



Transportation & Public Works Meeting Agenda

November 4, 2021; 4:30 – 6:00 PM
“Virtual Meeting”

Due to the current COVID-19 public health emergency, this meeting will be conducted virtually. The meeting will be live streamed on SeaTV Government Access Comcast Channel 21 and the City’s website <https://www.seatacwa.gov/seatvlive> and click play. The public may also listen to the meeting by calling 206.973.4555 and muting your phone.

Councilmembers:

Peter Kwon, Chair
Pam Fernald
Takele Gobena

Note: A quorum of the Council may be present

Staff Coordinators: Will Appleton, Public Works Director; Florendo Cabudol, City Engineer;

Other Staff participating:

| TIME | TOPIC | PROCESS | WHO | Time |
|------|---|---------|-------|------|
| 1 | Call to order | | Chair | |
| 2 | <p>PUBLIC COMMENTS: In an effort to adhere to the social distancing protocols, and in order to keep our residents, Council, and staff healthy, the Committee will not hear any in-person public comments. The committee is providing remote oral and written public comment opportunities. All comments shall be respectful in tone and content. Signing-up for remote comments or providing written comments must be done by <u>2:00PM</u> the day of the meeting. Any requests to speak or provide written public comments which are not submitted following the instructions provided or by the deadline will not be included as part of the record.</p> <ul style="list-style-type: none">• Instructions for providing remote oral public comments are located at the following link: Council Committee and Citizen Advisory Committee Virtual Meetings.• Submit email/text public comments to TPWPublicComment@seatacwa.g | | Chair | 5 |

| | | | | |
|---|--|------------------------------|-------------------|----|
| | ov. The comment will be mentioned by name and subject and then placed in the committee handout packet posted to the website. | | | |
| 3 | Prior Minutes Approval | October 7 Minutes to Approve | Chair | 5 |
| 4 | Salt Brine Interlocal Agreements with various jurisdictions | Discussion/Action | Bryan Chappell | 15 |
| 5 | WRIA 9 Ratification Presentation | Discussion/Action | Will Appleton | 15 |
| 6 | South 200 th Corridor Study – Briefing on Outreach Efforts | Presentation | David Tomporowski | 15 |
| 7 | <u>Future Meeting Topics:</u> Sound Transit Parking Tax; Final Acceptance of CIPs; City contributions to SR 509 Project; WRIA 9 Ratification Presentation; Tukwila International Boulevard Reconfiguration | | | 5 |
| 8 | Adjourn | Adjourn Meeting | Chair | |



Transportation & Public Works Committee Meeting Minutes

October 7, 2021
5:30 PM – 6:30 PM
** Virtual Meeting **

**Approve Prior
Meeting Minutes**

| | | | |
|-------------------|----------|---------|---------------------------------------|
| Members: | Present: | Absent: | Commence: 5:30 PM Adjourn: 6:28 PM |
| Peter Kwon, Chair | X | | |
| Pam Fernald | X | | |
| Takele Gobena | X | | |

Other Councilmembers participating: CM Hill; CM Tombs

Staff Coordinators: Will Appleton, Public Works Director; Florendo Cabudol, City Engineer

Other Staff Participating: Gwen Voelpel, Deputy City Manager; Kamal Mahmoud, Engineering Manager; David Tomporowski, Senior Planner

| | |
|--|--|
| Public Comment | No public comment |
| 1. Approve Prior Meeting's Minutes | September 16 Minutes were approved |
| 2. Military Rd S 5-Way Intersection Study – Draft Final Report | <p>Discussion/Action</p> <p>David Tomporowski, Senior Planner, presented the draft final report for the Military Road South/South 164th/42nd Avenue South Transportation Study.</p> <p>The current 5-way intersection has safety issues and can be confusing for users. The intersection is at full capacity during peak hours, and more development from the north along Military Road South from South 160th to South 166th Street is anticipated.</p> <p>This study collected traffic pattern and accident data as well as video of "near-miss accidents". The data was used to develop three potential intersection designs to present to the City. The City gathered public input from a robust online survey and outreach to approximately 40 local businesses for public comment on the three potential designs.</p> <p>The study's recommendation for the best choice of design for the intersection going forward is Option C from the final report, which is a roundabout.</p> |

| | |
|---|--|
| | <p>Factors taken into consideration included operations and mobility, access, property impact, costs, pedestrian safety.</p> <p>In addition, police captain and fire marshal input was gathered on the roundabout selection.</p> <p>It was stated that the design would not accommodate a new gathering place for the public, only the safe transport of vehicles and pedestrians.</p> <p>The intersection could be developed as part of a future street improvement project on Military Road South from International Blvd to South 166th Street, or it could be developed as a capital improvement project on its own.</p> <p>At the time of design, further consideration would be given to pedestrian safety design, large truck access, and access to businesses where vehicles need to turn left to access. These were the questions raised by the Committee during the presentation.</p> <p>The Committee approved the final study to move forward to full Council, with a recommendation to adopt the study.</p> |
| <p>3. Mot to approve utility relocation agreements for 34th Ave S Project (ST-015)</p> | <p>Discussion/Action</p> <p>Kamal Mahmoud, Engineering Manager, presented this motion, asking Committee to approve moving forward to Council two utility relocation agreements for the 34th Avenue South (ST-015) project, for Comcast and CenturyLink. Staff is further asking for a recommendation to approve.</p> <p>The 34th Avenue South Project went to bid in late August, 2021, and has been awarded to the responsible/responsive low bidder RL Alia Company. The project will be starting construction very soon.</p> <p>These two utility agreements outline the cost to underground the aerial facilities of both utilities to all properties on the construction alignment. The agreements stipulate that the utilities will pay their cost shares of the construction work that will underground their facilities – CenturyLink estimate of \$175,876.00 and Comcast estimate of \$152,604.00.</p> <p>Payments made to the City will be based on actual costs.</p> <p>The Committee approved moving forward these agreements to the full Council for review, with recommendation to approve. Further, these agreements will be packaged with an agreement with Puget Sound Energy (previously presented and approved by the Committee) on the same agenda bill (AB 5809) at the same Council meeting to be approved.</p> |

| | |
|--------------------------------------|--|
| Lighting Upgrades for SR-509 Project | <p>Discussion/Action</p> <p>As part of the previously approved SR509 mitigation agreement, WSDOT will be building a new road in the Madrona neighborhood – 34th Ave South, South 208th Street, and South 206th Street. Improvements to South 204th Street are also part of the mitigation but with a fee-in-lieu arrangement where the City will construct with funding from WSDOT.</p> <p>Regular vehicle street lighting is currently in the scope of improvements along the new roadway. However, the City anticipates that pedestrian and bicycle traffic will utilize the new roadway extensively, due to the density of residences in the neighborhood and the existence of Madrona Elementary School to the north. Therefore, a change was requested to adjust the lighting design to accommodate pedestrian level lighting instead.</p> <p>Staff is asking for approval of a MOU amendment to add this change and will require \$400,000 to \$500,000 from the 102 Street Fund to pay for the City requested change.</p> <p>The Committee approved moving forward the amendment to full Council, with a recommendation to approve.</p> |
| | <p>Discussion/Action</p> <p>Widening of the South 216th Street Bridge is part of the SR 509 mitigation agreement. WSDOT improvements will extend to the east of the bridge towards Military Road South. However, future re-design or development of the intersection at S 216th & Military Road South would require tearing up the approved improvements that WSDOT will make.</p> <p>Staff is asking for an amount not to exceed \$35,000 to pay for the change (currently estimated between \$24,000 to \$25,000) to have WSDOT install improvements that will “tie-in” to what future development of the intersection would need.</p> <p>These funds would come from the 102 Street Fund.</p> <p>Committee comments included agreement that development on Military Road South and South 216th would be welcome, and that this expenditure to “do it right now” would save future dollars and inconvenience to tear up what is currently being planned.</p> <p>Committee agreed to move this request forward to full Council, with a recommendation to approve.</p> |
| 6. Adjourn | Adjourn Meeting |



MEMORANDUM

To: Transportation and Public Works Committee
Through: William Appleton, Public Works Director
From: Bryan Chappell
Date: November 4, 2021
Subject: Interlocal Agreement(s) for the Purchase of Salt Brine

Purpose:

The purpose of this Interlocal Agreement is to supply our boarding neighbors with snow and ice support, by way of salt brine, from our salt brine machine. This allows for the City of SeaTac to cost share the purchase and replacement of the brine machine and salt; be good neighbors and improve regional government operations.

This topic is being brought before committee for an approval to engage the Interlocal Agreement with the cities listed below.

Background:

Since 2014 the City of SeaTac has provided brine to the Cities of Burien, Des Moines, Normandy Park and Tukwila. Since then, Highline School District has also purchased brine from the City of SeaTac. The current Interlocal Agreement is up at the end of the year, December 31st, 2021, and has been in effect for three years.

The cost of brine will go up from \$0.38 a gallon to \$0.48 a gallon. This cost includes the cost of the brine machine replacement, repair and maintenance, the cost of salt, and the cost of storage which includes water, electricity, and an employee to make the brine.

The agreement states that brine is on an “as available” basis. This allows the City of SeaTac to prioritize its own use over others in the agreements.

Options/Recommendation:

Public Works is looking for approval to move forward with the Interlocal Agreement to provide salt brine to the cities listed above.

CONTRACT FOR SALT BRINE

THIS CONTRACT is made and entered into by and between the City of SeaTac, hereinafter referred to as the "City" and the City of Burien hereinafter referred to as the "Purchaser", upon the following terms and conditions.

1. Term. This Contract shall be in effect from January 1, 20~~22~~²¹19 through December 31, 20~~25~~²⁴. This Contract may be terminated by either party for any reason upon 30 days written notice.

2. Nature of Transaction. City agrees to sell, and Purchaser agrees to purchase liquid salt brine. The Purchaser shall notify the City at ~~206.786.4815~~ or 206.973.4770 prior to the purchase and pick-up of any purchased salt brine. The City is under no obligation to sell salt brine to the purchaser if, in the sole determination of the City, the City is unable or unwilling to accommodate the request. Providing salt brine under the terms of this Agreement in on an "as available" basis.

3. Indemnification and Hold Harmless. The Purchaser shall defend, indemnify and hold harmless the City, its employees, directors, officers, officials and agents from any and all loss, liability, claims, damages, death, or injury to any person or property, caused by the Purchaser's use of any salt brine purchased from the City. The Purchaser assumes all risk by the use of salt brine provided by the City. Such defense, indemnity and hold harmless shall also include any and all attorney fees and court costs incurred to enforce this paragraph. Purchaser agrees that all salt Brine purchased from the City is made without any warranty and is acquired on an "as-is" basis. It is the Purchaser's responsibility to inspect and verify the concentration of any salt brine purchased in order to ensure it is suitable for Purchaser's use.

4. Price. Purchaser acknowledges that the current price of ~~.38~~^{.48} per gallon and may fluctuate for time to time based on the cost of materials. Any changes in the price will be provided by the City to the Purchaser prior to pick-up. The City shall provide monthly invoices for all salt brine purchased under the terms of this Agreement and the Purchaser shall pay such invoices within 45 days of receipt.

