



# Transportation & Public Works Meeting Agenda

May 5, 2022; 5:30 – 6:30 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 Sea TV 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. The City is aware of technical issues outside of our control that have occurred during recent meetings. If the call-in line drops, please be patient and know that staff is working to get it back up and running, and that the meeting will be paused until that occurs. Thank you for your understanding.

Peter Kwon, Chair  
Takele Gobena  
Jake Simpson, Mayor

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### Note: A quorum of the Council may be present

Other Councilmembers present:

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

Other Staff participating: David Tomporowski, Senior Planner;

TIME	TOPIC	PROCESS TYPE	WHO	Time
		Action, Consent Or Presentation		
1	Call to order		Chair	
2	<b>PUBLIC COMMENTS:</b> 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.		Chair	5

	<ul style="list-style-type: none"> <li>• Instructions for providing remote oral public comments are located at the following link: <a href="#">Council Committee and Citizen Advisory Committee Virtual Meetings</a>.</li> <li>• Submit email public comments to <a href="mailto:TPWPublicComment@seatacwa.gov">TPWPublicComment@seatacwa.gov</a>. The comment will be mentioned by name and subject and then placed in the committee handout packet posted to the website.</li> </ul>			
4	Prior Minutes Approval	Apr 21 Minutes to approve	Chair	5
5	Six-Year Transportation Improvement Program 2023-2028	Presentation	Florendo Cabudol	20
6	Adopting the South 200 <sup>th</sup> Street Corridor Study	Discussion/Action	David Tomporowski	15
7	Department Updates		Will Appleton	5
8	<u>Future Meeting Topics:</u> ; Right of Way Uses; Stormwater Code Updates; Flight Safety Boundary Line Adjustment			5
9	Adjourn	Adjourn Meeting	Chair	



# Transportation & Public Works Committee Meeting Minutes

April 21, 2022  
4:30 PM – 6:00 PM  
\*\* Virtual Meeting \*\*

Members:	Present:	Absent:	Commence: 4:30 PM Adjourn: 5:35 PM
Peter Kwon, Chair	X		
Jake Simpson		X	
Takele Gobena	X		

Other Councilmembers participating: Mohamed Egal;

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

Other Staff Participating: Anita Woodmass, Senior Management Analyst; Wilfredo Lugo, Emergency Management Coordinator; Mason Giem, PW Programs Coordinator; Gwen Voelpel, Deputy City Manager; Dan Smith, PW Maintenance and Ops Supervisor;

Public Comment	No Public Comment
1. Approve Prior Meeting's Minutes	April 7 Minutes were approved to go to Council
2. Approve Great SeaTac Scrub Down Program	<p>Discussion/Action</p> <p>Mason Giem, PW Programs Coordinator, presented the topic of the Great SeaTac Scrub Down program. A new annual program that invites residents of the City to help with an annual clean up event to pick up litter and address graffiti in the right of way throughout the City, The event is proposed for July, and will include gathering at Angle Lake Park, partaking of a light breakfast/snack, obtaining clean up materials and information, dispersing to approved locations in the City to assist with litter pickup and graffiti removal, then returning to the Park for food, music and fun activities for children.</p> <p>A citywide clean-up event will allow citizens of SeaTac to assist the City, help take pride in our streets and parks, and enjoy food, music and sustainability education.</p>

	<p>This program would be funded annually from the Solid Waste fund.</p> <p>A proposed budget was presented that establishes a anticipated up to 75 people participation, with a \$10,000 budget.</p> <p>An early registration would be requested of citizens, so that T-shirts can be ordered and special food requests acknowledged.</p> <p>Staff is asking the Committee to recommend the creation of and adoption of the Great SeaTac Scrub Down as an annual program funded through the Solid Waste 404 fund.</p> <p>Comments from the Committee included that it was a small cost for a big benefit.</p> <p>A question was raised if we expect 75 people, there probably wouldn't be more than that, but if there were, how would we address it? Staff responded that this would be a good problem to have and that funding could be increased in the future if needed.</p> <p>Another question was raised if city staff would be supervising any of this activity throughout the City. Staff responded that both staff and qualified Adopt A Street volunteer leaders would be utilized to watch over groups of volunteers.</p> <p>The Committee approved moving this to full council for presentation and action.</p>
<p>3. Disaster Debris Monitoring and Hauling</p>	<p>Discussion/Action</p> <p>Mason Giem, PW Programs Coordinator, and Wilfredo Lugo, Emergency Manager Coordinator, presented the topic of Disaster Debris Monitoring and Hauling, to the Committee.</p> <p>The City has been putting together the disaster debris element of the city's emergency response plan , and the monitoring and hauling of debris during a major disaster, is the final piecenedeeded.</p> <p>Staff is asking the Committee for a recommendation for the City to enter into contracts with two vendors for disaster debris monitoring and hauling.</p> <p>After a large emergency event (earthquake, flood, landslide, etc.), household items, building construction materials, food and debris can end up at the curb or in the streets and parks.</p>

	<p>The plan identifies locations of neighborhood debris collection sites and a debris management site. It identifies roles of the two vendors – one to haul and separate the debris by type, and one to monitor what they are doing. This is a FEMA requirement to receive reimbursement.</p> <p>Qualifications of the two proposed firms was presented to the Committee. The hauling vendor, DRC Pacific, was active during Hurricanes Harvey and Irma, and the Milden WA fire that leveled the town. Their contract with SeaTac will include yearly training workshops for staff.</p> <p>The monitoring vendor, Tetra Tech, has overseen removal of 160 million cubic yards of debris; works with both City of Seattle and Seattle Public Utilities. They have capacity to assist 50 concurrent debris management contracts. Their contract scope includes assisting staff with FEMA documentation and reporting, and other technical assistance. This will enhance the city's ability to be reimbursed as much as possible by FEMA.</p> <p>Questions raised by the Committee included if a disaster is major, the whole region will be affected. How will we know that these firms can work for us and not be spread thin everywhere. Staff responded that small jurisdictions everywhere are just beginning to put disaster debris contracts in place; only a few cities like Seattle and Auburn already have them, and our contracts with the firms will include penalties for not showing up.</p> <p>The Committee approved moving this item to full council as an action item, with recommendation to approve.</p>
<p>4. Approve Commute Trip Reduction Contract with City of Federal Way</p>	<p>Discussion/Action</p> <p>The City is asking for the Committee to approve entering into a Commute Trip Reduction (CTR) services contract with the City of Federal Way. The State of Washington requires all large employers in cities who employ 100 or more employees who arrive to work between 6am and 9am to comply with the CTR law and conduct a CTR program. This includes employing a Employee Trip Coordinator (ETC) and conducting annual CTR surveys and reports, and offering alternatives to drive-alone benefits to their employees.</p> <p>The jurisdictions are required by the State to oversee the compliance of the large employers within their jurisdictions to meet planned and desired city and state goals.</p> <p>The City of SeaTac receives a modest grant from WSDOT to manage its citywide program. We have contracted with King County Metro for the last 30 years to manage the lion's share</p>

	<p>of our program. Many other jurisdictions were also relying on King County's expertise to manage their programs.</p> <p>King County Metro notified its clients in 2021 that it would not be supporting local jurisdictions in their administration of this program starting in 2022.</p> <p>After discussions with other cities nearby we discovered that the City of Federal Way has hired a staff person for this role, and is willing to take on the role of managing SeaTac's program for the grant amount that the City receives.</p> <p>The City currently does not have the capacity to manage this program independently, and partnering with another city is a beneficial scenario.</p> <p>The Committee approved moving this item to Council with a recommendation to approve.</p>
<p>5. Adopt 2021 King County Surface Water Design Manual</p>	<p>Discussion/Action</p> <p>Presented by Senior Management Analyst, Anita Woodmass, the city's NPDES Western Washington Municipal Stormwater Permit (Permit) requires adoption of a surface water design code for its citizens and developers to use and refer to.</p> <p>Adoption of the latest manual if required. Currently, we are operating under the 2016 King County Surface Water Design Manual. The 2021 Manual is now out and must be adopted by the City to be in compliance with the permit.</p> <p>This topic was presented five times for review and comment:  TPW meeting in December, 2021  Planning Commission review in February 2022  A Public Hearing at a Planning Commission meeting on April 5, 2022  SEPA determination of Non-Significance on March 23, 2022. Washington State Dept of Commerce request for expedited review was submitted on November 1, 2021. Commerce approved the request and no comments were received.</p> <p>No changes to the code have been made since the December TPW meeting.</p> <p>Committee approved this item to move to full council with recommendation to approve. Motion was given and seconded.</p>
<p>6.</p>	<p>Public Works Department Update;</p> <p>Public Works Director Will Appleton presented several update items:</p>

	<p>The bridge deck over Highway 99 and the future SR509 will be poured in early May, with it being planned to be operational in July 2022.</p> <p>Stage 2 of SR509 project, from 28<sup>th</sup>/24<sup>th</sup> to South 188<sup>th</sup> Street will go out for bid by the end of this year. It is on schedule for completion in 2027/2028.</p> <p>Lake to Sound Trail had a recent groundbreaking, and the road section of 18<sup>th</sup> Ave S and South 196<sup>th</sup> Street will be closed permanently as the trail is built and becomes a permanent regional trail.</p> <p>A ribbon cutting is planned for May on the South 180<sup>th</sup> Street Flood Reduction project, with a new pedestrian path between South 180<sup>th</sup> and South 182<sup>nd</sup> streets near the Bow Lake Elementary School. The path has pedestrian lighting to increase its safety for families.</p> <p>River Ridge Sidewalk Project design is in full swing, but due to time necessary to acquire land and material shortages anticipated, this project will not be completed in 2022 and will extend into 2023.</p> <p>Public Works is actively pursuing more grants, and we will update the Committee on our progress.</p>
7. Adjourn	Adjourn Meeting

To be approved



# MEMORANDUM

To: Transportation and Public Works Committee  
Through: William Appleton, Public Works Director  
From: Florendo Cabudol, City Engineer  
Date: 05/5/2022  
Subject: Draft 2023-2028 Transportation Improvement Program

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## **Purpose:**

This is an informational presentation on the Draft 2023-2028 Transportation Improvement Program (TIP) to the Transportation & Public Works (T&PW) Committee to solicit comment and feedback prior to the public hearing at the 06/14/22 Regular Council Meeting (RCM).

## **Background:**

In accordance with the requirements of Chapters 35.77 and 47.26 of the Revised Code of Washington (RCW), the City of SeaTac adopted its original Transportation Improvement Program (TIP) on August 14, 1990 (Resolution 90-115). The City is also required to adopt a revised and extended TIP on an annual basis to reflect the City's current and future transportation infrastructure needs.

The City is required to hold a minimum of one public hearing to comment on the revised TIP. Staff proposes that this public hearing occur at the 6/14/22 RCM. After adoption by Resolution, the revised TIP must be filed with the Washington State Secretary of Transportation and the Washington State Transportation Improvement Board. The attached Resolution sets the public hearing date for the 6/14/22 RCM.

Please see the enclosed Draft 2023-2028 Transportation Improvement Program project list and presentation slide deck for more information.

## **Options/Recommendation:**

Staff is not seeking a recommendation from Committee on the Draft TIP. This is an informational presentation with staff seeking input. A follow up presentation of the Final TIP will be brought to the Committee with Staff seeking a recommendation to adopt the TIP at the June 14<sup>th</sup> RCM.





