



4 MULTI-MODAL TRANSPORTATION SYSTEMS PLANS



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City of SeaTac Transportation Master Plan

CHAPTER 4: MULTI-MODAL TRANSPORTATION SYSTEMS PLANS

The multi-modal transportation systems plans show the long-term vision for travel in, around, and through the City of SeaTac.



The systems plans provide the blueprints for systematically advancing multi-modal transportation improvement projects and programs to support the existing community and the forecast growth. The transportation systems plans incorporate the analyses of existing and forecast conditions, community input, and prior planning efforts. The identified improvement projects and programs must be balanced with available funding, as discussed in Chapter 5.

The transportation systems plans are organized and presented by travel mode to provide an overview of key components of each element. However, the systems plans and improvement projects and programs are integrated through the implementation process. For example, improvements along arterial streets include pedestrian and bicycle facilities. As another example, improvements of intersections also integrate the needs for improved pedestrian crossings, street lighting, and drainage that work together to support walking. The pedestrian and bicycle systems plans developed in the Safe and Complete Streets Plan (S&CSP) support improved access to and from transit.

The modal transportation systems plans illustrate how the City of SeaTac's transportation system supports, as well as relies on, transportation facilities and investments provided by other agencies. These include many projects such as

Sound Transit's Link light rail, extension of the SR 509 freeway, and the Lake-to-Sound Trail. In addition, the City's plans must be integrated with other agencies through consistency in the arterial and collector roadway designations, connectivity of trails and other non-motorized facilities, and coordination of transit facilities (such as bus stops) into City improvement projects and programs. The City will continue to coordinate with WSDOT, the Port of Seattle, Sound Transit, King County and its neighboring cities to coordinate implementation of its transportation systems plans with their projects and programs. This will lead to a more cost-effective, connected multi-modal transportation system serving the greater SeaTac region.

“As improvement projects are prioritized through the City's Six-Year Transportation Improvement Program (TIP) and funded through the Capital Improvement Program (CIP), the City will refine the projects. This will include project-level environmental review, input from the public and stakeholders, and detailed design studies.”



4.1 Streets and Highways

As with most suburban communities, streets and highways are the core of the various multi-modal transportation systems serving the City of SeaTac. Streets and highways provide for regional access to Sea-Tac Airport for passengers, freight, and workers. They also connect the City's residents and businesses with the Puget Sound region and other parts of Washington State, as well as for travel within the City.

The majority of the existing and planned pedestrian and bicycle facilities also are part of the City's Street system. Local and express bus transit also relies on the streets and highways, both where the buses operate as well as connections with the City's neighborhoods and businesses via sidewalks or bicycle facilities.

4.1.1 Roadway Classifications

The streets and highways provide the framework for the overall transportation system for the City of SeaTac. Roadways are classified based on their desired function and service characteristics. The classification hierarchy is based on the relationship between the function of the roadway and the land uses it serves, as

presented in Chapter 2. As an example, lower density residential development, parks, and schools would typically be located along lower volume roadways such as collector arterials or local streets. Higher density multi-family and many commercial developments (such as hotels, office buildings, and retail centers) would typically be located along principal, minor, or collector arterials based on a higher level of mobility and visibility.

Table 4-1 describes the functional classification categories for the City of SeaTac's street systems, including state highways. Figure 4-1 shows the City's adopted roadway classification for existing and planned streets and highways. Chapter 2 summarizes key characteristics of the freeways and principals and minor arterials serving the City of SeaTac.

In 2012 the City upgraded the classification of 28/24th Avenue S from a minor arterial to a principal arterial. That change reflects the increased traffic volumes expected on the arterial associated with use of the 28th/24th Avenue S as the Interim Airport South Access including an interchange with the planned extension of the SR 509 freeway. The arterial also provides access to the Angle Lake light rail station under construction by Sound Transit. The corridor also serves as a key roadway serving the various modes of travel within the City's designated Urban Center.

The 2015 TMP and TE identified a couple of changes in the roadway classification from the City's prior adopted roadway classifications. S 208th Street between 24th Avenue S and

International Boulevard was classified as a minor arterial from its prior designation as a collector arterial. This change reflects the City's desire to have this segment of S 208th Street to provide an alternative to S 200th Street and the higher level development planned along the 28th/24th Avenue S corridor in both SeaTac and Des Moines. In addition, S 208th Street will provide a connection between International Boulevard and the future interchange at SR 509 at 28th/24th Avenue S.

In addition, S 192nd Street between 28th/24th Avenue S and International Boulevard is also now classified as a minor arterial. This roadway serves a similar function as described for S 208th Street.

4.1.2 Freight Routes

Sea-Tac International Airport is a major truck destination serving air cargo operators in the Puget Sound Region. The Port of Seattle also owns several properties that can be developed for trucking-related land uses. In addition to Port-owned properties, other industrial and flex-type spaces rely on trucks for delivery of materials and their products. The City's hotels, retail, and other commercial development also generate a significant level of truck traffic, especially along International Boulevard and on principal and minor arterials connecting businesses with freeways.

Figure 4-2 shows the City's adopted truck route map. It only shows the freeways and arterials in the City of SeaTac since the City does not designate routes in other jurisdictions. All

ROADWAYS
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BASED ON THEIR
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Table 4 1. Functional Classification of City of SeaTac Roadways

ROADWAY TYPE	DESCRIPTION/PURPOSE	EXAMPLES
Freeway (Interstate or Expressway)	Freeways are multi-lane, high speed, high capacity roadways. Freeways have controlled access and are intended to serve longer, regional intra-state or interstate travel. Freeways that serve the City of SeaTac are under the jurisdiction of the Washington State Department of Transportation (WSDOT) or Port of Seattle.	I-5 SR 509 North Airport Expressway
Principal Arterial	Principal arterials connect focal points of traffic generation throughout the City and adjacent areas. They are used to provide access to the regional highway system, connect major community centers and connect to adjacent cities. These streets are intended to primarily serve "through" traffic with limited access to abutting land use. Principal arterials typically carry the highest traffic volumes.	International Boulevard S 188th Street S 200th Street
Minor Arterial	Minor arterials are inter-community roadways that connect community centers with each other or to principal arterials or freeways. Minor arterials serve lesser points of traffic generation, and provide greater land access than principal arterials. Generally, minor arterials have moderate to high traffic volumes and may include some restriction of traffic movements and limitations on spacing of driveways and local streets.	Military Road S Des Moines Memorial Drive S S 176th Street
Collector Arterials	Collector arterials distribute trips between local streets and arterials and serve as transition roads to or from residential and commercial areas. They provide land access as well as connections between neighborhoods and smaller community centers. Collectors typically have low to moderate traffic volumes and limited regulation of access control. On-street parking is usually limited.	24th Avenue S 34th Avenue S 8th Avenue S
Local or Private Streets	Local streets primarily provide direct property access and generally discourage through traffic. These streets typically have low to moderate traffic volumes and few access controls. On-street parking is generally allowed.	S 152nd Street S 166th Street S 204th Street

freeways within the city limits are designated truck routes, including the future extension of SR 509 between S 188th Street and I-5.

All principal arterials in the City are designated as truck routes. These corridors provide access to/from the primary commercial and industrial lands in the City. These routes also serve as through routes to adjacent cities such as Burien and Des Moines. Truck routes also include Air Cargo Road north and south of the terminal. Air Cargo Road is designated as a Port arterial.

Other truck routes in the north part of the City include Des Moines Memorial Drive S and S 152nd/S 154th Street, as well as segments of S 142nd/S 144th Street, 24th Avenue S, S 146th Street and 16th Avenue S. These routes serve Port and other airport related land uses located north of the airport.

Segments of S 160th and S 170th Streets east of the Airport are also truck routes. These serve various types of land uses including smaller retail developments, parking and hotels. Both routes



FREIGHT TRUCK ON INTERNATIONAL BOULEVARD

connect to Air Cargo Road, which is the primary access for many air cargo operators.

South of the Airport, truck routes include Des Moines Memorial Drive S between S 188th and S 200th Streets. This route currently provides a connection from the SR 509 freeway to I-5 via S 200th Street. Military Road S between the I-5 northbound interchange ramps and S 200th Street also is designated as a truck route to complete the connection with the regional freeway system. Segments of 8th Avenue S, 16th Avenue S, and S 192nd Street also serve industrial lands near the terminals of the SR 509 freeways.

As previously discussed, S 208th Street between 28th/24th Avenue S and International Boulevard was re-classified as a minor arterial during the development of the 2015 TMP and TE. This segment also is designated as a truck route to reduce truck traffic along S 200th Street near the Link light rail station.



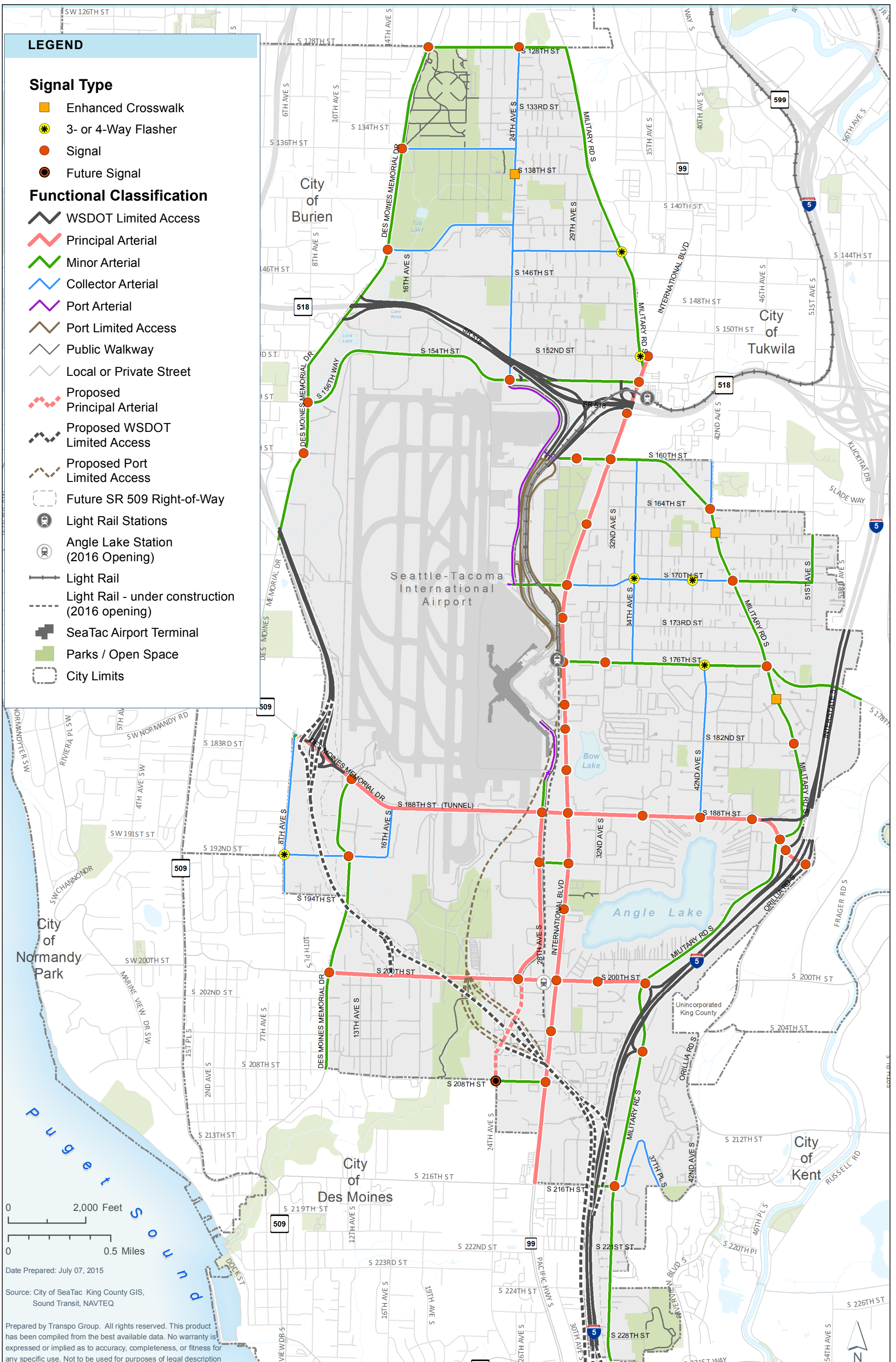


Figure 4-1: Roadway Functional Classification & Signal Locations



4.1.3 Parking

Parking plays a vital role in the multi-modal transportation system and identifying effective parking management strategies that support transit use and vital neighborhood business and residential areas is important. Parking management strategies are intended to more efficiently utilize available parking but can also support multi-modal goals and objectives by reducing the dependence of the automobile, improve traffic operations, and lessen the impacts to the environment. Successful parking management strategies provide a clearly defined and fundamental purpose and priority to the parking system. Parking management strategies typically look for opportunities to:

- **Improve Efficiency.** These are strategies that are aimed at maximizing the use and efficiency of parking supply. The majority of typical neighborhoods use between 40-70 percent of their parking supply on average or have areas that are not well defined that could be used for parking.
- **Reduce Demand.** These are strategies that are aimed at reducing parking demands through shifting travel modes during peak parking periods. Parking management strategies can play a key role in influencing modal choice and should be developed in coordination with other commute trip reduction strategies.

