BURIEN PEDESTRIAN AND BICYCLE FACILITIES PLAN

APPENDICES

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Appendix A: Overview of Pedestrian and Bicycle Facilities

This appendix contains an overview of different types of pedestrian facilities, bicycle facilities and recreational trail facilities.

I. Pedestrian Facilities

Almost everyone is a pedestrian at some point during the day. Pedestrians include children walking to and from school, people using wheelchairs or other mobility aids, people walking to transit stops, or people walking to and from their vehicles. According to Washington State law (Revised Code of Washington 46.04.400), a pedestrian is: "Any person who is afoot or who is using a wheelchair or a means of conveyance propelled by human power other than a bicycle."

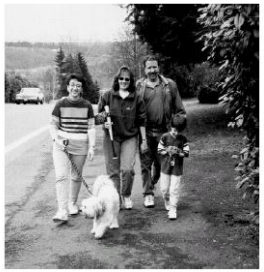
Walking meets the transportation needs for a significant segment of the population that does not drive (elderly, children, the economically disadvantaged, people with disabilities or those who choose not to drive). Based on 2000 U.S Census data (as summarized by the Washington State Office of Financial Management) 8.6% of occupied housing units in Burien do not have access to a vehicle. A community's pedestrian system offers recreational opportunities for both local and out-of-town users. Pedestrian facilities range from sidewalks to paths to pedestrian amenities, such as benches (street furniture), landscaping, street crossings or lighting.

Washington's *Pedestrian Facilities Guidebook (1997)* contains detailed information related to recommended pedestrian facility design in Washington. This document is recommended for local jurisdiction usage by the Washington State Department of Transportation (WSDOT), Puget Sound Regional Council (PSRC), the County Road Administration Board (CRAB), and the Association of Washington Cities (AWC). Burien's pedestrian system will be developed to be consistent with at least the minimum guidelines recommended in this document when feasible, in order to coordinate with other local, regional, and state planning efforts and recognized best planning practices.

Pedestrian facilities described in this subsection include those generally located *within street rights-of-way that are adjacent or parallel to the roadway*. Pedestrian facilities that generally are located outside of street rights-of-way (e.g. in

parks or open spaces) are discussed later in this Appendix in the subsection on Recreational Trails. Major types of pedestrian facilities include:

- **Roadway Shoulders.** Roadway shoulders often serve as pedestrian routes in many Washington communities, including Burien. Roadway shoulders can be adequate for pedestrian usage on roadways that have relatively low traffic volumes. Shoulders may be paved or unpaved (gravel/compacted earth). Roadway shoulders may be delineated as pedestrian areas via methods such as striping or contrasting pavement material (raised pavement markers may also be used, but are not appropriate on some roadways, due to potential interference with bicycle traffic). According to the *Pedestrian Facilities Guidebook*, shoulders that are part of designated school walk routes should be a minimum of five feet wide if provided on both sides and eight feet wide if provided on only one side or on roadways with over 2,000 vehicles per day, if possible. Other shoulder facilities are recommended to be at least 3-5 feet minimum width (less than 400 vehicles per day) *where feasible*. It is recommended that these facilities do not double as bicycle lanes if possible. In some cases, shoulders are separated from the roadway by ditches or swales. Examples of roadway shoulder facilities in Burien include those along SW 132nd Street (4th Avenue SW to SW Ambaum Boulevard).



Roadway Shoulder

- **Sidewalks.** Sidewalks are located adjacent to roadways, and are usually separated vertically and made of concrete or other hard surfacing. They can be positioned directly next to the roadway (generally with curb and gutter) or may be separated from the street with a planting strip, ditch, or swale. The recommended minimum width for sidewalks is five feet on local streets and six feet on most other roadways. Within Central Business Districts (CBDs), sidewalks should generally be wider to accommodate groups of people and street activity (sidewalk cafes, etc). If sidewalks are separated from the street, the recommended width for the planter strip is four feet minimum. Examples of sidewalks in Burien include those along SW 152nd Street (1st Avenue South to 10th Avenue SW).