**2023 - 2028 Transportation Improvement Program**

D - DESIGN  
 S - STUDY  
 ST - STREET PROJECT  
 ST-N - NON-MOTORIZED PROJECT  
 R/W - RIGHT OF WAY  
 C - CONSTRUCTION  
 MP - MISCELLANEOUS PROJECT

Project No.  
and

Priority	Project Title and Description		Total Project Cost over 6-year TIP	2023	2024	2025	2026	2027	2028	Comp Plan TE	Council/PSRC
ST-N#	<b>Neighborhood Multi-Modal Transportation Improvement Program</b>	Citywide	\$7,800,000	\$50,000	\$500,000	\$500,000	\$2,250,000	\$2,250,000	\$2,250,000	Goal 4.1, 4.3, 4.4 Policy 4.1A, 4.3A, 4.4A, 4.4B, 4.4C, 4.4D, 4.4E, 4.4F, 4.4G, 4.4H, 4.4I	Council Goal 1 PSRC MPP-G-1, T-1, 14, 15, 16, 23, 24
1	Annual projects to implement the Safe and Complete Streets Plan to construct pedestrian and bicycle facilities on selected streets. Projects shown in Table 4-			D = \$50,000 C = \$0	D = \$50,000 C = \$450,000	D = \$250,000 C = \$450,000	D = \$250,000 C = \$2,000,000	D = \$250,000 C = \$2,000,000	D = \$250,000 C = \$2,000,000		
ST-886	<b>Annual Street Overlays &amp; Preservation Program</b>	Citywide	\$7,800,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	Goal 4.1, Policy 4.1A, 4.2S	Council Goal 1 PSRC MPP-G-1, T-1, 2, 14
2	Maintain and preserve the integrity of the City's existing roadway surfaces through a combination of repair to major pavement failures, crack sealing of existing pavements to extend their usable life, and overlay pavements that are structurally declining.			D/C	D/C	D/C	D/C	D/C	D/C		
MP-033	<b>Commute Trip Reduction Program Annual Element</b>	Citywide								Goal 4.1, Policy 4.1A, 4.1B	Council Goal 1 PSRC MPP-G-1, T-1, 3, 5, 9, 14, 23, 24
3	Provide for review, approval, and monitoring of the Commute Trip Reduction (CTR) programs for major employers within the City.			(\$27,000 WSDOT)	(\$27,000 WSDOT)	(\$27,000 WSDOT)	(\$27,000 WSDOT)	(\$27,000 WSDOT)	(\$27,000 WSDOT)		
ST-834	<b>Pedestrian Crossing Program</b>	Citywide	\$300,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	Goal 4.1, 4.4 Policy 4.1A, 4.4A, 4.4C, 4.4F	Council Goal 1 PSRC MPP-G-1, T-1, 4, 14, 15, 16, 23, 24
4	Develop criteria and install infrastructure to facilitate safe pedestrian crossings.			C	C	C	C	C	C		
ST-887	<b>Intelligent Transportation Systems (ITS) Program</b>	Citywide	\$600,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	Goal 4.1, 4.2, Policy 4.1A, 4.2T	PSRC MPP-G-1, T-1, 3, 14
5	Implement Intelligent Transportation Systems Program to improve signal coordination and management, transit signal priority, roadway monitoring and response, ITS device management, and data collection. System could include communications equipment, traffic signal equipment, video surveillance and monitoring, video detection, or a satellite traffic management center.			C	C	C	C	C	C		
ST-162	<b>International Blvd Safety Improvements</b>	Throughout Corridor	\$500,000	\$500,000						Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2R, 4.4A, 4.4C, 4.4F	Council Goal 1 MPP-G-1, T-1, 4, 14
6	Corridor study to evaluate safety improvements for collision reduction. Possible improvements assumed in cost estimates include four near-side traffic signals and improvements to discourage illegal pedestrian crossings.										
ST-141	<b>Airport Station Area Improvements</b>	S 170th St to S 176th St	\$24,224,154	\$2,166,308	\$11,152,472	\$9,988,650				Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.4H	Council Goal 1 MPP-G-1, T-1, 14, 15, 16, 23, 24
7	Reconstruct roadway, construct drainage, curb, gutter, sharrows, and sidewalks.			D/RW	RW/C	C					



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Project No.  
and

Priority	Project Title and Description	Total Project Cost over 6-year TIP	2023	2024	2025	2026	2027	2028	Comp Plan TE	Council/PSRC
TBD	<b>S 204th St Improvements</b> 32nd Ave S to 34th Ave S		\$300,000	\$300,000	\$1,000,000				Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.4H	Council Goal 1 MPP-G-1, T-1, 14, 15, 16, 23, 24
8	Reconstruct roadway and connectivity to 34th Ave S. Improvements to S 204th St will include: drainage, curb, gutter, sidewalks, lighting and parking.		D	C	C					
ST-126	<b>S 152nd St Improvements</b> 30th Ave S to Military Rd	\$6,008,000			\$800,000	\$2,208,000	\$3,000,000		Goal 4.1, 4.2, 4.3, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G	Council Goal 1, 4 PSRC MPP-G-1, T-1, 14, 15, 16, 21, 23, 24, 26
10	Widen existing roadway and construct sidewalks, bicycle lanes, street lighting, and storm drainage. Provide access and circulation improvements for vehicle and pedestrian movements in support of redevelopment.				D = \$600,000 R/W = \$200,000	D/RW/C				
ST-161	<b>S 200th St</b> International Blvd to Military Rd	\$400,000				\$100,000	\$300,000		Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4D, 4.4E, 4.4G	Council Goal 1, 5 PSRC MPP-G-1, T-1, 14, 15, 16, 17, 18, 21, 23, 24, 26
11	After completion of the SR509 Stage 1B and Federal Way Link Extension projects, update S 200th St Corridor Plan and begin design.					S/D	D			
ST-016	<b>34th Ave S, Phase 2</b> S 166th St to S 176th St	\$14,497,000	\$996,000	\$201,000	\$4,650,000	\$8,650,000			Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC MPP-G-1, T-1, 4, 14, 15, 16, 23, 24, 26
13	Reconstruct roadway to collector arterial standards. Construct drainage, curb, gutter, shared bicycle facilities, and sidewalks. Install traffic calming measures. Underground utility lines.		D = \$996,000 (PSRC = \$861,540; City = \$134,460)	ROW = \$201,000	C					
ST-157	<b>32nd Ave S Improvements</b> S 152nd St to S 154th St	\$3,200,000				\$300,000	\$900,000	\$2,000,000	Goal 4.1, 4.2, 4.3, 4.4, Policy 4.1A, 4.2J, 4.2H, 4.2P, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G	Council Goal 1, 4 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 21, 23, 24, 26
14	Reconstruct and widen roadway; install curb, gutter, storm drainage, bicycle lanes, and sidewalk improvements.					D = \$150,000 R/W = \$150,000	D = \$300,000 C = \$600,000	C		
ST-164	<b>S 154th St</b> 32nd Ave S and SR 518 Westbound Off Ramp	\$1,129,000			\$250,000	\$879,000			Goal 4.1, 4.2 Policy 4.1A, 4.2H	Council Goal 4 PSRC MPP-G-1, T-1, 9, 14, 21, 26
15	Install traffic signal at new 32nd Ave S intersection. This is consistent with the S 154th St Station Area Plan. This project is conditioned on realignment of SR518 WB off-ramp to S 154th St by WSDOT.				D	C				



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ST-158	30th Ave S Improvements	S 152nd St to S 154th St	\$1,000,000					\$200,000	\$800,000	Goal 4.1, 4.2, 4.3, 4.4, Policy 4.1A, 4.2J, 4.2H, 4.2P, 4.3A, 4.4A, 4.4D, 4.4E	Council Goal 1, 4 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 21, 23, 24, 26
16	Reconstruct and widen roadway; install curb, gutter, storm drainage and sidewalk improvements.							D = \$150,000 R/W = \$50,000	D = \$200,000 C = \$600,000		
ST-116	Military Rd & S 160th St	International Blvd to S 166th St	\$2,230,500				\$787,000	\$700,000	\$743,500	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.4H	Council Goal 1 PSRC MPP-G-1, T-1, 14, 15, 16, 23, 24, 26
17	Reconstruct and widen to provide for drainage, bicycle lanes and pedestrian facilities, upgrade existing signals, channelization, street lighting, continuous left turn lane, and underground overhead utilities. Reconfigure the section between 34th Ave S and Military Rd from four lanes to three lanes with a two way left turn lane, bicycle lanes, and a sidewalk on the north side.						D	D	ROW		
ST-N39	42nd Ave S	S 160th St to Military Rd	\$1,417,204				\$141,720	\$1,275,484		Goal 4.1, 4.4, Policy 4.1A, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.4H	Council Goal 1 MPP-G-1, T-1, 14, 15, 16, 23, 24
18	Construct new separated bikeway and improved pedestrian facility.						D	C			
ST-069	S 208th St	International Blvd to 28th/24th Ave S	\$350,000						\$350,000	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 17, 18, 23, 24, 26
19	Reconstruct roadway to urban principal arterial with pedestrian and separated bicycle facilities.								D=\$200,000 R/W=\$150,000		
ST-140	S 216th St	Military Rd S to 35th Ave S	\$2,550,000				\$200,000	\$1,350,000	\$1,000,000	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G	Council Goal 1 PSRC MPP-G-1, T-1, 14, 15, 16, 23, 24, 26
20	Reconstruct roadway, install drainage, curb, gutter, sharrows, and sidewalks. Underground utility lines.						D=\$200,000	D=\$200,000 R/W=\$150,000 C=\$1,000,000	C		



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ST-N22	S 152nd St 29th Ln S to 30th Ave S	\$200,000						\$200,000	Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4C, 4.4D, 4.4E	Council Goal 1 MPP-G-1, T-1, 14, 15, 16, 21, 23, 24
22	Construct new pedestrian facility.							D = \$150,000 R/W = \$50,000		
ST-N53	S 152nd St 24th Ave S to 30th Ave S	\$250,000						\$250,000	Goal 4.1, 4.4, Policy 4.1A, 4.3A, 4.4A, 4.4D, 4.4E, 4.4G	Council Goal 1 MPP-G-1, T-1, 14, 15, 16, 21, 23, 24
23	Construct new separated bikeway and pedestrian facility.							D = \$200,000 R/W = \$50,000		
ST-044	S 198th St International Blvd to 28th Ave S	\$3,100,000					\$920,000	\$2,180,000	Goal 4.1, 4.4, Policy 4.1A, 4.2P, 4.4A, 4.4E	PSRC MPP-G-1, T-1, 14, 26
24	Construct a new three lane roadway with sidewalks to provide an additional access point to the Aviation Business Center. Includes a roundabout at the intersection with 28th Ave S.						D = \$420,000 R/W = \$500,000	D = \$180,000 C = \$2,000,000		
ST-022	Military Rd S S 128th St to S 150th St	\$2,800,000				\$550,000	\$250,000	\$2,000,000	Goal 4.1, 4.2, 4.4, Policy 4.1A, 4.1B, 4.2J, 4.2P, 4.2R, 4.4A, 4.4C, 4.4D, 4.4E, 4.4G, 4.4H	Council Goal 1, 4 MPP-G-1, T-1, 14, 15, 16, 21, 23, 24, 26
25	Reconstruct and widen to provide for drainage, bicycle lanes, and pedestrian facilities. Construct left turn lanes at high volume intersections.					D = \$450,000 R/W = \$100,000	D	C		
MP-069	Federal Way Transit Extension S 200th St to Federal Way	\$0							Goal 4.1, 4.5, 4.9, Policy 4.1A, 4.5A, 4.5D, 4.5F, 4.9B, 4.9C	Council Goal 1 PSRC MPP-G-1, T-1, 9, 14, 15, 21, 23, 24, 26
Other Agency	Sound Transit (ST) is extending light rail from the Angle Lake light rail station on S 200th St in SeaTac to the Federal Way Transit Center, a distance of about 7.6 miles. In addition to building the light rail crossing of International Blvd, ST will also build WSDOT's SR509 bridge crossing under International Blvd.									



