



South 200th
Street Corridor Study



City of SeaTac

South 200th Street Corridor Study



Table of Contents

- Chapter 1: Introduction4
- Chapter 2: Project Background & Related Plans8
- Chapter 3: Technical Evaluation of the Corridor15
- Chapter 4: Corridor Options Development & Evaluation Process35
- Chapter 5: Corridor Recommendations43

Exhibits

- Exhibit 1: Study Corridor 5
- Exhibit 2: South 200th Street Corridor Cross Section (Existing & TMP Vision) 6
- Exhibit 3: Future Light Rail Bridge Configuration, WSDOT 12
- Exhibit 4: SR 509 Alignment, Interim Ramps, & Capital Improvements 13
- Exhibit 5: South 200th Street Corridor Segments 17
- Exhibit 6: Land Uses In Study Area 18
- Exhibit 7: Existing & Proposed Pedestrian Network 21
- Exhibit 8: Existing & Proposed Bicycle Network 23
- Exhibit 9: Existing Transit Routes 24
- Exhibit 10: Existing Transit Routes & Future Federal Way Link Extension 25
- Exhibit 11: Total Entering Volume & Intersection Delay at Signalized Intersections, PM Peak Hour 26
- Exhibit 12: Types of Collisions near South 200th Street Corridor 27
- Exhibit 13: Proposed SR 509 Right-of-Way, Interim Access Ramps, Capital Improvements, & South Access Expressway 30
- Exhibit 14: Distribution of Seattle-Tacoma International Airport Trips (2019 vs. 2040) as Estimated by the PRSC Regional Travel Model 31
- Exhibit 15: Lane Drop at 30th Avenue South to Make Room for Bicycle & Pedestrian Facilities 32
- Exhibit 16: Transition from Three-Lane Cross-Section to Existing Cross Section at Military Road South 32
- Exhibit 17: Average PM Peak Hour Delay at Intersections (Existing Cross-Section Vs. Hybrid Cross-Section) 33
- Exhibit 18: Photo Rendering of Option 1 39
- Exhibit 19: Photo Rendering of Option 2 40
- Exhibit 20: Proposed Location of Off-Street Bicycle Parking 40
- Exhibit 21: Streetmix Depiction of Option 3 41
- Exhibit 22: Community Concerns about South 200th Street Today 45
- Exhibit 23: Revised Intersection Concept for South 200th Street/Military Road to Complement Option 1 46
- Exhibit 24: Refined Corridor Option 3 47
- Exhibit 25: Local Example of Pedestrian & Bike Facilities at Sidewalk Level 48
- Exhibit 26: Key Questions - Revised Options 1 & 3 49



Appendices

- Appendix A:** Phase 1 Outreach 3
- Appendix B:** Corridor Options Factsheets 7
- Appendix C:** Phase 2 Outreach Summary 14
- Appendix D:** Planning-Level Cost Estimates 33



Chapter 1

Introduction

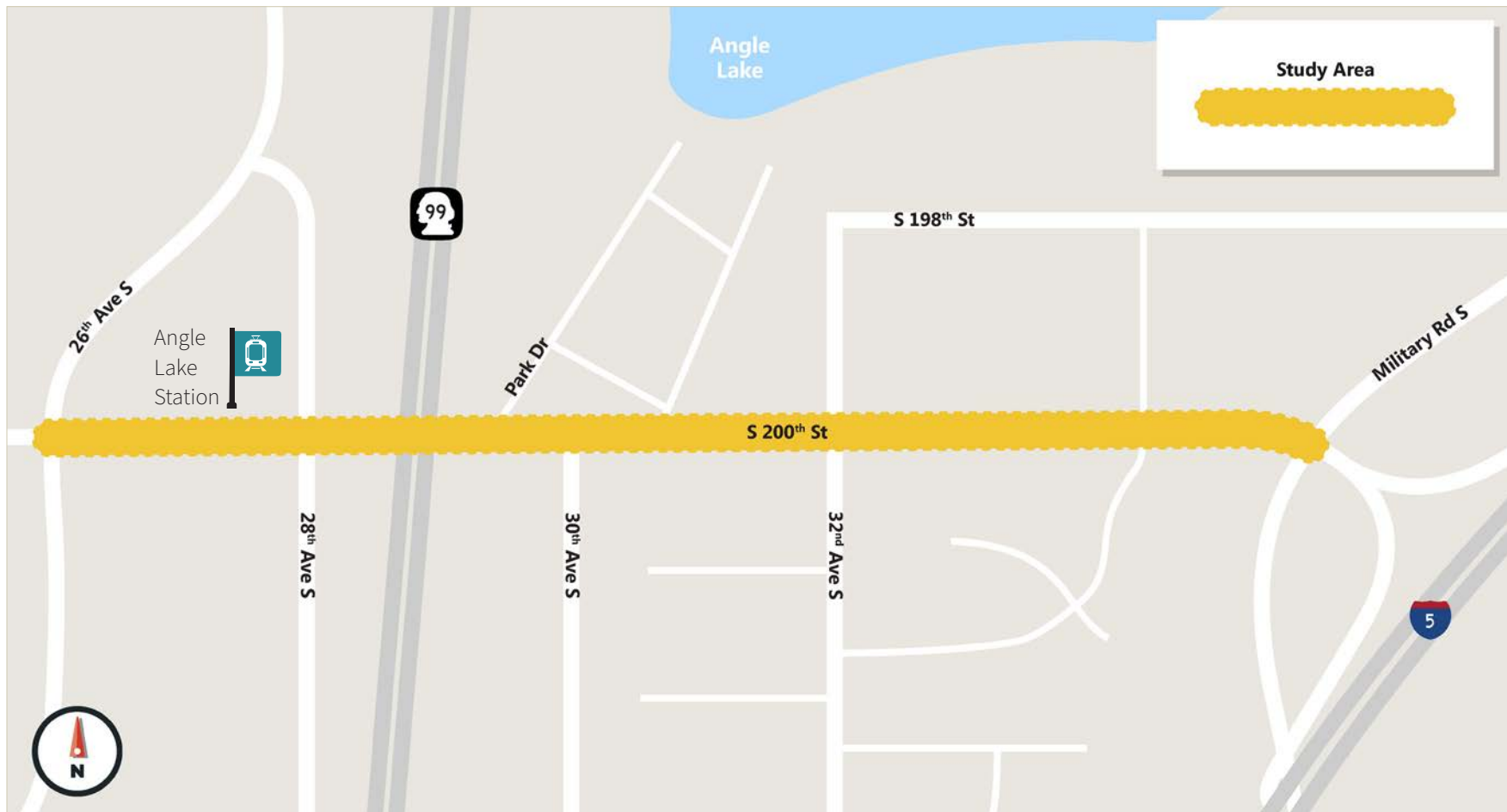
1

INTRODUCTION

This corridor study seeks to develop an infrastructure plan for South 200th Street that serves the SeaTac community both today and for the long-term.

The South 200th Street Corridor Study focuses on South 200th Street from Angle Lake Station to the intersection of Military Road South and the I-5 ramps (**Exhibit 1**). This study presents the opportunity to revisit assumptions of past planning efforts to develop an infrastructure plan for South 200th Street that serves the SeaTac community both today and for the long-term.

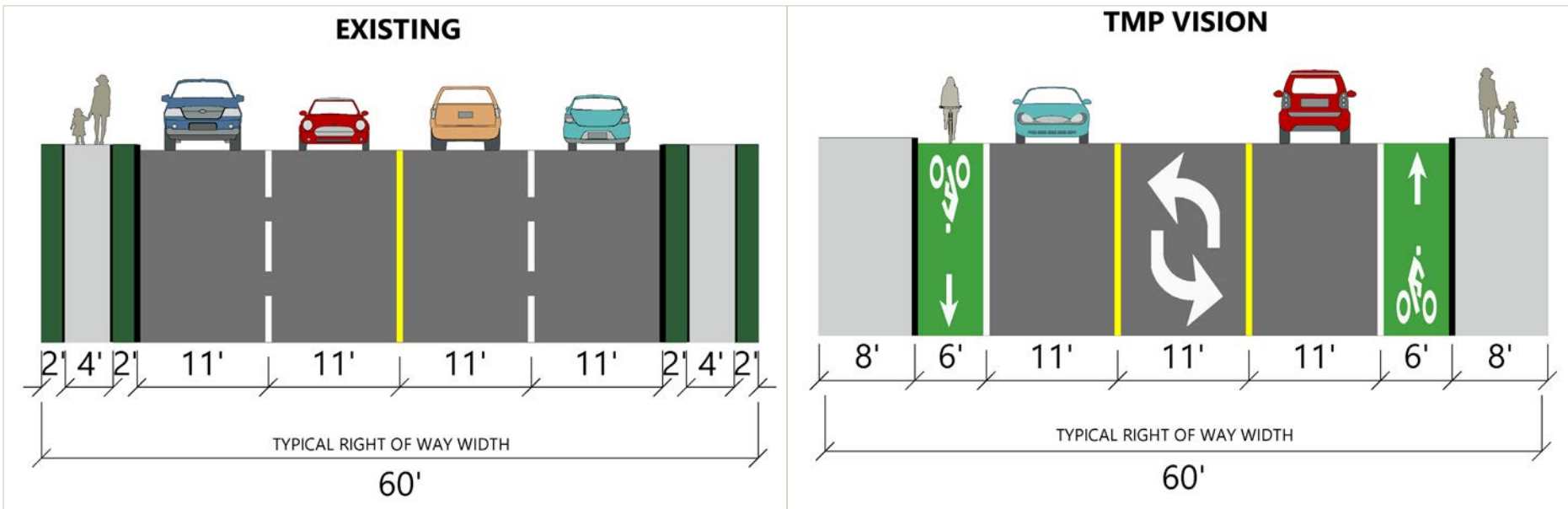
EXHIBIT 1: STUDY CORRIDOR



This study investigates recommendations from the City's Transportation Master Plan (TMP), which call for the South 200th Street corridor to be converted from a four-lane roadway to one lane in each direction with a center turn-lane, bicycle lanes, and improved pedestrian facilities (**Exhibit 2**). These TMP recommendations are being stress-tested

alongside growth anticipated over the next 20 years and planned infrastructure projects, including the SR 509 Completion Project and the Federal Way Link Extension, which will influence traffic circulation and patterns throughout the area.

EXHIBIT 2: SOUTH 200TH STREET CORRIDOR CROSS SECTION (EXISTING & TMP VISION)



Study Process

This study combines technical evaluation, stakeholder and agency outreach, and community input to develop and evaluate potential corridor options. The corridor study began in October 2020 and corridor recommendations will be presented to SeaTac City Council in mid 2022. Community outreach occurred in two phases: gathering community input about how the corridor operates today and desires for the future (Spring 2021) and gauging community preferences related to three potential corridor options (Fall 2021).

This report summarizes the steps taken to arrive at viable corridor concepts, which are detailed in the following chapters:

Chapter 2 Project Background & Related Plans

Describes adopted plans that guide land use and infrastructure decisions in the vicinity of the South 200th Street corridor.

Chapter 3 Technical Evaluation of the Corridor

Describes existing and projected future conditions along South 200th Street for all modes of transportation, as well as built environment considerations that influence the development of corridor options.

Chapter 4 Corridor Options Development & Evaluation Process

Describes the process used to develop discrete corridor options and how these options were considered. This chapter describes community and stakeholder feedback gathered and the methods used to solicit this feedback.

Chapter 5 Corridor Concepts for Further Consideration

Presents the most viable corridor concepts, including the rationale for why these options are being advanced, and next steps to move towards selecting a preferred corridor option.



Chapter 2

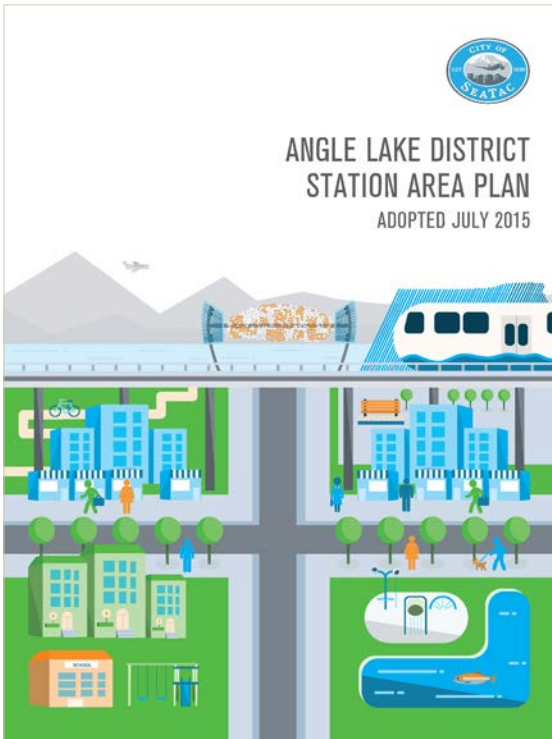
Project Background & Related Plans



PROJECT BACKGROUND & RELATED PLANS

Several plans influence the role of South 200th Street in connecting SeaTac to the greater region.

This chapter summarizes local and regional plans that influence how people use South 200th Street and its role in connecting SeaTac with the greater region. The chapter begins with a description of the City's land use vision and development goals for the corridor as defined in the Angle Lake District Station Area Plan and Transportation Master Plan (TMP).



Angle Lake District Station Area Plan

In 2015, the City adopted the Angle Lake District Station Area Plan and established a long-term vision to focus higher density job and housing growth with new services, infrastructure and amenities around the light rail station, in order to create a new center for the community. (The City has recently described this as part of its “urban village strategy.”)

The station area plan recommends significant changes to the character of South 200th Street to support this vision including enhanced infrastructure

for walking and bicycling and exploring the potential of increasing densities along South 200th Street between International Boulevard and Military Road to be more transit oriented and buffer the single-family neighborhoods from activity along South 200th Street.

Station Area Plan Assumptions & Strategies for South 200th Street

Data projections available during the station area planning effort suggested that overall traffic on International Boulevard and the South 200th corridor would decrease over time due largely to two projects:

- The City’s “Connecting 24th” project, which filled a gap in the road network by constructing a new segment to connect 28th/26th Avenues South to 24th Avenue South west of Angle Lake Station; and,
- WSDOT’s “SR 509 Gateway” project, which was expected to divert airport and freight traffic from local roadways, including South 200th Street. (More information on this project be found later in this chapter.)

