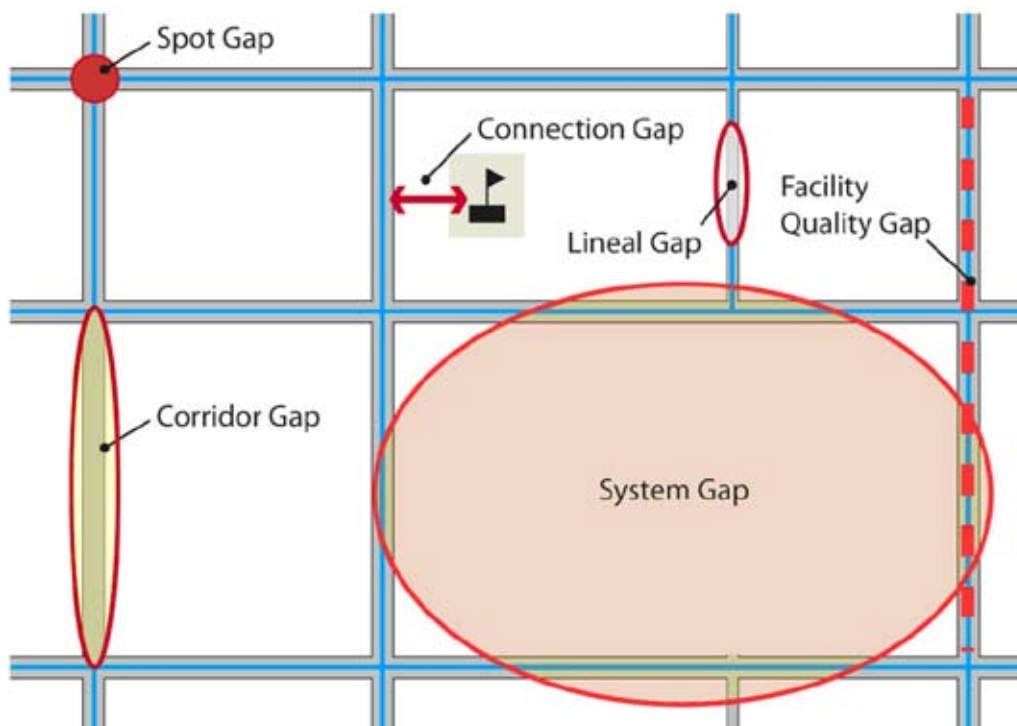
## GAP ANALYSIS

This section provides a summary of the gaps in the current bike network within the City of SeaTac. The gap analysis identifies corridors and areas in the SeaTac where there are opportunities to increase the bike network and provide additional local and regional connections to and from the city. The information provided in this analysis was used to inform the bicycle network recommendations.

### DEFINING BIKEWAY GAPS

Bikeway gaps exist in various forms, ranging from short segments on a specific street or path corridor, to larger geographic areas with few or no facilities at all. The following diagram shows the types of gaps identified.

For purposes of this Plan, bicycle gaps have been defined as one of the following five categories:



- **Spot gaps:** Spot gaps refer to point-specific locations lacking dedicated facilities or other treatments to accommodate safe and comfortable bicycle travel. Spot gaps primarily include intersections and other areas with potential conflicts with motor vehicles. One example of a spot gap is when a bicycle lane on an arterial ends before the intersection to make way for a right turn lane.
- **Connection gaps:** Connection gaps are missing segments (one-quarter mile or less) on a clearly defined and otherwise well-connected network. Major barriers standing between destinations and clearly defined routes also represent connection gaps. Some examples of connection gaps are when a bicycle lane on an arterial ends for several blocks to make way for on-street parking or when a principal arterial is located between a neighborhood and a nearby school.
- **Lineal and Corridor Gaps:** Similar to connection gaps, lineal gaps are one-quarter to one-half mile long missing link segments on a clearly defined and otherwise well-connected bikeway. On clearly defined and otherwise well-connected network, corridor gaps are missing links longer than one-half mile. These gaps will sometimes encompass an entire street corridor where bicycle facilities are desired but do not currently exist.
- **System Gaps:** Larger geographic areas (e.g., a neighborhood or business district) where few or no facilities exist would be identified as system gaps. System gaps exist in areas where a minimum of two intersecting facilities would be desired to provide connections to local and regional destinations.
- **Facility Quality Gaps:** In some cases, an existing facility or signed route itself may represent a gap despite its status as part of an existing designated network. This condition typically occurs when a corridor (often a major street) lacks the type of bicycle facilities to comfortably accommodate a broader user base, including infrequent or less confident bicyclists. Another facility quality gap includes roadway corridors that lacking formalized facilities (e.g., bike lanes) where conditions such as higher vehicle speeds and volumes would otherwise justify greater delineation or physical separation between motorists and bicyclists.

## ANALYSIS METHODOLOGY AND DATA GATHERING

The Bikeway System Gap Analysis identifies gaps in the existing network of on-street bicycle and multi-use trail system. The gap analysis was developed based on field visits to the streets and from existing available data. The review identifies gaps based on the existing on-street bicycle network and shared use paths. Facility quality gaps were noted where a roadway was classified as part of the designated bike network, but is otherwise lacking design features appropriate for the prevailing auto speeds and volumes. Roadways within the SeaTac International Airport boundaries were excluded from this analysis. The following steps were taken to address the bicycle network gaps:

- Step 1: Identify network gaps.
- Step 2: Evaluate appropriate range of gap closure measure types based on the bicycle network development strategy.
- Step 3: Develop a bicycle network that proposes potential gap closure measures.

## IDENTIFIED SPOT GAPS

There are a number of spot gaps along existing bicycle facilities. Spot gaps typically occur in SeaTac at freeway interchange areas with heavy volumes of right turning traffic or slip lanes that do not require vehicles to stop. In these locations, bike lanes end, shoulders are eliminated and there is a lack of direction for proper cyclist navigation which creates uncomfortable conditions for bicycle users (e.g., Des Moines Memorial Drive and State Route 518 and S 170th at Airport Expressway).

Other intersections were identified as a spot gap for bikeway users when shoulders/bike lanes end and/or right turn lanes are added. Intersection spot gaps exist at:

- Des Moines Memorial Drive at S 156th St,
- Military Road at S 188th St, and
- S 176th between International Boulevard and 34th Avenue S.

Additional spot gaps exist where one facility transitions to another without adequate guidance for users. For example, the shared-use path paralleling Des Moines Memorial Drive contains a spot gap at the interchange with 518, as there is no direction for users on transitioning to the bicycle route to the south. Similarly, there are spot gaps at the entrance and exit of the side running multi-use trail on S 156th St/S 154th St, where transition out of the facility is undefined. In many situations, application of minimal treatments would result in enhanced system connectivity.

Overpasses over freeways that create constrained conditions for bicyclists leading were identified as spot gaps in the bikeway network. At both S 178 St and Military Road, the Interstate 5 overpass eliminates the shoulder for bicyclists, without providing an sidewalk alternative.

## CONNECTION, LINEAL, AND CORRIDOR GAPS

Connection and lineal gaps exist where there are missing links between existing facilities such as:

- S 154th St from 24th Ave S to International Boulevard (currently under construction) this will complete an east-west connection from the side path and bike lanes in SeaTac to the current bike lanes in Tukwila.
- 10th Ave S between S 176th St and S 170th St

Longer corridor gaps exist in locations such as:

- A link along S 182nd St from 42nd Ave S to Military Road would connect three existing bikeways, and provide access to the Seattle Christian School's site along S 182nd St,
- A small connection along S 204th St from 28th Ave S to 32nd Ave S could link two existing bikeways and provide additional access to Madrona Elementary School, and

- S 208th St and S 188th St to provide for east-west travel along major corridors in SeaTac,
- 34th Ave S could serve as a potential north-south alternative to International Boulevard.

## IDENTIFIED SYSTEM GAPS

System gaps cover outer portions of SeaTac's city limits to the northeast, southwest and east of the airport. Land use in these areas consists mainly of single family residential housing. These neighborhoods have a grid of primarily lower-volume, lower speed streets offering good potential as shared roadway bicycle routes, but street connectivity is limited, generally only providing east-west through access. Alternative routes heading north-south through these neighborhoods will be circuitous, if they are possible at all.

The system gap south of Angle Lake is a neighborhood composed of higher density multifamily housing and commercial uses along International Boulevard. Local access non-arterial connectivity is limited in all directions, leaving collector and minor arterial streets as the only viable alternatives for those traveling by bicycle through the neighborhood.

## IDENTIFIED FACILITY QUALITY GAPS

Facility quality gaps exist where an existing bike route on a roadway is identified in a bicycle plan. Motor vehicle speeds and volumes on these roadways make lane sharing between bicyclists and motor vehicles unsafe or uncomfortable. Facility quality gaps include International Boulevard, Air Cargo Road and 28th Ave S, limiting north-south connectivity and access to the SeaTac International Airport.

International Boulevard is a major facility quality gap in the bikeway network. As an existing central segment of the SeaTac bikeway network, the lack of adequate existing facilities does not provide a safe place for bicyclists to ride. Given the lack of continuous parallel streets to International Boulevard, there are few north-south alternative options available to improve alternative facilities to using this principal arterial. Two of these alternative options could include using 34th Ave S as an alternative bike route where possible, and the use of buses or light rail to carry bikes along the International Boulevard corridor. In coordination with Washington State Department of Transportation, International Boulevard should be analyzed further to assess its potential to accommodate bicycle facilities for safer bicycle travel.

The following Draft Bicycle Network Gap Analysis Map identifies the results of the analysis.

## EVALUATION FOR NETWORK DEVELOPMENT

The City of SeaTac wants to develop a bicycle network that provides safe and direct access to common community destinations and connections to regional services. The bicycle network should provide opportunities to make short trips for daily needs such as accessing transit or running errands and make longer

# Draft Bicycle Network Gap Analysis Map

City of SeaTac



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## Gap Analysis

- - - Facility Quality Gap
- Spot Gap
- ↔ Connection Gap (≤1/4 mile)
- Lineal/Corridor Gap
- System Gap

## SeaTac Existing Bicycle Facilities

- Bicycle Route/Shared Roadway
- Bicycle Lanes
- Bicycle Lanes One Side Only

## Trails Maintained by SeaTac

- Multi-Use Trail
- Park Circulation Trail

- ★ Primary Public Building
- Schools
- Light Rail Station
- Open Space
- City Boundary
- Airport
- Waterbody
- SR-509 Future ROW

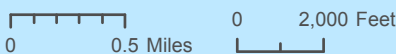
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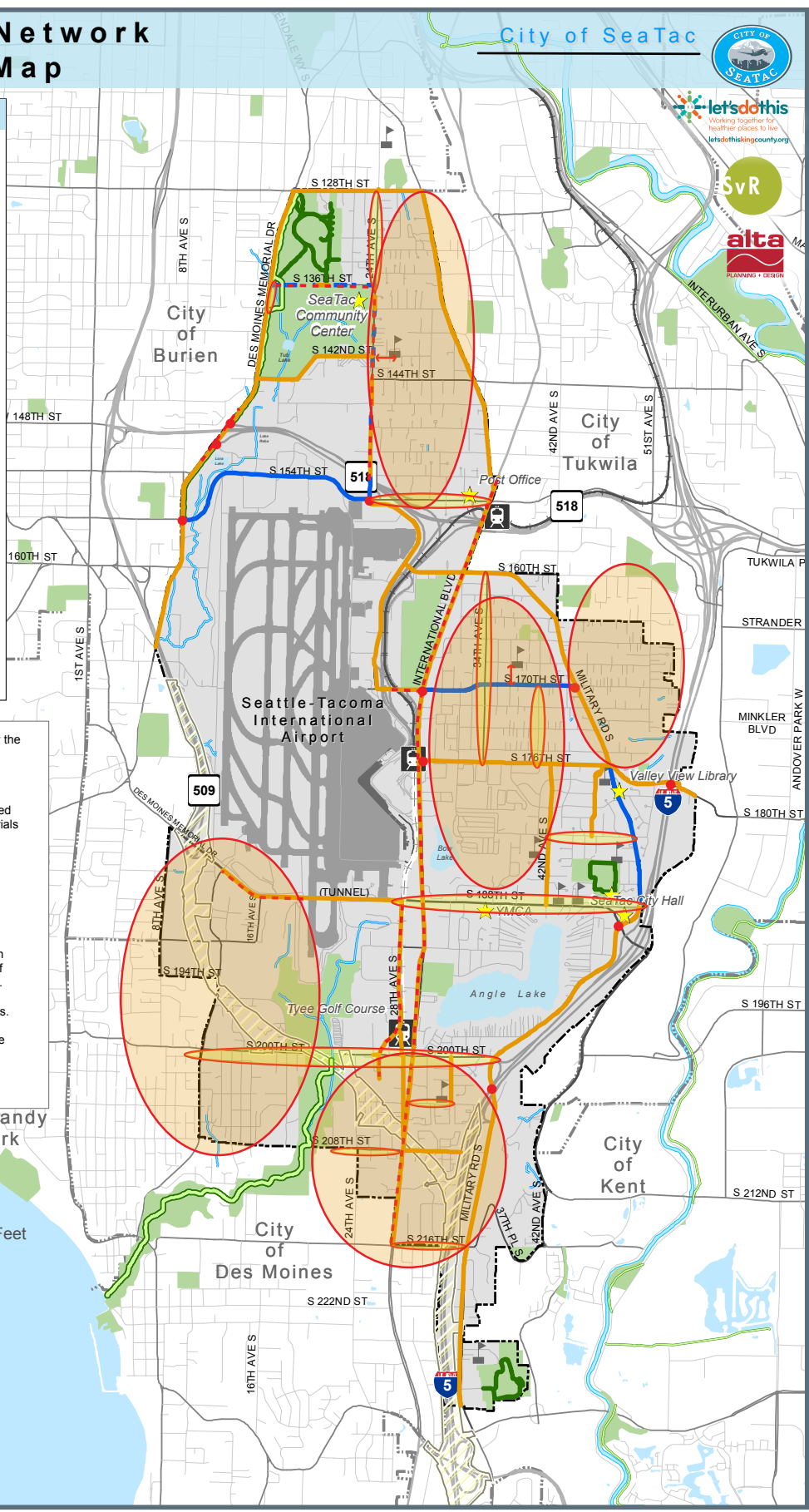
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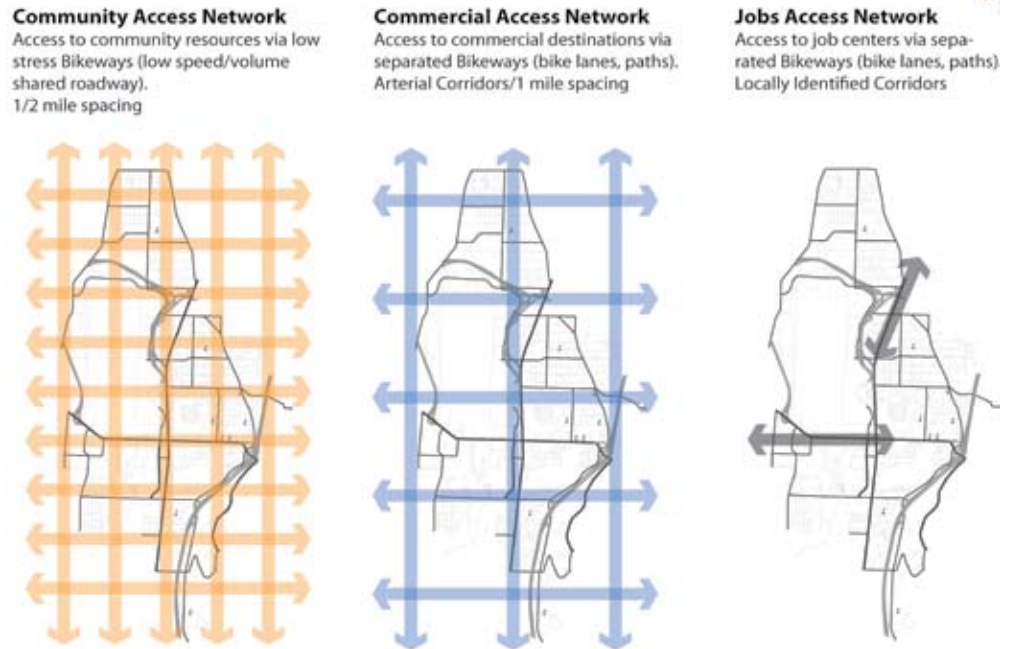
Date Prepared: November 2011  
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trips for commuting and recreational access through regional connections. In addition, the bicycle network must also accommodate a wide range of users including experienced everyday bicyclists to children, families and recreational riders. The following three principle strategies guided recommendations of the bicycle network:



- **Community Access Network:** The network should provide a fine grained network of low stress bikeways that facilitate access through neighborhoods and to community resources such as schools and parks. Low stress bikeways are generally located on low speed and volume shared roadways. Route spacing should be every 1/2 mile to ensure all users have an off network trip of no more than 1/4 mile.
- **Commercial Access Network:** An arterial based network of separated bikeways should provide for clear access to commercial destinations. Common facilities are bike lanes and shared-use paths. Route spacing is generally every 1 mile, along arterial streets to provide broader network connections.
- **Jobs Access Network:** The network should include an employment center access network, designed to provide bicycle facilities to key community employers and institutions. The City of SeaTac bike network considered access to local Commute Trip Reduction businesses and nearby employment centers such as Kent, Burien, Renton, and Tukwila. There is no standard for route spacing with corridors located in response to the local context.

