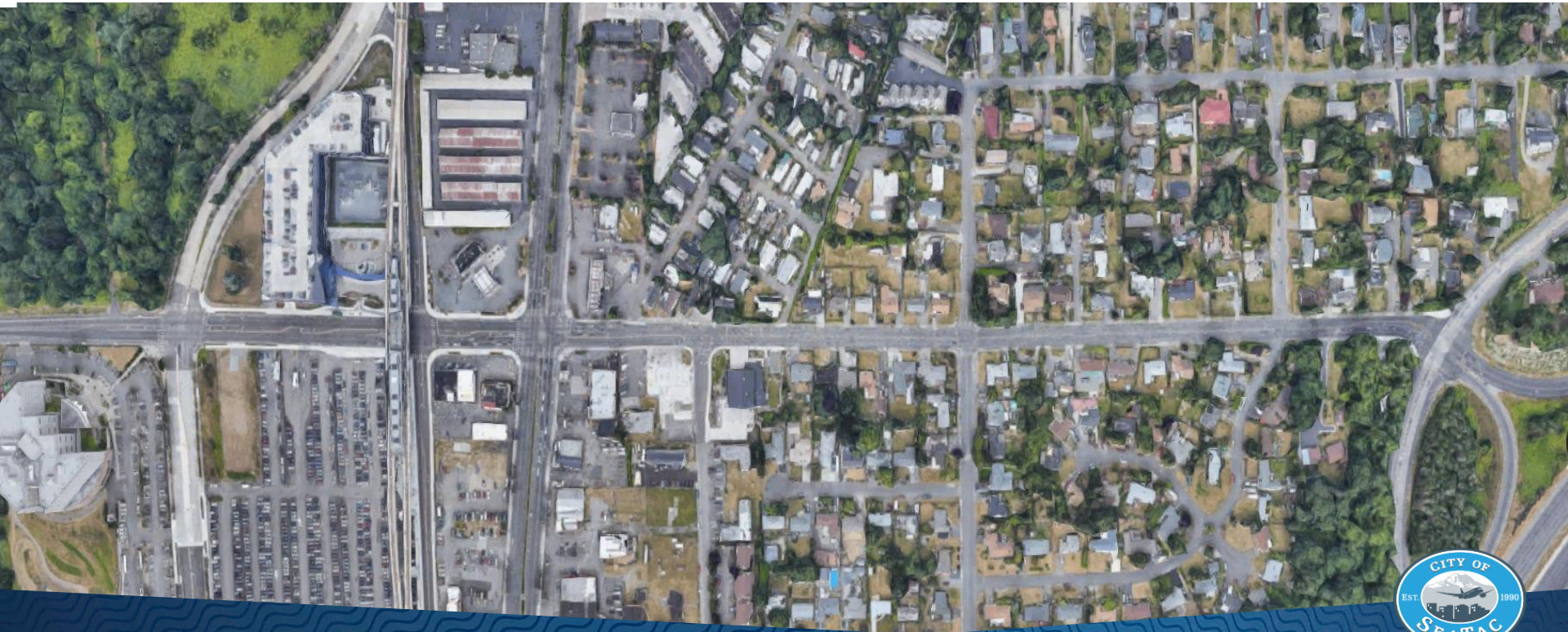








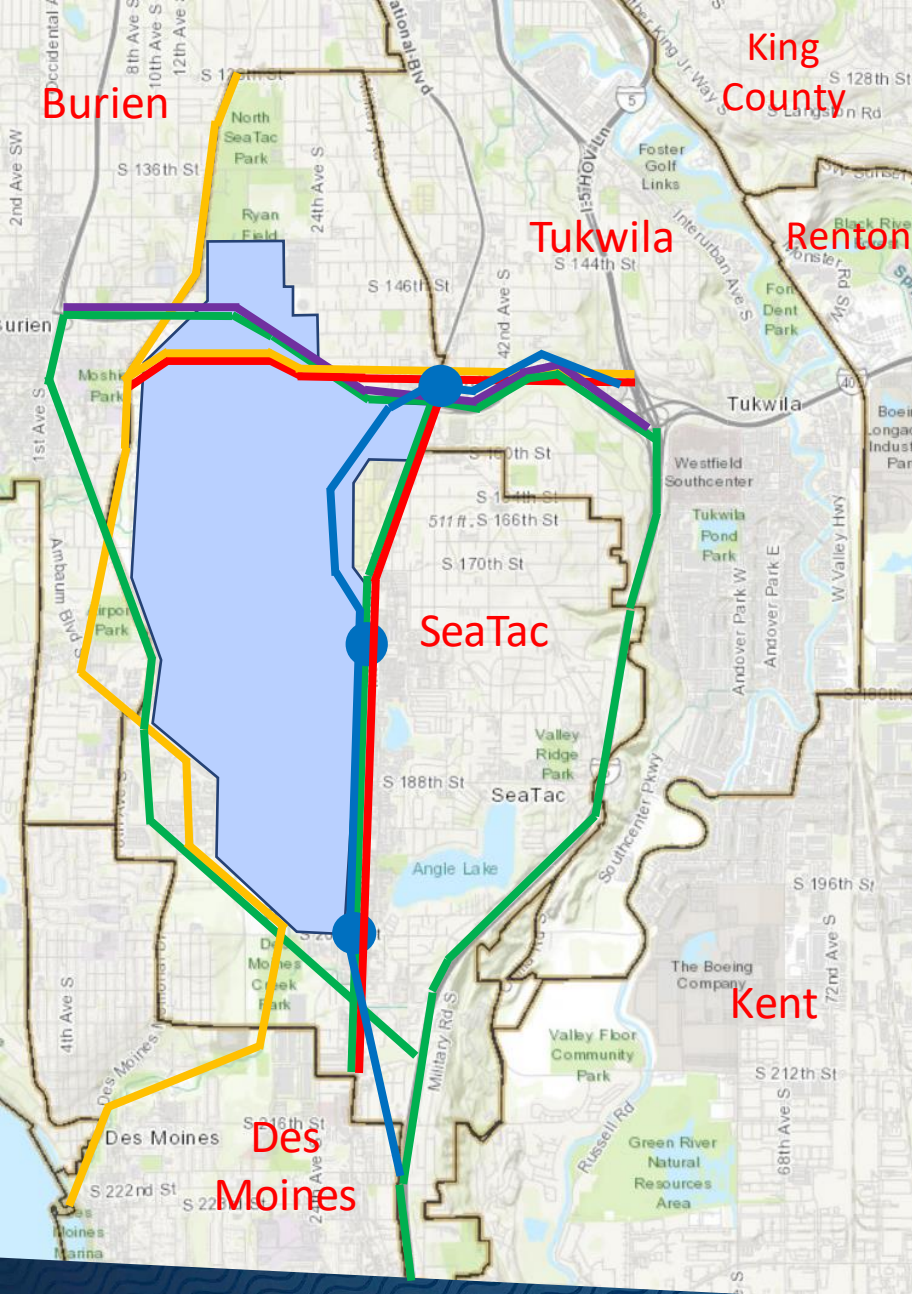
City of SeaTac's South 200th Street Corridor Study 2022 WA APA Conference – *A Freeway Runs Through It*



THE CITY OF SEATAC


TRANSPORTATION INFRASTRUCTURE

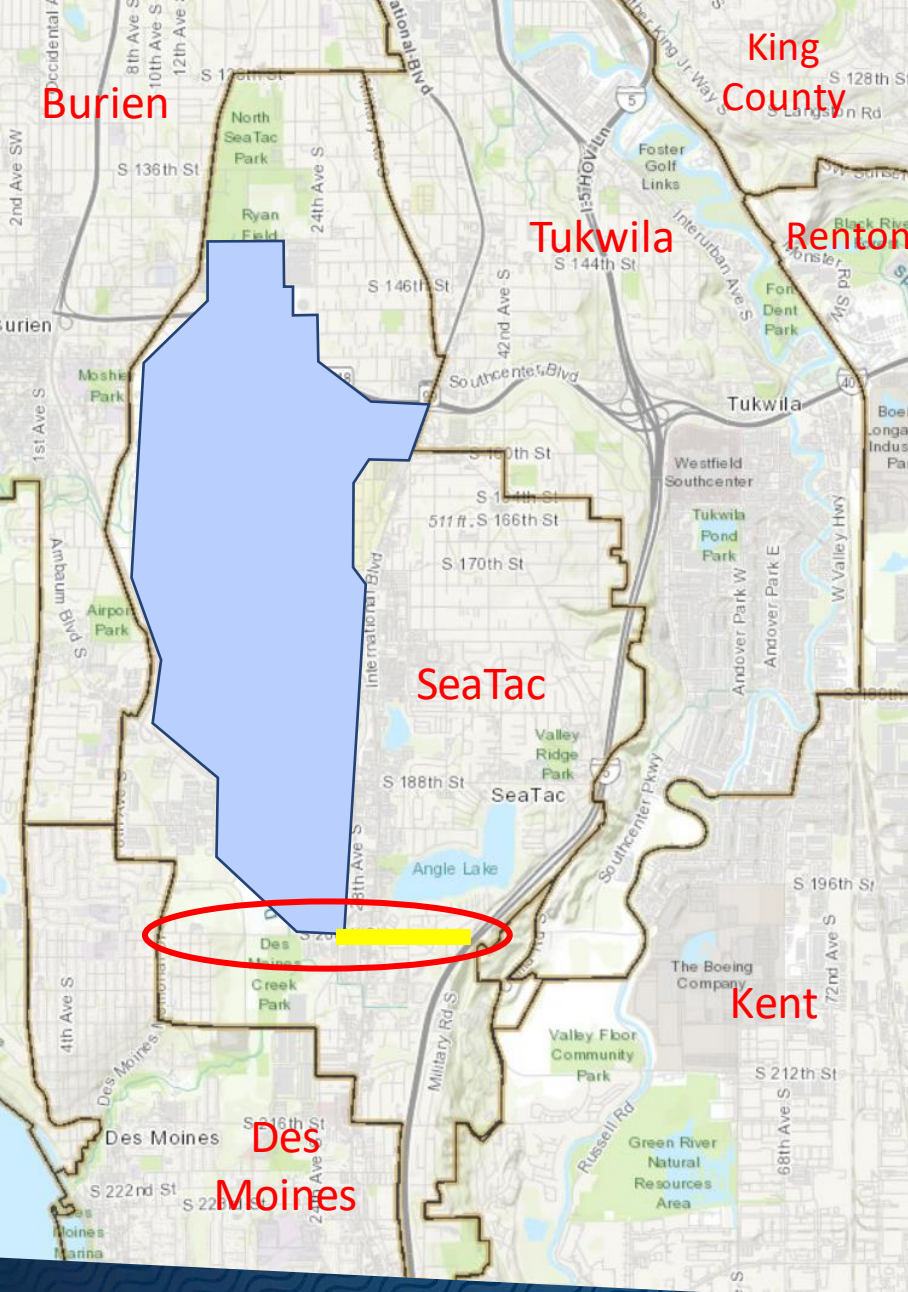
- Four state highways (I-5, SR 518, SR 509, SR 99) 
- Three light rail stations 
- Two RapidRide Lines (A and F) 
- One Stride BRT line (opening 2026) 
- Six other bus routes (two ST, four Metro Transit)
- Two regional trails (Westside, Lake to Sound) 
- Seattle-Tacoma International Airport 