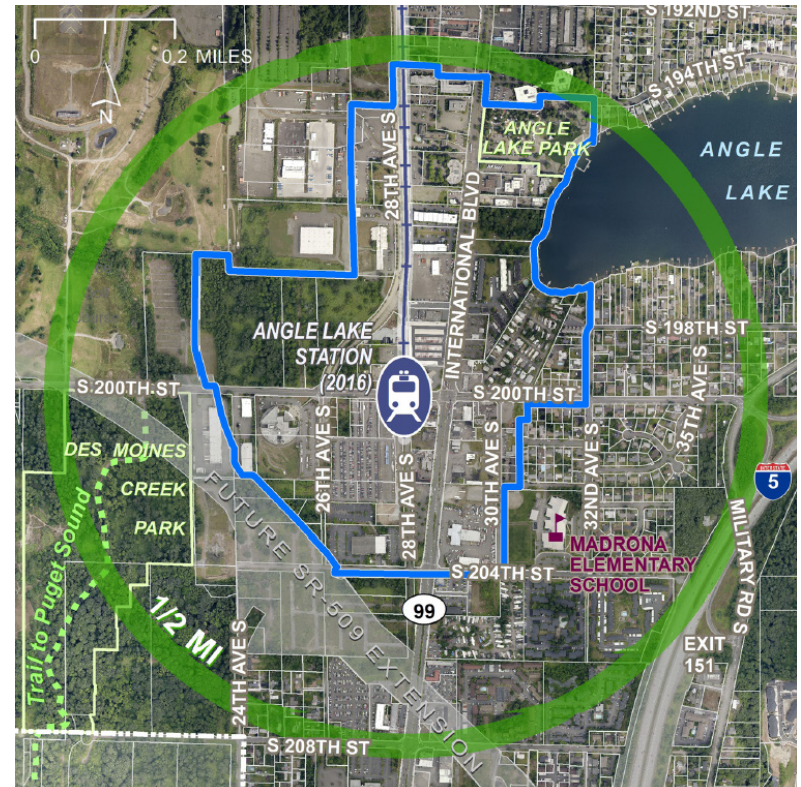
Based on this analysis, the station area plan recommended redesigning South 200th Street to better accommodate multi-modal access to the light rail station and other neighborhood destinations as follows:

Connectivity Strategy CON-8:

- Reconfigure South 200th Street, between International Boulevard and Military Road, to create a complete street.

Implementation Steps:

- Develop plans and design details for a three-lane street with separated bicycle facilities.
- Determine project priority and funding sources.
- Coordinate with SR-509 extension project.



Transportation Master Plan

The Transportation Master Plan (TMP) is part of the City's Comprehensive Plan. One of its main roles is to support implementation of land use and development policies, including those within the Angle Lake District Station Area Plan. (Per RCW 36.70A.070, the Growth Management Act calls for transportation policies to implement, and be consistent with, the land use policies.)

The City adopted its TMP in 2015, shortly after the adoption of the Angle Lake District Station Area Plan. Because the two plans were developed concurrently, the TMP incorporated various recommendations from the station area plan, including goals for redesigning the South 200th Street corridor as a more complete, multi-modal street.

TMP Assumptions & Strategies for S 200th Street

The TMP supports the implementation of the station area plan by calling for the South 200th Street corridor to be converted from a four-lane roadway to one lane in each direction with a center turn-lane, bicycle lanes, and improved pedestrian facilities (see Exhibit 2). However, the TMP also recognizes South 200th Street as one of the City's few Principal Arterials, and a key freight corridor – two characteristics not fully considered in the Angle Lake District Station Area Plan.

The TMP defines South 200th Street as a Principal Arterial, a designation provided to three other roadways in the City: International Boulevard, South 188th Street, and 28th/26th/24th Avenue South. The TMP identifies the role of a Principal Arterials to:



“Connect focal points of traffic generation throughout the City and adjacent areas. They are used to provide access to the regional highway system, connect major community centers and connect to adjacent cities. These streets are intended to primarily serve “through” traffic with limited access to abutting land use. Principal arterials typically carry the highest traffic volumes.”

The disconnect between the functional classification of South 200th Street and the recommended cross-section/road design reflects the multiple identities of South 200th Street: it is a multi-modal connection for the

Angle Lake station area and extended transit community, it serves as the backbone for a residential neighborhood, with single family homes that directly access the corridor; and is also an important connection between regional freight and mobility corridors, like International Boulevard, Military Road, and I-5.

One of the main goals of this study is to offer potential options that will help the City to realize the Angle Lake District Station Area Plan's multi-modal vision for the South 200th Street corridor, while also addressing the TMP's goals for a well-functioning principle arterial.

Federal Way Link Extension

The Federal Way Link Extension project will extend light rail from Angle Lake Station to the Federal Way Transit Center by 2024. The extension includes three new stations: Kent/Des Moines, South 272nd Street, and Federal Way Transit Center and will have a projected daily ridership of 29,000 – 34,000. In conjunction with the SR 509 Completion Project, Sound Transit is building a new SR 99 bridge near South 208th Street, a half-mile south of South 200th Street, which will cross over SR 509 (Exhibit 3). Bridge construction began in late 2020, with a target completion in 2022.

This extension of the light rail line, combined with Sound Transit’s current and future system-wide expansions, will only increase usage of Angle Lake light rail station and put more pressure on the transportation network, including the 200th Street corridor, that provides access to it.

This extension of the light rail line, combined with Sound Transit’s current

and future system-wide expansions, will only increase usage of Angle Lake light rail station and put more pressure on the transportation network, including the 200th Street corridor, that provides access to it.

SR 509 Completion Project

The SR 509 Completion Project will extend SR 509 from where it currently ends at South 188th Street to I-5 near Tukwila. Just south of 200th Street, the project will add a half-diamond interchange at 24th/26th Avenue South, which will also help facilitate a new interim access point to Seattle-Tacoma International Airport from the south until the Port of Seattle’s full vision for a South Airport Expressway is realized.

The half-diamond interchange will have a southbound on-ramp and a northbound off-ramp between SR 509 and 24th/26th Avenue South.

Overall, expansion of SR 509 will provide an alternate route for vehicles and freight connecting to I-5—enhancing the freight network, connections to Seattle-Tacoma International Airport, and decreasing reliance on local roads, like South 200th Street.

The City has completed construction of the project connecting 24th Avenue South to 28th Avenue South, with entrance and exit ramps and SR 509 expansion slated for completion in 2028.

EXHIBIT 3: FUTURE LIGHT RAIL BRIDGE CONFIGURATION, WSDOT



EXHIBIT 4: SR 509 ALIGNMENT, INTERIM RAMPS, & CAPITAL IMPROVEMENTS (WSDOT)


The Port of Seattle's South Airport Expressway is a long-term project that will ultimately replace the interim airport access with a grade separated expressway connecting to Seattle-Tacoma International Airport. To accommodate the SR 509 expansion, South 208th Street will no longer directly connect to International Boulevard. A new roadway segment will be built at South 206th Street, which will restore the connection of South 208th Street and the surrounding neighborhood to International Boulevard. The new segment will connect to South 204th Street and 34th Avenue South (**Exhibit 4**).

By improving connectivity to SR 509, this project will reduce reliance of regional trips on South 200th Street. By improving connectivity to SR 509, this project will reduce reliance of regional trips on South 200th Street.

Sustainable Airport Master Plan

The Sustainable Airport Master Plan (SAMP) is the Port of Seattle's blueprint for improving the Seattle-Tacoma International Airport to meet future demand. The SAMP recommends near-term projects that will improve efficiency, safety, access to the airport, and support facilities for airlines and the airport by 2027, as well as longer-term investments to accommodate growth beyond 2027. Near term projects include a new terminal with 19 gates, and an elevated bus way with three stations to connect the rental car facility, new terminal, and main terminal. A key longer-term project is the South Airport Expressway, which will be a new two-lane roadway that would directly connect Seattle-Tacoma International Airport's roadway system to the SR 509 extension via an aerial crossing of South 188th Street near 28th Avenue South. The ultimate connection is very long-term (beyond 2035) and is expected to carry nearly a quarter of airport trips further reducing the reliance of regional trips on South 200th Street.

Summary

The South 200th Corridor Study presents an opportunity to reexamine past planning efforts to ensure that they are consistent with existing and future conditions of the corridor. The completion of SR 509 and the 24th/28th half diamond interchange present the opportunity to reimagine the role of South 200th Street. The corridor currently has dual identities: it provides multi-modal access to the Angle Lake station and other neighborhood destinations; but it is also an important connection between regional freight and mobility corridors, like International Boulevard, Military Road, and I-5. Upcoming regional investments, like the SR 509 completion, are expected to shift regional freight trips away from South 200th Street and may provide the opportunity to realize the vision expressed in the TMP and Angle Lake District Station Area Plan to enhance the pedestrian and bicycle environment and create a more comfortable, multimodal corridor that enhances connections to transit, new development, and local businesses.



Chapter 3

Technical Evaluation of the Corridor



TECHNICAL EVALUATION OF THE CORRIDOR

The corridor was evaluated to understand how it accommodates people walking, bicycling, using transit, driving and hauling freight today, and how these conditions may change in the future. This technical evaluation lays the foundation for developing potential corridor concepts.

This chapter describes the technical evaluation of the South 200th Street Corridor, which was conducted to understand opportunities and constraints, as well as to inform the development of corridor options that are described in the following chapter. The sections below describe the land use context for the corridor, followed by discussion of the existing environment for walking, biking, transit, driving, and moving freight, as well as how these conditions may change over time.

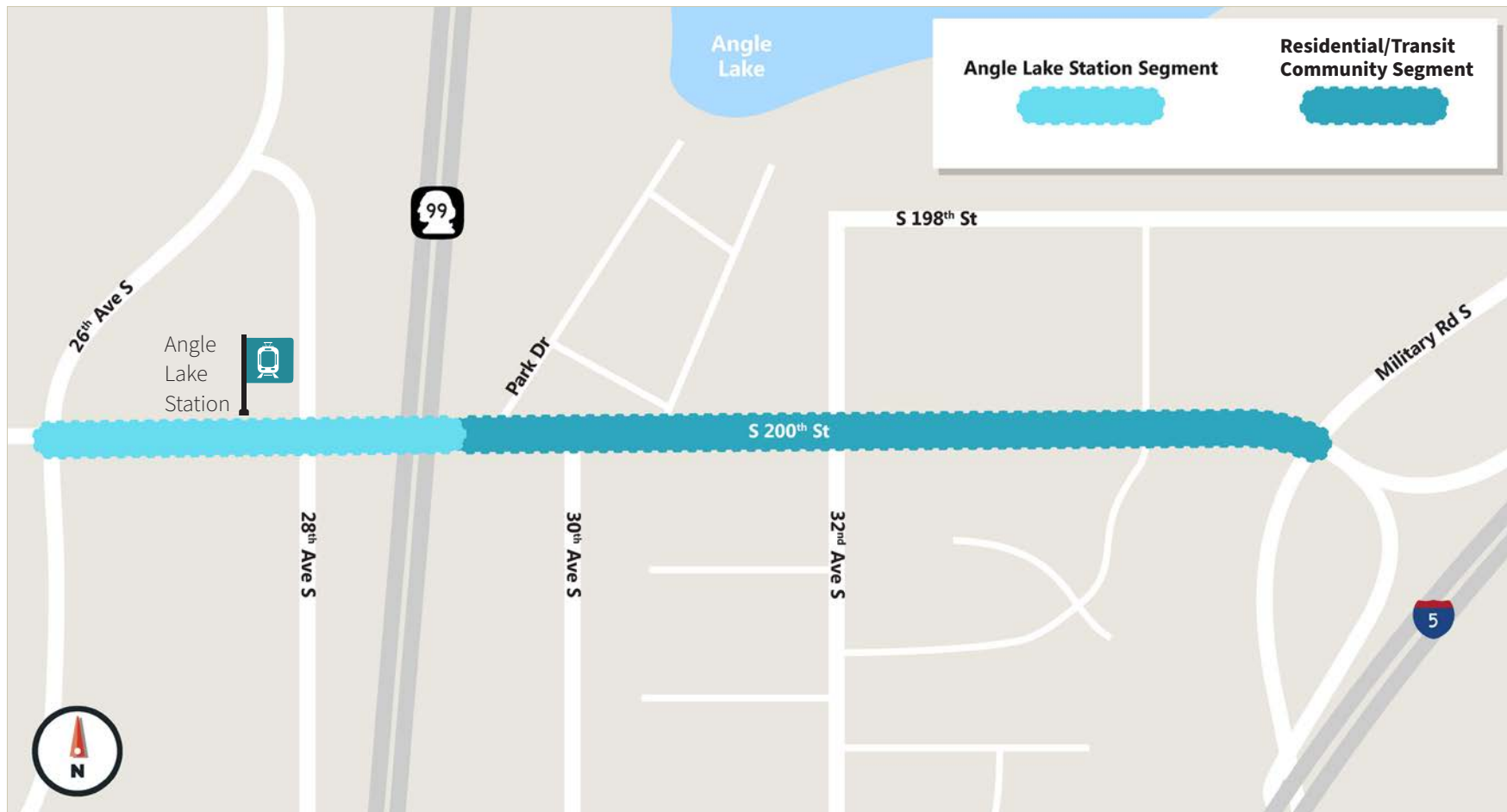
Corridor Segments

For the purposes of describing the corridor, including its land use context and conditions for people walking and bicycling, the corridor is divided into two segments each with their own distinct characteristics ([Exhibit 5](#)):

- The Angle Lake Station Segment is defined as South 200th Street from 26th Avenue South to International Boulevard.
- The Residential/Transit Community Segment is defined as east of International Boulevard to Military Road South and I-5.

Conditions for other modes are described for the corridor as a whole.

EXHIBIT 5: SOUTH 200TH STREET CORRIDOR SEGMENTS



Land Use Context

Zoning regulations guide uses allowed on a given parcel, including density and intensity of development. For parcels surrounding the Angle Lake Station Segment, commercial uses dominate with primary zoning designations being Community Business in Urban Center (CB-C) and Regional Business Mix (RBX). Both commercial zones allow for multifamily and mixed-use development, with a ground floor retail requirement when fronting International Blvd.

East of International Boulevard, the parcels are largely zoned for residential uses, with about three-quarters of land area zoned for single family, multifamily, townhouse or other residential use (Exhibit 6).

