Funding Application

Competition: Regional FHWA
Application Type: Designated Growth Centers
Status: submitted
Submitted: April 11th, 2022 9:20 AM
Prepopulated with screening form? No

Project Information

1. **Project Title**
   Airport Station Area Pedestrian Improvements

2. **Regional Transportation Plan ID**
   N/A

3. **Sponsoring Agency**
   SeaTac

4. **Cosponsors**
   N/A

5. **Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
   Yes

6. **If not, which agency will serve as your CA sponsor?**
   N/A

Contact Information

1. **Contact name**
   Kamal Mahmoud

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Project Description

1. **Project Scope**
   The project will construct safety and mobility improvements for people walking, biking, and using transit around the SeaTac Airport Station Area, which is located within the SeaTac City Center. The project improves four street segments and two intersections.

   • South 176th Street (International Boulevard - 32nd Avenue South): improve the north side of street to add a two-way cycle track, planter strip buffer, and 8’ sidewalk, because high-demand destinations like the pedestrian overpass bridge to the light rail station and Sea-Tac International Airport, and RapidRide bus stops that are located on the north leg of the International Boulevard intersection.

   • 32nd Avenue South – north segment (South 170th Street – South 176th Street): Add buffered 6-8’ sidewalks, landscaped planters, sharrow markings to create a bicycle boulevard with traffic calming, including narrowed vehicle lanes, raised intersections, and upgraded speed humps. Frontage improvements along the Master Park property (west side of street,
speed humps. Frontage improvements along the Master Park property (west side of street, south of 170th Street) will be constructed with redevelopment.

- 32nd Avenue South – south segment (South 176th Street – South 180th Street): Improve east side of street to add a northbound (uphill) bike lane, planter strip, and 8’ sidewalk. Add southbound bike lane from 176th Street to approximately 178th Street and southbound (downhill) bike sharrow to 180th Street.

- South 180th Street (east of 32nd Avenue South): Add eastbound (uphill) bike lane, planter strip buffer, and 8’ sidewalk along north side of the street. Add westbound (downhill) bike sharrow to vehicle lane.

- South 176th Street/International Boulevard intersection: Remove one westbound left turn lane to shorten east leg crossing distance. Revise signal phasing to reduce vehicle-pedestrian conflicts.

- South 176th Street/32nd Avenue South intersection: Remove eastbound right turn lane to shorten west leg crossing distance. Add crossbikes, bike boxes, and signal safety improvements.

The project includes Paving, earthwork, retaining walls, undergrounding overhead utilities, upgraded water, sewer, and stormwater utilities. Urban design amenities such as sidewalk and pavement treatments, trees and tree grates, benches, and trash receptacles will be installed.

Each segment includes new roadway and pedestrian lighting.

2. Project Justification, Need, or Purpose

The goal of this project is to improve safety and mobility for people walking and biking within the SeaTac City Center (a designated PSRC Regional Center), including connections to the Sound Transit light rail station, RapidRide A Line, local bus stops, and SeaTac Airport. The City Center Subarea Plan envisions a denser residential and commercial mixed-use district around the light rail station. The project supports this vision by creating a walkable and bikeable neighborhood for current and future residents, employees, and visitors.

This project improves access to SeaTac Airport, a major transportation and employment center with approximately 50 million passengers a year, over 19,000 jobs at the airport, and approximately 1,000 hotel rooms within 1/2 mile.

This project provides multimodal transportation options connecting lower-income, diverse neighborhoods with services and employment opportunities. In the City of SeaTac, 41 percent of households fall within the “Extremely Low” or “Very Low” income categories. There is a 326-unit Section 8 housing complex on 32nd Avenue S, north of S 176th Street. The King County Housing Authority also owns a 235-unit, moderate-income apartment complex on the project’s South 180th project segment. Safety is an important project focus, particularly for non-motorized users. Review of 5 years of collision data found 11 reported vehicle-pedestrian/bicycle collisions. Pedestrian activity is very high, with 185 hourly pedestrian crossings at the S 176th Street/International Boulevard intersection.

There are no bicycle facilities on the four street segments.

For people walking, two segments lack sidewalks, and two segments have substandard sidewalks that place pedestrians next to moving vehicles. On the north segment of 32nd Avenue S, pedestrians must walk on the roadway. On S 180th Street, a painted stripe is used to delineate a pedestrian walkway.

Project Location

1. Project Location
   S 176th Street, 32nd Avenue S, and S 180th Street

2. Please identify the county(ies) in which the project is located. (Select all that apply.)
   King

3. Crossroad/landmark nearest the beginning of the project
   (North) 32nd Ave S / S 170th St, (West) SR 99 / S 176th St

4. Crossroad/landmark nearest the end of the project
   (South) 32nd Ave S / S 180th St, (East) S 180th St - East terminus

5. Map and project graphics
   Vicinity_Map_-_SeaTac_Airport_Station_Pedestrian_Improvements.pdf, Typical_Sections_-_SeaTac_Airport_Pedestrian_Improvements.pdf, Scroll_Plots_of_SeaTac_Airport_Pedestrian_Improvements- 4_segments.pdf, Existing_32nd Ave S Photo.pdf, Photosimulation_of_32nd Ave S Improvements.pdf
Plan Consistency

1. **Is the project specifically identified in a local comprehensive plan?**  
   Yes