THE CITY OF SEATAC

TRANSPORTATION INFRASTRUCTURE

- Four state highways (I-5, SR 518, SR 509, SR 99)
- Three light rail stations
- Two RapidRide Lines (A and F)
- One Stride BRT line (opening 2026)
- Six other bus routes (two ST, four Metro Transit)
- Two regional trails (Westside, Lake to Sound)
- Seattle-Tacoma International Airport 



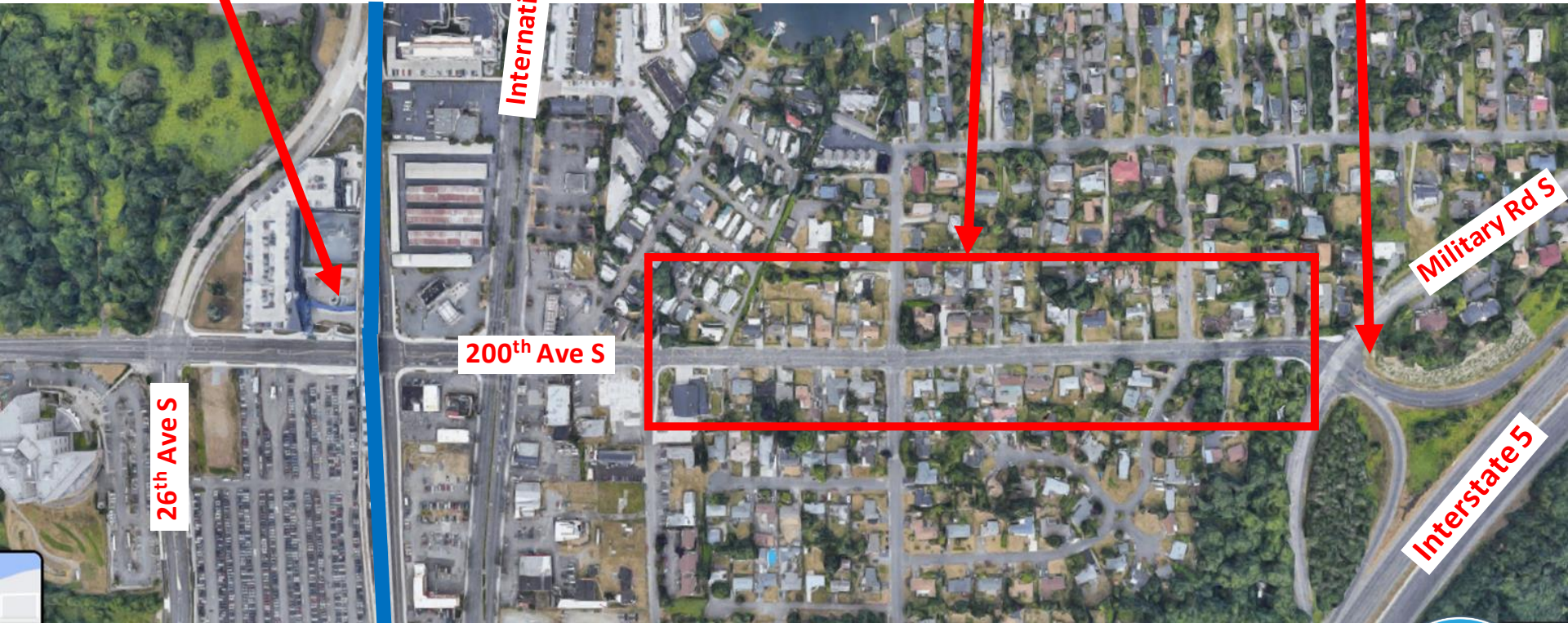
SOUTH 200TH STEET CORRIDOR

Angle Lake
Light Rail
Station

International Blvd

Single Family
Homes

I-5 southbound exit
and entrance
ramps



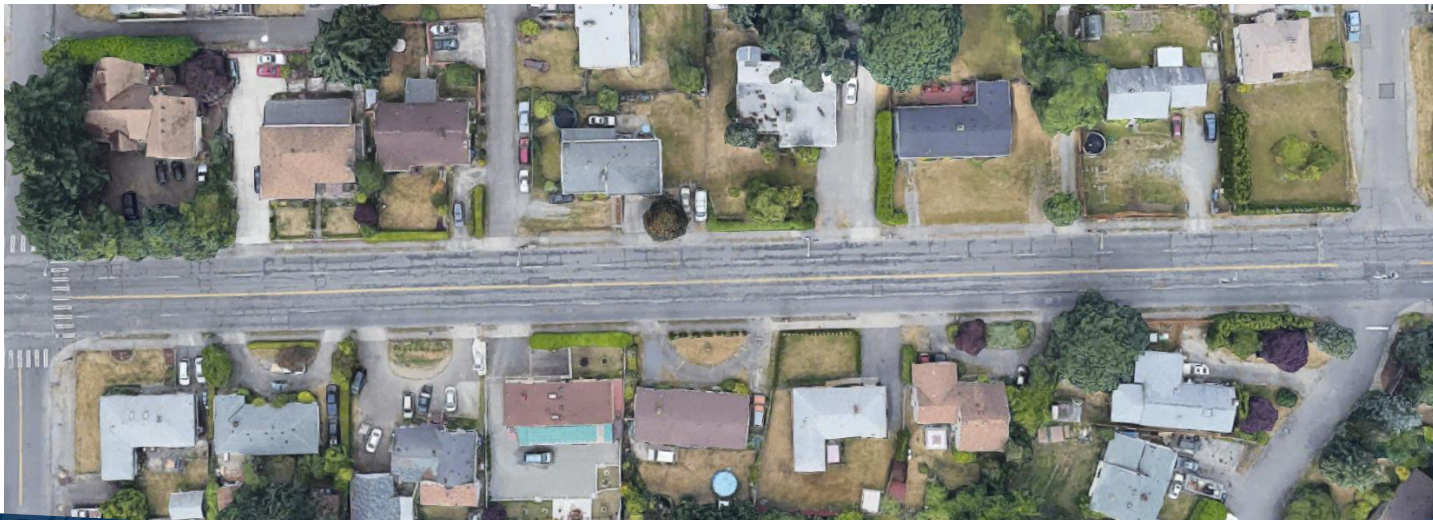
26th Ave S

200th Ave S

Military Rd S

Interstate 5

EXISTING CONDITIONS



EXISTING CONDITIONS



EXISTING CONDITIONS

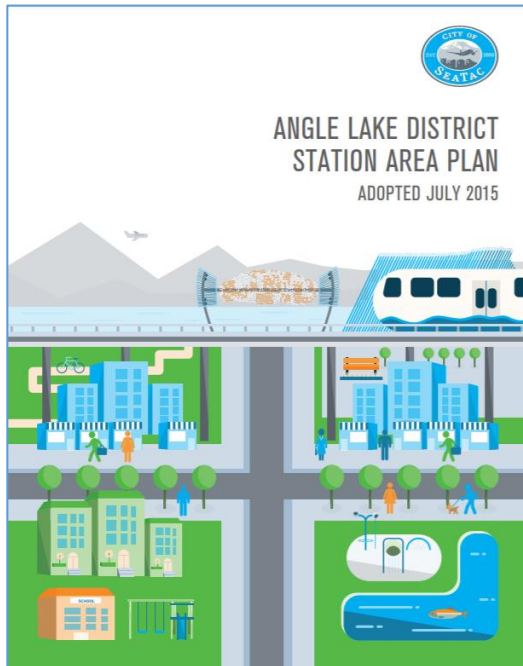


WHAT'S COMING IN THE AREA



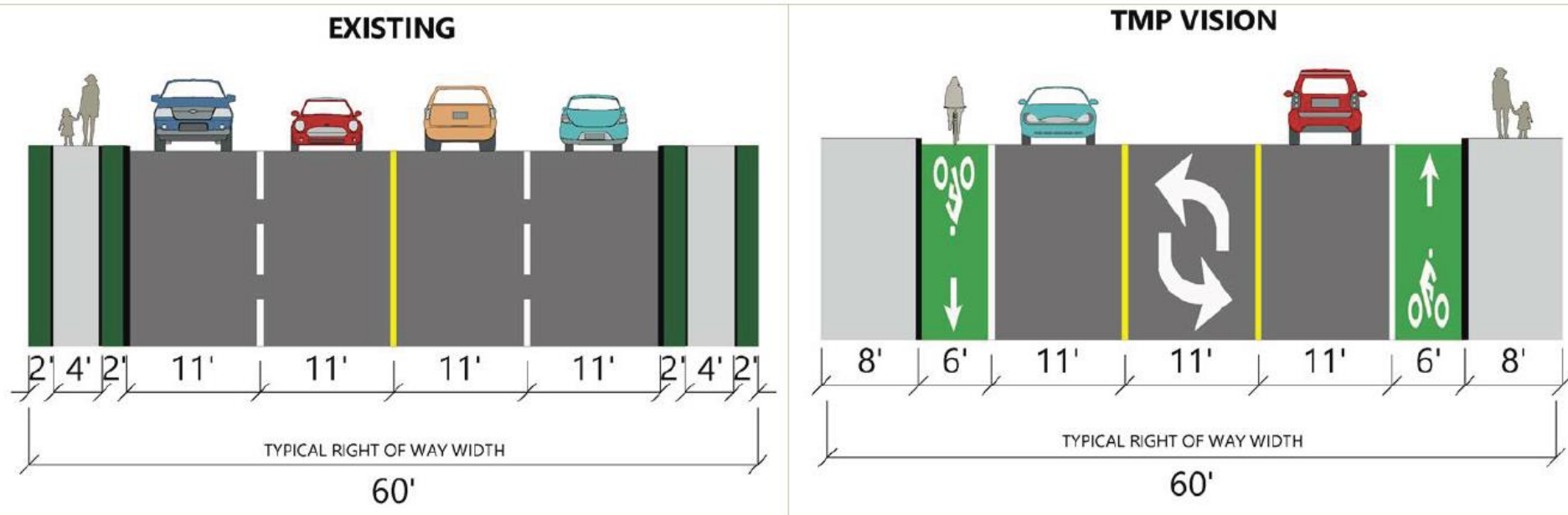
PLANNING BASIS

- Area was previously studied as part of the Angle Lake District Station Area Plan (2015)
- It envisions South 200th Street as a corridor focused on the surrounding neighborhood and as a transit community street serving a light rail station
- Transportation Master Plan (also 2015) supports this vision



EXISTING VERSUS WHAT TMP & STATION AREA PLAN RECOMMENDS

(“Road Diet”)



So why the need for a study?

- Given current traffic levels, safety concerns, and unknown future demand, there was a need to either affirm or refine this vision.
- Regional megaprojects (SR 509 and FWLE) will potentially dramatically change travel and traffic patterns in the area surrounding the corridor.

OUTREACH – PHASE 1

WHAT HAPPENED

- Interviews with stakeholders
- Project website:
www.south200thstreetstudy.com
- Public outreach occurred during March 2021