The results of these theoretical strategies were overlaid on the existing bicycle network, gaps were located and a recommended bicycle network was identified. The bicycle network recommendations define locations where bicycle facilities are needed and whether it should be a separated or shared roadway condition for bicycles.

# Draft Proposed Bicycle Network

City of SeaTac



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**Proposed Bicycle Network Additions**

- Bikeway (Undefined Shared)
- Bikeway (Undefined Separated)
- - - Bikeway (New Road Segment)
- Bicycle Lanes
- Shared-Use Path

**Existing Bicycle Network**

- Bicycle Lanes
- Shared-Use Path
- Park Circulation Trail

**Other Features**

- ★ Primary Public Building
- ★ Schools
- Light Rail Station
- Open Space
- City Boundary
- Airport
- Waterbody
- SR-509 Future ROW

This map shows existing and proposed bicycle system improvements, including:

**Bikeway (undefined shared):** New or improved facility where bicycles can share the travel lane with motor vehicles due to lower traffic volumes and speeds.

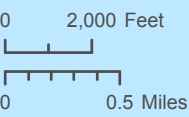
**Bikeway (undefined separated):** New or improved facility that requires a designated separation for bicycles from motor vehicle traffic due to higher traffic volumes and speeds.

**Bicycle Lanes:** Bicycle lanes are delineated by painted lane markings within the pavement width of urban arterials or collector streets.

**Shared-Use Path:** These trails are built for transportation and recreation purposes and accommodate a variety of nonmotorized uses, including pedestrians and bicycles. These trails typically connect several destinations. SeaTac only maintains trails that fall within the city limits.

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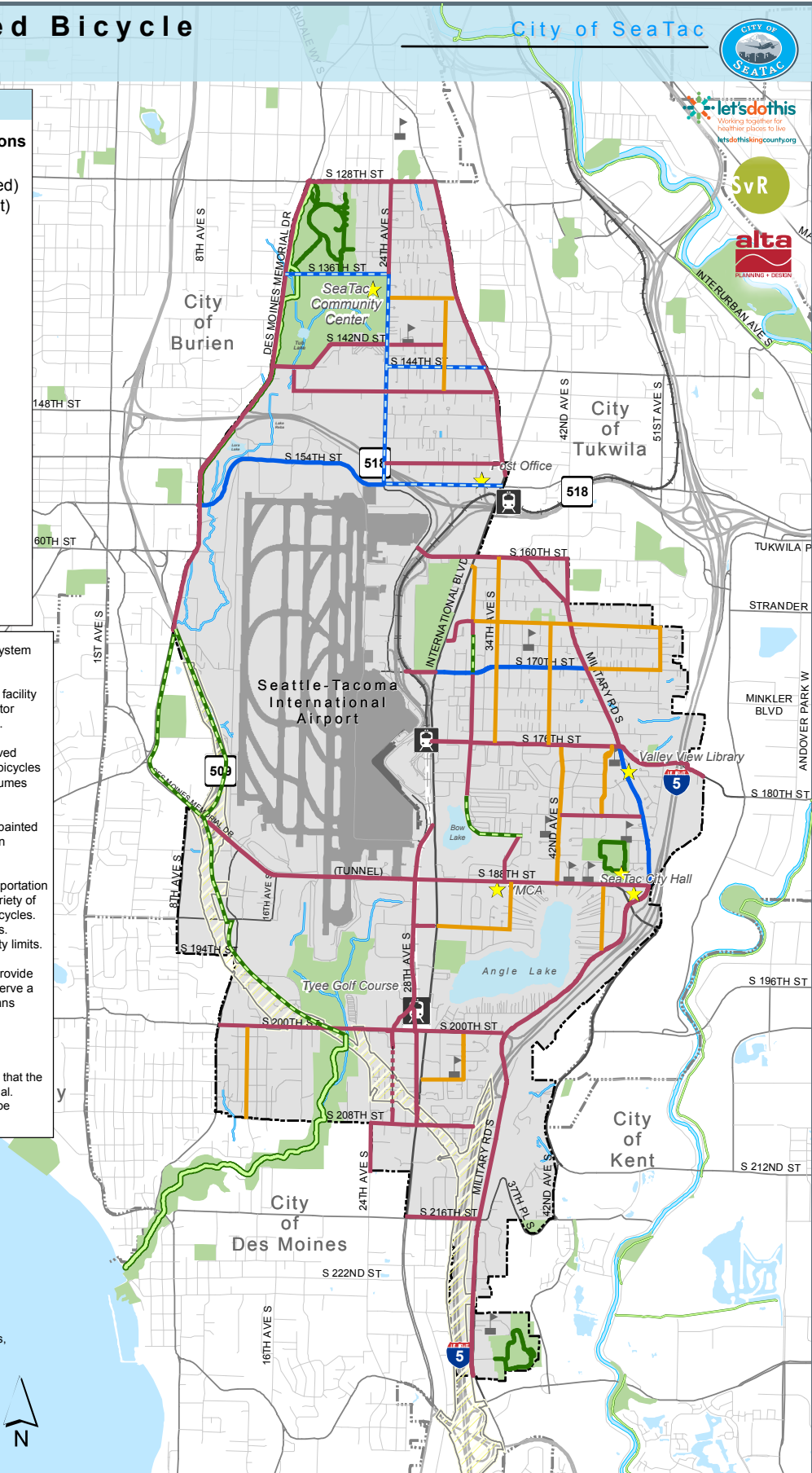
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The diagram on the previous page demonstrates the network design framework that provided the basis for the following bicycle network recommendations.

## PROPOSED BICYCLE NETWORK

This Plan proposes a bicycle network built upon the existing SeaTac bicycle network. Bike facilities and routes are identified in the Comprehensive Plan. (See *Appendix C: Existing Bike Map*)

### ADDRESSING THE GAPS

The proposed bicycle network recommends a combination of bike lanes or other separated facilities on arterial streets and shared bicycle and roadway facilities on lower volume residential streets. Further engineering studies along major arterial corridors are needed to identify the appropriate separated facility to increase bicyclists' safety. Depending on the traffic conditions, shared roadways along residential streets could be a combination of shared lane makings or bicycle boulevards.

As noted previously in this Plan, International Boulevard, the City's main north-south arterial, lacks adequate bicycle facilities. Alternative options to International Boulevard for cyclists to consider include using 34th Ave S where possible, and encouraging the use of buses or light rail to carry bikes along the International Boulevard corridor.

In addition to the on-street facilities, multi-use trails or shared-use paths are recommended along the SR 509 Corridor and in order to increase the off street connections to the Des Moines Creek Trail. The City of SeaTac is currently coordinating with King County, Renton and Tukwila to design and fund the Lake to Sound Trail. Additionally, in the long term, should the opportunity become available; the City would like to explore the option to provide a shared path or multi-use trail to serve the Bow Lake neighborhood. It is understood that there could be significant potential environmental and private property impacts associated with implementing that facility.

Specific recommendations for improving the SeaTac bicycle network can be found on the Draft Proposed Bicycle Network Map that follows above this discussion. The map shows both the existing and proposed facility types.



# SAFE AND COMPLETE STREETS FACILITY IMPLEMENTATION

FACILITY IMPLEMENTATION TOOLS  
POTENTIAL FUNDING MECHANISMS



*In this section of the Plan, a range of pedestrian and bicycle facility types that can implement safe and complete streets are identified, as are potential funding potential funding mechanisms.*

## **FACILITY IMPLEMENTATION TOOLS**

With the policy framework and plan in place, there are a variety of implementation strategies that can be used to move the Safe and Complete Streets Plan forward.

### **Facility Implementation Tools**

On the following pages, two tools are presented for use in future planning and implementation work. These tools should be shared with public and private sector partners to help provide guidance and surety about the City's expectations for Safe and Complete Streets implementation.

### **Non-Motorized Facilities Matrix**

The Non-Motorized Alternative Facilities Matrix is an at-a-glance matrix that overlays land uses and street classifications to provide guidance on the types of pedestrian and bicycle facilities that would be appropriate for these spaces. This is not intended to be a prescriptive document but rather a jumping off point where a range of facility options can be considered for a single location. (The City of SeaTac's land use and transportation codes should be reviewed for specific site requirements.)

### **How the Matrix Works**

Pedestrian or bicycle facility options for a specific road classification can be found by matching the road classification listed in the columns on the top of the matrix with the appropriate land use/zoning designation described in the rows on the left-hand side of the table. A plus sign (+) denotes that the facility is in the 2007 King County Road Standards as adopted by the SeaTac Municipal Code.

### **Non-Motorized Facilities Matrix Fact Sheets**

Definitions and images are also provided for each pedestrian and bicycle facility option listed in the Matrix in order to give users of the plan illustrative examples of these facilities.

# NON-MOTORIZED ALTERNATIVE FACILITIES

| Functional Classification | Principal Arterials                      | Minor and Collector Arterials | Local Access Roads (Non-Arterial) | New Private Roads (Non-Arterial) |                        |
|---------------------------|--|-------------------------------|-----------------------------------|----------------------------------|------------------------|
| Land Use Zoning Type      |  |                               |                                   |                                  |                        |
| Single-family             | UL-[all sizes], MHP                      | Sidewalks +                   | Sidewalks +                       | Trails +                         | Sidewalks +            |
|                           |  | Bike Lanes +                  | Bike Lanes +                      | Painted Walkable Zone            | Shared Streets         |
|                           |  | Cycletracks                   | Cycletracks                       | Sidewalks +                      | Neighborhood Greenways |
|                           |  | Shared-Use Path +             | Sharrows                          | Shared Streets                   |                        |
| Multi-family              | UM-[all sizes] UH-[all sizes], Townhouse | Sidewalks +                   | Sidewalks +                       | Sidewalks +                      | Sidewalks +            |
|                           |  | Bike Lanes +                  | Bike Lanes +                      | Shared Streets                   | Shared Streets         |
|                           |  | Cycletracks                   | Cycletracks                       |                                  |                        |
|                           |  | Shared-Use Paths +            | Sharrows                          |                                  |                        |
| Commercial                | NB, O/C/MU, O/CM, CB, CB-C, AVC          | Sidewalks +                   | Sidewalks +                       | Sidewalks +                      | Sidewalks +            |
|                           |  | Cycletracks                   | Bike Lanes +                      | Shared Streets                   | Shared Streets         |
|                           |  | Shared-Use Paths +            | Sharrows                          |                                  |                        |
| Industrial                | BP, AVB, AVO, I                          | Sidewalks +                   | Sidewalks +                       | Sidewalks +                      | Sidewalks +            |
|                           |  | Cycletracks                   | Bike Lanes +                      |                                  |                        |
|                           |  | Shared-Use Paths +            | Sharrows                          |                                  |                        |

**LEGEND**

|  |                       |  |                 |  |                     |
|--|-----------------------|--|-----------------|--|---------------------|
|  | Pedestrian Facilities |  | Bike Facilities |  | Bike/Ped Facilities |
|--|-----------------------|--|-----------------|--|---------------------|

+ These tools are in the 2007 King County Road Standards per SeaTac Municipal Code, 11.05.100, sidewalks can be asphalt or concrete.

For facilities owned and operated by other agencies, bicycle and pedestrian connections should be made to regional shared-use paths that are located within the City of SeaTac, where appropriate. Traffic controls such as signals, markings, controls and wayfinding should be considered when implementing these facilities.



## **SIDEWALKS** +

### DEFINITION AND DISCUSSION



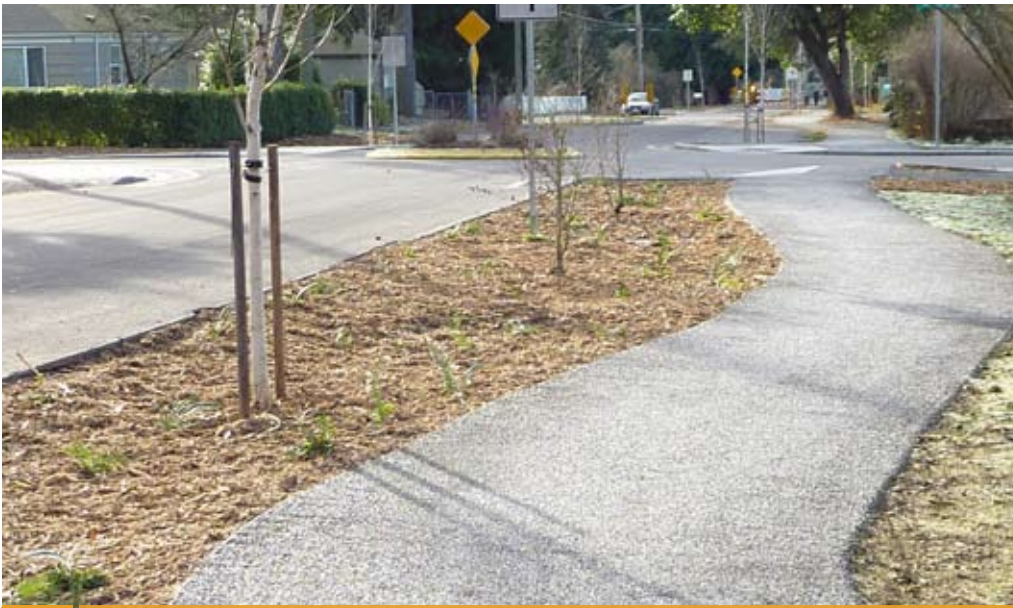
Sidewalks are paved horizontal surfaces, typically within the public right-of-way, used for walking. Sidewalks are typically vertically separated from the roadway surface due to the need to install a curb and gutter to manage stormwater.

Sidewalks can be constructed from a number of hard paving materials including concrete, pervious concrete, asphalt, and porous asphalt.

### GUIDELINES, STANDARDS AND REFERENCES

AASHTO, A Policy on Geometric Design of Highways and Streets, 6th Edition  
Access Board, Accessible Rights of Way: A Design Guide, <http://www.access-board.gov/prowac/>

King County, 2007 Road Design and Construction Standards, <http://www.kingcounty.gov/transportation/kcdot/Roads/EngineeringServices/RoadStandards2007.aspx>



## DEFINITION AND DISCUSSION

Trails can be a lower cost alternative to the traditional sidewalk. This facility is a hard, level surface, placed between private property and the travel lanes. Trails can be straight or can meander and can be constructed out of a number of paving materials including concrete, pervious concrete, asphalt, porous asphalt and crushed stone.

Where sidewalk installations traditionally necessitate installation of a curb and gutter to manage stormwater runoff, trails lend themselves to using other stormwater management methods, such as low impact development. Using permeable paving and bioretention facilities, trails can be installed on residential streets in a way that can help reduce project costs.

## GUIDELINES, STANDARDS AND REFERENCES

AASHTO, A Policy on Geometric Design of Highways and Streets, 6th Edition  
Access Board, Accessible Public Rights of Way, <http://www.access-board.gov/prowac/> and Outdoor Developed Areas, <http://www.access-board.gov/outdoor/>

King County, 2007 Road Design and Construction Standards, <http://www.kingcounty.gov/transportation/kcdot/Roads/EngineeringServices/RoadStandards2007.aspx>





## DEFINITION AND DISCUSSION

Painted walkable areas are one of the most cost-effective solutions for retrofitting a walkable zone on streets that are appropriate for them: local streets in single-family neighborhoods. This strategy demarcates a hard surfaced zone and a 6 foot vertical clear space.

With the lower volume and lower speed streets within the single-family zoned areas of the City, this strategy can be very simple to implement. It is not, however, generally considered an adequate facility for streets with higher speeds or greater volumes.

## GUIDELINES, STANDARDS AND REFERENCES

AASHTO, A Policy on Geometric Design of Highways and Streets, 6th Edition  
Access Board, Accessible Rights of Way: A Design Guide, <http://www.access-board.gov/prowac/>

King County, 2007 Road Design and Construction Standards, <http://www.kingcounty.gov/transportation/kcdot/Roads/EngineeringServices/RoadStandards2007.aspx>



## BIKE LANES +

A buffered bike lane on E. Marginal Way in Seattle. Photo by flickr user SDOT Photos

### DEFINITION AND DISCUSSION

Bike lanes are dedicated horizontal zones within the street right-of-way that are intended solely for bicycle use. The lanes are generally placed to the right side of the roadway, between the travel lane and parked cars moving in the same direction of traffic. However, there is a great variety in how bike lanes have been implemented in communities around the United States including center bike lakes, contra-flow (against traffic) bike lanes and buffered bike lanes.



