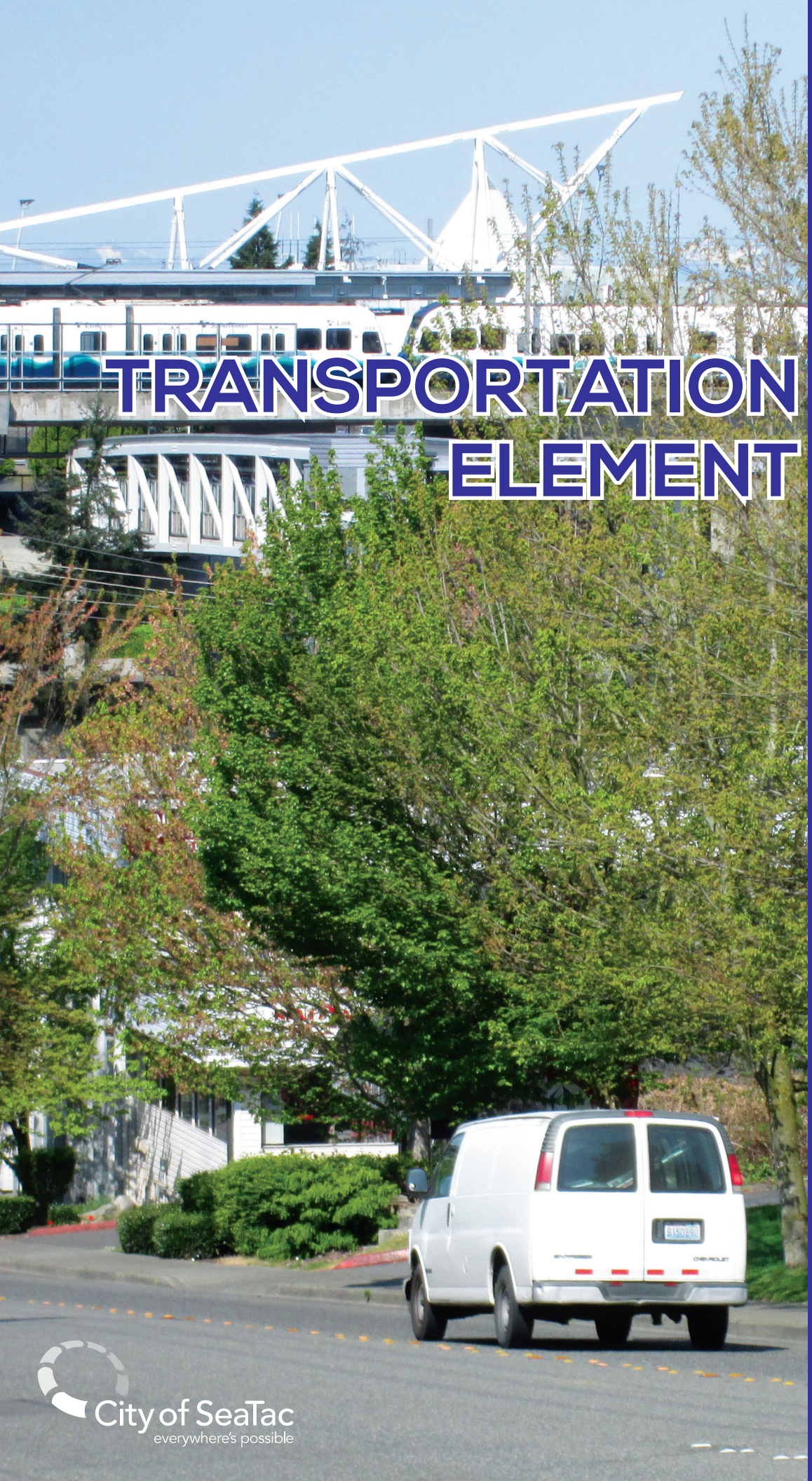

TRANSPORTATION ELEMENT

CHAPTER 4

City of SeaTac
everywhere's possible

SeaTac 2035

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INTRODUCTION

The transportation system needs to support the land use plan to provide transportation alternatives for meeting day-to-day activities. The Urban Center and other higher density areas of residential and commercial land uses need to be served with transit and good pedestrian and bicycle facilities, as well as roadways to adequately meet the transportation needs of those areas of the City. These multi-modal facilities and transportation services can help reduce the reliance on the automobile to reduce the costs and potential adverse impacts of building more and wider roadways. The transportation system also serves as an adjunct to the Parks, Recreation, and Open Space Element by providing multi-modal facilities to support walking, bicycling, and other activities, and provide connections to local parks and regional trails, leading to better health outcomes.

The transportation system is the backbone of the City of SeaTac community. The City's multi-modal transportation system supports all aspects of the community including land use, housing, economic vitality, recreation, and the environment, and helps define the overall character, livability, and quality of life of the City. The Transportation Element establishes the broad goals and policies for directing investments in the system, investments that cover a wide range of items including preservation, operations, safety and multi-modal capital improvements.

The Transportation Element also identifies the role of regional agencies in providing transportation to the City, and how the City's investments support the regional system. The result is a long-term blueprint for guiding the development, maintenance, and operations of the transportation system to help support the overall vision for the City. It is used by City staff, the Planning Commission, City Council, and the community in establishing priorities for the full range of transportation investments, working with other agencies, and evaluating development proposals. Background for the Transportation Element can be found in the Transportation Master Plan and Safe and Complete Streets Plan.

The Transportation Element is coordinated with the Land Use; Parks, Recreation, and Open Space; Capital Facilities; and Economic Vitality Elements. The Transportation Model was developed jointly with the Port of Seattle to ensure the plans of both jurisdictions are based on the same traffic and system assumptions.

MAJOR CONDITIONS

Major transportation conditions include:

- Congestion continues to increase on the regional freeways serving the City resulting in regional traffic cutting through the City on key arterials which are increasingly congested.
- Sea-Tac International Airport generates the most traffic in the City. Air passenger traffic is forecast to increase by 75 percent by 2035; freight traffic is forecast to increase significantly, increasing transportation demands on the highway system, arterials, transit, and non-motorized facilities.
- The City has designated an Urban Center as part of the regional Vision 2040 Plan. The designated Urban Center stretches along International Boulevard from north of SR 518 to S. 208th Street near the southern city limits, a distance of over 3.5 miles. The City is forecast to grow by over 6,500 housing units and 30,000 new jobs, with much of the growth focused in the Urban Center, which will result in significantly greater transportation demands along key corridors.
- Several significant transportation improvement projects are planned and needed to serve regional travel, growth at Sea-Tac International Airport, and growth in the City and surrounding communities. They include:
  - Sound Transit's Link Light Rail Extension from Sea-Tac International Airport to S. 200th Street and eventually to Kent/Des Moines and points south
  - WSDOT's extension of the SR 509 freeway between S. 188th Street and I-5 and construction of additional lanes along I-5 between SR 509 to south of SR 516
  - The City's completion of the 28th/24th Avenue S. arterial between S. 200th Street and S. 216th Street in Des Moines
  - Port of Seattle's construction of the Airport South Link arterial connection between the terminal drive system and the intersection of S. 188th Street/28th Avenue S.
  - The Port of Seattle's construction of a new Sea-Tac South Airport Expressway (SAE) as a grade-separated roadway between the airport terminal drive system and the SR 509 freeway extension.
  - WSDOT's conversion of the existing I-5 High Occupancy Vehicle (HOV) lanes to High Occupancy Toll (HOT) Lanes and possible additional HOT lanes using existing freeway shoulders from Pierce County line to north of SR 518.

See the Urban Center and City Center map in the Land Use Element

The arterials and collectors were constructed as King County rural roadways without urban features such as curbs, gutters, sidewalks, drainage, illumination, and appropriate turn lanes. These features would help improve safety for all modes, reduce maintenance costs, and enhance the look and feel of the City.

  - Potential new or modified interchange ramps along SR 518 at International Boulevard/S. 154th Street and at Des Moines Memorial Drive.

- Traffic cutting through residential neighborhoods to avoid the congestion on arterials is disruptive to neighborhoods.
- Ensuring transportation safety for all modes of travel is significant for SeaTac's citizens.
- Pedestrian safety is a high priority.
- Many of the City's arterials and collector roads do not meet current design standards for an urban community. Reconstruction of these roadways to current standards is expensive and impacts adjacent residents and businesses.
- In 2012, the City completed the Safe and Complete Streets Plan which identified a comprehensive system of pedestrian and bicycle facilities throughout the City.
- Sound Transit's Link light rail transit (LRT) system supports increased transit use to meet the community's travel needs into the future.
- Most transit stops lack amenities, such as bus shelters, benches, and trash receptacles.
- Ongoing implementation of the Commute Trip Reduction (CTR) program for the City's major employers will support and increase demand for alternatives to commuters driving alone.

GOALS AND POLICIES

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

Overall Transportation Goal

GOAL 4.1

For the benefit of SeaTac's residents, businesses, and visitors, promote the safe and efficient transport of people and goods by implementing and maintaining an integrated multi-modal transportation system that also supports and encourages alternative and active transportation modes.

This policy also relates to the Land Use Element.

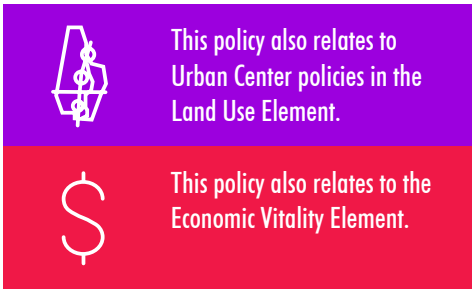
This policy also relates to the Parks, Recreation, and Open Space Element.