- Postcards mailed to everyone near the corridor
- Yard signs erected along the corridor
- Study publicized via social media

RESULTS

- Interactive webmap comments
- Text box comments
- List of emails



We want to hear from you!

South 200th Street Corridor Study

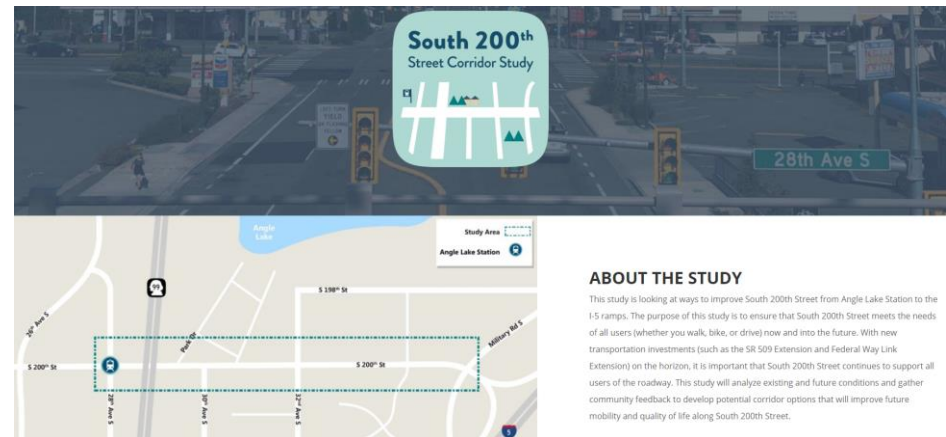
Share your thoughts at:
south200thstreetstudy.com

Scan this QR code to learn more.

CITY OF SEATAC

Help us identify opportunities and challenges for:

- Walking
- Biking
- Transit
- Auto
- Freight



ABOUT THE STUDY

This study is looking at ways to improve South 200th Street from Angle Lake Station to the I-5 ramps. The purpose of this study is to ensure that South 200th Street meets the needs of all users (whether you walk, bike, or drive) now and into the future. With new transportation investments (such as the SR 509 Extension and Federal Way Link Extension) on the horizon, it is important that South 200th Street continues to support all users of the roadway. This study will analyze existing and future conditions and gather community feedback to develop potential corridor options that will improve future mobility and quality of life along South 200th Street.

WHAT WE HEARD

EXHIBIT 22: COMMUNITY CONCERNS ABOUT SOUTH 200TH STREET TODAY

Difficult to turn left from 200th

**Pedestrian Safety
(especially near 32nd Ave.)**

**Right-of-Way &
Corridor Character**

Lack of Space for Walking & Biking

Future Development & Congestion

Speed, Noise & Freight

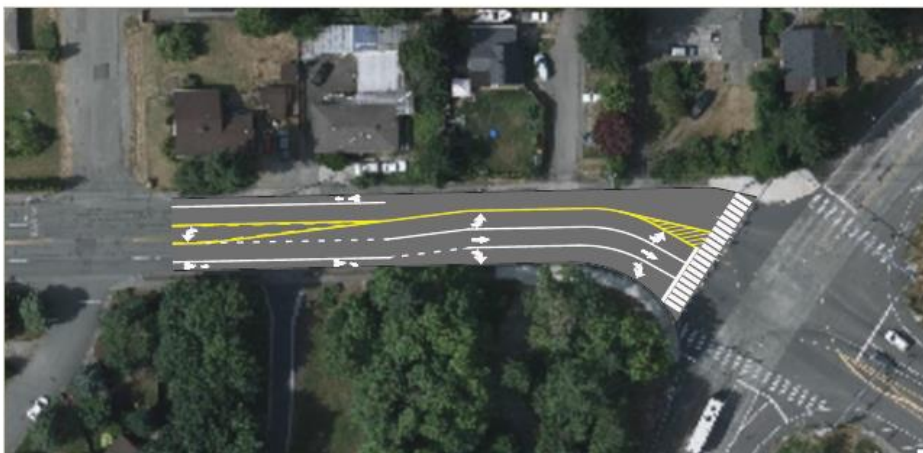
REFINEMENTS TO RECOMMENDED CROSS SECTION

- Refinements made to cross section recommended in the station area plan
- Based on future traffic modeling