- **Increase Awareness, Enforcement, and Authority.** These are strategies related to making the public aware of the parking regulations and locations, enforcing regulations and policies, and monitoring parking conditions to continually make improvements and ensure strategies are appropriate as conditions change. Without enforcement, policies, regulations and other strategies will not be as effective. This often requires more enforcement required as more regulations are implemented.

The parking issues and complaints related to public on-street parking typically depends on who you are. Residents often want long-term spaces to store their car, businesses want short-term spaces in front of their stores, and commuters often want free or low cost parking during the work day. In order to strike the right balance for competing desires a variety of strategies need to be implemented to support the overall goals and objectives of the City and local neighborhoods. Often times the approach should use an iterative process where small changes are made over time to educate, build compliance and utilize the most cost effective solution.

THERE ARE OFTEN
DISCREPANCIES
BETWEEN PERCEIVED
VERSUS ACTUAL
PARKING USAGE.

Define the Problem

A parking study is often required that includes data collection of supply, utilization, and duration of existing parking to objectively define what the problem is. There are often discrepancies between perceived versus actual parking usage and utilizing data is often the best and most objective way to define the current conditions.

Spill-over impacts into adjacent residential neighborhoods could be caused by either the lack of available parking in adjacent areas or inefficient use of available parking in desired areas. In addition, these types of impacts can result when there is a lack of good pedestrian connections between designated parking areas and the destinations or when parking in neighborhoods is more convenient than the designated parking areas.

Follow-up or monitoring studies can then be used to track the impacts of parking strategies that are implemented.

Some of the common and frequent approaches to managing parking in residential neighborhoods that are impacted by spill-over from adjacent areas or uses include:

Reconfigure Parking

The existing parking supply in the area where the spill-over is generated or within the neighborhoods could be optimized to provide more parking. This could include restriping lots, reducing parking space sizes (i.e., compact and motorcycle parking), minimizing curb cuts, reevaluating street widths/cross-sections, and utilizing undeveloped or wasted areas for parking.



Wayfinding and Information

Wayfinding is used to link drivers to available parking. Spill-over into adjacent neighborhoods could be created if not all of the available parking in desired parking areas is utilized. Proper wayfinding decreases traffic congestion and increases efficiency in finding a parking space by directing drivers to available parking and avoiding added traffic from people circulating through the system to locate spaces. Studies in urban areas show that as much as 30 percent of traffic can be associated with drivers circulating to find parking. With drivers guided on a direct path to available parking the more traffic and environmental impacts will be reduced and the overall transportation system will function more efficiently.



PARKING LOT AT SEATAC

Regulate Parking

Parking regulations can be implemented to control who, when, and how long vehicles are allowed to park. This helps prioritize parking and allows the most convenient parking spaces to be available for the most important uses. Regulating parking includes implementing time restrictions; designating areas for employees; providing residential permit parking; and dedicating carpool, loading zone, car sharing, and electric vehicle spaces. Residential Parking Zones (RPZ) or Permits can be managed in many different ways but there are costs associated with implementing a program that often requires residents to purchase permits to utilize on-street parking to help off-set the costs of such programs.

Enforcement

Enforcing parking regulations is an important component to making sure the parking system and regulations are followed. Without enforcement many parking management strategies will be ignored, abused, and ineffective. Developing a parking enforcement plan needs to be a part of any parking management program and should be reviewed and updated to meet the changing needs of the system as well as available technologies. Each parking management strategy requires a different form or level of enforcement that needs to be considered in the overall cost-benefit. Typically, enforcement costs are offset by revenues generated from ticketing violators.

Charge for Parking

Charging for parking is simply having people directly pay for the use of parking spaces. This can be implemented for both public and private lots and essentially is a management tool that reduces demand, motivates ride sharing, promotes higher turnover, and can generate revenue. In recent years, there have been numerous studies that show positive support for paid parking in urban settings with a high demand for parking. Consideration for how much you charge and where you charge is important as this could move the parking problem to another area if looked at for just an isolated area.

4.2 Non-Motorized Transportation Systems Plan

The City of SeaTac will continue to develop pedestrian and bicycle facilities as part of its transportation system improvements. The TE identifies the desired pedestrian and bicycle systems plans, which will guide the development and implementation of improvement projects throughout the City. The non-motorized systems plans include facilities on arterials, collectors, and local streets, as well as multi-use trails.

Both system plans were developed using the Safe and Complete Streets Plan (S&CSP) as the foundation. The goals presented in the S&CSP were used to guide development of the pedestrian and bicycle systems plans which are included in the TMP and TE. These goals focus on improving safety, completing the non-motorized systems by filling in gaps, encouraging multi-modal transportation, creating opportunities



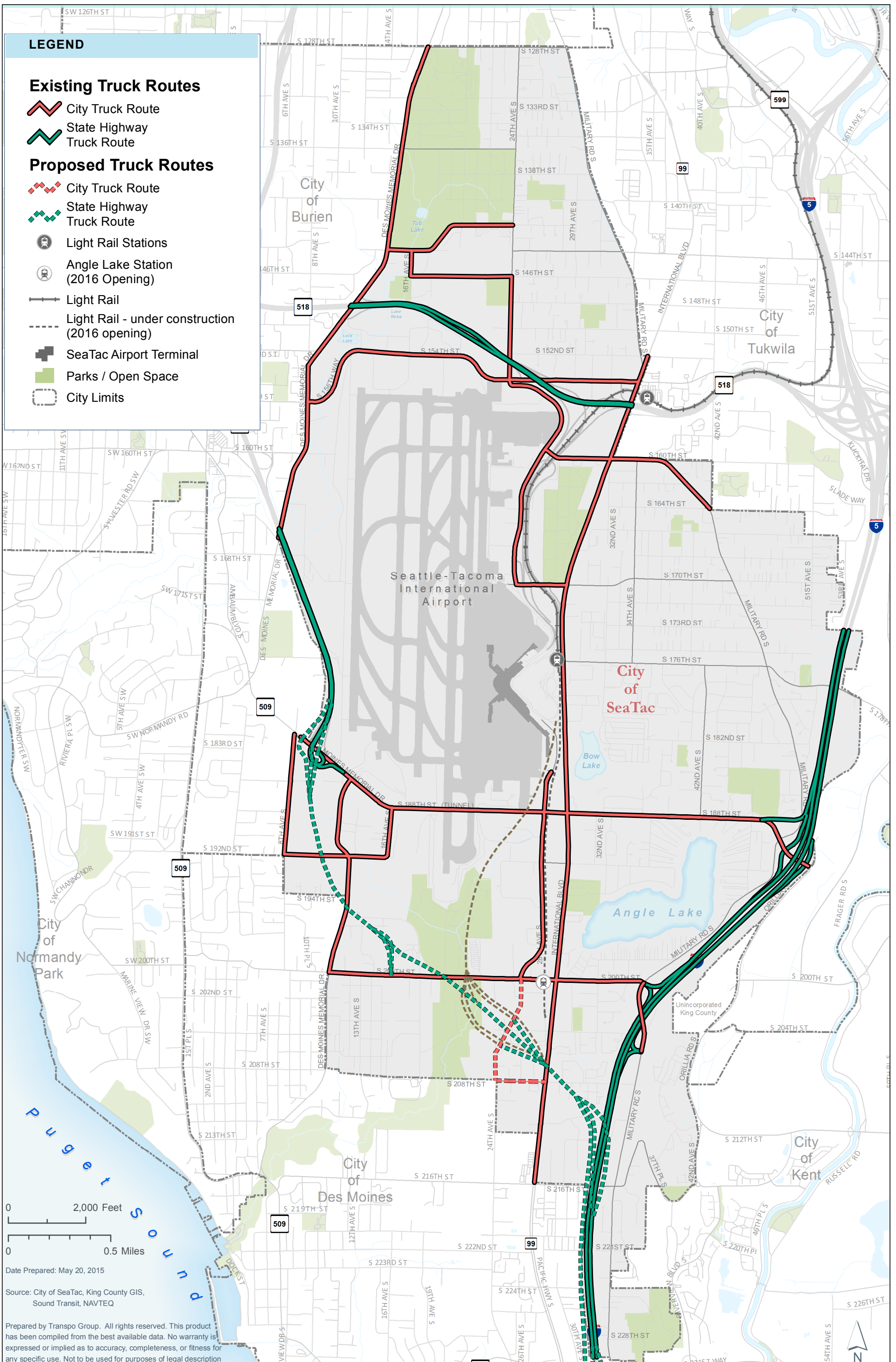


Figure 4-2: Truck Routes

for a more active lifestyle, and focusing on improvements that provide the most benefit. The goals from the S&CSP were then assessed and blended with the roadway system needs and the Land Use and other elements of the Comprehensive Plan. Changes to the S&CSP incorporated as part of the TMP are summarized in the Supporting Materials.

The following summarizes how these goals were used to finalize the non-motorized systems plans and development of improvement projects and priorities.

- **Improve safety.** Providing non-motorized facilities gives pedestrians and bicyclists a safer space to travel. The proposed non-motorized improvement projects take this into consideration.
- **Support safe routes to schools.** Improvements throughout the City focus on creating pedestrian facilities where students could safely get to schools, including McMicken Heights Elementary, Madrona Elementary, and Bow Lake Elementary.
- **Fill-in missing gaps.** In order for more people to choose walking or bicycling as a means of travel there needs to be infrastructure for them to get where they need to go. New or upgraded non-motorized facilities were defined to fill system gaps, such as in the north end of the City and near the new Angle Lake light rail station.
- **Reduce barriers to non-motorized travel.** Barriers to walking and biking can be natural (such as a river or steep grade) or man-made

(such as a freeway or a building). Reducing the barriers helps make non-motorized travel an easier and more convenient choice. The pedestrian overcrossing project near the S 154th Station Area is an example of reducing the barrier of a wide, high-volume intersection.

- **Enhance access to transit.** Several transit modes serve the City of SeaTac. Implementing non-motorized improvements that make it easier to access transit can increase the likelihood people will use transit instead of driving alone. Projects near the RapidRide stations and Link light rail stations, as well as local bus routes were given additional consideration since they serve a variety of modes that can help reduce auto travel.

4.2.1 Pedestrian System Plan

Sidewalks, walkways, and multiuse trails are integral to the City's overall transportation system. Figure 4-3 illustrates the pedestrian system plan for the City and demonstrates how the identified future facilities tie into the existing system. Figure 4-3 also shows corridors where future arterial and collector projects will construct or complete the sidewalk network. This includes regional projects like the Lake-to-Sound Trail and improvements identified as part of the WSDOT SR 509 Corridor Completion and Sound Transit S 200th Link Extension projects.

The majority of the proposed pedestrian facilities are relatively unchanged from those identified in the S&CSP. However, in some locations additional proposed projects were added to fill in gaps or were altered to better fit within the



NEIGHBORHOOD WITH NO SIDEWALKS

existing environment or right-of-way. Additional improvements also were incorporated from the Angle Lake Station Area Plan which was being completed at the same time the TMP was being finalized. The Supporting Materials documents include more detail on the process for integrating the Safe and Complete Streets Plan and the changes from the S&CSP incorporated into the TMP and TE.

The pedestrian projects are spread throughout the City. This reflects the lack of sidewalks or other pedestrian facilities when the roadways were originally constructed under King County standards. Some notable concentrations of the proposed pedestrian system improvements are in the McMicken Heights area, the S 154th Station Area, and the Angle Lake Station area. Several projects link to existing or future trails, including