An integrated multi-modal transportation system is the ultimate goal for the City's transportation system to provide choices and meet the mobility needs of the residents, businesses and visitors. The transportation goals and policies advocate completion of the first phase of the extension of the SR 509 freeway before 2025 to support development of the Airport's South Access Expressway, projects and programs to upgrade arterials, collectors, and local road to improve safety and connectivity for pedestrians and bicyclists, and promotes reducing transportation demands by encouraging active transportation modes and transit as alternatives to single-occupancy vehicles.

Policy 4.1A

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

Transportation is a major part of the fabric of the City of SeaTac. However, the transportation system does not stand alone; it must support the other values of the community as presented in the Comprehensive Plan



Policy 4.1B

Develop a multi-modal transportation system that preserves and protects natural resources, reduces adverse impacts on the environment, and complies with federal, state, regional, and local policies.

The City of SeaTac recognizes that transportation projects and programs can have negative or positive impacts on the environment. The City will continue to plan, design, construct, operate, and maintain its transportation system in a manner that considers the potential impacts on the environment.

Arterial Streets and Highways

GOAL 4.2

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

See Roadway Functional Classification & Signal Location map

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

Policy 4.2A

Establish a level of service (LOS) standard of:

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

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

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

Level of service (LOS) is a quantitative measure of the performance of the transportation system. LOS can be assesed for various travel modes. LOS A represents the best operating conditions and LOS F represents the worst.

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

Corridor Travel Speed: The City has identified weekday PM peak period (4-6 pm) travel speeds along key corridor segments as a critical measure of the adequacy of its transportation system. Corridor level of service is based

on the average travel speed through a corridor, which reflects both the total corridor travel time and delays at the intersections within and at the ends of each corridor. The minimum average travel speed for each corridor equates to LOS E. The ability to add additional PM peak period vehicle trips to these corridors is dependent upon those trips not decreasing the average travel speed of these corridors below LOS E. Map 4.2 Concurrency Corridors shows the defined corridor segments.

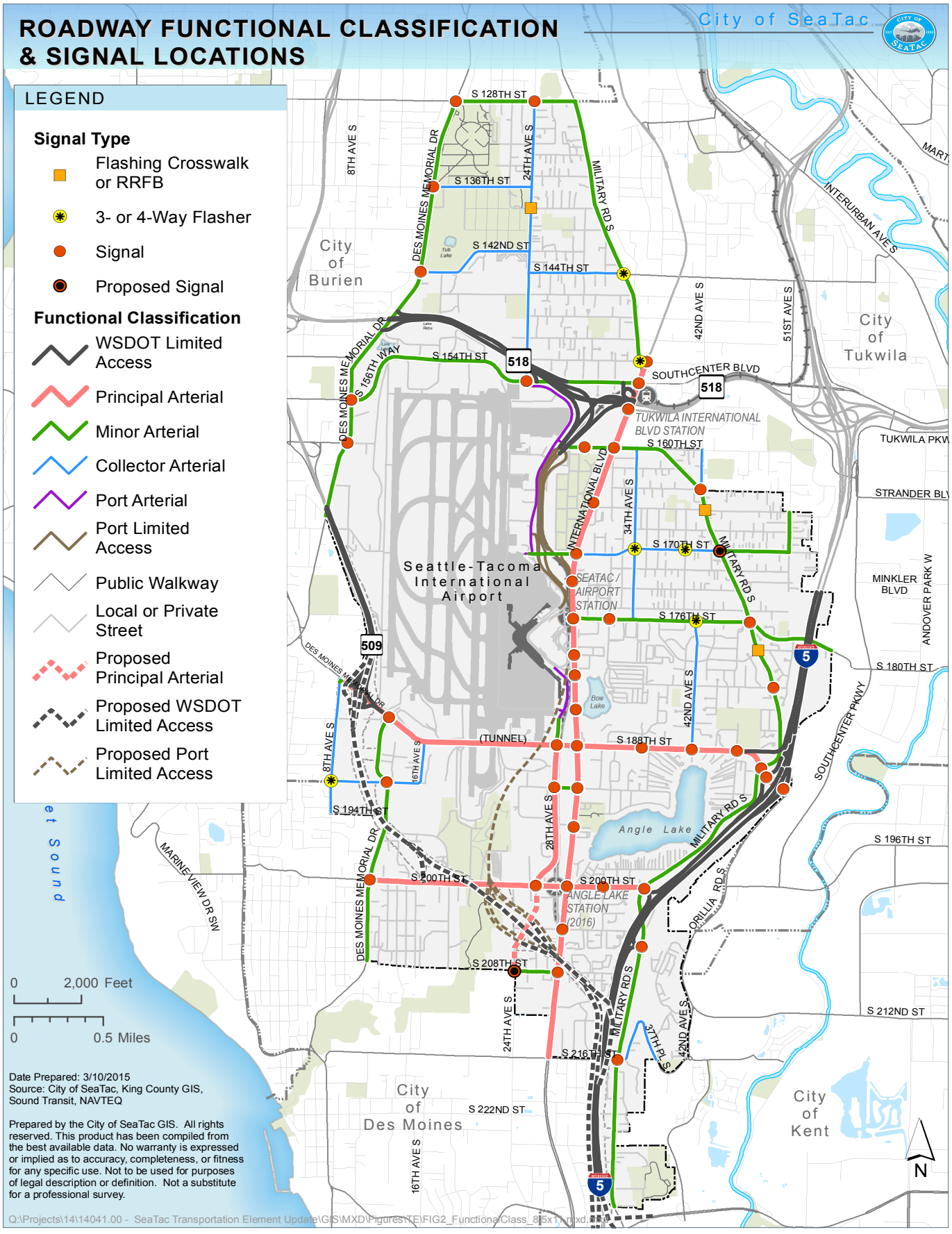
Non-motorized System Completeness: The City has three non-motorized districts as shown in Map 4.3 Concurrency Districts. The "percent complete" metric is calculated from an inventory of completed bicycle and pedestrian facilities divided by the planned bicycle and pedestrian networks adopted in the Transportation Master Plan. This metric is calculated separately for each district. As the non-motorized network becomes more complete, a small portion of trips will shift from vehicle modes to non-vehicle modes. This reduces the background vehicle trips on the corridor, and for the purposes of concurrency standards, appears as a vehicle trip credit within each of the concurrency corridors.

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

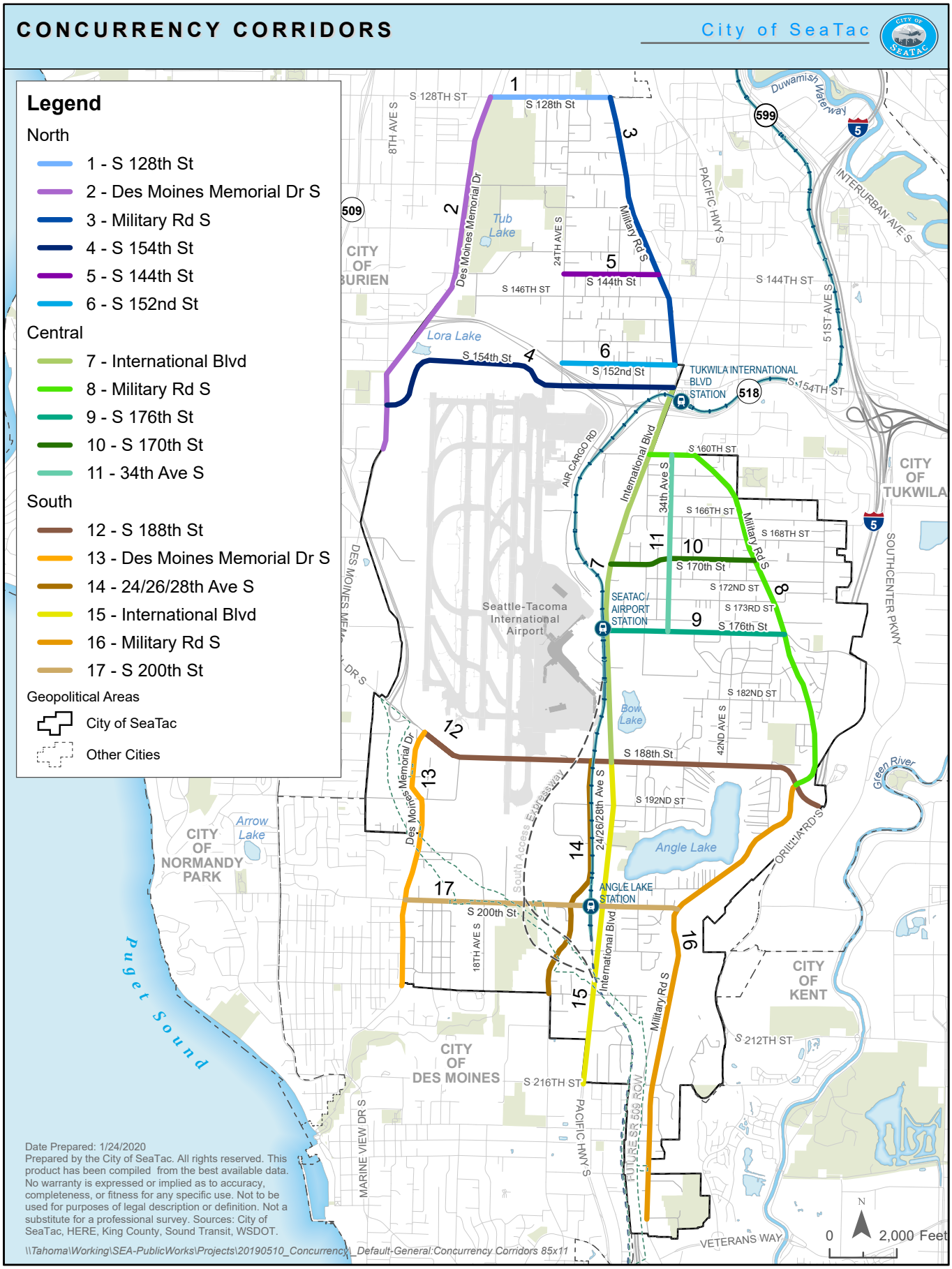
See the Capital Facilities Element for a discussion about the GMA principle of concurrency

