TRANSPORTATION MASTER PLAN

FOR THE CITY OF SEATAC

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WHAT TRANSPORTATION CAN BE.

Presented by Transpo Group
July 2015

CITY OF SEATAC
EST. 1990

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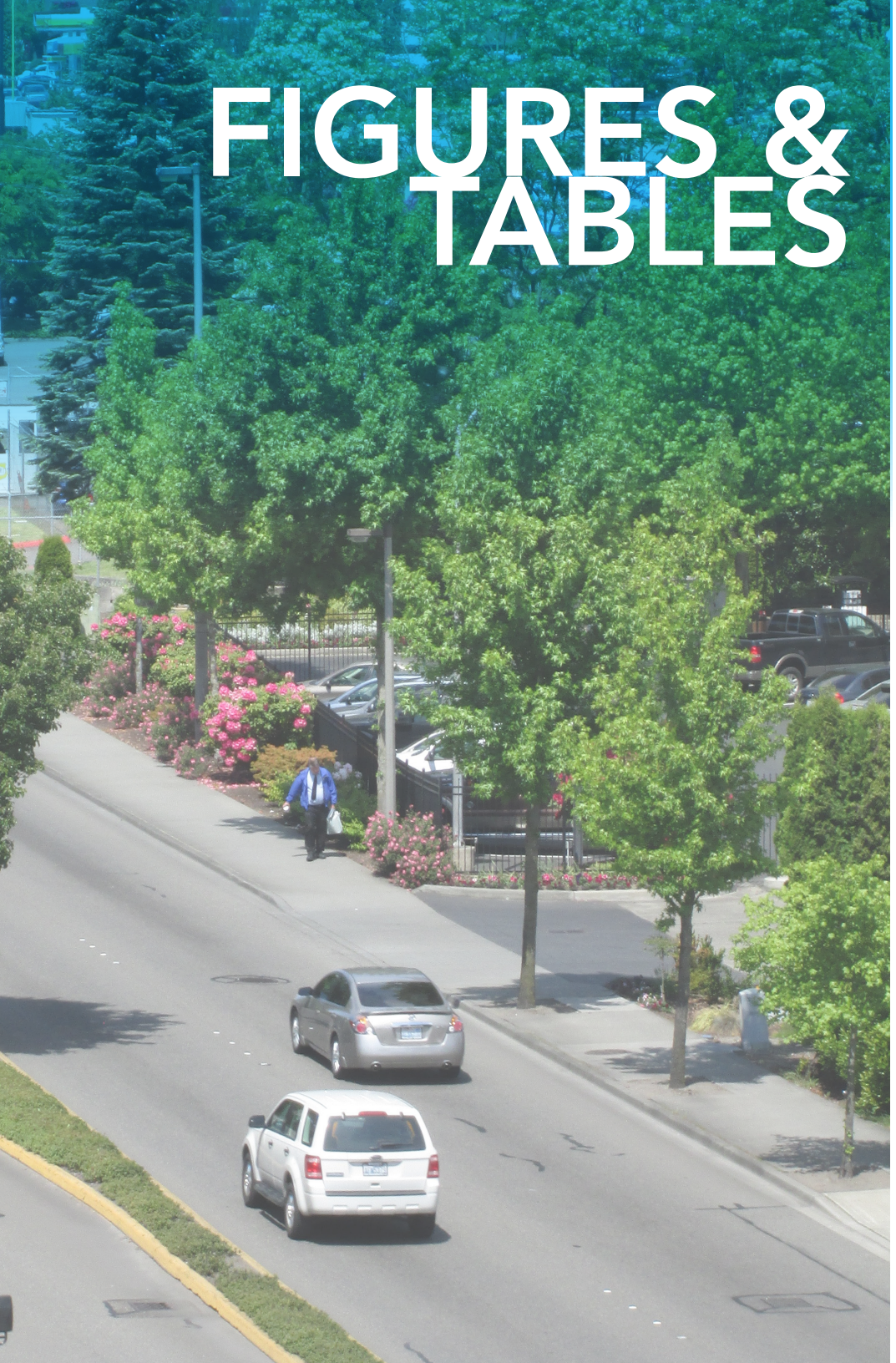

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1 INTRODUCTION

CHAPTER 1: INTRODUCTION

The transportation system is the backbone of a community, helping define its character.

