

Existing Goal / Policy #	<h2 style="text-align: center;">Transportation Element</h2> <p style="text-align: center;">Draft 1 Existing and Proposed Goal/Policy</p>	Key City Themes (1)	Equity Assessment Status	Complies with State, Regional, County (2)	DKS Notes	Proposed Goal / Policy #	SeaTac/Otak Comments
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<b>Overall Transportation Goal</b>							
Goal <del>2</del> -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. <u>Support the City’s vision for growth by providing multimodal connectivity to, from, and between the Urban Growth Center and Neighborhood Centers while addressing the needs for freight transportation to and from the Industrial Centers.</u>	AO, MT, EV, CN, RE			TE to emphasize connection to growth vision.	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	
<b>Transportation and Land Use</b>							
<u>New Policy</u>	<u>Work towards addressing the multimodal transportation needs identified in sub-area plans including the City Center Plan, the Angle Lake Station Area Plan and the South 154th Street Station Area Plan.</u>				Transportation projects and programs must support sub area plans.	1B	
<u>New Policy</u>	<u>Plan and implement transportation infrastructure to support the development of Complete Neighborhoods where the daily needs of residents are accessible within a half mile walk shed.</u>				Discussion in TE to note that daily needs means access to transit, job opportunities, goods and services, social and recreational opportunities, etc. See also policy under active transportation.	1C	
<b>Transportation and the Environment</b>							
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 wherever 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.	1D	

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<u>New Policy</u>	<u>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.</u>			CPP-T-26	Vision 2050 requirement. See also policy 4.2U	1E	
<u>Policy 4.2U</u>	<u>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.</u>			CPP-T-26	Policy moved from arterials and highways goal.	1F	
<b>Equity</b>							
<u>New Policy</u>	<u>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.</u>			CPP-T-8 CPP-T-9 MPP-T-9 MPP-T-10	Vision 2050 requirement/Equity	1G	
<b>Safety</b>							
<u>New Policy</u>	<u>Build on the current Local Road Safety Plan to develop a comprehensive Safety Action Plan meeting applicable standards for grant funding.</u>				Policy needed to support grant eligibility.	1H	
<b>Roadway Network and Connectivity</b>							
<u>Goal 2</u>	<u>Serve all modes of travel with a street grid designed to support multi-modal access and connectivity throughout the city and into the region.</u>	<u>UV,</u> <u>CN,</u> <u>MT</u>				<b>2</b>	
<u>New Policy</u>	<u>Apply best practice standards for spacing of streets, block size, and maximum distance between pedestrian or bicycle accessways to new land use developments or redevelopment projects.</u>	<u>UV,</u> <u>CN,</u> <u>MT</u>				2A	
<u>New Policy</u>	<u>Identify locations where mid-block crossings are needed to accommodate efficient paths of travel for pedestrians.</u>	<u>UV,</u> <u>CN,</u> <u>MT</u>				2B	
<b>Arterial Streets and Highways</b>							
<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</b>	<b>AO,</b> <b>MT, EV</b>			TE to discuss how City is responsible for back of curb on state highways. Specify in TE section introduction	<b>3</b>	.

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	<p><b>reduce delays and the impacts of traffic diverting through neighborhoods, and enhances the look and feel of the City.</b></p>				which WSDOT facilities have shared responsibility with the City.		
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>• Non-motorized system completeness</li> </ul>			MPP-DP-52 MPP-DP-53	Transit LOS for routes serving urban growth areas may be needed to meet updated GMA requirement Other jurisdictions have adopted more detailed LOS metrics for non-motorized facilities.	3A	Intersection LOS to be considered after City Center policies are adopted.
Policy 4.2B	Permit development that is consistent with the <u>2035-2044</u> 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.	3B	
<u>New Policy or cross reference</u>	<p><u>Design and construct arterials to include safe and attractive pedestrian facilities (including crossings) on both sides of the street.</u></p>			<p><u>CPP- T-28</u> <u>MPP-T-17</u></p>	Pedestrian mode Policy repeated from Active Transportation section.	3C	
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, <del>design, multi-modal facilities,</del> 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.	3D	x
Policy 4.2L	Consolidate access to properties along principal, minor, and collector arterials as opportunities present themselves to maximize the capacity of the facilities, <del>and</del> reduce potential safety conflicts.			CPP-T-29	Addresses County safety policy requirements.	3E	x
Policy 4.2O	Establish and enforce appropriate speed limits along SeaTac's roadways that balance multi-modal mobility, traffic engineering standards, a street's functional classification, adjacent land uses and public safety concerns.			MPP-T-4		3F	x
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		3G	x