Sidewalk

Walkway

- **Walkways.** Walkways are similar to sidewalks, except that generally walkways are not raised, and construction materials may be soft or hard surface. Instead of vertical separation from the street via curb and gutter, walkways are separated from the roadway via planting strips, swales, ditches, extruded curbs, or barriers. The City of Burien's Stormwater Management Plan encourages the usage of swales for stormwater treatment. Many of Burien's roadways are currently served by swale or ditch stormwater management systems. The recommended minimum width is five feet. It is preferable that walkways are separated from roadways by at least five feet when feasible. Examples of walkways in Burien include S 192nd Street (4th Avenue South to 1st Avenue South – in this case, the walkway is separated from the roadway via extruded curb).

- **Shared Use Path.** This type of facility accommodates pedestrians, bicycles and often times other nonmotorized transportation or recreation (e.g. in-line skating). Most times, these facilities are located separate from roadways, in their own travel corridor, or exclusive right-of-way—this is recommended by AASHTO and WSDOT. (Sometimes these types of facilities are referred to as "trails" or "multi-use paths".) Shared use paths may or may not have pavement striping that indicates direction of travel, or that separates walkers from those on wheels. In general, the recommended minimum width for two-directional shared use paths is 10-14 feet. Equestrian trails should be separate from shared use paths. Sometimes shared use paths are not paved—these generally do not experience high levels of use and are located in more primitive areas. Examples of shared use paths in Burien include the path on the southern side of Seahurst Park Road and the path on the west side of 4th Avenue SW (from SW 128th Street to SW 146th Street).

Shared Use Path

Note: The types of facilities listed above are basic types, and the photos are intended for illustration only.

Pedestrian facilities do not just include walkways. Other pedestrian facilities or pedestrian facility components include: pedestrian crossings and other intersection treatments, traffic calming, curb bulbs/extensions, street furnishings, trash receptacles, landscaping and vegetation, lighting, signage/informational kiosks, public art, transit access or other pedestrian-oriented features or activities.

II. Bicycle Facilities

Bicycles are used for a variety of reasons but mostly for transportation and recreation. Bicycle travel offers commuters, children, and others a significant low-cost option for transportation. Bicycling is also an important recreational option for people of all ages.

The American Association of State Highway and Transportation Officials (AASHTO) *Guide for the Development of Bicycle Facilities* (1999) and the Washington Department of Transportation's *Bicycle Facility Design Guidance* discuss several types of bikeway facilities. Burien's bicycle system will be developed to be consistent with at least the minimum standards recommended in these documents when feasible, in order to (1) coordinate with nationally-recognized best practices and (2) coordinate with other local, regional and state planning efforts. The Puget Sound Regional Council (PSRC) recommends that local jurisdictions look to the AASHTO document for minimum uniform bikeway standards.

The major types of bicycle facilities include the following:

- **Shared Roadway (No Bikeway Designation).** Shared roadways (without bikeway designations) are roadways without any striping or signage to indicate bicycle usage. Bicycles share travel lanes with vehicles, or might travel on a paved shoulder if available. Roadways with low traffic volumes may work well as "shared roadways". On these types of facilities, wider outside lanes are beneficial for bicycles (e.g. 14 feet). The "widened striped paved shoulder" facility prevalent in Burien (for example, along SW 149th

Shared Roadway

Street) is a local variation on this type of facility. The "widened striped paved shoulder" in Burien is often used for bicycle travel, pedestrian travel, and parking (it is not dedicated solely to bicycle traffic).

- **Signed Shared Roadway.** This type of facility is a roadway that is designated for bicycle usage via bike route signs on the side of the roadway. This type of facility may or may not have striped shoulders. The signing indicates to bicyclists that the roadway is a "preferred route" compared to other potential routes—if routes are signed as bikeways, they should be treated as bikeways in terms of maintenance and removal of bicycling barriers. Sometimes these types of routes are also referred to as "bike boulevards"—though this designation implies that traffic calming measures have been implemented to ensure ease of bicycle travel. With this type of facility, vehicles and bicycles share travel lanes. Sometimes outside lanes are wider than usual (e.g. 14 feet). These types of facilities often (1) provide connections to other bicycle facilities or (2) designate preferred bicycle routes. There are no designated signed shared roadways in Burien.

