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Existing Goal / Policy #	<h2 style="text-align: center;">Transportation Element</h2> <p style="text-align: center;">Draft 1</p> <p style="text-align: center;">Existing and Proposed Goal/Policy</p>	Key City Themes  (1)	Equity Assessment Status	Complies with State, Regional, County (2)	Notes	Proposed Goal / Policy #	Comments
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<b>Overall Transportation Goal</b>							
Goal 2.1	<p><b>Promote the safe and efficient transport of people and goods by implementing and maintaining an integrated multi-modal transportation system that supports and encourages alternative and active transportation modes for the benefit of SeaTac’s residents, businesses, and visitors.</b></p>	AO, MT, EV, RE			Suggested editorial change	Goal 1	
Policy 4.1A	Continue to plan for and implement a multi-modal transportation system that supports the safe, efficient, and reliable movement of people, vehicles, and goods while balancing transportation needs with other community values.			CPP-T-14		1A	
Policy 4.1B	Develop a multi-modal transportation system that preserves and protects natural resources, reduces adverse impacts on the environment, including air pollution and greenhouse gas emissions, and complies with federal, state, regional, and local policies. Implement green infrastructure to reduce stormwater pollution from transportation facilities where possible.			CPP-T-25 MPP-En-18	Explicitly state GHG reduction as a goal and reduction in stormwater pollution in response to Vision 2050 requirements. Should we add a Sustainability goal?	1B	
New Policy	Plan for a secure and resilient transportation network by assessing and addressing vulnerabilities to climate change and other hazards. Prepare an emergency evacuation study to model the performance of the transportation network under likely evacuation scenarios.			CPP-T-26	Vision 2050 requirement. See also policy 4.2U	1C	
New Policy	Plan and implement transportation improvements and programs in an equitable manner, considering disparities in access and mobility, historical injustices, and the transportation needs of disadvantaged communities.			CPP-T-8 CPP-T-9 MPP-T-9 MPP-T-10	Vision 2050 requirement	1D	
	<p style="background-color: yellow;">New policy to promote ZEVs and plan EVSE?</p> 				Multiple MPPs promote ZEVs		Premature for a new policy. The city is taking steps to electrify its fleet with a plan in place; scoping citywide electrification plan. Some synergy on EVSE: charging points for freight; shuttle fleet electrification for Park N’ Rides.
<b>Arterial Streets and Highways</b>							

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<b>Goal 4.2</b>	<b>Develop and maintain an arterial street and highway system that reduces the adverse impact of regional and airport traffic on City arterials, and cost-effectively improves safety for all travel modes, manages congestion to reduce delays and the impacts of traffic diverting through neighborhoods, and enhances the look and feel of the City.</b>	<b>AO, MT, EV</b>					
Policy 4.2A	Establish a level of service (LOS) standard of: <ul style="list-style-type: none"> <li>• Corridor travel speed equating to LOS E or better</li> <li>• Intersection delay equating to LOS D or better, except for...</li> <li>• Non-motorized system completeness</li> </ul>			MPP-DP-52 MPP-DP-53	Congested speed is travel model output. Consider adopting intersection LOS/delay standard for arterials Transit LOS needed for routes serving urban growth areas may be needed as well - updated GMA requirement	2A	
Policy 4.2B	Permit development that is consistent with the 2044 land use/development assumptions provided that the transportation system operates within the adopted level of service standard as stated in Policy 4.2A. The developments should incorporate the noted design and improvement provisions of the adopted subarea plans.			MPP-DP-52 MPP-DP-53	Update to reference new horizon year.	2B	
Policy 4.2C	Support and work with WSDOT, the Port of Seattle, and other agencies to encourage the State Legislature to fund and construct Stage 2 of the planned SR 509 Freeway Extension between S. 188th Street and I-5 by 2028.			MPP-T-7 CPP-T-1	SR 509 Project – WSDOT site – seems like this project is programmed and funded to completion. Policy still needed?	2C	
Policy 4.2D	Continue to partner with the Port of Seattle, and regional and local agencies to construct an Interim Airport South Access by 2025 to connect with the Phase 1 SR 509 Freeway Extension using the 28 <sup>th</sup> /24 <sup>th</sup> Avenue S. arterial corridor.			MPP-T-7 CPP-T-1	Status of project?	2D	
Policy 4.2E	Continue to work with the Port of Seattle, WSDOT, and regional and local agencies to construct the full South Airport Expressway (SAE) before 2035.			MPP-T-28	Aviation supportive and congestion reducing policy	2E	
Policy 4.2F	Following completion of Phase 1 of the SR 509 Freeway Extension, continue to support and work to advance funding and construction of Phase 2 of the SR 509 Freeway Extension project by 2040.			MPP-T-7 CPP-T-1	See note for policy 2C	2F	
Policy 4.2G	Support direct HOV ramp connections between I-5 and SR 509 and I-5 and SR 518 and I-405 to further encourage reductions in single occupant vehicle (SOV) use.			MPP-T-7 CPP-T-1	Project updates needed	2G	
Policy 4.2H	Work with WSDOT to revise the SR 518 interchange with International Boulevard and S. 154th Street to support the South 154th Street Station Area Plan and SR 518 Route Development Plan (RDP).			MPP-T-7 CPP-T-1		2H	