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

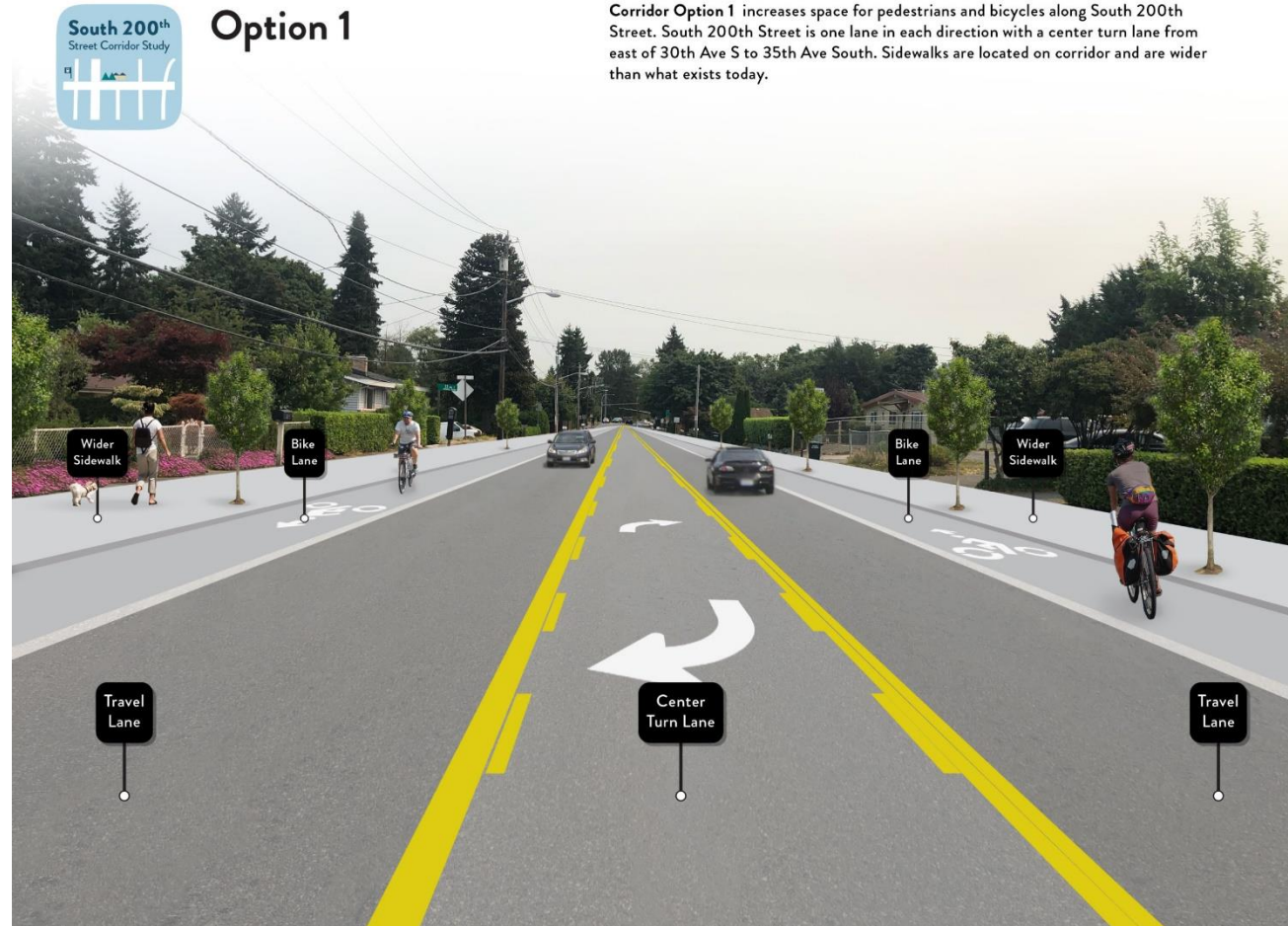


EXHIBIT 16: TRANSITION FROM THREE-LANE CROSS-SECTION TO EXISTING CROSS SECTION AT MILITARY ROAD SOUTH



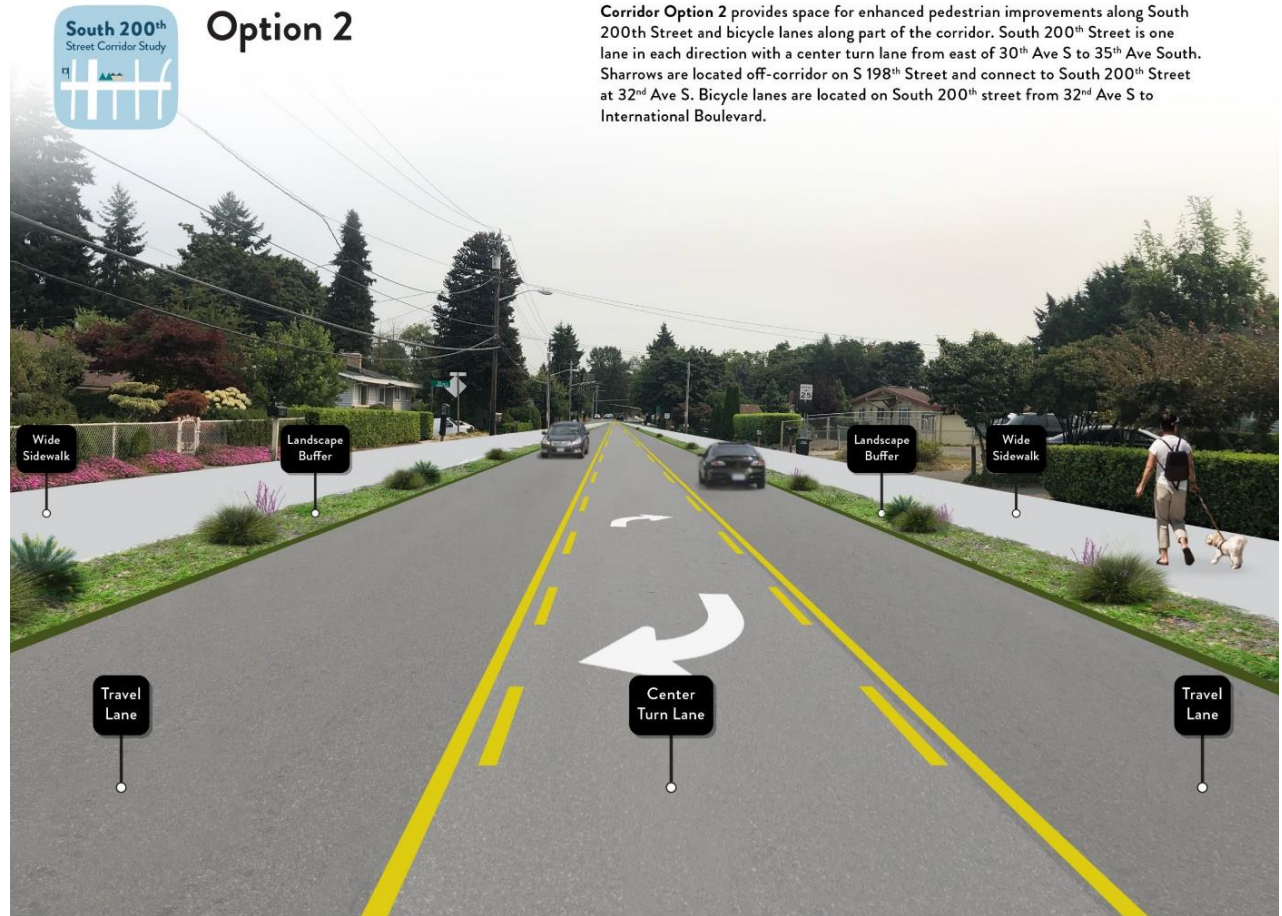
CORRIDOR OPTION 1

- Vehicles: One driving lane in each direction, with a continuous center-turn lane
- Bicycles: On-street bike lanes are added
- Pedestrians: Wider sidewalks
- Space: Generally, no extra property required – able to largely stay within 60 feet



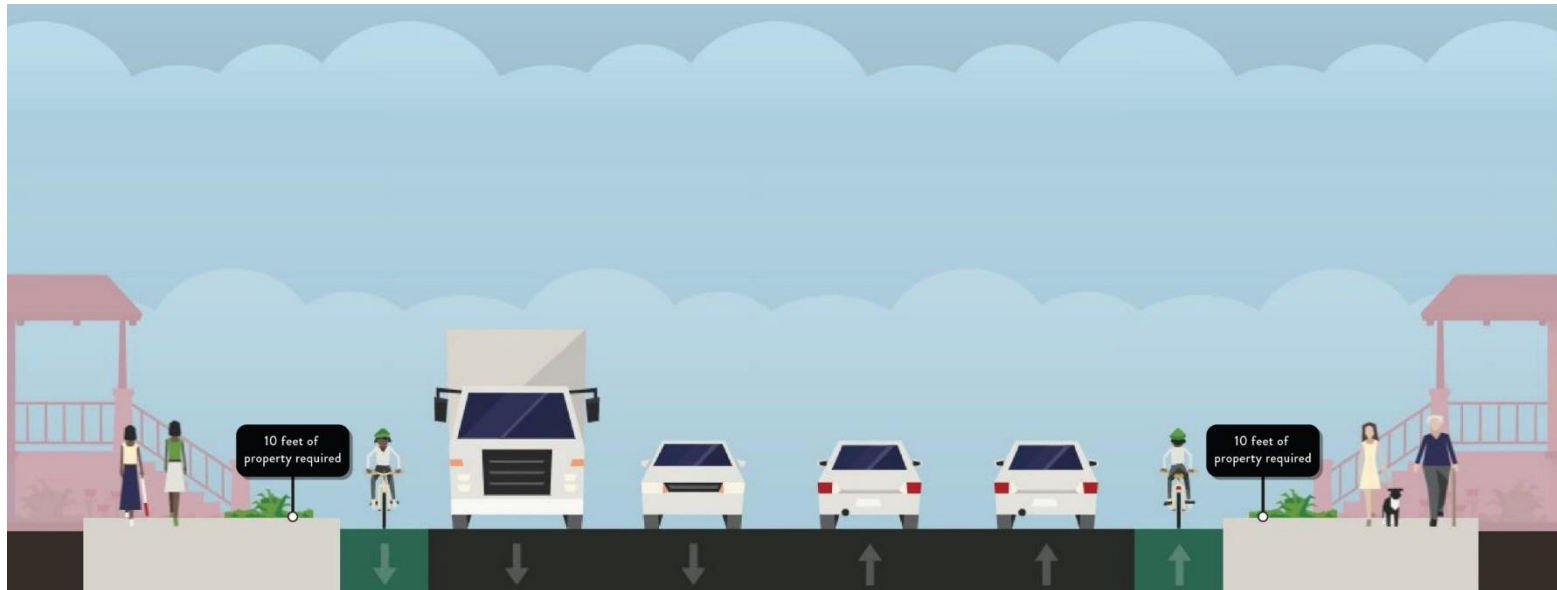
CORRIDOR OPTION 2

- Vehicles: One driving lane in each direction, with a continuous center-turn lane
- Bicycles: Bike lanes from International Blvd to 32nd Avenue South, then no bike lanes from 32nd Avenue South to Military Road South
- Bicycles: 32nd Avenue South and South 198th Streets are improved for bicycles, creating an alternative to South 200th Street
- Pedestrians: Wider sidewalks, and expanded landscaping buffer installed between sidewalk and street
- Space: Five feet of property on each side of 200th required between 30th and 32nd Avenues South