The transportation system supports nearly all aspects of the City of SeaTac – from land use, housing, employment and jobs, recreation, and day-to-day activities such as shopping and going to school. The Transportation Master Plan (TMP) is the background and companion document to the Transportation Element (TE) of the City's Comprehensive Plan. Both the TE and TMP provide a long-rang vision for the City's transportation system and are based on the 2035 land use forecasts and growth at Sea-Tac International Airport.

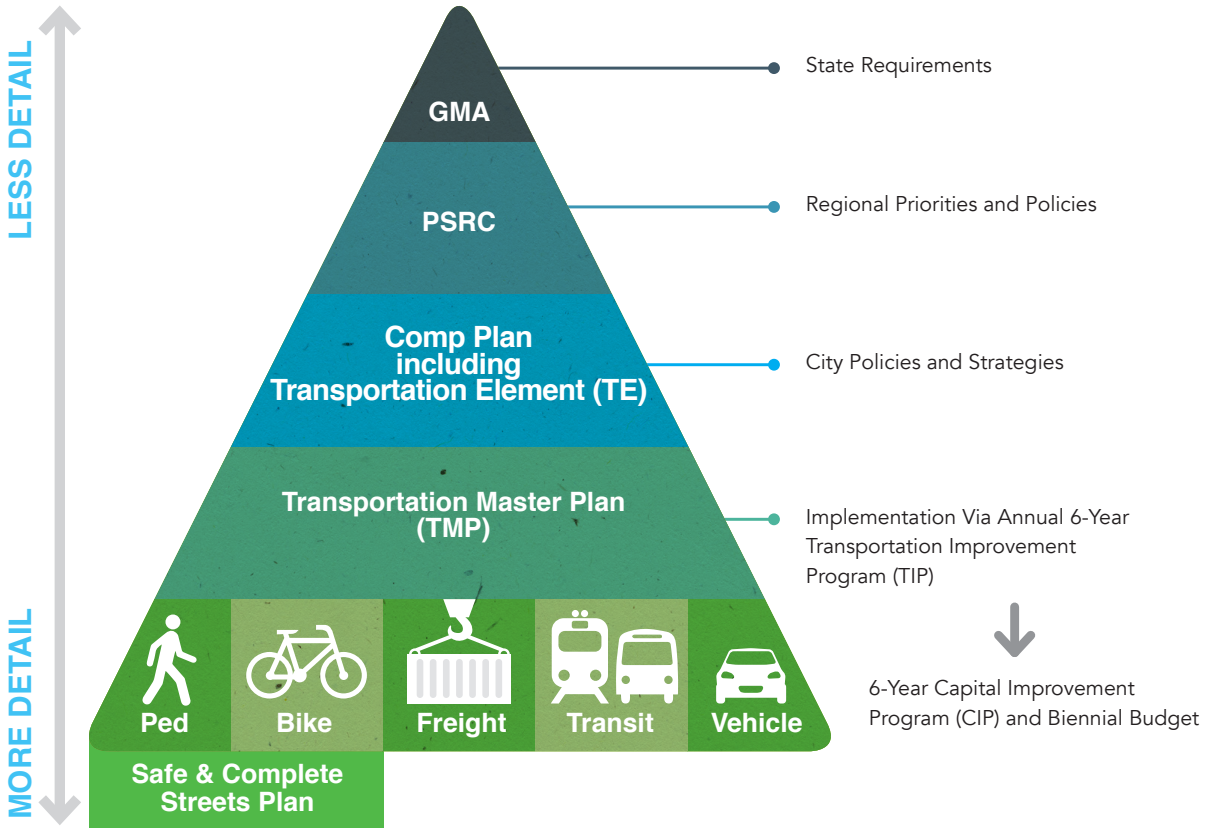
This chapter provides an overview of the TMP and how it will be used by the City in advancing its multi-modal transportation system to address existing needs and support the land use plan and overall vision of the community. Chapter 1 also provides an outline of the process and tasks used in preparing the TMP and TE, including the coordination with other agencies and public review process. The last section of this chapter summarizes the various components of the TMP, including this document and Supporting Materials.