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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.	3H	x
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.	3I	x
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 <del>taking into account</del> <u>ing for</u> 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		3J	x
Policy 4.2C	Support and work with WSDOT, the Port of Seattle, and other agencies to encourage the State Legislature to fund and construct <del>the Stage 2 Phase 1</del> of the planned SR 509 Freeway Extension between S. 188th Street and I-5 by 2025 <u>8</u> .			MPP-T-7 CPP-T-1	Coordinated this policy with Port input.	3K	x
Policy 4.2D	<del>Should the Port choose to advance this project, Continue to partner</del> with the Port of Seattle, and regional and local agencies to construct an Interim Airport South Access <del>by 2025</del> 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	Revised to reflect input from Port; <del>May need to revisit—replace with policy to engage in SAMP environmental process or something like that.</del>	3L	x
Policy 4.2E	<del>Continue to w</del> Work with the Port of Seattle, WSDOT, and regional and local agencies to construct the full South Airport Expressway (SAE) <del>should the Port of Seattle choose to advance this project before 2035.</del>			MPP-T-28	Revised to reflect input from Port. Given Port input, should 4.2D and 4.2C be combined into a single policy re the SAE?	3M	May need to revisit
Policy 4.2F	<del>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.</del>			<del>MPP-T-7 CPP-T-1</del>	<del>Removed since Policy 2C updated.</del>	<del>2F</del>	

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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	Policy will be kept for now since project designs are not finalized.	3M	x
Policy 4.2H	Work with WSDOT to <u>implement the short-, medium-, and long-term improvement recommendations documented in the SR-518 study.</u> <del>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).</del>			MPP-T-7 CPP-T-1	Port recommended that this policy be reworked to more broadly include the short, medium, and long-term projects identified in the SR 518 Study (WSDOT).	3N	x
Policy 4.2I	<del>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.</del>			CPP-T-1 CPP-T-14 CPP-T-18 MPP-T-8 MPP-T-24	Edited to emphasize multi-agency cooperation	3O	z
Policy 4.2K	<del>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.</del>			<del>MPP-T-16</del>	Policy deleted per direction of City staff. City of Burien not interested at this time.		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.
Policy 4.2M	Work with the Port of Seattle, WSDOT, and regional and local agencies to address freight needs and direct trucks to designated truck routes in the City through establishing a system of wayfinding, including signing truck routes to/from the freeway system and major destinations.			CPP-T-18 MPP-T-11		3P	x
Policy 4.2N	Work with WSDOT to reconnect streets and pedestrian and bicycle routes affected by the construction <u>or extension</u> of <del>the SR-509</del> <u>freeways and extension state highways.</u> <u>Identify and mitigate potential disproportionate impacts on historically disadvantaged communities.</u>			MPP-T-16	Now addresses historic equity issues.	3Q	Yes still needed, make language more general - not specific to 509, something like "WSDOT impacted state routes or interstates"; 509 has addressed pedestrian connections with Lake to Sound Trail, rebuilt the overpass, new road connection in Madrona neighborhood. Still opportunities at existing state routes and state route off ramps to make connections and improve - bottom line, generalize and say affected by existing state routes and Interstate 5.
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	TE to reference recent ITS plan policies and recommendations (ITS plan is an internal document).	3R	