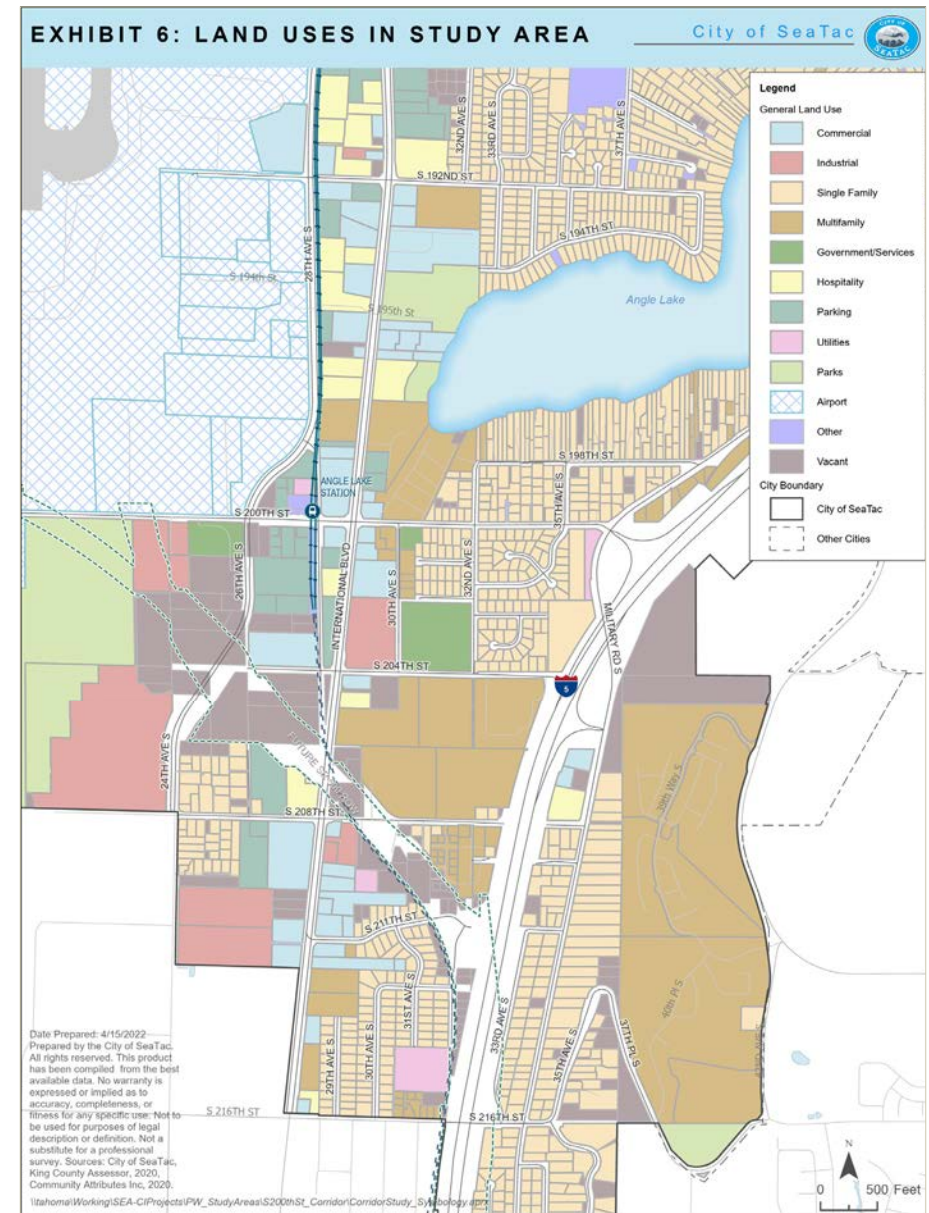
Other uses in the study area are parking (8% of land area) and government services (6% of land area), including the Puget Sound Fire Station 45 and Madrona Elementary School. Another large government use—a federal detention center—is located just outside the study area to the west.

Within the study area, nine acres

are vacant, and these areas may be available for near term redevelopment given that they do not require significant demolition to prepare for development. The Angle Lake Mobile Home Park, located at the intersection of South 200th Street & 30th Avenue South, has announced its closure and will likely redevelop to a higher intensity multifamily use in coming years. Redevelopment potential within the study area provides opportunity for a mix of uses that support transit and multimodal transportation, as envisioned by the Angle Lake District Station Area Plan.

South 200th Street is also influenced by a significant clustering of industrial uses along International Boulevard and 24th Avenue South, including the Seattle-Tacoma International Airport, its related uses, and the new Amazon Fulfillment Center, as well as regional industrial uses in Des Moines and throughout the Kent Industrial Valley. These uses, while not sited directly on the corridor, influence traffic flows and the composition of vehicles that operate on South 200th Street. Vehicle and freight operations are described in subsequent sections of this chapter.

EXHIBIT 6: LAND USES IN STUDY AREA



Pedestrian Environment

Angle Lake Station Segment

Sidewalks are present along the entirety of the Angle Lake Station Segment. Sidewalks adjacent to the station are generally wider than five feet but narrow to five feet in front of the businesses between 28th Avenue South and International Boulevard, which have parking lots and landscaped areas that abut the sidewalk. This segment generally features upgraded infrastructure given recent investments that coincided with the construction of Angle Lake Station: signalized crossings with pedestrian push buttons and marked crosswalks exist at all intersections, as do textured detectable warning surfaces on all ramps and at the Angle Lake Station parking garage driveway. A bike lane buffers pedestrians from vehicle traffic.

People use sidewalks in this segment to access Angle Lake Station and RapidRide stations on International Boulevard. People may also use this segment to connect from light rail to the Des Moines Creek trail, Angle Lake Park, and nearby residential areas, including the neighborhood east of International Boulevard. One improvement the City should consider is switching the landscaped buffer to the outside of the sidewalk, to further separate pedestrians and vehicular traffic between 28th Avenue South and International Boulevard.



WIDE SIDEWALKS NEAR ANGLE LAKE STATION



NARROWED SIDEWALKS NEAR BUSINESSES WITH LANDSCAPED BUFFERS



NARROW SIDEWALKS ON RESIDENTIAL SEGMENT OF SOUTH 200TH STREET



OVERGROWN VEGETATION NEAR MILITARY ROAD SOUTH/I-5/SOUTH 200TH STREET

Residential/Transit Community Segment

South 200th Street is one of the few contiguous east-west streets in the area, so it is a key connection for residents who live on the blocks to its north and south.

Sidewalks are present along the entirety of the Residential/Transit Community Segment. Sidewalks along this segment are narrow (4-5 feet) with a two-foot landscaped buffer adjacent to the roadway. Overgrown vegetation has narrowed usable widths further in some

locations, including the intersection of South 200th Street and Military Road South. The pedestrian environment along this segment can be uncomfortable due to the narrowness of the sidewalks, minimal buffering from vehicle lanes, the number of driveways, and the overall traffic speeds and volumes on South 200th Street. Large freight vehicles also create an uncomfortable pedestrian experience due to their speed, size, noise, and proximity to the sidewalk. Curb ramps exist at all intersection crossings, however detectable warning surfaces are only present at the intersection of South 200th Street and Military Road South. Crosswalks are present at both signalized intersections (32nd Avenue

South and Military Road South), but not at unsignalized minor street crossings.

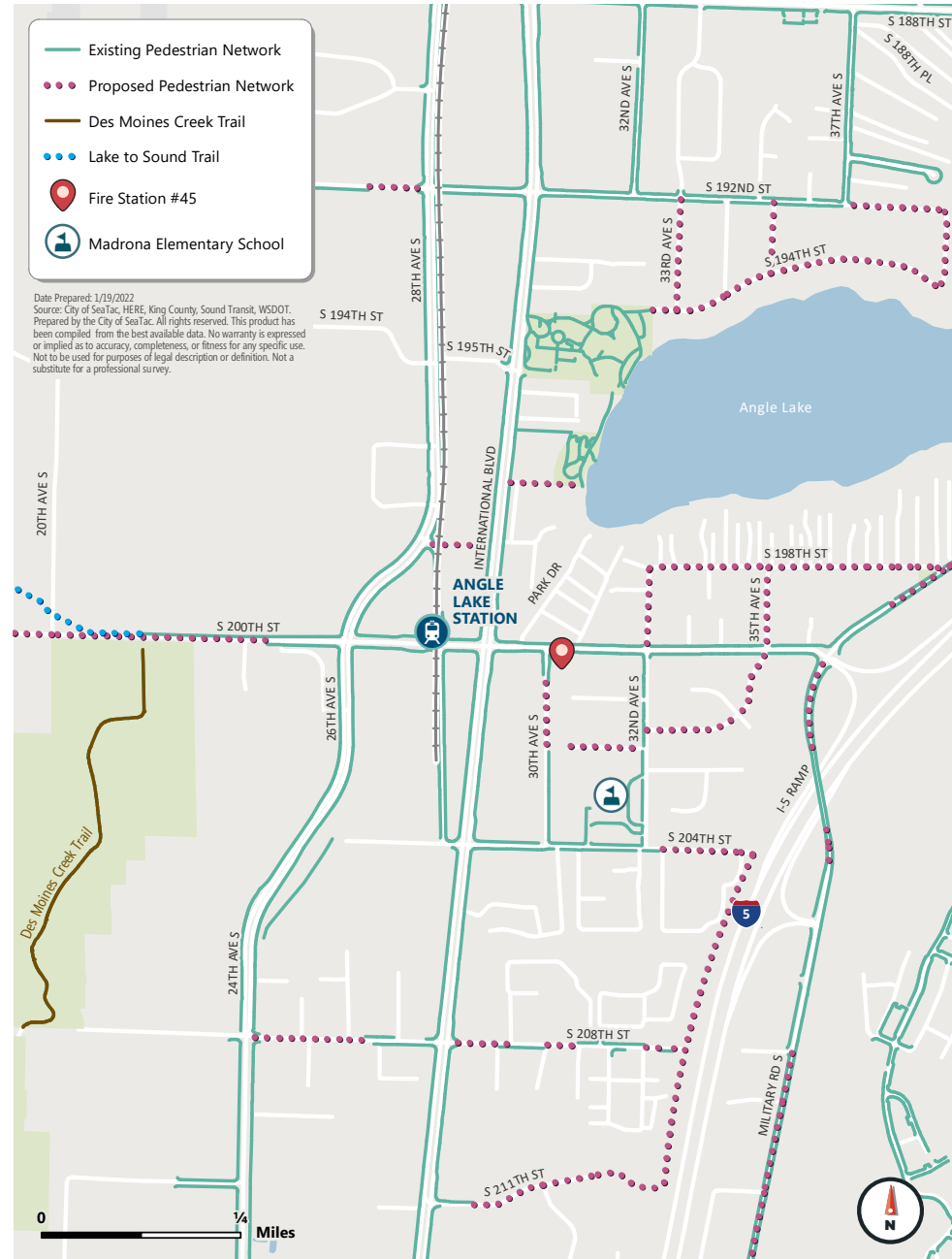
People walk along this segment of South 200th Street to pick up their mail, talk to neighbors, travel to school, as well as connect to the Angle Lake Station and bus services, including RapidRide, or access businesses near International Boulevard. 32nd Avenue South connects the corridor with other key destinations, including Madrona Elementary School (south of the corridor) and Angle Lake Park (to the north).

To address existing sidewalks that feel unsafe, the City should consider widening sidewalks and adding a more robust buffer between pedestrians and motor vehicles. The City should also consider upgrading sidewalks so that they are ADA compliant, as identified in the City's ADA Transition Plan. These improvements would allow people to travel more comfortably around the neighborhood on foot.

Future Pedestrian Environment

There are several planned pedestrian improvements that will improve pedestrian connectivity in the area. The Pedestrian System Plan in SeaTac’s Transportation Master Plan identifies several projects (some not yet funded) that will improve pedestrian connectivity in the area. These planned improvements include filling sidewalk gaps and adding new trail connections (**Exhibit 7**). The Lake to Sound Trail extension is expected to be complete in 2022, with its southern terminus connecting to the Des Moines Creek Trail on South 200th Street.

EXHIBIT 7: EXISTING & PROPOSED PEDESTRIAN NETWORK



Bicycle Environment

Angle Lake Station Segment

As shown on **Exhibit 8** (following page), a bike lane exists along the entirety of the Angle Lake Segment from International Boulevard to 26th Avenue South. On the south side of South 200th Street, an eastbound bike lane extends from the Des Moines Creek Trail to International Boulevard. Heading westbound, people on bikes must share the lane with vehicle traffic on the north side of South 200th Street between 26th Avenue South and the Des Moines Creek trail. Because of the downward grade in this direction, cyclists can generally move at the speed of traffic when connecting to the trail. Despite the presence of intermittent bike lanes, it should be noted that this portion of the corridor still presents a high-stress environment for many cyclists due to lack of dedicated facilities, buffering from vehicle traffic, and conflicts with driveways and bus stops.

The 200th Street corridor connects to points south via bike lanes along 24th/26th Avenue South (which extend to 216th Street South) and via the Des Moines Creek trail (which connects to Des Moines Beach Park). Other than those two southern connections, there are no contiguous north-south or east-west bicycle facilities. Angle Lake Station has bicycle cages, lockers, and racks for cyclists connecting to light rail.