5. Administration. This Contract shall be administered by the parties listed below. Any written notices required by terms of this Contract shall be served or mailed as follows:

If to the City:
Public Works Maintenance
City of SeaTac - City Hall
4800 South 188th Street
SeaTac, WA 98188

If to the Purchaser:
Public Works Maintenance
City Of Burien
400 SW 152nd ST, Suite 300
Burien, Wa 98166

CITY OF SEATAC

PURCHASER

By: _____

By: _____

Name: _____

Name: _____

Title: _____

Title: _____

Date: _____

Date: _____

Green/Duwamish and Central Puget Sound Salmon Habitat Plan Update



SeaTac Transportation & Public Works Committee | Nov. 4, 2021

Matt Goehring | Salmon Recovery Manager

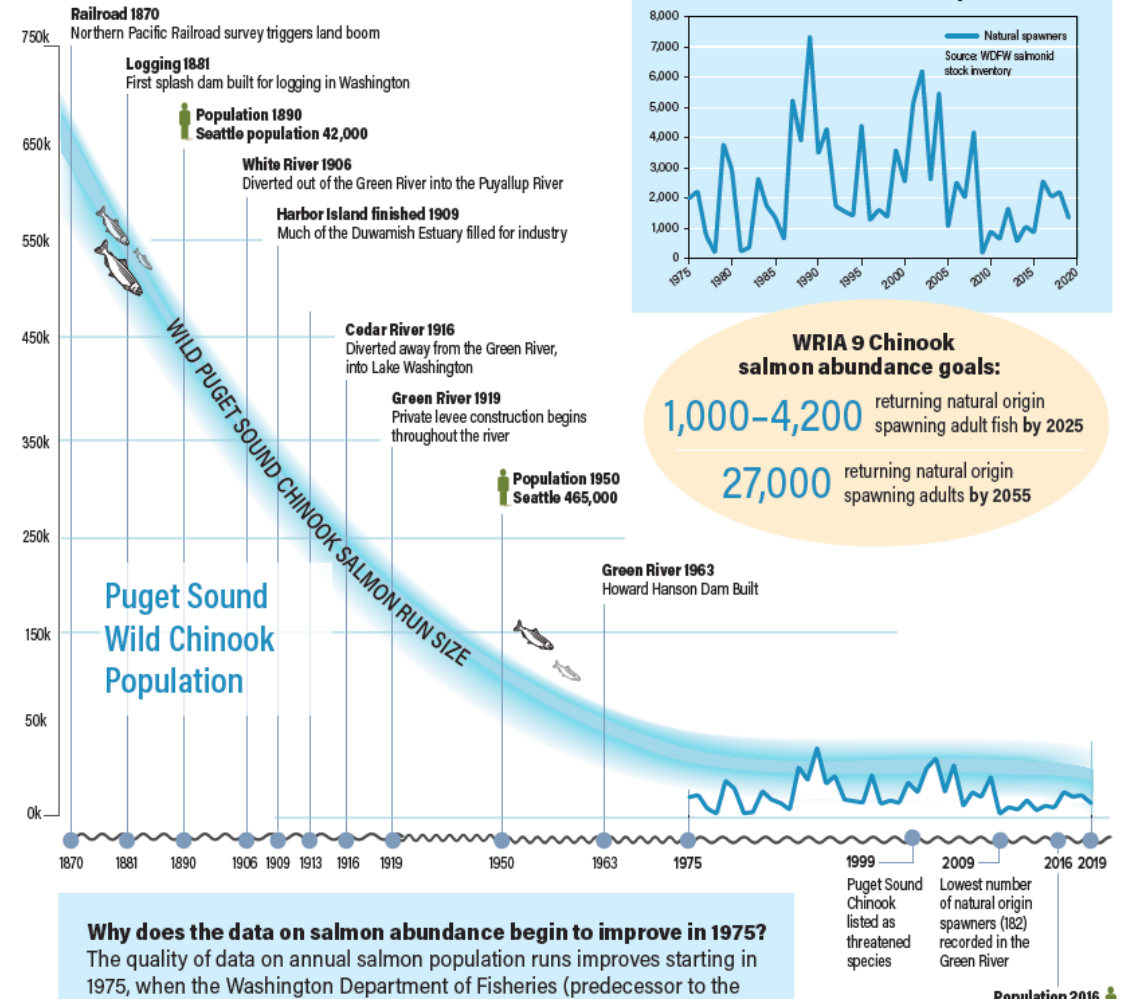
Water Resource Inventory Area (WRIA 9)



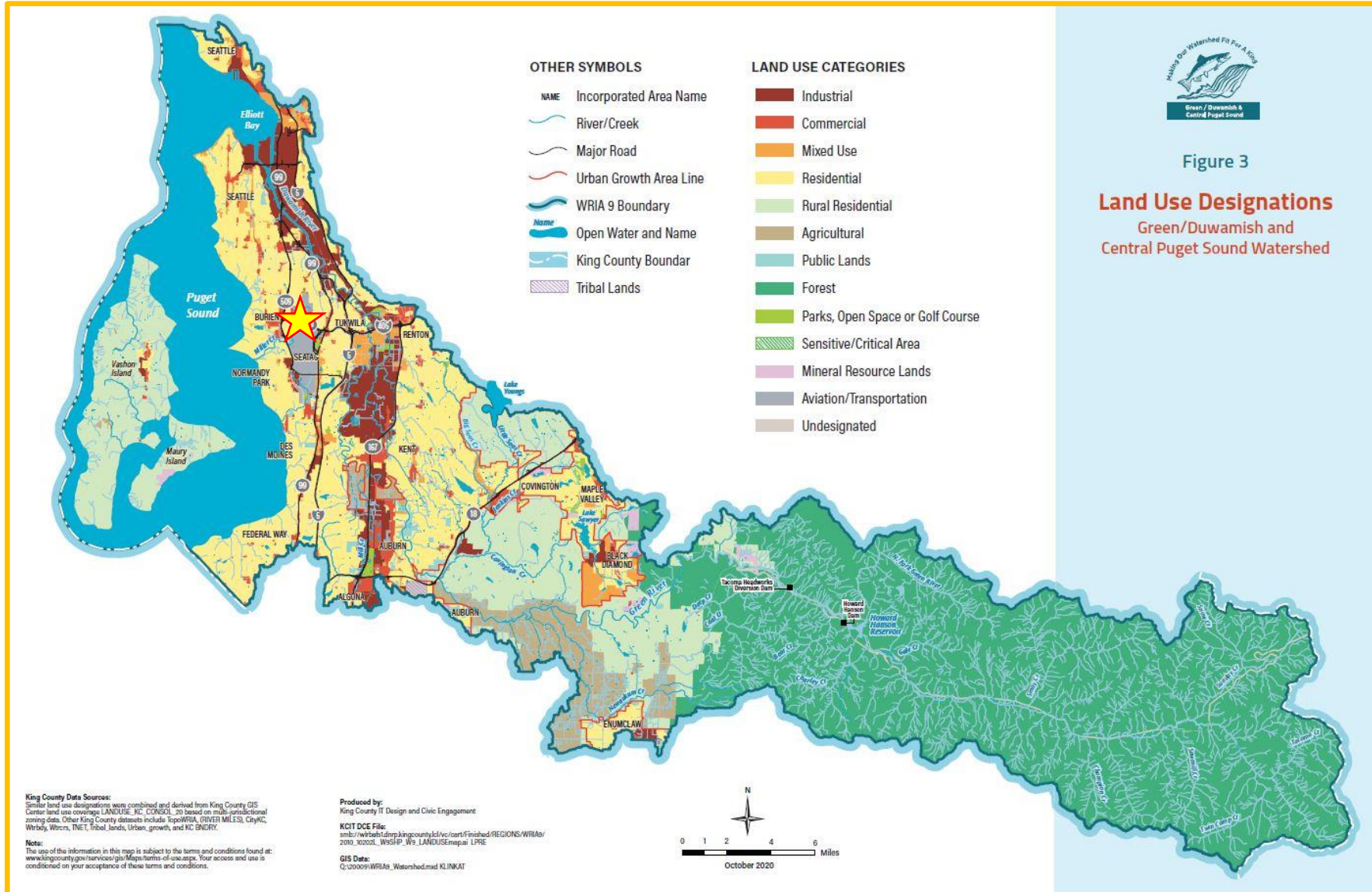
How Did WRIA 9 Arrive Here?

- 1999 Chinook salmon listed under ESA
- 2001 WRIA 9 interlocal agreement (ILA)
- 2005 WRIA 9 Recovery Plan
- 2007 WRIA 9 ILA renewal (2007-15)
- 2007 Puget Sound Regional Recovery Plan
- 2016 WRIA 9 ILA renewal (2016-2025)
- 2021 WRIA 9 Recovery Plan Update

Chinook Salmon Recovery Timeline



WRIA 9 Interlocal Agreement – A Watershed Approach



WRIA 9

575 square miles

17 local gov'ts

5 subwatersheds

1 Watershed

Ecosystem Forum

WRIA 9 Partnership Accomplishments

\$200M of local, state and federal investment

- 2 miles of levee realignments to reconnect floodplains & restore shoreline
- 4,695 ft of marine shoreline restored
- 500 acres of revegetation
- 5.8 acres of estuary shallow water habitat

Interlocal Agreement (2001-2020)