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and

Priority	Project Title and Description	Total Project Cost over 6-year TIP	2023	2024	2025	2026	2027	2028	Comp Plan TE	Council/PSRC
ST-849	Lake to Sound Trail Des Moines Memorial Dr from S 188th St/S Normandy Park Rd to 8th Ave S	\$0							Goal 4.1, 4.4, 4.9, Policy 4.1A, 4.4A, 4.4B, 4.4D, 4.4E, 4.4G, 4.9B	Council Goal 1 PSRC MPP-G-1, T-1, 9, 14, 15, 16, 23, 24
Other Agency	This portion of the multi-jurisdictional Lake to Sound Trail projects is located in Burien. A bicycle/pedestrian trail would be extended south of SR 509 along Des Moines Memorial Dr to 8th Ave S. The improvements are being designed by King County. The Lake to Sound Trail would provided a trail connection from Lake Washington to Puget Sound.									
MP-043.1	SR 509 Extension Stage 1a & 1b 28th/24th Ave S to I-5	\$0							Goal 4.1, 4.2, 4.7, 4.9, Policy 4.1A, 4.2C, 4.2D, 4.2F, 4.2M, 4.9B	Council Goal 6 PSRC MPP-G-1, T-1, 9, 14, 17, 18, 26
Other Agency	Construct new, full access control freeway, with tolls, to connect the existing SR 509 freeway terminus with 28th/24th Ave S and I-5. Phase 1 includes two lane each way, with truck climbing lanes, between S 188th St and 28th/24th Ave S. Two lanes each way are planned between 28th/24th Ave S and I-5.		\$487,000,000 C (Estimate; ST/WSDOT)							
WSDOT	#N/A	#N/A	\$0						#N/A	#N/A
Other Agency	#N/A		\$487,000,000 C (Estimate; ST/WSDOT)							
WSDOT	S 204th St/34th Ave S/S 208th St/S 206th St Connector Road	\$0								
Other Agency	This project is included with the extension of SR 509. Install sidewalks, street lighting, and utility infrastructure. This road provides circulation to the neighborhood after S 208th St is severed by SR509.		\$9,000,000 C (Estimate:WSDOT)							
Total Costs		\$80,355,858	\$5,462,308	\$13,603,472	\$18,638,650	\$17,515,720	\$12,595,484	\$13,223,500		

Comprehensive Plan Transportation Element Goal		<a href="http://www.seatacwa.gov/home/showdocument?id=21325">http://www.seatacwa.gov/home/showdocument?id=21325</a>
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.	
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.	



Project No.  
and

**2023 - 2028 Transportation Improvement Program**

D - DESIGN  
S - STUDY  
ST - STREET PROJECT  
ST-N - NON-MOTORIZED PROJECT  
R/W - RIGHT OF WAY  
C - CONSTRUCTION  
MP - MISCELLANEOUS PROJECT

Priority	Project Title and Description	Total Project Cost over 6-year TIP	2023	2024	2025	2026	2027	2028	Comp Plan TE	Council/PSRC
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.									
4.2	Develop and maintain an arterial street and highway system that reduces 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.									
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).									
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.									
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.									
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									
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.									
4.3a	Upgrade residential neighborhood streets with pedestrian and bicycle facilities and increased access to transit in alignment with pedestrian and bicycle network plans.									
4.4	Plan for and develop a system of transportation facilities for all users and all modes including pedestrians, transit users and bicyclists.									
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.									
4.4b	Coordinate with King County and other agencies to advance construction of the Lake to Sound Trail.									
4.4c	Work to design and construct arterials to include safe and attractive pedestrian facilities (including crossings) on both sides of the street.									
4.4d	Serve the City's residential areas with transit and a well-connected network of sidewalks and bicycle paths.									
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.									
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.									
4.4h	Prioritize completing a north-south bicycle route east of International Boulevard between S. 188th Street and S. 160th Street.									
4.4i	Work to implement directional and way-finding signage to direct bicyclists to the desired bike routes and destinations within the City.									
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.									
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.									
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.									
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.									



Project No.  
and

**2023 - 2028 Transportation Improvement Program**

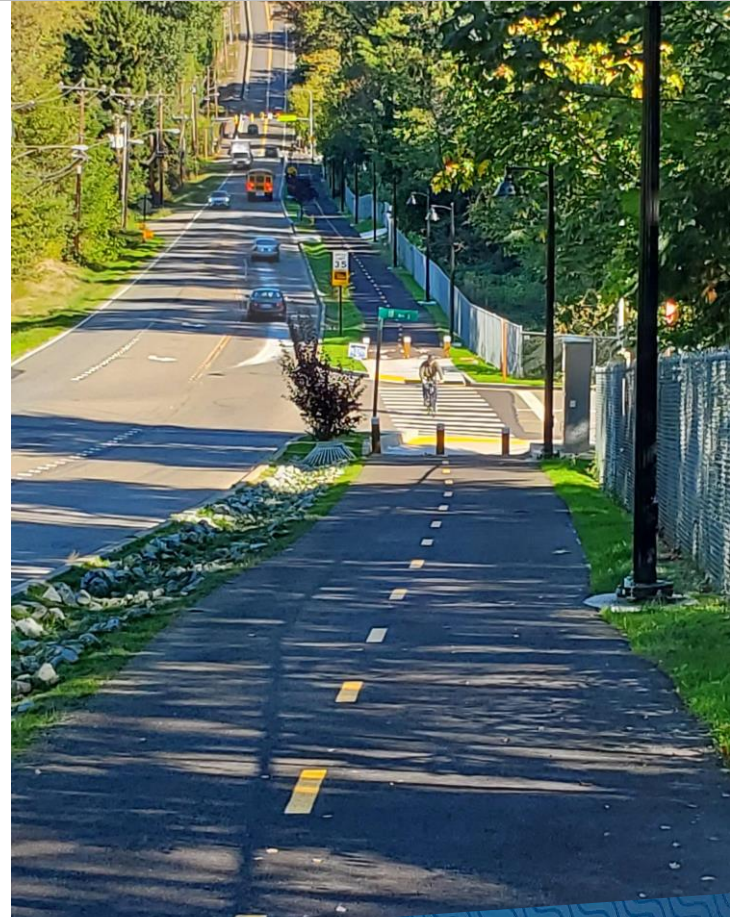
D - DESIGN  
S - STUDY  
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R/W - RIGHT OF WAY  
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MP - MISCELLANEOUS PROJECT

Priority	Project Title and Description	Total Project Cost over 6- year TIP	2023	2024	2025	2026	2027	2028	Comp Plan TE	Council/PSRC
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<b>City Goals</b>	<a href="http://www.seatacwa.gov/home/showdocument?id=12893">http://www.seatacwa.gov/home/showdocument?id=12893</a>
<b>City Operations</b>	Continuously improve the effectiveness and efficiency of city government
<b>Community Engagement</b>	Actively engage the community to gather input on city governance and issues of concern
<b>Infrastructure Investment</b>	Improve the community by making capital investments
<b>Accountability</b>	Improve Public Safety
<b>Revenue and Development</b>	Steward the City's financial resources and promote economic development to ensure sustainability and future growth.

# 2023-2028 TRANSPORTATION IMPROVEMENT PROGRAM

TRANSPORTATION & PUBLIC WORKS COMMITTEE MEETING  
May 5, 2022





# PRESENTATION OVERVIEW

## PURPOSE OF PRESENTATION

Staff to provide Committee an overview of the 2023-2028 Transportation Improvement Program.

Review and discuss/confirm Council goals and priorities as it relates to the 6 year TIP.

## WHY IS THIS ISSUE IMPORTANT?

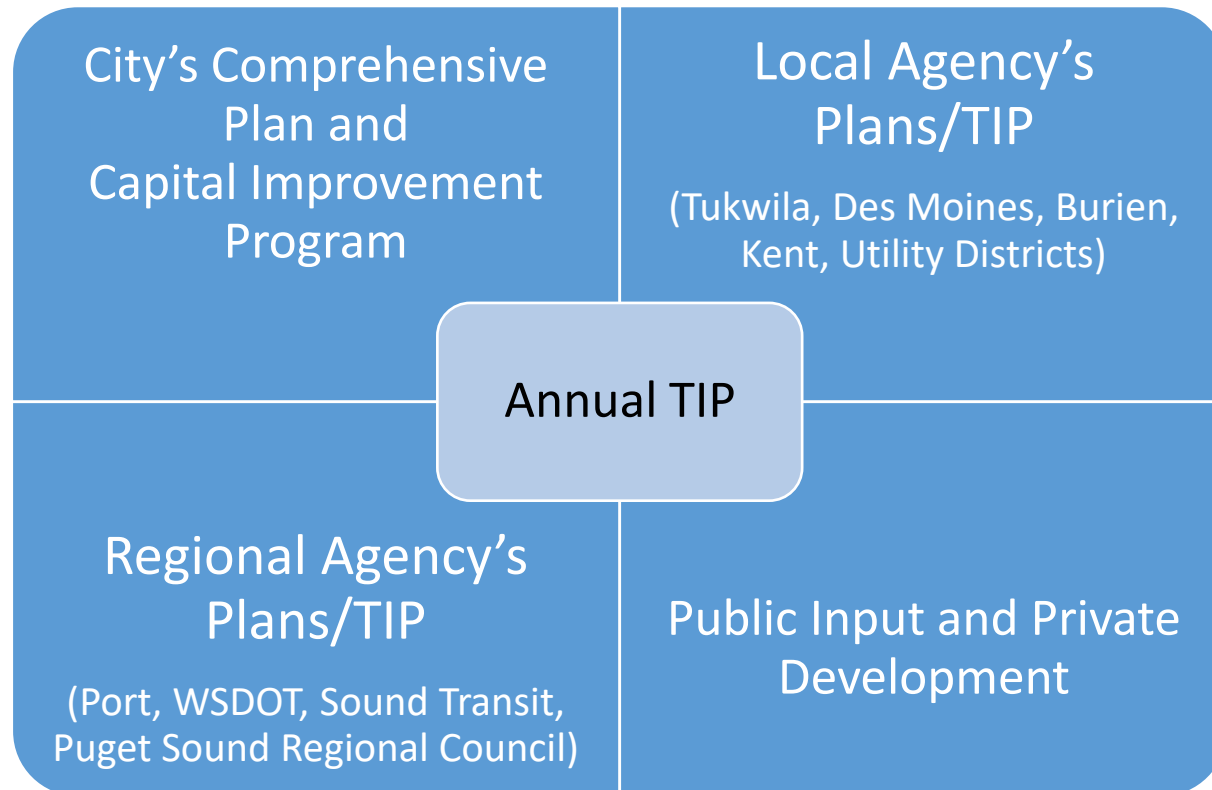
1. The Transportation Improvement Program (TIP) identifies and prioritizes transportation projects for the next six years.
2. The TIP helps strategically align the City's transportation projects with the following:
  - City's Comprehensive Plan
  - City's Capital Improvement Plan
  - Neighboring Cities' TIP
  - Outside Agency's Plans/TIP (Port, WSDOT, Sound Transit, Puget Sound Regional Council)
3. The TIP brings the City in compliance with state law (RCW 35.77.010).



# 2023-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

## ANNUAL TIP UPDATE PREPARATION

- The 2023-2028 TIP updates current project list with consideration from several sources



# 2023-2028 TRANSPORTATION IMPROVEMENT PLAN (TIP)

## PRIORITIZATION OF TIP PROJECTS

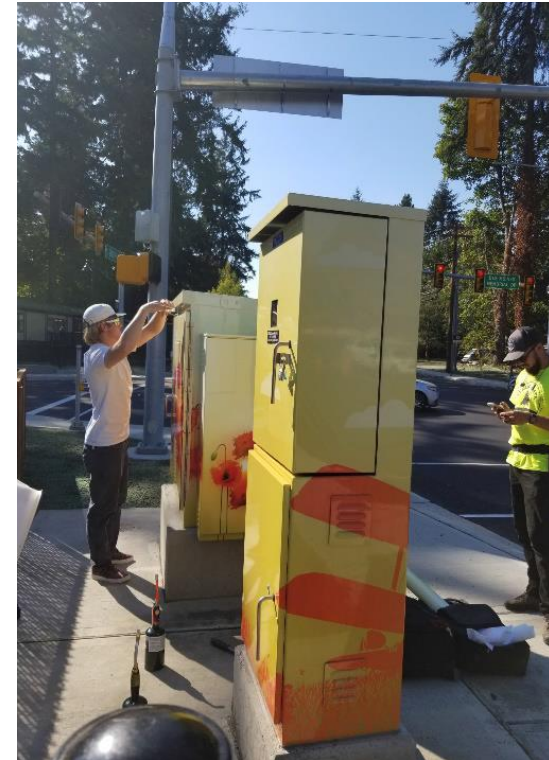
- Consideration for prioritizing projects include (but not limited to) several factors:





# 2023-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

CAPITAL PROJECTS (PLEASE SEE ATTACHED SPREADSHEET)



# PROJECTED REVENUE SHORTFALLS

## REVENUE PROJECTIONS

- 2019 Parking Tax Revenue (Pre-COVID19): \$10.1M
- 2020 Parking Tax Revenue: \$3.9M (\$9.9M originally budgeted)
- 2021 Parking Tax Revenue: \$6.6M (\$6.9M originally budgeted)
- 2022 ESTIMATED Parking Tax Revenue: \$6.9M (\$6.9M originally budgeted)

**\*\*Estimated \$14M revenue shortfall over next three years\*\***

## RESPONSE

1. Post-COVID Pandemic: The TIP required adjustments to address the revenue shortfall from 2020 to present.
2. There are several ways the TIP can accommodate this shortfall that staff has integrated into the updated TIP to align with revenue projections.
3. High level guidance/thoughts/concerns are requested from Committee ahead of staff finalizing adjustments to the TIP



# Council Goals (2021/22 Budget)

## Committee Discussion

Committee to review and discuss/confirm Council goals and priorities as it relates to the 6 year TIP. Guidance provided by the Committee will help in adjusting the TIP which staff will then bring back in a future meeting for review.