Buffered bike lanes provide cyclists with an even greater sense of security by providing larger horizontal separation between the rider and the travel lanes. Most often this is achieved with simple striping. The reduced lane width for cars slows vehicular traffic and the greater separation for bikes increases safety for all users.

### GUIDELINES, STANDARDS AND REFERENCES

AASHTO, A Policy on Geometric Design of Highways and Streets, 6th Edition

AASHTO, Guide for the Development of Bicycle Facilities, 3rd Edition

Access Board, Accessible Rights of Way: A Design Guide, <http://www.access-board.gov/prowac/>

NACTO, Urban Bikeway Design Guide, <http://nacto.org/cities-for-cycling/design-guide/>

King County, 2007 Road Design and Construction Standards, <http://www.kingcounty.gov/transportation/kcdot/Roads/EngineeringServices/RoadStandards2007.aspx>



## DEFINITION AND DISCUSSION

A combination of the words “share” and “arrow,” sharrows, or shared lane markings, are a newer bicycle facility that are being used in many situations where there is not adequate space for an on-street bike lane. The marking signals to both cyclists and drivers that the road is meant to be shared by all users.

Sharrows are typically placed on the right-hand side of a street to indicate that cyclists should ride closer to the shoulder to allow for cars to pass, when appropriate. Recent studies of the sharrow’s effectiveness have shown that cars pass at a further distance from cyclists when sharrows are present versus when they are not.

Sharrows should be implemented as part of a larger non-motorized plan implementation with public education efforts complementing the installation of

## GUIDELINES, STANDARDS AND REFERENCES

AASHTO, A Policy on Geometric Design of Highways and Streets

AASHTO, Guide for the Development of Bicycle Facilities

Access Board, Accessible Rights of Way: A Design Guide, <http://www.access-board.gov/prowac/>

NACTO, Urban Bikeway Design Guide, <http://nacto.org/cities-for-cycling/design-guide/>

FHWA, Manual on Uniform Traffic Control Devices for Streets and Highways, 2009 Edition



image by dylan passmore

## DEFINITION AND DISCUSSION

Cycletracks are bike lanes that are separated from traffic by some sort of vertical element. This can be a vertical curb, a sidewalk, stanchions or bollards. For many cyclists, these facilities feel safer than other on-street cycling facilities. However, their installation takes up more horizontal space in a street than is often available, which is why they are relatively rare.

Cycletracks can be one-way or two-way, as shown above. Travel along a route is relatively straight-forward but special attention should be paid to intersections where vehicular and bicycle traffic interact. For example, the image above provides an example of using a raised crossing to allow pedestrians to get to the transit island for loading and unloading buses.

## GUIDELINES, STANDARDS AND REFERENCES

AASHTO, A Policy on Geometric Design of Highways and Streets

AASHTO, Guide for the Development of Bicycle Facilities

Access Board, Accessible Rights of Way: A Design Guide, <http://www.access-board.gov/provac/>

NACTO, Urban Bikeway Design Guide, <http://nacto.org/cities-for-cycling/design-guide/>

King County, 2007 Road Design and Construction Standards, <http://www.kingcounty.gov/transportation/kcdot/Roads/EngineeringServices/RoadStandards2007.aspx>



## DEFINITION AND DISCUSSION

Neighborhood greenways are a relatively new strategy that combines a number of non-motorized facilities--signage, traffic calming, pavement markings--to create designated, prioritized routes for biking and walking on local streets. Pioneered in Portland, Oregon, neighborhood greenways are created through modest, low-cost interventions on existing low-volume streets as a means of creating safer streets for everyone. Local roads with less than 1,000 ADT (Average Daily Traffic) are typically the best candidates for this treatment.

For example, stop signs may be turned so that perpendicular traffic must stop, but cyclists and joggers can travel unimpeded. The most intensive interventions occur where greenways cross arterials and pedestrian signals, refuge islands, signage and other traffic control devices are used to make safe crossings.

Neighborhood greenways can also be developed in tandem with stormwater programs by creating “green streets” along the route, using low impact development techniques. The blog Streetfilms has an excellent primer on Portland’s neighborhood greenways at: <http://www.streetfilms.org/>.

## GUIDELINES, STANDARDS AND REFERENCES

- AASHTO, A Policy on Geometric Design of Highways and Streets, 6th Edition
- AASHTO, Guide for the Development of Bicycle Facilities, 3rd Edition
- Access Board, Accessible Rights of Way: A Design Guide, <http://www.access-board.gov/prowac/>
- NACTO, Urban Bikeway Design Guide, <http://nacto.org/cities-for-cycling/design-guide/>
- FHWA, Manual on Uniform Traffic Control Devices for Streets and Highways, 2009 Edition



## DEFINITION AND DISCUSSION

Shared-use paths--also called multi-use paths, hiker-biker trails, greenways and regional trails--are off-street facilities designed for a variety of non-motorized uses. The Green River Trail, the Des Moines Creek Trail and the Lake to Sound Trail are all local examples of this type of facility.

Many shared-use paths are built on old rights-of-way--like the Burke-Gilman Trail in Seattle, which uses an old railroad grade--or share the right-of-way with other infrastructure projects, like the proposed extension of the Lake to Sound Trail, which will share the right-of-way with the SR 509 extension. The costs associated with a dedicated right-of-way means that, while popular, there are also relatively few shared-use paths.

Because of the many users, urban shared-use paths are typically more recreational in nature when compared to on-street facilities, especially on the weekends. They are exceptions of course. The Burke-Gilman Trail, with is congested and has many crossings, still has an 85th percentile speed (the standard gauge of the average cycling speed on a trail) of around 17-18 miles per hour on many stretches of trail.

## GUIDELINES, STANDARDS AND REFERENCES

AASHTO, A Policy on Geometric Design of Highways and Streets, 6th Edition

AASHTO, Guide for the Development of Bicycle Facilities, 3rd Edition

Access Board, Accessible Rights of Way: A Design Guide, <http://www.access-board.gov/prowac/>

NACTO, Urban Bikeway Design Guide, <http://nacto.org/cities-for-cycling/design-guide/>

King County, 2007 Road Design and Construction Standards, <http://www.kingcounty.gov/transportation/kcdot/Roads/EngineeringServices/RoadStandards2007.aspx>



## DEFINITION AND DISCUSSION

Whether referred to as woonerfs, festival streets, home zones or some other name, shared streets are quickly becoming a popular strategy for reclaiming the street right-of-way by signalling that cars are the guests, but that the street is truly designed for people. These facilities are typically on low-volume streets where traffic is already slow and destinations are few, i.e. there will not be speeding through traffic.

For example, the term home zones--popularized in England--referred to streets without a lot of traffic that were made safer for the children living on that street through traffic calming and signage strategies. Many times these streets were are dead ends or dis-continuous road segments.

Shared streets are not appropriate in all locations. Low volumes and a variety of traffic calming measures are important to signal to drivers that this is not a typical street design and that there are a different set of expectations in place. They have, however, been implemented successfully in the United States and are quite popular in residential contexts.

## GUIDELINES, STANDARDS AND REFERENCES

AASHTO, A Policy on Geometric Design of Highways and Streets, 6th Edition Access Board, Accessible Rights of Way: A Design Guide, <http://www.access-board.gov/prowac/>

NACTO, Urban Bikeway Design Guide, <http://nacto.org/cities-for-cycling/design-guide/>

King County, 2007 Road Design and Construction Standards, <http://www.kingcounty.gov/transportation/kcdot/Roads/EngineeringServices/RoadStandards2007.aspx>

## **POTENTIAL FUNDING MECHANISMS**

The pedestrian and bicycle network recommendations in this Plan can be implemented via existing and potential new funding mechanisms over the next 20+ years. Some of these possible funding mechanisms are identified below.

### **EXISTING CITY OF SEATAC FUNDING MECHANISMS**

#### **CAPITAL IMPROVEMENT PROGRAM (CIP)**

The City of SeaTac's Capital Improvement Program (CIP) is a six year funding plan for capital projects and equipment over \$100,000, and includes projects such as the construction of transportation infrastructure. Major studies like the Transportation Improvement Program are included in the six year CIP. The current CIP can be found on the City of SeaTac website at:

[www.ci.seatac.wa.us/Modules/ShowDocument.aspx?documentid=2555](http://www.ci.seatac.wa.us/Modules/ShowDocument.aspx?documentid=2555)

#### **TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

The City of SeaTac, along with all cities in the State of Washington, is required to adopt a minimum six year Transportation Plan (TIP) by July 1st of each year. SeaTac elected to have the plan cover a ten year period. Each June, a public hearing is held to gather input from the citizens for the next TIP. The plan is formally adopted through a Resolution. The TIP is a planning document. The City uses it to identify future transportation improvement projects and to request State and/or Federal funds. Many projects on the plan are funded, some are delayed and others may not receive funding.

The current TIP can be found on the City of SeaTac website at:

<http://www.ci.seatac.wa.us/Modules/ShowDocument.aspx?documentid=3930>

#### **NEIGHBORHOOD SIDEWALK PROGRAM**

The City of SeaTac's Neighborhood Sidewalk Program is a 20-year program to construct twelve miles of sidewalk throughout the City. This annual program is incorporated in the City's Transportation Improvement Plan. It was created in 2008, based on the recommendations of a City Council-appointed Ad Hoc Committee comprised of seven SeaTac residents. It should be noted that the 2012-2017 CIP indicates that a new funding source is needed for the Neighborhood Sidewalk Program beginning in 2016. More information on the Sidewalk Ad Hoc Committee can be found in Appendix B.



## NEIGHBORHOOD TRAFFIC CONTROL PROGRAM

The Neighborhood Traffic Safety Program represents the commitment of the City of SeaTac to the safety and livability of residential neighborhoods. The three-phase program addresses neighborhood traffic safety concerns while enabling citizens and community groups to become involved with the improvement process. Each phase of the Neighborhood Traffic Safety Program contains specific techniques for addressing traffic concerns in neighborhoods.

- PHASE I or Neighborhood Enhancement Phase - passive, less restrictive measures.
- PHASE II or Physical Devices Phase - more restrictive physical devices if needed.
- PHASE III or Major Projects Capital Improvement Program (CIP), Transportation Improvement Program (TIP), or other special funding.

Detailed information on the program can be found at:

<http://www.ci.seatac.wa.us/Modules/ShowDocument.aspx?documentid=81>

## POTENTIAL NEW FUNDING MECHANISMS

In addition to the City's possible funding mechanisms, State, non-profit and federal partners have a number of potential funding opportunities that may be used by the City of SeaTac to leverage other investments and make resources go further. These programs include such diverse sources as State and federal Safe Routes to School programs, federal Community Action Grants, Transportation Improvement Board Urban Sidewalk Program grants and REI Bicycle Friendly Communities Grants. It should be noted that, typically, these grants are restricted to arterial streets.

Additionally, since the right of way also serves as a critical component of a city's stormwater management and conveyance infrastructure, utility grant programs also offer a cost offsetting opportunity. For example, the Washington State Department of Ecology Stormwater Grants can be used to implement low impact development features which can include streetside planting in bioretention areas and porous pavement applications for sidewalks.



# APPENDIX A: PROPOSED NEW AND REVISED POLICIES

The following proposed new and revised policies were developed as part of the preparation of the Safe and Complete Streets Plan. These policies will be reviewed during the Transportation Master Plan and the 2014 Comprehensive Plan major update. In addition to the existing policies, these recommended changes strengthen the policy language to support the implementation of Safe and Complete Streets in the City of SeaTac.

## GLOSSARY

| Comprehensive Plan Element | Reference                       | Suggested Revisions  |
|----------------------------|---------------------------------|--|
| GLOSSARY                   | Active Transportation (NEW)     | Active transportation refers to non-motorized transportation modes, such as bicycling and walking, that are well integrated with public transportation. People are more active when they ride a bike, walk or take public transportation, resulting in better public health and less impact on the environment.  |
| GLOSSARY                   | Safe and Complete Streets (NEW) | Safe and complete streets are streets for everyone. They are designed, operated and maintained to enable safe access for all users and all modes. Pedestrians, bicyclists, freight drivers, motorists and transit riders of all ages and abilities should be able to safely and appropriately move along and across a safe and complete street. Safe and complete streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from transit stations.        |
| GLOSSARY                   | Low Impact Development (NEW)    | Low impact development is a stormwater management and land development strategy that emphasizes conservation and use of on-site natural features integrated with engineered, small-scale hydrologic controls to more closely mimic predevelopment hydrologic functions.  |
| GLOSSARY                   | Vulnerable Users (NEW)          | As defined by Washington State law, a "vulnerable user of a public way" means: pedestrians; a person riding an animal; or a person operating any of the following on a public way: a farm tractor or implement of husbandry, without an enclosed shell; a bicycle; an electric-assisted bicycle; an electric personal assistive mobility device; a moped; a motor-driven cycle; a motorized foot scooter; or a motorcycle.<br><b>Note: This was adopted as HB1339. It is not yet part of the WAC since the law does not take effect until July 2012.</b> |
| GLOSSARY                   | Walkable Zone (NEW)             | A walkable zone is horizontal zone within the right of way or easement that is at least 4 feet wide and ideally has a 2% cross slope. The walkable zone shall be un-obstructed, stable surface and free of above grade utilities, shrubs or trees. Vehicles should not be allowed to park in these zones.  |
| GLOSSARY                   | Amenity Zone (NEW)              | An amenity zone is a horizontal zone within the right of way between the "walkable zone," which is typically closer to the buildings and the curb/travel lanes that is used to place amenities and utilities like landscaping, street trees, junction boxes, light poles, mail boxes, benches, signage, etc.   |

## TRANSPORTATION

| Comprehensive Plan Element   | Reference | Suggested Revisions  |
|------------------------------|-----------|--|
| CHAPTER 3:<br>TRANSPORTATION | Goal 3.1  | <p>To promote the safe and efficient mobility of people and goods for of SeaTac's residents, businesses and visitors through a multi-modal transportation system that encourages alternative <del>travel</del> and active transportation modes, which help promote a healthy community.</p> <p><i>Discussion: This goal acknowledges the need for alternative <del>travel</del> and active transportation modes to meet the <del>transportation</del> mobility needs of the City. In the short- to mid-range (zero- to 10-year) horizon, this plan includes improvements to the arterial and freeway system, including improvements and additions to existing transit service and nonmotorized facilities. The plan also promotes reducing transportation demand, especially during peak travel periods, by encouraging active transportation modes as an alternative <del>travel modes</del> to single-occupan <del>t</del>cy vehicles. Sound Transit's light rail transit system (HCT) opened in 2009 with the Tukwila International Boulevard Station at S. 154th St. and the SeaTac/Airport station in 2010. Personal Rapid Transit (PRT) has been considered to connect travelers to the light rail stations, the Airport, hotels and other destinations in the City without increasing congestion on the roadways, but is not currently available to meet the transportation needs of the City.</i></p> <p><i>The PRT option, or options for a similar type of system that would provide a similar function, should be considered when the technology demonstrates that such a system is feasible for the City. Implementation actions should be pursued according to the design and financial feasibility of any HCT system, and supportive land use actions pursued that will be consistent with its future success.</i></p> |

## TRANSPORTATION

| Comprehensive Plan Element   | Reference   | Suggested Revisions  |
|------------------------------|-------------|--|
| CHAPTER 3:<br>TRANSPORTATION | Policy 3.2A | <p>Establish a level of service (LOS) standard for intersections and roadways with LOS E or better <del>as being acceptable</del> <b>should be considered</b> acceptable on principal or minor arterials; LOS D or better should be considered acceptable on collector arterials and lower classification streets. The City's Director of Public Works, <del>utilizing established criteria</del> <b>using state and regional guidance</b>, shall be allowed to provide for exceptions to the LOS E standard along minor and principal arterials if future improvements are included in the City's adopted transportation plan. The City should also provide exceptions where the City determines improvements beyond those identified in the transportation plan are not desirable, feasible, or cost-effective. The recommended <b>transportation</b> plan would require exceptions to the level of service policy at the following two intersections: S. 188th Street/International Boulevard and S. 200th Street/International Boulevard. The decision on any exceptions should be reflective of acceptable traffic engineering methodologies. <b>As resources become available,</b></p> <p>establish a multi-modal level of service (MMLOS) standard tailored to Sea-Tac's conditions for intersections and roadways .</p> <p><b>NOTE: Multimodal level of service evaluations provide engineers, public works officials and elected officials with a more complete analysis of a street's multimodal performance. Whereas traditional level of service would have provided one data point regarding vehicle throughput, a MMLOS evaluation might provide 4 data points to evaluate the tradeoffs for different modes of travel, in accordance with the methodology described in the 2010 Highway Capacity Manual (HCM). This is also in line with active transportation guidance provided by PSRC.</b></p> <p><i>Discussion: The Growth Management Act (GMA) requires that a level of service standard be established for arterial routes. <b>Traditional traffic engineering analyses have focused level of service discussions exclusively on automobile throughput without regard to other transportation modes, such as transit. Traffic engineers have been re-examining this practice and cities have recently begun moving toward adopting multi-modal level of service analyses that account for all trips that occur in the right of way. This type of analysis meets the GMA's concurrency requirements.</b></i></p> <p><i>"LOS E/F" is defined as the capacity of a roadway or intersection. A "LOS D" or better along the minor and principal arterials will likely discourage use of alternative travel modes because people would see no disadvantage to driving <b>single-occupancy vehicles</b> . The "LOS D" or better goal for collector arterials and lower classification streets acknowledges the desire to minimize the use of these facilities by through traffic. The exceptions to the "LOS E" standard on minor and principal arterials reflect that the City has developed the transportation plan based on a forecast level of development. Many of the major transportation improvements will take six or more years to implement. "LOS F" conditions already exist (or will likely occur within the next few years) along some of the principal and/or minor arterials, including S. 188th Street/International Boulevard and S. 200th Street/International Boulevard. Due to the time lag in implementing major projects, the City should allow developments that are consistent with the development assumptions of the Joint Transportation Study (JTS) to proceed subject to the Public Works Director's approval.</i></p> |