Policy 4.2B

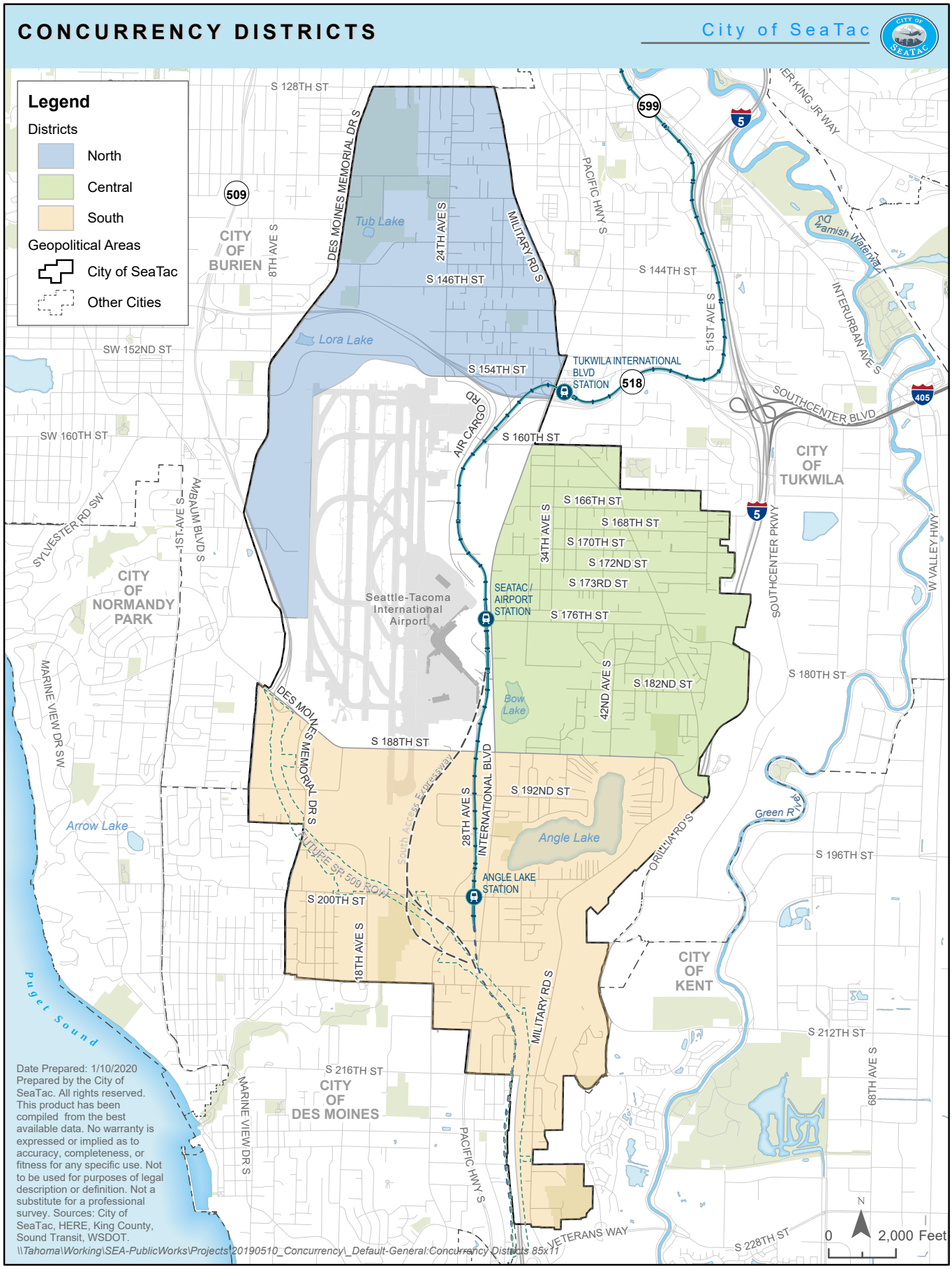
Permit development that is consistent with the 2035 land use/development assumptions provided that the transportation system operates within the adopted level of service standard as stated in Policy 4.2A. The developments should incorporate the noted design and improvement provisions of the adopted subarea plans.



Map 4.1. Roadway Functional Classification & Signal Locations



Map 4.2. Concurrency Corridors



Map 4.3. Concurrency Districts

This policy also relates to Urban Center policies in the Land Use Element.

This policy also relates to the Economic Vitality Element.

Policy 4.2C

Support and work with WSDOT, the Port of Seattle, and other agencies to encourage the State Legislature to fund and construct the Phase 1 of the planned SR 509 Freeway Extension between S. 188th Street and I-5 by 2025.

The extension of the SR 509 freeway between its current terminus at S. 188th Street and I-5 would increase the City of SeaTac's accessibility to the regional transportation system. The extension is a key element of the City's long-range transportation system. The analyses used in developing the Transportation Element shows that significant congestion will result along the principal arterial system by 2025 if Phase 1 of the SR 509 Extension is not completed by then. Increased severe congestion could result in transportation safety issues and will adversely affect implementation of the planned growth in its Urban Center and other parts of the City. The SR 509 Extension is also an important transportation corridor to support the projected growth at Sea-Tac International Airport. The City also will work with WSDOT to reconnect neighborhood streets and pedestrian and bicycle routes affected by the construction of the SR 509 freeway extension.

Policy 4.2D

Continue to partner with the Port of Seattle, and regional and local agencies to construct an Interim Airport South Access by 2025 to connect with the Phase 1 SR 509 Freeway Extension using the 28th/24th Avenue S. arterial corridor.

Studies led by WSDOT in 2011 identified use of 28th/24th Avenue S. arterial for use as an Interim Airport South Access roadway. The Port of Seattle would construct its South Link project with new connections from its terminal drive system to connect to the City of SeaTac's five lane 28th Avenue S. arterial south of S. 188th Street. The 28th/24th Avenue S. arterial will connect to the Phase 1 SR 509 Freeway Extension south of S. 200th Street. These improvements will greatly reduce airport traffic on International Boulevard, S. 188th Street and S. 200th Street that does not have an origin or destination within the City. This will reduce arterial congestion and improve safety for all travel modes using these principal arterials. The improvements also will reduce travel time and miles of travel for traffic connecting to/from Sea-Tac International Airport from areas south of I-405. The traffic forecasts and congestion analyses indicate that the Interim Airport South Access and Phase 1 of SR 509 will be needed no later than 2025.

The Angle Lake District Station Area Plan designates the International Boulevard/S. 200th Street vicinity for transit oriented development and enhanced pedestrian and bicycle facilities. The SR 509 improvements will allow the City to maintain better traffic operations and maintain safety for pedestrians and bicyclists.

Policy 4.2E

Continue to work with the Port of Seattle, WSDOT, and regional and local agencies to construct the full South Airport Expressway (SAE) before 2035.

Without additional improvements, the Interim Airport South Access using 28th/24th Avenue S. and the new Port South Link connection (north of S. 188th Street) will be overly congested prior to 2035 based on projected growth at Sea-Tac International Airport and within the Urban Center. Shifting the airport traffic to the SAE will provide direct access to/from I-5 and the Airport's terminal drive system and parking garage. This will open up capacity of 28th/24th Avenue S., International Boulevard, and other City arterials to better serve local traffic needs including the Urban Center.

The shift in traffic also will help to minimize the impacts of traffic on City neighborhoods.

Policy 4.2F
Following completion of Phase 1 of the SR 509 Freeway Extension, continue to support and work to advance funding and construction of Phase 2 of the SR 509 Freeway Extension project by 2040.

Phase 2 of the SR 509 project would complete the widening of the freeway and provides the other half diamond interchange to/from the west at S. 200th Street. The Transportation Element supports the full completion of the SR 509 Freeway Extension between S. 188th Street and I-5. The added regional capacity and completion of the interchange to/from the west at S. 200th Street will further reduce traffic on principal arterials serving the Urban Center areas south of the Airport.

Policy 4.2G
Support direct HOV ramp connections between I-5 and SR 509 and I-5 and SR 518 and I-405 to further encourage reductions in single occupant vehicle (SOV) use.

Policy 4.2H
Work with WSDOT to revise the existing SR 518 interchange with International Boulevard and S. 154th Street consistent with the South 154th Station Area Plan and WSDOT's SR 518 Route Development Plan (RDP).

The South 154th Street Station Area Plan recommends that the existing westbound off-ramp to S. 154th Street and International Boulevard be modified. One part of the improvement would include construction of a new off-ramp directly connecting westbound SR 518 to northbound International Boulevard near the Sound Transit Light Rail Station. This change would reduce traffic delays and improve levels of service at the major intersection of S. 154th Street/International Boulevard by reducing the volume of east-to-north left turns at the intersection.