2. **If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.**
   1) Plan Name: The City Center Plan Update Phase 1 Vision Report, adopted in 2020, specifically identifies the Airport Station Area Pedestrian Improvement Project as a near term implementation priority.
   2) Relevant Sections & Page Numbers: The project is identified in the following sections:
      • (Page 3) The project, which is called “station area pedestrian access improvements,” is identified as one of three priority “near term” projects.
      • (Page 10) The project elements are identified as part of Urban Design Objective 1, which says: “Identify public realm improvements through the creation of streetscape design guidelines, and install design treatments (i.e. pedestrian lights, street furniture, wayfinding/signage, and public art).
      • (Page 11) Project elements are identified in Transportation Objective #2, “Enhance comfort and experience of walking,” and its actions to:
        -- “Identify appropriate sidewalk improvements that address pedestrian safety including the type and design of pedestrian facilities,” and
        -- “Develop and implement a pedestrian lighting plan.”
      • (Page 12) Images showing desired features on arterial and local streets are provided which informed the street and streetscape design process for the Airport Station Area Pedestrian Improvement Project.
   1) Plan Name: SeaTac Transportation Master Plan
   2) Relevant Sections & Page Numbers:
      • (Page 75) Pedestrian System Plan: Identifies the two segments of 32nd Avenue S that will be improved as part of the project as project sites for “Future Pedestrian Facilities.”
      • (Page 77) Bicycle System Plan: Identifies the street segments along S 176th Street and 32nd Avenue S, north and south of S 176th Street, as project sites for “Future Bicycle Facilities.”
   • Table 4-3: Transportation Program Summary:
      • (Page 81) ST-833: Neighborhood Multi-Modal Transportation Improvement Program: Annual projects to implement the Safe and Complete Streets Plan to construct pedestrian and bicycle facilities on non-arterial streets. The projects will be drawn from the Neighborhood Multi-Modal Transportation Improvement Projects table and figure.
   • Table 4-5: Additional Non-motorized Transportation Improvement Projects:
      • (Page 93) ST-141: 32nd Ave S (S 170th St to S 176th St)- Reconstruct roadway, construct drainage, curb, gutter, sharrows, and sidewalks.
      • (Page 92) ST-N34: 32nd Ave S (S 176th St to S 180th Pl) – Construct new separated bikeway and improved intermittent pedestrian facility.
   In addition to the specific references to the Airport Station Area Pedestrian Improvement Project described above, SeaTac’s Comprehensive Plan includes multiple policies that support the construction of pedestrian and multi-modal improvements in the City, and specifically within SeaTac’s designated Urban Center.

3. **If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. In addition, please describe how the project is consistent with a transit agency plan or state plan, if applicable.**  
   N/A

Federal Functional Classification

1. **Functional class name**  
   16 Urban Minor Arterial

Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).**
   The project is located within the PSRC-designated SeaTac Regional Growth Center. The project’s four road segments are also located at the heart of the City Center/Airport District.
The project's four road segments are also located at the heart of the City Center/Airport subarea, an area that comprises approximately 40% of the total acreage of the designated Urban Center. The multimodal improvements will provide enhanced mobility for residents, visitors, and workers within one of the City's highest density residential and commercial neighborhoods, and specifically to the City's highest density residential and commercial neighborhoods, and specifically to the SeaTac/Airport Light Rail Station and Sea-Tac International Airport.

**Criteria: Development of Regional Growth Center**

1. **Describe how the project will support the existing and planned housing/employment densities in the regional growth center.**
   
   The Airport Station Area Pedestrian Improvement Project will construct new contiguous sidewalks, bicycle facilities, vehicle and pedestrian lighting, safety enhancements, and urban design treatments along four street segments that will enhance access to the SeaTac/Airport light rail station and transit plaza, and also to one of the few pedestrian entrance points to the SeaTac International Airport, the City's largest employer. These improved facilities will create better and safer connections for residents, visitors, and workers in SeaTac’s central/airport business district. The pedestrian improvements in this area are additionally important because a 2019 market study, found that 15% of workers living in the City Center area walk to work versus 2-5% for those of the greater market area and City of SeaTac. (City Center Market Opportunities Study, E.D. Hovee, 2019).

2. **Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.**
   
   As noted previously, the project is identified as a near-term priority action step in the recently adopted City Center Plan Update Project Phase 1 Vision Report (page 3) and helps to implement two of the Report’s main land use and development principles, including: 1) the promotion of efficient circulation and access to and between major activity centers, and 2) the creation of an attractive public realm (page 7). The project also helps to implement multiple transportation and urban design objectives and actions from the Report, including enhancing the experience of walking, the provision of pedestrian lighting, and improvements to the overall urban design of the district.

   The project also implements policies and projects in the Transportation Element and Community Design Element of the Comprehensive Plan, which call for the development of the pedestrian and bicycle network and construction of multi-modal improvements.

   **Transportation Element:**
   - (P. T-7) 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.
   - (P. T-21) 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.
   - (P. T-22) Policy 4.4D Serve the City’s residential areas with transit and a well-connected network of sidewalks and bicycle paths.
   - (P. T-22) Policy 4.4E Prioritize safety and pedestrian capacity improvements on streets that provide access to schools, parks, transit facilities, public facilities, and within the Urban Center.

   **Community Design Element:**
   - (P. CD-12) Policy 7.2F Incorporate sidewalks and pedestrian-oriented street furnishings along streets within the Urban Center.

3. **Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy.**
   
   This project improves access to SeaTac Airport, a major transportation and employment center with approximately 50 million passengers a year (Port of Seattle), over 19,000 jobs at the airport (Port of Seattle), and approximately 1,000 hotel rooms within 1/2 mile. It also supports future regional economic activity by improving access to high-capacity transit between the SeaTac Regional Growth Center and nearby PSRC-designated Manufacturing Industrial Centers and Regional Growth Centers.

4. **Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.**
   
   The project will benefit a wide range of local and regional user groups and will improve access to the SeaTac International Airport that provides national and international connections.
Commuters will benefit from improved pedestrian and bicycle facilities and connections to regional high-capacity transit as well as local transit service.

Residents of the lower-income areas of SeaTac will have increased mobility and better access to employment opportunities, services, and transit options, reducing the need to travel by automobile.

Students in the project area will also benefit from improved pedestrian and bicycle facilities. Improvements on 32nd Avenue S and S 180th Street will provide a non-motorized connection to Bow Lake Elementary School, Chinook Middle School, Tyee High School, and Seattle Christian School via a new asphalt path (currently under construction).

Visitors staying at hotels in the area will be able to walk to nearby businesses, the airport terminal, light rail and buses.

Recreational users will have improved options for walking, running and biking.

Criteria: Circulation, Mobility, and Accessibility

1. Describe how the project improves access to major destinations within the center, such as by completing a physical gap or providing an essential link in the transportation network for people and/or goods, or providing a range of travel modes or a missing mode.

The project extends the existing pedestrian and bicycle system in the area and completes the missing non-motorized connections to regional transit service options, services, employment centers, and Sea-Tac International Airport.

- S 176th Street: The project will construct a cycle track bike facility and sidewalk improvements between International Boulevard and 32nd Avenue S. East of 32nd Avenue S, the project will connect with existing sidewalks and a planned project that will convert the existing striped roadway shoulders to formal bike lanes. While the west end of S 176th Street terminates at International Boulevard, this location is an important pedestrian and bicycle destination as it connects to the light rail station, RapidRide A Line, four other bus routes, and the non-motorized bridge to Sea-Tac International Airport, a major employment center.