## TRANSPORTATION

| Comprehensive Plan Element   | Reference           | Suggested Revisions  |
|------------------------------|---------------------|--|
| CHAPTER 3:<br>TRANSPORTATION | Policy 3.2E, p. 3-8 | <p>Major capacity improvements should focus on the principal and minor arterials, <b>with a coordinated emphasis on transit and freight capacity improvements</b>. These improvements <b>should</b> be supplemented with safety, <b>capacity-accessibility</b> and <b>active transportation</b> multi-modal improvements on high priority streets within the City.</p> <p><i>Discussion: In order to minimize congestion in the City, the principal and minor arterials need <del>additional roadway capacity</del> <b>to be reviewed for appropriate transit and freight movement, signal timing and traffic management for all modes</b>. Providing <b>improved controls</b> <del>additional capacity</del> on the principal and minor arterials also will minimize traffic cutting through residential neighborhoods. Spot improvements to eliminate existing safety and capacity problems throughout the City also should receive a high priority.</i></p>   |
| CHAPTER 3:<br>TRANSPORTATION | Policy 3.2G, p. 3-8 | <p><b>Define</b> design elements, <b>facilities and amenities</b> <del>should be defined</del> for arterials and local streets based on <b>balancing</b> the functional classification <b>needs</b> of the facility and the <b>needs of the adjacent</b> <del>projected</del> land uses <b>and their users</b>. The design elements should <del>be compatible with the projected adjacent land uses and identify desired provisions for integrating</del> accommodate <b>and encourage</b> alternative <b>and active</b> transportation modes such as transit, HOV, pedestrians, and bicycles as appropriate for each functional classification. <b>Amenities should enhance the mobility options by providing an improved environment for all users.</b></p> <p><i>Discussion: The design elements for a facility should reflect the intended function of the facility. Principal arterials should have design elements that provide for the movement of through travel with limitations on the type and amount of direct access. Local streets should have elements that provide for property access and discourage through traffic. Design elements for minor and collector arterials should reflect their functions between those for principal arterials and local streets. The design elements also should indicate the City's desire for the type and level of treatment for transit/high occupancy vehicle needs (for example, bus pullouts, HOV lanes, queue bypass lanes at intersections) and for nonmotorized travel (for example, paved shoulders, sidewalks, on-street bike lanes). These definitions are important since there may be physical limitations, cost constraints, or minimal rights-of-way in some corridors.</i></p> |
| CHAPTER 3:<br>TRANSPORTATION | Policy 3.2K         | <p><b>To establish appropriate speeds along SeaTac's roadways, balance multi-modal mobility, traffic engineering standards, a street's functional classification, adjacent land uses and public safety concerns.</b> <del>Based on traffic engineering standards, speed limits should reflect the functional classification of the roadway, adjacent land uses, and the physical condition of the roadway.</del></p> <p><i>Discussion: Street classifications and purposes are established in the SeaTac Transportation Master Plan. Establishment of speed limits should take into account existing conditions of the roadway, including design parameters, any public health and safety concerns, the type and density of land uses and access. Principal and minor arterials are primarily intended to provide for through traffic; therefore, appropriate speed limits should be established to reflect that function within the design of the facility. Collector arterials and lower classified streets are intended to serve more localized traffic, which would allow for lower speed limits. Establishment of speed limits should take into account existing conditions of the roadway, including design parameters, the type and density of land uses, and access.</i></p>   |

## TRANSPORTATION

| Comprehensive Plan Element   | Reference               | Suggested Revisions   |
|------------------------------|-------------------------|---|
| CHAPTER 3:<br>TRANSPORTATION | Policy 3.2M,<br>p. 3-10 | <p>The City shall address neighborhood <b>traffic calming control</b>-issues in a comprehensive fashion consistent with the plans and procedures that have been adopted to address these issues, consisting of but not limited to the following: <b>SeaTac's Safe and Complete Streets Plan</b>, The <i>Discussion: A comprehensive evaluation of transportation issues throughout the City was conducted as part of developing the <b>Joint Transportation Study (JTS)</b> in 2001. <b>The JTS</b> includes the plans and programs listed in Policy 3.2M. Systematic implementation of these plans and programs through the annual Transportation Improvement Program (TIP) and Capital Facilities Plan (CFP) will provide for an integrated, cost-effective program of solutions that may include such features as traffic-calming alternatives, signage, pedestrian facilities, and other improvements. These plans and programs can help minimize the intrusion of <b>non-local automobile traffic</b> into residential areas, as well as provide for sidewalks to connect to schools, public transportation facilities and other community destinations. Refer to this Comprehensive Plan's Transportation Background Report and the SeaTac Safe and Complete Streets Plan for more information on these plans and programs.</i></p> <p><b>NOTE: At this point, this policy is being flagged and it is noted that it will be necessary to incorporate a reference to the Safe and Complete Streets Plan. It is as yet uncertain whether the S+CS Plan will supplant or support the Pedestrian Facilities Plan and/or the</b></p> |
| CHAPTER 3:<br>TRANSPORTATION | Goal 3.3,<br>p. 3-12    | <p><b>To plan for and to develop a system of transportation facilities for all users and all modes of the city's transportation system including pedestrians, and bicyclists and transit users. alternative travel modes, as well as for recreational purposes.</b></p> <p><i>Discussion: Facilities for bicycles and pedestrians are very important transportation features for the City of SeaTac, particularly where they connect to destinations like food establishments and transit stops. Pedestrian and bicycle connections are also important considerations in neighborhoods, providing safe access to schools and parks. Safe pedestrian and bicycle facilities are needed to encourage and support active transportation modes. The following policies provide direction for developing pedestrian and bicycle facilities within the City.</i></p>  |
| CHAPTER 3:<br>TRANSPORTATION | Policy 3.3A,<br>p. 3-12 | <p>Recognize <b>safe</b> pedestrian movement as a basic means of transportation and assure adequate pedestrian facilities, <b>amenities and connections</b> are provided for in conjunction with other <b>transportation facilities and developments.</b></p> <p><i>Discussion: The City <b>requires</b> is encouraging the provision of <b>adequate</b> pedestrian facilities for pedestrians with a strong emphasis on those facilities to be constructed as part of future developments, and accompanying amenities in all public capital projects and in future private developments. <del>With a working pedestrian circulation system, the City can create and support alternative travel modes and greater recreational options.</del></i></p>   |
| CHAPTER 3:<br>TRANSPORTATION | Policy 3.3B,<br>p. 3-12 | <p>Provide sidewalks or other designated pedestrian facilities (<del>including crossings</del>) on both sides of the street along principal and minor arterials and some designated collector arterials (as defined in the transportation improvement plan project list), where appropriate. <b>Provide crossings, markings and traffic controls at all street intersections, where appropriate. Work to provide walkable zones on all other roadways.</b></p> <p><i>Discussion: The high traffic volumes and higher speeds along arterial routes make it difficult and create potential safety hazards for non-motorized travel. Therefore, sidewalks, paved shoulders, or other adequate facilities (as defined by the roadway design standards and the <b>Safe and Complete Streets Plan</b>) need to be provided to promote <del>non-motorized travel</del> active transportation in the City. Crosswalks, signing, and pedestrian-activated signals should conform to the Manual on Uniform Traffic Control Devices (MUTCD).</i></p>   |



## TRANSPORTATION

| Comprehensive Plan Element   | Reference            | Suggested Revisions  |
|------------------------------|----------------------|--|
| CHAPTER 3:<br>TRANSPORTATION | Policy 3.3C, p. 3-13 | <p>Focus safety and pedestrian <del>capacity</del> improvements on routes that provide access to local destinations such as food establishments, shared-use paths, schools, parks, transit facilities and other public facilities.</p> <p><i>Discussion: See the Safe and Complete Streets Plan for guidance on prioritized segments and methodology. Areas with relatively higher pedestrian use should be a priority for improvements that increase pedestrian safety.</i></p> <p><b>NOTE: This policy is being flagged at this time to revise it once a bicycle prioritization methodology has been vetted and agreed upon and to align the prioritization criteria above with the existing sidewalk program criteria.</b></p>  |
| CHAPTER 3:<br>TRANSPORTATION | Policy 3.3D, p. 3-13 | <p>The <del>type provision</del> of pedestrian facilities on one or both sides of non-arterial streets should be flexible to allow for consideration of the physical constraints, economic feasibility, and neighborhood context specific to a particular location, while ensuring minimum "walkable zone" and safety standards are met.</p> <p><i>Discussion: <del>It is recognized</del> The City recognizes that building sidewalks on both sides of local access streets is desirable for creating walkable communities, but may not be feasible or practical in all situations. At the Public Works Director's discretion, sidewalks may be constructed on only one side of the street. Factors to be considered include physical constraints such as topography or sensitive areas, abutting land uses, pedestrian safety considerations, and community context.</i></p> <p><b>NOTE: This revision is intended to meet ADA/PROWAG guidelines and standards. See Glossary for walkable zone definition.</b></p>   |
| CHAPTER 3:<br>TRANSPORTATION | Policy 3.3E, p. 3-13 | <p>Develop a <del>system</del> network of bicycle <del>facilities routes</del> providing for safe travel within the City and for connections to regional facilities. <del>The bicycle network should connect</del> to major local destinations such as Link Light Rail, North SeaTac Park or Sea-Tac International Airport. See the <del>SeaTac Safe and Complete Streets Plan for bicycle facility project prioritization.</del></p> <p><i>Discussion: Bicyclists should be directed to use the most convenient, yet safe, bicycle facilities within the City of SeaTac. <del>These routes should connect with designated bike routes of</del> Coordinate planning, designing, and constructing these facilities with adjacent jurisdictions to create a connected bicycle facility network and should be consistent with regional plans <del>to accommodate longer, more regional bicycle trips as an alternative transportation mode</del>. The system of routes should provide access to regional destinations as well as to local major employment centers. <del>including the future Aviation Business Center</del>. The design and type of bicycle facilities should be based on the most current local and national design standards and guidelines.</i></p> |
| CHAPTER 3:<br>TRANSPORTATION | Policy 3.3F          | <p>Coordinate with the Port of Seattle <del>and transit agencies</del> to explore the possible development of a <del>bicycle routes and facilities as described in the Safe and Complete Streets Plan. to the Airport from South 188th and South 170<sup>th</sup> Streets.</del></p> <p><i>Discussion: Bicyclists must now use International Boulevard between South 188<sup>th</sup> Street and South 170th Street. This section of roadway has a very high volume of traffic and numerous access drives, which make bicycle travel difficult. A new route to the Airport terminal area would eliminate the need for bicyclists to use International Boulevard by connecting the bicycle route on 24th Avenue South with bicycle facilities on South 188th Street and the proposed 28th/24th Avenue South corridor. The City should coordinate closely with the Port of Seattle to explore the potential of developing a route to maximize bicycle access and safety.</i></p> <p><b>NOTE: Once the Safe and Complete Streets plan is adopted, the City may want to include the more specific language in the Comprehensive Plan to instead speak toward collaboration with SeaTac's external partners.</b></p>  |

## TRANSPORTATION

| Comprehensive Plan Element   | Reference           | Suggested Revisions  |
|------------------------------|---------------------|--|
| CHAPTER 3:<br>TRANSPORTATION | Policy 3.3G<br>NEW  | <p>Coordinate with the Highline School District to support “Safe Routes to School” programs.</p> <p><i>Discussion: The City and Highline School district may work together to conduct enforcement, education and encouragement programs, as well as to pursue grant and partnership opportunities. Additionally, the City will coordinate with the school district to ensure effective engineering solutions are provided for children and families around the school.</i></p> <p><b>NOTE: During the process of working on the CPPW grant, a good working relationship has been strengthened between the City of SeaTac and the Highline School District. This should be supported and continued.</b></p>   |
| CHAPTER 3:<br>TRANSPORTATION | Policy 3.3J,<br>NEW | <p>Coordinate with transit service providers to expand mobility for all residents through integration of pedestrian and bicycle facilities and transit networks.</p> <p><i>Discussion: Partner agencies, like Metro and Sound Transit, are key partners in developing a strong pedestrian and bicycle network. Recent rule changes from the Federal Transit Agency have resulted in greater ability for transit agencies to partner with and fund pedestrian and bicycle facilities which act as de facto transit facilities within a given radius of a transit stop.</i></p>  |
| CHAPTER 3:<br>TRANSPORTATION | Policy 3.3K,<br>NEW | <p>Support education efforts relating to traffic, transit use, and bicycle and pedestrian safety.</p> <p><i>Discussion: Education and encouragement are critical strategies in commute trip reduction (CTR) programs and for getting more people walking, biking and using transit.</i></p>  |
| CHAPTER 3:<br>TRANSPORTATION | Goal 3.4,<br>p.3-14 | <p>To encourage the use of transit and other High Occupancy Vehicles (HOV)/multi-modal <del>travel</del> <b>transportation</b> modes to accommodate a larger proportion of existing and future <del>travel</del> <b>trips</b> in and adjacent to the City of SeaTac.</p> <p><i>Discussion: Area residents and elected officials identified the need for improved transit service and programs to increase the use of high occupancy vehicles in the City of SeaTac. Furthermore, increased transit, <b>active transportation</b> and Transportation Demand Management programs will be needed to reduce the need for continued widening or new construction of arterials. 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. The following policies are identified to implement this goal.</i></p> |

## COMMUNITY IMAGE

| Comprehensive Plan Element | Reference            | Suggested Revisions  |
|----------------------------|----------------------|--|
| CHAPTER 6: COMMUNITY IMAGE | Policy 6.1B, p. 6-5  | <p>Preserve existing vegetation and street trees.</p> <p><i>Discussion: The trees that contribute most to the City's image <b>and walkability</b> are the mature ones that already exist. Measures must be taken to ensure that large trees are retained.</i></p>  |
| CHAPTER 6: COMMUNITY IMAGE | Policy 6.1C, p. 6-5  | <p>Continue to promote the installation of trees and other vegetation along streets.</p> <p><i>Discussion: Planting trees along streets is a powerful way of changing the character of an area. However, to be effective and have an immediate impact, street trees must be of a certain type and size and be appropriately spaced and located. Also, trees help define and protect space for pedestrians; therefore, they should be placed <del>close to the curb zone</del> <b>within the street's amenity zone</b>.</i></p> <p><b>NOTE: The City may want to consider a revised set of street cross sections that contain a new feature called an amenity zone. Many municipalities have this feature, which is a zone within the right of way between the "walkable zone," which is typically closer to the buildings and the curb. Lights, street trees, benches, etc are placed in the amenity zone.</b></p>                   |
| CHAPTER 6: COMMUNITY IMAGE | Policy 6.1E, p. 6-7  | <p>Encourage the connection and linkage of parks, <b>boulevards, neighborhood greenways</b>, open spaces and greenbelts.</p> <p><i>Discussion: Greenbelts, open natural areas and parklands are less effective if they are isolated or made up of small parcels of land. Over time, ways should be found to link greenbelts to ensure continuity, both functionally and visually. Linkages should be considered within SeaTac and across city boundaries.</i></p>  |
| CHAPTER 6: COMMUNITY IMAGE | Policy 6.1F, p. 6-7  | <p>Provide for <b>publicly-accessible</b> open space in commercial districts and business park developments.</p> <p><i>Discussion: The provision of open space in commercial areas and business districts is a valuable amenity to residents and employees in the City. It also offers a visual relief to the expanse and intensity of the built environment. Such open space may include landscaping and design features including public sculpture, fountains, park benches, street furniture, pathways and ponds. Large developments should be encouraged to incorporate open space as part of their site development. Open space should be linked between developments where possible.</i></p> <p><b>NOTE: Many of the benefits of the open space listed in the discussion portion assume that the open space is publicly-accessible. What has been added here is a clarifying modifier to ensure that this was clear.</b></p>   |
| CHAPTER 6: COMMUNITY IMAGE | Policy 6.2H, p. 6-14 | <p>Establish a variety of public spaces throughout the Urban Center.</p> <p><i>Discussion: Public space comes in many forms: streets, large parks, small parks, pocket parks, plazas, courtyards, gardens, and so forth. An urban center must, over time, provide <b>a diversity of public spaces</b>. Some will be developed by the City or other agencies, while some will be privately provided. It is important that there be some form of public space associated with each major development project, so that eventually there can be a wide variety of types and sizes throughout the center. The City particularly encourages pockets of public space in the City Center, to help create a greater sense of identity and place that can be enjoyed by both residents and visitors.</i></p> <p><b>NOTE: This policy has great similarities with 6.2Y. The City may want to combine and/or delete one of the policies.</b></p> |