Signed Shared Roadway

- **Bicycle Lane.** This type of facility is located on a roadway. Bicycle lanes are one-way, with bicycle traffic traveling in the same direction as vehicle traffic. Bicycle usage is designated via appropriate signage as well as painted pavement striping and markings. These facilities are intended to delineate the portion of the right-of-way that is assigned to bicyclists (as well as to motorists) and to accommodate bicyclists where it is uncomfortable to ride. Generally, bicycle lanes are appropriate for arterial roadways, or for roadways that have posted speeds greater than 25 miles per hour or traffic volumes higher than 3000 vehicles per day. In general, the recommended minimum width for bicycle lanes is five feet. An example of a bicycle lane in Burien is SW 144th Street between SW Ambaum Boulevard and 13th Avenue SW.

Bicycle Lane

- **Shared Use Path.** This type of facility accommodates bicycles, pedestrians and other nonmotorized transportation or recreation (e.g. in-line skating), and is described in the pedestrian facilities section above. These facilities most often are not located adjacent to roadways, due to some of the pedestrian-bicyclist conflicts that potentially occur. An example of a shared use path in Burien is the path on the south side of Seahurst Park Road.

Note: The types of facilities listed above are basic types, and the photos are intended for illustration only.

The type of bicycle facility appropriate for implementation may depend on the type of bicycle user that the facility is intended to serve, though many believe that facilities should be designed to accommodate the majority of users. The *Guide for the Development of Bicycle Facilities* identifies three major types of users (based on a 1994 Federal Highway Administration report). Many bicyclists are a combination of the following types:

- **Advanced/Experienced Riders.** These users generally use their bicycles as they would use a motor vehicle. These riders want convenience and speed and are comfortable riding with vehicle traffic if sufficient space is provided (e.g. signed shared roadways).
- **Basic Riders.** These users are generally less confident riding with vehicle traffic and prefer designated bicycle facilities on busy streets. Otherwise, they generally prefer shared-use facilities or neighborhood streets. They may be riding for recreation or transportation.
- **Children.** These users may not travel as fast as adults, but especially because they do not drive, require access to key facilities such as schools and parks. They generally prefer shared-use facilities, residential streets with low vehicle speeds, or facilities separated from vehicle traffic with space or barriers.

Other factors affecting the type of facility appropriate for an area include location, parking, barriers, safety/security, directness, accessibility, aesthetics, availability of right-of-way, amount of stops, conflicts between different transportation types, maintenance, pavement quality, potential use, truck/bus traffic, traffic volume and speed, environmental compatibility, costs, and federal/state/regional/local laws and ordinances.

Bicycle Parking

Bicycle parking is often provided at locations that attract bicyclists, such as schools, parks or commercial centers. There are two major types of bicycle parking:

- **Long-term bicycle parking.** Long-term parking is generally located where bicyclists might leave their bicycles for longer than two or three hours (such as transit centers, schools, or places of employment). Long-term bicycle parking is secure and often covered (protected from the weather). Examples include lockers, cages, or rooms within buildings.
- **Short-term bicycle parking.** Short-term bicycle parking is generally located where bicyclists leave their bicycles for two or three hours maximum. "Bicycle racks" is another term for short-term bicycle parking. Short-term bicycle parking should be placed in visible locations (e.g. near a store entrance) but out of the way of pedestrian traffic. These facilities may or may not be covered. The most secure types of bicycle racks are "wave racks", or those that look like "U"s; the rack should accommodate locks that can secure both the bicycle frame and wheels.

III. Recreational (Off-roadway) Trail Facilities

Recreational trails can be intended for use by pedestrians, bicyclists, or both. In this subsection, recreational trails are defined as pathways *outside of the roadway right-of-way*. Shared use paths, as discussed under the pedestrian facilities section, can also be categorized as recreational trail facilities. Of course, pedestrian/bicycle facilities, such as sidewalks, are also often used for recreation. Trail facilities are often located within open spaces, abandoned railway right-of-way, utility easements, parks, greenways, campuses, or along waterfronts. Although recreational trails are often used for transportation purposes, the primary purpose is recreation.