- 32nd Avenue S: The north end of the project connects to the existing bike lane and sidewalks along S 170th Street. The south end of 32nd Avenue S provide access to high-density apartments, Bow Lake Residential Community for people 55+ years old, and S 180th Street.

- S 180th Street: The project improvements will connect with a new 5’ wide, north-south pedestrian pathway between the eastern terminus of S 180th Street and S 182nd Street. These facilities will provide a non-motorized connection to Bow Lake Elementary School, Chinook Middle School, Tyee High School and other destinations south of the project area. This new north-south path is currently under construction and scheduled to open in April 2022.

2. Describe how the project will improve circulation within the center and enhance opportunities for active transportation that can provide public health benefits through the following relevant areas: walkability, public transit access, public transit speed and reliability, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, etc.

The project improves circulation within the center by improving pedestrian and bicyclist access, safety, and comfort throughout the project area. This is accomplished through new and improved sidewalks, bicycle facilities, traffic calming, lighting, safety enhancements, and urban design treatments. The improvements will provide public health benefits by supporting active transportation within the center, connecting residents and visitors to goods, services, and social and recreational opportunities.

3. Describe how the project remedies a current or anticipated problem (e.g. congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)?

This project addresses the area’s incomplete sidewalk system and missing links in the bicycle network. By creating these active transportation facilities, the project remedies issues of access, safety, and comfort for a variety of user groups.

The project also addresses anticipated growth in this Regional Growth Center. Enhanced facilities for pedestrians and cyclists create more mobility options for future residents of this area to access opportunities without the need for a private car, improving congestion and air quality.

4. If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.
Five electric vehicle charging stalls will be installed on 32nd Avenue S, both to the north and south of S 176th Street. On-street parking was provided at select locations along 32nd Avenue S and S 180th Street, which provides traffic calming and a buffer between sidewalks and roadways. Pedestrian facilities have not been compromised for on-street parking, with a minimum of 8’ sidewalks maintained next to parking on 32nd Avenue S. There is no on-street parking on S 176th Street.

Criteria: Equity

1. **Identify the population groups to be served by the project.**
   This project provides multimodal transportation options connecting lower-income, diverse neighborhoods with services, employment opportunities, and access to regional transit facilities. Environmental justice was a primary consideration for this project, in order to provide transportation improvements in areas with high mobility needs. The demographics of the City of SeaTac include 68 percent Black, Indigenous and People of Color (BIPOC), which is significantly higher than King County as a whole (40 percent). The diversity of the population is also reflected by the high percentage of immigrants in the City, with over 38 percent of residents born in outside of the United States and with nearly half of households speaking a language other than English.
   The project serves specific populations within the project area. Residents of this area include those in a King County Section 8 housing complex and seniors living in the Bow Lake mobile home community. There are four schools just southeast of the project area and the improvements will enhance safety and access for students within and adjacent to the project area.

2. **Identify the disparities or gaps in the transportation system / services for these populations that need to be addressed.**
   The existing condition is an unconnected or non-existent sidewalk network near the Section 8 low-income housing complex, a population more likely to walk due to transit dependency and lower car ownership. There is also no pedestrian facility that directly connects any of the multifamily housing in the project area to the four schools and neighborhoods to the southeast. There are no existing bicycle facilities in the project area, forcing people who cycle to use vehicle travel lanes to connect with transit and the city’s bicycle network. There is currently no street lighting, which the community has identified as a high priority for those who walk to work at the airport or nearby hotels.

3. **Describe how the project is addressing those disparities or gaps and providing a benefit to the population groups identified under question 1 above.**
   The King County Housing Authority’s 326-unit Windsor Heights Apartment complex (Section 8 housing) is located on 32nd Avenue S between S 170th Street and S 176th Street, and this corridor will be improved with sidewalks, traffic calming, bicycle improvements, and pedestrian-scale lighting.
   At the south end of 32nd Avenue S, the Bow Lake 55+ Residential Community is a 479-unit mobile home park for seniors will also be provided wider sidewalks with improved landscaping, bicycle facilities, pedestrian-scale lighting, and a new sidewalk connection to the east.
   The King County Housing Authority owns a 235-unit moderate income apartment complex located along the project's S 180th road segment. The project will add a sidewalk with a planter strip buffer along the north side of S 180th Street, along with pedestrian-scale lighting. This will connect students to the schools southeast of the project area via a new asphalt path (currently under construction) between the eastern terminus of S 180th Street and S 182nd Street.

4. **Describe the public outreach process that led to the development of the project.**
   The project has included an extensive public outreach and review process, including the outreach effort described below. In addition, input from the City Center Phase 1 visioning process was also utilized.
   • Project website to share information and notify people of upcoming events.
   • AD HOC Committee comprised on residents, stakeholders, City Council members and City Staff that met several times to identify project needs and goals, review improvement options, and select recommended improvements.
   • Public open house to share project findings and improvement concepts with the public and receive feedback.
   • City Council workshop to review project findings and evaluate improvement options.
   • Community engagement activities from City Center Phase 1 visioning process, including two large community meetings, focus groups, interviews, and an online questionnaire.
5. **Describe how this outreach influenced the development of the project.**
The public outreach, including comments received from the public open house, were used to understand public needs, project impacts, and inform the design concepts.

Community input from the City Center Phase 1 vision process also informed this project including the following feedback:

- **32nd Avenue South:** Residents cited a need for sidewalks, traffic calming, and a street design that would keep residents safe from vehicle traffic. Of special interest were sidewalk and street designs that would address safety issues for children and parents who currently wait for the school bus along the edge of road.

- **S 180th:** Community members living in the apartments along S 180th Street identified the need for sidewalks and pedestrian lighting because many walk to work at the airport or at local businesses in the dark during the early morning or late evening hours.

- **More Lighting & More Pedestrian-Oriented Sidewalk/Road Design:** The most consistent issues heard from the public regarding all street segments in this project were the need for pedestrian-scale lighting, and more pedestrian-supportive and safe walking conditions. Residents from the Bow Lake Mobile Home Park (55-and-over) were especially interested in more accessible and safe walking routes to support elderly and mobility-limited individuals get to the light rail station, bus stops, and nearby stores.

6. **Is the project in an area of low, medium, or high displacement risk?**
The SeaTac Displacement Risk Analysis (from SeaTac Housing Inventory & Assessment Report, Appendix D), which uses data from the PSRC Displacement Risk Mapping Tool, PSRC’s Opportunity Mapping Index, and other sources, shows that the project is located in an area at high risk of displacement, with lower resources available.