### Goals



#### **Promote Our Neighborhoods**

Develop urban villages around light rail stations that promote programs and activities to create a sense of place, while maintaining single-family neighborhoods.



#### **Build Effective & Accountable Government**

Increase community trust through better community engagement, collaboration, and transparency.



#### **Create & Preserve Housing**

Ensure access for all to adequate, safe, and affordable housing, and basic human services.



#### **Expand Green & Public Spaces**

Enhance the community by maintaining and improving parks and community spaces.



#### **Increase Connectivity & Safety**

Create a more cohesive city by investing in infrastructure and leveraging partnerships to promote pedestrian mobility, public safety, and access to public transit.



# POTENTIAL COMMITTEE ACTION

## COMMITTEE ACTION REQUESTED

- Staff requests high-level guidance and input from the Committee on the 2023-2028 TIP ahead of staff proposing adjustments to the TIP.
- Next Steps:
  - Staff present revised DRAFT 2023-2028 TIP on June 2, 2022
  - TPW action requested at June 2, 2022 (recommendation to move it forward for Council review and action).
  - Public hearing will be held at the June 14, 2022 RCM prior to final Council action to adopt the Resolution for the 2023-2028 TIP.
  - The adopted 2023-2028 TIP will then be submitted to the Washington State Secretary of Transportation and other agencies.







# MEMORANDUM

To: Transportation and Public Works Committee  
Through: William Appleton, Public Works Director and Florendo Cabudol, City Engineer  
From: David Tomporowski, Senior Planner  
Date: 5/5/22  
Subject: South 200<sup>th</sup> Street Corridor Study – Draft Final Report

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## **Purpose:**

The South 200<sup>th</sup> Street Corridor Study is nearing completion. The consultant team has completed their operational analysis and modeling work and conducted two rounds of robust public outreach. A draft final report has been prepared, which includes two different options for corridor redesign. City staff have had the opportunity to review the report and agree with the analysis and options presented. The purpose of this briefing is to present the draft final report to the Committee and ask for a recommendation to forward it to the full City Council for adoption.

Adopting this study does **not** lock the City into building a specific corridor option. Instead, the study presents two distinct “directions” that the City could take with regard to the corridor. City staff plan to wait until Sound Transit’s Federal Way Link Extension (FWLE) and WSDOT’s SR 509 Corridor Completion projects are fully built and operational. Staff will then assess the traffic patterns and how it adapts to the completion of these projects before finalizing what direction to take with the South 200<sup>th</sup> Street corridor.

## **Background:**

The portion of the South 200<sup>th</sup> Street corridor under study runs from 26<sup>th</sup> 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 200<sup>th</sup> 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 provides guidance on future investment in the infrastructure in the corridor. A separate capital improvement project (CIP), Public Works CIP ST-161, may be identified in a future 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 also seeks to 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, the analysis performed as part of this study can help identify short-term improvements, such as pavement maintenance, channelization, and other quick fixes to help address immediate needs. Other components that the City sought to investigate included reviewing 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 208<sup>th</sup> 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 worked on designing and refining three different alternatives for a redesigned and rebuilt South 200<sup>th</sup> Street corridor. A traffic model was produced that estimated traffic levels up to the year 2040. This model took into account future changes, such as the opening of the SR 509 extension and FWLE and increased land use development around the station area. All the options performed at an acceptable level of service for vehicular travel.

The three different alternatives were:

- Corridor Option 1: Bike lanes and wider sidewalks on South 200<sup>th</sup> Street
  - Vehicles: One driving lane in each direction, with a continuous center-turn lane
  - Bicycles: On-street bike lanes are added
  - Pedestrians: Wider sidewalks
  - Space: No extra property required – able to stay within 60 feet
- Corridor Option 2: Wider sidewalks on South 200<sup>th</sup> Street and nearby bike improvements
  - Vehicles: One driving lane in each direction, with a continuous center-turn lane
  - Bicycles: Bike lanes from International Blvd to 32<sup>nd</sup> Avenue South, then no bike lanes from 32<sup>nd</sup> Avenue South to Military Road South
  - Bicycles: 32<sup>nd</sup> Avenue South and South 198<sup>th</sup> Streets are improved for bicycles, creating an alternative to South 200<sup>th</sup> Street
  - Pedestrians: Wider sidewalks, and expanded landscaping buffer installed between sidewalk and street
  - Space: Five feet of property on each side of 200<sup>th</sup> required between 30<sup>th</sup> and 32<sup>nd</sup> Avenues South
- Corridor Option 3: Full capacity with complete streets
  - Vehicles: Current two driving lanes in each direction are maintained
  - 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 200<sup>th</sup> required between 30<sup>th</sup> Avenue South and Military Road South

These alternatives were presented as part of the second phase of outreach that took place during the month of November 2021. That outreach phase involved an updated website, an interactive survey, as well as another postcard mailing and more yard signs. The public was able to express their opinions on the three different alternatives being considered via the survey.

Our second round of outreach resulted in the following conclusions:

- The respondents are routine users of the corridor: Two-thirds travel the corridor every day and 90% use the corridor at least weekly.
- The respondents use a variety of modes along South 200<sup>th</sup> Street: Almost everyone experiences the corridor by car, but two-thirds also walk or bike.
- The majority of respondents (59%) selected Option 3 (Full Capacity with Complete Streets) as their first choice. Option 1 was ranked as a first choice by 24% of respondents and Option 2 was ranked as a first choice by 17% of respondents.
- An improved non-motorized (pedestrian and bicyclist) experience was a top desire: Top factors that drove preference were desire for wider sidewalks/ped safety (40%); maintaining vehicle capacity (34%); and providing enhanced bicycle facilities (24%).
- For those that selected Option 3 as their first choice, the clear reason given was concern about the possible implications of a lane reduction on vehicle congestion, which is already present during peak periods on the corridor.

Taking the feedback received during this second round of outreach, combined with the responses from the first round of outreach, the consultant team and City staff make the following

refinements to Corridor Options 1 and 3. Option 2 was eliminated from consideration given that it was ranked third.

With Option 1, the team sought to de-emphasize South 200<sup>th</sup> Street as a connection to I-5 via a “butterfly” roadway design concept for the intersection of Military Road and South 200<sup>th</sup> Street. This would force east-bound traffic on South 200<sup>th</sup> Street to make a right turn at Military Road instead of progressing through the intersection on to the I-5 south-bound ramp. It would also force traffic exiting I-5 from the north to make a left turn on to Military Road South instead of progressing through the intersection to head west on South 200<sup>th</sup> Street. By making this adjustment, this option would leverage investments being made by the SR 509 completion project (namely, a new entrance/exit ramp option at 24<sup>th</sup> Avenue South) and “return” South 200<sup>th</sup> Street to the surrounding neighborhood by discouraging regional pass-through traffic and orienting South 200<sup>th</sup> Street towards the neighborhood as a connection to the Angle Lake station area.

With Option 3, given the significant property take required in order to accommodate the non-motorized facility improvements while retaining the full vehicular lane capacity, options were sought to reduce the property take. The cross section was altered to reduce property take by combining the sidewalk and bike facility into one shared, raised facility separated from traffic. This reduces the total cross section width from 80 feet to approximately 68 feet, a savings of 12 feet. Also, given the feedback heard regarding congestion along the corridor, multi-lane roundabouts were introduced at 32<sup>nd</sup> Avenue South and Military Road South to facilitate local Access, promote smoother traffic flow through intersections, and address the eastbound queueing challenges that exist today. Finally, the entire corridor was shifted to the south, resulting in property take that only affects properties on the south side of the corridor. The exact implications of this property take are unknown but may result in potential full-parcel buyouts.

### **Conclusion:**

Based on the vehicular traffic modeling performed, both options as originally envisioned function at an acceptable level of service. However, in responding to public feedback from both phases of outreach, Options 1 and 3 have been further refined to create two different, distinct “directions” to take the South 200<sup>th</sup> Street in. Option 1 reinforces the corridor as a local street, requires less right-of-way, and conforms to the vision laid out in the Angle Lake Station Area Plan. Option 3 maintains the corridor as a major vehicular thoroughfare and requires a significant amount of right-of-way. Both options present trade-offs for the City and its residents.

This study presents options, not recommendations. By adopting this study, the Council will ensure that the City has two studied, vetted, and responsive options to consider implementing on the South 200<sup>th</sup> Street corridor for the benefit of the City and the traveling public. The City will be prepared to implement a version of one of these options in the future, after the significant projects in this area are complete (SR 509 and FWLE) and their affects on regional and local traffic and travel patterns are known.

### **Options/Recommendation:**

Staff recommends moving this item forward for Council review and action at the May 24 Regular Council Meeting.

# South 200<sup>th</sup> Street Corridor Study – Draft Final Report

May 5, 2022 Transportation and Public Works Committee Meeting



# PRESENTATION OVERVIEW

## PURPOSE OF PRESENTATION

To present the draft final report of the South 200<sup>th</sup> Street Corridor Study and ask for the Transportation and Public Works Committee to recommend that Council adopt the study.

## 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. Two megaprojects in the region, SR 509 and FWLE, once complete, will potentially dramatically change travel and traffic patterns in the area surrounding the corridor. This study assess what is possible for this corridor once these megaprojects are complete in the next six years.



# POTENTIAL COMMITTEE ACTION

## COMMITTEE ACTION REQUESTED

- Recommend that Council adopt the final study at a future Regular Council Meeting.

## STAFF RECOMMENDATION

- Staff supports the study's conclusion and recommends adopting the study.