1.1 What is The Transportation Master Plan and How Will it Be Used?

While the TE provides the overall policies and strategies to guide development of the City's transportation system to support the overall vision, the TMP provides the more detailed blueprint for the City of SeaTac's multi-modal transportation system. Much of the focus of the TMP is on defining projects for improving the transportation system to address safety, connectivity, operational, and capacity needs; however, the TMP also addresses ongoing programs for preserving, maintaining, and reducing the demands on the transportation system. Maintaining and operating the transportation systems in a timely manner can greatly improve the quality of travel (by the various modes) as well as reduce the need for more costly capital investments.

The TMP and associated TE are guided by state and regional planning requirements, as conceptually illustrated on the adjoining graphic. Under the Washington state Growth Management Act (GMA), the TE is a requirement of the City's Comprehensive Plan. RCW 36.70A.070 (6) establishes the minimum requirements for the TE.

The state GMA provides the broad umbrella for the City's transportation system policies and planning for the TE. The Puget Sound Regional Council (PSRC) provides additional policy direction for communities in the four county Puget Sound Region including King County and the City of SeaTac. PSRC's regional growth strategy is titled VISION 2040 which provides the long-range vision for accommodating growth in the region through enhancing the well-being of people and their communities, promoting economic vitality, and providing a healthy environment. Transportation 2040 is the associated action plan for transportation in the Puget Sound region. It establishes the framework for investments in the region's transportation system including highways, rail and bus transit, pedestrian and bicycle systems, rail and truck



Under GMA the Transportation Element must:

- **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 the 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.

freight, ferries, and airports. VISION 2040 and Transportation 2040 establish the high level policies related to:

- Transportation investments and their relationship to the regional growth strategy;
- Reducing the environmental impacts of transportation;
- Promoting healthy communities through more active transportation modes;
- Increasing the use of alternatives to travel by single-occupancy vehicles; and
- Incorporating other travel modes into transportation concurrency evaluations; and
- Other related transportation policies.

Transportation 2040 incorporates transportation system plans from local communities, such as SeaTac, Counties, Ports, the Washington State Department of Transportation and transit agencies to provide a comprehensive vision for the region's transportation systems. In turn, the City of SeaTac's transportation plans need to build from and be consistent with the regional plan and transportation plans from the other agencies.

While the GMA and Transportation 2040 provide the broad framework for the City's transportation system, the TMP also builds from the ground up. The TMP incorporates the needs and desires of the community for various transportation modes – pedestrians, bicyclists, freight movement, transit, and general vehicle modes. These elements focus on safety of all modes, connectivity, operations, preservation, and operations of the systems as they serve SeaTac. The TMP specifically incorporated the findings from the City of SeaTac Safe and Complete Streets Plan (S&CSP) (SvR Design Company, January 24, 2012) to better integrate pedestrian and bicycle system needs with transit, freight, and general vehicular transportation modes so they work together as a comprehensive system.

The key products of the TMP include:

- Transportation Systems Plans for the various modes, to show how the systems work together to meet the transportation needs of the City and the region;
- A comprehensive list of multi-modal transportation system improvement projects and programs;
- An evaluation of transportation funding and implementation strategies.

Combined, these products, and the supporting analyses and policy discussion, will be used by the City in implementing improvement projects and programs to maintain and improve it transportation system to support the overall vision and associated elements of the Comprehensive Plan. The City will use the comprehensive list of improvement projects and programs in developing its annual Six-Year Transportation Improvement Program (TIP). The TIP will be the basis for funding specific projects through the Six-Year Capital Improvement Program (CIP) and programs will be implemented through the City's biennial budget process.