The South 154th Street Station Area Plan also recommends relocating the existing ramp that connects westbound SR 518 to S. 154th Street west to align with 32nd Avenue S.

Moving the SR 518 westbound off-ramp and signalizing its intersection with S. 154th Street/32nd Avenue S. would improve operational and safety issues by providing more distance between the off ramp and International Boulevard; aligning directly with 32nd Avenue with a signalized intersection to improve pedestrian safety; and resolve the poor intersection LOS at the existing off ramp location.

Policy 4.2I
Continue to rely on I-5 for high volume, north-south, regional travel, including freight, High Occupancy Vehicles (HOV) and transit, in the vicinity of the City of SeaTac.

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

Policy 4.2J
Align classification of streets and arterials to reflect their desired functional use. The functional classification system should be based on the volume of present/future traffic, design, multi-modal facilities, adjacent land uses, and consistency in connections with other agency transportation facilities.

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

Policy 4.2K
Explore transferring Des Moines Memorial Drive adjacent to the City of Burien from the City of SeaTac to the City of Burien to better reflect the adjacent land uses that will benefit from upgrading that section of arterial.

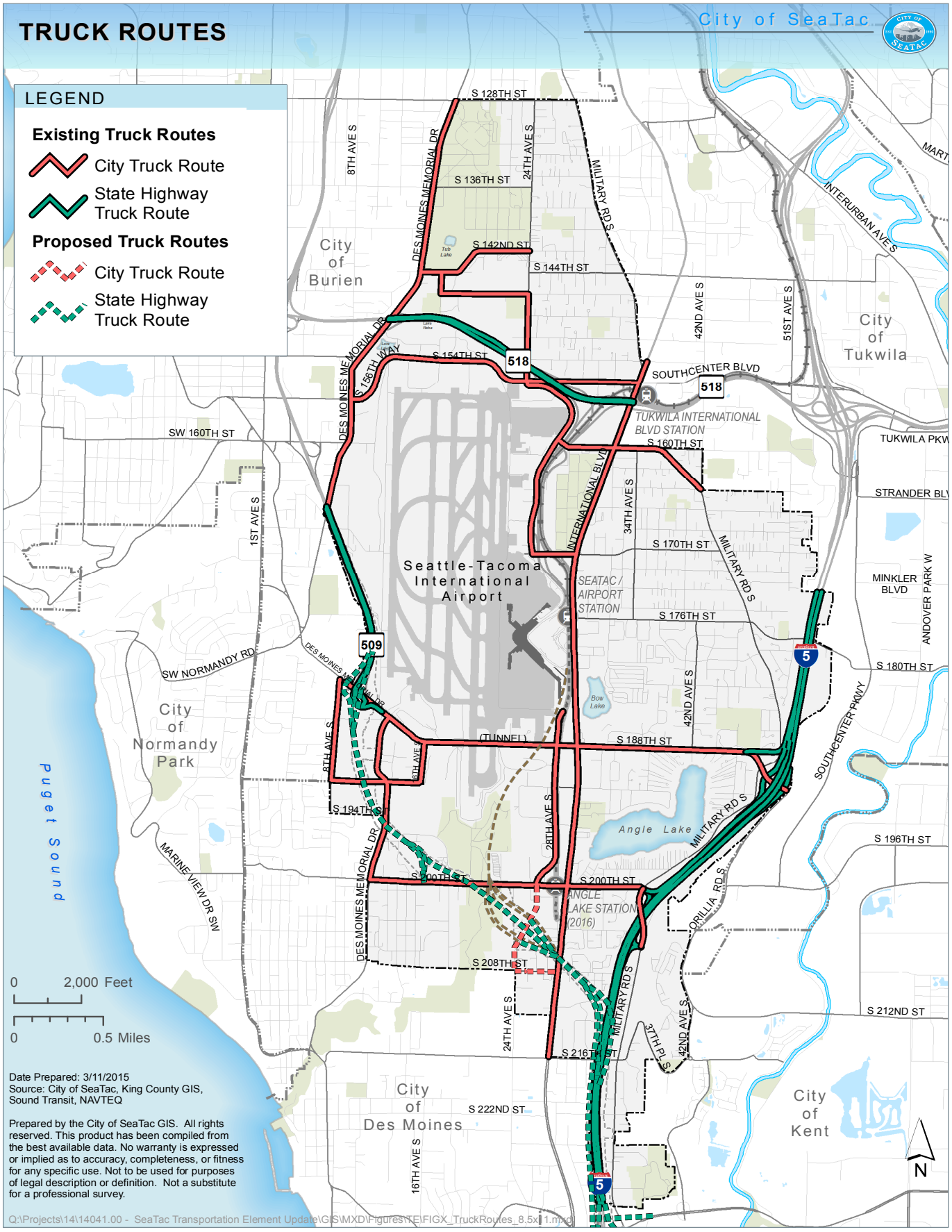
Des Moines Memorial Drive is adjacent to Burien between S. 128th Street and SR 509. There is little existing development or developable land on the east side of the arterial within the City of SeaTac. Existing and future developments within the City of Burien would directly benefit from improvements to the arterial, with less benefit to residents or businesses within the City of SeaTac.

Policy 4.2L
Consolidate access to properties along principal, minor, and collector arterials as opportunities present themselves to maximize the capacity of the facilities and reduce potential safety conflicts.

Policy 4.2M
Minimize impacts to residential streets by working with the Port of Seattle, WSDOT, and regional and local agencies to address freight needs and direct trucks to designated truck routes in the City through establishing a system of way-finding, including signing truck routes to/from the freeway system and major destinations.

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

Policy 4.2N
Work with WSDOT to reconnect streets and pedestrian and bicycle routes affected by the construction of the SR 509 freeway extension.



Map 4.4. Truck Routes

The design elements for a facility should reflect the intended function of the facility. Principal arterials should have design elements that provide for the movement of through travel with limitations on the type and amount of direct access. Local streets should have elements that provide for property access and discourage through traffic. Design elements for minor and collector arterials should reflect their functions between those for principal arterials and local streets. The design elements also should indicate the City's desire for the type and level of treatment for transit/high occupancy vehicle needs and for non-motorized travel. While these definitions reflect the City's objectives for these corridors, implementation of design elements may be constrained by physical limitations, cost constraints, or limited rights-of-way in some corridors.

Policy 4.2O
Establish and enforce appropriate speed limits along SeaTac's roadways that balance multi-modal mobility, traffic engineering standards, a street's functional classification, adjacent land uses and public safety concerns.

The classifications and function of streets are established in the SeaTac Transportation Master Plan, which provides the background for the Transportation Element. Establishment of speed limits should take into account existing conditions of the roadway, including design parameters, any public health and safety concerns, the type and density of land uses and access.

Policy 4.2P
Establish appropriate transportation design standards for arterials, and local streets based on balancing the functional classification needs of the facility and the needs of the adjacent land uses. The design elements should accommodate and encourage alternative and active transportation modes such as transit, HOV, pedestrians, and bicycles for each classification. Amenities should enhance the mobility options by providing an improved environment for all users.

Policy 4.2Q
Implementation of desired design standards may be constrained by physical or environmental issues, costs effectiveness, right-of-way, or other parameters; variances to the street standards to address these types of issues may be approved, while seeking to maintain the function of the transportation corridor.

Policy 4.2R
Invest in improvements to arterials to meet current design standards including pedestrian and bicycle facilities, turn lanes, improved drainage, and enhanced traffic control and illumination. The improvements should be designed and constructed to improve safety, reduce maintenance costs, support economic development, reduce environmental impacts, and improve the quality of the transportation system for all modes.

Policy 4.2S
Operate, maintain, and preserve the existing arterial and street system through an ongoing Pavement Management System (PMS), comprehensive signing and markings program, and systematic operation process. These programs should prioritize essential maintenance and preservation taking into account life-cycle costs associated with delayed maintenance. The maintenance and preservation systems system should address facilities for motorized and non-motorized travel and the impacts of the present and projected land uses.

Policy 4.2T

Enhance traffic flow, operations and safety through implementation of Transportation Systems Management (TSM) and Intelligent Transportation System (ITS) technologies and coordination with other agencies.

Building more roadway capacity to serve automobiles, transit, and freight is very expensive, can adversely impact pedestrian and bicycle travel, result in relocation of existing residents or businesses, and may also result in environmental issues. Getting more out of the existing transportation infrastructure is an important component of the arterial and highway plan. Improved signal timing and operations, better signage and way-finding, increased driver information systems, consolidation of accesses/driveways, and restricting turns at some location can improve the capacity, help maintain consistent travel speeds, reduce out of the way travel, and reduce transportation safety issues. The City will evaluate and implement these techniques, as applicable, to cost-effectively address transportation issues. Other transportation agencies have Intelligent Transportation Systems (ITS) in place. The City will coordinate with the other agencies to seek partnership opportunities.

Policy 4.2U

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

Neighborhood Streets

The Safe and Complete Streets Plan identified the need for improved local streets to help encourage walking, biking, and connectivity to transit within the City. This requires neighborhood streets to be supportive of these other travel modes in order to provide safe and convenient access to schools, parks, community facilities, neighborhood commercial areas, churches, and transit stops.

GOAL 4.3

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

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

Policy 4.3A
Upgrade residential neighborhood streets with pedestrian and bicycle facilities and increased access to transit in alignment with pedestrian and bicycle network plans.