- \$8.4M Total from ILA Partners
- \$278k SeaTac

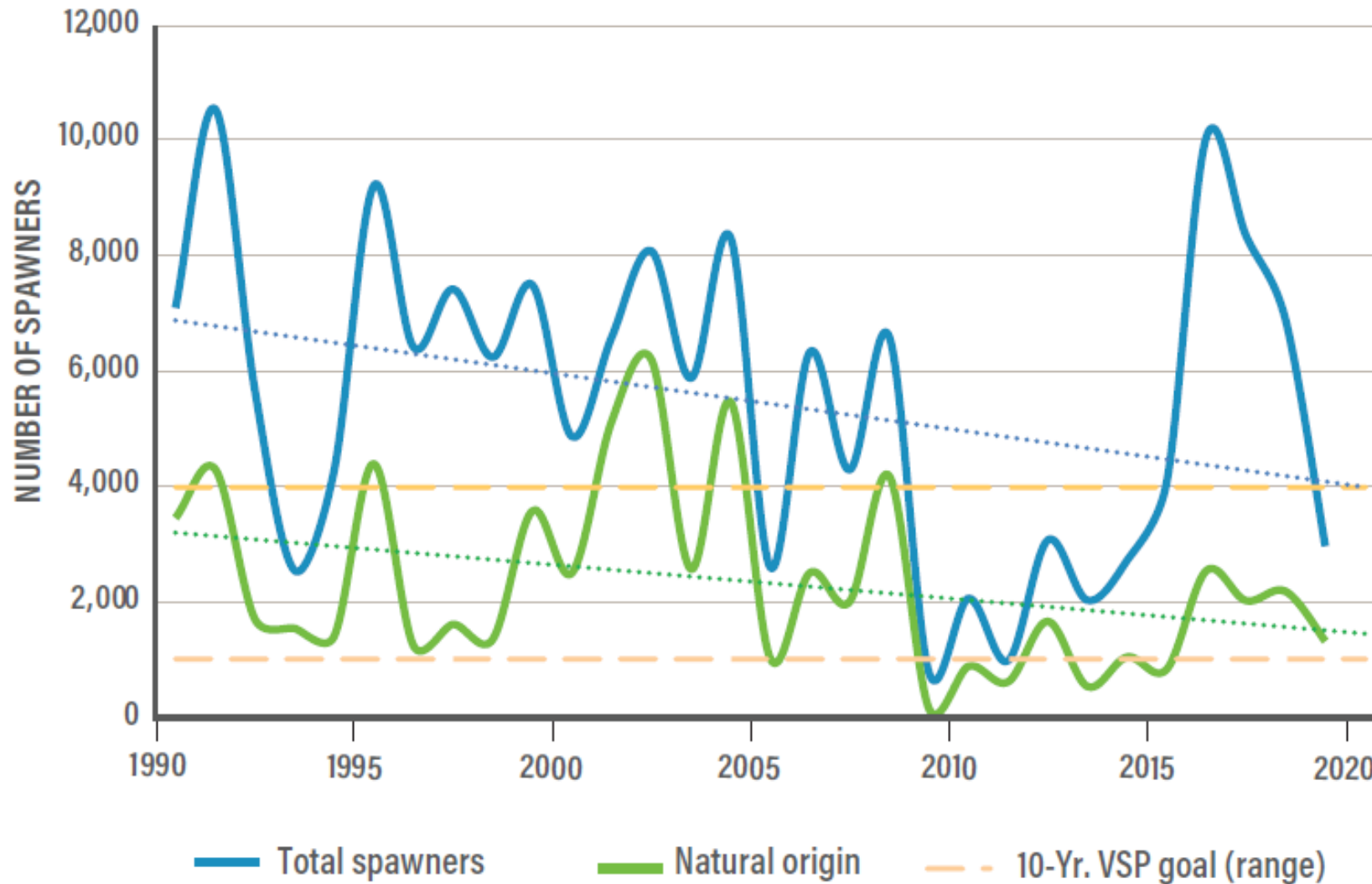


Porter Levee Setback



Jenkins Creek

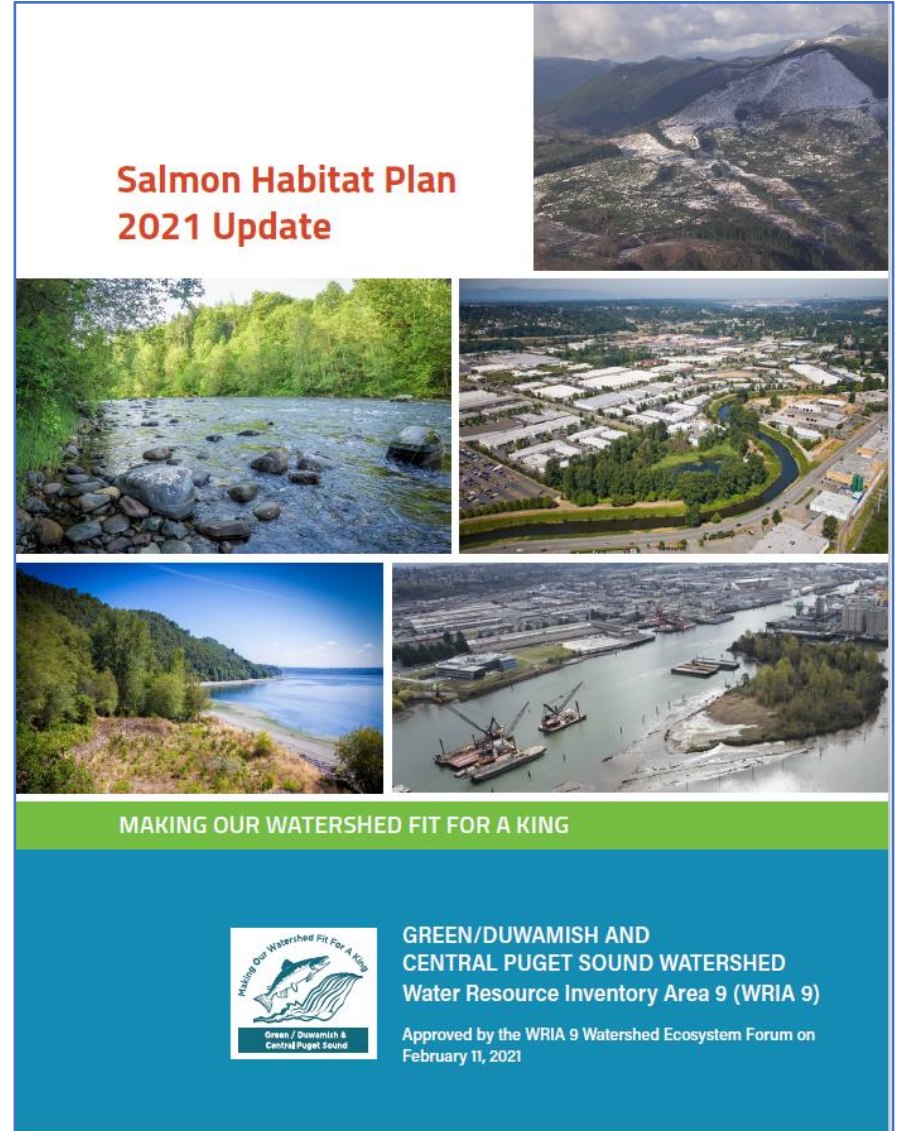
Green River Chinook Salmon



Data Source: WDFW Salmonid Stock Inventory and NOAA Salmon Population Summary Database.

2021 Salmon Plan Update

- Chinook salmon status assessment
- New science (e.g., climate change)
- Updated habitat goals
- Refined recovery strategies
 - *Policies and programs*
- Revised capital project list
- Monitoring & Adaptive Management Plan



The cover page features a collage of five images: a mountain landscape with a river, a rocky stream, an aerial view of a city with a winding river, a coastal view of a bay, and an industrial waterfront with cranes. The title 'Salmon Habitat Plan 2021 Update' is in red text. A green banner at the bottom contains the slogan 'MAKING OUR WATERSHED FIT FOR A KING'. The bottom right corner includes the logo for 'Green / Duwamish & Central Puget Sound' and text stating 'GREEN/DUWAMISH AND CENTRAL PUGET SOUND WATERSHED Water Resource Inventory Area 9 (WRIA 9) Approved by the WRIA 9 Watershed Ecosystem Forum on February 11, 2021'.

**Salmon Habitat Plan
2021 Update**

MAKING OUR WATERSHED FIT FOR A KING

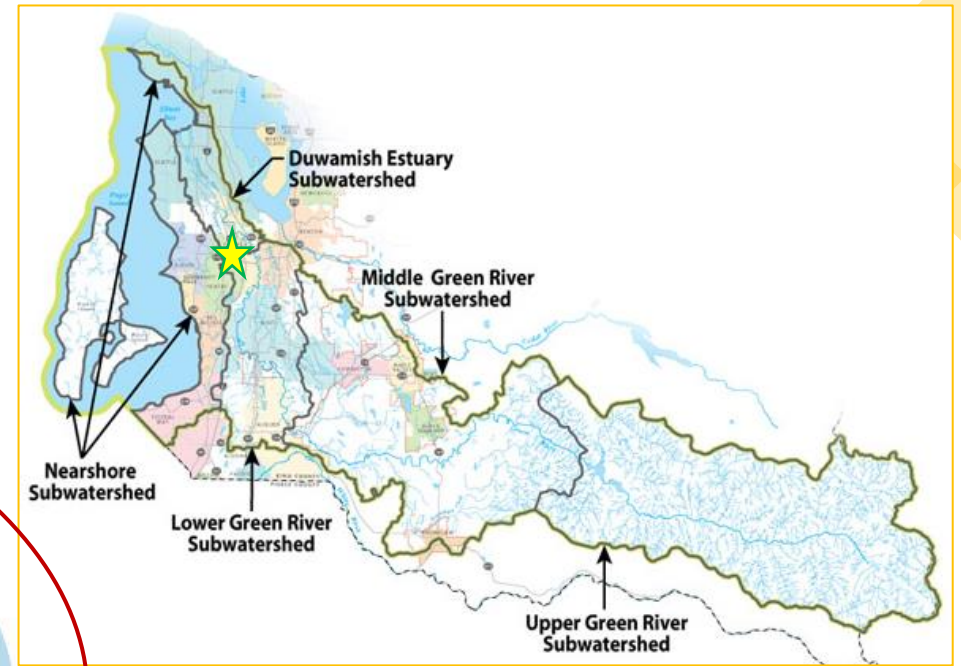
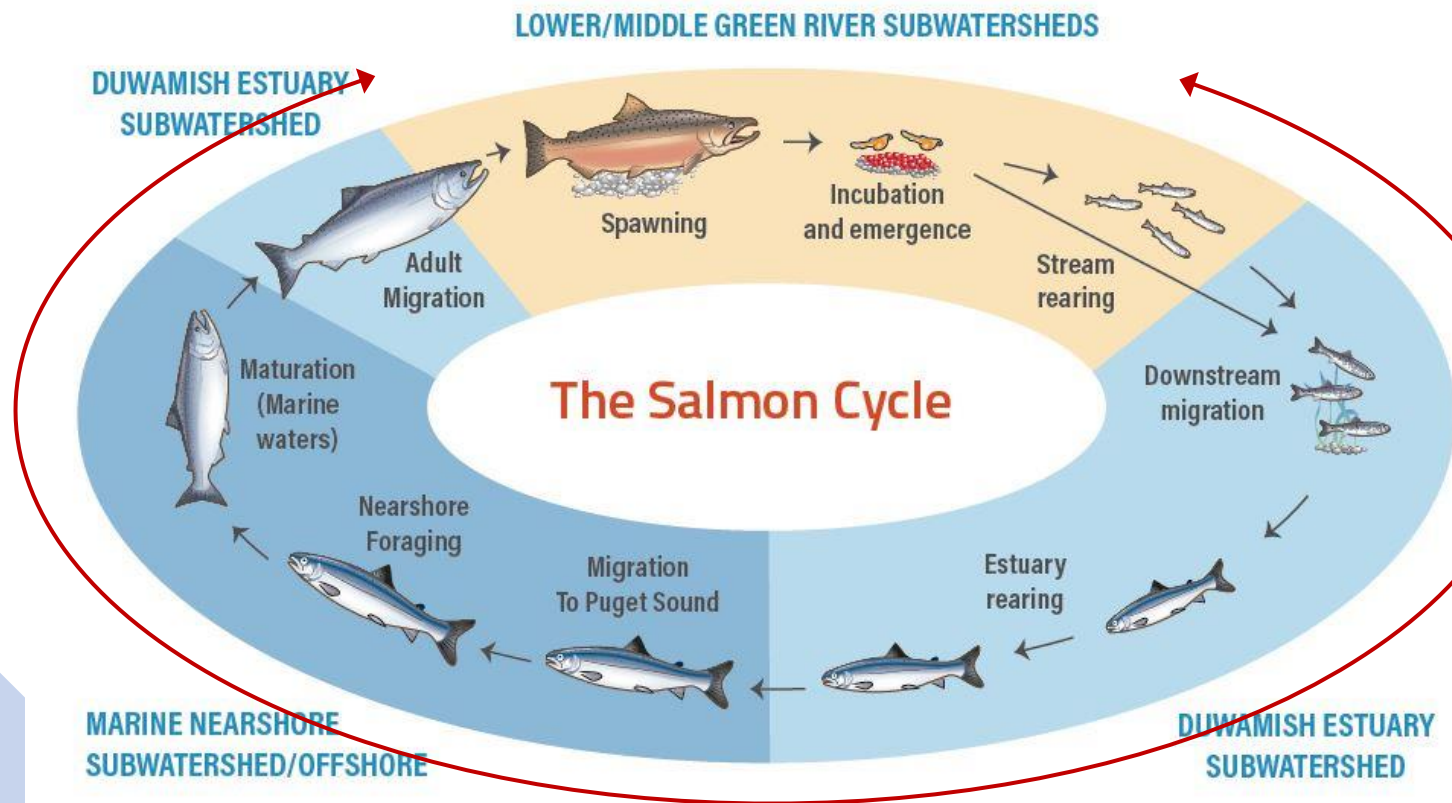
Green / Duwamish & Central Puget Sound