The City will use the comprehensive list of improvement projects and programs in developing its annual Six-Year Transportation Improvement Program (TIP). The TIP will be the basis for funding specific projects through the Six-Year Capital Improvement Program (CIP).

1.2 How Was the Transportation Master Plan Prepared?

The TMP focuses on the City of SeaTac, but as discussed above, the City must plan for its transportation system in the context of the larger state and regional context. In addition, the TMP and TE must reflect the values and vision of how the transportation system fits within and supports the vision of the City.

1.2.1 Study Area

Figure 1-1 shows the boundaries of the City of SeaTac, which serves as the primary study area for the TMP. In the center of the City is Sea-Tac International Airport which is a major transportation generator -- including air, freight, transit, and general travel. The City is bordered by Burien on the west and north, Tukwila on the east and Des Moines to the south. Several major highways, including I-5, SR 509, and SR 518 provide regional access for autos, trucks, and transit to/from and through SeaTac and to Sea-Tac Airport.

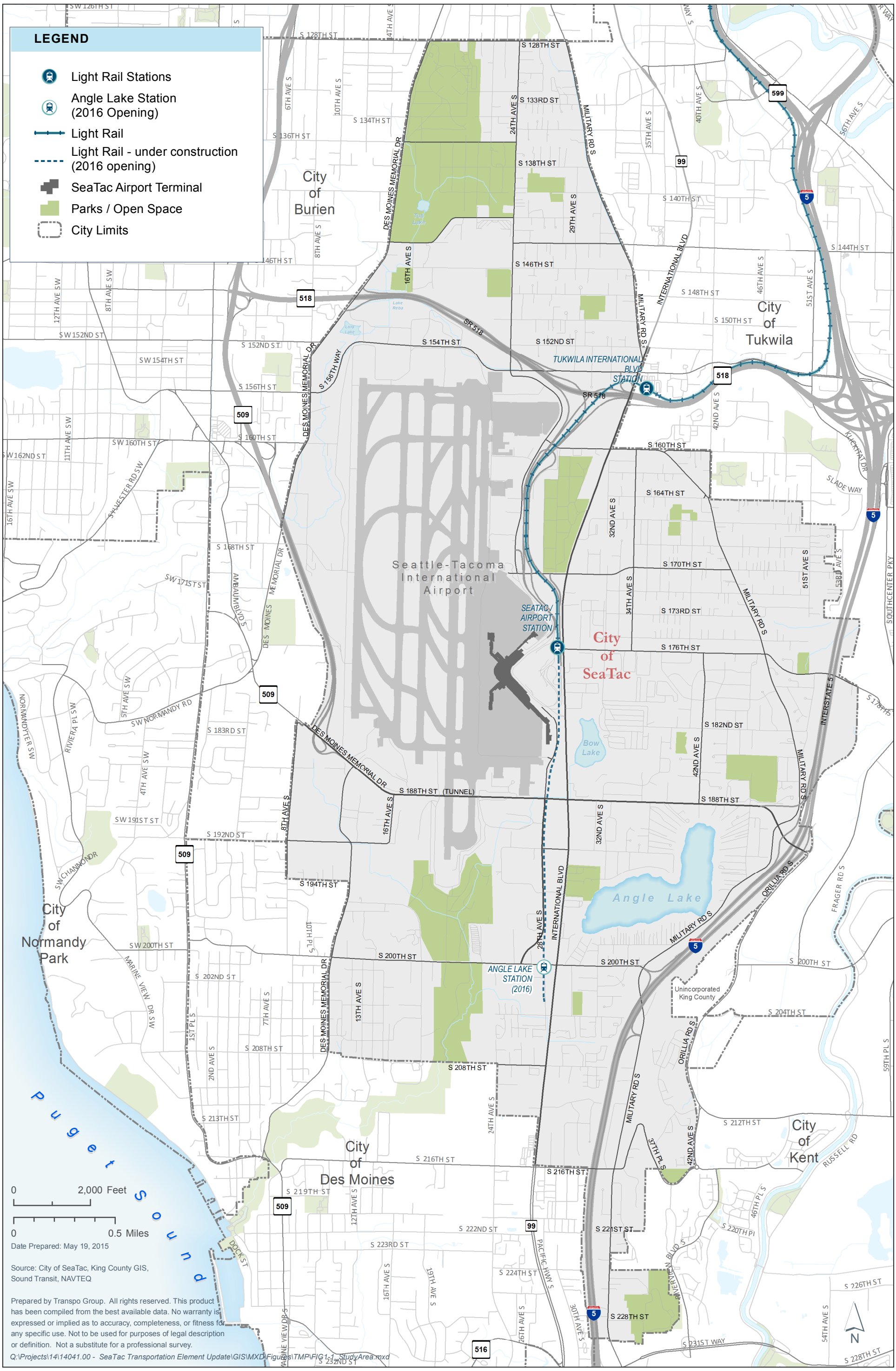


Figure 1-1: Study Area

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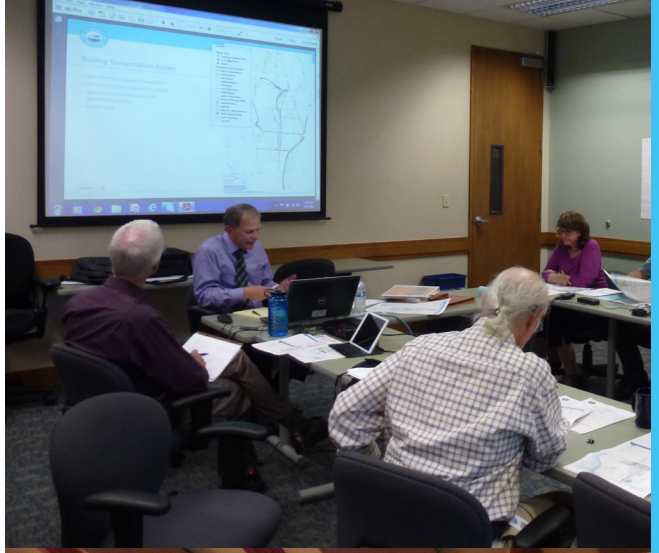
1.2.2 Study Work Program and Public Review

The TMP and TE were developed over approximately a one year period. The work program flow is conceptually illustrated in Figure 1-2. Several of the tasks are mostly technical including the documentation and analyses of existing transportation system conditions and the travel forecast and alternatives evaluation. These tasks provide a