7. **If the project is in an area of medium or high displacement risk, identify the broader mitigation strategies in place by the jurisdiction to address those risks.**
The City has provided $300,000 to fund Phase 2 of the City Center/Airport District Subarea Plan project, which will include the development of a housing strategy for the district, including the project area. The housing strategy will provide guidance on how the City can provide residents with a range of options for all income levels. It will also identify anti-displacement strategies, including leveraging growth opportunities to provide new affordable units and preserving existing affordable housing.

**Criteria: Safety and Security**

1. **Describe how the project addresses safety and security.**
The project provides multiple safety benefits including providing sidewalks with planter strip buffers on streets without facilities, shortening pedestrian crossings, adding crossbikes and bike boxes, changing left turn signal phasing to reduce potential vehicle-pedestrian conflicts, upgrading existing non-motorized facilities, providing traffic calming, and upgrading street and pedestrian lighting.

   At the S 176th Street/32nd Avenue S intersection, lead pedestrian intervals will be added, the west leg crossing will be shortened by removing the eastbound right turn lane, two-stage left turn bicycle green boxes will be added, and crossbikes will allow diagonal crossings to and from the proposed cycle track on the north side of S 176th Street.

   Along the north segment of 32nd Avenue S, the project will add sidewalks with planter strip buffers, include traffic calming features to lower vehicle speeds and promote a multiuser environment. The project will upgrade existing speed humps and pedestrian crossing locations making them more visible and effective.

   Currently, along the north side of S 180th Street, pedestrians use a paved area separated from the vehicle travel lane by a painted line. The project will add sidewalk with a planter strip buffer along the north side of the street. This improvement will connect to a new north-south asphalt path (currently under construction) between the eastern terminus of S 180th Street and S 182nd Street allowing a healthy option for student to travel to Bow Lake Elementary School, Chinook Middle School, and Tyee High School.

   Each street segment will include safety features including new or upgraded vehicle and pedestrian-scale illumination, crossing treatments, and sidewalk and ramp improvements to meet ADA requirements. Currently, roadway illumination on 32nd Avenue S and S 180th Street is found mostly at intersections and there are large segments on each street where there is no illumination. S 176th Street has illumination on the north side but may not be adequate due to overgrown trees or spacing of luminaire fixtures.

2. **Describe how the project helps protect vulnerable users of the transportation system, by improving pedestrian safety and addressing existing risks or conditions for pedestrian injuries and fatalities, and/or adding or improving...**
facilities for pedestrian and bicycle safety and comfort.

During the 5-year analysis period (2015-2019), the S 176th Street/International Boulevard intersection experienced 77 reported collisions, including 11 vehicle collisions with either a pedestrian or bicyclist, which represents one of the highest number of non-motorized collisions at an intersection in the region. This intersection only has crosswalks at the north leg and east leg. This project will shorten the crossing distance at the east leg by removing one of the two westbound turn lanes. It will further improve non-motorized safety at the east leg crosswalk by not allowing permissive southbound left turns during the crossing phase. At the north leg crosswalk, a lead pedestrian interval phase will be added to improve non-motorized crossing safety.

3. Describe how the project reduces reliance on enforcement and/or designs for decreased speeds.

The project utilizes proven traffic calming methods on 32nd Avenue S, including narrowed vehicle lanes, curbs, on-street parking, raised intersections, and upgraded speed humps to create a bicycle boulevard. For all street segments, the project also reduces travel lane widths to 11 feet to calm traffic and plant strips with street trees to narrow driver vision to reduce vehicle speeds. Along S 176th Street, the project removes turn lanes at the International Boulevard intersection and at the 32nd Avenue S intersection to reduce roadway width and vehicle turning speeds. These features will naturally reduce driver speeds without the need for enforcement, improving safety for all road users.

4. Does your agency have an adopted safety policy (e.g., Vision Zero, Target Zero, etc.)? How did these policies inform the development of the project?

The Transportation Element of the City’s Comprehensive Plan identifies multiple goals and policies that informed the development of the project improvements, particularly for people using active transportation modes:

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.

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).

GOAL 4.4: Plan for and develop a system of transportation facilities for all users and all modes including pedestrians, transit users and bicyclists.

Policy 4.4E: Prioritize safety and pedestrian capacity improvements on streets that provide access to schools, parks, transit facilities, public facilities, and within the Urban Center.

The goals, policies, and plans mentioned above help direct this project and its improvements particularly for pedestrian and bicycle safety, access to transit and traffic calming. The project fulfills policies and goals for developing safe routes to transit and schools.

Criteria: Air Quality and Climate Change

1. Please select one or more elements in the list below that are included in the project’s scope of work, and provide the requested information in the pages to follow.

   Bicycle and Pedestrian Facilities

Air Quality and Climate Change: Bicycle and Pedestrian Facilities

1. Describe the facilities being added or improved

   The project extends the existing pedestrian and bicycle system in the area and completes the non-motorized connections to regional transit service options.

   S 176th Street: The project will construct a cycle track bike facility and sidewalk improvements between International Boulevard and 32nd Avenue S. East of 32nd Avenue S, the project will connect with existing sidewalks and a planned project that will convert the existing striped roadway shoulders to formal bike lanes. While the west end of S 176th Street terminates at International Boulevard, this location is an important pedestrian and bicycle destination as it connects to the light rail station, RapidRide A Line, four other bus routes, and the non-motorized bridge to SeaTac Airport, a major employment center.

   32nd Avenue S: The north end of the project connects to the existing bike lane and
sidewalks along S 170th Street. The south end improvements on 32nd Avenue S provide access to high density apartments, Bow Lake Residential Community for people 55+ years old, and S 180th Street.

S 180th Street: The project improvements will connect with a new 5’ wide, north-south asphalt path between the eastern terminus of S 180th Street and S 182nd Street. These facilities will provide a non-motorized connection to Bow Lake Elementary School and other destinations south of the project area. This new north-south path is currently under construction and scheduled to open in April 2022.