## 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)
- 11/4/2021 – T&PW (Update on past and future outreach efforts)



# SOUTH 200<sup>TH</sup> STREET CORRIDOR

## ST-Study S 200th St Corridor

City of 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.  
File Path: \\c:\users\jg\documents\GIS\S200thSt\_Corridor





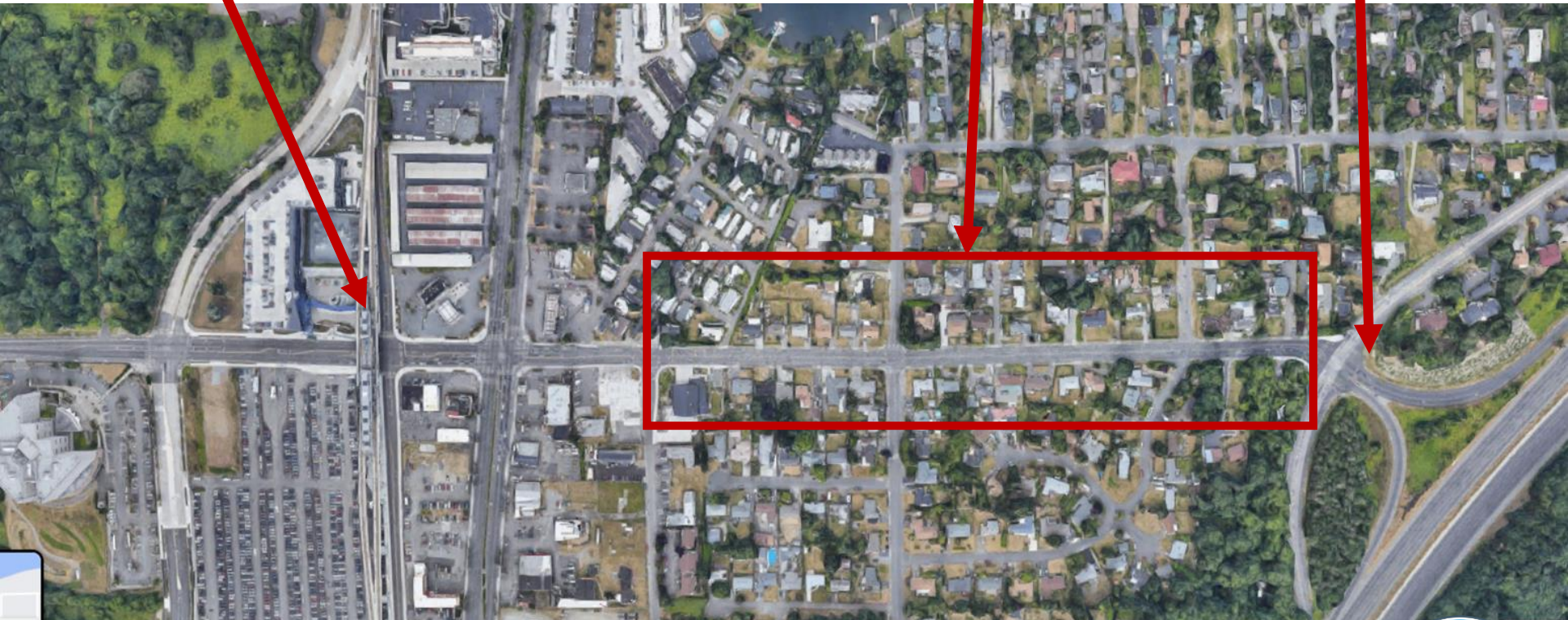
# SOUTH 200<sup>TH</sup> STREET CORRIDOR

Angle Lake  
Light Rail  
Station

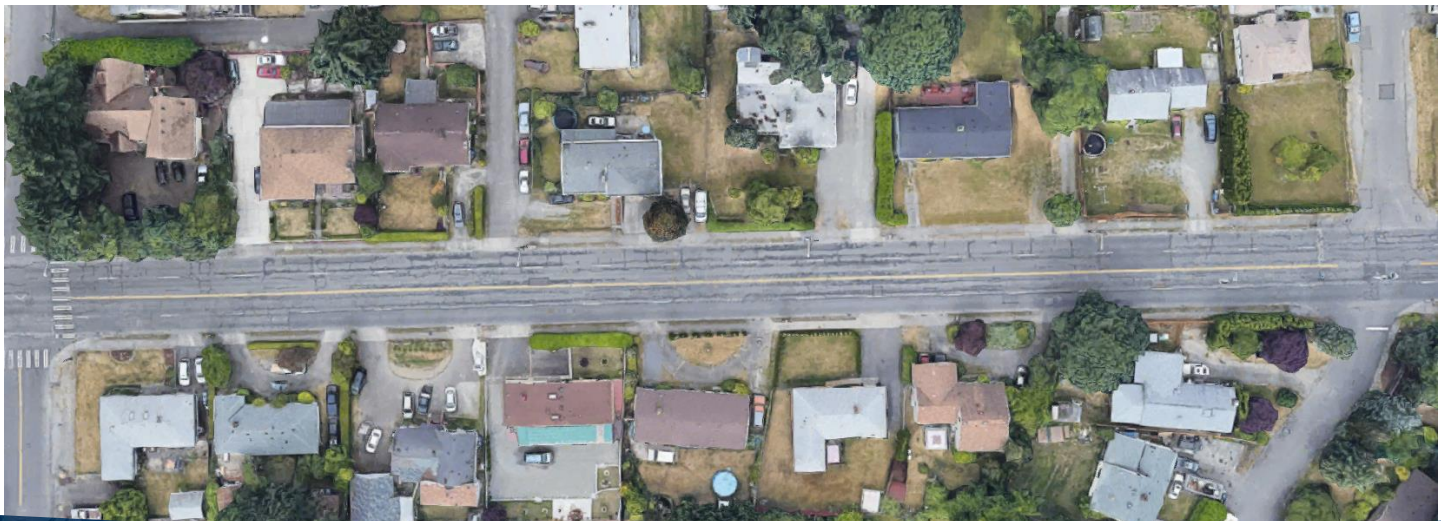
International  
Blvd

Single Family  
Homes

I-5 southbound exit  
and entrance  
ramps



# EXISTING CONDITIONS



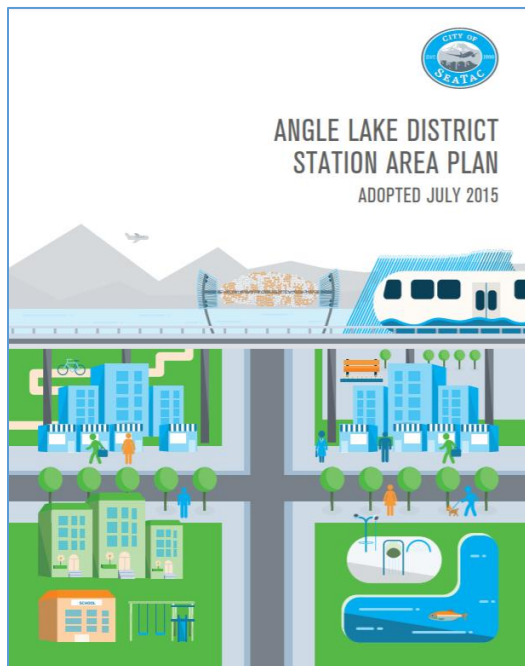
# EXISTING CONDITIONS



# 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.



# GOALS OF SOUTH 200<sup>TH</sup> STREET CORRIDOR STUDY

## 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, may be identified in a future Transportation Improvement Program (TIP) for the design of an infrastructure improvement as proposed by the study. Funding for construction needs to be secured and staff will actively pursue grant opportunities to fulfill the need.



# WHAT'S COMING IN THE AREA



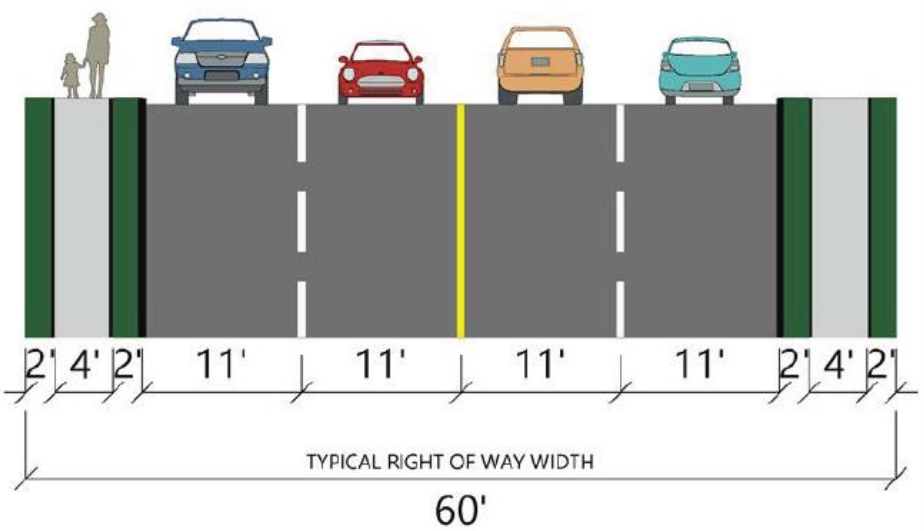
# WHAT'S COMING IN THE AREA



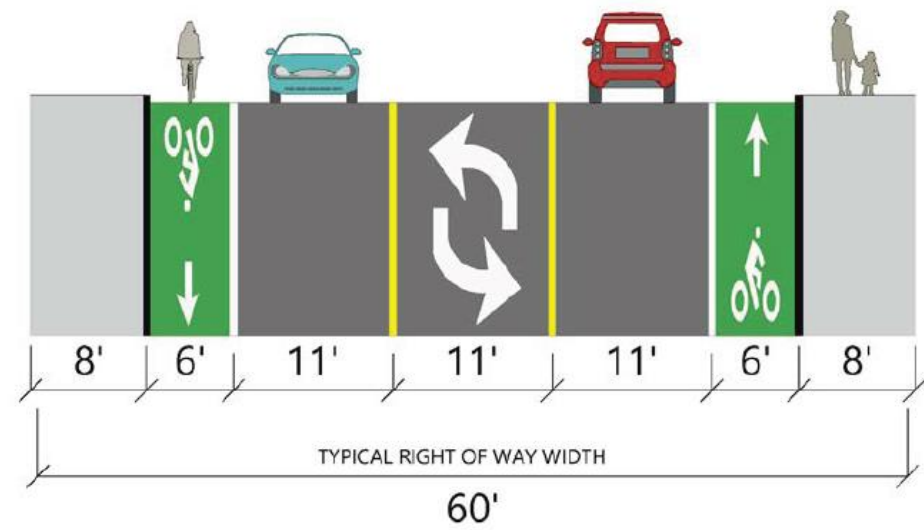
# EXISTING VERSUS WHAT TMP & STATION AREA PLAN RECOMMENDS

(“Road Diet”)

**EXISTING**



**TMP VISION**





# OUTREACH – PHASE 1

## WHAT HAPPENED

- Interviews with stakeholders
- Project website:  
[www.south200thstreetstudy.com](http://www.south200thstreetstudy.com)
- Public outreach occurred during March 2021
- 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 200<sup>th</sup> Street Corridor Study

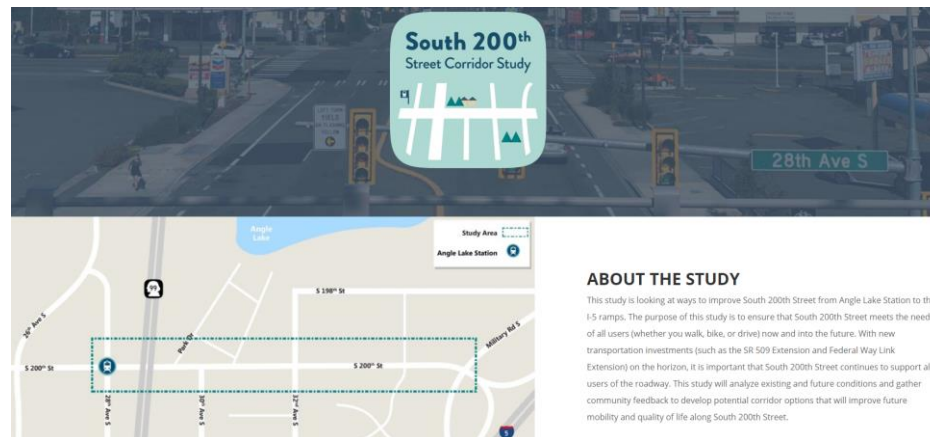
Share your thoughts at:  
[south200thstreetstudy.com](http://south200thstreetstudy.com)

Scan this QR code to learn more.