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Policy 4.2P	Establish appropriate transportation design standards for arterials, and local streets based on balancing the functional classification needs of the facility and the needs of the adjacent land uses. The design elements should accommodate and encourage alternative and active transportation modes such as transit, HOV, pedestrians, and bicycles for each classification. Amenities should enhance the mobility options by providing an improved environment for all users.			CPP-T-31 MPP-T-17	Strengthen support of land use policy	2P	
Policy 4.2Q	Implementation of desired design standards may be constrained by physical or environmental issues, costs effectiveness, right-of-way, or other parameters; variances to the street standards to address these types of issues may be approved, while seeking to maintain the function of the transportation corridor.				No direct connection to County or regional policies; just establishes that design standards may be flexible	2Q	
Policy 4.2R	Invest in improvements to arterials to meet current design standards including pedestrian and bicycle facilities, turn lanes, improved drainage, and enhanced traffic control and illumination. The improvements should be designed and constructed to improve safety, reduce maintenance costs, support economic development, reduce environmental impacts, and improve the quality of the transportation system for all modes.				Could be connected to any of many CPPs or MPPs with last sentence. Policies 2P-2R could be combined.	2R	
Policy 4.2S	Operate, maintain, and preserve the existing arterial and street system through an ongoing Pavement Management System (PMS), comprehensive signing and markings program, and systematic operation process. These programs should prioritize essential maintenance and preservation taking into account life-cycle costs associated with delayed maintenance. The maintenance and preservation systems system should address facilities for motorized and non-motorized travel and the impacts of the present and projected land uses.			CPP-T-23 MPP-T-2		2S	
Policy 4.2T	Enhance traffic flow, operations and safety through implementation of Transportation Systems Management (TSM) and Intelligent Transportation System (ITS) technologies and coordination with other agencies.			CPP-T-33		2T	
Policy 4.2U	Develop coordinated prevention and recovery strategies and disaster response plans with state, regional, and local agencies to help protect the transportation system against major disruptions.			CPP-T-26		2U	
<b>Neighborhood Streets</b>							

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Goal 4.3	Design and operate neighborhood streets to maximize safety of all appropriate travel modes, reduce cut-through traffic, and enhance the look and feel of the City’s transportation system in a cost-effective manner.	CC, MM, EV					
Policy 4.3A	Upgrade residential neighborhood streets with pedestrian and bicycle facilities and increased access to transit in alignment with the most current active transportation plan.			CPP-T-28 CPP-T-31 MPP-T-17	Updating language	3A	
Policy 4.3B	Address neighborhood traffic calming issues in a comprehensive fashion consistent with the plans and procedures that have been adopted to address these issues, consisting of but not limited to: SeaTac’s Safe and Complete Streets Plan, and the Neighborhood Traffic Safety Program (NTSP).				Has Safe and Complete Streets plan been updated or replaced? Could not find on City’s website. Complete Streets ordinance adopted in 2020. Is Neighborhood Traffic Safety program still under way? Could link to safety/vision zero policies.	3B	Safe and Complete Streets Plan never formally adopted; city did adopt an ordinance; traffic safety program is still in effect and is being rolled into citywide transportation safety program; no vision zero policy in effect but working on it; circle back on this – further tools to speak to this.
<b>Active Transportation and Micromobility</b>							
Goal 4.4	Plan for and develop a system of active transportation facilities for all users and all modes including pedestrians, transit users and bicyclists. Plan for users of all ages and abilities.			AO, UV, CC, MT, RE			
Policy 4.4A	Promote safe pedestrian movement as a basic means of transportation and assure adequate pedestrian facilities, amenities and connections are provided for in conjunction with other transportation facilities and developments.			CPP- T-7 CPP- T-28 MPP-T-17		4A	
Policy 4.4B	Coordinate with King County and other agencies to advance construction of Segment F of the Lake to Sound Trail.			CPP- T-28 MPP-T-17	Mention specific preferred alignment in policy?	4B	PW has no adverse position on preferred alignment; we are not sure on the phrasing whether to support; we want to know more on specifics on what the elements of the trail would look like and how it would impact the roadways and what that means; PW does not support taking away current vehicle capacity to make way for the trail as in how Segment B narrowed footprint in ROW constraining ability to add capacity on Des Moines Memorial Drive. Policy as it is today is fine.
Policy 4.4C	Work to design and construct arterials to include safe and attractive pedestrian facilities (including crossings) on both sides of the street.			CPP- T-28 MPP-T-17		4C	