1. What is the length of the proposed facility?
   2-way cycle track – 970 feet; Bicycle boulevard – 0.37 miles; Bicycle lane – 0.67 miles; New or improved sidewalks – 1.36 miles

3. Describe the connections to existing bicycle/pedestrian facilities and transit.
   The project creates pedestrian and bicycle facilities that connect:
   - SeaTac Airport (non-motorized bridge, light rail station, and RapidRide A Line, ST Express Routes 560 and 574, and local buses)
   - Existing sidewalks on International Boulevard
   - Non-Motorized bridge to SeaTac Airport (at S 176th Street)
   - Existing sidewalks and planned bicycle lanes on S 176th Street (East of project area)
   - Existing sidewalks and bicycle lanes on S 170th Street
   - Asphalt path from east end of S 180th Street to S 182nd Street

4. Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.
   Typical pedestrian volumes in the project area are significant due to the area’s proximity to the light rail station, Sea-Tac International Airport, and high-capacity bus-transit services. During the 2-hour PM peak period, pedestrian volumes at the 2 signalized intersections in the project area were 334 crossings at International Boulevard (SR 99) / S 176th Street and 148 crossings at 32nd Avenue S / S 176th Street. Bicycle volumes were low in the area due to the lack of bicycle facilities.

5. What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles
   No information available.

6. What is the average bicycle trip length?
   Not available.

7. What is the average pedestrian trip length?
   Not available.

8. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)
   Source: April 30, 2019 intersection traffic counts at (1) International Boulevard (SR 99) / S 176th Street and (2) 32nd Avenue S / S 176th Street.

Air Quality and Climate Change: CMAQ Questions

1. For CMAQ projects: PSRC will utilize the “Useful Life” table included in the “Air Quality Guidance” document contained in the Call for Projects. If you have an alternate useful life figure for your project, please explain and provide the appropriate documentation supporting the deviation from the approved Useful Life table.
   N/A

2. For CMAQ projects: Is the project located as a 7 of 10 for diesel pollution and disproportionate impacts in the Washington Environmental Health Disparities map?
   N/A

Criteria: Project Readiness and Financial Plan

1. What is the PSRC funding source being requested?
   STP

2. Has this project received PSRC funds previously?
   Yes

3. If yes, please provide the project’s PSRC TIP ID
   Project was just selected for a PSRC TAP Grant. TIP ID to be issued.
Total Request: $4,500,000.00

Total Estimated Project Cost and Schedule

**PE**

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**Expected year of completion for this phase:** 2023

**ROW**

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**Expected year of completion for this phase:** 2024

**Construction**

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<tr>
<th>Funding Source</th>
<th>Secured/Unsecured</th>
<th>Amount</th>
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<tr>
<td>Local</td>
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<tr>
<td>STP</td>
<td>Unsecured</td>
<td>$4,500,000.00</td>
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</table>

**Expected year of completion for this phase:** 2026

**Summary**

1. **Estimated project completion date**
   06/2026

2. **Total project cost**
   $24,224,154.00

**Funding Documentation**

1. **Documents**
   PSRC_Regional_-_ST-141_-_funding_certification_letter_signed.pdf, ST141_2021_2026CIP.pdf

2. **Please enter your description of your financial documentation in the text box below.**
   The City's secured funds and the requested PSRC funds will fully fund the Construction Phase of the project.

   Attached is a Letter of Secured Funding. Also attached are the Project's pages from the City of SeaTac 2021-2026 Capital Improvement Program (CIP) that describe the Project's funding amounts and sources. The City's adopted 2021-2022 budget for the Transportation CIP includes $9,363,772 for this project.

**Project Readiness: PE**

1. **Are you requesting funds for ONLY a planning study or preliminary engineering?**
   No

2. **What is the actual or estimated start date for preliminary engineering/design?**
3. **Is preliminary engineering complete?**  
   No

4. **What was the date of completion (month and year)?**  
   N/A

5. **Have preliminary plans been submitted to WSDOT for approval?**  
   No

6. **Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**  
   N/A

7. **When are preliminary plans expected to be complete?**  
   10/2022

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### Project Readiness: NEPA

1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**  
   Categorical Exclusion (CE)

2. **Has the NEPA documentation been approved?**  
   No

3. **Please provide the date of NEPA approval, or the anticipated date of completion (month and year).**  
   07/2022

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### Project Readiness: Right of Way

1. **Will Right of Way be required for this project?**  
   Yes

2. **What is the actual or estimated start date for right of way?**  
   06/2022

3. **What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?**  
   05/2024

4. **Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.**  
   Right of Way acquisition in Fee, Permanent Easement, and Temporary Construction Easements will be required along 32nd, 176th, and 180th. There are approximately 45 parcels in total where ROW may be required.

5. **What is the zoning in the project area?**  
   The zoning is Commercial High Density, Residential High Density, Office/Commercial/Mixed Use, and Commercial Medium Density.

6. **Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.**  
   The City has spent many months reaching out to the community and discussing the project with the stakeholders. We feel confident we can reach settlements without the need for condemnation. However, in order to keep this option available, we anticipate requesting that our City Council approve an ordinance to seek condemnation, if necessary. Once the ordinance is approved it would allow the city to enter into Possession and Use Agreements to allow for further negotiations while obtaining ROW certification and avoiding condemnation. In the event condemnation is un-avoidable our schedule for acquisition does include 3 to 4 months at the end of the schedule, but before certification, for this task.

7. **Does your agency have experience in conducting right of way acquisitions of similar size and complexity?**  
   Yes

8. **If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?**  
   N/A
9. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.

1) Title reports for all parcels ordered and reviewed November 2021. We anticipate ordering Title Updates June 2022.
2) Relocation plan: We do not anticipate any relocation.
3) Prepare legal descriptions and exhibits June 2022.
4) Northwest Region, Local Agency Coordinator (LAC) approval of ROW plans and Funding Estimate June- July 2022.
5) Appraisals and Appraisal reviews are anticipated to be done between August 2022 to October 2022.
6) Right of Way Acquisition negotiations should commence October 2022.
7) City Council to approve an Ordinance which would allow for condemnation if necessary, if negotiations stall, August 2023.
8) Payments processed, Escrow and Recording of documents to be completed by March 2024.
9) Right of Way plan completion by May 2024.
10) Right of Way Certification by Washington State Department of Transportation Right of Way by August 2024.

We work closely with property owners and provide flexibility for approved settlements, while reaching out to our LAC for guidance on needed variations to the plans, to aid in negotiated settlements.

Project Readiness: Construction

1. Are funds being requested for construction?
   Yes
2. Do you have an engineer’s estimate?
   Yes
3. Engineers estimate document
   PSRC_Project_Cost_Estimate_Dec2021.pdf
4. Identify the environmental permits needed for the project and when they are scheduled to be acquired.
   SEPA
   NEPA
   Environmental Justice
   Cultural Resources
   All to be completed by July 2022
5. Are Plans, Specifications & Estimates (PS&E) approved?
   No
6. Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).
   9/2024
7. When is the project scheduled to go to ad (month and year)?
   11/2024

Other Considerations

1. Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.