GREEN/DUWAMISH AND
CENTRAL PUGET SOUND WATERSHED
Water Resource Inventory Area 9 (WRIA 9)

Approved by the WRIA 9 Watershed Ecosystem Forum on
February 11, 2021

Chinook Salmon Lifecycle:

Middle Green Context



Recovery Strategies

Restore and Enhance Fish Passage

- Fish barrier removal

Revegetate riparian corridors

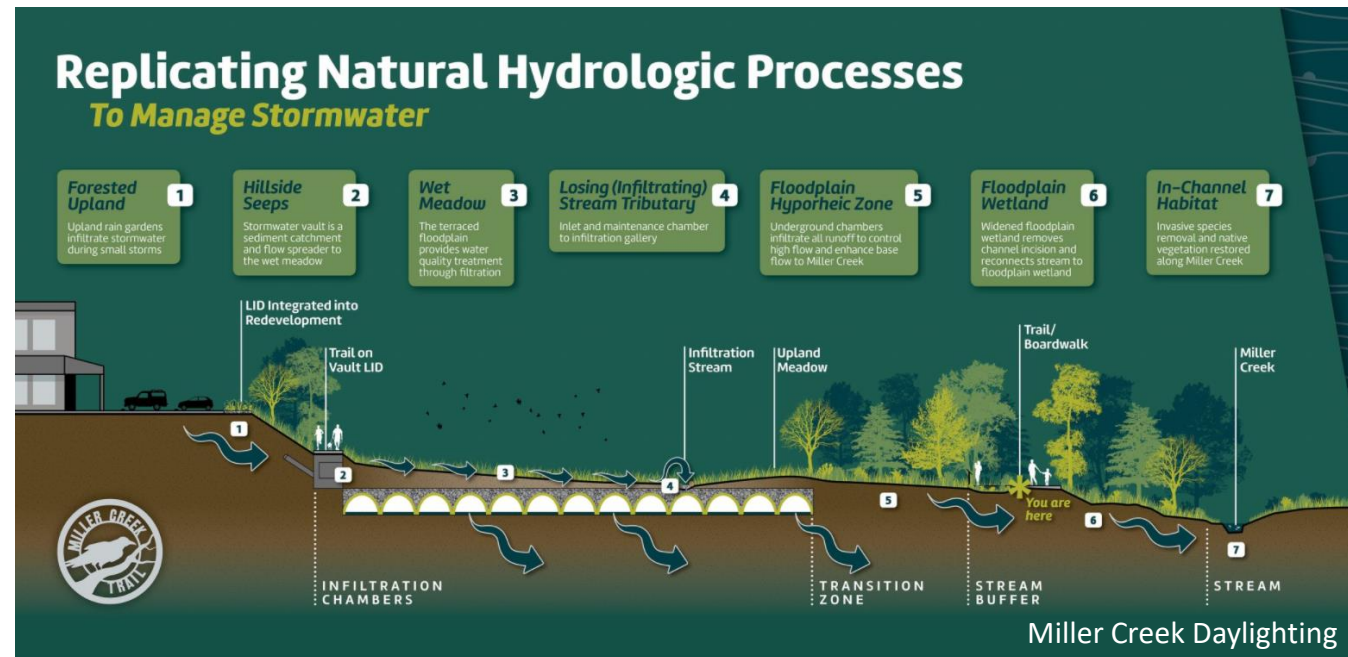
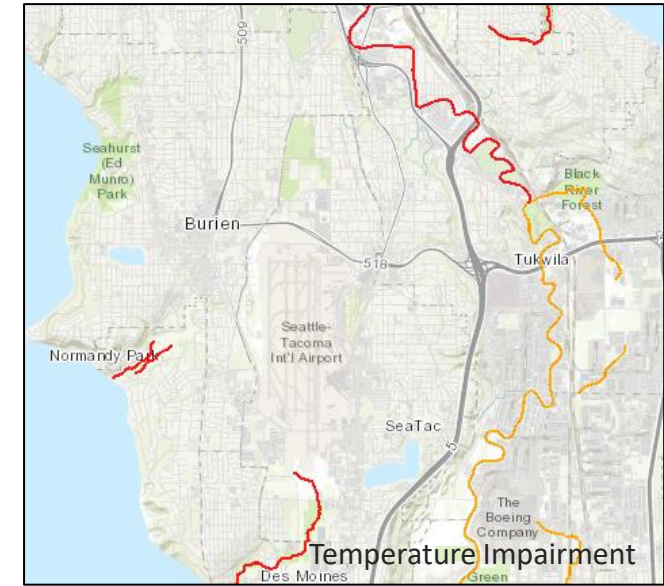
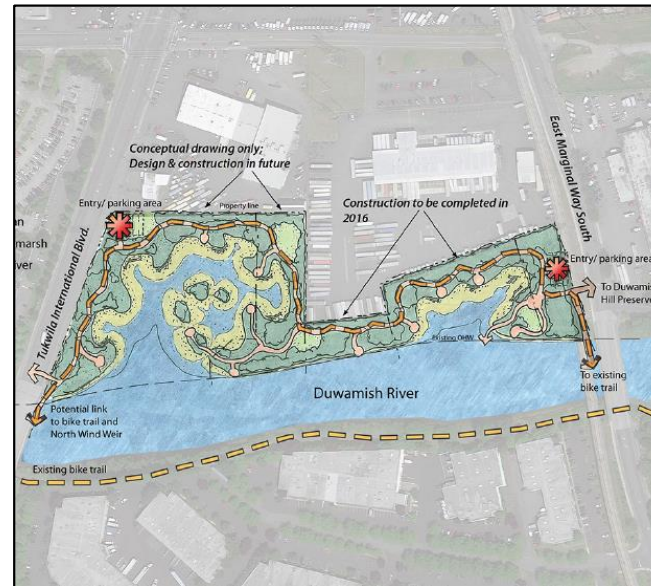
- Regreen-the Green grant program
- Noxious weed control

Protect and enhance sediment & water quality

- Source control
- Green stormwater infrastructure

Expand Public Awareness and Education

- Volunteer stewardship
- Community science





Miller/Walker Basin Stewardship



Miller Creek

Miller Creek Trail Park

Regional Projects of Significance

Lower Duwamish Clean-Up



Howard Hansen Dam Fish Passage



WRIA 9 Plan Implementation

Annual Funding Package

- Cooperative Watershed Management (\$3.6M)
- Salmon Recovery Funding Board (\$296k)
- Puget Sound Acquisition & Restoration (\$1.1M biennial)

Outyear Planning

- Partner coordination
- 6-yr Project Implementation Plan





Local Plan Ratification

- ✓ Collaborative, watershed-based approach to implementation
- ✓ Pursuing multibenefit approach to salmon recovery
- ✓ Recognizing the Plan as a source of best available science
- ✓ Utilizing Plan to inform local actions

Questions?

WRIA 9 Staff

Matt Goehring, *Salmon Recovery Manager*
mgoehring@kingcounty.gov | (206) 263-6826

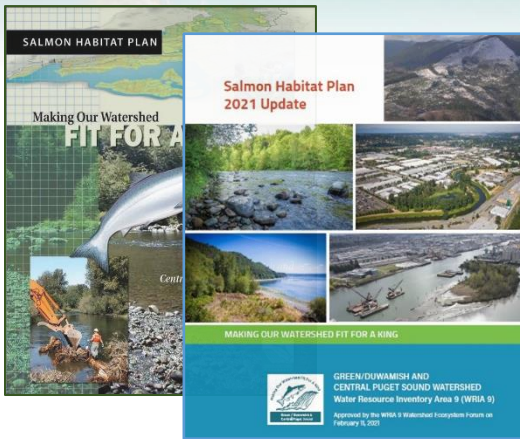
Suzanna Smith, *Habitat Projects Coordinator*

Iris Kemp, *Technical Coordinator*

Carla Nelson, *Administrative Coordinator*

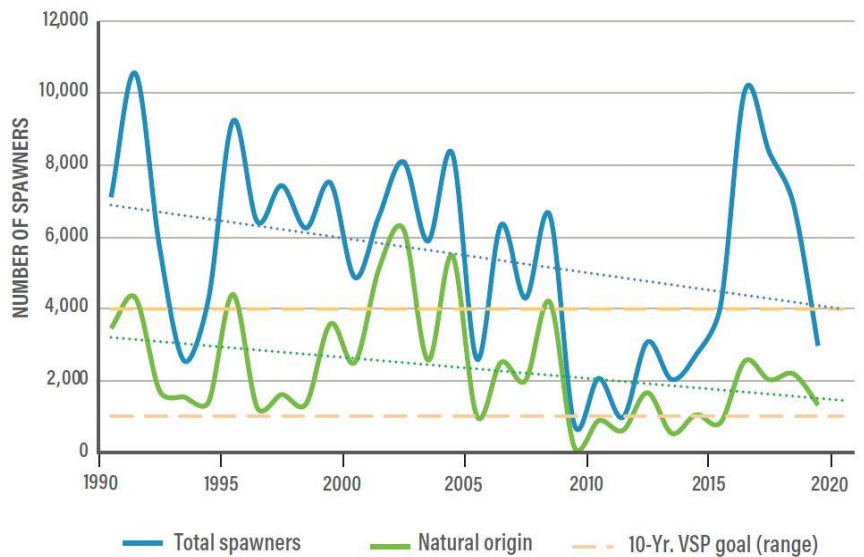


Green/Duwamish & Central Puget Sound Salmon Habitat Plan 2021 Update



THE WRIA 9 SALMON HABITAT PLAN HAS HELPED LEVERAGE OVER \$200 MILLION OF LOCAL, STATE AND FEDERAL FUNDING. Plan implementation has contributed to realignment of 2+ miles of levees to reconnect floodplains, restoration of 4,500+ feet of marine shoreline, and revegetation of 500+ acres of riparian habitat. The WRIA 9 Interlocal Agreement between local government partners funds implementation and adaptive management.

CHINOOK SALMON NUMBERS REMAIN BELOW RECOVERY TARGETS. A record low of 165 wild Green River Chinook were observed in 2009. In five of the past 10 years (2010–2019) wild Chinook numbers have been below the short-term target range (1,000-4,200).



NEW SCIENCE STRENGTHENS THE PLAN AND INFORMS REFINEMENT OF RECOVERY PRIORITIES. Recent research refines our understanding of priority pressures and limiting factors for recovery. This information serves as the foundation for the Plan Update. For example, recent studies indicate that Chinook entering estuarine waters as fry (< 60 mm) – as opposed to parr (> 60 mm) – experience very low rates of marine survival.