## COMMUNITY IMAGE

| Comprehensive Plan Element | Reference            | Suggested Revisions  |
|----------------------------|----------------------|--|
| CHAPTER 6: COMMUNITY IMAGE | Policy 6.2I, p. 6-14 | <p>Encourage connections between the Urban Center and nearby neighborhoods.</p> <p><i>Discussion: The Urban Center should not be seen as an isolated, freestanding area of the community. It needs to be linked to the neighborhoods surrounding it. While such linkages can be enhanced by transit, the principal means should be through sidewalks, walkways and other ground-level corridors, particularly creating east-west connections to the adjacent neighborhoods. While most of these will be developed as a part of public streets and open space, there may be some instances in which pathways could be cut through private property via access easements provided the owner is willing to grant the easement through purchase or gifting to the City.</i></p> <p>Provide safe methods such as <b>signaled crossings</b>, textured crosswalks and pedestrian islands within the planted median for people to cross major streets at regular and convenient intervals.</p> <p><i>Discussion: Very wide streets carrying heavy traffic volumes, such as International Boulevard, should have special features to allow for safe and convenient crossings movement on foot. Overpasses are expensive and cede the street space to vehicles, creating a problematic and unsafe street environment. Therefore, an emphasis on at-grade crossings is preferred. Efforts should be made to keep intersections clear of non-directional signage and inappropriate trees and vegetation.</i></p> <p><b>NOTE: This policy has great similarities with 6.2W. The City may want to combine and/or delete one of the policies.</b></p> |
| CHAPTER 6: COMMUNITY IMAGE | Policy 6.2X, p. 6-21 | <p>Encourage pedestrian connections through large blocks.</p> <p><i>Discussion: The Urban Center will likely require a new pattern of streets and blocks to open up access and allow for internal circulation without adding congestion to International Boulevard. While it is desirable to keep blocks as small as possible, it is likely that they will be somewhat large. Therefore, the city will need to negotiate with private developers to create through corridors <del>it will be necessary to secure corridors that cut through blocks</del> so that people will be able to conveniently walk between destinations. Some of these connections should be outside the buildings, while others could be interior.</i></p> <p><b>NOTE: See note above.</b></p>   |
| CHAPTER 6: COMMUNITY IMAGE | Policy 6.2Y, p. 6-21 | <p>Create public spaces within the Urban Center.</p> <p><i>Discussion: Urban centers are stronger and more focused when they have one or more major public parks or squares. Such a place is seen by the community as a “commons” when it is publicly owned, programmed, monitored and maintained. A privately provided plaza may not accomplish the same result, since it is not “held in common” by the citizens of the community.</i></p> <p><b>NOTE: See note above.</b></p>   |
| CHAPTER 6: COMMUNITY IMAGE | Policy 6.5B, p. 6-33 | <p>Initiate various types of pedestrian, <b>bicycle</b> and transit connections between the Airport and the community.</p> <p><i>Discussion: The Airport is a built-in source of customers, visitors and employees. All of these people need to be able to have safe, convenient, multi-modal access to areas outside the Airport. A collaborative effort between the City and the Port could reveal interesting and imaginative ways of linking the nearby neighborhoods, commercial areas, and the Airport.</i></p>  |

## ECONOMIC VITALITY

| Comprehensive Plan Element   | Reference   | Suggested Revisions  |
|------------------------------|-------------|--|
| CHAPTER 7: ECONOMIC VITALITY | Policy 7.6C | <p>Multi-Modal Transportation Strategy. Facilitate a multi-modal transportation strategy which enhances the movement of people and goods to, from and throughout the City.</p> <p><i>Discussion: Air service (Seattle-Tacoma International Airport), harbor service (Port of Seattle and Tacoma facilities), <b>bicycle and pedestrian facilities</b> and public ground transportation services (Metro, etc.) constitute multi-modal linkages integral to the success of many businesses and industries in the region. The Port of Seattle and the Port of Tacoma provide a vital conduit between air and surface transportation of people and goods for local and international trade. Passenger cars and truck movement along with the potential for rail and personal rapid transit provide a vital link to and from international, interstate and regional locations for trade and passenger travel.</i></p> |
| CHAPTER 7: ECONOMIC VITALITY | Policy 7.7B | <p>Enhance residential livability within the City. Identify and implement strategies that will enhance the livability of residential neighborhoods within the City, such as neighborhood cleanups, sidewalks, <b>bike lanes, parks</b>, street trees, signage, code enforcement, etc.</p> <p><i>Discussion: Enhancing residential neighborhoods within the City will increase livability and the probability that both employers and employees may locate in SeaTac and/or nearby areas.</i></p>   |

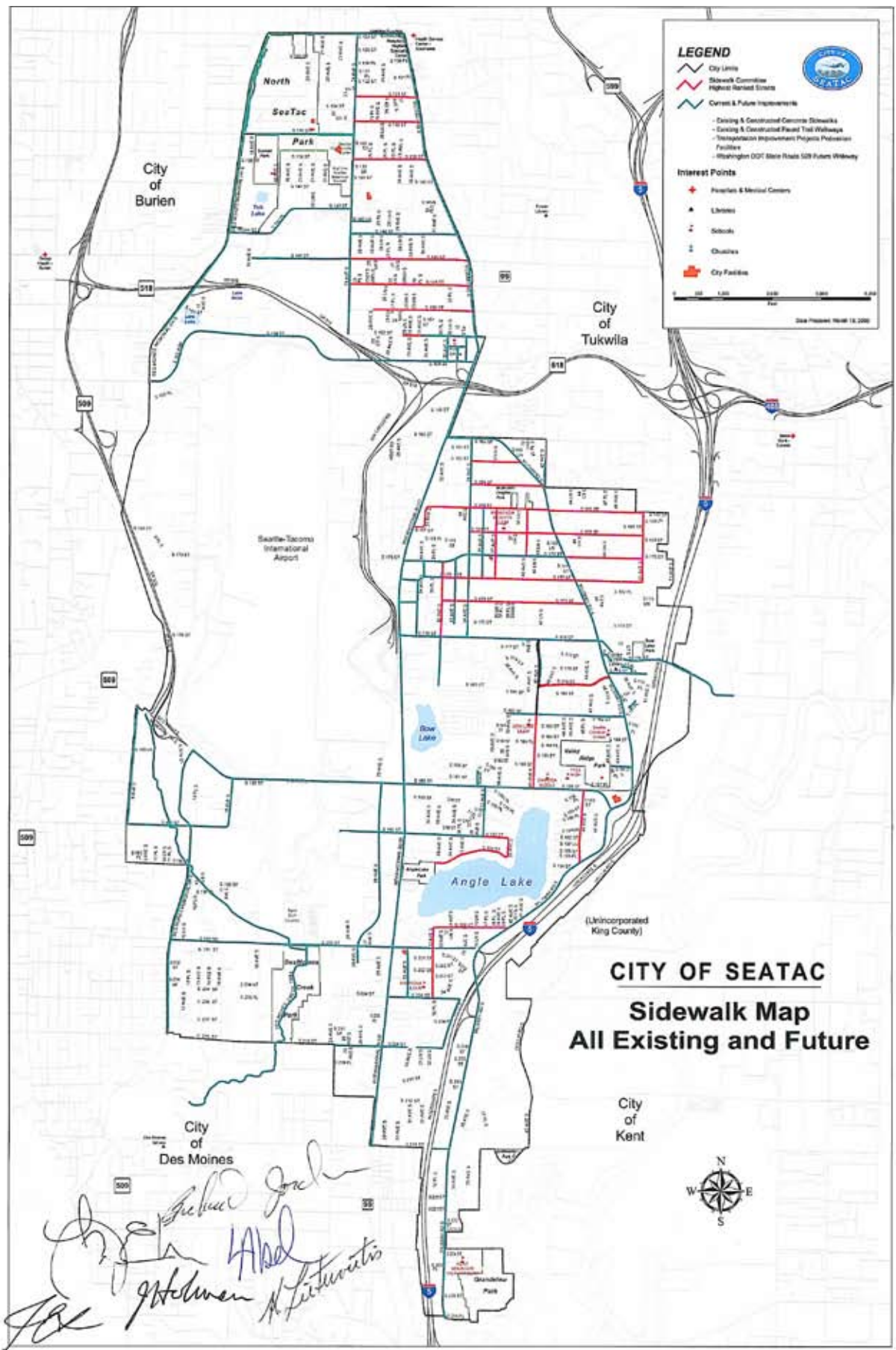
## PARKS, RECREATION AND OPEN SPACE

| Comprehensive Plan Element                   | Reference           | Suggested Revisions  |
|--|---------------------|--|
| CHAPTER 9: PARKS, RECREATION, AND OPEN SPACE | Policy 9.3D, p. 9-8 | <p>Improve bicycle access and safety throughout the SeaTac area and provide new bicycle <b>facilities lanes and/or trails</b> when new <del>roads or</del> <b>public or private</b> transportation facilities are constructed or improved, <b>as appropriate</b>.</p> <p><i>Discussion: It is important to promote multiple uses of existing and future rights-of-way. The City should also consider establishing bicycle lanes or trails along major streets as improvements to these streets are made.</i></p> |



## **APPENDIX B: SEATAC NEIGHBORHOOD SIDEWALK PROGRAM**

In 2006, the SeaTac City Council formed the Sidewalk Ad Hoc Advisory Committee, composed of seven residents from around the City. This group was charged with developing recommendations for Council consideration regarding sidewalk funding, construction, and future maintenance for local streets in SeaTac neighborhoods. Over an 18-month period, the committee discussed funding options, examined other cities' sidewalk programs, created a priority point system for sidewalk selection, reviewed maps, and conducted independent field work of recommended sidewalk routes. In May 2008, the committee recommended a 20-year program to construct twelve miles of sidewalk throughout the City.





## ANNUAL SIDEWALK PROGRAM



Each year, one segment from the routes identified by the Sidewalk Ad Hoc Committee in its Sidewalk Program has been constructed. At full build-out, twelve miles of new sidewalk will have been constructed in SeaTac's neighborhoods. Following is a list of segments constructed by the publishing of this Plan:

- 2009/10: 42nd Avenue South (S 176th St to S 188th St)
- Using the Sidewalk Ad Hoc Committee's recommendations, 42nd Avenue South, was chosen for the first annual sidewalk project. It was designed in 2009 and constructed in 2010.
- 2010/11: South 138th Street (24th Ave S to Military Road S)
- The second annual project was on South 138th Street east of the Community Center. It was constructed in 2011.

### TWENTY YEAR NEIGHBORHOOD SIDEWALK PROGRAM MAP

The Neighborhood Sidewalk Program's twenty year sidewalk map which was developed by the Ad Hoc Committee can be found on the facing page.

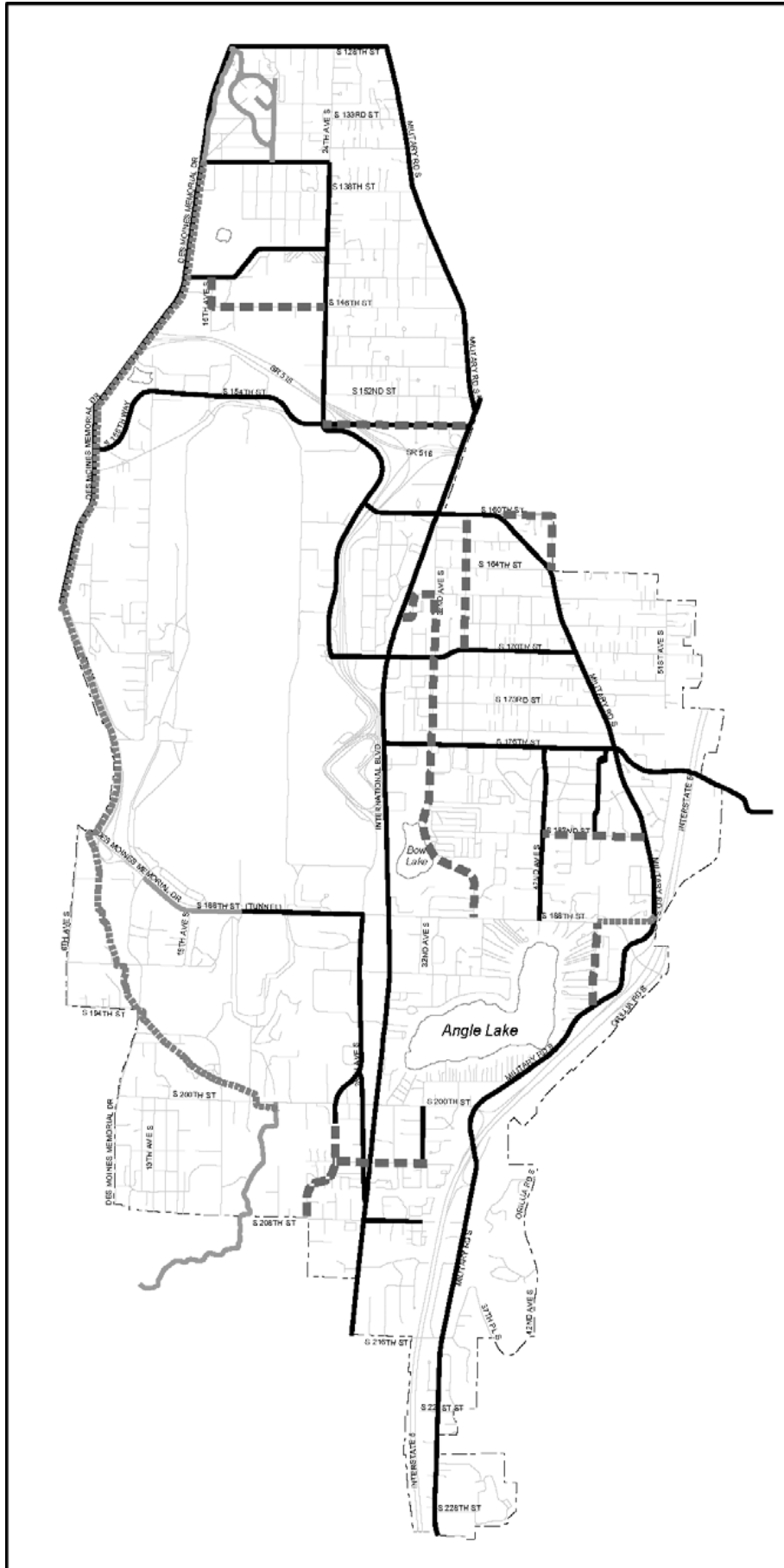






## **APPENDIX C: EXISTING BIKE MAP**

This existing bicycle facilities map was developed as part of the Joint Transportation Study in 2000.



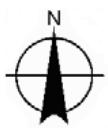
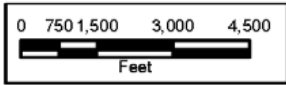
# CITY OF SEATAC COMPREHENSIVE PLAN



-  Existing Bike Route
-  Existing Bike/  
Pedestrian Trail
-  Planned Bike Route
-  Planned Bike/  
Pedestrian Trail

Produced by City of SeaTac Department of Planning & Community Development, 1994. Rev. 2006.

Source: 2001 Joint Transportation Study, 12/01 Port of Seattle, and 2008 City of SeaTac.



## Map 9.5 BIKE ROUTES AND PEDESTRIAN TRAILS



# APPENDIX D: DRAFT PROJECT EVALUATION WORKSHEETS FOR PEDESTRIAN AND BICYCLE PROJECTS

The following worksheets were prepared as examples for SeaTac to use in selecting bicycle and pedestrian projects that support the network. These worksheets are meant to provide both a quantitative and qualitative method to support the selection of projects for implementation.

# DRAFT

## Annual

### Neighborhood Sidewalk Project Selection Worksheet

The following recommended project development priorities can be used as a framework to select a package of corridors each year that is aligned with the City's priorities and will build out the pedestrian network systematically as funding allows.

This worksheet applies primarily to residential streets in the city. Sidewalk development on arterial streets will be determined each year through the TIP process.