Policy 4.3B
Address neighborhood traffic calming issues in a comprehensive fashion consistent with the plans and procedures that have been adopted to address these issues, consisting of but not limited to: SeaTac's Safe and Complete Streets Plan, and the Neighborhood Traffic Safety Program (NTSP).

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

Non-Motorized Transportation

GOAL 4.4

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

Facilities for bicycles and pedestrians are very important transportation features for the City of SeaTac, especially along higher-volume, higher-speed arterials. They also are an important consideration in neighborhoods, providing access to schools, parks, community facilities, and transit. These active transportation features, when well developed and fully connected, promote a healthy choice for active lifestyles. (See Pedestrian Network Map and Bicycle Network Map).

Policy 4.4A
Promote safe pedestrian movement as a basic means of transportation and assure adequate pedestrian facilities, amenities and connections are provided for in conjunction with other transportation facilities and developments.

The City requires the provision of adequate pedestrian facilities and accompanying amenities in all public capital projects and in future private developments. (See Pedestrian Network Map)

Policy 4.4B
Coordinate with King County and other agencies to advance construction of the Lake to Sound Trail.

In 2009, King County, in cooperation with other agencies, completed a feasibility study for the Lake to Sound Trail connecting lake Washington in Renton to Puget Sound in Des Moines. This regional trail would provide City of SeaTac residents, businesses, and visitors an excellent multi-modal trail serving a wide-range of transportation functions. WSDOT included a portion of the trail in their SR 509 project as mitigation for park impacts.

Policy 4.4C
Work to design and construct arterials to include safe and attractive pedestrian facilities (including crossings) on both sides of the street.

The high traffic volumes and higher speeds along arterial routes make it difficult and create potential safety hazards for non-motorized travel. Therefore, sidewalks, paved shoulders, or other adequate facilities (as identified in the City's Street Standards and Safe and Complete Streets Plan) need to be provided to promote non-motorized travel in the City. The design should also include lighting, improved visibility, and appropriate signage. Crosswalks, signing, and pedestrian-activated signals should conform to the Manual on Uniform Traffic Control Devices (MUTCD). The City will coordinate with WSDOT on options to improve pedestrian facilities on the overcrossings of I-5 at Military Road S., A 178th Street and other corridors.

These policies reflect and are consistent with recommendations in the Safe and Complete Streets Plan.

Policy 4.4D
Serve the City's residential areas with transit and a well-connected network of sidewalks and bicycle paths.

Policy 4.4E
Prioritize safety and pedestrian capacity improvements on streets that provide access to schools, parks, transit facilities, public facilities, and within the Urban Center.

Policy 4.4F
Develop and implement criteria for installing pedestrian crossing treatments and appropriate traffic controls to improve safety and comfort throughout the City.

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

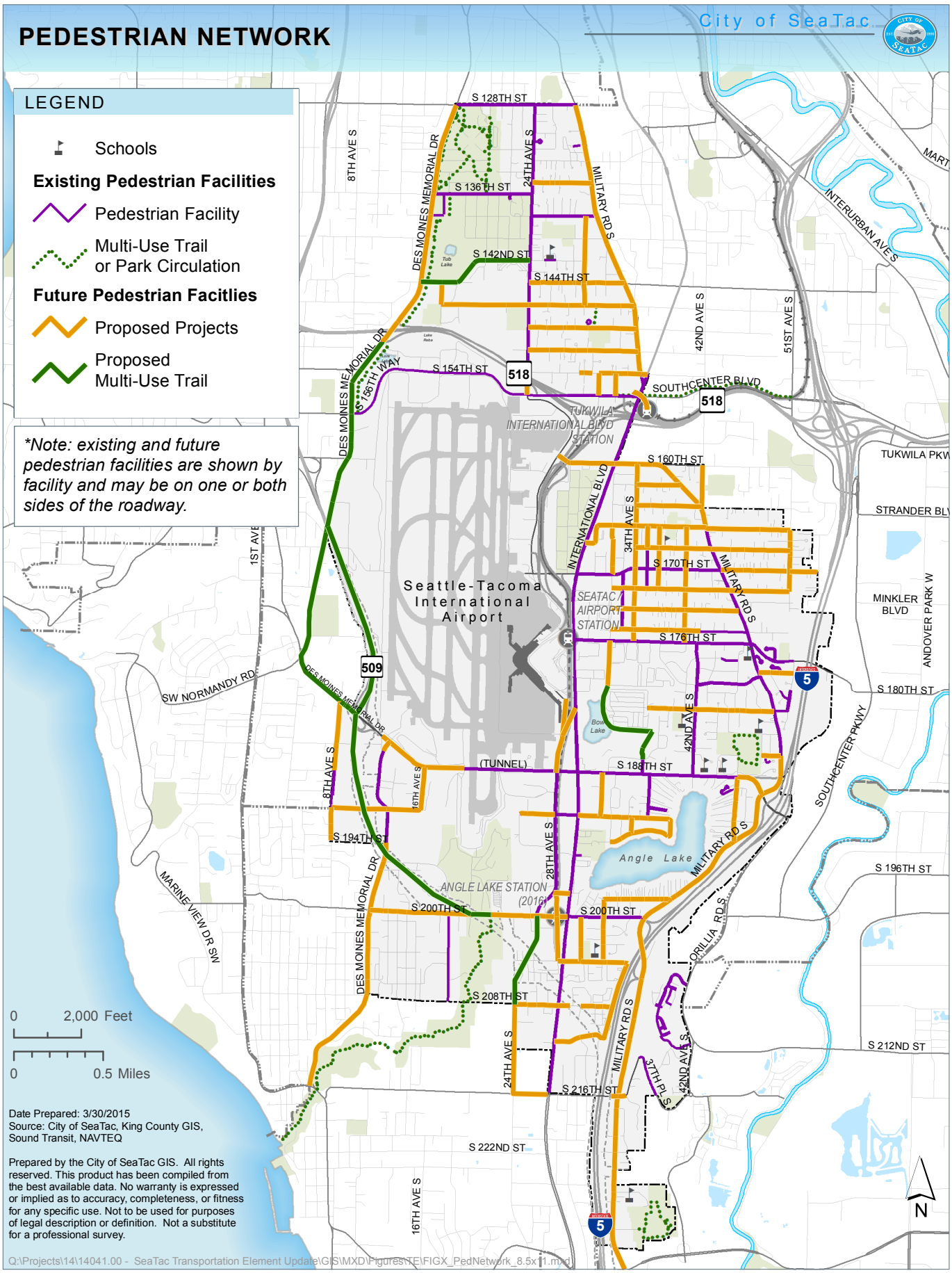
Policy 4.4G
Develop and implement a network of bicycle facilities providing for safe, interconnected travel within the City and providing connections to regional facilities and major local destinations as described in the Safe and Complete Streets Plan.

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

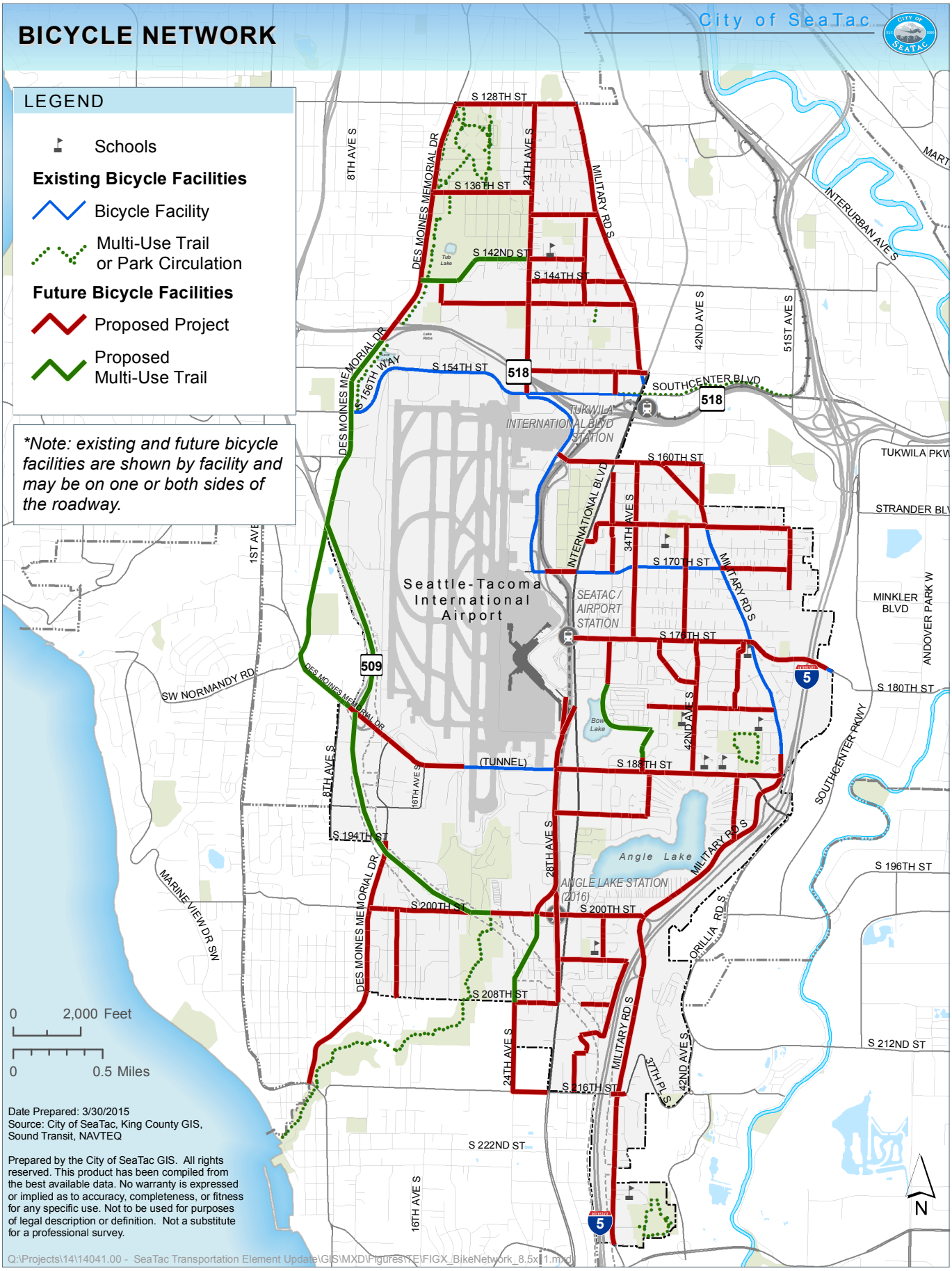
Policy 4.4H
Prioritize completing a north-south bicycle route east of International Boulevard between S. 188th Street and S. 160th Street.