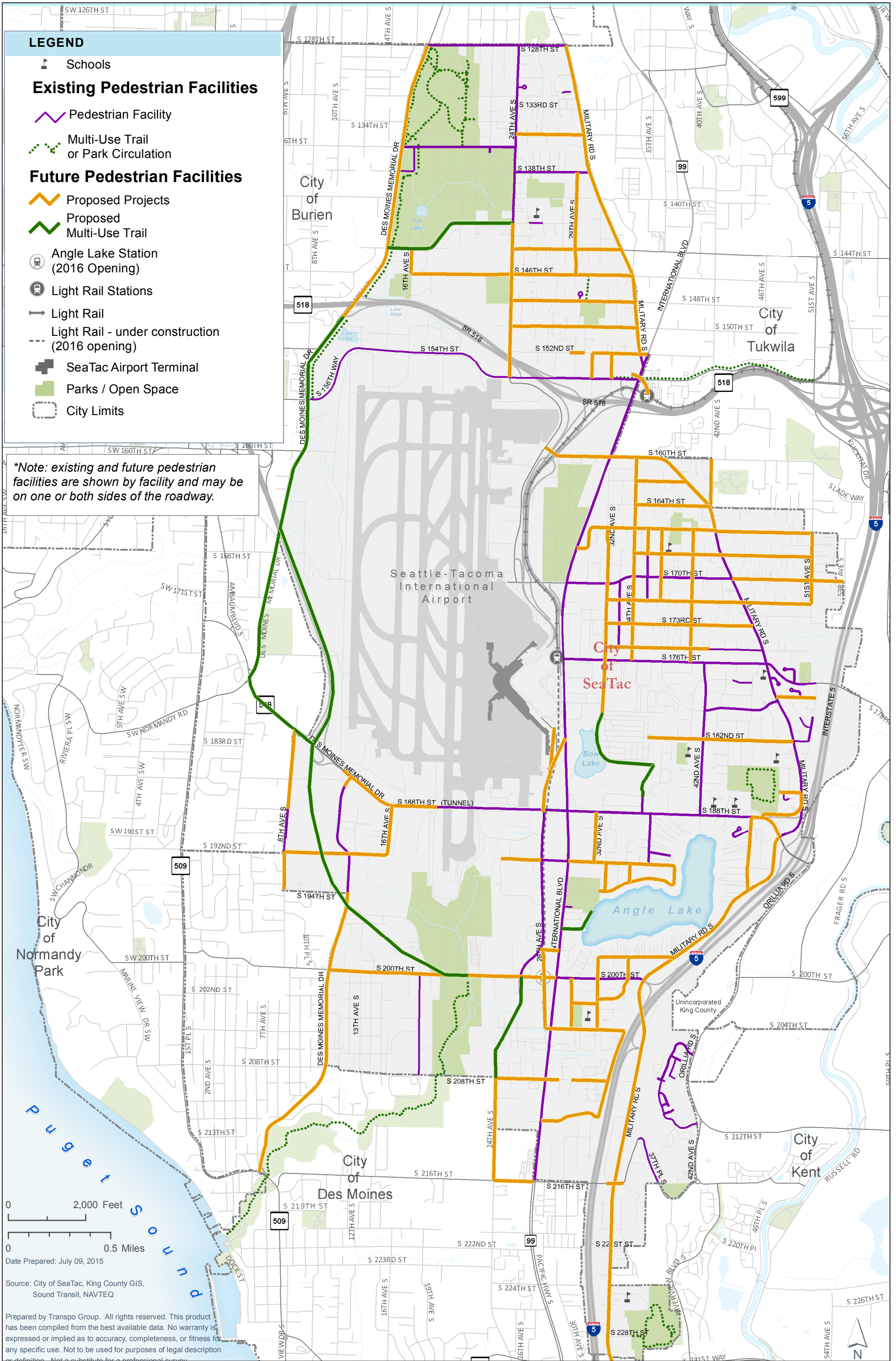


Figure 4-3: Pedestrian Network



the Lake-to-Sound Trail and the Des Moines Creek Park Trail, as well as projects which connect to existing paths in parks.

The City also will look to secure funding and set a timeline for completion of an Americans with Disabilities Act (ADA) Title II Self-Assessment and Transition Plan. The Federal Highway Administration (FHWA) and the Department of Justice (DOJ) have emphasized the importance of compliance with ADA Title II compliance over the last few years. The City will complete many of the needed ADA improvements as part of the roadway and or non-motorized improvement projects. However, there are segments of substandard sidewalks and curb ramps within the City that would not be included in planned roadway projects. A Transition Plan is required for

establishing policies and priorities and identifying programs to address any deficiencies in a comprehensive manner.

4.2.2 Bicycle System Plan

Figure 4-4 shows the planned bicycle system plan for SeaTac. The bicycle system plan, when completed, will provide a comprehensive network of attractive bicycle facilities between the City's residential neighborhoods, the transit system, employment areas, schools, and parks. The bicycle facilities will include multiuse trails, bike lanes, and sharrows on lower volume roadways. Specific improvements for each corridor are identified; however, project level planning and engineering studies are still required to determine feasibility on a project by project basis.

As shown on Figure 4-4, bicycle facilities would be along most key arterials, excluding International Boulevard due to high volume of cars and trucks. Key east-west bicycle proposed projects include S 188th Street from 28th Avenue S to Military Road S and S 200th Street from Des Moines Memorial Drive S to Military Road S. Key north-south bicycle projects include Military Road S throughout the City (minus the already completed section in the middle of the City) and 40th Avenue S/42nd Avenue S between S 166th and S 188th Streets.



EXAMPLE OF "SHARROWS" ON A CITY STREET



BICYCLIST IN SEATAC



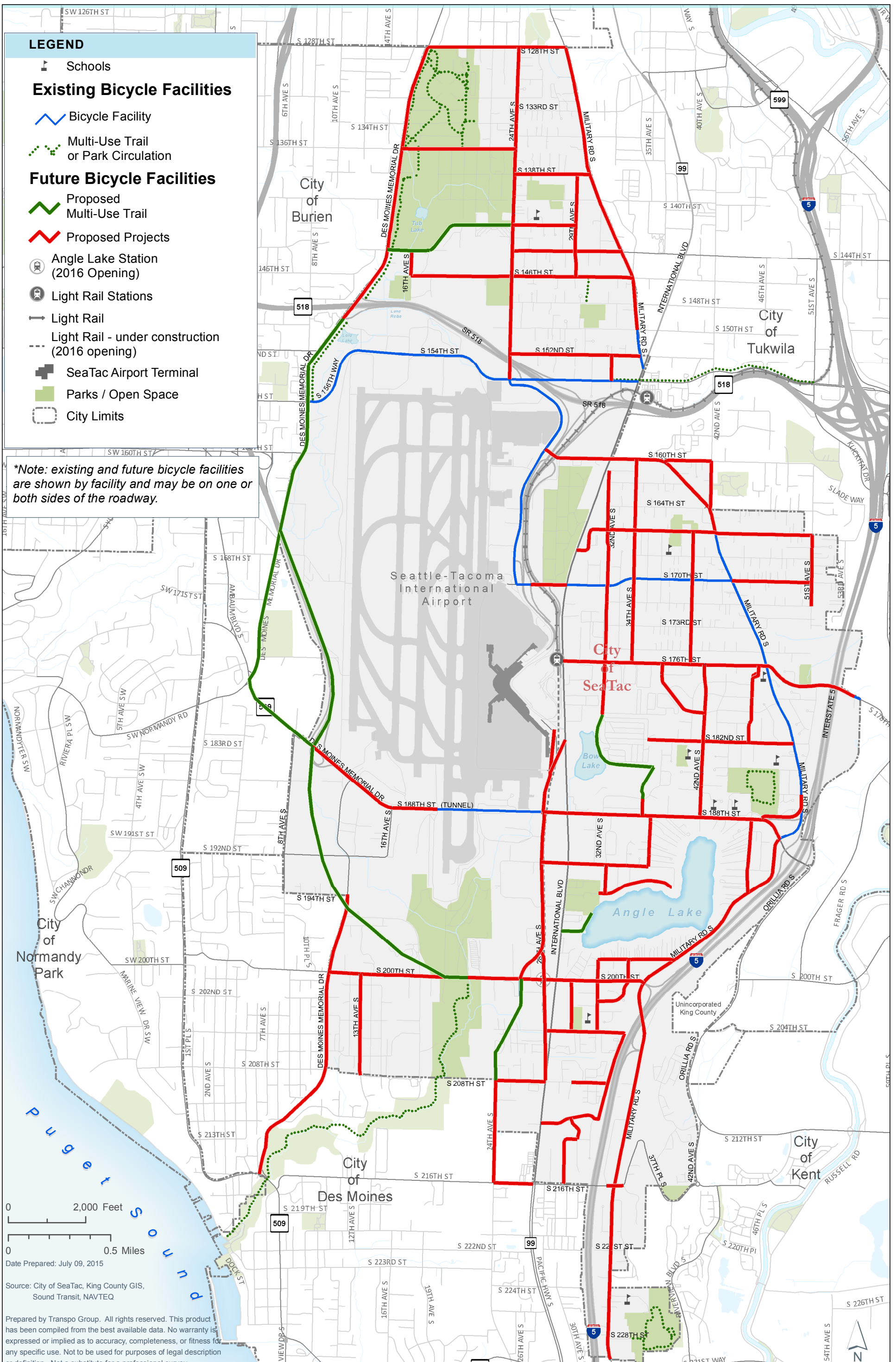


Figure 4-4: Bicycle Network



4.3 Transit and Transportation Demand Management

In order to provide a comprehensive transportation system, the City of SeaTac recognizes the importance of transit and transportation demand management (TDM) programs. In general these programs build on regional programs, as discussed below.

4.3.1 Future Transit Services

Transit service in SeaTac is provided by both King County Metro and Sound Transit. In December 2014, Sound Transit adopted an update of its Regional Transit Long Range Plan. The Plan provides a framework to guide the expansion of Sound Transit's service delivery through 2040. Sound Transit is also developing a Sound Transit 3 ballot measure for a possible vote in 2016 to help fund mass transit investments identified in the Plan.

Sound Transit's South 200th Link Extension project is expected to be complete in late 2016. This will provide additional light rail service to the City as well as a new parking garage for commuters. The extension to the University of Washington is also anticipated to be complete in 2016, creating a more robust light rail system.

King County is in the process of updating its Long Range Plan. The Plan is in its first stages of gathering public input and is not expected to be finalized until 2016. King County Metro has some service improvements planned in 2015 and 2016 improve schedule reliability on existing transit routes, including routes that serve the City of SeaTac. Routes serving SeaTac that are listed for these improvements are Routes 124, 128, 132, 166, and 180.

The City will continue to work with both King County and Sound Transit to improve transit services and develop a convenient, integrated and efficient transit system that supports future growth. In particular the City supports improving local east-west bus transit connections to the Urban Center, light rail stations, and connections with the Bus Rapid Transit (BRT) lines serving the City. Improved connections to the higher capacity, more frequent express services and to the Urban Center will help reduce the need for use of cars for local area travel.

In addition, the City will work with King County Metro to expand operating hours for bus service in the City. Extended service hours would better support the regional investment in Link light rail by allowing residents and employees in the City and surrounding communities to choose later evening and night service. At the community open houses, it was noted that the lack of local bus services that connect with Link light rail reduces the use due to longer walks to/from Link light rail and the associated safety concerns and inclement weather.

4.3.2 Transportation Demand Management (TDM) Program

In addition to improving the transit system, expansion of existing TDM programs are recommended to reduce the overall amount of travel by single-occupancy vehicles within the City. TDM programs are coordinated with regional agencies such as King County, Sound Transit and PSRC. The City's Commute Trip Reduction (CTR) Program will guide TDM strategies for larger employers.

Reduction (CTR) program

(see Chapter 11.30 of the Municipal Code). The plan establishes goals consistent with the state legislation (RCW 70.94.521) and focuses on major employers located in the City. Strategies focus on transit incentives, ridesharing services, parking management and work scheduling.

- **Transit Incentives.** Employers can provide free or reduced-rate transit passes to all employees.
- **Ridesharing.** Employers can develop and maintain a database of home addresses to facilitate carpool and vanpool matching between employees working on the same site. Employers can also provide financial incentives or reserved parking spaces for carpool and vanpool vehicles.
- **Flexible Work Schedules.** Flexible work hour schedules allow employees to adjust start/end times to accommodate carpools, vanpools, or transit options. Alternative work schedules can also be used to reduce the number of days an employee commutes during peak travel periods. These programs help reduce the need for adding capacity to highways and arterials, and reduce the levels of peak hour congestion.
- **Telecommuting.** The use of telecommunications technology can allow some employees to work from home, reducing the need for travel to and from a work site for some work days.



4.4 Multi-modal Transportation Improvement Projects and Programs

The TMP identifies an extensive array of multi-modal transportation system improvement projects and programs. The improvement projects and programs address the safety, connectivity, capacity, and operations needs to enhance the various travel modes in the City.

The programs and projects are organized into four groups:

- Other Agency Multi-modal Transportation Projects;
- Transportation Programs;
- Arterial and Collector Multi-modal Transportation Improvement Projects;
- Additional Non-motorized Transportation Improvement Projects.

The list of projects and programs includes the TMP project ID, which is also shown on the associated figures, as applicable. The project ID carries over from the TMP to the TIP and CIP as projects move into implementation.

In addition to the street name, limits and description, the tables list the City of SeaTac's estimated cost for implementation, exclusive of costs to be covered by other agencies such as WSDOT, the Port, Sound Transit, or other cities. Therefore, there are no City cost shares shown for the Other Agency Multi-modal Transportation projects. Costs for the City Transportation Programs are primarily based on historical data, with some refinements as discussed below and in Chapter 5.

The planning level cost estimates for the Arterial and Collector Multi-modal Transportation Improvement Projects were developed based on typical unit costs for different types of improvements. Costs for the Additional Non-motorized transportation Improvement projects were based on a generalized cost based on typical cross-sections and project components, such as bike lanes, sidewalks, sharrows, and signing. The planning level cost estimates account for potential right-of-way acquisition, at a generalized level. All costs are reported in 2014 dollars. The cost estimates will be refined as projects move into design and construction.

The project lists also were assigned a relative timing of short (2015-2020), mid (2021-2026), long (2027-2035), or Beyond 2035. The assigned relative timing blends the priority of the project; the relationship to other projects (such as the extension of SR 509); the time needed to fund, design, and construct improvements; and the evaluation of available funding (see Chapter 5 for a discussion of transportation revenue forecasts). The project timing listed in the TMP one concept based on a snapshot as of 2015 conditions. It takes into account direction from the City Council, Planning Commission, public comments, as well as the technical analyses. The project priorities, available funding, and other factors will be reviewed as part of the City's annual development and adoption of the Six-Year Transportation Improvement Program (TIP). The TMP ranking is intended to provide a framework for those discussions and decisions.