Based on funding allocated or won through grants each year, a number of selected segments can be combined as one project for implementation. As an example, a project may combine 4 road segments on different roadways all providing sidewalk infill improvements on routes to school.

| <b>Quantitative Measures for Proximity</b>  | <b>2 pts</b>                      | <b>1 pt</b>                       |
|---|-----------------------------------|-----------------------------------|
| <b>Schools</b><br>How close is the proposed project to an existing school?  | 1/4 mile<br><input type="radio"/> | 1/2 mile<br><input type="radio"/> |
| <b>Transit</b><br>How close is the proposed project to an existing transit stop?  | 1/4 mile<br><input type="radio"/> | 1/2 mile<br><input type="radio"/> |
| <b>Neighborhood Destinations</b><br>How close is the proposed project to a neighborhood destination (e.g. post office, community center, grocery, etc)? | 1/4 mile<br><input type="radio"/> | 1/2 mile<br><input type="radio"/> |
| <b>Connectivity</b><br>Does the project complete a gap in the city's pedestrian network?  | Yes<br><input type="radio"/>      | No<br><input type="radio"/>       |
| Quantitative Totals   |                                   |                                   |

| <b>Balancing Factors</b>  |  |
|---|--|
| Is there a strong, compelling community demand for this project?  |  |
| Is there a complementary project that is occurring adjacent to the proposed project that presents a unique opportunity? |  |
| Are there grant funds available that can be leveraged for this project?   |  |
| Are there immediate safety concerns that accelerate project implementation?   |  |



# DRAFT

## Bicycle Project Selection Worksheet

The following recommended project development priorities can be used as a framework to select a package of corridors each year that is aligned with the City's priorities and will build out the bicycle network systematically as funding allows.

Based on funding allocated or won through grants each year, a number of selected segments can be combined as one project for implementation.

| <b>Quantitative Measures for Proximity</b>  | <b>2 pts</b>                      | <b>1 pt</b>                     |
|---|-----------------------------------|---------------------------------|
| <b>Schools</b><br>How close is the proposed project to an existing school?  | 1/2 mile<br><input type="radio"/> | 1 mile<br><input type="radio"/> |
| <b>Transit</b><br>How close is the proposed project to an existing transit stop?  | 1/2 mile<br><input type="radio"/> | 1 mile<br><input type="radio"/> |
| <b>Neighborhood Destinations</b><br>How close is the proposed project to a neighborhood destination (e.g. post office, community center, grocery, etc)? | 1/2 mile<br><input type="radio"/> | 1 mile<br><input type="radio"/> |
| <b>Connectivity</b><br>Does the project complete a gap in the city's bicycle network?   | Yes<br><input type="radio"/>      | No<br><input type="radio"/>     |
| Quantitative Totals   |                                   |                                 |

| <b>Balancing Factors</b>  |  |
|---|--|
| Is there a strong, compelling community demand for this project?  |  |
| Is there a complementary project that is occurring adjacent to the proposed project that presents a unique opportunity? |  |
| Are there grant funds available that can be leveraged for this project?   |  |
| Are there immediate safety concerns that accelerate project implementation?   |  |



## **APPENDIX E: PUBLIC OUTREACH SUMMARY**

In preparation of this Plan, the City of SeaTac undertook a series of public involvement efforts in order to learn about pedestrian and bicycle needs of the community. Following is a description of those activities.



## COMMUNITY EVENTS AT THREE LOCAL ELEMENTARY SCHOOLS

During the Fall of 2011, the City of SeaTac participated in three “Walk-in Movie Night” Events at Madrona, McMicken Heights, and Hill Top elementary schools. The City partnered with school staff and PTA members at these events to provide information on the draft Safe & Complete Streets Plan to students and their parents in addition to the schools’ regular “Movie Night” activities. Over 100 Active Living Questionnaires were filled out at these events.

## MADRONA ELEMENTARY SCHOOL WALKING AUDIT

In February 2011, the City of SeaTac participated in a Safe Routes to School Walking Tour at Madrona Elementary. The event was facilitated by the non-profit group Feet First as part of the Highline School District’s Safe Routes to School activities. SeaTac employees joined school district personnel, and Madrona Elementary parents, students, and teachers, on a guided tour of common routes that students currently use to walk to and from school. Through its participation in this tour, the City learned about challenges and opportunities present for children walking to and from school in SeaTac.

## GLOBAL CONNECTIONS HIGH SCHOOL STUDENT PROJECT

For their Junior Project, two Global Connections High School Bike Club members developed a survey about bicycle lanes in SeaTac and distributed it to their classmates. This project helped the City better understand the condition of various bike routes around the city. The Global Connections High School Bike Club is supported by the Cascade Bicycle Club Education Foundation’s Major Taylor Project. As described on the CBCEF web site:

*“The Major Taylor Project is an after-school cycling program for young people aged 11-18 integrating bicycle riding, healthy living, cycle maintenance, road safety awareness, and the importance of working toward individual goals.”*

## ACTIVE LIVING QUESTIONNAIRES

In order to gain public input about walking and bicycling in SeaTac for this plan, two questionnaires were created and distributed in the fall of 2011. See Appendix F: Active Living Questionnaires for more detailed information about the questionnaires and findings from the responses.



# APPENDIX F: ACTIVE LIVING QUESTIONNAIRES

In order to gain public input about walking and bicycling in SeaTac for this plan, two questionnaires were created and distributed in the fall of 2011. One questionnaire addressed SeaTac residents and individuals who work in the city, and the other addressed SeaTac employers. These questionnaires were made available on the City's web site, were distributed as an insert in the Highline Times newspaper. They were also distributed at school events attended by the City of SeaTac as part of its outreach efforts for this plan.

The results of the questionnaires are described in the following three sections:

- Section 1: Overview of Findings – This section provides an overview of findings from all responses to the Active Living Questionnaires,
- Section 2: Summary of Findings – This section compiles questionnaire responses into tables for easier use,
- Section 3: Diagramming of Responses to Each Question – This section includes responses to each question on the questionnaires and provides associated diagrams.





## SECTION 1: OVERVIEW OF FINDINGS

The Active Living Questionnaires reveal a community that walks, bikes and takes transit to a number of different destinations. On average, most residents walk more than they bicycle, largely related to concerns about the safety of biking on the street network.

Many of the respondents from the outreach events at schools noted that they walked to school, with nearly 30% walking on a daily basis. Following walking to school walking did not appear to be a part of respondents' daily transportation experience, but rather a recreational activity. For most respondents, bicycling, too, was viewed as a recreational activity rather than a mode of travel. These findings are consistent with other suburban communities.

Respondents noted that many of the things that would make the walking and biking environment in the City of SeaTac better are items that the City has direct control over primarily through its Public Works programs, including the TIP and Neighborhood Sidewalk Program. Physical challenges that make walking and biking difficult included: lack of sidewalks, gravel shoulders, heavy volumes of traffic and a lack of separation between pedestrian/bicycle/vehicular traffic.

These results were elaborated upon by the responses to the question: "What are the top three things the City should think about when choosing projects to improve walking and bicycling in SeaTac?" When asked to select the top improvements to the ped/bike network, nearly one-third of respondents chose one of the following responses:

- Safety - Improve locations where accidents happen (41%),
- Most users - build sidewalks and bike routes that will serve the most users (35%),
- Complete missing pieces - Create continuous routes that will serve the most users (32%), and
- Maintenance - Maintain existing walkways and bike routes (29%).

These findings suggest that safety is the number one priority, but that building infrastructure that adds to an overall network and benefits the most users is important to the questionnaire respondents. Once the infrastructure is built, respondents also expect that these facilities will need to be maintained.

# Active Living: A Questionnaire for People Who Live and Work in SeaTac



The City of SeaTac is currently working on developing a *Safe & Complete Streets Plan for Pedestrians and Bicycles*. Your answers will help this effort by providing information about walking and bicycling in SeaTac's neighborhoods. *Please Note: This is not meant to be a scientific survey, but will help the city plan for street networks for pedestrians, bicycles, transit and cars.*

- Do you live  or work  in SeaTac? (check all that apply)
- Is your mobility impaired in any way?  No  Yes
- What is the closest intersection or landmark near your home or work in SeaTac? (e.g. Main St. near 1st Ave) \_\_\_\_\_
- How often do you walk:
 

|                                 | Daily                    | Weekly                   | Monthly                  | Never                    |
|---------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| ... to run errands?             | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... to buy groceries?           | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... to a transit stop?          | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... to work?                    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... to school?                  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... to local parks?             | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... for exercise or recreation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... other _____?                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
- How often do you walk on:
 

|                           | Daily                    | Weekly                   | Monthly                  | Never                    |
|---------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| ... sidewalks?            | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... trails?               | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... school property?      | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... the side of the road? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
- What would make walking more inviting in SeaTac? (check all that apply)
  - More/better quality sidewalks
  - Parks/stores closer to my home
  - Greater feeling of personal safety
  - Separation from traffic
  - Signage/designated walking routes
  - Other \_\_\_\_\_
- Where are the most difficult places for walking in SeaTac? Please also tell us why it's difficult to walk. (For example: "It's difficult to cross the street on Maple Street and 1st Avenue because there is a lot of traffic and there is no cross walk") \_\_\_\_\_
- Where are the best places for walking in SeaTac? Please also tell us why it's a good place to walk. (For example: "I like to walk to North SeaTac Park because it's close to my house and fun to watch people there.") \_\_\_\_\_

- Do you have a bike?  Yes  No
- How often do you bike:
 

|                                 | Daily                    | Weekly                   | Monthly                  | Never                    |
|---------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| ... to run errands?             | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... to buy groceries?           | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... to a transit stop?          | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... to work?                    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... to school?                  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... to local parks?             | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... for exercise or recreation? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... other _____?                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
- How often do you bike on:
 

|                      | Daily                    | Weekly                   | Monthly                  | Never                    |
|----------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| ... sidewalks?       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... roads?           | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... trails?          | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... school property? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
- What would make cycling more inviting in SeaTac? (check all that apply)
  - Separation from traffic (e.g., bike lanes)
  - Parks/stores closer to my home
  - Better road pavement conditions
  - Greater feeling of personal safety
  - Signage/designated cycling routes
  - Other \_\_\_\_\_
- Where are the most difficult places for biking in SeaTac? Please also tell us why it's difficult to bike. \_\_\_\_\_
- Where are the best places for biking in SeaTac? Please also tell us why it's a good place to bike. \_\_\_\_\_
- From the list below, what are the top three things the City should think about when choosing projects to improve walking and bicycling in SeaTac?
  - \_\_\_\_\_
  - \_\_\_\_\_
  - \_\_\_\_\_

**Safety** - Improve locations where accidents happen  
**Complete missing pieces** - Create continuous routes for walking and biking  
**Most users** - Build sidewalks and bike routes that will serve the most users  
**Destinations** - Make it easy to go to shop, eat, work & play  
**Balance** - Invest similarly in various neighborhoods  
**Transit** - Improve access to bus stops and light rail  
**Schools** - Build projects near schools and school bus stops  
**Maintenance** - Maintain existing walkways and bike routes  
**Accessibility (ADA)** - Adequate facilities present  
**Other** - (Please describe)
- May we contact you with further questions about active living in SeaTac?  Yes  No

Name \_\_\_\_\_  
 Email Address \_\_\_\_\_  
 Phone Number \_\_\_\_\_ (optional)

**Thank you!**

For more information see the City of SeaTac's CPPW web page at <http://www.ci.seatac.wa.us/index.aspx?page=590>, or call (206) 973-4830

10.26.11

Made possible by funding from the Department of Health and Human Services and Public Health - Seattle and King County.



# Active Living: A Questionnaire for Business Owners and Managers in SeaTac



The City of SeaTac is currently working on developing a *Safe & Complete Streets Plan for Pedestrians and Bicycles*. Your answers will help the city's planning by providing information about walking and bicycling in SeaTac's neighborhoods. *Please Note: This is not meant to be a scientific survey, but will help the city plan for street networks for pedestrians, bicycles, transit and cars.*

1. What is the name of your business/organization?  
\_\_\_\_\_
2. What is your position in your business/organization?  
\_\_\_\_\_
3. Do you offer a shuttle to the airport for your clients/customers?  Yes  No
4. Do you provide clients/customers a map of SeaTac and the surrounding area?  Yes  No
5. Do you provide transit information for your clients?  Yes  No
6. How often do you see your clients/customers or employees walking when:
 

|                              | Daily                    | Weekly                   | Monthly                  | Never                    |
|------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| ... visiting your business?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... commuting to work?       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... running errands?         | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... buying groceries?        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... going to lunch/dinner?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... going to a transit stop? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... going to the airport?    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... going to local parks?    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... exercising?              | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... other _____?             | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
7. What would make walking more inviting for your clients, customers and employees? (check all that apply)
  - More/better quality sidewalks
  - Parks/stores closer to my business
  - Greater feeling of personal safety
  - Separation from traffic
  - Signage/designated walking routes
  - Other \_\_\_\_\_
8. Where do your clients and employees avoid walking in SeaTac? Why is it difficult to walk there? (For example: "It's difficult to cross the street on Maple Street and 1st Avenue because there is a lot of traffic and there is no cross walk") \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

9. Where do your clients and employees go to walk in SeaTac? Please also tell us why it's a good place to walk. (For example: "Our clients like walking to North SeaTac Park because it's close") \_\_\_\_\_  
\_\_\_\_\_
10. How often do you see your clients, customers or employees biking when:
 

|                              | Daily                    | Weekly                   | Monthly                  | Never                    |
|------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| ... running errands?         | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... buying groceries?        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... going to lunch/dinner?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... going to a transit stop? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... going to work?           | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... going to school?         | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... going to local parks?    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... exercising?              | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ... other _____?             | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
11. What would make cycling more inviting to your clients, customers and employees? (check all that apply)
  - Separation from traffic (e.g., bike lanes)
  - Parks/stores closer to my business
  - Better road pavement conditions
  - Greater feeling of personal safety
  - Signage/designated cycling routes
  - Other \_\_\_\_\_
12. Where are the most difficult places for biking in SeaTac for your clients and employees? Please also tell us why it's difficult to bike there. \_\_\_\_\_  
\_\_\_\_\_
13. Where do your clients go to bike in SeaTac for your clients and employees? Please also tell us why it's a good place to bike. \_\_\_\_\_  
\_\_\_\_\_
14. From the list below, what are the top three things the City should think about when choosing projects to improve walking and bicycling in SeaTac?
  1. \_\_\_\_\_
  2. \_\_\_\_\_
  3. \_\_\_\_\_

**Safety** - Improve locations where accidents happen  
**Complete missing pieces** - Create continuous routes for walking and biking  
**Most users** - Build sidewalks and bike routes that will serve the most users  
**Destinations** - Make it easy to go to shop, eat, work & play  
**Balance** - Invest similarly in various neighborhoods  
**Transit** - Improve access to bus stops and light rail  
**Schools** - Build projects near schools and school bus stops  
**Maintenance** - Maintain existing walkways and bike routes  
**Accessibility (ADA)** - Adequate facilities present  
**Other** - (Please describe)
15. May we contact you with further questions about active living in SeaTac?  Yes  No

Name \_\_\_\_\_  
 Email Address \_\_\_\_\_  
 Phone Number \_\_\_\_\_ (optional)

**Thank you!**

10.26.11

For more information see the City of SeaTac's CPPW web page at <http://www.ci.seatac.wa.us/index.aspx?page=590>, or call (206) 973-4830

Made possible by funding from the Department of Health and Human Services and Public Health - Seattle and King County.



## SECTION 2: SUMMARY OF FINDINGS

### WALKING: SUMMARY OF FINDINGS

| How often do you walk?:    | Daily | Weekly | Monthly | Never |
|----------------------------|-------|--------|---------|-------|
| To run errands             | 17%   | 8%     | 7%      | 38%   |
| To buy groceries           | 10%   | 14%    | 5%      | 42%   |
| To a transit stop          | 11%   | 5%     | 7%      | 48%   |
| To work                    | 14%   | 1%     | 1%      | 54%   |
| To school                  | 29%   | 9%     | 7%      | 28%   |
| To local parks             | 16%   | 14%    | 17%     | 27%   |
| For exercise or recreation | 23%   | 29%    | 7%      | 17%   |
|                            |       |        |         |       |
| On sidewalks               | 37%   | 14%    | 9%      | 16%   |
| On trails                  | 8%    | 8%     | 11%     | 42%   |
| On school property         | 31%   | 13%    | 4%      | 24%   |
| On the side of the road    | 27%   | 16%    | 7%      | 25%   |

## BICYCLING: SUMMARY OF FINDINGS

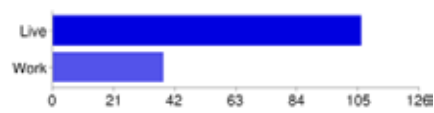
| How often do you ride your bike?: | Daily | Weekly | Monthly | Never |
|-----------------------------------|-------|--------|---------|-------|
| To run errands                    | 4%    | 4%     | 6%      | 52%   |
| To buy groceries                  | 4%    | 3%     | 1%      | 58%   |
| To a transit stop                 | 2%    | 2%     | 1%      | 61%   |
| To work                           | 2%    | 2%     | 2%      | 61%   |
| To school                         | 4%    | 2%     | 2%      | 58%   |
| To local parks                    | 5%    | 13%    | 8%      | 46%   |
| For exercise or recreation        | 11%   | 13%    | 11%     | 40%   |
|                                   |       |        |         |       |
| On sidewalks                      | 13%   | 10%    | 7%      | 43%   |
| On roads                          | 5%    | 7%     | 8%      | 49%   |
| On trails                         | 4%    | 5%     | 5%      | 52%   |
| On school property                | 4%    | 6%     | 3%      | 53%   |

## SECTION 3: DIAGRAMMING OF RESPONSES TO EACH QUESTION

# 166 [responses](#)

### Summary [See complete responses](#)

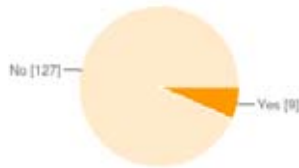
Do you live or work in SeaTac?



|      |     |     |
|------|-----|-----|
| Live | 106 | 67% |
| Work | 38  | 24% |

People may select more than one checkbox, so percentages may add up to more than 100%.