CITY OF SEATAC

Help us identify opportunities and challenges for:

- Walking
- Biking
- Transit
- Auto
- Freight



# WHAT WE HEARD

- 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 200<sup>th</sup>
- 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.**”

# MODELING

During Phase 1 outreach, the team was working on modeling the corridor into the future



# INTERSECTION PERFORMANCE NOW

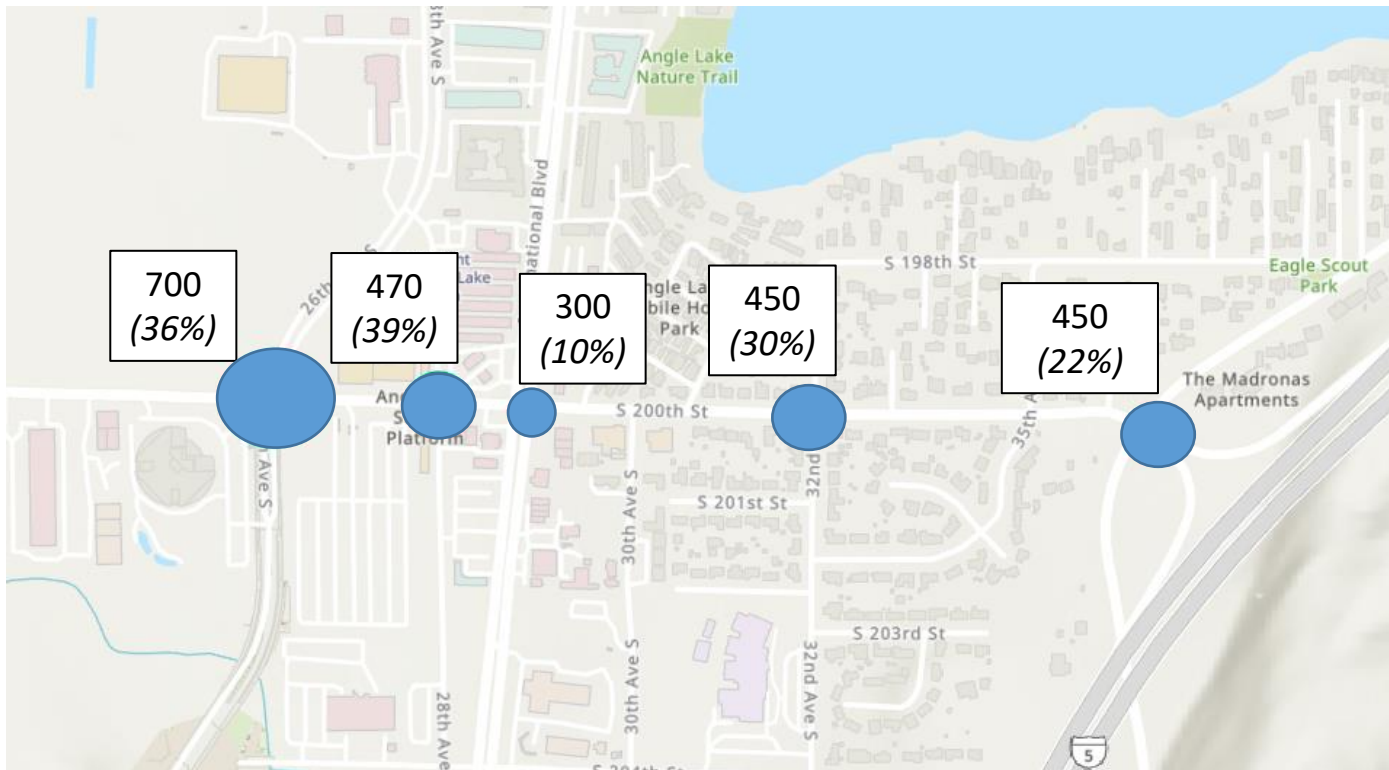
**EXHIBIT 11: TOTAL ENTERING VOLUME & INTERSECTION DELAY AT SIGNALIZED INTERSECTIONS, PM PEAK HOUR**



# MODELING

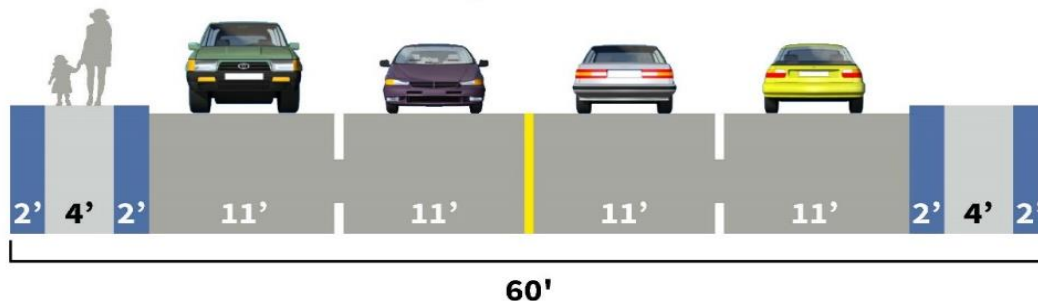
## 2040 Intersection Growth (with no change to corridor)

PM Peak Hour



## 2040 SimTraffic Analysis PM Peak Hour – Existing Configuration

Intersection	Delay	LOS
1 - 26th Ave S & S 200th St	22 sec	C
2 - 28th Ave S & S 200th St	39 sec	D
3 - SR 99 & S 200th St	58 sec	E
4 - 32nd Ave S & S 200th St	70 sec	E
5 - Military Rd & S 200th St	62 sec	E



# MODELING TAKEAWAYS

- Volumes today and projected for 2040 do not support a full road diet, as recommended in the TMP.
  - Completion of SR 509 removes regional trips
  - But land use development in the area backfills those trips
- Volumes increase slightly in the future (with the assumption that SR 509 is tolled and other roadways in the area are not).
- Delays experienced along corridor:
  - Related to intersection bottlenecks and limited capacity on the I-5 southbound ramp
  - **NOT** related to through capacity along South 200th Street.
- Thus, may be an opportunity to repurpose some right of way to creating a better environment for walking, biking, and aesthetics

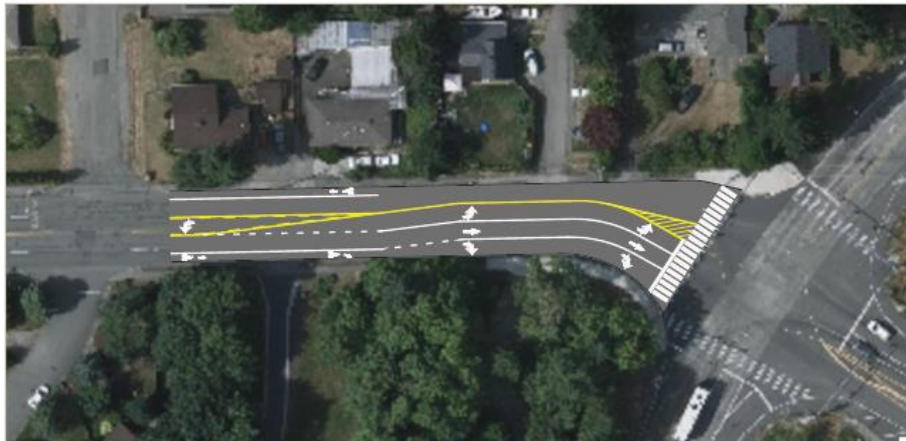


# ROAD DIET REFINEMENTS

**EXHIBIT 15: LANE DROP AT 30<sup>TH</sup> AVENUE SOUTH TO MAKE ROOM FOR BICYCLE & PEDESTRIAN FACILITIES**



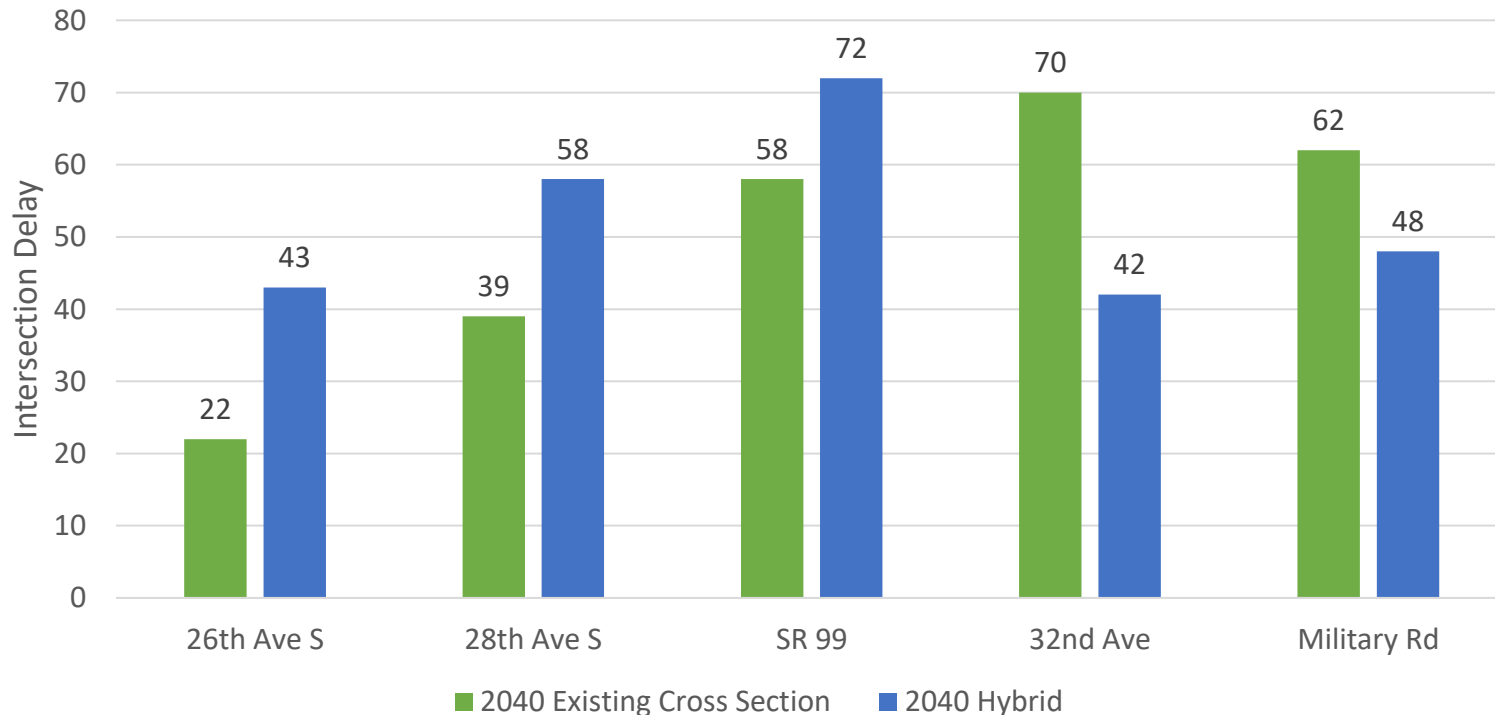
**EXHIBIT 16: TRANSITION FROM THREE-LANE CROSS-SECTION TO EXISTING CROSS SECTION AT MILITARY ROAD SOUTH**



## Intersection Delay in 2040

Existing Condition (green) vs. Option 1 (blue)

PM Peak Hour





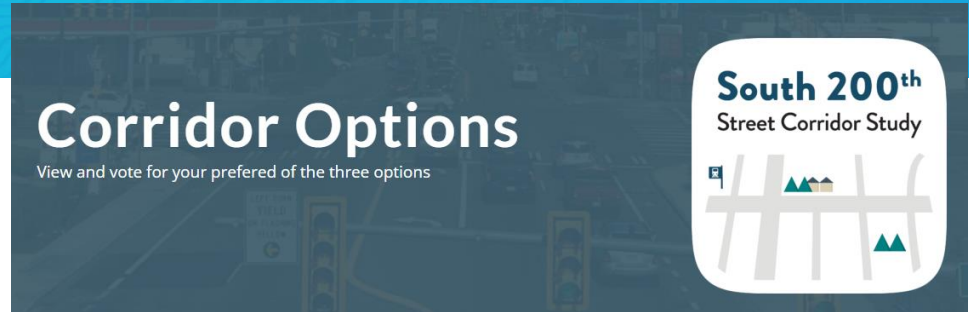
# OUTREACH – PHASE 2

## WHAT HAPPENED

- Outreach period during November 2021
- Project website: [www.south200thstreetstudy.com](http://www.south200thstreetstudy.com)
- Postcards mailed to everyone near the corridor
- Yard signs erected along the corridor
- Study publicized via social media

## RESULTS

- Participants were able to view the three different corridor options and take a survey indicating their preference/ranking/opinions
- Survey results made available to the City



Note: click on each image to enlarge.