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Policy 4.4D	Serve the City's residential areas with transit and a well-connected network of sidewalks and bicycle paths.			CPP- T-28 MPP-T-17		4D	
Policy 4.4E	Prioritize safety and pedestrian capacity improvements on streets that provide access to schools, parks, transit facilities, public facilities, and within and between Urban Villages and Neighborhood Centers.			MPP-T-4 MPP-T-17	Update to better support land use policy and Vision 2050 requirements. Could be moved under Land Use goal.	4E	
Policy 4.4F	Develop and implement criteria for installing ADA-compliant pedestrian crossing treatments and appropriate traffic controls to improve safety and comfort throughout the City			CPP- T-28 MPP-T-17	Emphasize ADA compliance	4F	
Policy 4.4G	Develop and implement a network of bicycle facilities providing for safe, interconnected travel within the City and providing connections to regional facilities and major local destinations as described in the most recent active transportation plan.			CPP- T-28 MPP-T-17	Status of Safe and Complete Streets Plan?	4G	Discussing internally whether to formally adopt or update and formally adopt the Safe and Complete Streets Plan (or have it replaced by the active transportation plan, is that part of the TMP?) --Develop an active transpo plan as ground zeor moving forward (FC's preference)
Policy 4.4H	Prioritize completing a north-south bicycle route east of International Boulevard between S. 188th Street and S. 160th Street.			CPP- T-28 MPP-T-17	project status? 34th Street project?	4H	Include Military Rd. South, as well. Policy can reference both 34th Ave A and Mil Rd S as CIPs that will provide that North-South bicycle route
Policy 4.4I	Work to implement directional and way-finding signage to direct bicyclists to the desired bike routes and destinations within the City.			CPP- T-28 MPP-T-17		4I	
New Policy 4.4J	Continue to implement the City's ADA Transition Plan and ensure ADA compliance for all capital improvement projects.						
New Policy 4.4K	Identify opportunities for providing enhanced pedestrian and bicycle connectivity that will support the most direct paths to urban villages and station areas.						
<b>Transit/Multi-modal/Transportation Demand Management</b>							
Goal 4.5	<b>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.</b>	AO, UV, MT, EV, RE		CPP-T-3			
Policy 4.5A	Support the planned extension of Sound Transit's Link Light Rail to Des Moines and then to Federal Way along a route that minimizes impacts to properties within the City limits, with sufficient parking at stations.			CPP-T-4		5A	

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Policy 4.5B	Work with King County Metro (Metro) to enhance transit service in SeaTac, especially east-west connections to the Urban Center and to connections with the Bus Rapid Transit (BRT) routes.			MPP-T-19		5B	
Policy 4.5C	Work with King County Metro Transit to expand the operating hours for local service between Link light rail and residential neighborhoods coordinated with schedules to enhance transfers between trains and buses.					5C	
Policy 4.5D	Continue to work with King County Metro, Sound Transit and adjacent jurisdictions to enhance and expand east-west transit service and future multi-modal transit options.					5D	
Policy 4.5E	<p><b>Continuously review developments and trends in transportation technology and mobility patterns for appropriate implementation in SeaTac (e.g., electric vehicle charging infrastructure planning, shared mobility services, hybrid work locations)</b></p>			MPP-T-33-34	Reworked to be broader and address Vision 2050 requirement (MPP-T-33-34); probably need separate ZEV policy (break into two policies)	5E	
Policy 4.5F	Work with Sound Transit, Metro and private developers to provide transit rider amenities to enhance the environment and safety for transit users.			CPP-T-20 CPP-T-28		5F	
Policy 4.5G	Encourage and implement formal transportation demand management (TDM) programs for new and existing workplaces and higher density residential developments in the City. The programs should, at a minimum, conform to the Commute Trip Reduction (CTR) Act. Transportation Management Associations (TMA) should be encouraged in order to coordinate TDM programs between adjacent businesses to increase their potential impact on reducing future traffic volumes.			CPP-T-4 CPP-T-15 MPP-T-3	This may need to be updated...current TDM programs?	5G	No other current programs, but open to the idea, no discussions about adding to it or evolving it beyond the CTR program.