   The development of the project included a careful evaluation of the trade-offs between the need for non-motorized and transit access improvements with project costs and impacts to properties. The project included improvements at the highest need locations such as the high-density residential housing, Windsor Heights Apartments (Section 8 Housing), and connections to transit facilities.

   Improvements were not included along the west side of 32nd Avenue S at the MasterPark property and between S 177th Street and S 180th Street. At both of these locations, the adjacent land use is a large parking lot that generates minimal pedestrian activity and widening for a sidewalk and bike facilities will be very expensive because of the need to acquire right of way and the steep grade change will require reconstruction of the existing retaining wall. These frontage improvements are expected to be constructed with redevelopment of the properties.

   A similar condition exists along the south side of S 180th Street, where the Bow Lake Residential Development has a 1,200-foot uninterrupted fence with no pedestrian access.
and widening for a sidewalk and bike lane will require right of way acquisition and impact affordable housing.

Attached are letters of support from the Port of Seattle, Southside Chamber of Commerce, and Sound Transit.

2. **Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.**

   This project includes multiple innovative components, including electric car charging and lead pedestrian intervals at signalized intersections. The project also includes multiple innovative bicycle facilities, including bicycle boulevard (green street) treatments and the first two-way cycle track and crossbikes in the city of SeaTac.

   The project will analyze and utilize Low Impact Development (LID) features for stormwater flow control and treatment. Infiltration trenches with tree box infiltration units, will be considered based on the soil conditions. LID features will help reduce costs and impacts associated with traditional treatments like detention ponds, vaults, and tanks. The infiltration trench/tree box infiltration units were utilized for Phase 1 of 34th Ave S (from S 160th St to S 166th St) which is currently under construction.

3. **Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.**

   The city reviews projects based upon the benefits of the project to the community, the impacts to property, alignment with city and regional policies and plans, and cost. For example, improvements were not included along the west side of 32nd Avenue S between S 177th Street and S 180th Street because the adjacent land use is a large parking lot that generates minimal pedestrian activity, widening for a sidewalk and bike facilities would require acquisition of right of way and reconstruction of the existing retaining wall. These frontage improvements are expected to be constructed with redevelopment of the properties.

   Practical Design will be applied to this project to stay within the core purpose and need:
   a. Innovation and solutions are encouraged.
   b. No compromises to safety.
   c. Community engagement is important to making decisions.
   d. Collaboration ensures a wide array of perspectives.

4. **Describe the jurisdiction’s Apprenticeship Utilization Program / Ordinance in place for projects over $1 million with at least 15% Apprenticeship Utilization or programs that prioritize the use of local hire and the diversification of the workforce.**

   N/A

5. **Final documents**

   SeaTac_Regional_TIP_Annual_Certification_2022_signed.pdf,
   Sound_Transit_Letter_of_Support.pdf, Southside_Chamber-Letter_of_Support_RE_2022_Regional_Federal_Highway_Administration_FHWA_Grant_Program.docx,
   Port_of_Seattle_letter_2022_Regional_Federal_Highway_Administration_FHWA_Grant_Program.pdf
### 50% CONSTRUCTION COST ESTIMATE

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<tr>
<th>Fund Description</th>
<th>Quantity</th>
<th>Unit</th>
<th>Unit Cost</th>
<th>Total</th>
</tr>
</thead>
<tbody>
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<td>$8,634,319.30</td>
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Subtotal Cost $15,134,319.30
20% Contingency $3,026,863.86

**TOTAL CONSTRUCTION COST** $18,161,190.00

### RIGHT OF WAY COST ESTIMATE

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**TOTAL RIGHT OF WAY COST** $2,327,643.00

### ENGINEERING / MANAGEMENT FEE

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<td>3 Constr. Eng., Admin. and Inspection (approx 15% of Constr. Subtotal)</td>
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<td>4 City Admin (10% of Constr. Subtotal)</td>
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**TOTAL ENGINEERING / MANAGEMENT COST** $5,993,200.00

### PROJECT COST SUMMARY

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<tr>
<td>CONSTRUCTION COST</td>
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<td>RIGHT OF WAY COST</td>
<td>$2,327,643.00</td>
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<td>ENGINEERING / MANAGEMENT COST</td>
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**TOTAL PROJECT COST** $26,482,033.00
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**Schedule A Total**: $14,133,180.00

**Schedule B Total**: $1,001,139.30

**Total Construction Cost (Schedule A+B)**: $15,134,319.30

**Contingency (20%)**: $3,026,863.86

**Total Construction Cost (Schedule A+B)**: $18,161,183.16
February 11, 2022

Puget Sound Regional Council
1011 Western Ave, Suite 500
Seattle, WA 98104

RE: City of SeaTac grant application, funding commitment.

The City of SeaTac is filing a grant application for its Airport Station Pedestrian Improvement project. Project Construction cost is estimated at $19,977,300. This total assumes a 20% construction cost contingency and 10% Construction Management consultant fee.

Total project funds of $16,234,188 are secured in the 2021-2026 CIP, attached. The city’s 2021-2022 adopted budget for the project in the Transportation CIP fund #307 is $9,363,772.

The City will carryover any unused funds into future years and submit a request to approve additional funding to the City Council to complete the project, if needed.

Sincerely,

Gwen Pilo
Gwen Pilo
Finance & Systems Director
Instructions: Complete the following form and return to PSRC by **January 7, 2022**. Signed forms should be sent to tipupdates@psrc.org.

Background: As of January 2004, it is the procedure of the Puget Sound Regional Council (PSRC) that all sponsors must submit this “Annual Certification of Compliance with Applicable Federal Laws & Regulations” if they have a project currently programmed in the Regional Transportation Improvement Program (Regional TIP). Sponsors are required to submit this certification with the signature of a responsible agency official or representative (e.g., a department director, city manager, mayor, etc.). This certification is intended to ensure that sponsors with projects in the Regional TIP agree to comply with all applicable federal and state laws and regulations, including the Civil Rights Act (Title VI), the Americans with Disabilities Act, Executive Orders regarding Environmental Justice and Limited English Proficiency, and applicable environmental and public involvement requirements.

This annual certification is intended to be a broad statement about all projects in the current Regional and State TIPs sponsored by an individual agency. In addition, as of 2004, Regional TIP application forms ask sponsors to further certify compliance with all applicable federal and state laws and regulations for the specific project in question. For questions, please contact Miles Stepleton at mstepleton@psrc.org.