The TE goals and policies that the project is based on, or supports, are also included in the project lists. In addition, the City Council goals and PSRC Vision 2040 Transportation goals that the project or program addresses is included. The goals will assist the City in decisions related to the TIP and also can support pursuit of grants or other funding.

4.4.1 Other Agency Multi-modal Transportation Improvement Projects

As discussed in Chapter 3, the City of SeaTac's transportation system is highly tied to state highway, Port of Seattle, and regional transit projects that the City does not control. The City supports these projects, which are summarized in Table 4-2 and shown in Figure 4-5. Key projects, by agency, include:

WSDOT

- Extension of the SR 509 freeway between S 188th Street and I-5. The freeway extension project includes several local streets and non-motorized improvements to reduce the potential impacts on SeaTac neighborhoods.
- Construction of Express Toll Lanes and High Occupancy Vehicle (HOV) lanes connecting I-5 and SR 509, and along I-5.
- Modifications at interchanges of SR 518 at International Boulevard and at Des Moines Memorial Drive S.



Table 4-2: Other Agency Multi-modal Transportation Improvement Projects

TMP ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	RELATIVE TIMING	LEAD AGENCY ³	TE GOALS & POLICIES	COUNCIL & PSRC GOALS
Other Agency							
MP-013	South Access Expressway	Airport Drive to SR 509 Extension	Construct limited access roadway to connect the south end of Sea-Tac Airport to the new SR 509 extension.	Long	Port of Seattle	Goal 4.1, 4.2, 4.7, 4.9, Policy 4.1A, 4.2E, 4.7A, 4.9A, 4.9B	PSRC MPP-G-1, T-1, 9, 14, 17, 18, 26, 27, 30, 31
MP-025	S 204th St Sidewalk Project	30th Ave S to 32nd Ave S	Constructed by Sound Transit for the S 200th St Link Extension. Approximately 800 lineal feet of new sidewalk on the south side of S 204th St from 30th Ave S to approximately 100 feet east of 32nd Ave S. Improvements include sidewalk, curb, gutter, and storm drainage, driveway reconstruction, crosswalks, and Americans with Disabilities Act (ADA) compliant curb ramps.	Short	Sound Transit	Goal 4.1, 4.2, 4.4, 4.5, 4.9, Policy 4.1A, 4.4A, 4.4C, 4.4D, 4.4E, 4.5A, 4.5F, 4.9A, 4.9B, 4.9C	Council Goal 1, 5 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 21, 22, 23, 24, 25 "
MP-025, ST-004	S 200th St Link Extension	SeaTac/Airport Station to S 200th St	<p>Construct 1.6 mile elevated guideway and new Angle Lake Station with a 700 parking stall garage, 400 surface parking stalls, and bus access.</p> <p>This will include widening of S 200th St between International Blvd and 28th/24th Ave S. The existing five lane urban arterial will be widened in the areas of S 200th St outside the SR 509 improvements with curb, gutter, sidewalk, bicycle lanes, associated intersection improvements, consolidation of driveways, and possible underground of overhead utility improvements. Also includes sidewalks along 28th Ave S (east of the alignment).</p> <p>Interim non-motorized improvements of a bicycle climbing lane on south side and five foot wide pedestrian walkway on north side also included along S 200th St between 28th/24th Ave S and Des Moines Creek Park Trail.</p>	Short	Sound Transit	Goal 4.1, 4.2, 4.4, 4.5, 4.9, Policy 4.1A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.5A, 4.5F, 4.9A, 4.9B, 4.9C	Council Goal 1, 5 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 21, 23, 24
MP-043.1	SR 509 Extension Phase 1	Des Moines Memorial Dr S to I-5	Construct new, full access control freeway, with tolls, to connect the existing SR 509 freeway terminus with 28th/24th Ave S and I-5. Phase 1 includes one lane each way, with truck climbing lanes, between S 188th St and 28th/24th Ave S. Two lanes each way are planned between 28th/24th Ave S and I-5.	Mid	WSDOT	Goal 4.1, 4.2, 4.9, Policy 4.1A, 4.2C, 4.2D, 4.2F, 4.2M, 4.9B	Council Goal 6 PSRC MPP-G-1, T-1, 9, 14, 17, 18, 26
MP-043.2	SR 509 Extension Phase 2	Des Moines Memorial Dr S to I-5	"Widen Phase 1 freeway to four lanes between S 188th St and 28th/24th Ave S. Complete interchange at S 200th St. Provide direct access connection to Sea-Tac Airport."	Mid	WSDOT	Goal 4.1, 4.2, 4.7, 4.9, Policy 4.1A, 4.2C, 4.2D, 4.2F, 4.2M, 4.9B	Council Goal 6 PSRC MPP-G-1, T-1, 9, 14, 17, 18, 26
MP-064	I-5 Express Toll Lanes	Pierce County Line to I-405	Convert the existing High Occupancy Volume (HOV) lanes to High Occupancy Toll (HOT) lanes and develop second HOT lane using roadway shoulders.	Mid	WSDOT	Goal 4.1, 4.2, 4.9, Policy 4.1A, 4.2G, 4.2I, 4.9B	PSRC MPP-G-1, T-1, 9, 14, 17, 18, 26, 32



Table 4-2 continued: Other Agency Multi-modal Transportation Improvement Projects

TMP ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	RELATIVE TIMING	LEAD AGENCY ³	TE GOALS & POLICIES	COUNCIL & PSRC GOALS
MP-066.1	24th Ave S	S 208th St to S 216th St	Second phase of the Des Moines Gateway Project. Widen to provide additional travel lanes, bicycle lanes, curb, gutter, and sidewalks.	Completed 2014	Des Moines	Goal 4.1, 4.4, 4.9, Policy 4.1A, 4.4A, 4.4D, 4.4G, 4.5D, 4.9B	PSRC MPP-G-1, T-1, 9, 14, 15, 16, 23, 24
MP-066.2	S 216th St	24th Ave S to International Blvd	Third and final phase of the Des Moines Gateway Project. Widen roadway to a five lane urban arterial and provide a continuous center turn lane, bicycle lanes, transit stops, curb and gutter, landscaping, and sidewalks.	Short	Des Moines	Goal 4.1, 4.4, 4.9, Policy 4.1A, 4.4A, 4.4D, 4.4G, 4.5D, 4.9B	PSRC MPP-G-1, T-1, 9, 14, 15, 16, 23, 24
MP-067	SR 518/ Des Moines Memorial Dr S Interchange Eastbound Off Ramp	SR 518 & Des Moines Memorial Dr S	Burien is currently designing this first phase of improvements to the SR 518/Des Moines Memorial Dr Interchange. This phase includes construction of an off ramp from eastbound SR 518 to Des Moines Memorial Dr. Upgrade of multi-jurisdictional Lake To Sound separated trail should be included.	Long	WSDOT (Burien)	Goal 4.1, 4.2, 4.4, 4.9, Policy 4.1A, 4.2H, 4.4A, 4.4B, 4.4C, 4.4D, 4.4E, 4.4G, 4.9B	Council Goal 1 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 23, 24, 26
MP-068	SR 518/ Des Moines Memorial Dr Interchange Westbound On Ramp	SR 518 & Des Moines Memorial Dr S	This project is the second phase of improvements to the SR 518/Des Moines Memorial Dr Interchange. This phase includes construction of an on ramp from Des Moines Memorial Dr to westbound SR 518. Upgrade of multi-jurisdictional Lake To Sound separated trail should be included.	Long	WSDOT (Burien)	Goal 4.1, 4.2, 4.4, 4.9, Policy 4.1A, 4.2H, 4.4A, 4.4B, 4.4C, 4.4D, 4.4E, 4.4G, 4.9B	PSRC MPP-G-1, T-1, 9, 14, 15, 16, 23, 24, 26
MP-069	Federal Way Transit Extension	S 200th St to Federal Way	Sound Transit is evaluating alternatives to extend light rail from the future Angle Lake light rail station on S 200th St in SeaTac to the Federal Way Transit Center, a distance of about 7.6 miles. The current schedule includes a draft Environmental Impact Statement (EIS) and conceptual engineering by late 2014, and final EIS and preliminary engineering from early 2015 to mid 2016.	Mid	Sound Transit	Goal 4.1, 4.5, 4.9, Policy 4.1A, 4.5A, 4.5D, 4.5F, 4.9B, 4.9C	Council Goal 1 PSRC MPP-G-1, T-1, 9, 14, 15, 21, 23, 24, 26
MP-070	S 170th St Roundabout	S 170th St at Doug Fox Car Rental/ New Cell Phone Waiting Lot Driveways	The Port of Seattle is planning to construct a roundabout at the intersection of S 170th St and the driveways to the New Cell Phone Waiting Lot and the Doug Fox Rental Car Facility.	Short	Port of Seattle	Goal 4.1, 4.2, 4.7, 4.9, Policy 4.1A, 4.7A, 4.9A, 4.9B	PSRC MPP-G-1, T-1, 9, 14, 26, 30
MP-071	South Link/ 28th Ave S	Terminal Dr/ Parking Garage to S 188th St	Construct new arterial connecting Sea-Tac Airport to S 188th St. Restrict southbound left turns at 28th Ave S/S 188th St to minimize eastbound queues; put signage up directing traffic to S 192nd St. Construct sidewalks on both sides of the roadways. May also include pedestrian improvements at S 188th St (extended pedestrian crossing time or no eastbound right turn on red). Includes shared bicycle facilities.	Short	Port of Seattle	Goal 4.1, 4.2, 4.4, 4.7, 4.9, Policy 4.1A, 4.2D, 4.4A, 4.4C, 4.4D, 4.4E, 4.4F, 4.4G, 4.7A, 4.9A, 4.9B	Council Goal 1 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 17, 18, 23, 24, 26, 30, 31
ST-033.1	SR 518 Off Ramp Adjustment	S 154th St & 32nd Ave S	Relocate the existing SR 518 westbound off ramp to align with 32nd Ave S (as part of 154th Station Area Plan).	Mid	WSDOT	Goal 4.1, 4.2, 4.9, Policy 4.1A, 4.2H, 4.9B	Council Goal 4 PSRC MPP-G-1, T-1, 9, 14, 21, 26
ST-033.2	SR 518 Off Ramp Construction	S 154th St & International Blvd	Construct new SR 518 westbound off ramp to connect with south leg of S 154th St/International Blvd intersection for northbound and eastbound movements.	Mid	WSDOT	Goal 4.1, 4.2, 4.9, Policy 4.1A, 4.2H, 4.9B	Council Goal 4 PSRC MPP-G-1, T-1, 9, 14, 21, 26



Table 4-2 continued: Other Agency Multi-modal Transportation Improvement Projects

TMP ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	RELATIVE TIMING	LEAD AGENCY ³	TE GOALS & POLICIES	COUNCIL & PSRC GOALS
ST-050	Des Moines Memorial Dr S	SeaTac City Limit to S Normandy Park Rd	Reconstruct and widen roadway to 36 feet to provide for drainage, bicycle, and pedestrian facilities.	Mid	Des Moines	Goal 4.1, 4.2, 4.4, 4.9, Policy 4.1A, 4.2K, 4.4A, 4.4D, 4.4G, 4.5D, 4.9B;	Council Goal 1 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 23, 24, 26
ST-052	Des Moines Memorial Dr S	S 208th St to Marine View Dr	Reconstruct and widen roadway to 36 feet to include storm drainage, bicycle lanes, landscaping, street lighting, channelization, paving, modification to overhead utility lines, curb, gutter, and sidewalks (one side).	Long	Des Moines	Goal 4.1, 4.2, 4.4, 4.9, Policy 4.1A, 4.2K, 4.4A, 4.4D, 4.4G, 4.5D, 4.9B	Council Goal 1 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 23, 24, 26
ST-056	Military Rd & S 200th St/I-5 Southbound Ramps	Intersection	Widen I-5 southbound off ramp to provide for a left turn lane. Reconstruct west leg to provide left, thru, and right turn lanes. Modify signal to facilitate lane changes. Remove free right turn on north leg.	Short	Sound Transit	Goal 4.1, 4.2, 4.9, Policy 4.1A, 4.2I, 4.9B	PSRC MPP-G-1, T-1, 9, 14, 26
ST-132	S 208th St	International Blvd east to SR 509 & SR 509 to 34th Ave S	In conjunction with the extension of SR 509, terminate roadway either side of SR 509. Widen roadway to principal arterial standards including construction of sidewalks on both sides on eastern portion and west cul-de-sac. Includes sharrows on eastern portion only.	Mid	WSDOT	Goal 4.1, 4.2, 4.3, 4.4, 4.9, Policy 4.1A, 4.2C, 4.2F, 4.2N, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.9B	Council Goal 1, 6 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 23, 24
ST-133	34th Ave S	S 204th St to S 211th St	In conjunction with the SR 509 extension, construct new 28 foot wide roadway with sidewalk on one side and sharrows.	Mid	WSDOT	Goal 4.1, 4.2, 4.3, 4.4, 4.9, Policy 4.1A, 4.2C, 4.2F, 4.2N, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G, 4.9B;	Council Goal 1, 6 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 23, 24
ST-134	S 204th St	32nd Ave S to 34th Ave S	In conjunction with the SR 509 extension, widen roadway to 28 feet. Construct sidewalks on both sides. Shared roadway for bicycles.	Mid	WSDOT	Goal 4.1, 4.2, 4.3, 4.4, 4.9, Policy 4.1A, 4.2C, 4.2F, 4.2N, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.9B	Council Goal 1, 6 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 23, 24
ST-848	Lake to Sound Trail	Des Moines Memorial Dr S from S 156th St to S 188th St/ S Normandy Park Rd	This portion of the multi-jurisdictional Lake to Sound Trail projects is located in SeaTac. A bicycle and pedestrian trail would be extended south from S 156th St along Des Moines Memorial Dr to S 188th St/ S Normandy Park Rd. The improvements are being designed by King County. The Lake to Sound Trail would provided a trail connection from Lake Washington to Puget Sound.	Committed	King County	Goal 4.1, 4.4, 4.9, Policy 4.1A, 4.4A, 4.4B, 4.4D, 4.4E, 4.4G, 4.9B	Council Goal 1 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 23, 24
ST-849	Lake to Sound Trail	Des Moines Memorial Dr S from S 188th St/S Normandy Park Rd to 8th Ave S	This portion of the multi-jurisdictional Lake to Sound Trail projects is located in Burien. A bicycle/pedestrian trail would be extended south of SR 509 along Des Moines Memorial Dr S to 8th Ave S. The improvements are being designed by King County. The Lake to Sound Trail would provided a trail connection from Lake Washington to Puget Sound.	Mid	King County	Goal 4.1, 4.4, 4.9, Policy 4.1A, 4.4A, 4.4B, 4.4D, 4.4E, 4.4G, 4.9B	Council Goal 1 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 23, 24