CORRIDOR OPTION 3

- Only option that builds “full” Principal Arterial cross section
- Vehicles: Current two driving lanes in each direction are maintained. No center turn lane.
- Bicycles: On-street bike lanes are added
- Pedestrians: Wider sidewalks, and expanded landscaping buffer installed between sidewalk and street
- Space: 10 feet of property on each side of 200th required between 30th Avenue South and Military Road South



TAKEAWAYS FROM PHASE 2 OUTREACH

- Respondents are routine users of the corridor
- Respondents use a variety of modes along South 200th Street (not just driving, but biking and walking too)
- Majority of respondents selected **Option 3** as their first choice. Option 1 came in second.
- An **improved pedestrian and bicyclist experience** was a top desire
- Top factors that drove preference were:
 - desire for wider sidewalks/ped safety (40%);
 - maintaining vehicle capacity (34%);
 - providing enhanced bicycle facilities (24%).
- For those that selected Option 3 as their first choice, the clear reason given was **concern about the possible implications of a lane reduction on vehicle congestion**, which is already present during peak periods on the corridor.



Note: click on each image to enlarge

- CLICK HERE TO VIEW FULL REPORT SHEETS FOR OPTION 1
- CORRIDOR OPTION 1 | Key Changes
- Vehicles: One driving lane in each direction, with a continuous center turn lane
 - Bicycles: On-street bike lanes are added
 - Pedestrians: Wider sidewalks
 - Space: No extra property required – able to stay within 60 feet
- Refer to the descriptions below to learn more about the details of Corridor Option 1



Intersection Redefined to 32nd Ave S

- 1 One lane in each direction with center turn lane east of 32nd Avenue South
- 2 Wider Sidewalks
- 3 Bike lanes along corridor: Center turning on 32nd Avenue South to increase visibility of the location
- 4 No additional right-of-way needed



32nd Ave S to 33rd Ave S

- 1 One lane in each direction with center turn lane from east of 32nd Avenue South to improve pedestrian safety
- 2 Wider sidewalks and enhanced curbside at 32nd Avenue South to improve pedestrian safety
- 3 Bike lanes along corridor: 32nd Avenue South is a protected intersection with bike lanes to prevent collisions from vehicle conflicts
- 4 No additional right-of-way needed

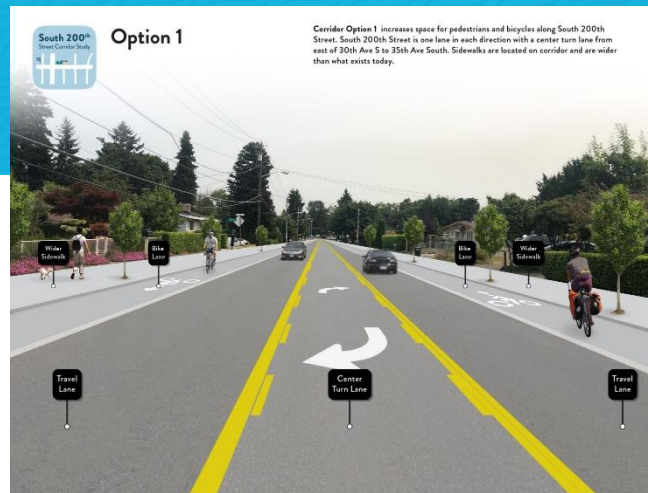


33rd Ave S to Military Rd S

- 1 Existing roadway configuration at Military Road South
- 2 Wider Sidewalks
- 3 Bike lanes along corridor: Bike lanes ramp up prior to the intersection at Military Road
- 4 A foot of additional right-of-way needed at Military Road South

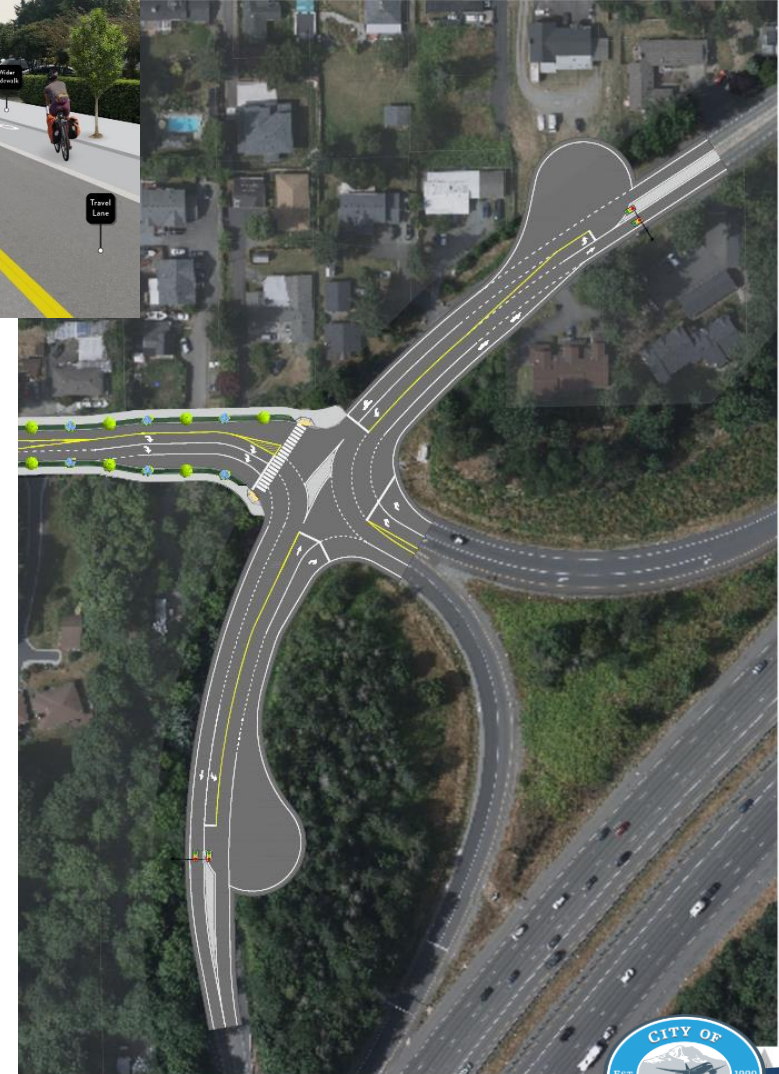


OPTION 1 REFINEMENTS



Significant revision to I-5 access

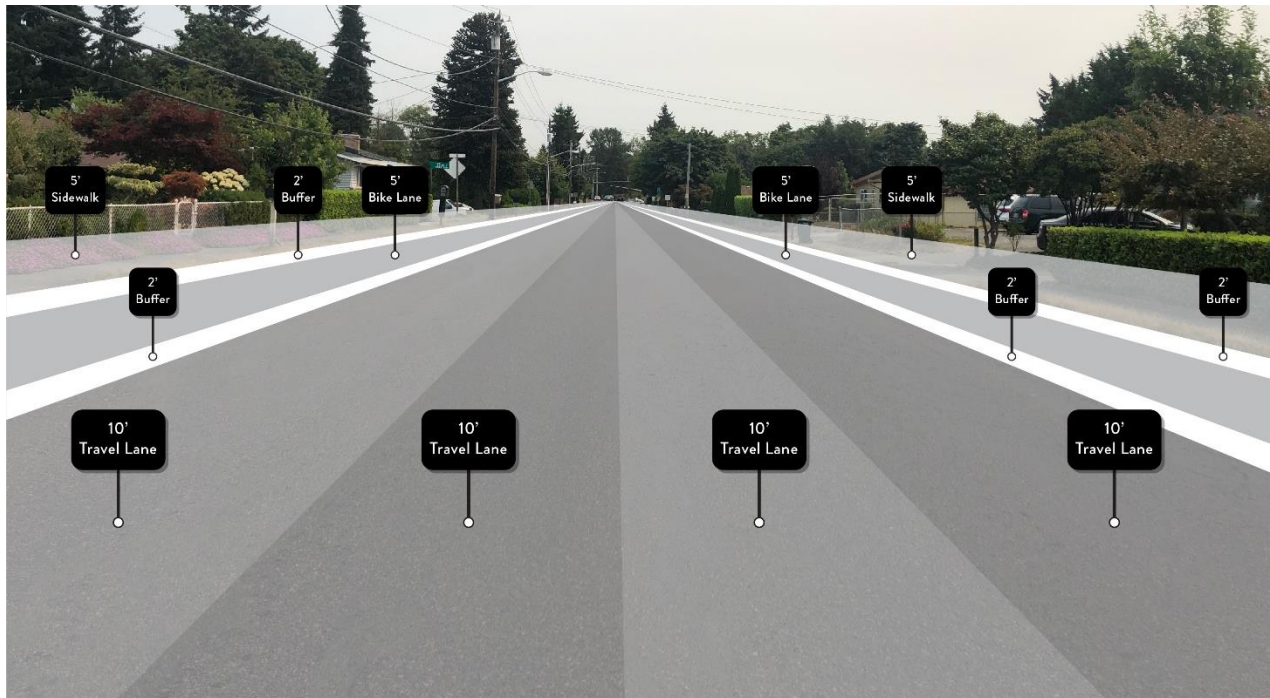
- Even with SR 509 completed, the corridor will continue to attract regional users
- Corridor cannot effectively serve as both a regional through-route and a comfortable neighborhood street
- This revision prioritizes corridor as a neighborhood/transit community street that supports comfortable walking and biking by **de-emphasizing the connection to I-5.**



OPTION 3 REFINEMENTS

Responding to significant property take requirement

- Consolidates pedestrian and bicycle facilities at the sidewalk level, providing grade separation from vehicle traffic and the potential to reduce right-of-way requirements
- Reduces total cross section from approx. 80 feet to approx. 68 feet



OPTION 3 REFINEMENTS

Responding to concern about congestion

- Multi-lane roundabouts were introduced at 32nd Avenue South and Military Road South to facilitate local access, promote smoother traffic flow through intersections, and address the eastbound queueing challenges that exist today.
- The entire corridor was shifted to the south, resulting in property take that only affects properties on the south side of the corridor. The exact implications of this property take are unknown but may result in potential full-parcel buyouts.



