

ENVISION 2044 Transportation Element

7/2/2024 Planning Commission Meeting



POTENTIAL COMMISSION ACTION

ACTION REQUESTED: None. The meeting is an informational briefing.

• **REVIEWS TO DATE:**

- 5/11/23 T&PW; 5/23/23 RGC; 12/14/23 T&PW; 1/9/24 RGC; 6/18/24 Planning Commission



PRESENTATION OVERVIEW

PURPOSE OF PRESENTATION

Staff intends to continue discussion with commissioners and respond to comments on the 2024 update to SeaTac's Transportation Element (TE) of the Comprehensive Plan.

WHY IS THIS ISSUE IMPORTANT?

1. Per the schedule outlined in state statute RCW 36.70A.130, SeaTac is responsible for providing an updated comprehensive plan by 12/31/2024.
2. This project requires constant coordination and alignment with the Envision SeaTac 2044 Comprehensive Plan Update project.
3. The update of the Transportation Element and the Envision SeaTac 2044 Comprehensive Plan Update are separate, concurrent, and interconnected projects.
4. The updated TE+TMP will include an overhauled travel demand model that the City shares with the Port of Seattle providing analysis of post-pandemic changes to the transportation system.



2024 TRANSPORTATION ELEMENT UPDATE

Statutory Distinctions:

- The city's transportation system is guided by local, state, and regional planning requirements.
- Under the Washington State Growth Management Act (GMA), the Transportation Element is a requirement of the City's Comprehensive Plan. RCW 36.70A.070 (6) establishes the minimum requirements for the TE. These requirements are:
 - **Be consistent** with the Land Use Element, including travel forecasts of at least 10-years based on the land use plans;
 - **Identify the impacts** of the City's land use (and transportation) plans on state owned transportation facilities to provide a framework for monitoring the performance of and planning for improvements for the state highways and other state facilities;
 - **Include level of service (LOS)** standards for all locally owned arterials and transit routes to gauge the performance of the systems;
 - **Identify system improvements** to address any LOS deficiencies;
 - **Include a multiyear financing plan** based on the needs identified in the comprehensive plan.



2024 TRANSPORTATION ELEMENT UPDATE – LEVEL OF SERVICE

One exception is Pacific Highway S (SR 99) which is adjacent to SeaTac and the other is within Downtown Kent.

City of Tukwila LOS Standards

The City of Tukwila LOS standards vary both by location and by the function of the surrounding areas. For corridors in the Southcenter area the standard is LOS E, except for along Strander Boulevard and a portion of Andover Park E which both have a standard of LOS F but are not to exceed an average delay of 120 seconds per vehicle. Non-residential arterial intersection has a standard of LOS E and minor and collector streets in residential areas have a standard of LOS D.

Intersection Levels of Service and Operations Issues

The following section reviews the methodology used in evaluating LOS and details the existing LOS by intersection. Most of the intersections analyzed are signalized intersections. Figure 4-1 in Chapter 4 shows the locations of the signalized intersections in the City of SeaTac. International Boulevard has 17 signalized intersections with in the City, which makes it the most signalized corridor in the City of SeaTac. S 188th Street has 9 signalized intersections, Des Moines Memorial Drive S has 8 signalized intersections, and Military Road has 7 signalized intersections and 2 flashing crosswalks or flashing beacon systems.

Level of Service Methodology

The operational characteristics of an intersection are determined by calculating the intersection level of service (LOS). For signalized locations, LOS is measured in average delay per vehicle and

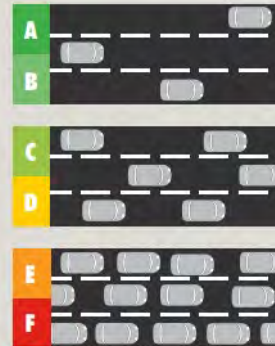
is reported for the intersections as a whole. At side-street stop-controlled intersections, LOS is measured in average delay per vehicle during the peak hour of traffic and is reported for the worst operating approach of the intersection.

Weekday PM peak hour traffic operations for existing conditions were evaluated at major intersections in the City of SeaTac using the Synchro 8 software program, based on the procedures identified in the *Highway Capacity Manual (HCM) (2000)*. The HCM 2000 methodology was used due to signal timings at City intersections which cannot be readily coded using the HCM 2010 methodology.