1. 2014 planning level cost estimates
 2. Relative Timing categories are as follows: Committed & Short (2015-2020), Mid (2021-2027), Long (2028-2035), Beyond 2035 (2036+)
 3. WSDOT = Washington State Department of Transportation

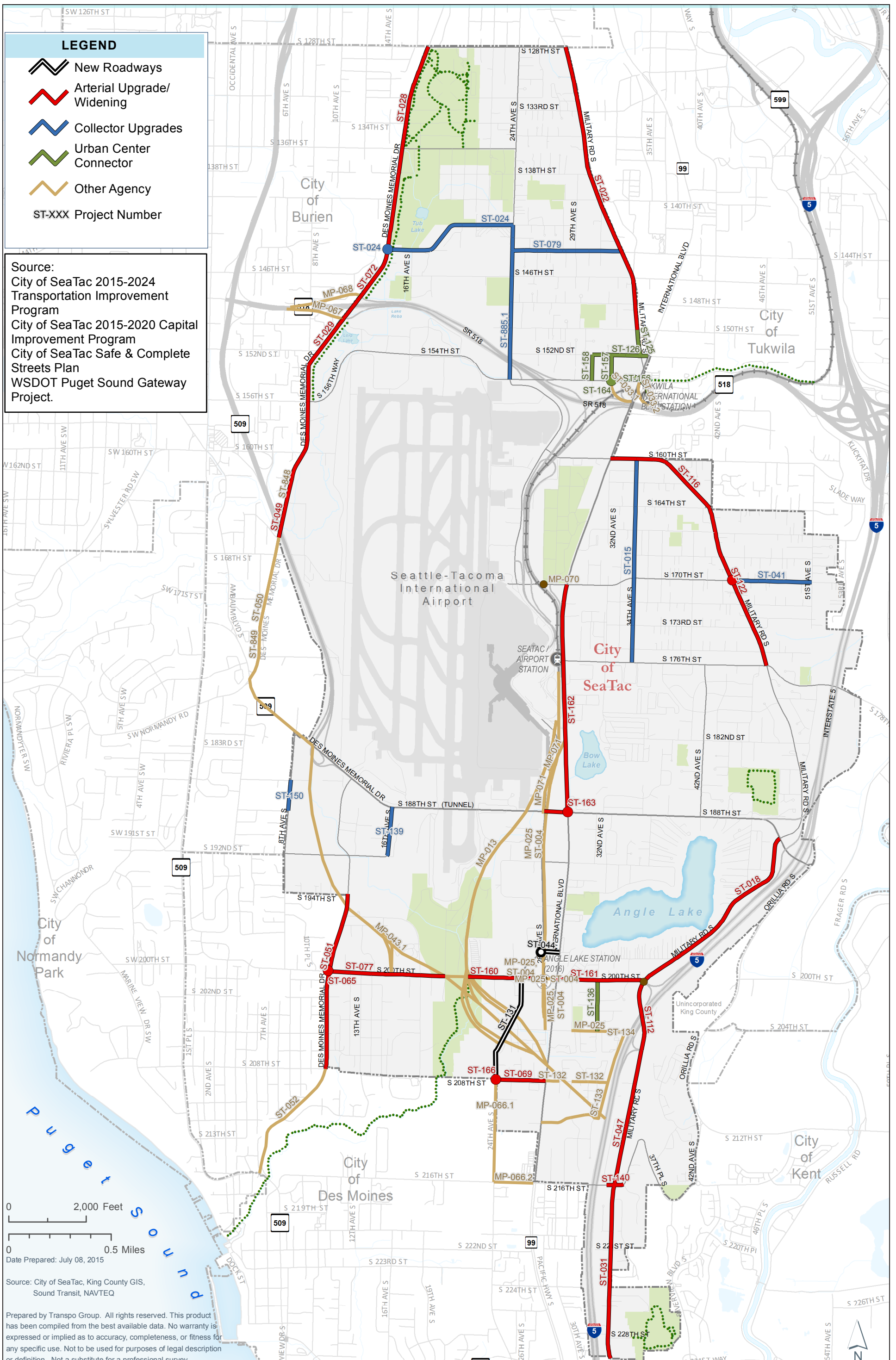


Figure 4-5: Arterial & Collector Multi-modal Transportation Improvement Projects

Port of Seattle

- Construction of the Port's South Link connection between Airport Terminal and S 188th Street/28th Avenue S intersection and closure of the terminal access at S 182nd Street/International Boulevard.
- Construction of the South Airport Expressway (SAE) to connect the Airport terminal with the SR 509 extension with grade-separations at S 188th and S 200th Streets.

Sound Transit

- Extension of Link light rail from the SeaTac/ Airport station to S 200th Street (Angle Lake Station) including a new parking garage. Also includes local area roadway and non-motorized improvements in SeaTac.
- Extension of Link light rail from Angle Lake Station to Des Moines and other locations south of SeaTac, including adequate parking at those stations.

King County

- Construction of the Lake-to-Sound Trail along Des Moines Memorial Drive as part of regional trail system.
 - > S 156th Street to S 188th Street.
 - > S 188th Street to 8th Avenue S.

City of Des Moines

- Widened 24th Avenue S between S 208th and S 216th Streets to complete 28th/24th Avenue S multi-modal arterial corridor (completed 2014).

- Widen S 216th Street between 24th Avenue S and International Boulevard as an extension of 28th/24th Avenue S corridor from Sea-Tac Airport.
- Reconstruct segments of Des Moines Memorial Drive S to match City of SeaTac's planned improvements to improve safety and operations.

City of Burien (with WSDOT)

- New SR 518 interchange ramps to/from the west at Des Moines Memorial Drive S.

4.4.2 City of SeaTac Transportation Programs

The City of SeaTac has developed a range of programs for maintaining and operating its transportation system. These programs cover a wide range of activities as summarized in Table 4-3.

Construction Management, Overlays, Maintenance, Operations and Administration

The City has several programs to systematically implement ongoing preservation, maintenance, operations and administration of the transportation system. These ongoing activities include:

- Street overlays;
- Street cleaning;
- Maintenance of traffic signals, signs, markings, and illumination;
- Administration of funding, grants, and day-to-day transportation issues;

- Spot safety improvements for all modes;
- Bicycle and Pedestrian way finding;
- Freight signs;
- Neighborhood parking issues;
- Construction management;
- Other miscellaneous transportation activities.

Commute Trip Reduction

The transportation programs also focus on administration of the City's CTR program. The CTR program, as previously discussed under the Transportation Demand Management section of this Chapter, requires staff time to review and monitor the trip reduction programs of major employers. In addition, City staff coordinates with state and regional agencies in developing and refining CTR and TDM programs to reduce the use of single occupant vehicles.

Intelligent Transportation Systems

The Intelligent Transportation Systems (ITS) program is shown as a standalone item in Table 4-3. ITS is a broad array of applications to improve the efficiency of the transportation system through enhanced information and use of technology. The focus of the ITS program for the City of SeaTac relates to the operations of traffic signals along key arterial corridors. Implementation of an advanced traffic management system (ATMS) would allow the City to improve the coordination and specific issues such as back-ups and traffic diversions relating to an event or a collision, while providing capabilities to make timely adjustments to signal timing remotely. An ITS program also



could include Closed Circuit Television (CCTV) cameras to enhance situational awareness of the traffic conditions and variable message signs to direct traffic to alternate routes. ITS also has the capability to provide the City with additional data about its transportation system which will assist it in design of capital projects or refinement of other operational processes. Especially with the mainstream use of mobile communication technology and software applications, the available traffic data sources and data analytics provided by ITS offers a wide variety of benefits towards understanding traffic characteristics that will help the City of SeaTac plan for future needs.

A first step in implementing ITS for the City of SeaTac would be the preparation of the ITS architecture plan and systems engineering document. In addition to ensuring conformance with the National ITS Architecture for ITS implementation, the architecture plan and systems engineering document will establish the objectives, priorities and implementation phases for the system. It will include an evaluation of options to connect with the WSDOT, Port of Seattle, or King County and other agency ITS systems.

It is recommended that the systems engineering plan be prepared over the next few years. In order to successfully implement an ATMS and other related systems, the City will need to define communication system needs, such as fiber optic connections, IT interfaces, and networking infrastructure, which typically amount to one of the highest costs for ITS deployments. The communication systems needs can then be implemented as part of other transportation

improvement projects implemented by the City, State, Port or transit agencies.

Pedestrian Crossing Program

In response to public input and discussions with the Planning Commission and City Council, the TMP includes a separate pedestrian crossing program. These types of activities were previously included in the broader operations and administration programs. The pedestrian crossing program is intended to provide a systematic approach for defining locations and priorities for implementing crosswalk enhancements including enhanced signing for better visibility, pedestrian actuated crossing treatments, refuge medians, etc. A systematic, repeatable approach should be applied to each pedestrian crossing to insure the most appropriate treatment is applied.



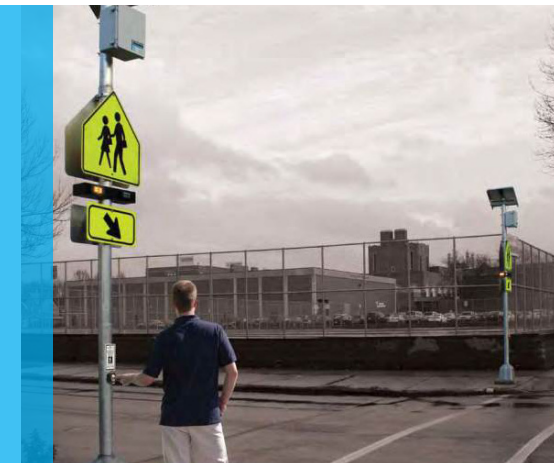
ITS TRAFFIC CAMERA

Key criteria for crosswalk enhancements include:

- Pedestrian Demand;
- Vehicular Volumes and Speeds;
- Pedestrian Delay;
- Roadway Geometrics i.e., sight distance, crossing distance, lane configurations, etc.;
- Pedestrian Routing i.e., attractions/generators, available routes.

Additional Non-Motorized Transportation Improvement Program

This program is used to implement non-motorized transportation projects that are not part of a roadway improvement project. Most of these are located on local neighborhood streets; however, some are located along arterials and collectors to fill-in or upgrade existing non-motorized facilities. These projects and how they were assembled are discussed further in section 4.4.4 of the TMP.