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

Policy 4.4I
Work to implement directional and way-finding signage to direct bicyclists to the desired bike routes and destinations within the City.



Map 4.5. Pedestrian Network



Map 4.6. Bicycle Network

Transit/Multi-Modal/Transportation Demand Management

GOAL 4.5

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

The SeaTac community continues to support increased use of transit and transportation management programs to help to provide a wider range of transportation alternatives to its residents, businesses, and visitors. Increases in transit and rideshare programs also support the increased growth of Sea-Tac International Airport. Increased transit use and rideshare programs will be needed to curb growth in drive-alone vehicles and reduce the need for costly widening of roadways or construction of new arterials. It also will, reduce the growth in vehicle miles of travel, green-house gasses, and other adverse environmental impacts, The success of these programs is an important consideration in establishing the acceptable level of service standard for principal and minor arterials at LOS E or better (see Policy 4.2A). The following policies are identified to implement this goal.

Policy 4.5A
Support the planned extension of Sound Transit's Link Light Rail to Des Moines and then to Federal Way along a route that minimizes impacts to properties within the City limits, with sufficient parking at stations.

Policy 4.5B
Work with King County Metro (Metro) to enhance transit service in SeaTac, especially east-west connections to the Urban Center and to connections with the Bus Rapid Transit (BRT) routes.

Local transit service, which is primarily north-south in orientation, should also be routed to serve the City's Urban Center and light rail station areas. Expanding local feeder service between the City's residential neighborhoods will enhance the ability for residents to use transit for a higher proportion of their travel.

Policy 4.5C
Work with King County Metro Transit to expand the operating hours for local service between Link light rail and residential neighborhoods coordinated with schedules to enhance transfers between trains and buses.

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

Policy 4.5D
Continue to work with King County Metro, Sound Transit and adjacent jurisdictions to enhance and expand east-west transit service and future multi-modal transit options.

Policy 4.5E
Coordinate with Sound Transit, Port of Seattle, and the local development community to study, plan, and implement (if deemed feasible) a Personal Rapid Transit (PRT) or similar system serving SeaTac's Urban Center; provided, any proposed system is primarily funded by the private sector, or other non-City sources.

A Personal Rapid Transit System could enhance mobility in and around the higher density development areas and the Airport. The system could help reduce the need for using automobiles for shorter trips within the core of the City, thereby reducing congestion and safety problems in the area. Sound Transit has completed a feasibility study to connect the Tukwila commuter rail station with the Airport. PRT was one of the technologies considered. The study concluded that the necessary technology is not feasible at this time. In addition, the study recommends PRT (or similar system providing a similar function) as a viable option only if a project elsewhere has successfully utilized the technology.

Policy 4.5F
Work with Sound Transit, Metro and private developers to provide transit rider amenities to enhance the environment and safety for transit users.

Transit rider amenities enhance the surrounding environment for transit customers and can help encourage transit use and provide a more hospitable atmosphere for transit users. Such amenities can include bus shelters, benches, additional lighting, trash receptacles, way-finding, and safety items such as lighting and improved visibility.

Policy 4.5G
Encourage and implement formal transportation demand management (TDM) programs for new and existing workplaces and higher density residential developments in the City. The programs should, at a minimum, conform to the Commute Trip Reduction (CTR) Act. Transportation Management Associations (TMA) should be encouraged in order to coordinate TDM programs between adjacent businesses to increase their potential impact on reducing future traffic volumes.

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

Parking

GOAL 4.6

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

Parking needs to be considered part of the multi-modal transportation system and plays an important role given that all auto trips begin and end with parking. Managing both the supply and demand of parking will be vital in supporting the City's overall goals and objectives. Providing too much parking can lead to inefficient land use and sprawl as well as deter the use of alternative modes. Not having enough parking can negatively impact the economic vitality of commercial areas and result in spillover that affects the livability of neighborhoods. The following policies are intended to find a balance that would support neighborhood livability, economic development, and support alternative modes.

Policy 4.6A

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

The City should encourage the use of additional parking strategies, such as joint-use parking, reduced parking requirements in conjunction with given levels of transit service, and transitioning long-term parking from surface lots into structures that include non-parking uses in the Urban Center area.

Policy 4.6B

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

Depending on the specific cause and effect, possible solutions could range from education (including signing), increased enforcement, adding to the parking supply (such as angle parking or use of an off-street lot), time restrictions, residential parking zones, or possibly charging for parking. One size does not fit all situations and the City should work closely with the neighborhood to assure that the solution is acceptable. Potential phasing of solutions and or phased implementation may be appropriate.

Air Transportation

GOAL 4.7
Coordinate with local and regional agencies to support regional air transportation needs.

The City surrounds the Sea-Tac International Airport and recognizes that development from either entity will impact the other and coordination is important for local and regional issues. The future anticipated growth in air passenger and air cargo transport will affect the City, and the City's future transportation network needs to be considered and be able to adapt to future Airport development.

Policy 4.7A

Coordinate with the Port of Seattle, state, regional, and local agencies to encourage swift, collaborative resolution for evaluating air transportation needs and impacts on the City of SeaTac.

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

Program Financing and Implementation

GOAL 4.8

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

The City requires adequate funding for the transportation plan to be implemented in an efficient and cost-effective manner. Furthermore, uncertainties in funding and construction of transportation projects can result in safety and operations issues, and potentially restrict development under the City's concurrency program and level of service standards. The funding strategy should recognize the users that benefit from the investments and who will be asked to help pay for them. Because the cost of desired transportation improvement projects and programs will likely to continue to exceed available revenues, the City needs to prioritize use of its transportation funding in a systematic manner to best implement the Transportation Element.

Policy 4.8A

Prioritize transportation projects and programs that best improve safety and, connectivity, support economic growth, preserves prior transportation investments, and increases capacity of travel modes, reflective of available revenues.

The City has a diverse range transportation system needs that support economic growth and improve the quality of existing neighborhoods. Improving the livability of the City for existing and future members of the community is a basic tenant of the Comprehensive Plan and transportation investments are a key part of those investments. Safety of the transportation system for all modes of travel is a pillar of improving the quality of the transportation system. Transportation projects and programs that look at the benefits for all travel modes will help the City meet its objectives for alternative and active transportation while reducing potential adverse impacts within the community. To meet revenue constraints, defer lower priority projects.

Policy 4.8B

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

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

In 2013 the City valued its transportation infrastructure at $87 million, not counting the value of the land occupied by the streets.

Policy 4.8C
Apply for regional, state, and federal funding sources for major improvements serving Sea-Tac International Airport and regional or sub-regional through traffic.

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

Policy 4.8D
Consider supplementing existing transportation funding sources with new revenue sources including a potential Transportation Benefit District (TBD) to help fund preservation and implementation of non-motorized transportation improvements identified in the Transportation Master Plan .

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

Policy 4.8E
Continue to direct funds from the commercial parking tax to help fund the high priority transportation projects in the City's arterial network.

Existing gas tax and motor vehicle registration fees will not be sufficient to meet the financial needs of the transportation plan. The commercial parking tax is the largest component of the City's transportation funding and will likely continue to be the largest component during through 2035. The City should maintain the use of revenues from the parking tax for transportation projects.

Policy 4.8F
Review and update the transportation impact fee (TIF) program to reflect the projected growth in the City and help fund the costs of growth-related transportation projects.

The City's transportation impact fee was established in 1995 and updated in 2002. At those times, the City did not have a designated Urban Center and light-rail was not in place. Current forecasts of residential and employment growth are much higher than prior forecasts and historical trends. In addition, the City's TIF rate per new PM peak hour trip generated by developments is well below most other cities in South King County.

Intergovernmental Coordination

GOAL 4.9

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

The City of SeaTac and its transportation system do not exist in a vacuum. Users of the various parts of the transportation system do not typically note that they are on a state highway, city or county arterial or local street. Most users also do not consider the specific agency that owns and operates transit systems or non-motorized facilities. They simply want to be able to travel from one location to meet their needs in a pleasant, safe and efficient manner. The City recognizes and supports the need to continue to work with state, regional, and local partners to achieve the desired transportation system in a systematic and cost-effective manner.

See Policies under Goal 4.5 for additional opportunities to collaborate with other agencies.

Also see Framework Goal 1.2 for interjurisdictional coordination policies.