baseline for discussions on the existing and forecast issues related to the various transportation modes. These issues cover safety, operations and congestion, and system connectivity. These technical analyses lead to potential multi-modal transportation improvement projects and policy direction in the TE.

The assumptions and methods, as well as the results of the technical analyses were coordinated with the other agencies, including WSDOT, PSRC, and the Port of Seattle. Transportation systems plans and data also were assembled from other agencies including SeaTac's neighboring cities, King County, and Sound Transit. This coordination helps to assure that the analyses and forecasts for the City's TE and TMP are consistent with the other regional plans, as required under GMA and VISION 2040.

Other tasks build from the technical analyses and community vision to establish the policy framework for the look and feel of the transportation system and where the City will focus its investments. The policies also identify how the City will work with the other agencies to assure that the state, regional, and



TMP/TE Presentation Meetings

Aug. 5, 2014 Planning Commission and Aug. 12, 2014 City Council Study Session
Existing transportation systems conditions and policy overview

Sept. 6 and 7, 2014 SeaTac International Festival
Input on transportation issues and vision

Oct. 8, 2014 Comprehensive Plan Open House
Input on transportation issues and desired outcomes/vision

Dec. 2, 2014 Planning Commission and Dec. 9, 2014 City Council Study Session
Travel forecasts, alternatives evaluation, and framework for TE and TMP

Dec. 3, 2014 Comprehensive Plan Open House
Input on transportation issues and priorities