BIKE LANE ON SOUTH 200TH STREET FACING WEST TOWARDS ANGLE LAKE STATION

Residential/Transit Community Segment

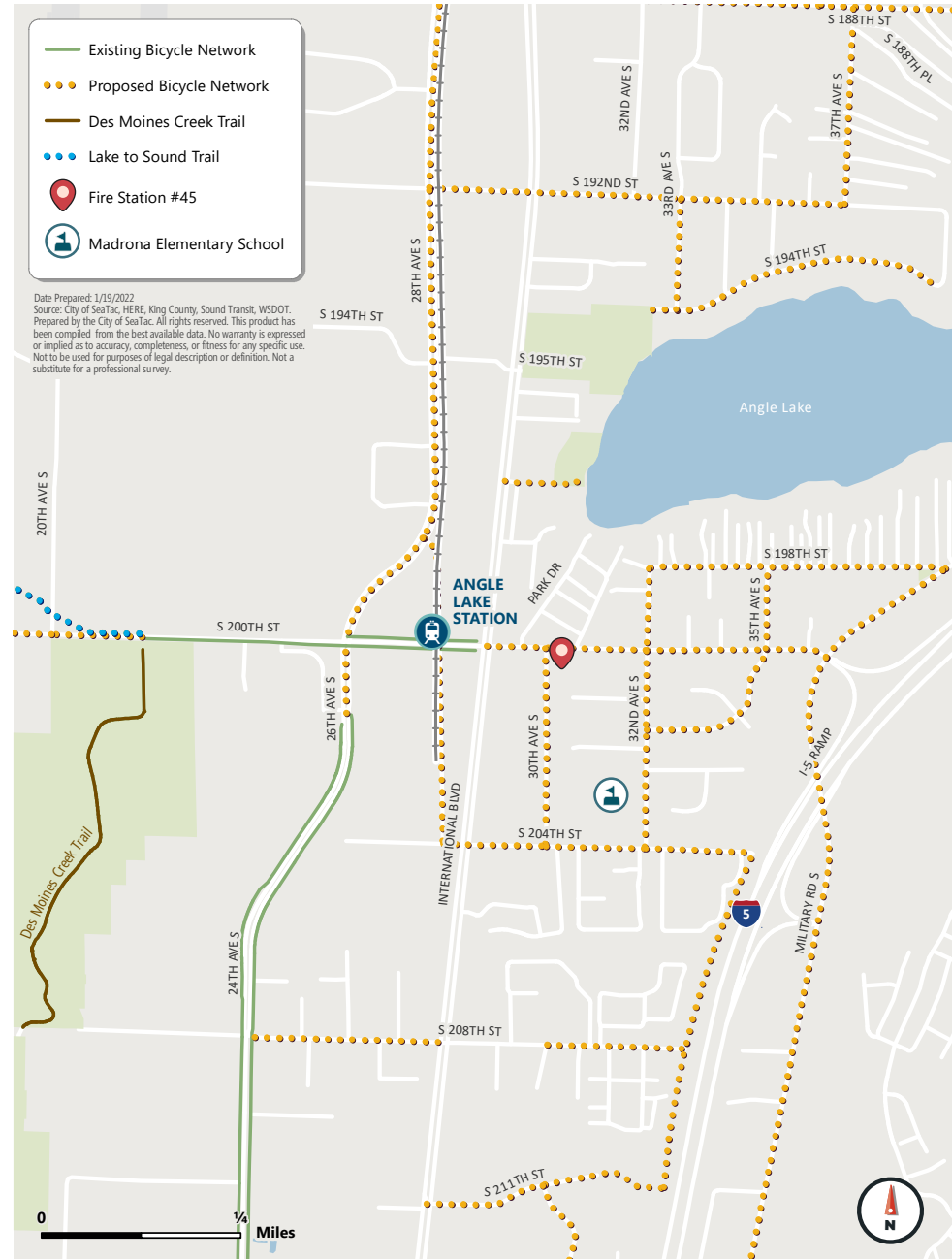
No formal bicycle facilities exist on the Residential/Transit Community Segment of the corridor. This segment of South 200th Street is characterized by high vehicle speeds and volumes, which would not provide a comfortable shared-roadway experience for cyclists connecting to the bike facilities west of International Boulevard. To address cyclists'

needs, the City's TMP proposed adding bike lanes on this segment of South 200th Street. The City is considering a range of traffic calming measures for South 200th Street, as part of this study, to ensure that the cycling environment on this segment is both comfortable and safe.

Future Bicycle Environment

Beyond the potential bicycle facilities on South 200th Street and the Lake to Sound Trail extension, the City has proposed additional bicycle infrastructure that may improve connections to and from South 200th Street (**Exhibit 8**). Bike lanes are supplemented with proposed neighborhood bikeways and bicycle boulevards that would form a more connected grid of bicycle facilities in the area. Neighborhood bikeways and bicycle boulevards take advantage of quiet, low volume roadways to provide bicycle facilities for cyclists of all abilities and would complement the City's existing infrastructure and proposed bike lanes. These facilities would also enable additional, low-stress connections to Angle Lake Station and Angle Lake Park. Bike facilities are also proposed along South 200th Street west of the study area to Des Moines Memorial Drive, which would provide a contiguous east-west connection. Envisioned, long-term improvements on Military Road South could provide a direct north-south connection from South 200th Street to the rest of the City. It is recommended that the City consider implementing dedicated, low-stress bicycle facilities along the corridor to tie into the proposed network of bikeways and bike boulevards. These facilities may look different along various portions of the corridor, given the unique characteristics of South 200th Street east and west of International Boulevard.

EXHIBIT 8: EXISTING & PROPOSED BICYCLE NETWORK



Transit Conditions

The South 200th Street corridor is served by three transit routes ([Exhibit 9](#)).

EXHIBIT 9: EXISTING TRANSIT ROUTES

Route	Agency	Description	Span	Frequency
Link Light Rail	Sound Transit	Angle Lake to University of Washington	All Day	Peak: 7 minutes Off Peak: 15 minutes
RapidRide A Line	King County Metro	Federal Way TC to Tukwila International Boulevard Station	All Day	All Day: 10 minutes
Route 635	King County Metro	Angle Lake Station to the Des Moines Marina Station	5 AM - 7 PM	Peak: 15 minutes Off Peak: 30 minutes

As of today, the Angle Lake Station is the southernmost terminus of the Link Light Rail system. Angle Lake Station is an elevated platform that is served by a 1,160-space parking garage, a pedestrian plaza, and a vacant retail space that will likely be occupied in the upcoming years. In 2019, the Link Light Rail system had 80,900 average weekday boardings, with 4,350 boardings at Angle Lake Station.

RapidRide A Line serves the 200th Street Corridor, with far side stations on International Boulevard, just north and south of South 200th Street. RapidRide A Line Stations consist of bus shelters, electronic signage, and off-board payment. The southbound RapidRide A line travels in a dedicated HOV lane beginning at South 200th Street. In 2019, the average daily boardings for RapidRide A line were 10,300, with 745 of those boardings occurring at the stops at International Boulevard/South 200th Street 7. Route 635 is a Community Shuttle, with 90 daily riders that provides service between Angle Lake Station and the Des Moines Marina District 8. A bus bay exists at Angle Lake Station on the north side of South 200th Street. Transit routes and stops near South 200th Street are shown in [Exhibit 10](#). Both the RapidRide A Line and Link Light Rail provide South 200th Street with valuable regional transit connections that are frequent and reliable.



NORTHBOUND RAPIDRIDE A LINE STATION AT INTERNATIONAL BOULEVARD SOUTH 200TH STREET



ROUTE 635 BUS BAY AT ANGLE LAKE STATION

EXHIBIT 10: EXISTING TRANSIT ROUTES & FUTURE FEDERAL WAY LINK EXTENSION (FWLE)

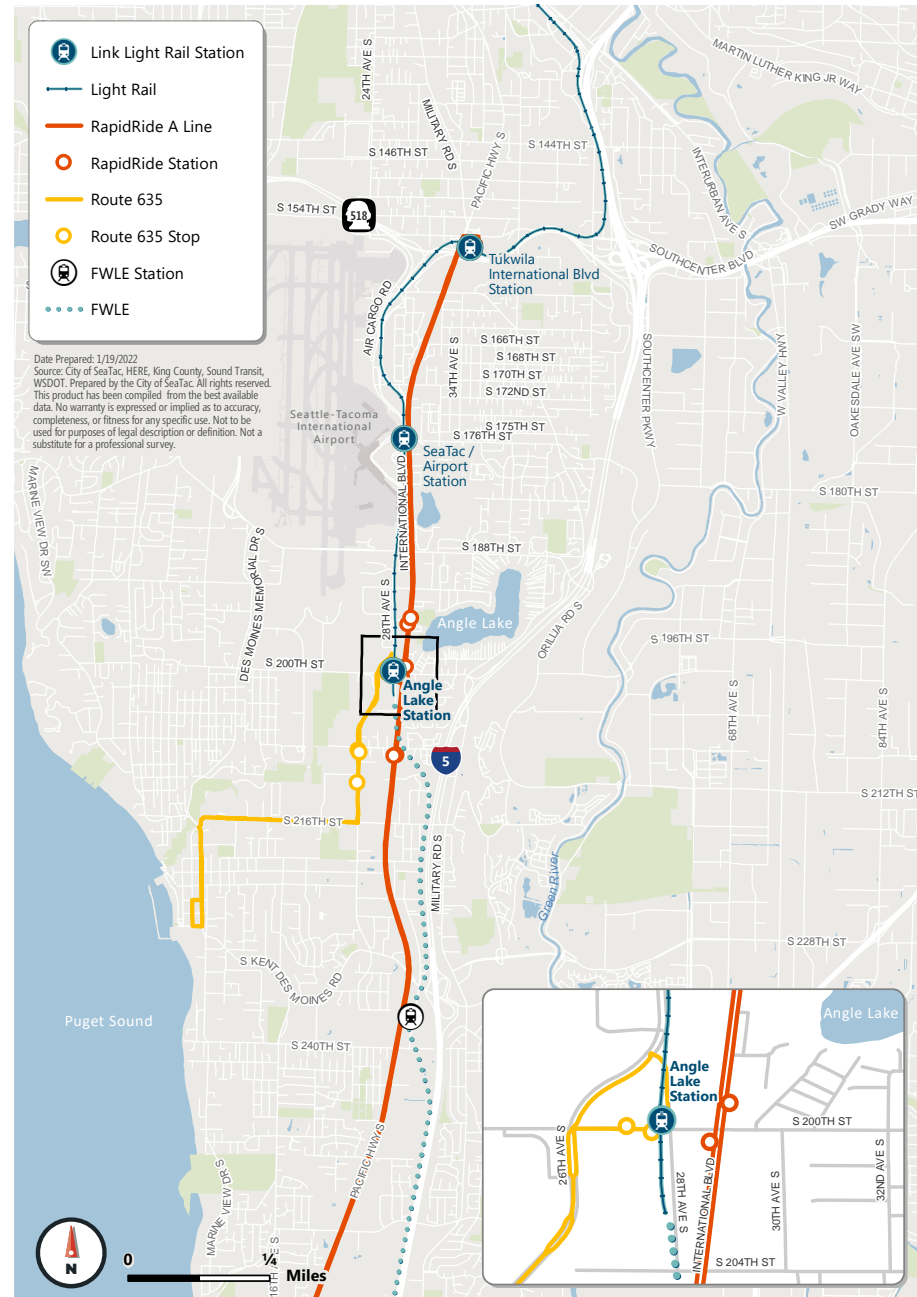
Future Transit

The Federal Way Link Extension will begin operations in 2024, providing a southerly light rail connection to three new stations: Kent/Des Moines, South 272nd Street, and Federal Way Transit Center. Federal Way Link Extension is projected to have a daily ridership of 29,000 – 34,000.

King County Metro’s long-range transit plan, METRO CONNECTS, considered a new local bus route serving South 200th Street that would connect from Normandy Park to the Rainier Beach light rail station by 2040. It is unclear whether this route will ultimately be implemented, but the new route could travel along South 200th Street, expanding mobility options for residents.

Parking

Angle Lake Station has an elevated parking structure that can accommodate 1,160 vehicles. As of 2019, the parking garage was fully occupied on most weekdays, usually full by 7:30 AM. There are Pick-Up/Drop-Off locations on 28th Avenue South and at the Route 635 bus bay south of Angle Lake Station. There is no on-street parking on South 200th Street. On-street parking is generally available on the side streets off of South 200th Street.



Vehicle Operations

The South 200th Street Corridor has four signalized intersections:

- 28th Avenue South/South 200th Street
- International Boulevard/South 200th Street
- 32nd Avenue South/ South 200th Street
- Military Road South/I-5 ramps/South 200th Street

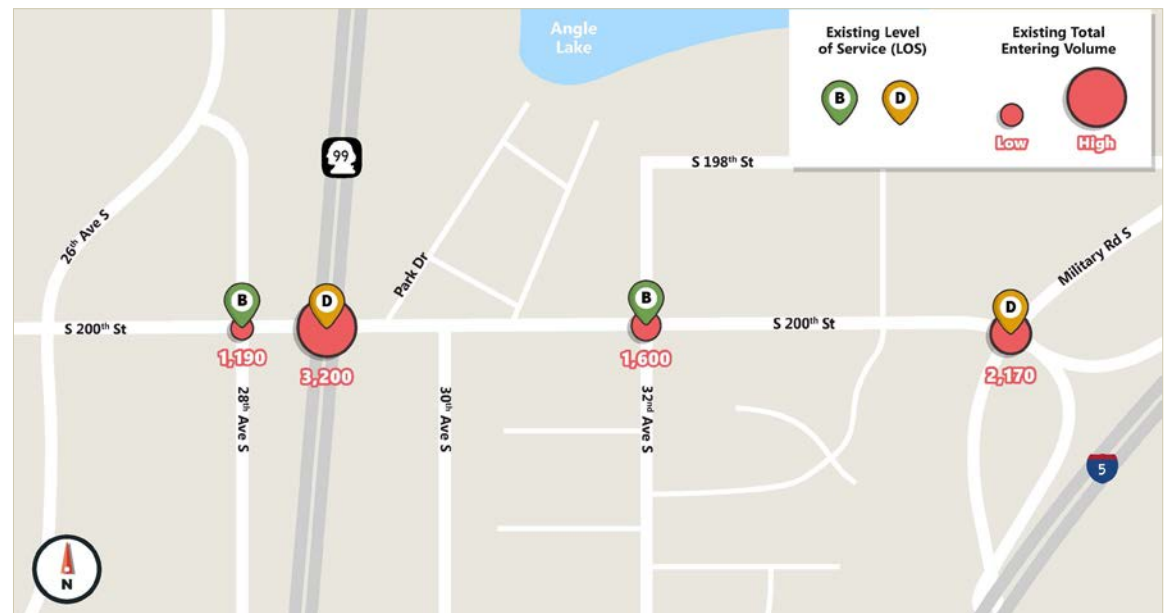
The posted speed limit along the South 200th Street corridor is 25 mph, however, observations suggest that vehicles frequently travel faster than the posted speed. The International Boulevard/South 200th Street intersection sees the highest volumes during PM peak period, although this is largely driven by the high volume of southbound traffic on International Boulevard (**Exhibit 11**).

In the PM peak period, eastbound volumes range from 450-1,050 vehicles per hour with volumes highest in the eastern portion of the corridor as vehicles approach the intersection of Military Road South/I-5 ramps, since I-5 attracts a higher level of regional traffic and freight movement.