Policy 4.9A

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

The City of SeaTac and Port of Seattle have partnered in developing a single travel demand forecasting model, transportation data, improvement plans, and other related materials used in preparing the City's Transportation Element and Transportation Master Plan. The City has shared technical analyses and coordinated with the Port on the need for and the timing of the SR 509 Freeway Extension and Airport South Access roadways. In addition, the Port of Seattle is in the process of developing its Sustainable Airport Master Plan (SAMP) to help accommodate increases in air passenger and air cargo traffic. The City is continuing to monitor the SAMP and is coordinate with the Port to address the potential impacts of the SAMP on the City's transportation system.

Policy 4.9B

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

Transportation systems do not stop at city boundaries. Arterials such as International Boulevard, Military Road and Des Moines Memorial Drive serve as important corridors that cross a number of city boundaries. The 28th/24th Avenue S. corridor is planned to serve as Interim South Access for Sea-Tac International Airport and the connection to Phase 1 of the SR 509 Freeway Extension. In addition, the corridor is intended to serve significant planned developments in the cities of SeaTac and

Des Moines. Without coordinated planning, design, and construction of the arterial corridor, users of the facility could see different designs that do not adequately serve the desired function of the corridor for automobiles, transit access, pedestrians, bicyclists, or freight trucks. The City's Transportation Element supports continued coordination with its agency partners to help assure the combined roadways, non-motorized, and transit systems function as an integrated multi-modal transportation system.

Policy 4.9C
Coordinate the planning, design, and implementation of the transit services and transportation demand management programs with King County Metro, Sound Transit, WSDOT, the Port of Seattle, and neighboring cities to assure that transit and rideshare programs work together to meet the transportation needs of the City of SeaTac and surrounding region.

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

RECOMMENDED IMPLEMENTATION STRATEGIES

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

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

The time frames are defined as follows:

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

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

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

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
GOAL 4.1 PROMOTE THE SAFE AND EFFICIENT TRANSPORT OF PEOPLE AND GOODS BY IMPLEMENTING AND MAINTAINING AN INTEGRATED MULTI-MODAL TRANSPORTATION SYSTEM.			
4.1A Plan for and implement a multi-modal transportation system while balancing transportation needs with other community values.	Regularly monitor and report on the status of implementation of transportation improvement projects and programs, mode splits, safety, and other metrics to track the success of implementing the policies of the Transportation Element.	Staff	Ongoing
	Develop and implement surveys to check in with SeaTac residents, businesses, and visitors on assessing the status and priorities of the City's multi-modal transportation system.	Staff	Short Term
	Amend the Capital Facilities Plan and Transportation Improvement Program (TIP) and Capital Improvement Plan (CIP) as needed to implement policies reflecting growth and transportation funding.	City Council, Planning Commission, Staff	Ongoing
	Review and refine the Transportation Element and Transportation Master Plan as part of the annual Comprehensive Plan amendment docket process.	City Council, Planning Commission, Staff	Ongoing
4.1B Develop a multi-modal transportation system that reduces adverse environmental impacts of the transportation system.	Review and implement multi-modal transportation design standards to meet federal, state, regional, and local policies related to the environment.	Staff, Planning Commission, City Council	Ongoing
	Where feasible, low impact development should be the commonly used approach to minimize impervious surfaces and storm water runoff pursuant to the Surface Water Design Manual.	City Council, Planning Commission, Staff	Ongoing
GOAL 4.2 DEVELOP AND MAINTAIN AN ARTERIAL STREET AND HIGHWAY SYSTEM THAT REDUCES REGIONAL AND AIRPORT RELATED TRAFFIC ON CITY STREETS.			
4.2A Establish an LOS standard of corridor travel speed (LOS E or better) and non-motorized system completeness	Regularly monitor traffic volumes on local streets to maintain the adopted LOS.	Staff	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
4.2B Permit development that is consistent with the 2035 Land Use Element and Comprehensive Plan development assumptions; provided, that the transportation system operates within the adopted level of service (LOS).	Regularly monitor traffic volumes and operations to maintain the adopted LOS.	Staff	Short-Term
4.2C Encourage funding and construction of Phase 1 of the SR 509 Freeway Extension by 2025.	Ongoing coordination and lobbying.	City Council, Planning Commission, Staff	Ongoing
4.2D Partner with the Port of Seattle, WSDOT, and other agencies to fund and construct Interim Airport South Access by 2025.	Ongoing coordination and lobbying.	City Council, Planning Commission, Staff	Ongoing
4.2E Encourage funding and construction of the South Airport Expressway (SAE) between the Airport and SR 509 Freeway Extension before 2035.	Ongoing coordination with WSDOT and other agencies to prepare necessary studies and funding strategy.	City Council, Planning Commission, Staff	Medium-Term
4.2F Support funding and construction of Phase 2 of the SR 509 Freeway Extension by 2040.	Ongoing coordination with WSDOT and other agencies to prepare necessary studies and funding strategy.	Staff, Planning Commission, City Council	Medium-Term
4.2G Support direct HOV ramp connections between I-5 and SR 509 and I-5 and SR 518 and I-405.	Ongoing coordination with WSDOT and other agencies to prepare necessary studies and funding strategy.	Staff, Planning Commission, City Council	Medium-Term

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
4.2H Work with WSDOT to revise the SR 518 interchange with International Boulevard and S. 154th Street to support the South 154th Street Station Area Plan and SR 518 Route Development Plan (RDP).	Ongoing coordination with WSDOT and other agencies to prepare necessary studies and funding strategy.	Staff	Medium-Term
4.2I Continue to have I-5 provide for the high volume north-south regional travel patterns in the vicinity of the City of SeaTac.	Monitor and support regional and state transportation planning and funding to maintain and expand the people-carrying capacity of I-5.	Staff, Planning Commission, City Council	Medium-Term
4.2J Classify streets and arterials to reflect their desired function.	Submit revisions to the City's functional classification system to PSRC and other agencies as needed to match the Transportation Element.	Staff	Immediate
4.2K Explore the potential for transferring a portion of Des Moines Memorial Drive to the City of Burien.	Coordinate with City of Burien on interest, processes, and timing on changing City boundaries.	Staff, City Council	Short-Term
4.2L Consolidate access to properties along principal, minor, and collector arterials whenever possible.	Review and update street design standards, if necessary.	Staff, Planning Commission, City Council	Short-Term
4.2M Minimize impacts to residential streets by directing trucks to designated routes including signing truck routes to/from the freeway system and major destinations.	Coordinate with the Port of Seattle and WSDOT to review and update truck signing in the City and consistent with truck route plan and traffic engineering standards.	Staff	Short-Term
	Regularly monitor traffic volumes on local streets and implement arterial improvements and possible neighborhood traffic control programs to reduce impacts of traffic diversion into neighborhoods.	Staff	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
4.2N Work with WSDOT to reconnect streets and pedestrian and bicycle routes affected by the construction of the SR 509 freeway extension.	Ongoing coordination with WSDOT on project studies and designs.	Staff	Ongoing
4.2O Establish and enforce speed limits that reflect the functional classification of the roadway, adjacent land uses, and safety issues.	Review and update street design standards and processes for evaluating and modifying speed limits consistent with traffic engineering practices.	Staff, Planning Commission, City Council	Short-Term
4.2P and 4.2Q Establish appropriate transportation design standards for arterials and local streets based on the functional classification of the facility and the land use plan; Allow for possible variances to the standards while maintaining the function of the transportation system.	Monitor implementation of policy as part of development review processes and capital projects.	Staff, Planning Commission, City Council	Ongoing
	Evaluate and document potential variances from the standards as part of design and construction of improvements defined in the Transportation Element or as part of development projects.	Staff, City Council	Ongoing
4.2R Invest in improvements to arterials to meet current multi-modal design standards.	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	Staff, Planning Commission, City Council	Ongoing
4.2S Operate, maintain, and preserve the existing arterial and street system through an ongoing Pavement Management System (PMS) and comprehensive signing and markings program.	Amend the City Budget, CIP, Capital Facilities Plan, and TIP as needed to implement policies.	Staff, City Council	Ongoing
	Regularly review the street signing, markings, pavement ratings and operations processes to assure desired standards are met.	Staff	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
4.2T Enhance traffic flow, operations, and safety of the transportation system through implementation of Transportation Systems Management (TSM) and Intelligent Transportation Systems (ITS) technologies.	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	Staff, City Council, Planning Commission	Ongoing
	Review and update street design standards and processes to incorporate TSM, as needed.	Staff, Planning Commission, City Council	Short-Term
	Prepare an ITS strategy and architecture that is compatible with WSDOT, Port of Seattle, and other adjacent jurisdictions.	Staff, Planning Commission, City Council	Short-Term
4.2U Develop coordinated prevention and recovery and disaster response plans to protect the transportation system against major disruptions.	Coordinate with various agencies to develop plans and strategies for disaster response for the transportation system.	Staff, Planning Commission, City Council	Short-Term
GOAL 4.3 DESIGN AND OPERATE NEIGHBORHOOD STREETS TO MAXIMIZE THE SAFETY OF ALL APPROPRIATE TRAVEL MODES.			
4.3A Upgrade residential neighborhood streets with pedestrian and bicycle facilities and access to transit in alignment with pedestrian and bicycle network plans.	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	Staff, City Council, Planning Commission	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
4.3B Address neighborhood traffic calming issues in a comprehensive manner.	Systematically evaluate traffic volumes, speeds, and safety in residential neighborhoods and develop and implement traffic calming strategies with affected residents.	Staff	Ongoing
	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	Staff, City Council, Planning Commission	Ongoing
4.4 PLAN AND DEVELOP A SYSTEM OF TRANSPORTATION FACILITIES FOR ALL USERS AND MODES INCLUDING PEDESTRIANS, TRANSIT USERS, AND BICYCLISTS.			
4.4A Promote safe pedestrian movements as a basic means of transportation and assure adequate facilities are provided in conjunction with other transportation facilities and developments.	Revise the appropriate development code(s) as needed to implement policies.	Staff, City Council, Planning Commission	Ongoing
	Review and update street design standards and processes to assure adequate pedestrian facilities are provided for.	Staff, Planning Commission, City Council	Short-Term
4.4B Coordinate with King County and other agencies to advance the construction of the Lake to Sound Trail.	Develop regulation coordination program with agencies involved with the Lake to Sound Trail to prioritize regional funding.	Staff, City Council	Ongoing
	Develop preliminary designs and cost estimates for the Lake to Sound Trail sections within the City of SeaTac.	Staff	Short-Term
	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	Staff, Planning Commission, City Council	Ongoing
4.4C Design and construct arterials to include safe and attractive pedestrian facilities (and crossings) on both sides of the street.	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	Staff, City Council, Planning Commission	Ongoing
4.4D Serve the City's residential areas with transit and well-connected networks of sidewalks and bicycle paths.	Revise the appropriate development code(s) as needed to implement policies.	City Council, Planning Commission	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
4.4E Prioritize safety and non-motorized capacity improvements on streets that provide access to schools, parks, transit facilities, public facilities, and within the Urban Center.	Revise the appropriate development code(s) as needed to implement policies.	Staff, City Council, Planning Commission	Ongoing
	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	City Council, Planning Commission	Ongoing
4.4F Develop and implement criteria for installing pedestrian treatments and appropriate traffic controls to improve safety and comfort of pedestrians.	Revise the appropriate development code(s) as needed to implement policies.	City Council, Planning Commission	Ongoing
	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	Staff, City Council, Planning Commission	Ongoing
4.4G Develop and implement a network of bicycle facilities providing for safe, interconnected bicycle travel within the City with connections to regional facilities and major local destinations.	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	Staff, City Council, Planning Commission	Ongoing
	Coordinate bicycle route planning with CIP and TIP development to ensure that appropriate bicycle facilities are or will be provided on designated routes	Staff, Planning Commission, City Council	Ongoing
4.4H Prioritize completing a north-south bicycle route east of International Boulevard between S.188th and S. 160th Streets.	Develop preliminary designs and cost estimates for segments of the bicycle route identified in the Safe and Complete Streets Plan and Transportation Master Plan.	Staff	Ongoing
	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies.	Staff, City Council, Planning Commission	Ongoing
4.4I Implement directional and way-finding signing for bicycle travel in SeaTac.	Develop plan for bicycle system way-finding signs and systematically implement the program as part of transportation operations and capital improvement programs.	Staff	Short-Term