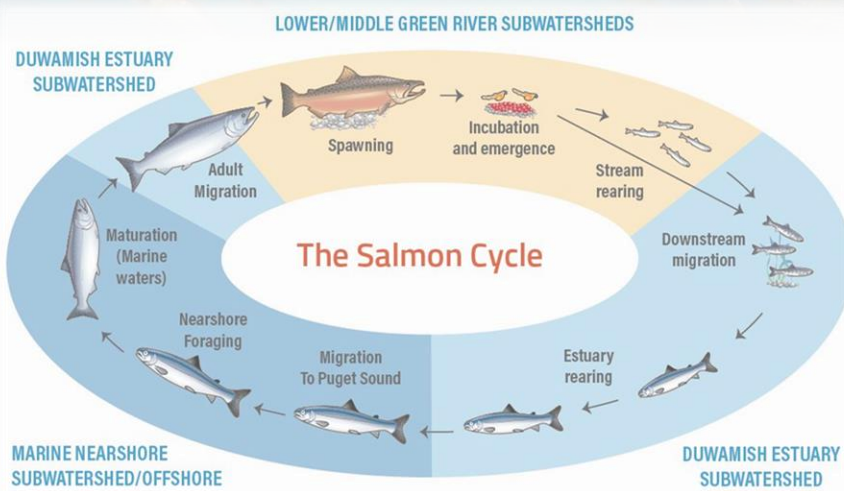
THE 2021 PLAN UPDATE OUTLINES REVISED HABITAT GOALS TO TRACK IMPLEMENTATION PROGRESS. Habitat goals outline necessary future ecological conditions to support a viable salmon population and short-term implementation targets.



- | | | | | |
|----------------------|--------------------|----------------------|----------------|----------------|
| <i>Algona</i> | <i>Covington</i> | <i>Kent</i> | <i>Renton</i> | <i>Tukwila</i> |
| <i>Auburn</i> | <i>Des Moines</i> | <i>King County</i> | <i>SeaTac</i> | |
| <i>Black Diamond</i> | <i>Enumclaw</i> | <i>Maple Valley</i> | <i>Seattle</i> | |
| <i>Burien</i> | <i>Federal Way</i> | <i>Normandy Park</i> | <i>Tacoma</i> | |

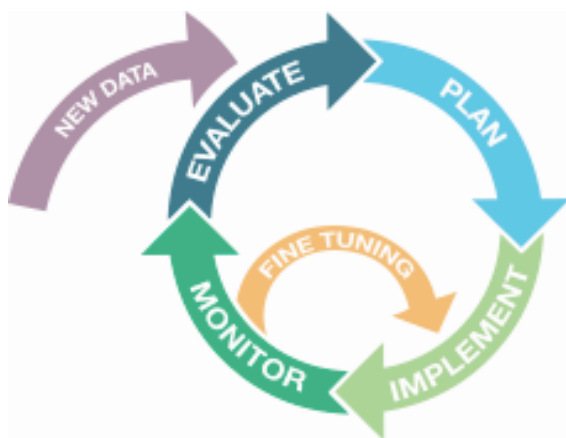
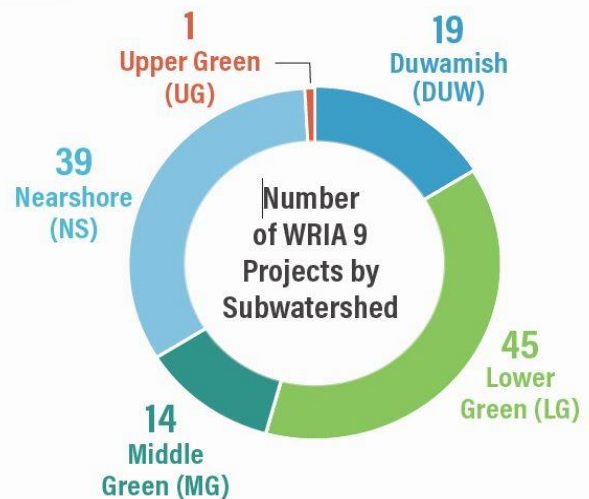
Green/Duwamish & Central Puget Sound Salmon Habitat Plan 2021 Update

Roger Tabor, NOAA



THE PLAN UPDATE OUTLINES A PORTFOLIO OF 12 RECOVERY STRATEGIES. Recovery strategies include policies and programs to address priority pressures within the salmon life cycle to increase salmon abundance, productivity, and diversity; and build long-term population resiliency. Strategies include fish passage barrier removal, floodplain reconnection, revegetation, shoreline restoration/armor removal, improving water quality, and education.

THE 2021 PLAN UPDATE IDENTIFIES 118 CAPITAL HABITAT PROJECTS ACROSS FIVE SUBWATERSHEDS. The updated project list was developed in partnership with local government, non-profit, state agency, and other partners. Projects are tiered based on magnitude of potential benefit, with Tier 1 projects having the highest potential to advance recovery and substantively contribute to habitat goals.



A Monitoring and Adaptive Management Plan (MAMP) outlines monitoring priorities inform strategic adaptation. The MAMP establishes a framework for (1) tracking implementation progress, (2) assessing project effectiveness, (3) evaluating habitat status and trends, (4) assessing Chinook salmon population status, and (4) prioritizing research and monitoring investments. The MAMP will guide data collection to support status and trends reporting.

Please contact Matt Goehring, WRIA 9 Salmon Recovery Mgr., at mgoehring@Kingcounty.gov or (206) 263-6826 for more information.



- | | | | | |
|---------------|-------------|---------------|---------|---------|
| Algona | Covington | Kent | Renton | Tukwila |
| Auburn | Des Moines | King County | SeaTac | |
| Black Diamond | Enumclaw | Maple Valley | Seattle | |
| Burien | Federal Way | Normandy Park | Tacoma | |



MEMORANDUM

To: Transportation and Public Works Committee
Through: William Appleton, Public Works Director and Florendo Cabudol, City Engineer
From: David Tomporowski, Senior Planner
Date: 11/04/21
Subject: South 200th Street Corridor Study – Update

Purpose:

This is an informational update on the South 200th Street Corridor Study. The study has conducted one phase of outreach back in March 2021, with another phase happening now, during the month of November 2021.

Background:

The portion of the South 200th Street corridor under study runs from 26th Avenue South, near the Federal Detention Center and the Angle Lake Light Rail Station, to Military Road South and the southbound Interstate 5 interchange. This study is listed in chapter four of the Transportation Master Plan and shown as priority #9 in the 2021-2026 Transportation Improvement Program. The hiring of a consultant to assist the City in performing the study was recommended by this committee on September 3, 2020, with approval from Council on September 8, 2020.

The purpose of this study is to determine the highest and best use of the South 200th Street corridor based on both existing policy in the City's Transportation Master Plan, as well as current usage demands as well as future active transportation (pedestrian and bicycle) demand and land uses adjacent to the corridor. This study will provide guidance on future investment in the infrastructure in the corridor. A separate capital improvement project (CIP), Public Works CIP ST-161, is identified in the 2021-2026 Transportation Improvement Program for the design of the infrastructure as recommended by the study. Funding for construction needs to be secured and staff will actively pursue grant opportunities fulfill the need.

The study will also either affirm or refine the design vision laid out for this corridor in the Angle Lake District Station Area Plan, which was adopted by the Council in 2015. Recommendations from the study may necessitate refinements to the current conceptual design (a three-lane road with a protected bike lane and wider sidewalks) to accommodate the competing needs of this corridor in supporting access (both active and vehicular) to residents, the light rail station, Interstate 5, and freight traffic.

In addition to defining long-term improvements to this corridor, this study will also help identify short-term improvements, such as pavement maintenance, channelization, and other quick fixes to help address immediate needs. Other components include investigating occupancy needs for utilities within the corridor right-of-way (ROW), assessing the future demand for the corridor

once the State Route 509 extension is completed, and addressing the corridor's safety and congestion issues resulting from metered access to the southbound I-5 interchange during peak-periods, as well as access challenges stemming from multiple driveways along both frontages of South 200th Street.

The consultant team and City staff, have conducted continuous outreach to the community as well as other agency stakeholders, such as the Port of Seattle, Sound Transit, King County Metro Transit, WSDOT, and the Puget Sound Regional Fire Authority. The first phase of community outreach took place in March 2021, which involved:

- The creation of a website and interactive “webmap” where individuals could “pin” their comments along the corridor
- A postcard mailing to everyone in the vicinity of the corridor between Angle Lake and South 208th Street
- The posting of yard signs along the corridor publicizing the study

During our first round of outreach, we heard the following:

- Speed and noise of traffic is a concern
- Folks have a difficult time turning left off South 200th Street onto side streets
- Lack of adequate space for pedestrians and bicyclists – narrow sidewalks and lack of bike lanes are a concern
- Lack of safe ways along the corridor to access transit (both light rail and buses)
- Lack of lighting
- Concerns about how changes to the corridor will affect congestion
- Concern about how changes can be made with existing ROW constraints

The consultant and City team have been working on refining three different alternatives for a redesigned and rebuilt South 200th Street corridor. These alternatives will be presented as part of the second phase of outreach that will take place during the month of November, which will involve a website, survey, as well as another postcard mailing and yard signs. You can view the website now (www.south200thstreetstudy.com) which shows the three different alternatives being considered as well as the survey where one is able to express their opinion.

Options/Recommendation:

None, informational only.

South 200th Street Corridor Study Update

November 4, 2021



PRESENTATION OVERVIEW

PURPOSE OF PRESENTATION

To provide an update on the South 200th Street Corridor Study – past and upcoming outreach

WHY IS THIS ISSUE IMPORTANT?

1. The corridor experiences heavy demand during peak periods due in part to queuing at the I-5 ramps. Safety issues include excessive speeding and the many single-access driveways that enter the corridor. The Angle Lake Light Rail Station and nearby employment centers also generate increased travel demand on the corridor.
2. The Angle Lake District Station Area Plan, adopted in 2015, lays out a vision for how this corridor should be rebuilt. Given the current traffic levels, safety concerns, and unknown future demand, there is a need to either affirm or refine this vision.
3. One round of outreach has been conducted, and we have heard about the many issues that people encounter in this area. Three different corridor redesign alternatives have been developed, with a second round of outreach planned to get feedback on them.