SUMMARY OF TWO “DIRECTIONS”

Option 1

- Responds to strong community desire for a **“calmed” street** with less noise, traffic, freight, speeding, etc.
- Responds to strong community desire for **increased pedestrian and bicycle facilities**
- Minimal or no property take required
- Tradeoff: **significant revision to I-5 access**

Option 3

- Responds to strong concern expressed during outreach regarding **vehicular congestion** along corridor by “doubling-down” on South 200th Street as a **regional corridor** carrying lots of traffic
 - Addresses real source of congestion: the intersections (while maintaining existing lane capacity)
- Responds to strong community desire for increased pedestrian and bicycle facilities
- Tradeoff: **significant property take required**



STUDY TEAM

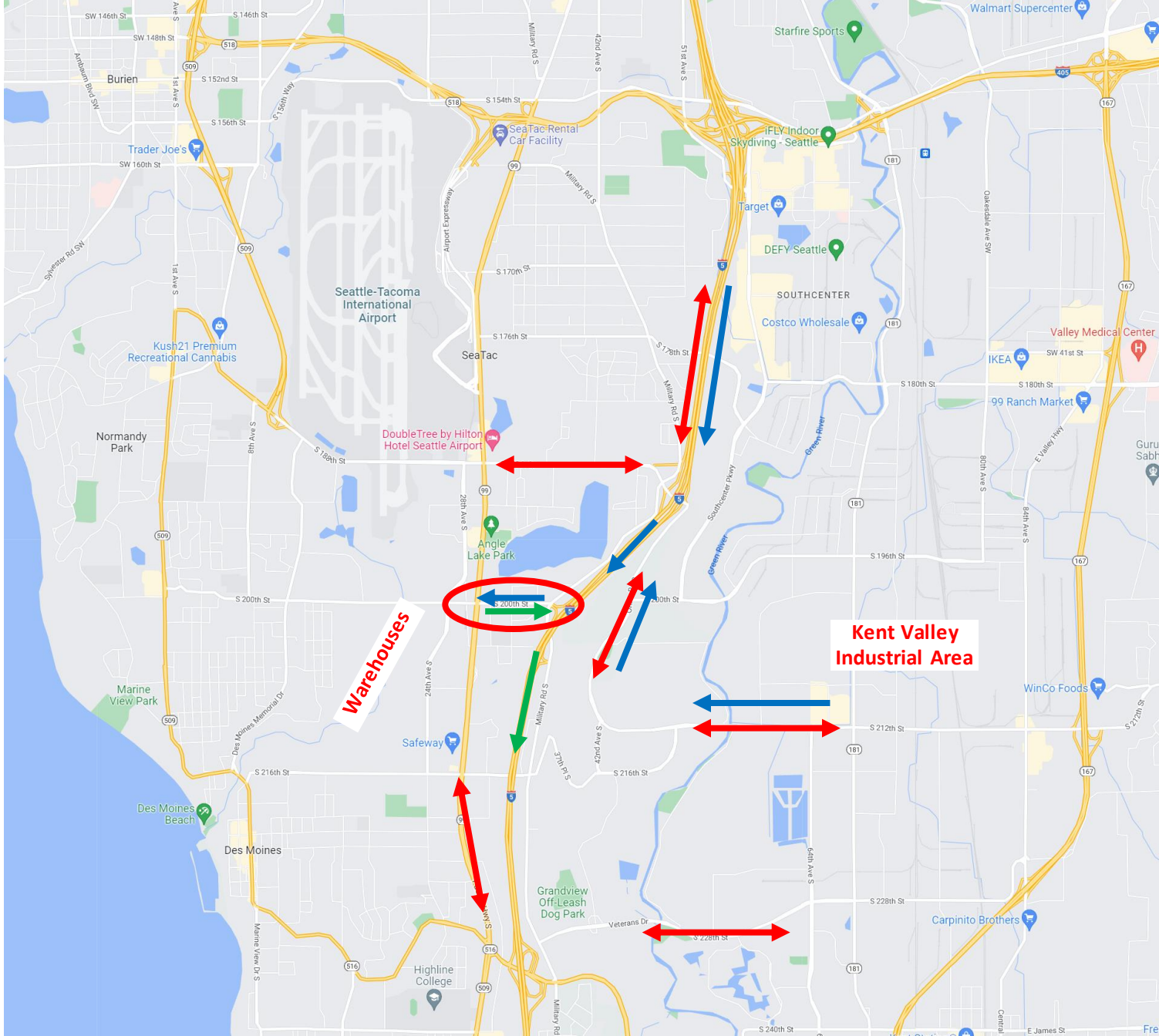
- City Staff:
 - David Tomporowski – Project Manager
 - Florendo Cabudol – City Engineer
 - Kate Kaehny – Senior Planner
- Consultant Team:

FEHR  PEERS

kpff

cai community
attributes inc





Warehouses

Kent Valley Industrial Area

APPENDIX: COMMENTS FROM PHASE 1 OUTREACH

SPEED

“Drivers speed badly on this road, making it dangerous for vehicles and pedestrians. Maybe some speed bumps to slow them down. There is no accountability for speeders. They speed right past the flashing 25 mph sign and do not even touch their brakes.”

UTILITY POLES / MAILBOXES

“I have seen many vehicles / trucks collide with telephone / electrical poles on this road. The poles are located very near to the street. I have even seen parts of box truck sheared off by these poles. It maybe worthwhile to place the poles further away from the street, or even place the electrical under ground.”

“Hi I live on S 200th St and I would like to mention that in the four years I’ve been living here I have had to move and replace my mailbox at least twice every year! If there is any way to expand or encourage cars to drive slowly that would be really great. There are five people living in my home who would also agree. Three of whom are my kids children”



APPENDIX: COMMENTS FROM PHASE 1 OUTREACH

TURN LANES

“**Need Left Hand Turn Lanes**... Traffic will often back up on S 200th St. when vehicles wait to make left hand turns onto 30th Ave. S., 32nd Ave. S. , 33rd Ave. S., 35th Ave. S., 35th Lane S. , into the Angle Lake Mobile Home Park, into the Cedarcrest Apartments etc.”

“**need a left turn lane** at 32nd ave and 200th, residents/parents for the nearby school wait forever to turn off 200th here to 32nd ave”

“**We need a left turn pocket** Westbound 200th at 32 Avenue South. Cars stopped to turn left for long periods due to Eastbound traffic. Collision potential, backs up Westbound traffic.”



APPENDIX: COMMENTS FROM PHASE 1 OUTREACH

PRO WIDER SIDEWALKS

“Really nice to see all the pro-pedestrian comments. Parents want their kids to have a safe neighborhood. Currently it is not safe. **I challenge SeaTac to take a strong anti-car approach to making this corridor safer.**”

“Thank you for helping to initiate change on 200th street. With sidewalks being added along 200th street towards Des Moines and the SR 509 project **this street section needs major changes to make it easier to walk to the train station or ride a bike to the station.** It will make Angle Lake Park more accessible and transit more accessible as well. **I have not been able to ride my bike to the station safely for two years because of the lack of bike lanes.** Also on many days peoples dumpster bins block the sidewalk making it impossible to ride the bike even on the sidewalk. It makes walking on the sidewalk also nearly impossible as it's too narrow. Cars also regularly pass by on the street at high speeds and there are loud noises produced while trying to walk the section back from the train station or bus stop. The extra space on the sidewalk will help tremendously and make it easier to exercise and get around the Angle Lake area. eventually I could imagine doing a complete circle around the lake by bike or jogging. Right now this is nearly impossible due to the South 200th street corridor.”



APPENDIX: COMMENTS FROM PHASE 1 OUTREACH

PRO BIKE LANES

“Many of us ride bikes here but it is impossible to ride bike safely. Adding bike lane would be ideal to promote public health and eco living.”

“Bike paths are a must. The shoulder is too small for bikes, forcing them on the narrow sidewalks.”

“With minimal shoulder and vehicles exceeding 35 MPH, it simply is not safe to bike on S 200th S. headed east or west. Thus, a cyclist, I have ride on the side walk which has elevation changes for every drive way. This is also an issue when I encounter other cyclist/ pedestrians on the sidewalk, there simply isn't enough room for us to pass each other. Rather one of must step off the sidewalk to allow the other to pass.”