**Parking**

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Goal 4.6	<b>Manage parking supply and demand to best support the City’s overall goals and objectives in balancing the desire to support alternative transportation modes, neighborhood livability and enhance economic development.</b>	UV, CC, EV			County and regional policies don't really address parking, except as tool to promote alternative modes		
Policy 4.6A	Consider flexibility in general City parking requirements for new developments that aligns parking supply with demand while supporting multi-modal objectives promoting use of alternative modes while minimizing the potential for spillover into neighborhoods.			CPP-T-3 MPP-T-13		6A	
Policy 4.6B	Monitor parking activity in neighborhoods to determine if parking demands are exceeding supply and/or if illegal or unsafe parking practices are occurring. When such activities are identified, work with the affected neighborhoods and adjacent businesses to determine the specific issues, evaluate alternative approaches, and implementation of solutions.					6B	
New Policy	<a href="#">Work with with the Port of Seattle, WSDOT, and regional and local agencies to identify truck parking needs and designate safe truck parking areas, if necessary.</a>				Is truck parking an issue in SeaTac? Address freight mobility and the multi-modal needs of commercial and industry clusters throughout the City.	6C	
							
<b>Airport</b>							
Goal 4.7	<b>Coordinate with local and regional agencies to support regional air transportation needs.</b>	MM, EV					
Policy 4.7A	<a href="#">Coordinate with the Port of Seattle, state, regional, and local agencies to address air transportation needs in a manner to minimize health, air quality, and noise impacts to the surrounding community, with special consideration given to historically marginalized communities.</a>			CPP-T-16 CPP-T-17 MPP-T-28	Recast to better meet requirements of Vision 2050.	7A	
<b>Program Financing and Implementation</b>							
Goal 4.8	<b>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.</b>	MM, EV					



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Policy 4.8A	Prioritize transportation projects and programs that best improve safety and, connectivity, support economic growth, preserves prior transportation investments, and increases capacity of travel modes, reflective of available revenues.				Could also recast as prioritize projects with the highest ratio of benefits to costs	8A	
Policy 4.8B	Identify stable and predictable funding sources to maintain and operate the City’s transportation system to preserve prior investments, enhance safety, and improve quality for all travel modes.			CPP-T-13	innovative funding	8B	
Policy 4.8C	Apply for regional, state, and federal funding sources for major improvements serving Sea-Tac International Airport and regional or sub-regional through traffic.			CPP-T-13		8C	
Policy 4.8D	Consider supplementing existing transportation funding sources with new revenue sources including a potential Transportation Benefit District (TBD) to help fund preservation and implementation of non-motorized transportation improvements identified in the Transportation Master Plan .			CPP-T-13		8D	
Policy 4.8E	Continue to direct funds from the commercial parking tax to help fund the high priority transportation projects in the City’s arterial network.			CPP-T-13		8E	
Policy 4.8F	Review and update the transportation impact fee (TIF) program to reflect the projected growth in the City and help fund the costs of growth-related transportation projects.			CPP-T-13		8F	
<b>Intergovernmental Coordination</b>							
<b>Goal 4.9</b>	<b>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.</b>	<b>MM</b>		MPP-T-7			
Policy 4.9A	Continue to work with the Port of Seattle in updating and extending its Interlocal Agreement and coordinate on the Port’s Sustainable Airport Master Plan to address transportation system impacts and solutions of mutual concern.			CPP-T-1 MPP-T-7		9A	Maybe include some language about "including continuing to partner to manage the shared travel demand model.
Policy 4.9B	Continue to coordinate the planning, design, and implementation of the City of SeaTac’s Transportation Element with WSDOT, King County, the Port of Seattle, and neighboring cities to assure that the transportation system works together to meet the multi-modal needs of the communities.			CPP-T-1 MPP-T-7		9B	
Policy 4.9C	Coordinate the planning, design, and implementation of the transit services and transportation demand management programs with King County Metro, Sound Transit, WSDOT, the Port of Seattle, and neighboring cities to assure			CPP-T-1 CPP-T-7		9C	

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	that transit and rideshare programs work together to meet the transportation needs of the City of SeaTac and surrounding region.						
<b>Transportation and Land Use</b>							
<b>New Goal</b>	<b>Develop a multi-modal transportation system that supports planned growth in the Urban Center and neighborhood service centers.</b>	<b>AO, UV, CC, MM</b>		MPP-T-15			
5	Prioritize transportation projects and programs that improve access to and connectivity among Urban Villages and Neighborhood Service Centers.			MPP-T-15 MPP-T-19		5A	
	Prioritize bicycle and pedestrian improvements that provide low-stress and accessible connections to essential goods and services within a half mile of Urban Villages and Neighborhood Service Centers.			CPP-T-32		5B	
	Look for opportunities to enhance bicycle and pedestrian connectivity in the Urban Center as development occurs			MPP-T-16		5C	