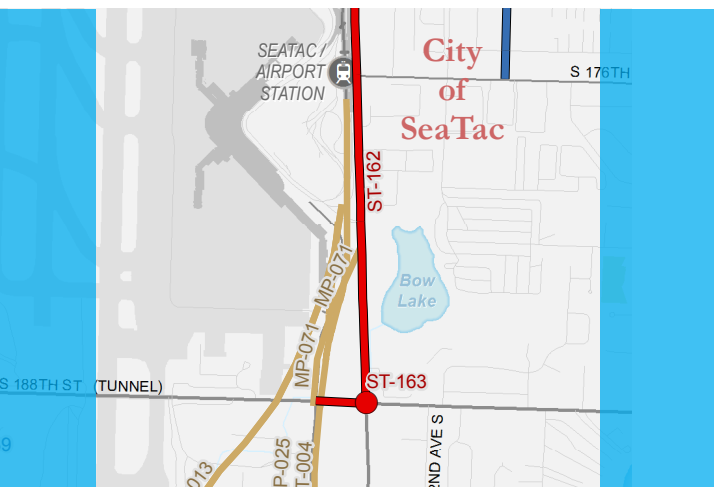
RECTANGULAR RAPID FLASHING BEACON (RRFB)



Table 4-3: Transportation Program Summary

TMP ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	SEATAC COST (2014\$) ¹	RELATIVE TIMING	LEAD AGENCY ³	TE GOALS & POLICIES	COUNCIL & PSRC GOALS
MP-033	Commute Trip Reduction Program Annual Element	Citywide	Provide for review, approval, and monitoring of the Commute Trip Reduction (CTR) programs for major employers within the City including the implementation of the City's CTR program. Cost included in ST-885 (Maintenance, Operations, and Administration).	–	Short	SeaTac	Goal 4.1, Policy 4.1A, 4.1B	Council Goal 1 PSRC MPP-G-1, T-1, 3, 5, 9, 14, 23, 24
ST-833	Neighborhood Multi-Modal Transportation Improvement Program	Various locations throughout City	Annual projects to implement the Safe and Complete Streets Plan to construct pedestrian and bicycle facilities on non-arterial streets. The projects will be drawn from the Neighborhood Multi-Modal Transportation Improvement Projects table and figure.	\$140,565,000	Short	SeaTac	Goal 4.1, 4.3, 4.4 Policy 4.1A, 4.3A, 4.4A, 4.4B, 4.4C, 4.4D, 4.4E, 4.4F, 4.4G, 4.4H, 4.4I	Council Goal 1 PSRC MPP-G-1, T-1, 14, 15, 16, 23, 24
ST-834	Pedestrian Crossing Program	Citywide	Develop criteria for installation of rectangular rapid flashing beacons at pedestrian crossings and install at highest priority locations.	\$1,050,000	Short	SeaTac	Goal 4.1, 4.4 Policy 4.1A, 4.4A, 4.4C, 4.4F	Council Goal 1 PSRC MPP-G-1, T-1, 4, 14, 15, 16, 23, 24
ST-885	Maintenance, Operations, and Administration	Citywide	Address maintenance needs, including, but not limited to, the repair, rehabilitation, or replacement of roadways, walkways, trails, and other facilities maintained by the City. Also addresses spot safety programs and includes signing/wayfinding for auto, freight, and non-motorized modes as well as speed control, markups, signing, illumination, and other related items.	\$87,620,000	Short	SeaTac	Goal 4.1, 4.2, 4.3, Policy 4.1A, 4.2M, 4.2O, 4.2R, 4.2S, 4.2T, 4.2U	Council Goal 1, 3 PSRC MPP-G-1, T-1, 2, 14, 15, 16, 17, 18, 26
ST-886	Construction Management and Street Overlays Program	Citywide	Maintain and preserve the integrity of the City's existing roadway surfaces through a combination of repair to major pavement failures, crack sealing of existing pavements to extend their usable life, and overlay pavements that are structurally declining. Oversee and manage transportation construction activities.	\$45,070,000	Short	SeaTac	Goal 4.1, Policy 4.1A, 4.2S	Council Goal 1 PSRC MPP-G-1, T-1, 2, 14
ST-887	Intelligent Transportation Systems (ITS) Program	Citywide	Implement Intelligent Transportation Systems Program to improve signal coordination and management, transit signal priority, roadway monitoring and response, ITS device management, and data collection. System could include communications equipment, traffic signal equipment, video surveillance and monitoring, video detection, or a satellite traffic management center.	\$5,000,000	-	SeaTac	Goal 4.1, 4.2, Policy 4.1A, 4.2T	PSRC MPP-G-1, T-1, 3, 14





SAFETY PROGRAM ALONG INTERNATIONAL BOULEVARD



ADVANCED SIGNAL DESIGN

4.4.3 Arterial and Collector Multi-modal Transportation Improvement Projects

This section of the improvement projects and programs addressed safety, non-motorized, operations, connectivity and capacity needs. The projects are categorized as follows, as shown in Table 4-4 and on Figure 4-5.

- New Roadways
- Arterial Upgrades/Widening
- Collector Upgrades
- Urban Center Connectors

New Roadways

The TMP and TE call for constructing two new roadways. These include the extension of the 28th/24th Avenue S principal arterial between S 200th and S 208th Streets. This project is funded and is in design. It includes two lanes

in each direction plus additional turn lanes at intersections. The design accommodates the future intersections for the interchange ramps with the SR 509 freeway extension. The designs also include a separated multi-use trail that will connect with a planned facility in the City of Des Moines.

The other new roadway is located north of S 200th Street between 28th/24th Avenue S and International Boulevard. It will provide for additional circulation, connectivity, and access near the Angle Lake light rail station to support increased development in this part of the City's designated Urban Center.

Arterial Upgrade/Widening

This category makes up the bulk of the arterial and collector improvement projects. The bulk of these projects include widening and reconstructing the older King County rural designs into multi-modal urban streets. The

City has started this conversion to urban streets, as illustrated with the recent improvements to Military Road between S 166th and S 176th Streets. These projects are very expensive due to drainage, right-of-way, and lack of pedestrian or bicycle facilities.

Key corridors included for reconstruction and widening in the TMP include:

- Military Road
- Des Moines Memorial Drive
- S 200th Street east of 28th/24th Avenue S
- S 208th Street west of International Boulevard

The arterial upgrade projects also include implementing safety improvements along International Boulevard between S 170th and S 188th Streets, and on S 188th Street between 28th Avenue S to east of International Boulevard. As discussed in Chapter 2, there have been numerous collisions in these areas including several collisions including pedestrians or bicyclists. A more detailed study of the issues and options would be conducted to define the improvements that would be implemented. The study would include working with businesses and users of the corridor and other stakeholders to help inform the final selection of improvements. Possible options include addition of advance traffic signals to reduce rear-end collisions. Other solutions would focus on providing safe crossing opportunities and positive guidance for pedestrians crossing International Boulevard. Other possible options include changing signal timing and operations related to the U-Turn movements at the intersections or relocating the bus stops.



Table 4-4: Arterial and Collector Multi-modal Transportation Improvement Projects

TMP ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	SEATAC COST (2014\$) ¹	RELATIVE TIMING	LEAD AGENCY ³	TE GOALS & POLICIES	COUNCIL & PSRC GOALS
New Roadways								
ST-044	S 198th St	International Blvd to 28th/24th Ave S	Construct a new three lane roadway with sidewalks to provide an additional access point to the Aviation Business Center. Includes a roundabout at the intersection with 28th Ave S.	\$3,420,000	Short	SeaTac	Goal 4.1, 4.4, Policy 4.1A, 4.2P, 4.4A, 4.4E	PSRC MPP-G-1, T-1, 14, 26
ST-131	28th/24th Ave S Extension	S 200th St to S 208th St	Construct a five lane principal arterial roadway including curb, gutter, bicycle and pedestrian facilities, storm drainage, street lighting, channelization, landscaping, and utility extensions. This project will provide a connection between Des Moines' 24th Ave S improvements at S 208th St and the existing 26th Ave S at S 200th St. This project completes the gap in the overall 28th/24th Ave S corridor which extends from S 188th St and 28th Ave S to S 216th St and 24th Ave S. Project also includes forward compatible structures to accommodate future extension of SR 509 freeway underneath 28th/24th Ave S without disruption.	\$1,836,000	Committed	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.4A, 4.4C, 4.4E, 4.4G	Council Goal 1, 5 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 17, 18, 21, 23, 24, 26
Arterial Upgrade/Widening								
ST-018	Military Rd S	S 188th St to I-5 south of S 200th St	Reconstruct and widen to provide for drainage, bicycle lanes and pedestrian facilities, upgrade existing signals, channelization, street lighting, continuous left turn lane, and underground overhead utilities.	\$15,860,000	Beyond 2035	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.4H	Council Goal 1 PSRC MPP-G-1, T-1, 14, 15, 16, 23, 24, 26
ST-022	Military Rd S	S 128th St to S 150th St	Reconstruct and widen to provide for drainage, bicycle lanes, and pedestrian facilities. Construct left turn lanes at high volume intersections.	\$22,480,000	Beyond 2035	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.4H	Council Goal 1, 4 MPP-G-1, T-1, 14, 15, 16, 21, 23, 24, 26
ST-028	Des Moines Memorial Dr S	S 128th St to S 136th St	Reconstruct and widen road to include storm drainage, bicycle lanes, landscaping, street lighting, channelization, signal modification, paving, and modify the overhead utility lines. Install curb, gutter, and sidewalks (one side).	\$5,500,000	Beyond 2035	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 23, 24, 26



Table 4-4 continued: Arterial and Collector Multi-modal Transportation Improvement Projects

	TMP ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	SEATAC COST (2014\$) ¹	RELATIVE TIMING	LEAD AGENCY ³	TE GOALS & POLICIES	COUNCIL & PSRC GOALS
Arterial Upgrade/Widening	ST-029	Des Moines Memorial Dr S	SR 518 to S 156th St	Reconstruct and widen road to include storm drainage, bicycle lanes, landscaping, street lighting, channelization, signal modification, paving, and modify the overhead utility lines. Install curb, gutter, and sidewalks (one side). This project is part of the Lake To Sound Trail.	\$5,280,000	Beyond 2035	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 23, 24, 26
	ST-031	Military Road S	South City Limits to S 216th St	Reconstruct and widen to provide for drainage, bicycle lanes and pedestrian facilities, upgrade existing signals, channelization, street lighting, and underground overhead utilities. Construct left turn lanes as necessary.	\$10,860,000	Beyond 2035	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.4H	Council Goal 1 PSRC MPP-G-1, T-1, 14, 15, 16, 23, 24, 26
	ST-047	Military Road S	S 208th St to S 216th St	Reconstruct and widen to provide for drainage, bicycle lanes and pedestrian facilities, upgrade existing signals, channelization, street lighting, and underground overhead utilities. Construct left turn lanes as necessary.	\$6,880,000	Beyond 2035	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.4H	Council Goal 1 PSRC MPP-G-1, T-1, 14, 15, 16, 23, 24, 26
	ST-049	Des Moines Memorial Dr S	S 156th St to SeaTac City Limits/SR 509	Reconstruct and widen road to include storm drainage, bicycle lanes, landscaping, street lighting, channelization, signal modification, paving, and modify the overhead utility lines. Install curb, gutter, and sidewalks (one side). This project connects to the Lake To Sound Trail.	\$7,230,000	Beyond 2035	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.2R, 4.4A, 4.4B, 4.4C, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 23, 24, 26
	ST-051	Des Moines Memorial Dr S	S 194th St to S 208th St	Reconstruct and widen road to include storm drainage, bicycle lanes, landscaping, street lighting, channelization, signal modification, paving, and modify the overhead utility lines. Install curb, gutter, and sidewalks (one side).	\$7,800,000	Long	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 23, 24, 26
	ST-065	Des Moines Memorial Dr S & S 200th St	Intersection	Widen to provide left turn lanes on all legs, and right turn lane on east leg. Upgrade traffic signal and channelization improvements. The improvements would be done in partnership with Des Moines.	\$200,000	Mid	SeaTac	Goal 4.1, 4.2, Policy 4.1A, 4.2R	PSRC MPP-G-1, T-1, 9, 14, 26
	ST-069	S 208th St	International Blvd to 28th/24th Ave S	Reconstruct roadway to urban principal arterial with pedestrian and separated bicycle facilities.	\$4,530,000	Mid	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 17, 18, 23, 24, 26



Table 4-4 continued: Arterial and Collector Multi-modal Transportation Improvement Projects

TMP ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	SEATAC COST (2014\$) ¹	RELATIVE TIMING	LEAD AGENCY ³	TE GOALS & POLICIES	COUNCIL & PSRC GOALS
ST-072	Des Moines Memorial Dr S	S 136th St to SR 518	Reconstruct and widen road to include storm drainage, bicycle lanes, landscaping, street lighting, channelization, signal modification, paving, and modify the overhead utility lines. Install curb, gutter, and sidewalks (one side).	\$8,840,000	Beyond 2035	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.2R, 4.4A, 4.4B, 4.4C, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 23, 24, 26
ST-077	S 200th St	Des Moines Creek Park Trail to Des Moines Memorial Dr S	Widen to principal arterial standards, including curb, gutter, and pedestrian and separated bicycle facilities, associated intersection improvements, consolidation of driveways, and possible underground of overhead utility improvements. Facility will be three lanes except between Des Moines Creek Park trailhead and 14th Ave S where there will be two lanes.	\$20,510,000	Beyond 2035	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G	Council Goal 1, 5 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 17, 18, 26
ST-112	Military Road S	S 200th St to S 208th St	Reconstruct and widen to provide for drainage, bicycle lanes and pedestrian facilities, upgrade existing signals, channelization, street lighting, and underground overhead utilities. Construct left turn lanes as necessary.	\$15,920,000	Beyond 2035	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.4H	Council Goal 1 PSRC MPP-G-1, T-1, 14, 15, 16, 23, 24, 26
ST-116	Military Rd S & S 160th St	International Blvd to S 166th St	Reconstruct and widen to provide for drainage, bicycle lanes and pedestrian facilities, upgrade existing signals, channelization, street lighting, continuous left turn lane, and underground overhead utilities. Reconfigure the section between 24th Ave S and Military Rd S from four lanes to three lanes with a two way left turn lane, bicycle lanes, and a sidewalk on the north side.	\$14,870,000	Mid	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.4H	Council Goal 1 PSRC MPP-G-1, T-1, 14, 15, 16, 23, 24, 26
ST-122	Military Rd S	S 176th St to S 166th St	Reconstruct roadway to include a continuous center turn lane, curb, gutter, sidewalk, bicycle lanes, storm drainage, landscaping, street lighting, traffic signal at S 170th St, channelization, paving, and undergrounding aerial utility lines.	\$1,700,000	Completed 2015	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.4H	Council Goal 1 PSRC MPP-G-1, T-1, 14, 15, 16, 23, 24, 26
ST-140	S 216th St	I-5 to 35th Ave S	Reconstruct roadway, install drainage, curb, gutter, sharrows, and sidewalks, and underground utility lines.	\$2,110,000	Beyond 2035	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC MPP-G-1, T-1, 14, 15, 16, 23, 24, 26