[Click here to view full layout sheets for Option 1](#)

### CORRIDOR OPTION 1 | Key Changes

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

Refer to the descriptions below to learn more about the details of Corridor Option 1



International Boulevard to 30th Ave S

- One lane in each direction with center turn lane from east of 30th Avenue South to 20th Avenue South
- Wider Sidewalks
- Bike lanes along corridor. Green striping at 30th Avenue South to increase visibility of bicycles
- No additional right-of-way needed



30th Ave S to 35th Ave S

- One lane in each direction with center turn lane from east of 30th Avenue South to 20th Avenue South
- Wider sidewalks and enhanced striping at 32nd Avenue South to improve pedestrian safety
- Bike lanes along corridor. 32nd Avenue South is a protected intersection with bike lanes to prevent collisions from vehicle conflicts
- No additional right-of-way needed



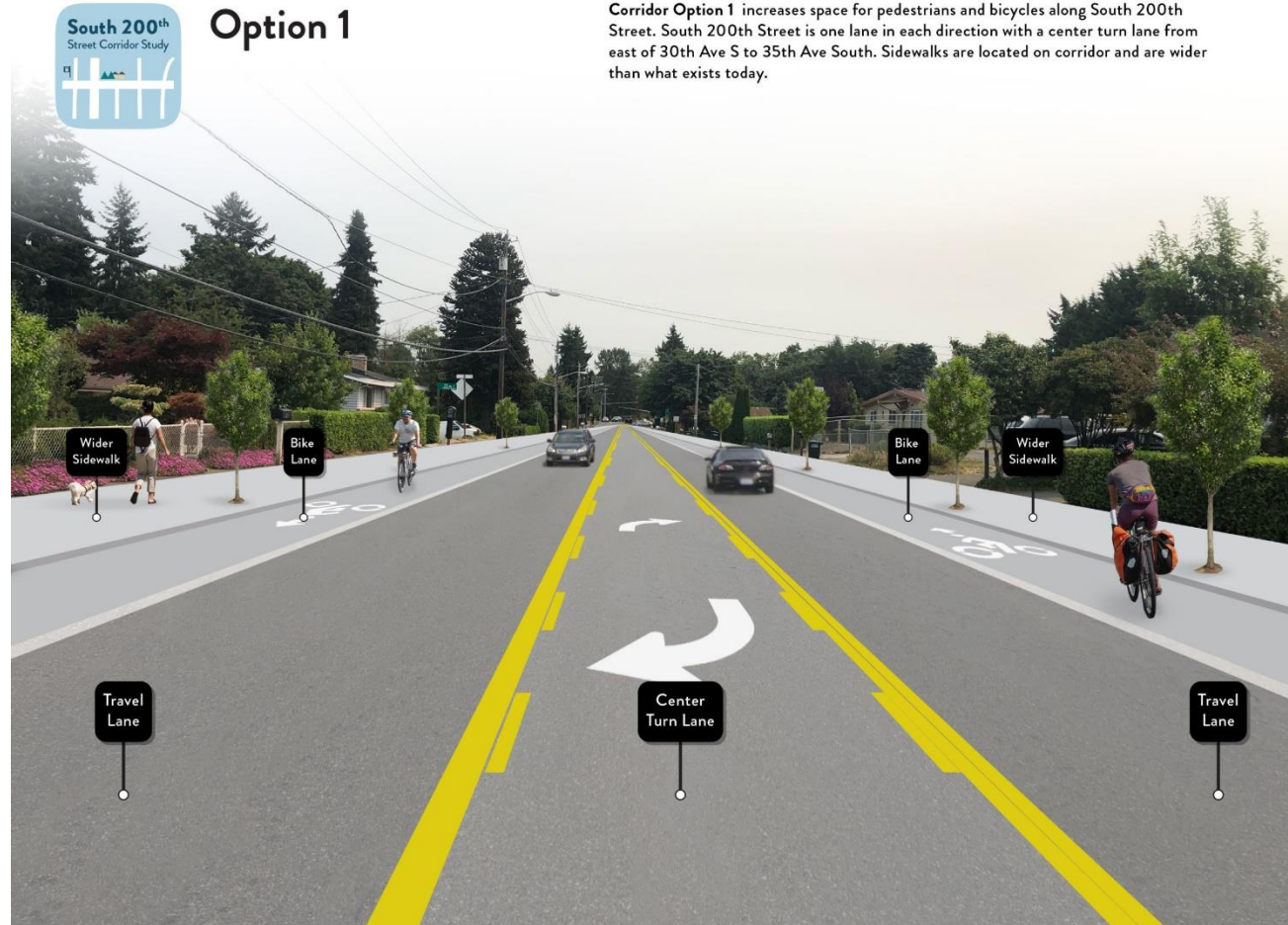
35th Ave S to Military Rd S

- Existing roadway configuration at Military Road South
- Wider Sidewalks
- Bike lanes along corridor. Bike lane ramps up to join the sidewalk at Military Road
- 8 feet of additional right-of-way needed at Military Road South



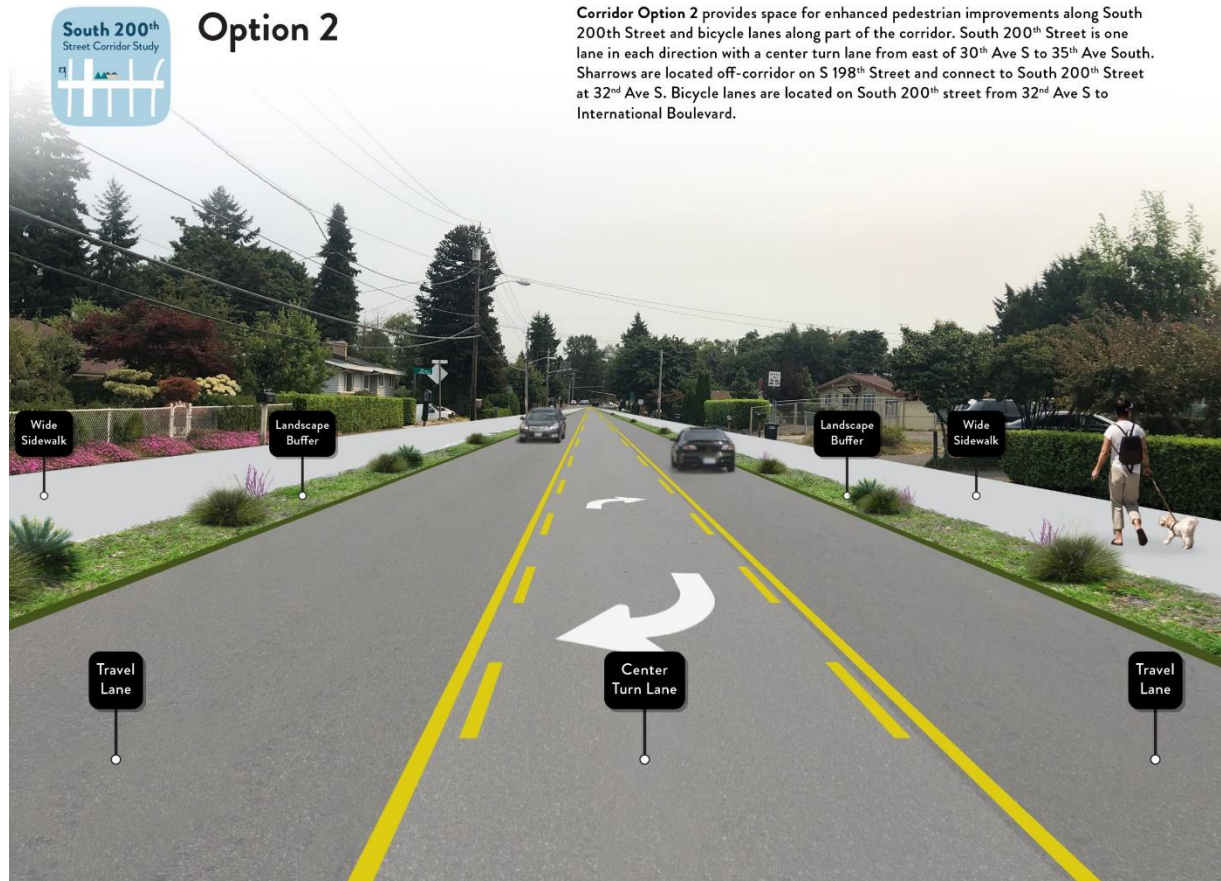
# CORRIDOR OPTION 1

- 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



# 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



# CORRIDOR OPTION 2

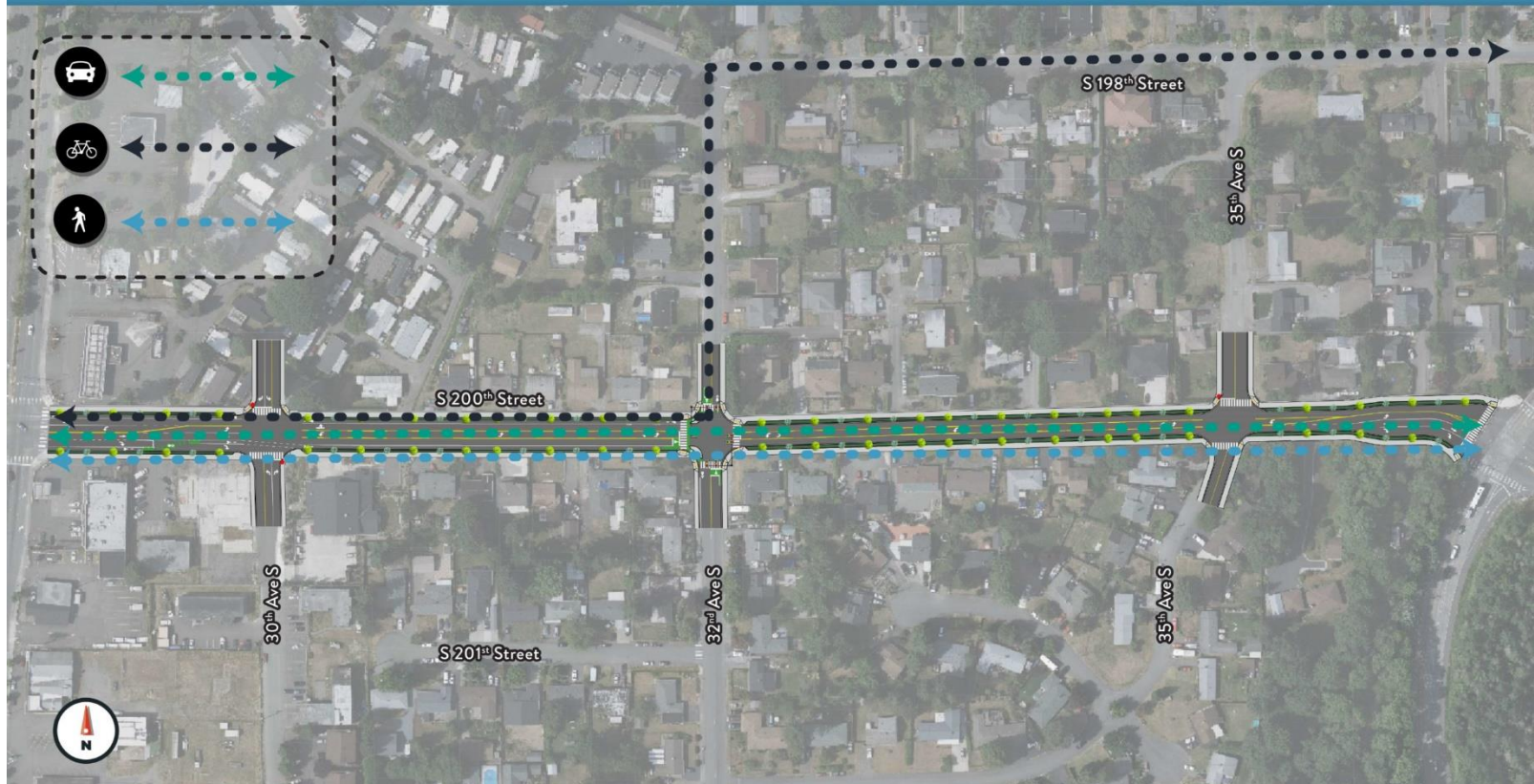
South 200<sup>th</sup>  
Street Corridor Study