While the Military Road South/I-5 ramps intersection overall has acceptable (LOS D) operations during the PM peak hour, the eastbound movement accessing the freeway is often backed up with queues extending back towards 32nd Avenue South. Both the City and WSDOT have made recent investments at this intersection to improve operations. These include installation of flexible bollards between the eastbound through and right turn lanes to prevent last minute merging given the lengthy queue waiting to access the I-5 southbound ramp, and a ramp meter on the I-5 on-ramp to control the flow of traffic entering I-5 south.

Overall, the speed and volume of traffic along South 200th Street are concerns for residents, since their property is directly adjacent to the roadway and they experience the negative impacts of traffic, in terms of damaged mailboxes and signs, noise, discomfort, difficulty backing out of their driveways, and crossing the street.

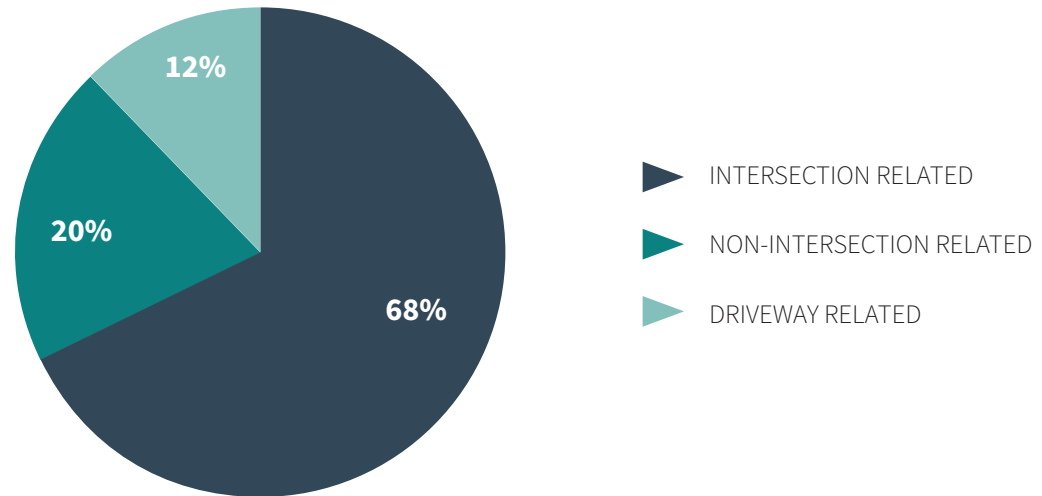
EXHIBIT 11: TOTAL ENTERING VOLUME & INTERSECTION DELAY AT SIGNALIZED INTERSECTIONS, PM PEAK HOUR



Collisions

The location and severity of collisions occurring on South 200th Street were analyzed using 2017-2019 WSDOT data. During the three-year period, there were 162 collisions on or near the South 200th Street corridor. Of those collisions, 13 (8%) were minor injury and 2 (1%) were serious injury. There were no fatalities reported along the corridor. Nearly two-thirds of crashes on South 200th Street were intersection related (**Exhibit 12**), with hotspots at International Boulevard and Military Road South/I-5 ramps. Driveways also present a safety issue for the corridor. Driveways connect directly onto South 200th Street, which not only affects mobility and pedestrian safety but is also concern for drivers accessing residences and businesses. Data show that twelve percent of collisions along the corridor are driveway related.

EXHIBIT 12: TYPES OF COLLISIONS NEAR SOUTH 200TH STREET CORRIDOR



Freight

The South 200th Street corridor sits at the hub of regional freight activities – connecting major regional routes like International Boulevard, Military Road South, and I-5. Industrial uses west of International Boulevard generate freight trips that involve vehicles of all sizes – from smaller box trucks to semi-trucks. Many of these trips appear to use South 200th Street to travel to and from I-5, resulting in a level of freight movement currently observed east of 30th Avenue South that is in stark contrast with the residential nature of this portion of the corridor. Planning for the future of the South 200th Street will depend heavily on the ability of regional transportation projects, like the SR 509 Completion Project, to divert vehicle and freight movement away from the corridor.

Exhibit 6, earlier in this chapter, shows where industrial uses are located, including concentrations along International Boulevard and 24th Avenue South.



FREIGHT ON SOUTH 200TH STREET LOOKING EAST TOWARD I-5

Future Travel Trends

Development in the Angle Lake District, regional growth, and planned infrastructure combine to create a very different future for the South 200th Street Corridor.

Land Use Trends

From the land use side, many of the parcels near South 200th Street and International Boulevard could be redeveloped, and the Angle Lake Station Area will likely build out similarly to other, more mature light rail station areas throughout the region. There are already multifamily unit proposals in the pipeline (i.e., undergoing permitting and entitlements) and landowners indicate interest in building several hundred more units in the next five years. This trend is supported by the recent closure of the Angle Lake Mobile Home Park.

Beyond the known and anticipated multifamily deliveries, there are other lands that are currently being held for later development. Densification of some of the low-rise walkup apartments in and around the Angle Lake Station Area is also expected in the coming years.

Total long term multifamily development in the immediate vicinity of South 200th Street could exceed 2,000 units. In addition, many of the developments are likely to include retail on the ground floor of mixed-use structures, or on sites planned as part of a larger mixed-use development.

Moreover, it is expected that industrial growth west of International Boulevard, in the vicinity of the Seattle-Tacoma International Airport, and throughout the Kent Industrial Valley will continue between now and 2040.



LAND USE DEVELOPMENT PROPOSAL ALONG SOUTH 200TH STREET

Future Use of 200th Street and Implications

Completion of the SR 509 project presents an opportunity to consider the role of South 200th Street differently. As part of this analysis, the base (2014) and future year (2040) PSRC regional models were used to analyze potential changes in volumes on South 200th Street, in light of the anticipated land use development described on page 29 and infrastructure improvements, like SR 509 completion, tolling, and the Federal Way Link Extension. While travel modeling does not suggest that traffic volumes will go down between now and 2040, the user profile of South 200th Street is expected to change: there will be more local trips, especially with higher density development in the Angle Lake District, but fewer regional trips relying on South 200th Street to access I-5 or the Seattle-Tacoma International Airport (**Exhibit 14**).

The travel modeling performed provides the following key highlights:

- 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, especially freight, from South 200th Street, but land use development in the area is expected to backfill those trips.
- Volumes increase slightly in the future (with the assumption that SR 509 is tolled and other roadways in the area are not).
- The delays experienced along the corridor are related to intersection bottlenecks and limited capacity on the I-5 southbound ramp, not through capacity along South 200th Street. Thus, there may be an opportunity to repurpose some right of way to creating a better environment for walking, biking, and aesthetics, so long as intersection capacity is maintained.

EXHIBIT 14: DISTRIBUTION OF SEATTLE-TACOMA INTERNATIONAL AIRPORT TRIPS (2019 VS. 2040) AS ESTIMATED BY THE PRSC REGIONAL TRAVEL MODEL

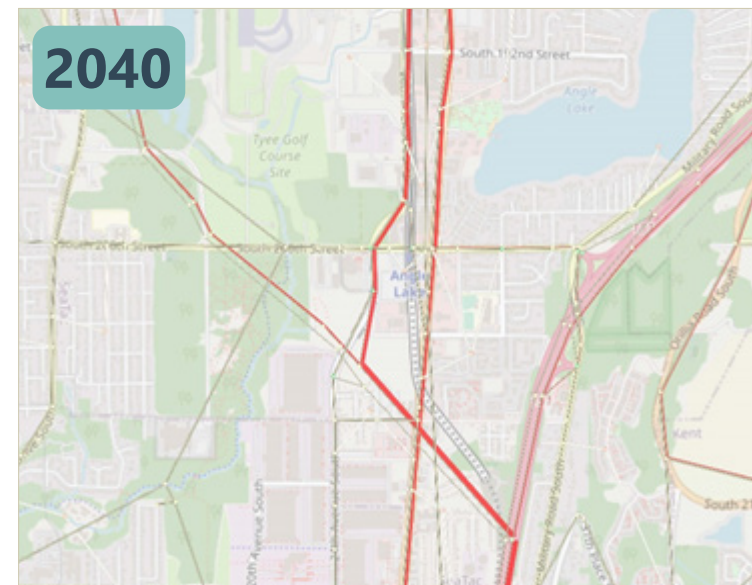
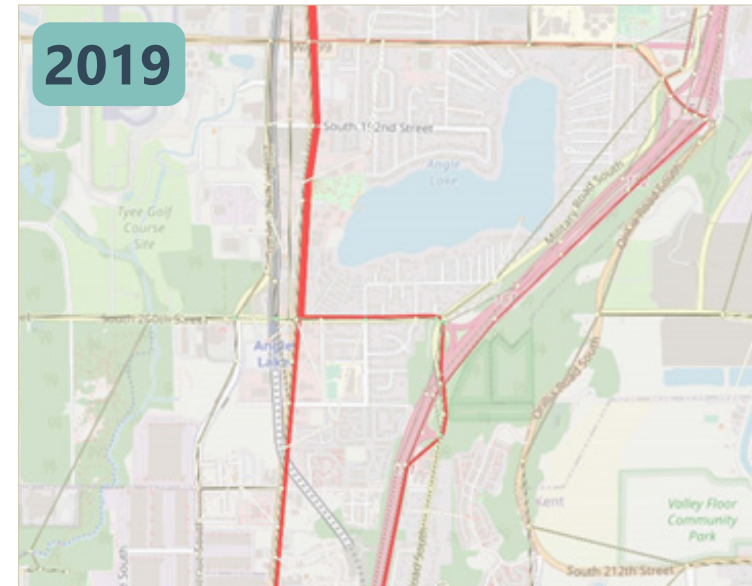


EXHIBIT 15: LANE DROP AT 30TH AVENUE SOUTH TO MAKE ROOM FOR BICYCLE & PEDESTRIAN FACILITIES

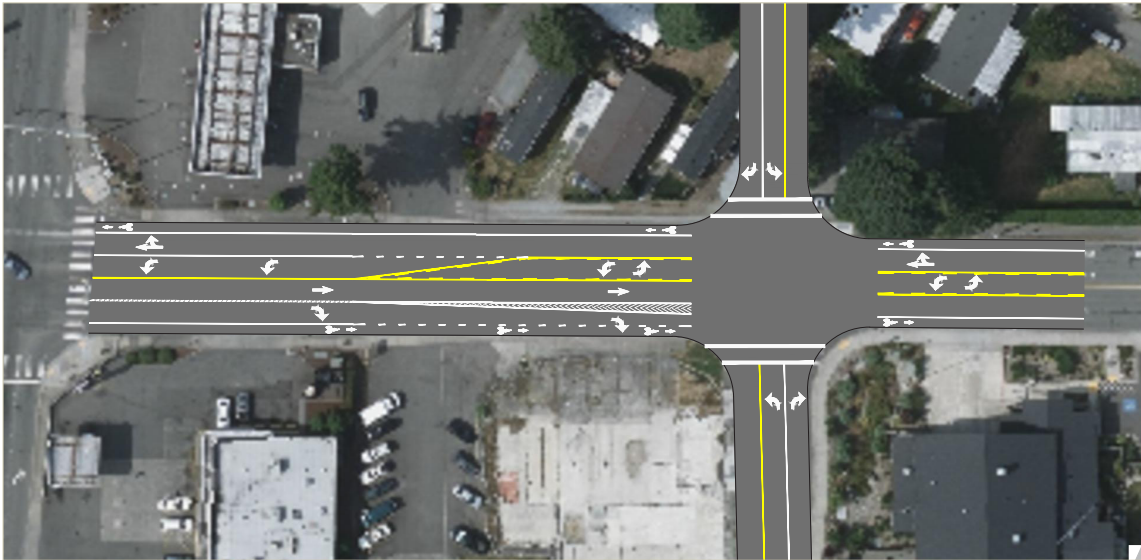
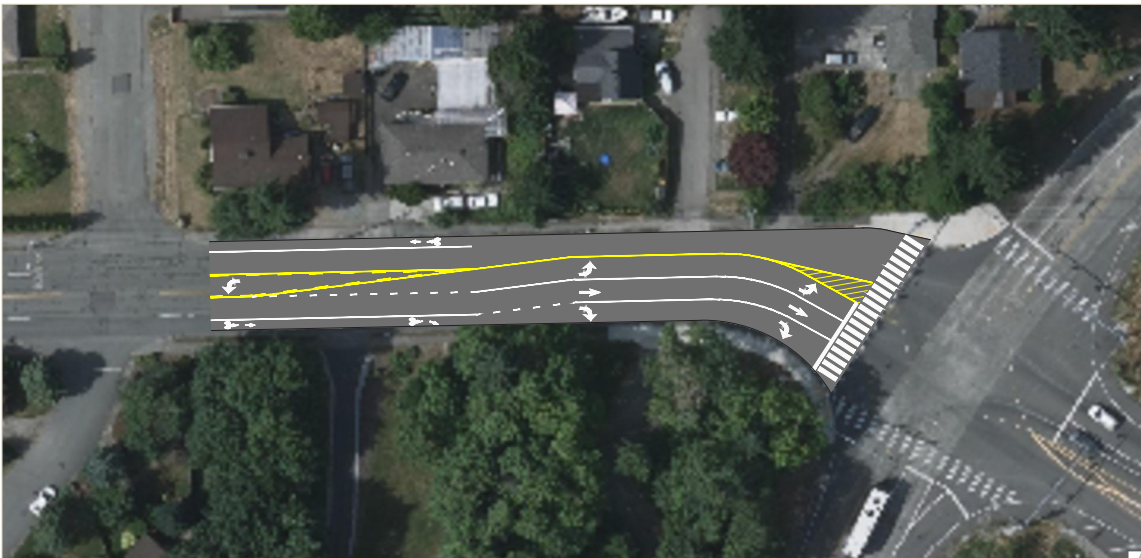


EXHIBIT 16: TRANSITION FROM THREE-LANE CROSS-SECTION TO EXISTING CROSS SECTION AT MILITARY ROAD SOUTH



With these observations in mind, the project team evaluated a ‘Hybrid’ Road Diet Option that includes a lane drop between 30th and 35th, but maintains current lane capacity at the International Boulevard and Military Road intersections at either end of the corridor (**Exhibit 15 & Exhibit 16**). The project team modeled intersection delay expected by 2040 with this ‘Hybrid’ Road Diet against the current cross-section of South 200th Street (**Exhibit 17**).