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
GOAL 4.5 ENCOURAGE THE USE OF TRANSIT AND HIGH OCCUPANCY VEHICLES (HOV) AND MULTI-MODAL TRAVEL MODES			
4.5A Support the planned extension of Link Light Rail to communities south of SeaTac that minimizes the impacts in SeaTac with sufficient parking at stations.	Monitor and participate in regional discussions on the planning, design, funding, and construction of future extensions of Link Light Rail.	Staff, City Council, Planning Commission	Ongoing
4.5B Work with King County Metro to enhance transit service in SeaTac, especially east-west connections to the Urban Center and to connections with BRT routes.	Work with Metro Transit and adjacent jurisdictions on defining and prioritizing expanded transit serve for SeaTac.	Staff, City Council	Ongoing
	Continue to monitor residents transit improvement priorities through surveys and other public outreach measures	Staff, City Council	Ongoing
4.5C Work with King County Metro to expand the operating hours for transit service in SeaTac.	Work with Metro Transit and adjacent jurisdictions.	Staff, City Council	Ongoing
4.5D Enhance east-west transit service and future multi-modal transit options.	Work with Metro Transit, Sound Transit, and adjacent jurisdictions.	Staff, City Council	Ongoing
4.5E Plan for and implement PRT Systems to serve the City of SeaTac's Urban Center and Airport.	Coordinate with Sound Transit, Port of Seattle, and other regional and local agencies.	Staff, City Council	Ongoing
	Revise the appropriate development code(s), as needed, to implement policies.	Planning Commission, City Council	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
4.5F Provide transit rider amenities to enhance the environment and safety for transit users.	Work with transit agencies to provide transit amenities on existing roadways that are not scheduled for reconstruction.	Staff	Ongoing
	Track areas of high transit activity and ensure that proper transit amenities are provided.	Staff	Ongoing
	Revise the Zoning Code, as needed, to support and encourage developers to provide transit amenities as part of their TDM programs.	Staff, Planning Commission, City Council	Short-term
4.5G Implement formal Transportation Demand Management (TDM) Programs for higher density residential areas and employment areas in the City.	Revise the Zoning Code as needed to keep TDM requirements up-to-date and reflective of current practices.	Staff, City Council, Planning Commission	Ongoing
	Review and update City's Commute Trip Reduction (CTR) program as needed to meet state and regional requirements and policies.	Staff, City Council, Planning Commission	Ongoing
GOAL 4.6 MANAGE THE PARKING SUPPLY AND DEMAND.			
4.6A Consider flexibility in general parking requirements of the City that aligns parking supply and demand to support multi-modal transportation objectives while minimizing the potential spillover into neighborhoods.	Revise the Zoning Code as needed to align parking supply and management to help support reduction of drive-alone trips.	Staff, Planning Commission, City Council	Ongoing
4.6B Monitor parking in neighborhoods and work with affected neighborhoods and adjacent businesses to define and implement appropriate solutions.	Revise the Zoning Code as needed to align parking supply and management in the City's neighborhoods.	Staff, Planning Commission, City Council	Ongoing
	Establish process for working with neighborhoods to define parking issues, evaluate solutions, and implement appropriate solutions.	Staff, Planning Commission, City Council	Short-Term
GOAL 4.7 SUPPORT REGIONAL AIR TRANSPORTATION NEEDS.			
4.7A Encourage swift, collaborative resolution of air transportation needs and impacts on the City.	Coordinate with Port of Seattle, PSRC, federal, state, and local agencies to define issues, develop and evaluate solutions, and implement recommendations in a timely manner.	Staff, Planning Commission, City Council	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
GOAL 4.8 ESTABLISH A CONSISTENT, SUSTAINABLE, ADEQUATE, AND EQUITABLE TRANSPORTAITON FUNDING PROGRAM.			
4.8A Prioritize transportation projects and programs that best improve safety and connectivity, support economic growth, preserves transportation investments, and increases the capacity of travel modes, reflective of available revenues.	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies reflecting project priorities.	Staff, Planning Commission, City Council	Ongoing
4.8B Identify stable and predictable funding sources to maintain and operate the City's transportation system for all travel modes.	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies reflecting project priorities.	Staff, Planning Commission, City Council	Ongoing
4.8C Use regional, state, and federal funding for major improvements serving Sea-Tac International Airport and regional or sub-regional traffic.	Coordinate with federal, state, regional, and local agencies to identify and obtain grants and other sources of transportation funding for high priority projects serving SeaTac and surrounding communities.	Staff, City Council	Ongoing
4.8D Consider creation of a Transportation Benefit District (TBD) to supplement existing transportation funding sources to help fund preservation of the transportation system and implementation of non-motorized improvements identified in the Transportation Master Plan.	Evaluate potential support for a TBD for specific transportation funding purposes.	Staff, Planning Commission, City Council	Short-Term
4.8E Use revenues from the commercial parking tax to help fund high priority transportation projects in the City.	Amend the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) as needed to implement policies reflecting project priorities.	Staff, Planning Commission, City Council	Ongoing

PROPOSED POLICIES	IMPLEMENTATION STRATEGIES	PRIMARY RESPONSIBILITY	TIME LINE
4.8F Review and update the City's transportation impact fee (TIF) program and ordinance to reflect the Transportation Element and Transportation Master Plan.	Review and update TIF ordinance and supporting documents to reflect the growth-related improvements and their costs, forecast land use changes, and transportation funding strategy.	Staff, Planning Commission, City Council	Short-Term
GOAL 4.9 ACTIVELY COORDINATE WITH THE PORT OF SEATTLE, WSDOT AND REGIONAL AND LOCAL AGENCIES TO ADVANCE TRANSPORTAITON PROJECTS AND PROGRAMS IDENTIFIED IN THE TRANSPORTATION ELEMENT AND TRANSPORTATION MASTER PLAN.			
4.9A Continue to work with the Port of Seattle in updating and extending the Interlocal Agreement to address transportation impacts and solutions of mutual concern.	Regularly meet and coordinate with the Port of Seattle on planning and implementing transportation projects and programs.	Staff, City Council	Ongoing
4.9B Continue to coordinate the planning, design, and implementation of the Transportation Element with WSDOT, King County, the Port of Seattle, and neighboring cities to assure that the transportation systems work together to meet the multi-modal needs of the communities.	Regularly meet and coordinate with state, regional, and local agencies on planning and implementing transportation projects and programs.	Staff, City Council	Ongoing
4.9C Continue to actively coordinate and work with the King County Metro, Sound Transit, WSDOT, the Port of Seattle, and neighboring cities to assure that transit and rideshare programs work together.	Regularly meet and coordinate with Sound Transit and King County Metro and other agencies in planning and implementing transit, CTR and TDM projects and programs.	Staff, City Council	Ongoing