Trails provide important outdoor recreational opportunities for all. Although all recreational trails may not be accessible to all users, including people with disabilities, it is generally sound civic practice to provide accessible recreation experiences for everyone to the maximum extent possible. The decision regarding level of accessibility on a

particular trail includes several factors, such as location, topography, and level of development. Opportunities for recreation enhance community livability and provide people with recreation choices. According to the American Medical Association (1998), 60 percent of Americans lead completely sedentary lifestyles, and 40 percent are clinically overweight.

According to the *Pedestrian Facilities Guidebook*, there are three general types of pedestrian recreational trails: easy, moderate and difficult. These can in some cases be marked according to the level of difficulty.

Trail Example

- **Easy trails.** Easy trails are generally paved or boardwalk with a recommended minimum clear width of 48 inches. Recommendations also include a maximum grade of 8.3 percent for a maximum distance of 30 feet, cross slope maximum of 2 percent, and maximum rest area interval of 400 feet.
- **Moderate trails.** Moderate trails are generally compacted crushed rock or compacted dry earth with a recommended minimum clear width of 36 inches. Recommendations also include a maximum grade of 10-14 percent for a maximum distance of 50 feet, cross slope maximum of 3 percent, and maximum rest area interval of 900 feet.
- **Difficult trails.** Difficult trails vary with regard to construction material and have a recommended minimum clear width of 28 inches. Recommendations also include a maximum grade of 20 percent for a maximum distance of 50 feet, cross slope maximum of 5 percent, and maximum rest area interval of 1,200 feet.

Other potential recreational facilities identified by the WSDOT *Pedestrian Facilities Guidebook* include:

Pedestrian-Only Path. These pathways are intended for exclusive use by pedestrians and can be paved or unpaved. They function as recreation or transportation facilities. Often these types of facilities provide access through parks and neighborhoods.

Pedestrian-only Path

Current King County trail standards include three types of trail facilities: (1) separated asphalt pathways, (2) neighborhood pathways (soft surface, minimum four feet wide, 10-foot vertical clearance) and (3) multi-purpose paths/trails.

Recreational trails in parks, especially lesser developed parks, often vary in terms of width, material (crushed rock, wood chips, etc.), and degree of maintenance.

Appendix B: Existing Conditions and Deficiencies

I. Existing Conditions and Deficiencies

In general, Burien's pedestrian and bicycle system is piecemeal; there is no distinct, connected layout of facilities. Much of this is due to Burien's youth as a city, and the fact that it was developed as unincorporated area prior to incorporation ten years ago. There is a noticeable lack of sidewalks in the eastern and southern portions of the city. There is also a lack of continuous east-west or north-south pedestrian or bicycle corridors (though there are exceptions, e.g. 4th Avenue SW or SW 152nd Street). The pedestrian system is comprehensive in certain areas but, in many other areas, lacks connections and is not compliant with the Americans with Disabilities Act (ADA). On some stretches of roadway, existing sidewalks are in fair or poor condition. There are few bicycle facilities in Burien, and those that exist are disjointed. Recreational trail facilities exist, but they are not connected comprehensively, and they are not generally developed to specific standards or trail hierarchies.

1. Existing Pedestrian Facilities

- **Sidewalks. Figure B-1** shows the locations of existing sidewalks in Burien. On **Figure B-1**, sidewalks are categorized into two main categories: less than five feet wide and five feet wide or greater. These categories show which sidewalks meet recommended width and ADA standards (five feet) and which do not. Most sidewalks are concentrated in the center of the city or along major north-south/east-west routes. Most sidewalks five feet wide or greater are located along streets with relatively higher traffic volumes, such as SW 148th Street, SW 160th Street, or SW Ambaum Boulevard. Sidewalks less than five feet wide are generally concentrated in the central northern portion of the city, as well as along SW 116th Street, and SW 152nd Street, west of 10th Avenue SW. Most newer sidewalks in Burien are ADA compliant, and many have pedestrian amenities, such as benches or landscaping (particularly in the downtown area). Several of the older sidewalk segments in the city are of poor surface quality (tree roots, etc.) and/or are not ADA compliant.