POTENTIAL COMMITTEE ACTION

COMMITTEE ACTION REQUESTED

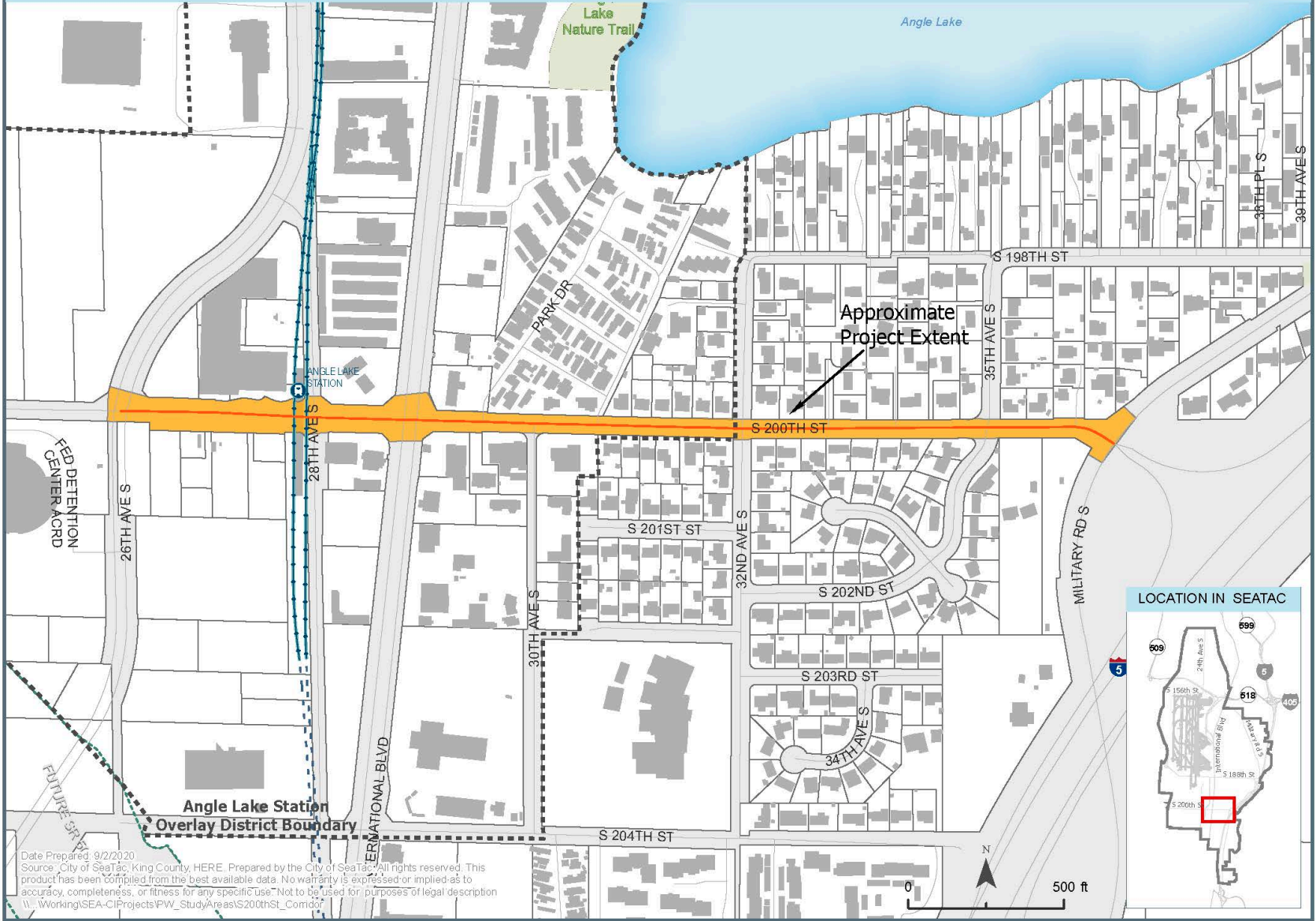
- None, informational only

REVIEWS TO DATE

- 9/3/2020 – T&PW (Notice to Proceed with Study)
- 9/8/2020 – RCM (Notice to Proceed with Study)
- 3/2/2021 – Planning Commission (General Briefing)



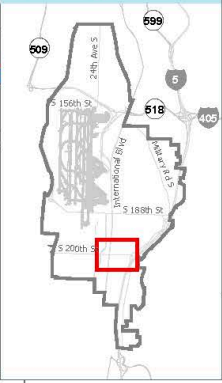
ST-Study S 200th St Corridor



Approximate Project Extent

Angle Lake Station
Overlay District Boundary

LOCATION IN SEATAC



Date Prepared: 9/2/2020
Source: City of SeaTac, King County, HERE. Prepared by the City of SeaTac. All rights reserved. This product has been compiled from the best available data. No warranty is expressed or implied as to accuracy, completeness, or fitness for any specific use. Not to be used for purposes of legal description.
\\Working\SEA-CI\Projects\PW_Study\Areas\S200thST_Corridor