Is your mobility impaired in any way?

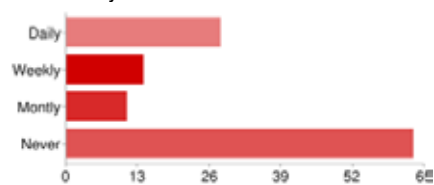


|     |     |     |
|-----|-----|-----|
| Yes | 9   | 5%  |
| No  | 127 | 77% |

What is the closest intersection or landmark near your home or work in SeaTac?

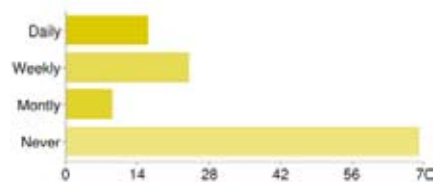
Tukwila Tukwila 32nd Avenue 176 Main Street N/A 200th N/A 216th Madrona 168th and 38th Pac Hwy 164th and Military Rd McMicken Elementary Interurban Blvd 166 Military Rd 37th and S. 166th Close to Military 160th Street N/A S. 170th & 31st Avenue S. 170th & Military Road Military and 170th Street S. Safeway 37th and 166th N/A Military Road 166th Military Road and 164th 32nd Avenue N/A 188th & 42nd Avenue N/A McMicken School N/A Near the school (McMicken) 176th and Military Road S. N/A N/A N/A N/A N/A Auburn N/A 170th N/A Near school McMicken Heights 164th and 42 Avenue Hwy 99 21803 30th Avenue S. N/A N/A 204th street 33rd and 211th 30th Avenue M ...

How often do you walk.... - ...to run errands?



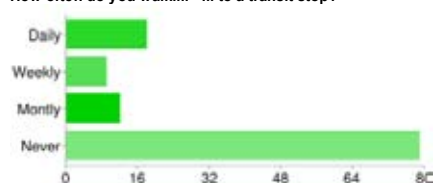
|         |    |     |
|---------|----|-----|
| Daily   | 28 | 17% |
| Weekly  | 14 | 8%  |
| Monthly | 11 | 7%  |
| Never   | 63 | 38% |

How often do you walk.... - ...to buy groceries?



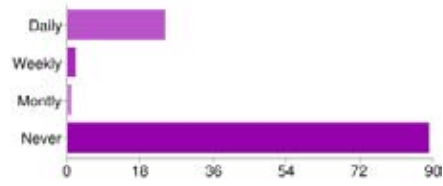
|         |    |     |
|---------|----|-----|
| Daily   | 16 | 10% |
| Weekly  | 24 | 14% |
| Monthly | 9  | 5%  |
| Never   | 69 | 42% |

How often do you walk.... - ...to a transit stop?



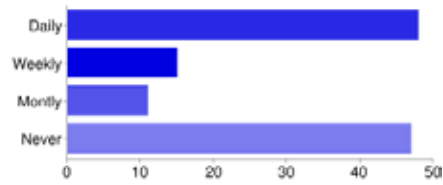
|         |    |     |
|---------|----|-----|
| Daily   | 18 | 11% |
| Weekly  | 9  | 5%  |
| Monthly | 12 | 7%  |
| Never   | 79 | 48% |

**How often do you walk.... - ... to work?**



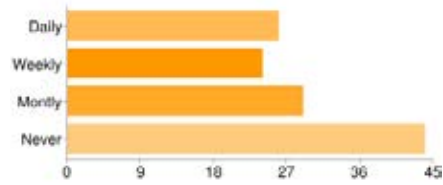
|         |    |     |
|---------|----|-----|
| Daily   | 24 | 14% |
| Weekly  | 2  | 1%  |
| Monthly | 1  | 1%  |
| Never   | 89 | 54% |

**How often do you walk.... - ... to school?**



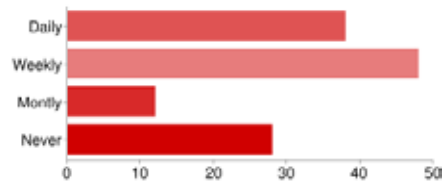
|         |    |     |
|---------|----|-----|
| Daily   | 48 | 29% |
| Weekly  | 15 | 9%  |
| Monthly | 11 | 7%  |
| Never   | 47 | 28% |

**How often do you walk.... - ... to local parks?**



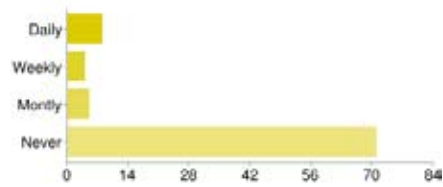
|         |    |     |
|---------|----|-----|
| Daily   | 26 | 16% |
| Weekly  | 24 | 14% |
| Monthly | 29 | 17% |
| Never   | 44 | 27% |

**How often do you walk.... - ... for exercise or recreation?**



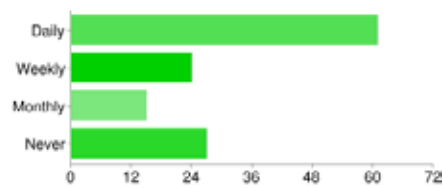
|         |    |     |
|---------|----|-----|
| Daily   | 38 | 23% |
| Weekly  | 48 | 29% |
| Monthly | 12 | 7%  |
| Never   | 28 | 17% |

**How often do you walk.... - other?**



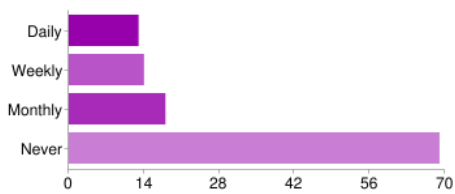
|         |    |     |
|---------|----|-----|
| Daily   | 8  | 5%  |
| Weekly  | 4  | 2%  |
| Monthly | 5  | 3%  |
| Never   | 71 | 43% |

**How often do you walk on: - ...sidewalks?**



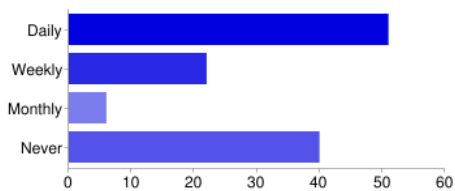
|         |    |     |
|---------|----|-----|
| Daily   | 61 | 37% |
| Weekly  | 24 | 14% |
| Monthly | 15 | 9%  |
| Never   | 27 | 16% |

**How often do you walk on: - ...trails?**



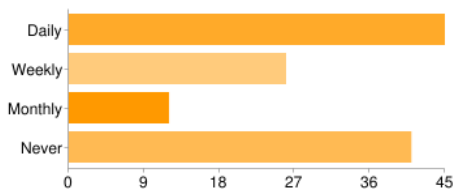
|         |    |     |
|---------|----|-----|
| Daily   | 13 | 8%  |
| Weekly  | 14 | 8%  |
| Monthly | 18 | 11% |
| Never   | 69 | 42% |

**How often do you walk on: - ...school property?**



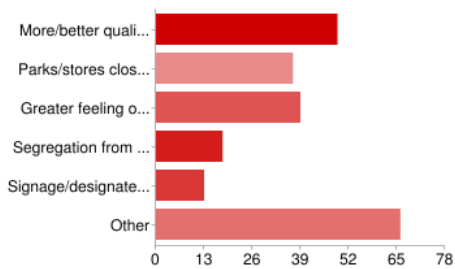
|         |    |     |
|---------|----|-----|
| Daily   | 51 | 31% |
| Weekly  | 22 | 13% |
| Monthly | 6  | 4%  |
| Never   | 40 | 24% |

**How often do you walk on: - ...the side of the road?**



|         |    |     |
|---------|----|-----|
| Daily   | 45 | 27% |
| Weekly  | 26 | 16% |
| Monthly | 12 | 7%  |
| Never   | 41 | 25% |

**What would make walking more inviting in SeaTac?**



|                                    |    |     |
|------------------------------------|----|-----|
| More/better quality sidewalks      | 49 | 32% |
| Parks/stores closer to my home     | 37 | 24% |
| Greater feeling of personal safety | 39 | 26% |
| Segregation from traffic           | 18 | 12% |
| Signage/designated walking routes  | 13 | 9%  |
| Other                              | 66 | 43% |

People may select more than one checkbox, so percentages may add up to more than 100%.

**Where are the most difficult places for walking in SeaTac? Please also tell us why it's difficult to walk.**

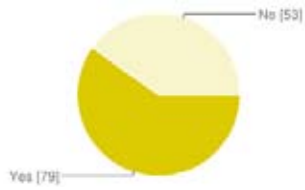
No difficulties Usually do not walk Main Street Main street due to lack of sidewalks N/A I haven't found any difficult places to walk N/A I haven't found any difficulty N/A We need speed bumps, signage and more stop signs enforced It is hard to cross at Military Road. There are no cross walks. 164th and Military, so much going on that pedestrians and bikers are not noticed N/A 168th to Military Rd S. during morning and afternoon hrs Along Military Rd Difficult to cross Military Rd at 168th Busy streets Walking on International Blvd N/A 40th Avenue S. - no sidewalks Crossing Military Rd N/A 42nd Avenue Military Ro ...

**Where are the best places for walking in SeaTac? Please also tell us why it's a good place to walk.**

I don't know Not much of a walker I like walking Agen Lake Ange Lake N/A SeaTac in general N/A Around my home/neighborhood Angle Park McMillian Heights At the parks Parks and long stretch of Military Rd to the I-5 entrance N/A N/A At the North Seattle Parks School, it is close to home Around the park School N/A S. 170th, a lot of people and fire station Close to the school, 40th Avenue S. N/A Crest Park Where there are sidewalks School Valley Ridge At school Angile Lake 172nd and Pac Hwy because there is a safe sidewalk Friends house 188th by the YMCA Residential neighborhoods N/A On sidewalks N/A N. SeaTac Park and Valley R ...

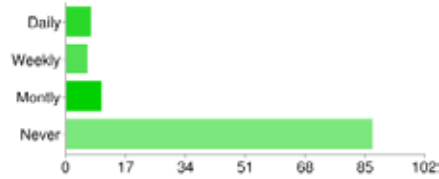


**Do you have a bike?**



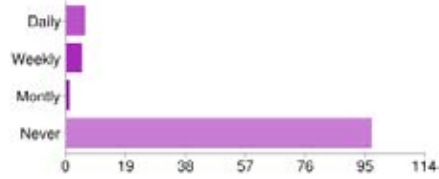
|     |    |     |
|-----|----|-----|
| Yes | 79 | 48% |
| No  | 53 | 32% |

**How often do you bike.... - ...to run errands?**



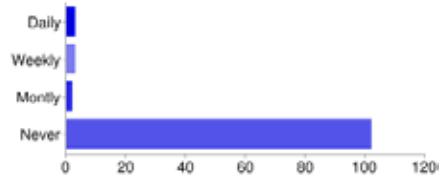
|         |    |     |
|---------|----|-----|
| Daily   | 7  | 4%  |
| Weekly  | 6  | 4%  |
| Monthly | 10 | 6%  |
| Never   | 87 | 52% |

**How often do you bike.... - ... to buy groceries?**



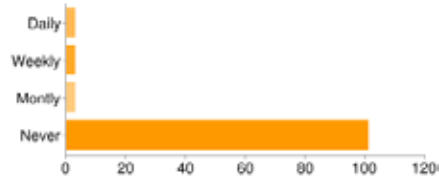
|         |    |     |
|---------|----|-----|
| Daily   | 6  | 4%  |
| Weekly  | 5  | 3%  |
| Monthly | 1  | 1%  |
| Never   | 97 | 58% |

**How often do you bike.... - ... to a transit stop?**



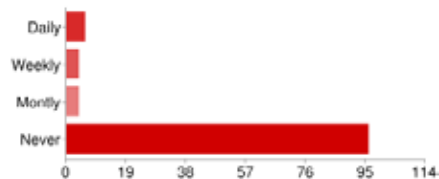
|         |     |     |
|---------|-----|-----|
| Daily   | 3   | 2%  |
| Weekly  | 3   | 2%  |
| Monthly | 2   | 1%  |
| Never   | 102 | 61% |

**How often do you bike.... - ... to work?**



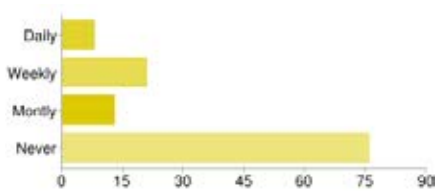
|         |     |     |
|---------|-----|-----|
| Daily   | 3   | 2%  |
| Weekly  | 3   | 2%  |
| Monthly | 3   | 2%  |
| Never   | 101 | 61% |

**How often do you bike.... - ... to school?**



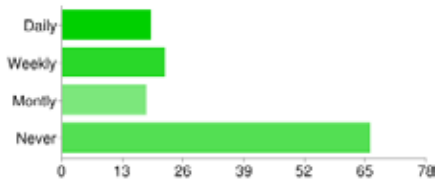
|         |    |     |
|---------|----|-----|
| Daily   | 6  | 4%  |
| Weekly  | 4  | 2%  |
| Monthly | 4  | 2%  |
| Never   | 96 | 58% |

**How often do you bike.... - ... to local parks?**



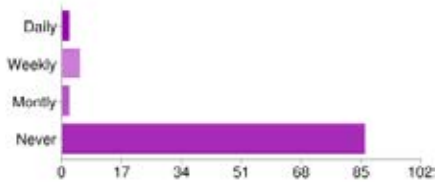
|         |    |     |
|---------|----|-----|
| Daily   | 8  | 5%  |
| Weekly  | 21 | 13% |
| Monthly | 13 | 8%  |
| Never   | 76 | 46% |

**How often do you bike..... - ... for exercise or recreation?**



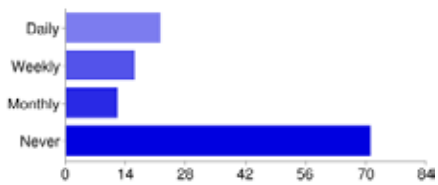
|         |    |     |
|---------|----|-----|
| Daily   | 19 | 11% |
| Weekly  | 22 | 13% |
| Monthly | 18 | 11% |
| Never   | 66 | 40% |

**How often do you bike..... - other?**



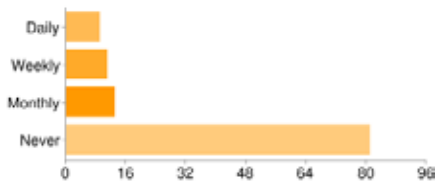
|         |    |     |
|---------|----|-----|
| Daily   | 2  | 1%  |
| Weekly  | 5  | 3%  |
| Monthly | 2  | 1%  |
| Never   | 86 | 52% |

**How often do you bike on: - ...sidewalks?**



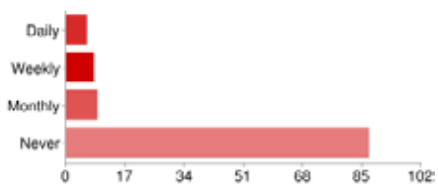
|         |    |     |
|---------|----|-----|
| Daily   | 22 | 13% |
| Weekly  | 16 | 10% |
| Monthly | 12 | 7%  |
| Never   | 71 | 43% |

**How often do you bike on: - ...roads?**



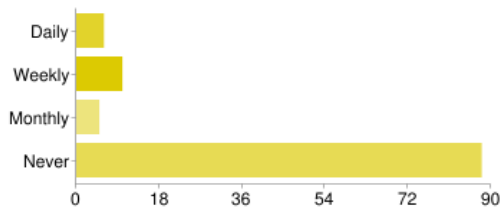
|         |    |     |
|---------|----|-----|
| Daily   | 9  | 5%  |
| Weekly  | 11 | 7%  |
| Monthly | 13 | 8%  |
| Never   | 81 | 49% |

**How often do you bike on: - ...trails?**



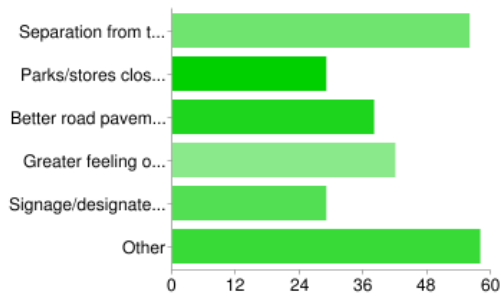
|         |    |     |
|---------|----|-----|
| Daily   | 6  | 4%  |
| Weekly  | 8  | 5%  |
| Monthly | 9  | 5%  |
| Never   | 87 | 52% |

**How often do you bike on: - ...school property?**



|         |    |     |
|---------|----|-----|
| Daily   | 6  | 4%  |
| Weekly  | 10 | 6%  |
| Monthly | 5  | 3%  |
| Never   | 88 | 53% |

**What would make cycling more inviting in SeaTac?**



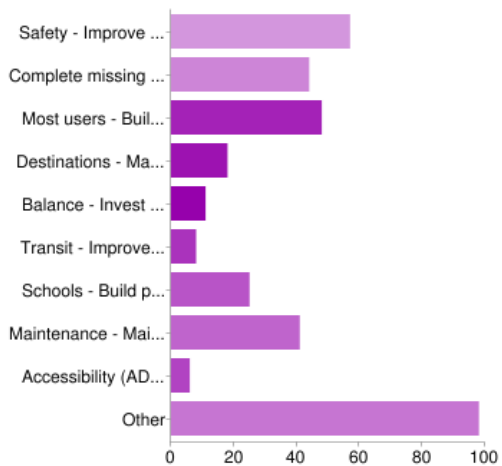
|  |    |     |
|--|----|-----|
| Separation from traffic (e.g., bike lanes) | 56 | 41% |
| Parks/stores closer to my home             | 29 | 21% |
| Better road pavement conditions            | 38 | 28% |
| Greater feeling of personal safety         | 42 | 31% |
| Signage/designated cycling routes          | 29 | 21% |
| Other                                      | 58 | 43% |

People may select more than one checkbox, so percentages may add up to more than 100%.