Arterial Upgrade/Widening



Prepared by Transpo Group • July 2015

City of SeaTac Transportation Master Plan

Table 4-4 continued: Arterial and Collector Multi-modal Transportation Improvement Projects

	TMP ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	SEATAC COST (2014\$) ¹	RELATIVE TIMING	LEAD AGENCY ³	TE GOALS & POLICIES	COUNCIL & PSRC GOALS
Arterial Upgrade/Widening	ST-160	S 200th St	28th/24th Ave S to Des Moines Creek Park Trail	Widen roadway to three lanes, including drainage, curb, gutter, sidewalks, and bicycle lanes.	\$4,250,000	Long	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC MPP-G-1, T-1, 14, 15, 16, 17, 18, 23, 24, 26
	ST-161	S 200th St	International Blvd to Military Rd S	Reconfigure existing roadway to include one lane each direction, a two way left turn lane, and bicycle lanes.	\$240,000	Long	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4D, 4.4E, 4.4G	Council Goal 1, 5 PSRC MPP-G-1, T-1, 14, 15, 16, 17, 18, 21, 23, 24, 26
	ST-162	International Blvd	S 170th St to S 188th St	Corridor study to evaluate safety improvements for collision reduction. Possible improvements assumed in cost estimates include four near-side traffic signals and improvements to discourage illegal pedestrian crossings.	\$500,000	Short	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2R, 4.4A, 4.4C, 4.4F	Council Goal 1 MPP-G-1, T-1, 4, 14
	ST-163	International Blvd	S 188th St to approximately 700 feet south of S 188th St	Extend northbound right turn lane when southwest corner properties redevelop.	\$540,000	Mid	SeaTac	Goal 4.1, 4.2, Policy 4.1A, 4.2B, 4.2R	Council Goal 2 PSRC MPP-G-1, T-1, 14, 26
	ST-166	24th Ave S & S 208th St	Intersection	Install traffic signal at new 24th Ave S intersection. This project is in conjunction with the 28th/24th Ave S extension project and would be done in partnership with Des Moines.	\$125,000	Short	SeaTac	Goal 4.1, 4.2, 4.9, Policy 4.1A, 4.9B	Council Goal 5 PSRC MPP-G-1, T-1, 9, 14, 17, 18, 26
Collector Upgrades									
Collector Upgrades	ST-015	34th Ave S	S 160th St to S 176th St	Reconstruct roadway to collector arterial standards. Construct drainage, curb, gutter, shared bicycle facilities, and sidewalks. Install traffic calming measures. Consider underground utility lines.	\$10,120,000	Short	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC MPP-G-1, T-1, 4, 14, 15, 16, 23, 24, 26
	ST-024	S 142nd/ S 144th St	Des Moines Memorial Dr S to 24th Ave S	Improve existing arterial to serve planned north end development. Provide sidewalks and non-motorized path. Modify traffic signal at S 144th St/Des Moines Memorial Dr.	\$10,740,000	Long	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC MPP-G-1, T-1, 2, 14, 15, 16, 17, 18, 23, 24, 26



Table 4-4 continued: Arterial and Collector Multi-modal Transportation Improvement Projects

	TMP ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	SEATAC COST (2014\$) ¹	RELATIVE TIMING	LEAD AGENCY ³	TE GOALS & POLICIES	COUNCIL & PSRC GOALS
Collector Upgrades	ST-041	S 170th St	Military Rd S to 51st Ave S	Reconstruct roadway to collector arterial standards. Improvements include curb, gutter, sidewalk, shared bicycle facilities, storm drainage, landscaping, street lighting, channelization, paving, and undergrounding of utility lines.	\$3,510,000	Beyond 2035	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC MPP-G-1, T-1, 14, 15, 16, 23, 24
	ST-079	S 144th St	24th Ave S to Military Rd S	Reconstruct roadway to collector arterial standards. Improvements include curb, gutter, sidewalk, bicycle lanes, storm drainage, landscaping, street lighting, channelization, paving, and undergrounding of utility lines.	\$8,030,000	Long	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC MPP-G-1, T-1, 14, 15, 16, 23, 24
	ST-139	16th Ave S	S 188th St to S 192nd St	Reconstruct roadway, install drainage, curb, gutter, and sidewalks and underground utility lines.	\$1,680,000	Beyond 2035	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4D, 4.4E	Council Goal 1 PSRC MPP-G-1, T-1, 14, 15, 16, 17, 18, 23, 24
	ST-150	8th Ave S	S 186th St to S 188th St	Reconstruct roadway, install drainage, curb, gutter, and sidewalks on east side only. Underground utility lines.	\$1,350,000	Long	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4D, 4.4E	Council Goal 1 PSRC MPP-G-1, T-1, 14, 15, 16, 17, 18, 23, 24
	ST-885	24th Ave S	S 142nd St to S 154th St	Grind and overlay the existing pavement on 24th Ave S from S 142nd St to S 154th St. Replace portions of the existing storm drain within the alignment where pipe is beyond its service life. Work will include partial replacement of the existing sidewalks and curb and gutter. The existing ramps will be upgraded to current Americans with Disabilities Act (ADA) standards.	\$1,180,000	Complete Summer 2015	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4D, 4.4E	Council Goal 1 PSRC MPP-G-1, T-1, 2, 14, 15, 16, 17, 18, 23, 24, 25
Urban Center Connector									
Urban Center Connector	ST-125	Military Rd S & S 152nd St	Military Rd S from S 150th St to S 152nd St; and S 152nd St from Military Rd S to International Blvd.	Widen existing roadway, construct sidewalks, pavement overlay, street lighting, undergrounding of aerial utilities, landscaping, and storm drainage. Provide access and circulation improvements. Construct right turn lane on S 152nd St from Military Rd to International Blvd. These improvements support redevelopment of the S 154th St Station Area and facilities potential Military Rd closure between S 152nd St and International Blvd.	\$4,080,000	Short	SeaTac	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4D, 4.4E	Council Goal 1, 4 PSRC MPP-G-1, T-1, 14, 15, 16, 21, 23, 24, 26
	ST-126	S 152nd St	30th Ave S to Military Rd S	Widen existing roadway and construct sidewalks, bicycle lanes, street lighting, and storm drainage. Provide access and circulation improvements for vehicle and pedestrian movements in support of redevelopment.	\$5,400,000	Short	SeaTac	Goal 4.1, 4.2, 4.3, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G	Council Goal 1, 4 PSRC MPP-G-1, T-1, 14, 15, 16, 21, 23, 24, 26



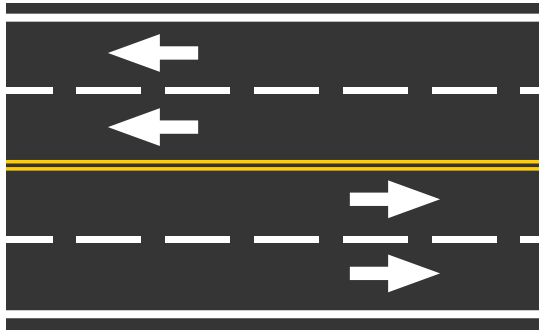
Table 4-4 continued: Arterial and Collector Multi-modal Transportation Improvement Projects

TMP ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	SEATAC COST (2014\$) ¹	RELATIVE TIMING	LEAD AGENCY ³	TE GOALS & POLICIES	COUNCIL & PSRC GOALS
ST-136	32nd Ave S	S 200th St to S 204th St	This is a City project in conjunction with the extension of SR 509. Install sidewalks, a shared bicycle facility, and neighborhood traffic calming measures.	\$1,200,000	Mid	WSDOT	Goal 4.1, 4.2, 4.3, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G	Council Goals 1, 6 PSRC MPP-G-1, T-1, 4, 9, 14, 15, 16, 21, 23, 24, 26
ST-148	S 154th St Transit Station Area Improvements	Area generally bounded by S 152nd St, SR 518, 30th Ave S, and International Blvd	Developers to work with City to construct new streets as envisioned in the S 154th Street Station Area Plan. Improve and create pedestrian connections. Includes closure of Military Rd between S 152nd St and S 154th St.	\$7,500,000	Mid	SeaTac	Goal 4.1, 4.2, 4.3, 4.4, Policy 4.1A, 4.2J, 4.2H, 4.2P, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G	Council Goals 1, 4 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 21, 23, 24, 26
ST-156	S 154th St Pedestrian Grade Separation	Link to Tukwila International Blvd Station	Plan, design, and construct a grade-separated pedestrian crossing to directly link the S 154th St Station Area with the Tukwila Blvd Station.	\$10,200,000	Beyond 2035	SeaTac	Goal 4.1, 4.4 Policy 4.1A, 4.4A, 4.4D, 4.4E, 4.5F	Council Goals 1, 4 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 21, 23, 24
ST-157	32nd Ave S Improvements	S 152nd St to S 154th St	Reconstruct and widen roadway; install curb, gutter, storm drainage, bicycle lanes, and sidewalk improvements.	\$2,290,000	Short	SeaTac	Goal 4.1, 4.2, 4.3, 4.4, Policy 4.1A, 4.2J, 4.2H, 4.2P, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G	Council Goals 1, 4 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 21, 23, 24, 26
ST-158	30th Ave S Improvements	S 152nd St to S 154th St	Reconstruct and widen roadway; install curb, gutter, storm drainage and sidewalk improvements.	\$1,740,000	Long	SeaTac	Goal 4.1, 4.2, 4.3, 4.4, Policy 4.1A, 4.2J, 4.2H, 4.2P, 4.3A, 4.4A, 4.4D, 4.4E	Council Goals 1, 4 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 21, 23, 24, 26
ST-164	S 154th St	32nd Ave S and SR 518 Westbound Off Ramp	Install traffic signal at new 32nd Ave S intersection. This is consistent with the S 154th St Station Area Plan.	\$910,000	Short	SeaTac	Goal 4.1, 4.2 Policy 4.1A, 4.2H	Council Goals 4 PSRC MPP-G-1, T-1, 9, 14, 21, 26

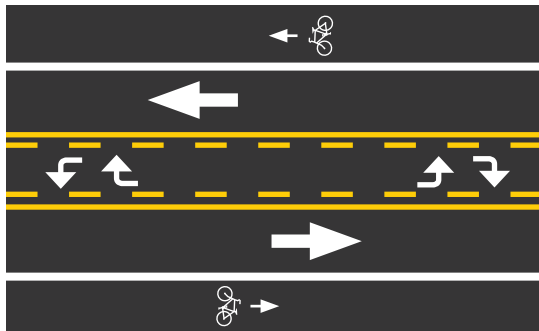
1. 2014 planning level cost estimates
 2. Relative Timing categories are as follows: Committed & Short (2015-2020), Mid (2021-2027), Long (2028-2035), Beyond 2035 (2036+)



Before



After



ROAD "DIET"

The TMP also includes a future project to convert S 200th Street from east of International Boulevard to west of Military Road from four lanes to three lanes. With the future extension of SR 509 freeway to I-5, the S 200th Street connection to I-5 will carry lower volumes of traffic. This conversion will better serve left-turn improvements by providing a center two-way left-turn lane. In addition, the lane reduction would provide for on-street bicycle lanes, consistent

with the S&CSP. As with all of the improvement projects, the potential conversion will go through a project design study and incorporate public input.

Collector Upgrades

Upgrades to several collector arterials are also included in the TMP project list. These corridors are typically shorter than the arterial upgrades. In the north part of the City, upgrades to the collector arterials are identified for S 142nd/ S 144th Streets and 24th Avenue S. S 142nd/ S 144th Streets west of 24th Avenue S is a truck route and lacks complete pedestrian and bicycle facilities. S 144th Street between 24th Ave S and Military Road S is a key east-west route for pedestrians and bicyclists, but needs to be reconstructed to better meet those uses.

In the central part of SeaTac, east of the airport, the TMP includes projects to upgrade sections of 34th Avenue S and S 170th Street. 34th Avenue S is a key north-south collector serving this residential area. Providing an upgraded collector route between S 160th and S 170th Streets will further promote the City's objectives related to the use of alternative travel modes, active lifestyles, and improve safety.

In the south part of the City, the collector upgrades cover short segments of 8th and 16th Avenues S. The 8th Avenue S segment serves a school and 16th Avenue S would connect with other pedestrian facilities to further complete the system.

Urban Center Connectors

Most of the projects in this category were defined as part of the S 154th Street Station Area Plan. The projects include upgrading and/or reconstructing existing roadways and intersections to support redevelopment of the area to take advantage of the proximity to the Link light rail station on the east side of International Boulevard. The improvements would include sidewalks, bicycle facilities, and improved roadways to make the area more walkable to support higher densities and access to Link light rail.