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Policy 4.2U	<del>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.</del>			CPP-T-26	Policy moved to overall transportation goal.		
<b>Neighborhood Streets</b>							
Goal 4.3	<b>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.</b>	CN, MM, EV				4	Move Goal above roadway goals. More emphasis on pedestrian and bicycle connectivity and complete neighborhoods.
Policy 4.3A	Upgrade residential neighborhood streets with pedestrian and bicycle facilities <del>and increased and improve</del> access to transit in alignment with pedestrian and bicycle network plans.			CPP-T-28 CPP-T-31 MPP-T-17		4A	
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, <del>including consisting of but not limited to: SeaTac’s Safe and Complete Streets Plan, and</del> the Neighborhood Traffic Safety Program (NTSP).				Deleted reference to Safe and Complete Streets Plan.	4B	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 <del>Non-Motorized</del> Transportation</b>							
Goal 4.4	<b>Plan for and develop a system of transportation facilities for <del>all users and</del> all modes including pedestrians, transit users and bicyclists. <u>Plan for users of all ages and abilities.</u></b>				Added statement about all ages and abilities.	5	
New Policy	<u>Develop and implement a comprehensive Active Transportation Plan to support complete neighborhoods.</u>					5A	x
Policy 4.4A	Promote safe pedestrian <u>and bicycle</u> movement as a basic means of transportation and <del>assure ensure that</del> adequate <del>pedestrian active transportation</del> facilities, amenities and connections are provided for in conjunction with other transportation facilities and developments.			CPP- T-7 CPP- T-28 MPP-T-17	Addresses bicycle and pedestrian modes	5B	x
Policy 4.4D	Serve the City’s residential areas with transit and a well-connected network of sidewalks and bicycle paths. <u>Prioritize pedestrian and bicycle improvements that provide low-stress and accessible connections to key destinations within a half mile of Urban and Neighborhood Villages as well as those providing connections between Neighborhood Villages and the Urban Center.</u>			CPP- T-28 MPP-T-17 <u>CPP-T-32</u>	Added connection to Complete neighborhoods. Note that previously proposed policy to provide connectivity among growth centers was removed as this policy now addresses that topic. <i>Typologies updated to match 7/16 PC presentation.</i>	5C	x

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Policy 4.4E	Prioritize safety and pedestrian capacity improvements on streets that provide access to schools, parks, transit facilities, public facilities, and within <u>and between Urban and Neighborhood Villages</u> .			MPP-T-4 MPP-T-17	Pedestrian mode: Updated to better support land use policy and Vision 2050 requirements. <i>Typologies revised.</i>	5D	x
Policy 4.4C	<del>Work to d</del> 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	Pedestrian mode Policy repeated under the Arterials and Highways section.	5E	x
Policy 4.4F	Develop and implement criteria for installing pedestrian crossing treatments and appropriate traffic controls to improve safety and comfort throughout the City. <u>Ensure that all treatments are compliant with the latest guidance on the Americans with Disabilities Act (ADA).</u>			CPP- T-28 MPP-T-17	Pedestrian mode: Emphasize ADA compliance	5F	x
<u>New Policy</u>	<u>Continue to implement the City's ADA Transition Plan and ensure ADA compliance for all capital improvement projects.-</u>				Pedestrian mode: Maybe this is more of an implementation strategy? <u>Revisit</u>	5G	x
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, <u>including Urban Villages and Neighborhood Village centers.-as described in the Safe and Complete Streets Plan.</u>			CPP- T-28 MPP-T-17	Bicycle mode	5H	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 transport plan as ground zero moving forward (FC's preference)
Policy 4.4I	<del>Work to i</del> 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	-Bicycle mode	5I	x
Policy 4.4H	<del>Prioritize e</del> Completing a north-south bicycle route east of International Boulevard between S. 188th Street and S. 160th Street via Military Road S and/or 34th Avenue.			CPP- T-28 MPP-T-17	Bicycle mode	5J	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 4.4B	Coordinate with King County and other agencies to advance construction of the Lake to Sound Trail.			CPP- T-28 MPP-T-17	Policies supporting specific facilities should be moved to the bottom of each goal section.	5K	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