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**Annual Certification Statement:**

(Recipient of funds) **City of SeaTac** hereby certifies that as the sponsor of a project or projects in PSRC’s Regional Transportation Improvement Program, and as a condition of receiving federal financial assistance if applicable, this agency will ensure that it complies with all applicable federal laws and regulations, including but not limited to Title VI of the Civil Rights Act of 1964 and the U.S. DOT’s Title VI regulations “Nondiscrimination in Federally-Assisted Programs of the Department of Transportation” (49 CFR Part 21), the provisions of the American with Disabilities Act of 1990 and the U.S. DOT regulations “Transportation for Individuals with disabilities” (49 CFR Part 27,37, and 38), Executive Orders regarding Environmental Justice and Limited English Proficiency as well as all applicable federal and state environmental and public involvement requirements.

Signature __________________________

Name _____________________________

Title ______________________________

Phone Number ______________________

Date ______________________________

Florendo Cabudol
City Engineer
206-973-4740
11/30/2021
### CITY OF SEATAC
#### 2021 - 2026 CAPITAL IMPROVEMENT PROGRAM

**PROJECT NUMBER:** ST-141

**Department:** Public Works  
**Program:** ST  
**Prepared By:** Florendo Cabudol  
**Department Priority:** 11 of 26  
**City Priority:** of

**PROJECT TITLE:** Airport Station Pedestrian Improvements

**LOCATION:** 32nd Ave S (from S 170th St to S 180th St); S 176th St (from 32nd Ave S to Int'l Blvd); S 180th St (from 32nd Ave S to Eastern Terminus)

**DESCRIPTION:**
Provide safe and reliable pedestrian and bicycle access to transit services along International Blvd and S 176th St from nearby neighborhood and business district. Project reconstructs the segment of 32nd Ave S (from S 170th St to S 176th St) with wider pavement, new curb and gutter, new sidewalk, shared bike lanes, new drainage infrastructure, street/pedestrian lighting, and undergrounding overhead utilities. The remaining segments along 32nd Ave S, S 176th St, and S 180th St will retrofit or replace existing pedestrian facilities.

**BARS NO.:** 307,000.11,599.99.65.602

---

### EXPENDITURE SCHEDULE

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<th>Capital Costs</th>
<th>Total Prior Years</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
<th>2026</th>
<th>2021-2026 TOTAL</th>
<th>Total Future Years</th>
<th>Total Project</th>
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**Operating Costs/Revenue Adjustments**

| Maintenance Costs | -               | -          | -          | 10,000     | 10,000     | 10,000     | 30,000     | 30,000         | -                 | -             |
| Chg. in Revenues  | (0)             | (0)        | (0)        | (0)        | (0)        | (0)        | (0)        | (0)            | (0)               | (0)           |
| **Total Op/Rev Adj** | -              | -          | -          | 10,000     | 10,000     | 10,000     | 30,000     | 30,000         | -                 | -             |

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### FINANCING SCHEDULE

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<th>Total Future Years</th>
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### POLICY BASIS:

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<th>Transportation Master Plan:</th>
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### CRITERIA RANKING (Check One)

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<th>CRITERIA</th>
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<th>CRITERIA RANKING</th>
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<td>Health &amp; Safety</td>
<td>Provides new infrastructure that promotes a healthy community by encouraging residents, visitors, and employees in the area to leave their cars at home, walk in the neighborhood, use more transit, and seek shopping opportunities locally. The improvements will provide sidewalks and bicycle facilities in a frequently traveled corridor. This project aligns with the City's goals of increasing connectivity and safety for the community. This is achieved by creating a more cohesive city by investing in infrastructure that promotes pedestrian mobility, public safety, and resident access to public transit in all areas of the city.</td>
<td>✓ High □ Medium □ Low</td>
</tr>
<tr>
<td>Benefit to Residents</td>
<td>Constructs infrastructure that provides residents with new opportunities for walking, accessing transit services (including light rail and bus rapid transit), restaurants, and shops. Improves pedestrian/bicyclist safety and traveling experience in this area.</td>
<td>✓ High □ Medium □ Low</td>
</tr>
<tr>
<td>Benefit to Businesses and/or Visitors</td>
<td>Constructs infrastructure that provides employees and visitors new opportunities for walking, accessing transit, restaurants, shops, and other businesses.</td>
<td>□ High ✓ Medium □ Low</td>
</tr>
<tr>
<td>Economic Development</td>
<td>Construct infrastructure that provides new development opportunities for retail, office, commercial, and residential uses by creating safer and reliable access.</td>
<td>□ High ✓ Medium □ Low</td>
</tr>
</tbody>
</table>

### CONSTRAINTS / ASSUMPTIONS

No grants except for the Sound Transit System Access Grant have been secured as of 7/10/2020. Maintenance costs estimates related to utilities (water and power), street sweeping, pavement preservation, SWM infrastructure maintenance, vegetation management, and pedestrian/street lighting. Maintenance costs for local roads/shared use paths are estimated at $5,000 per project and arterial roads are estimated at $10,000.

### TRIGGERS (Project Prerequisites)

### ADDITIONAL PROJECT INFORMATION/JUSTIFICATION (As Needed)
Vicinity Map - SeaTac Airport Station Area Pedestrian Improvements

- **Windsor Heights Apartments** - 326 units (King County Section 8)
- **Carriage House Apartments** - 235 units (King County Moderate Income)
- **SeaTac Airport** - 19,000 jobs, 50 million passengers/yr.
- **Transit Hub & Ped. Bridge to Airport** (Light rail, RapidRide A, ST Express, KC Metro)
- **Bow Lake 55+ Residential Community**
- **Legend**
  - Yellow: Project Improvements
  - Green: Existing Bike Lanes
  - Dark green: Planned Bike Lanes

Path to S 182nd St & Bow Lake Elementary School
December 1, 2021

Mr. Carl Cole
City Manager
City of SeaTac
4800 South 188th Street
SeaTac, WA 98188

RE: Support for City of SeaTac’s Airport Station Area Pedestrian Improvement Project

Dear Mr. Cole:

Sound Transit is pleased to support the City of SeaTac’s application for the Airport Station Area Pedestrian Improvement Project to the Federal Highway Administration FY2022 Transit Alternative Program. Grant funds will be used to support project costs associated with delivering new sidewalks, bicycle lanes, Electric Vehicle charge points, intersection improvements, pedestrian level lighting and streetscape enhancements to support and promote pedestrian mobility within the last mile of the light rail system and the region’s largest airport.