Jan. 9, 2015 City Council Retreat
Improvement projects, transportation costs, funding options, and priorities

Feb. 3, 2015 Planning Commission and Feb. 10, 2015 City Council Study Session
Transportation improvement projects and programs, funding, priorities, and policies

April 7, 2015 Planning Commission
Public Hearing on Comprehensive Plan

May 5, 2015 Planning Commission
Transportation Master Plan overview, improvement projects, funding options

June 23, 2015 City Council
Study Session: Draft Transportation Master Plan

July 2015 City Council
Regular meetings for relview and adoption

Primary Work Program Tasks

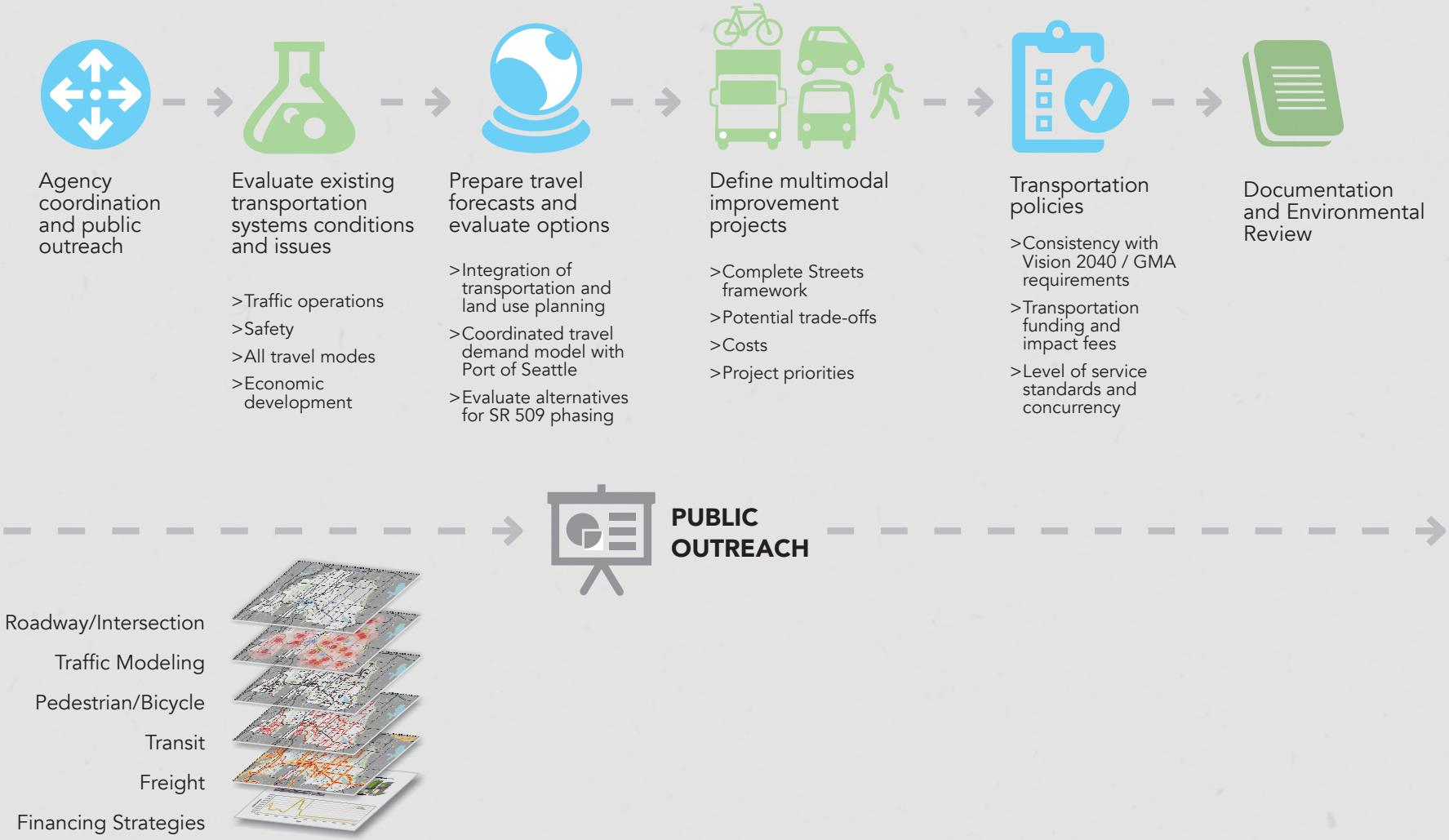


Figure 1-2: Transportation Master Plan Work Program

local transportation systems all work together. These include setting overall priorities and funding strategies to guide implementation of transportation projects and programs.

The other tasks include the documentation of the TE and associated environmental documentation and preparing this TMP and it's Supporting Materials. The TMP documentation and Supporting Materials will be used be the City in preparing its TIP and CIP and also will support grant applications to help fund key transportation improvements.

In order to be successfully implemented over time, the TE and TMP must be consistent with the overall vision of the City and the other elements of the Comprehensive Plan. Therefore, the TE and the analyses developed for the TMP were presented to the City's Planning Commission and at City Council Study sessions at various times during the study process as part of the update of the City's Comprehensive Plan. These presentations helped provide the context for the policy framework presented in the TE and the list of projects and programs presented in the TMP. All of these meetings were open to the public. In addition, the TE and TMP materials were presented at a couple of public open houses held for the City's overall Comprehensive Plan.