Regarding intersection delay, there is no silver bullet. Delays exist on the corridor today and will be present in the future. The real question is whether the public right-of-way is being used to its highest and best purpose. Are all of the travel lanes effective in moving vehicles? Or, are there ways that some of this space could be repurposed to achieve other community goals, such as enhanced safety and comfort for people walking or bicycling, better facilitating turning movements and property access, and/or improving corridor aesthetics? Providing for these needs could be achieved through right-of-way reallocation or by expanding the public right-of-way to make room for some of these other considerations. Any corridor wide recommendations would need to be paired with intersection-specific treatments to enhance bicycle and pedestrian safety.



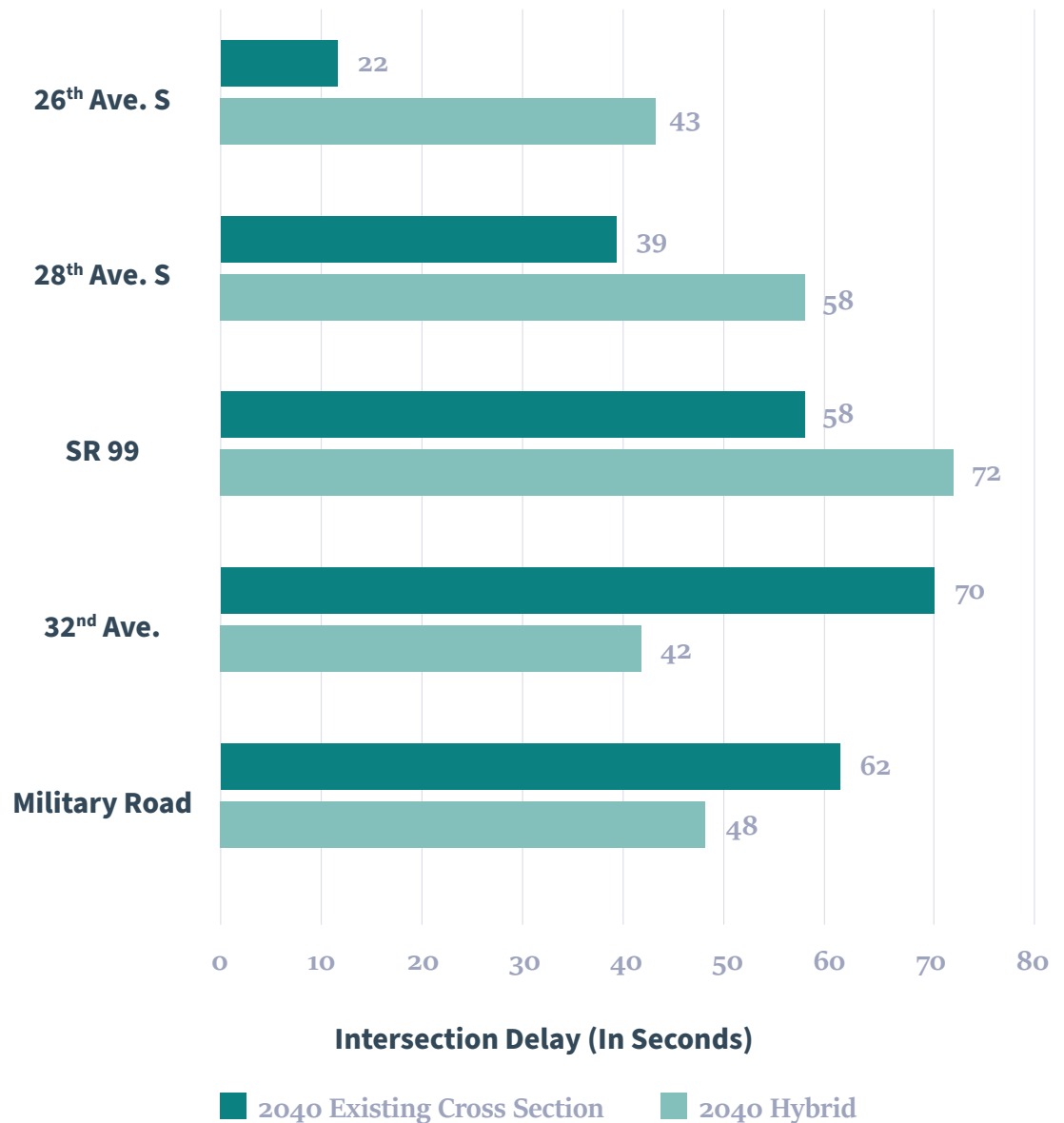
Future Opportunities & Challenges

The South 200th Corridor Study presents an opportunity to reexamine past planning efforts to ensure that they are consistent with existing and future conditions on the corridor. The completion of SR 509 and the expansion of light rail to Federal Way present the opportunity to reimagine the South 200th Street corridor. The South 200th Street corridor currently has multiple identities: it is a multi-modal connection for the Angle Lake station area and extended transit community, it serves as the backbone for a residential neighborhood, with single family homes that directly access the corridor; and is also an important connection between regional freight and mobility corridors, like International Boulevard, Military Road, and I-5.

Upcoming regional investments, like the SR 509 completion, are expected to change the dynamic of traffic along South 200th Street and may provide the opportunity to enhance the pedestrian and bicycle environment and create a more comfortable, multimodal corridor that enhances connections to transit, new development, and local businesses. Potential challenges include limited right-of-way and existing housing concerns, specifically the proximity of single-family homes to the South 200th Street corridor.

Chapter 4 describes the process used to develop discrete corridor options that respond to the built environment and transportation conditions described here. This chapter also describes community and stakeholder feedback gathered in evaluating these options.

EXHIBIT 17: AVERAGE PM PEAK HOUR DELAY AT INTERSECTIONS (EXISTING CROSS-SECTION VS. HYBRID CROSS-SECTION)



Page intentionally blank.



Chapter 4

Corridor Options Development & Evaluation Process



CORRIDOR OPTIONS DEVELOPMENT & EVALUATION PROCESS

Three corridor options were considered for South 200th Street. This chapter describes the options, how they were evaluated, and the feedback received from the community and stakeholders.

This study began with an understanding that South 200th Street, in its current configuration, doesn't well serve the community. The City of SeaTac decided to fund the study based on negative feedback from neighbors that the corridor doesn't function well, in terms of congestion, damaged mailboxes, and a poor pedestrian environment and indications from recent planning documents (TMP, Angle Lake District Station Area Plan) that a better future is possible.

Initial Community & Stakeholder Input

To get a better sense of how the community experiences the corridor today, the project team conducted the first phase of outreach in February through March 2021. This outreach step invited the community to participate in an online mapping tool to share their thoughts about how the corridor operates today. The mapping tool was available in both English and Spanish on the project website

and promoted via the City's social media presence, routine email communications, a physical postcard sent to addresses in the vicinity of the corridor, and ten yard signs placed along South 200th Street.

Over 60 comments were received through this outreach and key themes included:

- Speed and noise of traffic is a concern
- Heavy freight traffic impacts the 'feel' of South 200th Street
- Difficult time turning left from South 200th



YARD SIGN ALONG SOUTH 200TH STREET DURING PHASE 2 OUTREACH

- Street onto side streets
- Pedestrian safety is a concern along the corridor, specifically related to accessing Madrona Elementary School
- Narrow sidewalks and lack of bike lanes make the corridor uncomfortable for people walking or biking
- There is limited lighting, which is a particular concern in the dark winter months
- Jay walking by pedestrians across 200th Street in the vicinity of Angle Lake Station
- Concerns about how corridor options will affect congestion and how changes can be made while respecting private property
- Questions about development (Sound Transit parcel, retail space at Angle Lake Station, concerns about Mobile Home Park, storage facility)
- Specific challenges experienced at the South 200th Street intersection with I-5 and Military Road, including trouble turning, queuing, confusing intersection, illegal movements on the shoulder

A full summary of survey comments received during this initial phase of outreach is included in **Appendix A.**

To supplement this community input, the project team also engaged with several corridor stakeholders, including King County Metro, Sound Transit, WSDOT, the Port of Seattle, Amazon, the Fire Department, and the Police Department. These interviews were geared towards understanding specific needs along the corridor experienced by service providers.

Corridor Options Developed

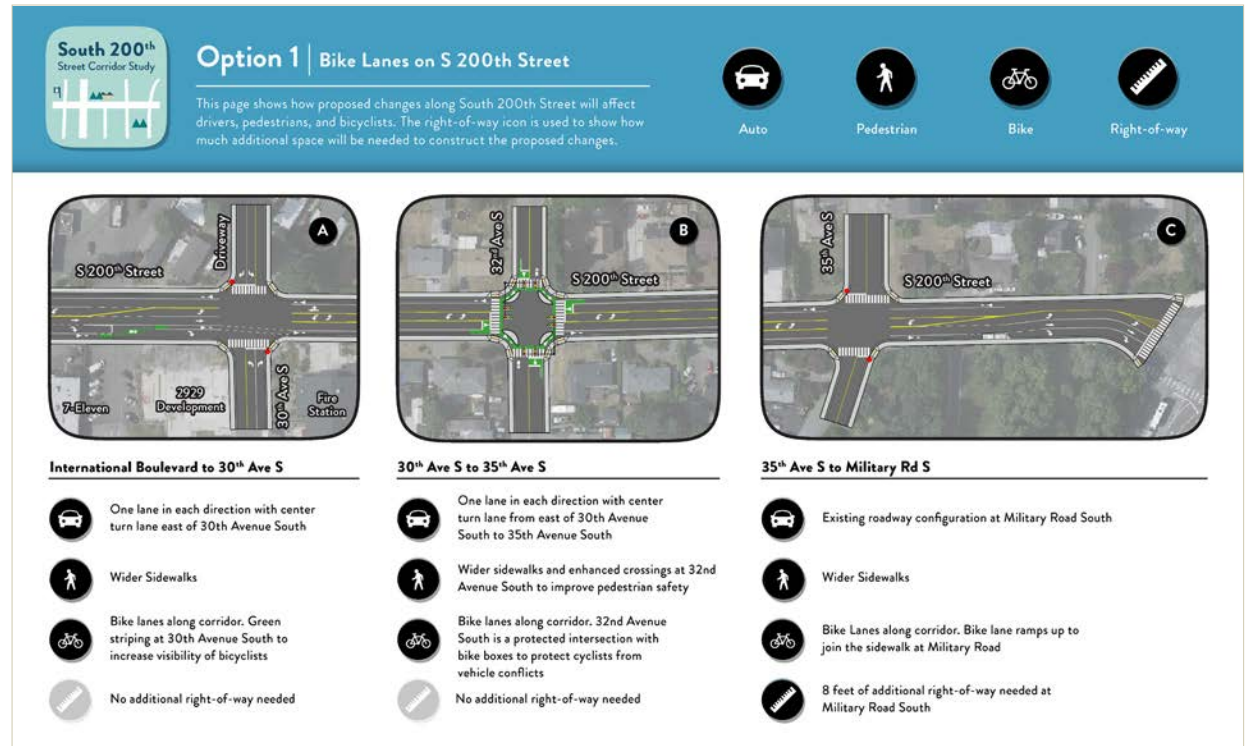
In response to the community and stakeholder input, as well as technical evaluation described in the previous chapter, three corridor options were developed for South 200th Street:

- **OPTION 1:** Bike lanes and wider sidewalks on South 200th Street
- **OPTION 2:** Wider sidewalks on South 200th Street and nearby bike improvements
- **OPTION 3:** Full capacity with complete streets

Each of these options is presented in more detail in the following pages. The project team performed a high-level screening of each concept based on the following criteria:

- **CONDITIONS FOR DRIVING:** Compared traffic operations relative to a no action scenario and considered changes in vehicle lanes.
- **PEDESTRIAN ENVIRONMENT:** Considered the quality of the pedestrian environment, including sidewalk width, buffering from vehicle traffic, and whether street-crossings would be more protected.

- **BICYCLING ENVIRONMENT:** Considered the quality of the environment for cycling both along South 200th Street and off-corridor.
- **RIGHT-OF-WAY IMPLICATIONS:** Considered whether the option would require right-of-way beyond the back of sidewalk, in the current roadway configuration.



EXAMPLE FACTSHEET SHOWING CORRIDOR EVALUATION, SEE APPENDIX B FOR MORE DETAILS

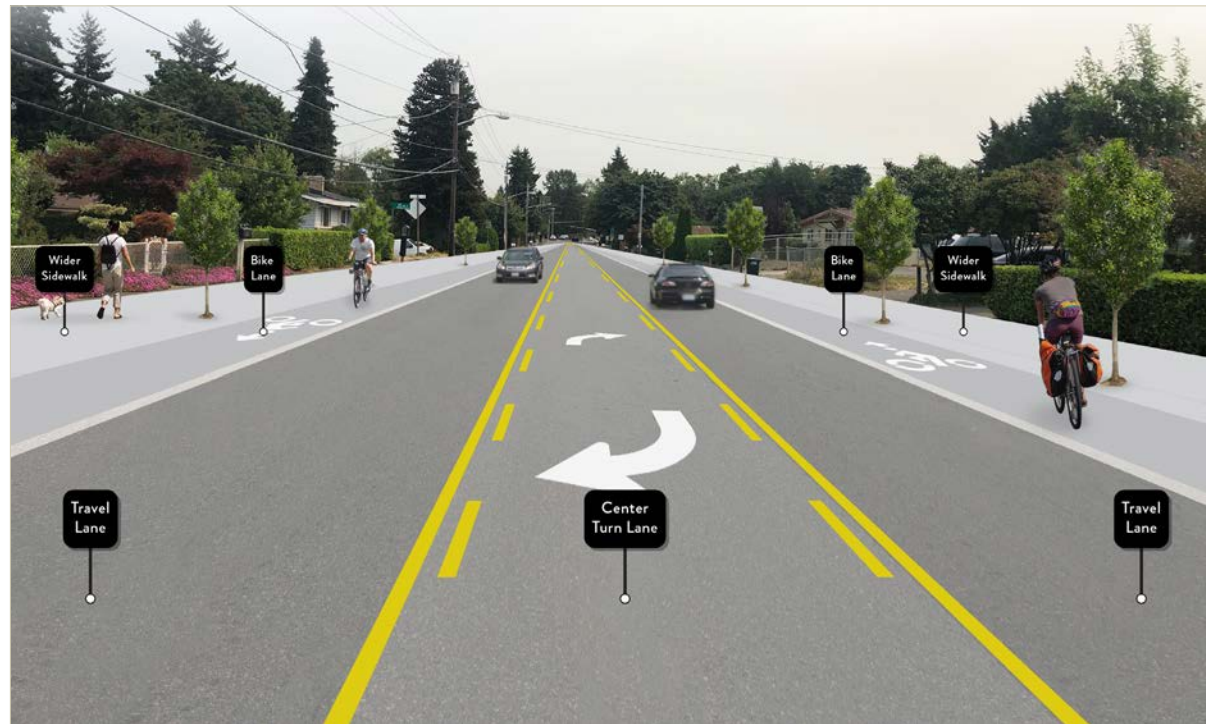
Corridor Option 1 – Bike Lanes and Wider Sidewalks on South 200th Street

Corridor Option 1, shown in **Exhibit 18**, provides bicycle and pedestrian accommodations on South 200th Street and proposes reclassifying the corridor as a local neighborhood street that does not serve as a major freight route. This option proposes a ‘hybrid’ configuration (see description on page 32) that shifts some vehicle lane capacity to pedestrian and bike facilities along South 200th Street but maintains the current vehicle lane configurations near International Boulevard and Military Road South, where the current capacity is needed. Thirty feet of right-of-way would also be dedicated to South 200th Street near International Boulevard, a result of the proposed 2929 development and the redevelopment of the Angle Lake Mobile Home Park.