**Where are the most difficult places for biking in SeaTac?**

Hills The hills Sidewalk and road not enough for SeaTac N/A Hard to ride on grass N/A N/A N/A N/A N/A N/A On all roads with gravel sidewalks N/A N/A  
 /A Along Military Road Military Road...the whole road N/A Everywhere N/A N/A N/A N/A Near major roads N/A (my children ride everywhere though) Rocky  
 roads N/A At the library at road intersections N/A N/A Streets with no sidewalks School Main roads with a lot of traffic Roads with no sidewalks N/A Roads with no  
 designation between cycle/pedestrian or car N/A Hills Hills No sidewalks where people walk N/A N/A Military and 163rd A highway Where there are no  
 sidewalks N/A N/A N/A N/A N/A N/A 216th bike ...

**From the list below, what are the top three things the City should think about when choosing projects to improve walking and bicycling in SeaTac?**



|   |    |     |
|---|----|-----|
| Safety - Improve locations where accidents happen                           | 57 | 41% |
| Complete missing pieces - Create continuous routes for walking and biking   | 44 | 32% |
| Most users - Build sidewalks and bike routes that will serve the most users | 48 | 35% |
| Destinations - Make it easy to go to shop, eat, work & play                 | 18 | 13% |
| Balance - Invest similarly in various neighborhoods                         | 11 | 8%  |
| Transit - Improve access to bus stops and light rail                        | 8  | 6%  |
| Schools - Build projects near schools and school bus stops                  | 25 | 18% |
| Maintenance - Maintain existing walkways and bike routes                    | 41 | 29% |
| Accessibility (ADA) - Adequate facilities present                           | 6  | 4%  |
| Other   | 98 | 71% |

People may select more than one checkbox, so percentages may add up to more than 100%.



# **APPENDIX G: SAFE AND COMPLETE STREETS SUPPORTING DOCUMENTS AND RESOURCES**

The City of SeaTac has identified a number of resources to help create Safe and Complete Streets in our community. These planning documents, maps, studies and programs will help the City of SeaTac and our citizens as we work to implement the Safe and Complete Streets Plan.



# CITY OF SEATAC RESOURCES

## PLANS

### SEATAC COMPREHENSIVE PLAN

The SeaTac Comprehensive Plan (2010) sets forth the vision for how the City will grow. Safe and complete streets concerns are substantively woven through the document in a variety of ways, particularly in the non-motorized section of the transportation element. Significantly, there is strong comprehensive plan-level integration between transportation and land use issues. This link between land use and transportation is critically important for crafting a community with safe and complete streets.

### CITY CENTER PLAN

The SeaTac City Center Plan (1999) sets forth the vision for how the City Center will grow, with the goal of “promot[ing] integrated development, pedestrian oriented design, diversity of uses within close proximity, link[ing] open spaces to the residential areas and creat[ing] a centerpiece; a Civic Center...”. Many of the recommendations align well with safe and complete streets principles and set forth a vision that can significantly improve the current built environment in the City Center area. A number of streetscapes are recommended in the City Center plan, which have “healthier” elements that could encourage more active transportation in that area, such as generous sidewalks widths, landscape buffers from cars and a “porous” street wall, filled with glass windows, lighting and other urban design tools to break down the barrier between street and building.

### SOUTH 154TH STREET STATION AREA ACTION PLAN

The South 154th Street Station Area Action Plan provides a vision for developing SeaTac in the area adjacent to the Tukwila/International Boulevard Link Light Rail Station. The vision offers a diversity and intensity of land uses that will create a more pedestrian-friendly cityscape than is there now. There are also a number of streetscape sections identified in the plan that are more appropriately scaled to a pedestrian-oriented built environment. The vision outlined in the plan including--mixed land uses, pedestrian-oriented design, a dense intersection transportation grid and provision of a farmer’s market-- coordinates well with the goals of safe and complete streets.

### JOINT TRANSPORTATION STUDY (JTS)

This document, developed in partnership with the Port of Seattle, lays out a number of non-motorized projects and policies on which the City and the Port could collaborate. Though never formally adopted, the JTS did provide the conceptual framework for the non-motorized position of the 2010 SeaTac Comprehensive Plan.

## **PROGRAMS**

### **TRANSPORTATION IMPROVEMENT PROGRAM**

The Transportation Improvement Program (TIP) is a multi-year capital transportation project planning program within the City's Public Works Department. This program allows the City to plan for future projects of all sizes and begin to identify funding partners. These projects are managed by the City of SeaTac's Public Works staff, with engineering performed either in-house or by outside experts. As part of the TIP, monies are directed toward implementation of the Neighborhood Sidewalk Program.

### **THE NEIGHBORHOOD SIDEWALK PROGRAM**

In 2006, the SeaTac City Council took the first step toward developing a neighborhood sidewalk construction program by forming an ad hoc advisory committee composed of seven residents from around the City. This group was charged with developing recommendations for Council consideration regarding sidewalk funding, construction and future maintenance for local streets in SeaTac neighborhoods. Over an 18-month period, the committee discussed funding options, examined other cities' sidewalk programs, created a priority point system for sidewalk selection, reviewed maps and conducted independent field work. In May 2008, the committee recommended a 20-year program to construct twelve miles of sidewalk throughout the City. This annual program is incorporated in the City's Transportation Improvement Plan.

### **NEIGHBORHOOD TRAFFIC CONTROL PROGRAM**

The City of SeaTac has a two-step process for addressing neighborhood traffic control (traffic calming) problems. Measures available range from neighborhood monitoring of traffic speeds to physical control devices such as speed humps and traffic circles. Traffic calming solutions depend on the location and the extent of the problem.

### **OTHER**

The City of SeaTac recently announced the publication of the City of SeaTac Walking Map. Created for anyone who resides, works or visits the city to get them to connect to the community, live a healthy lifestyle and enjoy local businesses, parks and amenities. The map was made possible by a grant from Public Health – Seattle & King County's Communities Putting Prevention to Work program.

Copies of the SeaTac Walking Map are available to the public at no charge at the following locations: City Hall, the Community Center and the Seattle Southside Visitors Center. The SeaTac Walking Map is available online at: <http://www.ci.seatac.wa.us/Modules/ShowDocument.aspx?documentid=4616>



## **OTHER RESOURCES**

### **NATIONAL COMPLETE STREETS COALITION**

The National Complete Streets Coalition <http://www.completestreets.org/> is the leading national organization working on creating complete streets for all users and all modes. Instead of arguing for better streets block by block, the National Complete Streets Coalition—comprised of, among others, America Bikes, AARP, the American Planning Association, the American Public Transportation Association, the American Society of Landscape Architects, and the American Heart Association--seeks to fundamentally transform the look, feel, and function of the roads and streets in our communities, by changing the way most roads are planned, designed, and constructed. Complete Streets policies direct transportation planners and engineers to consistently design with all users in mind, in line with the elements of Complete Streets policies.

### **BURIEN, SEATAC, TUKWILA, RENTON PARKS AND TRAILS MAP**

The Burien, SeaTac, Tukwila, Renton Parks and Trails Map is a regional trail map developed in 2007, that identifies on-street and other trail systems in South King County. With funding made possible by a grant from Public Health – Seattle & King County’s Communities Putting Prevention to Work program, this map is being updated to include the City of Des Moines and other recent changes to the regional trail system. The new version of the map should be available in early 2012. The 2007 version of the map is available online here: <http://your.kingcounty.gov/ftp/gis/Web/VMC/recreation/BurSeaTukRen.pdf>

# CITY OF SEATAC WALKING MAP

## Walking in Our Community



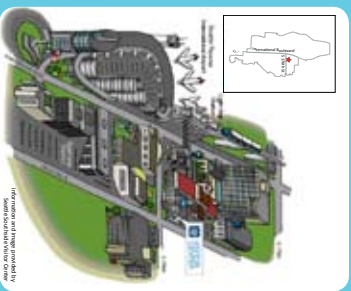
The City of Seatac is making it easier and more enjoyable to walk in the city. New City projects often add sidewalks on arterial streets, connecting communities with transit and regional trails. Seatac's Neighborhood Sidewalk Program is based on a 20 Year Plan to build a network of sidewalks and walking paths focusing on access to schools, transit locations, and neighborhood destinations.



Go online to learn more:  
[www.ci.seatac.wa.us](http://www.ci.seatac.wa.us)



## Stroll to the Seattle Southside Visitor Center



The Visitor Center is located one block east of the Airport Light Rail Station at 3100 S. 175th Street.

- Complimentary services include:
  - Restaurant recommendations
  - Pet services, maps and other logistical and sightseeing guides
  - Transportation guidance
  - Advice on museums, theater, dance, opera and ticket information
  - Tour bookings
  - Trip suggestions and advice on area attractions and ticket information
  - Expert knowledge on local events, sports, festivals and activities

## Go Even Further by Taking Transit

The City of Seatac has you connected! With Link Light Rail stations and an extensive bus network serving our community, including RapidRide bus rapid transit.

- As the backbone of our region's rail network, Sound Transit's Link Light Rail connects Seatac's residents, businesses and visitors with destinations around the Sound. Hop on board at one of the following locations:
  - **Tukwila/International Blvd. Station:** International Blvd. at S. 154th Street (across the street in Tukwila)
  - **Seatac/Airport Station:** International Blvd at S. 176th Street (directly across from the airport)
  - **200th Street Station (Opening in 2016):** 28th Ave S at S. 200th Street



Expanding the region's high capacity transit system is Sound King County's largest investment in public transit. It will improve our economic competitiveness and our environment.

Sound Transit



## Visit Our Parks and Trails to Enjoy a Variety of Recreational Activities

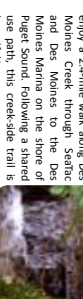
**North Seatac Park**  
(S. 128th St. & 20th Ave. S)  
This park offers nearly 3 miles of paved trails that meander throughout the city's largest park. As you walk through more than 165 acres of developed park space, you'll pass by ball fields, outdoor basketball courts, a disc golf course, and a 1.8-mile dirt trail. Courses at the **Seatac Community Center** (13735 20th Ave S) at the east edge of this park provides two half-court basketball areas, playground equipment, picnic area, climbing wall and skate park.



While visiting North Seatac Park, be sure to stop by the **Highline Seatac Botanical Garden** (13735 20th Ave. S). The garden features 10.5 acres of display gardens, woodlands, trails, and water features adjacent to the botanical garden is the Japanese garden which is a tranquil gem with artistic, cultural, and historical significance.



**Des Moines Creek Trail**  
(2151 S. 200th St.)  
Park at the head of the trail and enjoy a 2.4-mile walk along Des Moines Creek through Seatac and Des Moines to the Des Moines Wetland. The Stone of Progress is a trail that is a use path. This creek-side trail is beautiful in any season.



## Walk Seatac!

The City of Seatac is proud to have the 4th largest square foot of parkland in the Sound region. The Sound King County's largest investment in public transit. It will improve our economic competitiveness and our environment.



## City of Seatac Walking Map

Welcome!  
Whether you live or work in Seatac or are visiting us for the first time, our community offers a wealth of destinations for you to discover. This map of the City is designed to provide you with the information you need to explore the City on foot. We think you'll enjoy exploring our businesses, parks, neighborhoods and other destinations. Enjoy!

# CITY OF SEATAC WALKING MAP

**FEATURED WALKING ROUTE: NORTH SEATAC PARK**  
 S 128TH TO S 144TH  
 DISTANCE ONE-WAY: 1.2 MILES  
 APPROXIMATE WALKING TIME: 24 MINUTES

ENJOY A QUIET STROLL THROUGH SEATAC'S LARGEST PARK ALONG A ONE-MILE PAVED TRAIL. EXTEND YOUR WALK BY EXPLORING THE NEARBY HIGHLINE BOTANICAL GARDENS OR CONTINUING SOUTH ON THE WESTSIDE TRAIL.



**WALKING: FASTER THAN YOU THINK!**  
 DID YOU KNOW THAT ON AVERAGE A PERSON WALKS HALF A MILE IN 10 MINUTES?  
 WALKING IS GOOD FOR EXERCISE OR RECREATION, AND A GREAT WAY TO GET AROUND OUR COMMUNITY!



**FEATURED WALKING ROUTE: VALLEY RIDGE PARK**  
 LOOP DISTANCE: 1/2 MILE  
 APPROXIMATE WALKING TIME: 10 MINUTES

WATCH BASEBALL, SOCCER, TENNIS, SKATEBOARDING, AND BASKETBALL GAMES WHILE YOU WALK AROUND VALLEY RIDGE PARK ON THIS 1/2 MILE PAVED, LIGHTED TRAIL.



**FEATURED WALKING ROUTE: DES MOINES CREEK TRAIL**

ROUNDTrip TO CITY LIMITS: 1.2 MILES  
 APPROXIMATE WALKING TIME 25 MINUTES  
 ROUNDTrip TO DES MOINES MARINA: 4.4 MILES  
 APPROXIMATE WALKING TIME 90 MINUTES

STARTING NEAR THE AIRPORT, WALK SOUTH INTO THE DES MOINES CREEK VALLEY ALONG THIS SHARED-USE TRAIL. EXTEND YOUR WALK AND HEAD TO THE SHORES OF PUGET SOUND AT DES MOINES MARINA.



## Legend

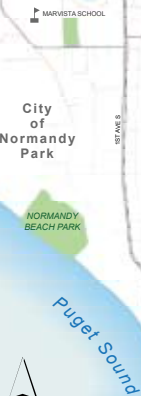
- City of SeaTac
- Parks & Open Space
- Primary Public Building
- School
- Light Rail Station
- Link Light Rail
- Planned Link Light Rail
- Streets & Trails Steeper than 12%
- Parking at Walking Route Site
- Trail
- Pedestrian Facility

**What does 'Pedestrian Facility' include?**  
 This map shows existing pedestrian facilities in the City of SeaTac. Please note that locations indicated may have a facility on only one side of the roadway. Pedestrian facilities shown on this map include the following:

**Concrete Sidewalk:** Concrete sidewalks are placed alongside paved roadways. These facilities typically include a curb and gutter and may include a planting strip.

**Paved Shoulder Walkway:** Paved shoulders are typically separated from the vehicle travel lane by a white fog line. Paved shoulders do not include curb and gutter.

**Paved Separated Walkway:** These walkways are typically constructed from asphalt and separated from the vehicle travel lane by a curb or planting strip.



City of Normandy Park  
 City of Des Moines  
 City of Kent

Date Prepared: December 2011  
 Source: City of SeaTac, King County GIS, NAVTIC

Made possible by funding from the Department of Health and Human Services and Public Health - Seattle & King County

Prepared by S&R Design Company and Alta Planning + Design for the City of SeaTac

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