“Where is the bike path that connects Military with the Link Light Rail station? I think it should go along 198th street. Similarly the sidewalks on 200th need more width to be safer and further away from the 40mph traffic on 200th.”



APPENDIX: COMMENTS FROM PHASE 1 OUTREACH

SUPPORT FOR GOING FROM FOUR TO THREE LANES

“From HWY 99 to Military Rd on 200th is a pain for the ones living off the main road. We should open up a middle lane for those needing to get to the side streets and driveways. **We should bring it down to 1 lane both ways and widen the sidewalks/make bike lanes.** This will help out the community and slow down the traffic going to and from the freeways.”

“I am glad that the issues of S. 200th St. are being addressed. I have lived on this street for about 30 years and traffic has only gotten worse. I consider this area a residential street, but the traffic is like an industrial area. **I am definitely in favor of one lane in each direction and a turn lane in the middle.** Wider sidewalks and get rid of the grass strip by the road. A little more peace and quiet would be nice.”



APPENDIX: COMMENTS FROM PHASE 1 OUTREACH

CONCERN ABOUT REDUCING LANES (BUT ALSO HAVE CONFLICTING COMMENTS)

“Current conditions on 200th Street are already crowded. Making it a single lane in each direction with bike lane would be disastrous for all travelers, bikes, cars, walkers and trucks. You should of thought what to do before building new fire department. **The only solution I see would be to buy up homes on 200th and make wider.** Airport traffic, Warehouse traffic from 26th Street and business traffic is already very congested with two lanes each direction. Many vehicles now run through neighborhood 198th to 32nd Ave south exceeding speed limit and running stop signs.”

“**I like adding a separate bike lane on 200. We need to maintain 4 lanes of car traffic.** I do not see where to bike lane space will come from. From 99 to the I-5, there is little space for to take. 200 to the freeway is frequently backed up nearly to 200th. we can not give up any 200th lanes.”

“**we would like to keep the amount of road, control speeding** (the speed limit does not make cars slow down) too many 18 wheeler's (they too do not slow down and make excessive noise along with contamination.”



APPENDIX: COMMENTS FROM PHASE 1 OUTREACH

“The entire corridor has issues for all modes of transportation because it's simply too narrow to be a good route between a freeway and a transit station and other major highway. **However, I don't know how you fix it without buying up all the houses on the street.**”

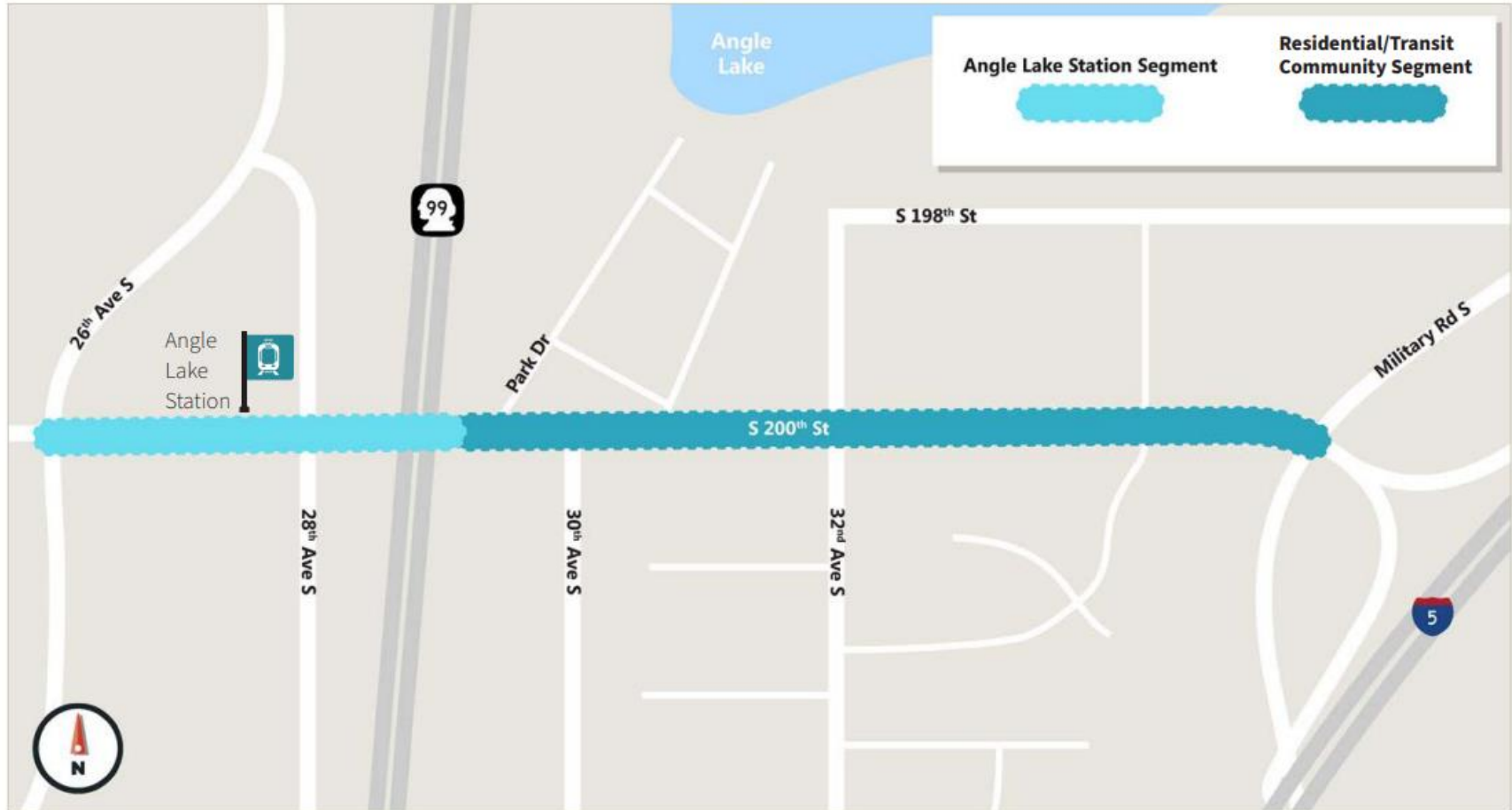


WHAT'S COMING IN THE AREA



SOUTH 200TH STREET CORRIDOR

EXHIBIT 5: SOUTH 200TH STREET CORRIDOR SEGMENTS



CORRIDOR OPTION 2

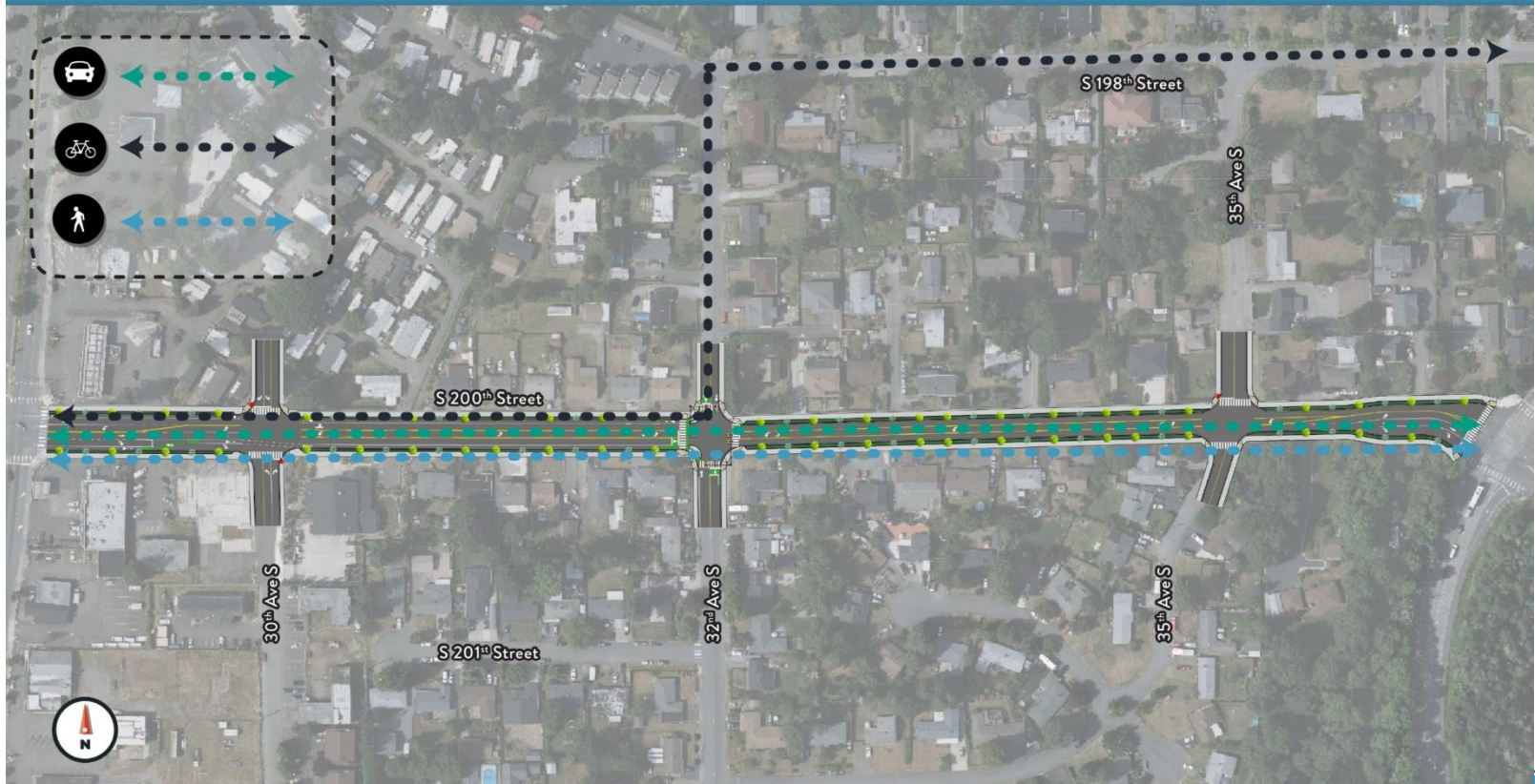
South 200th
Street Corridor Study



Option 2

Pedestrian Focused South 200th Street

This figure shows how each mode would travel along the South 200th Street corridor under Corridor Option 2.