The Airport Station Pedestrian Improvement Project will increase safety for pedestrians, bicyclists, and vehicles in the immediate area surrounding the pedestrian access point for Sound Transit’s SeaTac/Airport Link Light Rail Station and Sea-Tac International Airport. Located within a half-mile of this transportation hub are a 460-unit mobile home park and over 500 multifamily apartments, of which many are affordable housing units. This access point to mass transportation also serves over 1,000 hotel units which accommodates thousands of guests at any given time. In addition, thousands of SeaTac residents work at the airport or at nearby airport-related businesses and walk, bike, or drive to and from their places of employment.

The project will be transformative for the Airport Station area, supporting improved access to transit and investing in safe connections for a low-income community.

Thank you for your consideration of City of SeaTac’s Airport Station Area Pedestrian Improvement Project.

Sincerely,

Mary Cummings
Chief Administrative Officer/Acting Chief Financial Officer

Mary Cummings
March 14, 2022

Ms. Kelly McGourty
Director of Transportation Planning
Puget Sound Regional Council
1011 Western Ave. Suite 500
Seattle WA 98104-1035

RE: Support for City of SeaTac’s Airport Station Area Pedestrian Improvement Project

Dear Ms. McGourty,

On behalf of the Port of Seattle, I am writing to share our support for the City of SeaTac’s application 2022 Regional Federal Highway Administration (FHWA) Grant Program Competition through the Puget Sound Regional Council (PSRC) for their Airport Station Area Pedestrian Improvement Project. Grant funds will be used to support project costs associated with delivering new sidewalks, bicycle lanes, Electric Vehicle charge points, street improvements, intersection improvements, utility upgrades, undergrounding utilities, pedestrian level lighting and street scape enhancements to support and promote pedestrian mobility within the last mile of the region’s largest airport and light rail system.

Currently, there are not adequate sidewalks, American Disabilities Act (ADA) accessible facilities, pedestrian lighting or bike lanes for residents and workers to safely access the Airport Station Area. The Airport Station Pedestrian Improvement Project will therefore be transformative, increasing safety for pedestrians, bicyclists, and vehicles in the immediate area surrounding the pedestrian access point for Seattle-Tacoma International Airport (SEA) – which is owned and operated by the Port of Seattle – and Sound Transit’s Airport Link Light Rail Station. SEA serves approximately 50 million passengers a year, while Sound Transit serves millions of passengers per year and provides mass transit access to the entire Puget Sound Region. Located within a half-mile of this transportation hub are a 460-unit mobile home park and over 500 multifamily apartments, of which many are affordable housing units. This access point to mass transportation also serves over 1,000 hotel units which accommodates thousands of guests at any given time. In addition, thousands of SeaTac residents work at the airport or at nearby airport-related businesses and walk, bike, or drive to and from their places of employment.

The project will improve pedestrian/bike safety access within a quarter mile of the airport and the light rail stations. The improvements will include:

- Installation/improvement of sidewalks.
- Standalone bike lanes separating bicycles from vehicle traffic.
- Pedestrian lighting, undergrounding utilities and removing existing utility poles.
- Improve existing sidewalk infrastructure with landscape buffers and ADA compliant walkways.
- Urban Design guidelines that create a clear visual identity for the Airport Station area.
The City of SeaTac has already invested $2 million into the project. In addition, the City secured a $500,000 System Access Grant from Sound Transit to help improve this area. This near-term project is in SeaTac’s 2022-2027 Transportation Improvement Program and the 2021-2026 Capital Improvement Program. The project will serve as a catalyst for progressing the City Center plan. This project invests in a disadvantaged community and improves accessibility, mobility, and safety of residents as they travel to and from work; the project also provides the first steps towards the transition of our community to electrification.

The Port of Seattle’s support for this grant application is a natural extension of the ongoing partnership between the Port and the City. SEA is located entirely within the City of SeaTac boundaries, covering over 40 percent of the city’s land area. In 2017, the Port and the City signed a new, ten-year interlocal agreement (ILA) that addresses the overlapping statutory authority between the City and the Port concerning such issues as planning, land use and zoning, transportation, surface water management, critical environmental areas, and public safety. Pedestrian access to the airport and light rail is a perfect example of how our two jurisdictions can collaborate for mutual benefit.

Thank you for your consideration of City of SeaTac’s Airport Station Area Pedestrian Improvement Project.

Sincerely,

Ryan Calkins

Port of Seattle Commission President
March 11, 2022

Kelly McGourty  
Director of Transportation Planning  
Puget Sound Regional Council  
1011 Western Ave. Suite 500  
Seattle WA 98104-1035

RE: Support for City of SeaTac’s Airport Station Area Pedestrian Improvement Project

Dear Director McGourty,

On behalf of Seattle Southside Chamber, I am writing to share our support for the City of SeaTac’s application 2022 Regional Federal Highway Administration (FHWA) Grant Program Competition through the Puget Sound Regional Council (PSRC) for their Airport Station Area Pedestrian Improvement Project. Grant funds will be used to support project costs associated with delivering new sidewalks, bicycle lanes, Electric Vehicle charge points, intersection improvements, pedestrian level lighting and street scape enhancements to support and promote pedestrian mobility within the last mile of the region’s largest airport and light rail system.

Currently, there aren’t adequate sidewalks, American Disabilities Act (ADA) accessible facilities, pedestrian lighting or bike lanes for residents and workers to safely access the Airport Station Area; this project will be transformative. The Airport Station Pedestrian Improvement Project will increase safety for pedestrians, bicyclists, and vehicles in the immediate area surrounding the pedestrian access point for Sea-Tac International Airport (SEA) and Sound Transit’s Airport Link Light Rail Station. SEA serves approximately 50 million passengers a year, while Sound Transit serves millions of passengers per year and provides mass transit access to the entire Puget Sound Region. Located within a half-mile of this transportation hub are a 460-unit mobile home park and over 500 multifamily apartments, of which many are affordable housing units. This access point to mass transportation also serves over 1,000 hotel units which accommodates thousands of guests at any given time. In addition, thousands of SeaTac residents work at the airport or at nearby airport-related businesses and walk, bike, or drive to and from their places of employment.

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Thank you for your consideration of City of SeaTac’s Airport Station Area Pedestrian Improvement Project.

Sincerely,

Andrea H. Reay
President/CEO
Southside Chamber