## Option 2

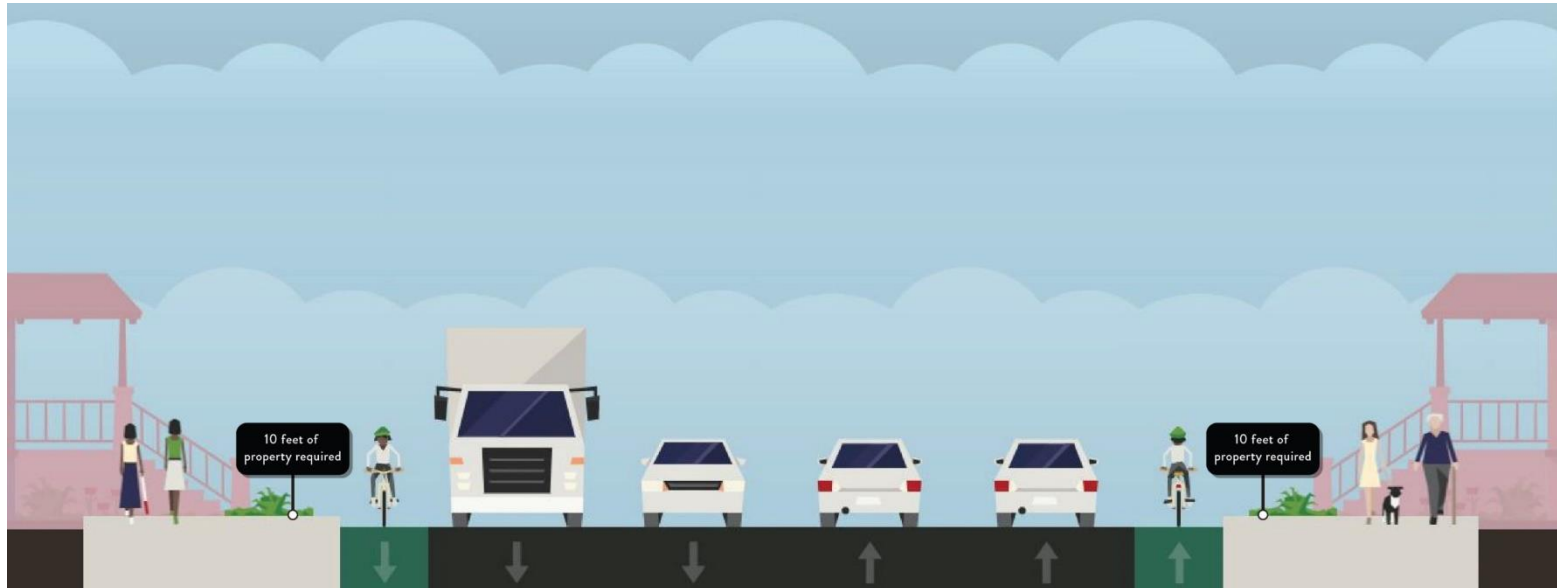
Pedestrian Focused South 200th Street

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



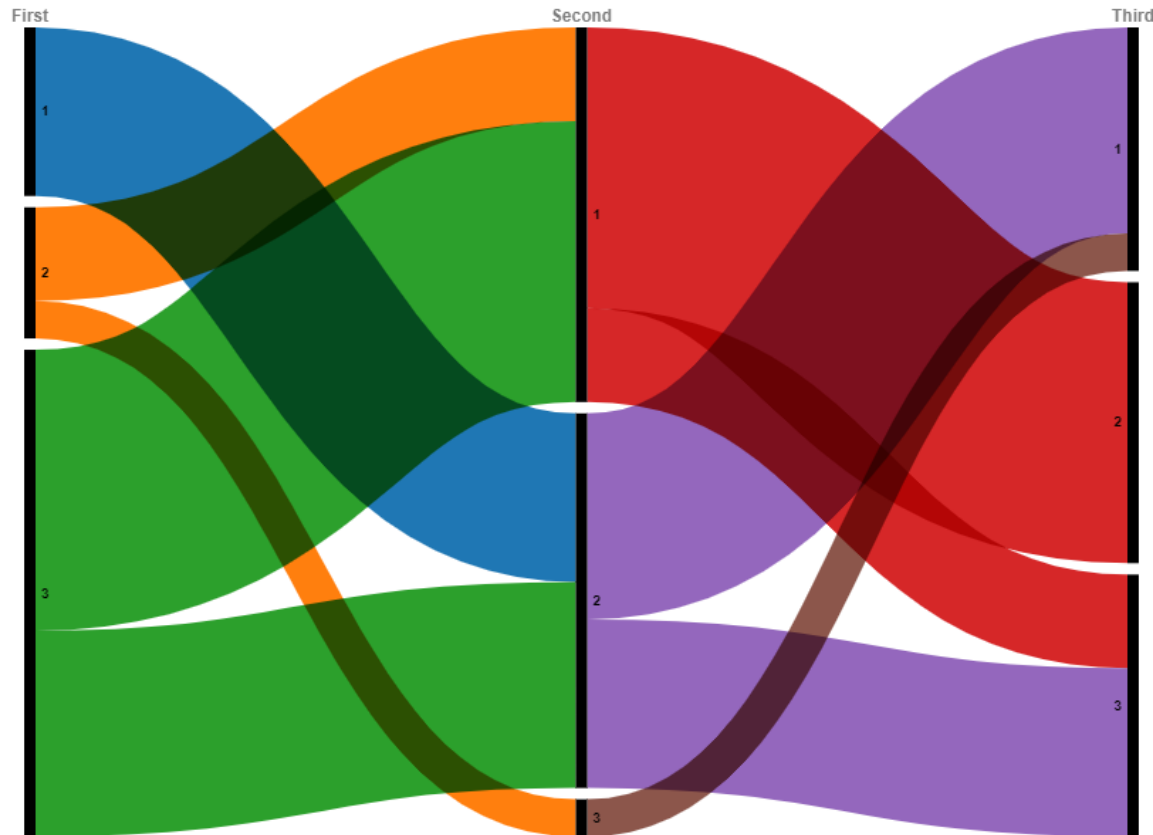
# CORRIDOR OPTION 3

- 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



# TAKEAWAYS FROM PHASE 2 OUTREACH

- Respondents are routine users of the corridor
- Respondents use a variety of modes along South 200th Street (not just driving, but biking and walking too)
- Majority of respondents selected Option 3 as their first choice. Option 1 came in second.
- An improved non-motorized (pedestrian and bicyclist) experience was a top desire
- Top factors that drove preference were:
  - desire for wider sidewalks/ped safety (40%);
  - maintaining vehicle capacity (34%);
  - providing enhanced bicycle facilities (24%).
- For those that selected Option 3 as their first choice, the clear reason given was concern about the possible implications of a lane reduction on vehicle congestion, which is already present during peak periods on the corridor.



# OPTION 1 REFINEMENTS

## Significant revision to I-5 access

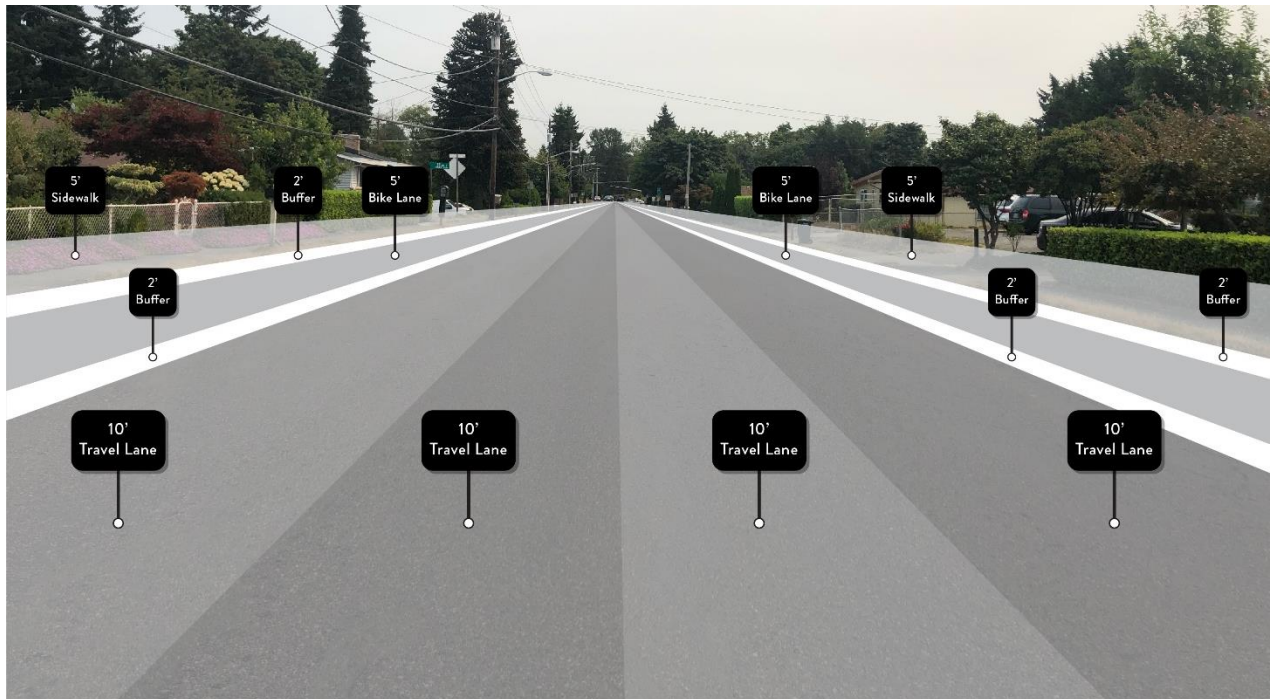
- Even with SR 509 completed, the corridor will continue to attract regional users
- Corridor cannot effectively serve as both a regional through route and a comfortable neighborhood street
- This revision prioritizes corridor as a neighborhood/transit community street that supports comfortable walking and biking by de-emphasizing the connection to I-5.



# OPTION 3 REFINEMENTS

## Responding to significant property take requirement

- Consolidates pedestrian and bicycle facilities at the sidewalk level, providing grade separation from vehicle traffic and the potential to reduce right-of-way requirements
- Reduces total cross section from approx. 80 feet to approx. 68 feet





# OPTION 3 REFINEMENTS

## Responding to concern about congestion

- Multi-lane roundabouts were introduced at 32nd Avenue South and Military Road South to facilitate local access, promote smoother traffic flow through intersections, and address the eastbound queueing challenges that exist today.
- The entire corridor was shifted to the south, resulting in property take that only affects properties on the south side of the corridor. The exact implications of this property take are unknown but may result in potential full-parcel buyouts.



# SUMMARY OF TWO “DIRECTIONS”

## Option 1

- Responds to strong community desire for a “calmed” street with less noise, traffic, freight, speeding, etc.
- Responds to strong community desire for increased pedestrian and bicycle facilities
- Minimal or no property take required
- Tradeoff: significant revision to I-5 access

## Option 3

- Responds to strong concern expressed during outreach regarding vehicular congestion along corridor by “doubling-down” on South 200<sup>th</sup> Street as a regional corridor carrying lots of traffic
  - Addresses real source of congestion: the intersections (while maintaining existing lane capacity)
- Responds to strong community desire for increased pedestrian and bicycle facilities
- Tradeoff: significant property take required



# WHAT DOES ADOPTING THIS STUDY MEAN FOR THE CITY?

- Adopting this study **does not** lock the City into building a specific corridor option.
- Instead, the study presents two distinct “directions” that the City could take regarding the corridor.
- This study presents options, not recommendations.
- City staff plan to wait until Sound Transit’s Federal Way Link Extension (FWLE) and WSDOT’s SR 509 corridor completion project are fully built and operational before deciding on what direction to take with the South 200th Street corridor.
- By adopting this study, the Council will ensure that the City has two studied, vetted, and responsive options to consider implementing on the South 200th Street corridor for the benefit of the City and the traveling public.
- Either option as presented will work, it is just a matter of tradeoffs.
- Either option can be changed, edited, revised, or altered in order to best respond to the effects of SR 509 and FWLE, as well as community concerns.



# POTENTIAL COMMITTEE ACTION

## COMMITTEE ACTION REQUESTED

- Recommend that Council adopt the final study at a future Regular Council Meeting.

## STAFF RECOMMENDATION

- Staff supports the study's conclusion and recommends adopting the study.

## 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)
- 11/4/2021 – T&PW (Update on past and future outreach efforts)



# STUDY TEAM

- City Staff:
  - David Tomporowski – Project Manager
  - Florendo Cabudol – City Engineer
  - Kate Kaehny – Senior Planner
- Consultant Team:

FEHR  PEERS

kpff

cai community  
attributes inc