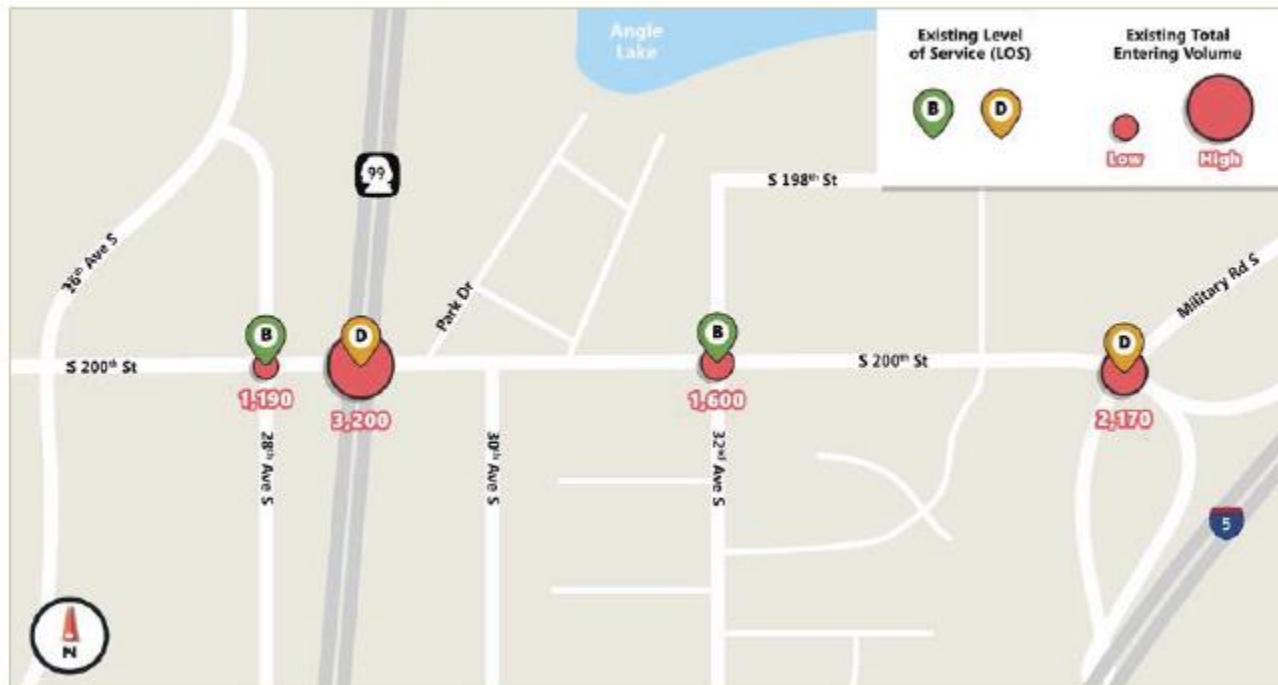
WHAT DOES ADOPTING THIS STUDY MEAN FOR THE CITY?

- Adopting this study **does not** lock the City into building a specific corridor option.
- Instead, the study presents two distinct “directions” that the City could take regarding the corridor.
- This study presents options, not recommendations.
- City staff plan to wait until Sound Transit’s Federal Way Link Extension (FWLE) and WSDOT’s SR 509 corridor completion project are fully built and operational before finalizing what direction to take with the South 200th Street corridor.
- By adopting this study, the Council will ensure that the City has two studied, vetted, and responsive options to consider implementing on the South 200th Street corridor for the benefit of the City and the traveling public.
- Either option as presented will work, it is just a matter of tradeoffs.
- Either option can be changed, edited, revised, or altered in order to best respond to the effects of SR 509 and FWLE, as well as community concerns.



INTERSECTION PERFORMANCE NOW

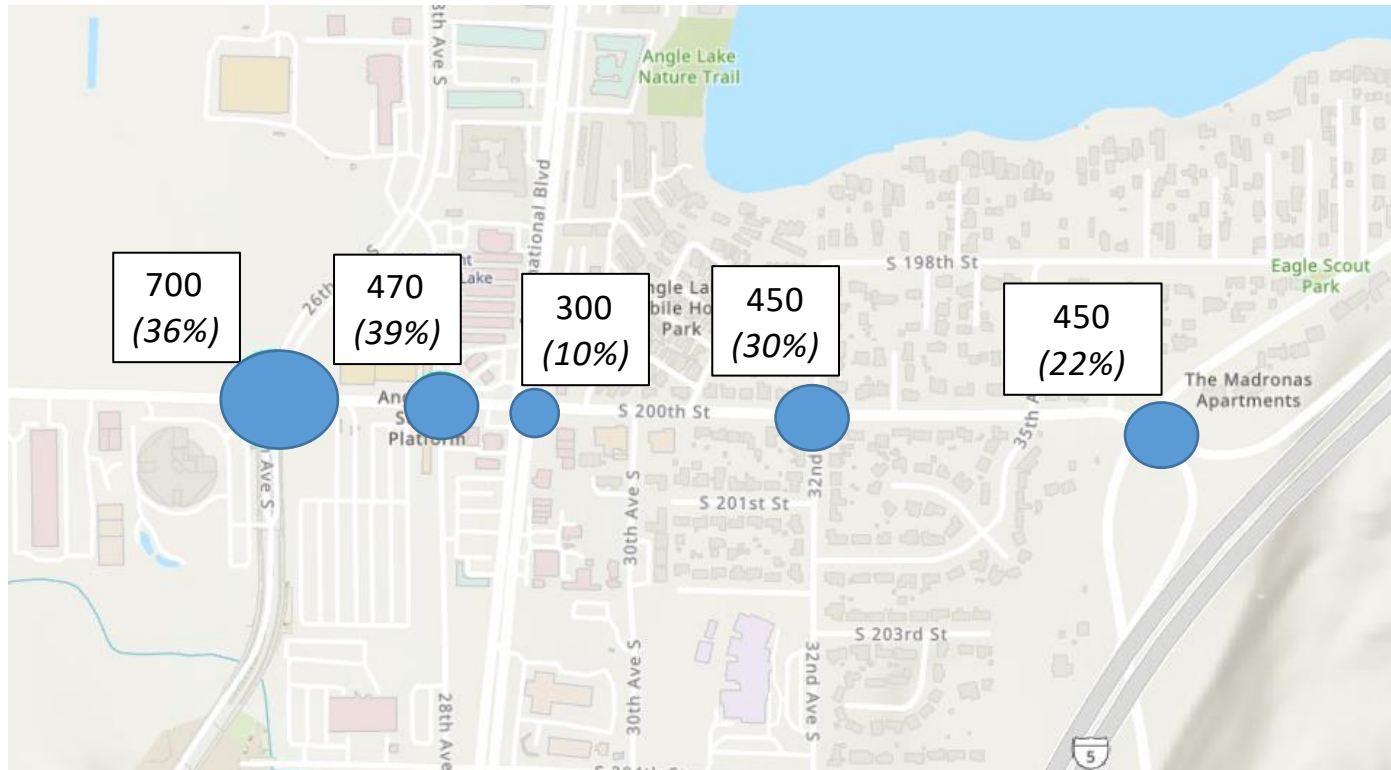
EXHIBIT 11: TOTAL ENTERING VOLUME & INTERSECTION DELAY AT SIGNALIZED INTERSECTIONS, PM PEAK HOUR



MODELING

2040 Intersection Growth (with no change to corridor)

PM Peak Hour



PRESENTATION OVERVIEW

PURPOSE OF PRESENTATION

To present the draft final report of the South 200th Street Corridor Study and ask for the Council adopt the study.

WHY IS THIS ISSUE IMPORTANT?

1. The corridor experiences heavy demand during peak periods due in part to queuing at the I-5 ramps. Safety issues include excessive speeding and the many single-access driveways that enter the corridor. The Angle Lake Light Rail Station and nearby employment centers also generate increased travel demand on the corridor.
2. The Angle Lake District Station Area Plan, adopted in 2015, lays out a vision for how this corridor should be rebuilt. Given the current traffic levels, safety concerns, and unknown future demand, there is a need to either affirm or refine this vision.
3. Two megaprojects in the region, SR 509 and FWLE, once complete, will potentially dramatically change travel and traffic patterns in the area surrounding the corridor. This study assess what is possible for this corridor once these megaprojects are complete in the next six years.