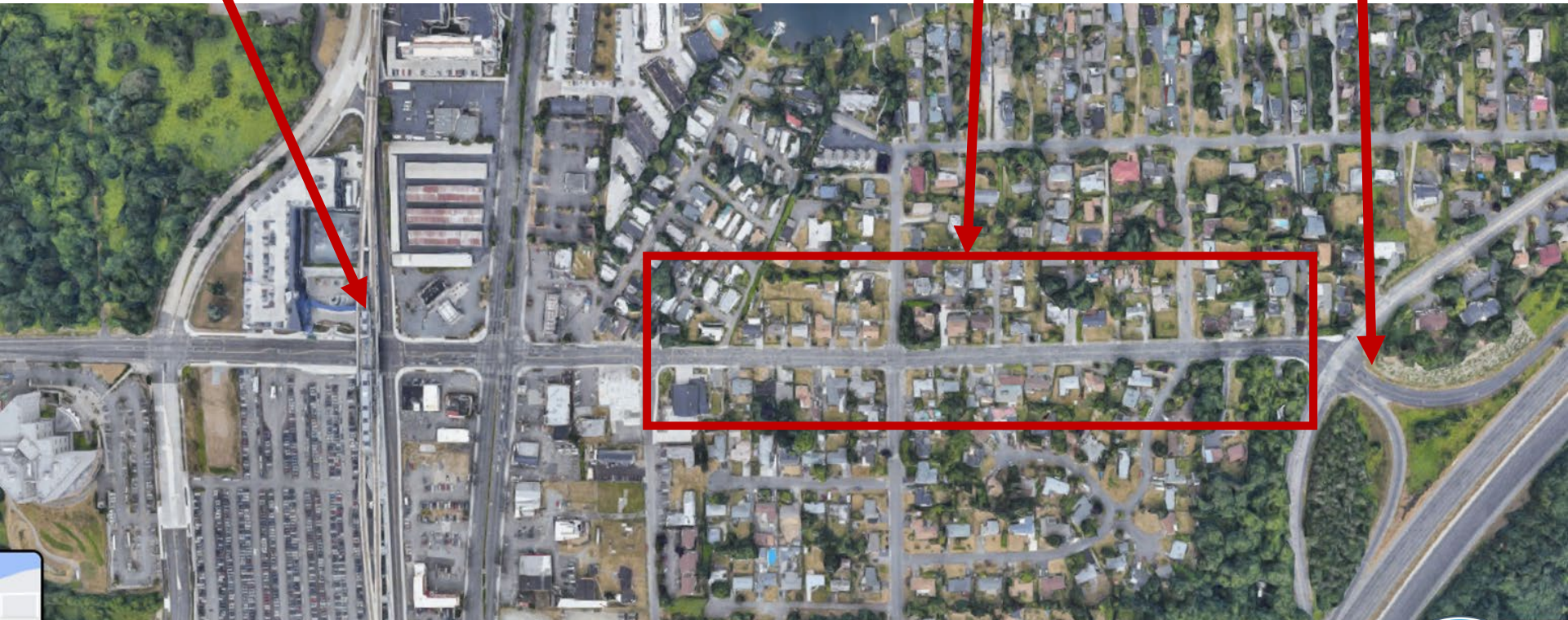
MAP

Angle Lake
Light Rail
Station

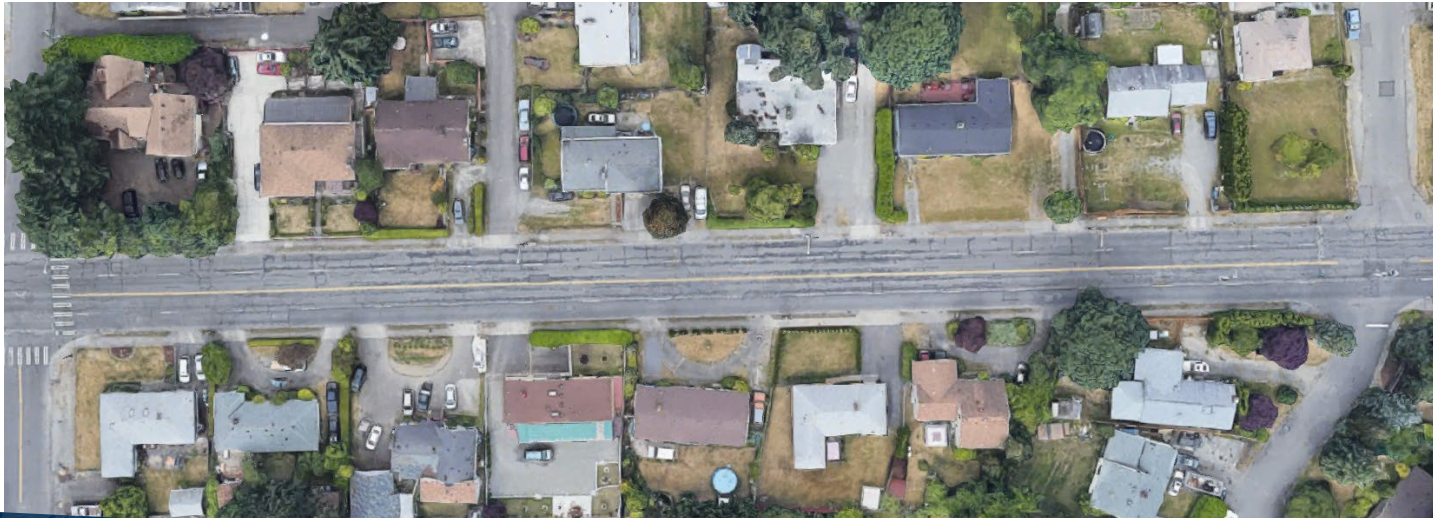
International
Blvd

Homes with
Individual
Driveways

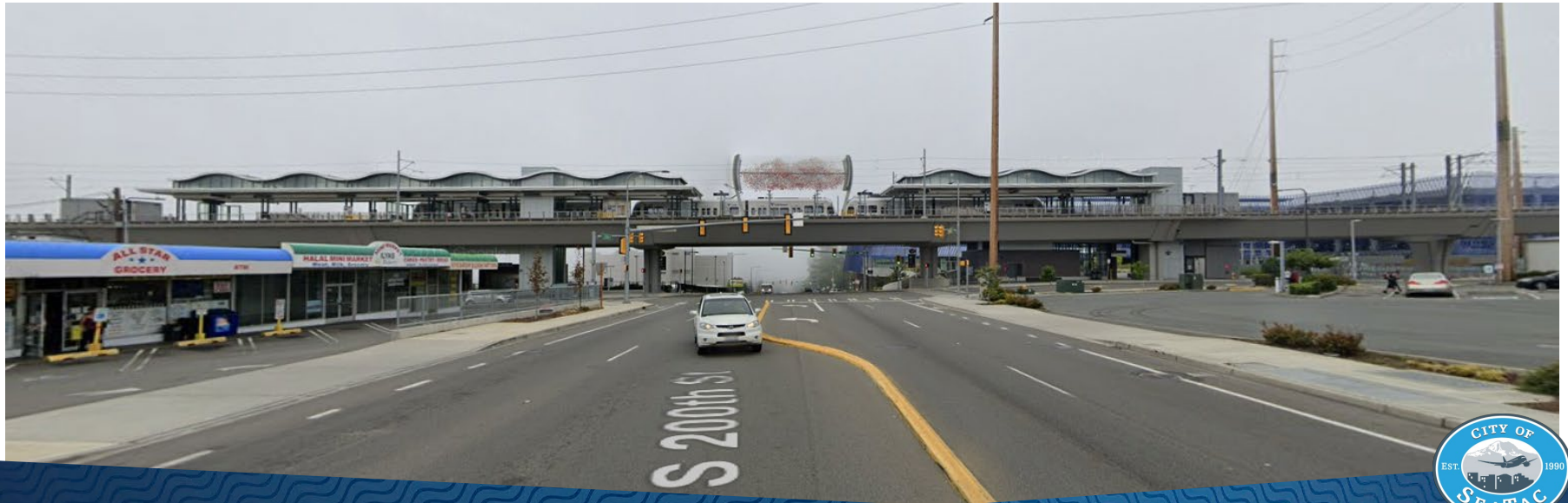
I-5 southbound
interchange



EXISTING CONDITIONS



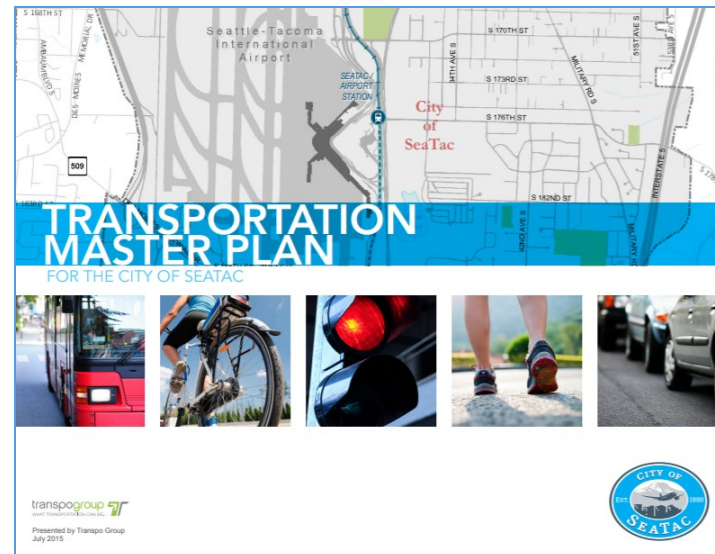
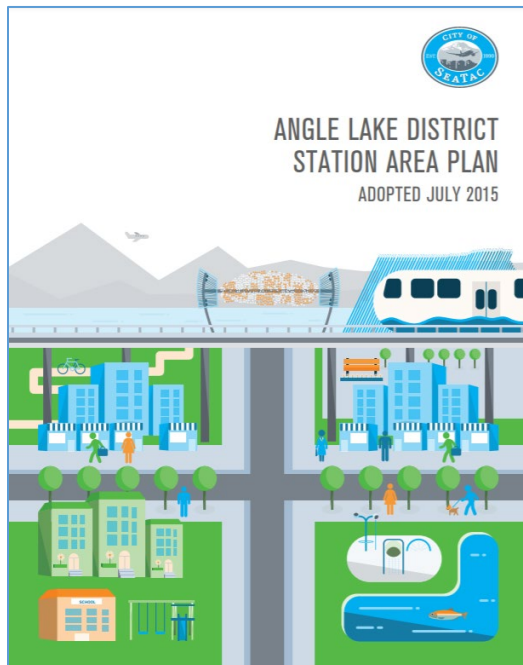
EXISTING CONDITIONS



OVERVIEW

BACKGROUND

- Area was previously studied as part of the Angle Lake District Station Area Plan
- Study is listed in chapter four of the Transportation Master Plan and shown as priority #9 in the 2021-2026 Transportation Improvement Program.



OVERVIEW

PURPOSE AND GOAL

- Purpose of study is to determine the highest and best use of the South 200th Street corridor based on current usage demands as well as future active transportation (pedestrian and bicycle) demand and land uses adjacent to the corridor.
- Goal is to provide guidance on future investment in the infrastructure in the corridor: recommended set of improvements and possible reconfiguration

FUTURE

- A separate capital improvement project (CIP), ST-161, is identified in the 2021-2026 Transportation Improvement Program for the design of the infrastructure as recommended by the study. Funding for construction needs to be secured and staff will actively pursue grant opportunities to fulfill the need.



OUTREACH – PHASE 1

WHAT HAPPENED

- Interviews with stakeholders
- Project website:
www.south200thstreetstudy.com
- Postcards mailed to everyone near the corridor
- Yard signs erected along the corridor
- Study publicized via social media

RESULTS

- Interactive webmap comments
- Text box comments
- List of emails

We want to hear from you!

South 200th Street Corridor Study



Share your thoughts at:
south200thstreetstudy.com

Scan this QR code to learn more:



Help us identify opportunities and challenges for:

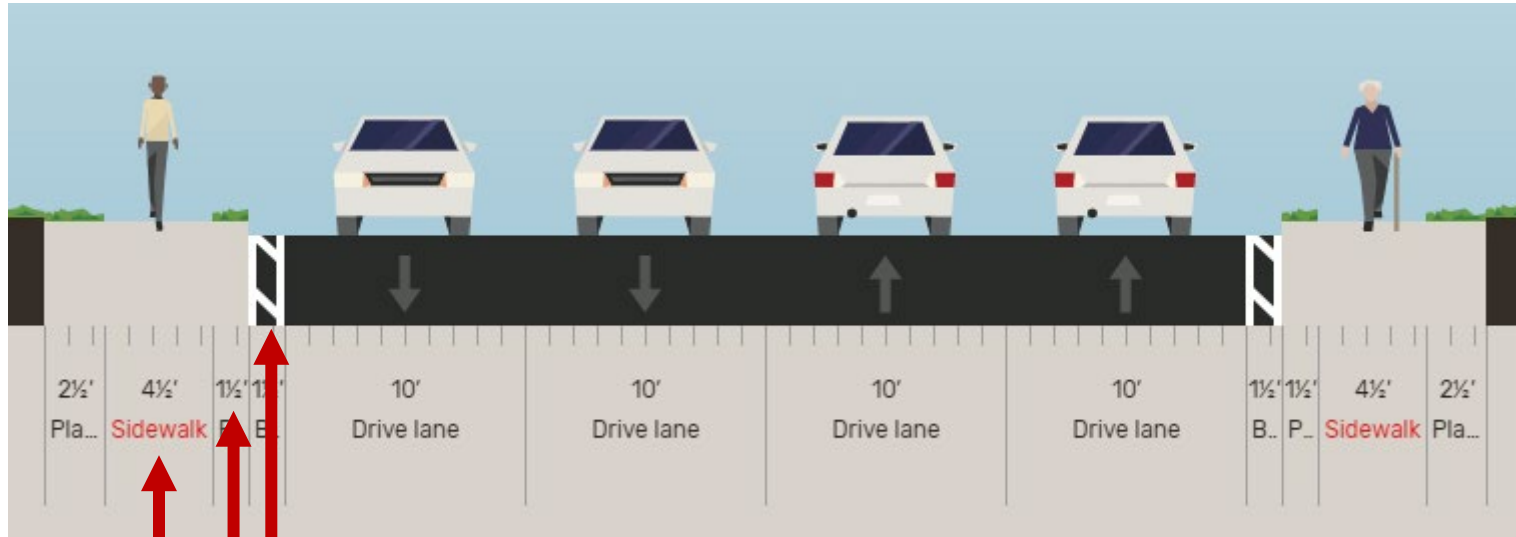
- Walking
- Biking
- Transit
- Auto
- Freight



ABOUT THE STUDY

This study is looking at ways to improve South 200th Street from Angle Lake Station to the I-5 ramps. The purpose of this study is to ensure that South 200th Street meets the needs of all users (whether you walk, bike, or drive) now and into the future. With new transportation investments (such as the SR 509 Extension and Federal Way Link Extension) on the horizon, it is important that South 200th Street continues to support all users of the roadway. This study will analyze existing and future conditions and gather community feedback to develop potential corridor options that will improve future mobility and quality of life along South 200th Street.

CURRENT CROSS SECTION



- 4.5 foot sidewalk
- Small grass strip
- Curb & Gutter

WHAT WE HEARD

PURPOSE AND GOAL

- Speed and noise of traffic is a concern
- Folks have a difficult time turning left off South 200th Street onto side streets
- Lack of adequate space for pedestrians and bicyclists – narrow sidewalks and lack of bike lanes are a concern.
- Support for bike lanes along 200th
- Lack of safe ways along the corridor to access transit (both light rail and buses)
- Lack of lighting
- Concerns about how changes to the corridor will affect congestion
- Concern about how changes can be made with existing ROW constraints



COMMENTS

SPEED

“Drivers speed badly on this road, making it dangerous for vehicles and pedestrians. Maybe some speed bumps to slow them down. There is no accountability for speeders. They speed right past the flashing 25 mph sign and do not even touch their brakes.”

UTILITY POLES / MAILBOXES

“I have seen many vehicles / trucks collide with telephone / electrical poles on this road. The poles are located very near to the street. I have even seen parts of box truck sheared off by these poles. It maybe worthwhile to place the poles further away from the street, or even place the electrical under ground.”

“Hi I live on S 200th St and I would like to mention that in the four years I’ve been living here I have had to move and replace my mailbox at least twice every year! If there is any way to expand or encourage cars to drive slowly that would be really great. There are five people living in my home who would also agree. Three of whom are my kids children”



COMMENTS

TURN LANES

“**Need Left Hand Turn Lanes...** Traffic will often back up on S 200th St. when vehicles wait to make left hand turns onto 30th Ave. S., 32nd Ave. S. , 33rd Ave. S., 35th Ave. S., 35th Lane S. , into the Angle Lake Mobile Home Park, into the Cedarcrest Apartments etc.”

“**need a left turn lane** at 32nd ave and 200th, residents/parents for the nearby school wait forever to turn off 200th here to 32nd ave”

“**We need a left turn pocket** Westbound 200th at 32 Avenue South. Cars stopped to turn left for long periods due to Eastbound traffic. Collision potential, backs up Westbound traffic.”



COMMENTS

PRO WIDER SIDEWALKS

“Really nice to see all the pro-pedestrian comments. Parents want their kids to have a safe neighborhood. Currently it is not safe. **I challenge SeaTac to take a strong anti-car approach to making this corridor safer.**”

“Thank you for helping to initiate change on 200th street. With sidewalks being added along 200th street towards Des Moines and the SR 509 project **this street section needs major changes to make it easier to walk to the train station or ride a bike to the station.** It will make Angle Lake Park more accessible and transit more accessible as well. **I have not been able to ride my bike to the station safely for two years because of the lack of bike lanes.** Also on many days peoples dumpster bins block the sidewalk making it impossible to ride the bike even on the sidewalk. It makes walking on the sidewalk also nearly impossible as it's too narrow. Cars also regularly pass by on the street at high speeds and there are loud noises produced while trying to walk the section back from the train station or bus stop. The extra space on the sidewalk will help tremendously and make it easier to exercise and get around the Angle Lake area. eventually I could imagine doing a complete circle around the lake by bike or jogging. Right now this is nearly impossible due to the South 200th street corridor.”



COMMENTS

PRO BIKE LANES

“Many of us ride bikes here but it is impossible to ride bike safely. Adding bike lane would be ideal to promote public health and eco living.”

“Bike paths are a must. The shoulder is too small for bikes, forcing them on the narrow sidewalks.”