INTERNATIONAL BOULEVARD TO 30TH AVENUE SOUTH:

Current vehicle lane configurations are maintained, but the proposed redevelopments of the adjacent properties provide additional right-of-way for enhanced bicycle facilities and sidewalk improvements through this portion of the corridor. There is potential for further bicycle safety improvements near 30th Avenue South, such as a raised bike lane or shared path.

EXHIBIT 18: PHOTO RENDERING OF OPTION 1



30TH AVENUE SOUTH TO 35TH AVENUE SOUTH:

South 200th Street would transition to one lane in each direction with a center turn lane. On-street bicycle facilities and pedestrian improvements are implementable with minimal right-of-way taking because of the additional right-of-way gained from the lane reduction between 30th Avenue South and 35th Avenue South.

35TH AVENUE SOUTH TO MILITARY ROAD:

To maintain needed capacity, the current lane configurations would be maintained. Due to right-of-way constraints near the Military Road South/I-5 intersection, bike facilities would transition from on-street painted lanes to the sidewalk, creating a shared facility with pedestrians.

More details about this option, including how it would perform relative to conditions for driving, walking, bicycle, and right-of-way needs are presented in **Appendix B**.

Corridor Option 2 – Wider Sidewalks on South 200th Street and Nearby Bike Improvements

Corridor Option 2, shown in **Exhibit 19**, provides enhanced pedestrian facilities on South 200th Street, while reclassifying the corridor as a local neighborhood street that does not serve as a major freight route. Corridor Option 2 maintains the same ‘Hybrid’ road diet cross-section as Option 1, however bicycle facilities are proposed off-corridor. Corridor Option 2 is pedestrian-focused and provides more right-of-way for enhanced on-street pedestrian improvements such as amenity zones, landscaped buffers, and curb extensions. Moving the bicycle facilities off corridor reduces the right-of-way constraints near the intersection of Military Road South/I-5.

Off-street bicycle facilities (**Exhibit 20**) are proposed on South 198th Street from Military Road South to 32nd Avenue South. Treatments are envisioned to be minimal (painted “sharrows” on the road), given the low traffic volumes and speeds on these roadways. Also, this type of improvement could be implemented depending on resident interest regardless of which alternative is selected for South 200th Street. If there were interest in extending a bicycle connection all the way to International Boulevard, that would require coordination with the potential developers of the Angle Lake Mobile Home Park.

More details about this option, including how it would perform relative to conditions for driving, walking, bicycle, and right-of-way needs are presented in **Appendix B**.

EXHIBIT 19: PHOTO RENDERING OF OPTION 2

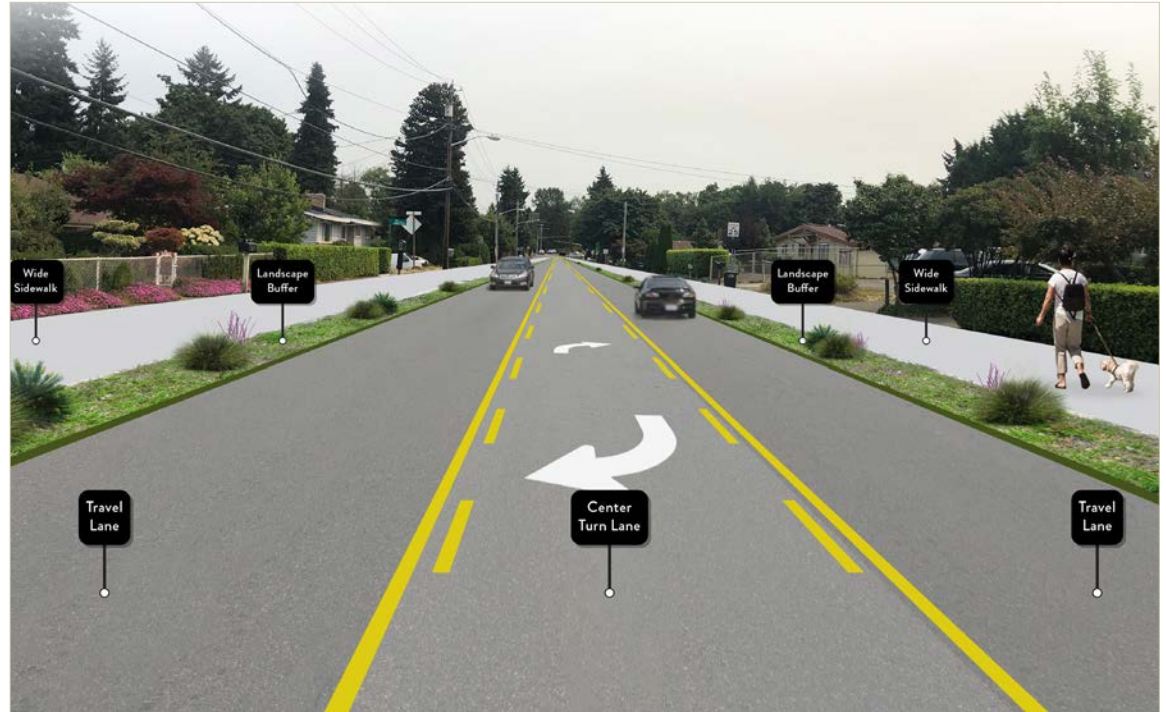


EXHIBIT 20: PROPOSED LOCATION OF OFF-STREET BICYCLE PARKING



Corridor Option 3 – Full Capacity with Complete Streets

Corridor Option 3, shown in **Exhibit 21**, maintains the existing lane configuration and vehicle capacity on South 200th Street and provides bicycle and pedestrian facilities with the assumption that up to 20 feet of additional right-of-way would be required. Corridor Option 3 proposes intersection spot improvements and on-street or off-street bicycle and pedestrian improvements. Corridor Option 3 would require the most additional right-of-way to support enhanced bicycle and pedestrian facilities.

More details about this option, including how it would perform relative to conditions for driving, walking, bicycle, and right-of-way needs are presented in **Appendix B**.

EXHIBIT 21: STREETMIX DEPICTION OF OPTION 3



Community & Stakeholder Feedback on Corridor Options

In November 2021, the project team conducted the second phase of outreach. This step invited the community to review the three corridor concepts and participate in a survey to share their thoughts about each of the concepts. This phase of outreach was conducted using similar methods to the prior phase: the website and survey were available in both English and Spanish and were promoted via the City’s social media presence, routine email communications, a physical postcard sent to addresses in the vicinity of the corridor, and ten yard signs placed along South 200th Street.

During the November 2021 outreach, 95 people participated in the survey. Here are some of the key findings from this phase of outreach:

- **RESPONDENTS ARE ROUTINE USERS OF THE CORRIDOR:** Two-thirds travel the corridor everyday and 90% use the corridor at least weekly.
- **THEY ARE ALSO LOCAL:** 86% of respondents live in SeaTac, 28% work here, and 6% own a business in the city.
- **THEY USE A VARIETY OF MODES ALONG 200TH STREET:** Almost everyone experiences the corridor by car, but two-thirds also walk or bike and a quarter travel the corridor to access transit (bus or light rail)
- **THE CORRIDOR IS AN IMPORTANT CONNECTION:** Top destinations accessed via South 200th Street include home (77%), work (61%), shopping (57%), light rail (44%), the airport (35%), and school (26%).

- **RESPONDENTS PREFER OPTION 3 (FULL CAPACITY WITH COMPLETE STREETS):** 59% of respondents preferred Option 3, with an a nearly even split among the other option options.
- **IMPROVED PEDESTRIAN EXPERIENCE WAS A TOP DESIRE:** Top factors that drove corridor option preference included a desire for wider sidewalks/enhanced pedestrian safety (40%); maintaining vehicle capacity (34%); and providing enhanced bicycle facilities (24%).
- **VEHICLE CAPACITY REDUCTION CONCERNED PARTICIPANTS:** A third of participants noted that reduced vehicle capacity was the primary reason they did not select options 1 or 2.

These corridor options were also shared with a subset of stakeholders who expressed continued interested in the study following the first phase of outreach. These stakeholders included WSDOT, the Port of Seattle, and the Fire Department. In general, these stakeholders were receptive to any of the options so long as they did not result in the following:

- Backups in traffic on to the I-5 mainline (WSDOT)
- Geometrics that reduced fire truck access to Puget Sound Fire Station 45 (Fire Department)
- Reduced access to Seattle-Tacoma International Airport in advance of SR 509 access improvements (Port of Seattle)

A more detailed summary of the Phase 2 outreach is included in **Appendix C**.

POSTCARD SENT TO HOMES AND BUSINESSES DURING PHASE 2 OUTREACH



Chapter 5

Corridor Recommendations



CORRIDOR CONCEPTS FOR FURTHER CONSIDERATION

The most appropriate treatment for South 200th Street relies on its role in the overall citywide transportation network. This chapter presents two different, but viable corridor concepts, and next steps for selecting a preferred corridor option.

Community feedback, combined with technical evaluation of the corridor, reveal that the most appropriate treatments for South 200th Street rely on its role in SeaTac's overall transportation network. This chapter presents two different, but viable corridor concepts, including the rationale for why these concepts are being advanced. The chapter concludes with next steps to move towards selecting a preferred corridor option.

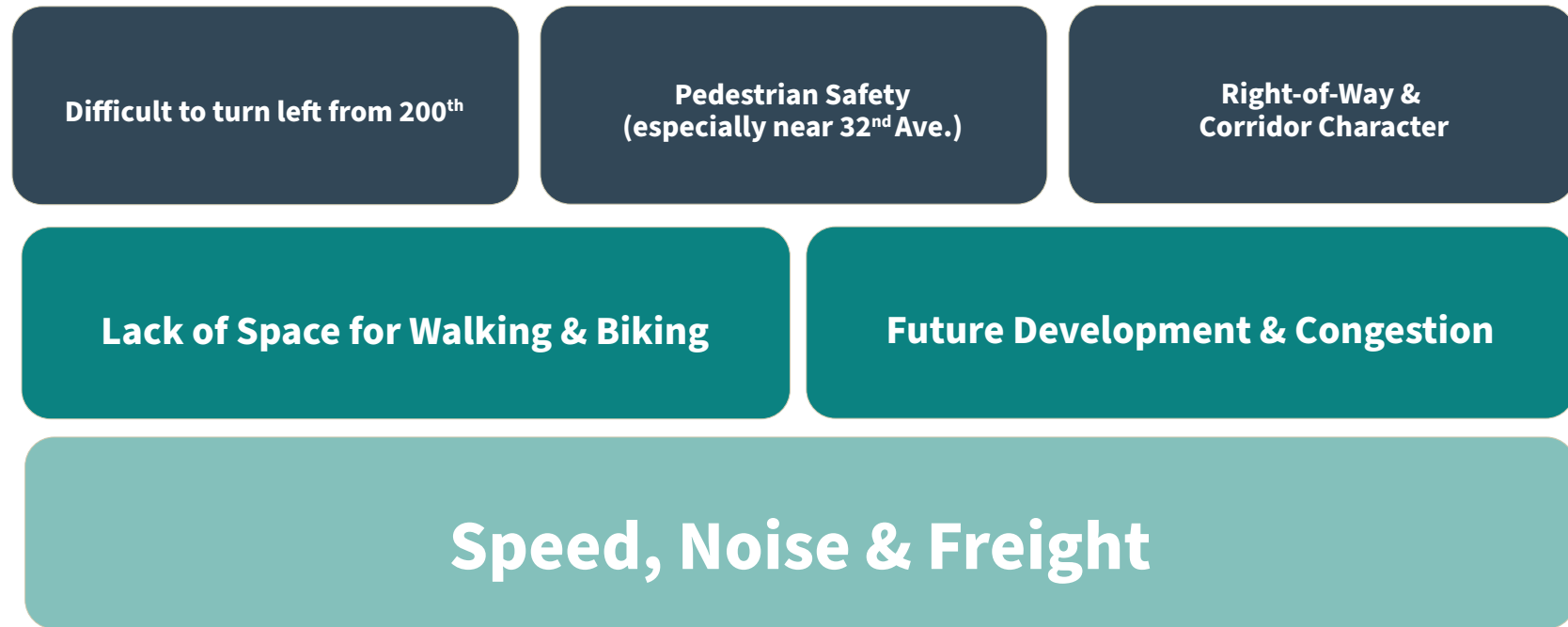
EXHIBIT 22: COMMUNITY CONCERNS ABOUT SOUTH 200TH STREET TODAY

Community Feedback

Exhibit 22 recaps key community feedback from the Phase 1 outreach, which probed about issues that exist along South 200th Street today. Top frustrations shared include difficulty turning left (either from South 200th Street or side streets), a lack of amenities for walking and biking, concerns over congestion and how it might grow in the future, and the impacts of high traffic volumes (including large trucks) in terms of noise, damaged mailboxes, and quality of life for those who live along the corridor.