In addition to these Planning Commission and City Council meetings where presentations on the TE and/or TMP were made, the Planning Commission and City Council held discussions on the TE and TMP as part of their deliberations and recommendations on the overall Comprehensive Plan. These discussions led up to adoption of the City's 2015 Comprehensive Plan, including the TE and related TMP (including the multi-modal transportation project list) on June 23, 2015. The draft TMP also was reviewed by the City Council at meetings on June 23 and July 14, 2015. This TMP was adopted at the July 14, 2015 meeting.

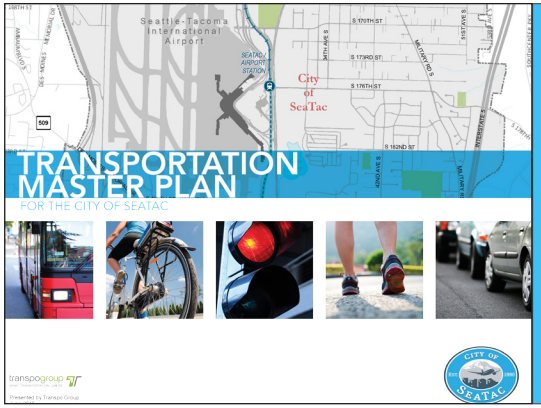
1.3 How is the Transportation Master Plan Organized?

This report includes summaries of the data and results of the various technical analyses conducted in preparing the TE and TMP. It also includes discussion on the key transportation systems policies. The report is organized into the chapters listed below, which reflect the work program (Figure 1-2) and the requirements of GMA and VISION 2040 for the TE.

In addition, there are separate working documents that serve as supporting materials to the TMP and TE. The Supporting Materials are electronic files that include data on existing conditions, travel forecasts, and cost estimates.

The **Supporting Materials** are organized by Chapter in a set of computer file folders. These include:

- Chapter 1 – none
- Chapter 2 – traffic counts, operations analyses, and collision data
- Chapter 3 – forecast traffic volumes, forecast operations analyses,
- Chapter 4 – cost estimates summary; addendum to and the original of the Safe and Complete Streets Plan.
- Chapter 5 – revenue and expenditures forecasts.



Chapter 1: Introduction

Chapter 2: Inventory of Existing Transportation System and Conditions

Chapter 3: Travel Forecasts and Alternatives Evaluation

Chapter 4: Multi-modal Transportation Systems Plans

Chapter 5: Funding and Implementation Strategies

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