Existing (2014) Intersection Levels of Service

Figure 2-3 and Table 2-1 summarizes the 2014 PM peak hour intersection LOS and control type for each of the study intersections. The Synchro files for the existing LOS analyses are available in electronic format in the Supported Materials.

Level of Service Standards



LOS	CONTROL DELAY (per Vehicle)	DESCRIPTION
A	10	Free flow
B	>10-20	Stable flow (slight delays)
C	>20-25	Stable flow (acceptable delay)
D	>35-55	Approaching unstable flow (tolerable delay, occasional wait through more than one signal)
E	>55-80	Unstable flow (intolerable delay)
F	>80	Forced flow (jammed)

Prepared by Harrop Group • July 2015



City of SeaTac Transportation Master Plan



2024 TRANSPORTATION ELEMENT UPDATE

SeaTac Comprehensive Plan – Updated Transportation Element Goal and Policy Review Matrix

Updated 6/27/2024 3:55:00

PM6/21/2024 12:12:00 PM

Existing Goal / Policy #	Transportation Element Draft 1 Existing and Proposed Goal/Policy	Key City Themes (1)	Equity Assessment Status	Complies with State, Regional, County (2)	Notes	Proposed Goal / Policy #	Comments
<p>(1) AO = Access to Opportunity; UV = Urban Villages; CN = Complete Neighborhoods; MT = Multi-Modal Transportation; HA = Housing for All; EV = Economic Vitality; RE = Resilient Environment (2) MPP = PSRC's Multi-County Planning Policies CPP = King County's Countywide Planning Policies</p>							
Overall Transportation Goal							
Goal 24.1	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 for the benefit of SeaTac's residents, businesses, and visitors.	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, <u>including air pollution and greenhouse gas emissions</u> , and complies with federal, state, regional, and local policies. <u>Implement green infrastructure to reduce stormwater pollution from transportation facilities where possible.</u>			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	



2024 TRANSPORTATION ELEMENT UPDATE

Arterial Streets and Highways							
Goal 4.2	Develop and maintain an arterial street and highway system that reduces the adverse impact of regional and airport traffic on City arterials, and cost-effectively improves safety for all travel modes, manages congestion to reduce delays and the impacts of traffic diverting through neighborhoods, and enhances the look and feel of the City.	AO, MT, EV					
Policy 4.2A	Establish a level of service (LOS) standard of: <ul style="list-style-type: none"> Corridor travel speed equating to LOS E or better Non-motorized system completeness 			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 to meet updated GMA requirement More detailed LOS metrics for non-motorized facilities may be needed.	2A	Intersection LOS to be considered after City Center policies are adopted.
Policy 4.2B	Permit development that is consistent with the 2035-2044 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 the Stage 2 Phase 1 of the planned SR 509 Freeway Extension between S. 188th Street and I-5 by 2025.			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 28th/24th Avenue S. arterial corridor.			MPP-T-7 CPP-T-1	Status of project? Waiting on input from Port.	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	



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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	
Policy 4.2I	Support and work with WSDOT to maintain and improve I-5 in the City of SeaTac vicinity to serve regional, north-south travel, including freight, High Occupancy Vehicles (HOV), and transit. Continue to rely on I-5 for high volume, north-south, regional travel, including freight, High Occupancy Vehicles (HOV) and transit, in the vicinity of the City of SeaTac.			CPP-T-1 CPP-T-14 CPP-T-18 MPP-T-8 MPP-T-24	Link to multi-agency cooperation	2I	
Policy 4.2J	Align classification of streets and arterials to reflect their desired functional use. The functional classification system should be based on the volume of present/future traffic, design, multi-modal facilities, adjacent land uses, and consistency in connections with other agency transportation facilities.			MPP-T-16 MPP-T-21	Functional classification should dictate design and standards for multimodal facilities.	2J	
Policy 4.2K	Explore transferring Des Moines Memorial Drive adjacent to the City of Burien from the City of SeaTac to the City of Burien to better reflect the adjacent land uses that will benefit from upgrading that section of arterial.			MPP-T-16	still needed? Waiting on input Confirmed no longer included.	2K	Florendo checking with Will on whether to leave this in; language was rooted in the idea that Des Moines Memorial served adjacent jurisdictions more than SeaTac. Confirmed 6/27 – Removing 4.2K





Questions?