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							ability to add capacity on Des Moines Memorial Drive. Policy as it is today is fine.
<b>Transit/Multi-modal/Transportation Demand Management</b>							
Goal 4.5	Encourage the use of transit and other High Occupancy Vehicle (HOV)/multi-modal travel modes to more efficiently accommodate a larger proportion of existing and future travel in and adjacent to the City of SeaTac to reduce the adverse impacts of driving alone <u>and support Complete Neighborhoods</u> .	AO, UV, MT, EV, RE		CPP-T-3		6	
New Policy	<u>Ensure that transit may be accessed within a half mile walk shed of Neighborhood Village centers to provide choices of travel mode and support Complete Neighborhoods.</u>					6A	x
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		6B	
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 <u>and including consideration of on-demand service</u> .			MPP-T-19		6C	
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 <u>and including consideration of on-demand service</u> .					6D	
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.					6E	
Policy 4.5E	<u>Continuously review developments and trends in transportation technology and mobility patterns for appropriate implementation in the City of SeaTac, with emphasis on micromobility devices to provide first and last mile connectivity to transit.</u> <del>Coordinate with Sound Transit, Port of Seattle, and the local development community to study, plan, and implement (if deemed</del>			MPP-T-33-34	Reworked to be broader and address Vision 2050 requirement (MPP-T-33-34). Micromobility would include e-bikes and scooters.	6F	



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	feasible) a Personal Rapid Transit (PRT) or similar system serving SeaTac’s Urban Center; provided, any proposed system is primarily funded by the private sector, or other non-City sources.						
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		6G	
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 <del>in order to</del> 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		6H	No other current programs, but open to the idea, no discussions about adding to it or evolving it beyond the CTR program.
<b>Parking</b>							
<b>Goal 4.6</b>	<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, CN, EV			County and regional policies don't really address parking, except as tool to promote alternative modes	<b>7</b>	
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		7A	
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 implement solutions.					7B	
<u>New Policy</u>	<u>Work with the WSDOT, the Port of Seattle, and regional and local agencies to identify truck parking needs and designate safe truck parking areas in freight and industrial areas.</u>				Port recommended to list WSDOT first.	7C	

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<b>Airport</b>							
<b>Goal 4.7</b>	<b>Coordinate with local and regional agencies to support regional air transportation needs.</b>	<b>MM, EV</b>				<b>8</b>	
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> <del>Coordinate with the Port of Seattle, state, regional, and local agencies to encourage swift, collaborative resolution for evaluating air transportation needs and impacts on the City of SeaTac.</del>			CPP-T-16 CPP-T-17 MPP-T-28	Recast to better meet requirements of Vision 2050.	8A	
<b>Program Financing and Implementation</b>							
<b>Goal 4.8</b>	<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>	<b>MM, EV</b>				<b>9</b>	
Policy 4.8A	Prioritize transportation projects and programs that best improve safety and connectivity, support economic growth, preserve prior transportation investments, and increase capacity of travel modes, reflective of available revenues.					9A	
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		9B	
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		9C	
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		9D	
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		9E	
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		9F	

Existing Goal / Policy #	<h2 style="text-align: center;">Transportation Element</h2> <p style="text-align: center;">Draft 1 Existing and Proposed Goal/Policy</p>	Key City Themes (1)	Equity Assessment Status	Complies with State, Regional, County (2)	DKS Notes	Proposed Goal / Policy #	SeaTac/Otak Comments
(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							
<b>Intergovernmental Coordination</b>							
Goal 4.9	<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>	MM		MPP-T-7		10	
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	Maintenance of the shared travel demand model can be an implementation strategy.	10A	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		10B	
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 that transit and rideshare programs work together to meet the transportation needs of the City of SeaTac and surrounding region.			CPP-T-1 CPP-T-7		10C	
<b>Transportation and Land Use – Note: these policies have all been dispersed to the other Goals.</b>							
New Goal	<del>Develop a multi-modal transportation system that supports planned growth in the Urban Center and neighborhood service centers.</del>	AO, UV, CN, MM		MPP-T-15			
New Policy	<del>Prioritize transportation projects and programs that improve access to and connectivity among Urban Villages and Neighborhood Centers.</del>			MPP-T-15 MPP-T-19	-	5A	
New Policy	<del>Prioritize bicycle and pedestrian improvements that provide low-stress and accessible connections to key destinations within a half mile of Urban Villages and Neighborhood Centers.</del>			CPP-T-32	-Moved to non-motorized transportation goal.	5B	
New Policy	<del>Look for opportunities to enhance bicycle and pedestrian connectivity in the Urban Center as development occurs</del>			MPP-T-16	-	5C	