The Phase 2 community outreach revealed a strong preference for Option 3, which retains South 200th Street's current capacity, but adds enhanced amenities for walking and biking, as well as beautification. This strong preference reflected the community's concerns about congestion, specifically that reducing lanes would add to congestion along the corridor. However, it is also acknowledged that this option does not well address some of the community concerns raised in Phase 1, including:

- Requires significant right-of-way to achieve, which would require the taking of homes
- Encourages further use by freight, the presence

of which was identified as a blight to quality of life along the corridor

- Doesn't provide easy local access, as the Option 3 cross-section does not include continuous left-turn lanes

As a result of this contradictory feedback and the fact that congestion issues are related to intersection configuration much more than the number of lanes along the corridor, the project team refined Options 1 and 3 to respond to community critiques and technical analysis, rather than recommending a preferred option. These refined options are described in the following subsections.

Refined Options

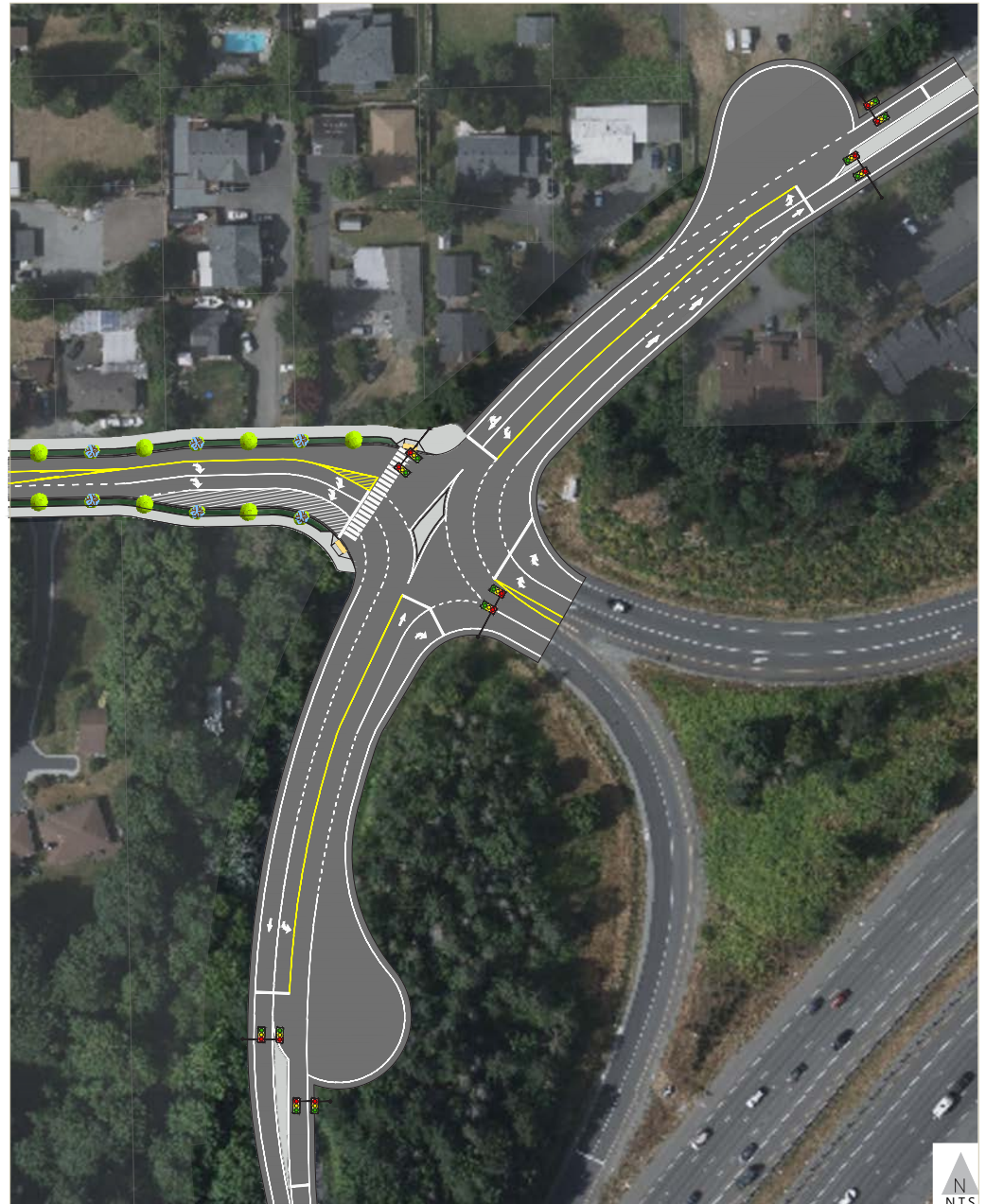
Refined Corridor Option 1 – Bike Lanes & Wider Sidewalks on South 200th Street with Revised Access to I-5

Refined Corridor Option 1 shares the same general cross-section as Corridor Option 1 to shift vehicle capacity to pedestrian and bicycle facilities (see discussion in previous chapter and [Exhibit 18](#)) but significantly revises access to I-5. [Exhibit 23](#) demonstrates how this revised access could look.

The idea behind revising access to I-5 is that South 200th Street serves a major gateway between I-5 and the industrial uses along International Boulevard. Even when SR 509 treatments are completed, South 200th Street will continue to attract regional users, including large trucks, as it represents a short and un-tolled alternative. South 200th Street cannot effectively serve as both a regional through route and a comfortable neighborhood street. Thus, this option makes a choice to prioritize South 200th Street's role as a neighborhood/transit community street that supports comfortable walking and biking by de-emphasizing South 200th Street's connection to I-5. Specifically, this option:

- Shifts capacity from vehicle through lanes to walking and biking facilities and a continuous two-way left turn lane
- Considers reclassifying South 200th Street from a Principal Arterial to a lower functional classification
- Revises the intersection of South 200th Street/Military Road to prohibit most through and left-turn movements, apart from through movement on Military Road (which would be allowed). Instead, these movements would be accommodated via a signalized displaced left-turn intersection ([see Exhibit 23](#))
- Leverages SR 509 related improvements, including the 24th/26th Avenue interchange and new local street connections (e.g., South 206th Street, South 204th Street, and 34th Avenue South)
- Minimizes right of way needs

EXHIBIT 23: REVISED INTERSECTION CONCEPT FOR SOUTH 200TH



Preliminary modeling suggests that the above changes would result in 35 percent fewer vehicles using South 200th Street in 2040 compared to the current configuration. This reduction in traffic (slightly below current volumes) would make the cross-section proposed by Option 1 function with limited delay. Preliminary modeling also considered where traffic would divert to. Regional trips would be more likely to use the 24th/26th Avenue access to SR 509, as well as the South 188th Street interchange. Local trips would be distributed relatively evenly among other streets.

While it is acknowledged that this cross-section accommodates freight and regional through movement less, it is consistent with the vision expressed in the City's Transportation Master Plan

and the Angle Lake District Station Area Plan. This option would require further vetting with stakeholders like the Fire Department and WSDOT, as well as the broader community. Many details could be adjusted, including specific cross-section of the roadway, how the South 200th Street/Military Road intersection is treated, as well as the radii for the u-turns along Military Road.

Refined Corridor Option 3 Full Capacity with Complete Streets with Roundabouts

Refined Corridor Option 3 shares the same general cross-section as Corridor Option 3, maintaining the existing vehicle capacity on South 200th Street and providing bicycle and pedestrian facilities. Refined

Corridor Option 3, illustrated in **Exhibit 24**, makes three key shifts compared to the original option:

- Consolidates pedestrian and bicycle facilities at the sidewalk level, providing grade separation from vehicle traffic and the potential to reduce right-of-way requirements (see **Exhibit 25**)
- Shifts the roadway to the south, so that properties on the northside of 200th Street would not be impacted by the roadway widening
- Introduces multi-lane roundabouts at 32nd Avenue and Military Road to facilitate local access and address the eastbound queueing challenges that exist today

EXHIBIT 24: REFINED CORRIDOR OPTION 3

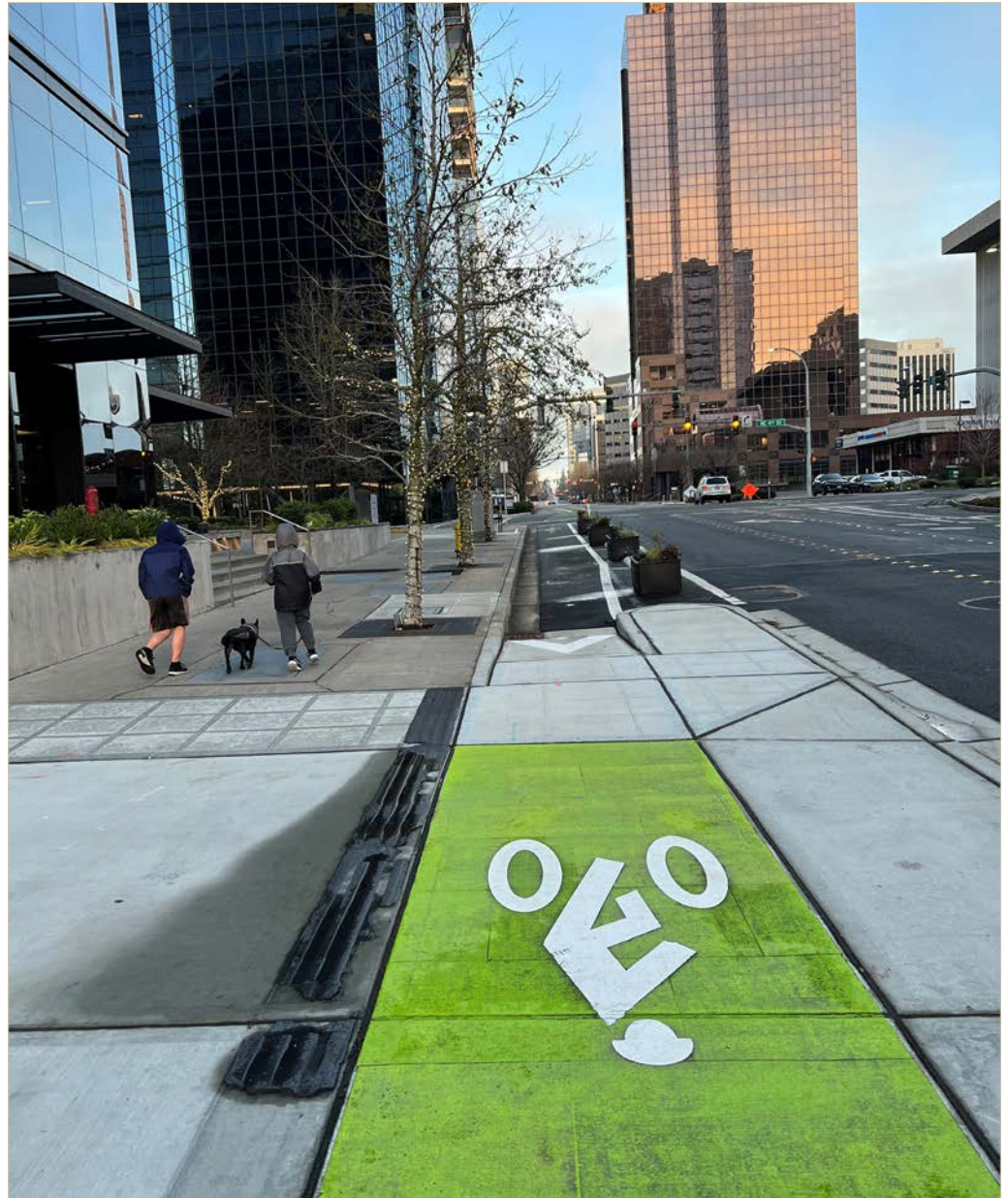


Preliminary modeling suggests that this option would provide acceptable operations, in terms of vehicle delay, along 200th Street. Unlike Option 1, Revised Option 3 maintains the ability of South 200th Street as a key route for regional through traffic and freight. The introduction of roundabouts addresses the local access concerns that were present with Option 3 (given the lack of left-turn lanes). Because the roadway would include enhanced pedestrian and bicycle facilities, it would provide a higher-level of comfort for people walking and biking than exists today, although crossing South 200th Street, particularly at the roundabouts, would be a challenge for many people on foot or on bike. The main downside of this option is its right of way requirements, as it would require the taking of most properties on the southside of South 200th Street between International Boulevard and Military Road.

This option most directly responds to the input received in the Phase 2 outreach, but represents a departure from the vision expressed in the City's Transportation Master Plan and the Angle Lake District Station Area Plan.

Similar to Option 1, this option would require further vetting with stakeholders like the Fire Department and WSDOT, as well as the broader community. Many details could be adjusted, including specific cross-section of the roadway and how key intersections, including those with 32nd Avenue and Military Road, are treated.

EXHIBIT 25: LOCAL EXAMPLE OF PEDESTRIAN & BIKE FACILITIES AT SIDEWALK LEVEL



Comparison Among Options & Next Steps

Additional community conversation is needed to determine the best treatment along South 200th Street. This discussion should include a variety of considerations, including street function, right of way needs, cost, and accommodation of people walking and biking. But, more centrally, it is essential that the City of SeaTac decide how it can implement the Angle Lake Station Area Vision, the City's adopted policy, while also defining the role of South 200th Street in the overall citywide network.

Key questions that should be asked in future efforts:

- What are the priority functions of South 200th Street?
- Is South 200th Street primarily a neighborhood/transit community street or a regional connection?
- How important is consistency with prior policy decisions, such as the Transportation Master Plan and the Angle Lake Station Plan?
- Is this City willing to acquire private property for mobility purposes?
- How much capital funding can be devoted to South 200th Street versus other places in the City?

Exhibit 26 attempts to respond to the above questions for Refined Options 1 and 3, however, additional discussion and technical analysis are needed to develop a formal recommendation for the South 200th Street corridor.

EXHIBIT 26: KEY QUESTIONS - REVISED OPTIONS 1 & 3

Key Question	Revised Option 1	Revised Option 3
Priority Functions	Local trips, neighborhood residents, people walking and biking	Regional trips and through movement
Neighborhood Street or Regional Connection	Neighborhood street	Regional Connection
Consistency with TMP, Angle Lake Station Area Plan	High	Moderate
Need to acquire ROW	Very limited	High, would require most properties south of South 200th Street
Capital Cost ¹	Approximately \$5-8M for South 200 th Street \$2-4M for Military Road/200 th Street Intersection Total \$7-12M	Approximately \$16-24M, including right-of-way acquisition

SOURCE: FEHR & PEERS. ¹ SEE APPENDIX D FOR COST DETAIL