They also include two new local streets (between 32nd Avenue S and International Boulevard, and between S. 154th Street and S. 152nd Street) to break up this large site to improve circulation and access, and improve the pedestrian environment. These streets would only be built as part of a major redevelopment of that site.

In the south part of the City, the Urban Center connection projects include upgrading 32nd Avenue S between S 200th and S 204th Streets. Improvements to this corridor will help complete connections to/from the Angle Lake Link light rail station and improve non-motorized connectivity in this neighborhood east of International Boulevard. Additional non-motorized improvements are also included in this area, as presented in the next section.



4.4.4 Additional Non-motorized Transportation Improvement Projects

The City's S&CSP also identified pedestrian and bicycle routes on other arterials and on local neighborhood streets. Many of these routes require additional improvements to complete safer pedestrian and bicycle routes. As part of the TMP, additional improvement projects were identified based on the S&CSP and existing conditions. This process will assist in setting priorities and programming the improvements either through the City's Non-motorized Transportation Improvement Program, Maintenance and Operations Program, or as part of a transportation capital improvements project.

Figure 4-6 shows the location of these additional non-motorized projects. Table 4-5 provides an overview of each project. As previously discussed, the pedestrian and bicycle system plans focus on improving safety, connectivity, and enhancing access to transit. The bicycle projects range in scale from simply signing and marking shared-use bikeways to constructing new separated bike paths along existing roadways. Pedestrian Improvements include upgrading existing pedestrian facilities to constructing new sidewalks on both sides of the street. The goals and priorities for these projects will vary over time, but are based on the goals from the S&CSP, as discussed in section 4.2 of the TMP.



PROMOTING SAFE ROUTES TO SCHOOL



BICYCLE AND PEDESTRIAN LANES



BICYCLE LOCKERS AT LIGHT RAIL STATION

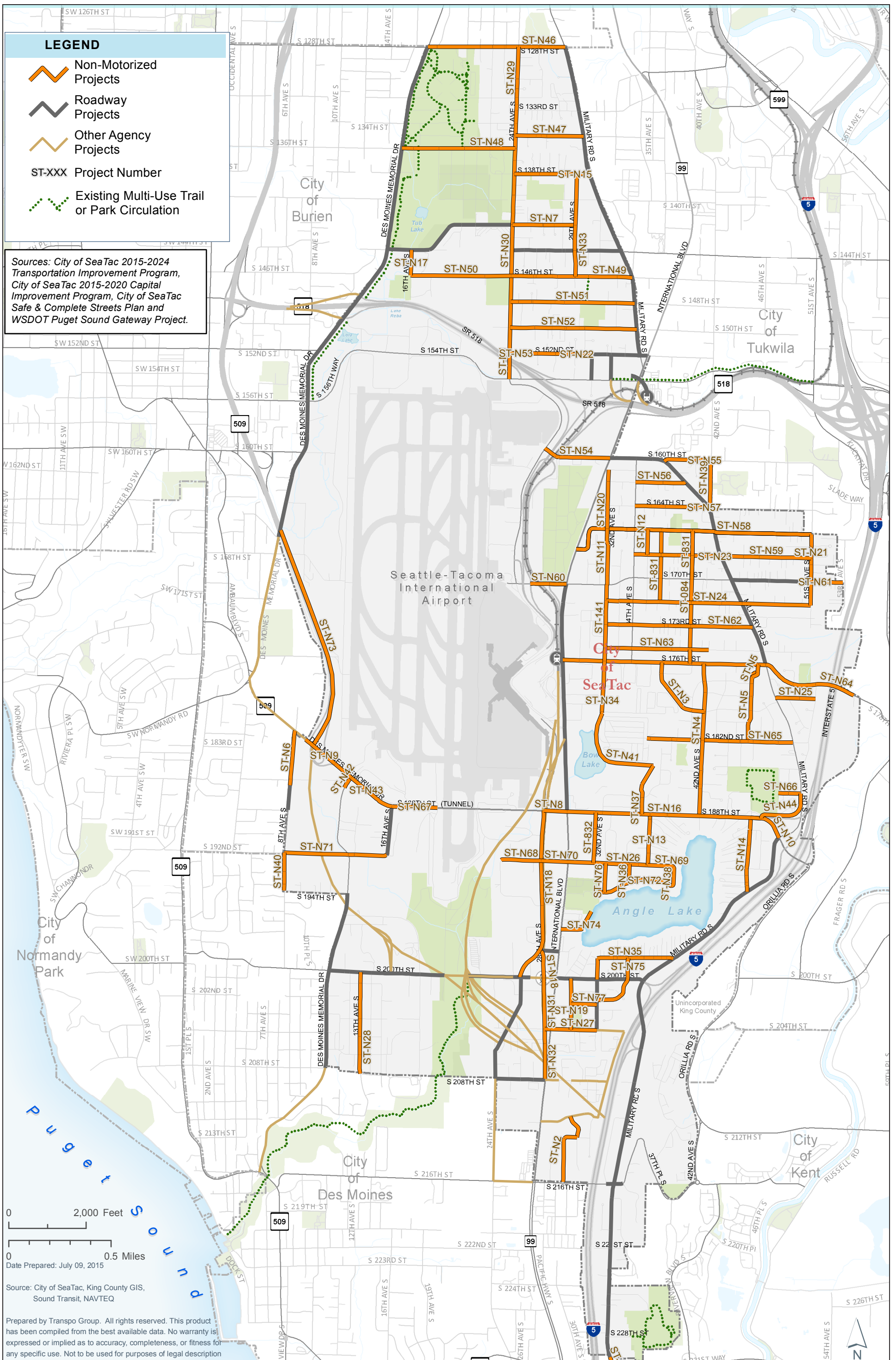


Figure 4-6: Additional Non-motorized Transportation Improvement Projects



Table 4-5: Additional Non-motorized Transportation Improvement Projects

TMP ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	SEATAC COST (2014\$) ¹	RELATIVE TIMING	LEAD AGENCY ³	TE GOALS & POLICIES	COUNCIL & PSRC GOALS
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 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 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 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 MPP-G-1, T-1, 14, 15, 16, 23, 24
ST-N10	S 188th St	Military Rd S to 46th Ave S	Improve existing pedestrian facility.	\$476,000	Short	SeaTac	Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4C, 4.4D, 4.4E	Council Goal 1 MPP-G-1, T-1, 14, 15, 16, 23, 24
ST-N14	46th Ave S	S 188th St to Military Rd S	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 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 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 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 MPP-G-1, T-1, 14, 15, 16, 23, 24
ST-N6	8th Ave S	Des Moines Memorial Dr S 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 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 MPP-G-1, T-1, 14, 15, 16, 23, 24



Table 4-5 continued: Additional Non-motorized Transportation Improvement Projects

TMP ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	SEATAC COST (2014\$) ¹	RELATIVE TIMING	LEAD AGENCY ³	TE GOALS & POLICIES	COUNCIL & PSRC GOALS
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 MPP-G-1, T-1, 14, 15, 16, 23, 24
ST-N9	S 188th St	Existing SR 509 Ramps to Des Moines Memorial Dr S	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 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 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 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 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 MPP-G-1, T-1, 14, 15, 16, 23, 24
ST-N15	S 138th St	24th Ave S to Military Rd S	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 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 MPP-G-1, T-1, 14, 15, 16, 23, 24
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 MPP-G-1, T-1, 14, 15, 16, 23, 24
ST-N16	S 188th St	International Blvd to Military Rd S	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 MPP-G-1, T-1, 14, 15, 16, 23, 24



Table 4-5 continued: Additional Non-motorized Transportation Improvement Projects

TMP ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	SEATAC COST (2014\$) ¹	RELATIVE TIMING	LEAD AGENCY ³	TE GOALS & POLICIES	COUNCIL & PSRC GOALS
ST-N25	S 179th St	Military Rd S 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 MPP-G-1, T-1, 14, 15, 16, 23, 24
ST-N35	32nd Ave S/ S 198th St	S 200th St to Military Rd S	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 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 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.	\$1,294,000	Mid-Long	SeaTac	Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G	Council Goal 1 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 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 MPP-G-1, T-1, 14, 15, 16, 23, 24
ST-N77	S 202nd St	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 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 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 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.	\$1,519,000	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 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 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 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 MPP-G-1, T-1, 14, 15, 16, 21, 23, 24
ST-N23	S 168th St	34th Ave S to Military Rd S	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 MPP-G-1, T-1, 14, 15, 16, 23, 24



Table 4-5 continued: Additional Non-motorized Transportation Improvement Projects

TMP ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	SEATAC COST (2014\$) ¹	RELATIVE TIMING	LEAD AGENCY ³	TE GOALS & POLICIES	COUNCIL & PSRC GOALS
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 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 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 MPP-G-1, T-1, 14, 15, 16, 21, 23, 24
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 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 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 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 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 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 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.	\$1,564,000	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 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 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 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 MPP-G-1, T-1, 14, 15, 16, 23, 24

Table 4-5 continued: Additional Non-motorized Transportation Improvement Projects

TMP ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	SEATAC COST (2014\$) ¹	RELATIVE TIMING	LEAD AGENCY ³	TE GOALS & POLICIES	COUNCIL & PSRC GOALS
ST-N39	42nd Ave S	S 160th St to Military Rd	Construct new separated bikeway and improved pedestrian facility.	\$1,417,000	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 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 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.	\$4,225,000	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 MPP-G-1, T-1, 14, 15, 16, 23, 24
ST-N42	Des Moines Memorial Dr S	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 MPP-G-1, T-1, 14, 15, 16, 23, 24
ST-N43	Des Moines Memorial Dr S	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 MPP-G-1, T-1, 14, 15, 16, 23, 24
ST-N44	Military Rd S/ S 187th PI	Military Rd. S/ S 186th St to 46th Ave S/ S 188th St	Construct bicycle facility along Military Rd S south of S 186th St and construct new separated multi-use trail from Military Rd S to S 187th PI 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 MPP-G-1, T-1, 14, 15, 16, 23, 24
ST-N45	Military Rd S	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 MPP-G-1, T-1, 14, 15, 16, 23, 24
ST-N46	S 128th St	Des Moines Memorial Dr S to Military Rd S	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 MPP-G-1, T-1, 14, 15, 16, 23, 24
ST-N47	S 135th St	24th Ave S to Military Rd S	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 MPP-G-1, T-1, 14, 15, 16, 23, 24
ST-N48	S 136th St	Des Moines Memorial Dr S 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 MPP-G-1, T-1, 14, 15, 16, 23, 24
ST-N49	S 146th St	24th Ave S to Military Rd S	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 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.	\$3,001,000	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 MPP-G-1, T-1, 14, 15, 16, 23, 24



Table 4-5 continued: Additional Non-motorized Transportation Improvement Projects

TMP ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	SEATAC COST (2014\$) ¹	RELATIVE TIMING	LEAD AGENCY ³	TE GOALS & POLICIES	COUNCIL & PSRC GOALS
ST-N51	S 148th St	24th Ave S to Military Rd S	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 MPP-G-1, T-1, 14, 15, 16, 23, 24
ST-N52	S 150th St	24th Ave S to Military Rd S	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 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 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 MPP-G-1, T-1, 14, 15, 16, 23, 24
ST-N55	S 160th St	Military Rd S 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 MPP-G-1, T-1, 14, 15, 16, 23, 24
ST-N56	S 162nd St	34th Ave S to Military Rd S	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 MPP-G-1, T-1, 14, 15, 16, 23, 24
ST-N57	S 164th St	34th Ave S to Military Rd S	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 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 MPP-G-1, T-1, 14, 15, 16, 23, 24
ST-N59	S 168th St	Military Rd S 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 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 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 MPP-G-1, T-1, 14, 15, 16, 23, 24
ST-N62	S 173rd St	32nd Ave S to Military Rd S	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 MPP-G-1, T-1, 14, 15, 16, 23, 24



Table 4-5 continued: Additional Non-motorized Transportation Improvement Projects

TMP ID	PROJECT NAME	PROJECT LIMITS	PROJECT DESCRIPTION	SEATAC COST (2014\$) ¹	RELATIVE TIMING	LEAD AGENCY ³	TE GOALS & POLICIES	COUNCIL & PSRC GOALS
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 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 MPP-G-1, T-1, 14, 15, 16, 23, 24
ST-N65	S 182nd St	36th Pl S to Military Rd S	Construct new separated bicycle facility 42nd Ave S to Military Rd S and improved pedestrian facility.	\$4,359,000	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 MPP-G-1, T-1, 14, 15, 16, 23, 24
ST-N66	S 186th St	48th Ave S to Military Rd S	Improve existing pedestrian facility. Alternative would be S 184th St to connect to north end of Valley Ridge Park.	\$275,000	Long	SeaTac	Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E	Council Goal 1 MPP-G-1, T-1, 14, 15, 16, 23, 24
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 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 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 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 MPP-G-1, T-1, 14, 15, 16, 23, 24
ST-N71	S 192nd St	8th Ave S to Des Moines Memorial Dr S	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 MPP-G-1, T-1, 14, 15, 16, 23, 24
ST-N73	SR 509	Des Moines Memorial Dr S to Des Moines Memorial Dr S/ S 188th St	Construct new shared use path.	\$7,233,000	Long	SeaTac	Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4D, 4.4E, 4.4G	Council Goal 1 MPP-G-1, T-1, 14, 15, 16, 23, 24