“With minimal shoulder and vehicles exceeding 35 MPH, it simply is not safe to bike on S 200th S. headed east or west. Thus, a cyclist, I have ride on the side walk which has elevation changes for every drive way. This is also an issue when I encounter other cyclist / pedestrians on the sidewalk, there simply isn't enough room for us to pass each other. Rather one of must step off the sidewalk to allow the other to pass.”

“Where is the bike path that connects Military with the Link Light Rail station? I think it should go along 198th street. Similarly the sidewalks on 200th need more width to be safer and further away from the 40mph traffic on 200th.”



COMMENTS

SUPPORT FOR GOING FROM FOUR TO THREE LANES

“From HWY 99 to Military Rd on 200th is a pain for the ones living off the main road. We should open up a middle lane for those needing to get to the side streets and driveways. **We should bring it down to 1 lane both ways and widen the sidewalks/make bike lanes.** This will help out the community and slow down the traffic going to and from the freeways.”

“I am glad that the issues of S. 200th St. are being addressed. I have lived on this street for about 30 years and traffic has only gotten worse. I consider this area a residential street, but the traffic is like an industrial area. **I am definitely in favor of one lane in each direction and a turn lane in the middle.** Wider sidewalks and get rid of the grass strip by the road. A little more peace and quiet would be nice.”



COMMENTS

CONCERN ABOUT REDUCING LANES (BUT ALSO HAVE CONFLICTING COMMENTS)

“Current conditions on 200th Street are already crowded. Making it a single lane in each direction with bike lane would be disastrous for all travelers, bikes, cars, walkers and trucks. You should of thought what to do before building new fire department. **The only solution I see would be to buy up homes on 200th and make wider.** Airport traffic, Warehouse traffic from 26th Street and business traffic is already very congested with two lanes each direction. Many vehicles now run through neighborhood 198th to 32nd Ave south exceeding speed limit and running stop signs.”

“**I like adding a separate bike lane on 200. We need to maintain 4 lanes of car traffic.** I do not see where to bike lane space will come from. From 99 to the I-5, there is little space for to take. 200 to the freeway is frequently backed up nearly to 200th. we can not give up any 200th lanes.”

“**we would like to keep the amount of road, control speeding** (the speed limit does not make cars slow down) too many 18 wheeler's (they too do not slow down and make excessive noise along with contamination.”



“The entire corridor has issues for all modes of transportation because it's simply too narrow to be a good route between a freeway and a transit station and other major highway. **However, I don't know how you fix it without buying up all the houses on the street.**”

OUTREACH – PHASE 2

BASICS

- October 11-31
- Project website:
www.south200thstreetstudy.com
- Postcards are being mailed to everyone near the corridor
- Yard signs are being erected along the corridor
- Study is being publicized via social media

CONTENT

- Participants will be able to view the three different corridor options and take a survey indicating their preference/ranking/opinions

Corridor Options

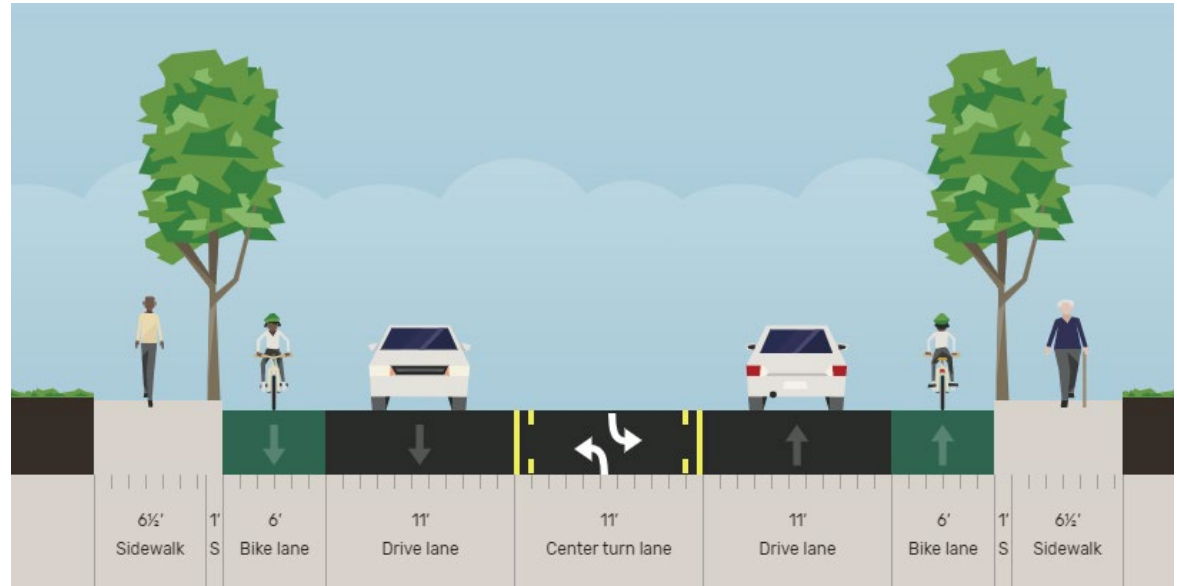
View and vote for your preferred of the four options



OUTREACH – PHASE 2

Corridor Option 1

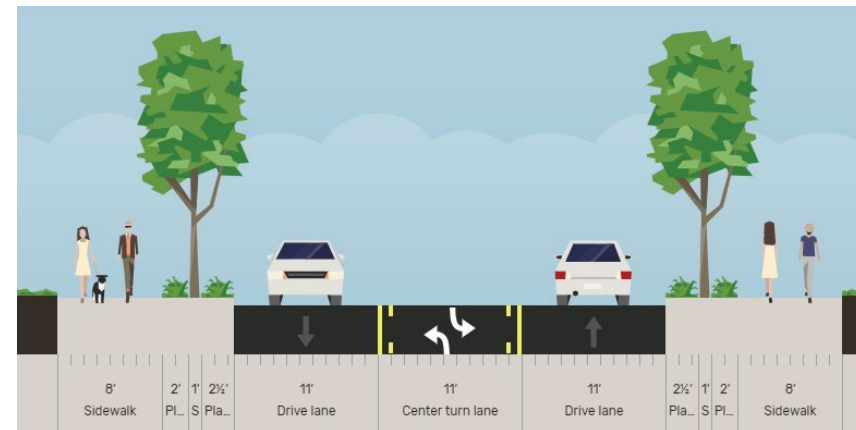
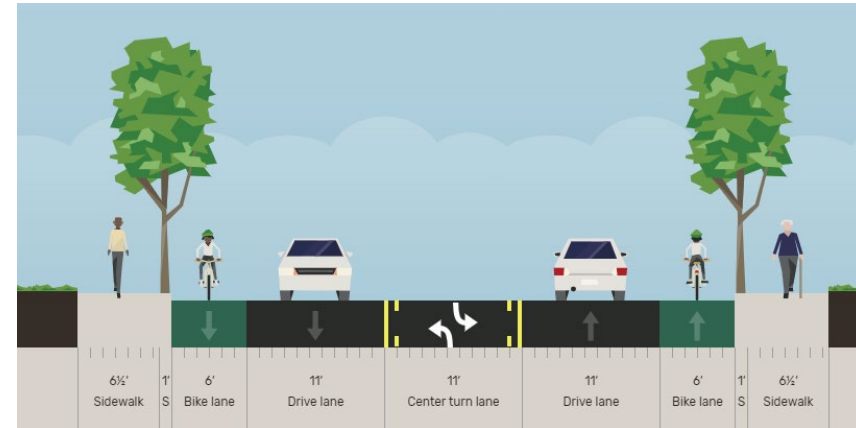
- Vehicles: One driving lane in each direction, with a continuous center-turn lane
- Bicycles: On-street bike lanes are added
- Pedestrians: Wider sidewalks
- Space: Generally, no extra property required – able to largely stay within 60 feet



OUTREACH – PHASE 2

Corridor Option 2

- Vehicles: One driving lane in each direction, with a continuous center-turn lane
- Bicycles: Bike lanes from International Blvd to 32nd Avenue South, then no bike lanes from 32nd Avenue South to Military Road South
- Bicycles: 32nd Avenue South and South 198th Streets are improved for bicycles, creating an alternative to South 200th Street
- Pedestrians: Wider sidewalks, and expanded landscaping buffer installed between sidewalk and street
- Space: Five feet of property on each side of 200th required between 30th and 32nd Avenues South



OUTREACH – PHASE 2

South 200th
Street Corridor Study



Option 2

Pedestrian Focused South 200th Street

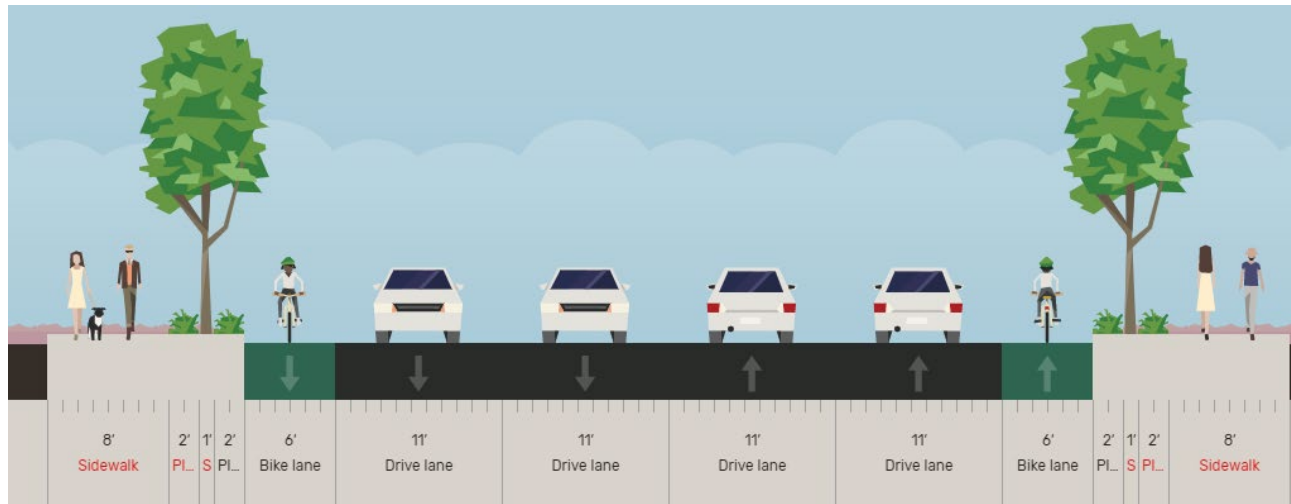
This figure shows how each mode would travel along the South 200th Street corridor under Corridor Option 2.



OUTREACH – PHASE 2

Corridor Option 3

- Only option that builds “full” Principal Arterial cross section
- Vehicles: Current two driving lanes in each direction are maintained. No center turn lane.
- Bicycles: On-street bike lanes are added
- Pedestrians: Wider sidewalks, and expanded landscaping buffer installed between sidewalk and street
- Space: 10 feet of property on each side of 200th required between 30th Avenue South and Military Road South



POTENTIAL COMMITTEE ACTION

COMMITTEE ACTION REQUESTED

- None, informational only

REVIEWS TO DATE

- Notice to Proceed with Study

T&PW: 8/3/2020

RCM: 9/8/2020