- **Widened striped paved shoulder.** As discussed earlier, Burien has several widened striped shoulders (shown on **Figure B-1**), which are used for bicycle and pedestrian travel, as well as parking. These facilities do not have signage or pavement markings indicating bicycle or pedestrian travel. Existing widened striped shoulders are generally located in clusters near Lake Burien, Hazel Valley Elementary School, and in the Shoreline neighborhood.

- **Shared use paths.** Shared use paths in Burien include a 10-foot concrete path on the south side of Seahurst Park Road heading into Seahurst Park, and the 10-foot concrete path on 4th Avenue SW (SW 128th Street to SW 146th Street).

Existing Crosswalks

Figure B-2 shows existing signalized and unsignalized crosswalks in Burien. Most are concentrated on arterial streets and around schools. According to the *Pedestrian Facilities Guidebook*, crosswalks are most effective when they are "ladder bar" type crosswalks (many white stripes parallel to the roadway) rather than horizontal bars (two lines perpendicular to the street) because they are easier to see for motorists. Most of Burien's crosswalks are ladder bar, though some have horizontal bars. Some of Burien's crosswalks, particularly in the downtown area, are constructed from contrasting material (e.g. concrete instead of asphalt). It should be noted that brick crosswalks can often become slippery during rainy or frosty weather.

Existing Americans with Disabilities Act (ADA) Facilities

ADA facilities range from ramps at intersections to texturized pavement to communications facilities to accessible driveway design. Most of the existing ADA ramps in Burien are concentrated in the downtown commercial core or on newer sidewalk facilities. Some of the ramps in Burien are not constructed to ADA standards (e.g. some are too steep, angled into traffic, or have poor pavement condition). The Burien Transit Center is ADA-accessible, and most transit stops in Burien have concrete landing pads (although some of them are not connected to a pedestrian network).

Existing Pedestrian Amenities

Most of Burien's pedestrian amenities (landscaping, street furnishings, trash receptacles, etc) are concentrated in the downtown/central area along newer streets. Pedestrian amenities can help make the pedestrian environment safer or more appealing. Some recreational trails in city parks (e.g. Seahurst Park) feature pedestrian amenities such as restrooms, trash receptacles, benches, or interpretive signage. Other areas of the city noticeably lack pedestrian amenities.

School Safe Walk Areas

Figure B-3 shows designated safe walk routes, as determined by individual schools within the Highline School District in Burien. Per Washington Administrative Code 392-151-025, all public school districts within Washington must prepare safe walking route maps, which are recommended routes for children to walk to school. **Figure B-3** is a conglomeration of all the maps for public schools in Burien. Some of the designated routes overlap each other.

2. Existing Recreational (Off-Roadway) Trails

Figure B-1 shows the existing trails in Burien. It is important to recognize that some of the trails shown on **Figure B-1** may be on private property. The inventory does not imply that the trails on private property should be opened to public usage – it simply shows where trails exist and where people are walking now. The inventory does not distinguish between "recognized trails" and those that are not recognized by the city. One of the outcomes of this plan was to identify certain trails as part of a recognized trails hierarchy and establish standards and maintenance methods for those trails.

The majority of existing trails are in parks or open space, particularly Seahurst Park, Salmon Creek Ravine, Shorewood Park, Dottie Harper Park and Lake Burien School Park. Other trails include the trails within public right-of-way in the Three Tree Point neighborhood (known colloquially as "Indian Trails"), which were established as trails by City Ordinance in 1995. For more information on existing conditions at specific parks, please refer to the "Areas of Community Focus" subsection of this Appendix.

Existing Recreational Trail Amenities

Recreational trail amenities include features such as benches or resting areas, viewpoints, directional signage, interpretational signage, pet waste disposal facilities, trash receptacles, water fountains or restrooms. There are two park trails that have interpretational signage: the Seahurst Park esplanade and Dottie Harper Park. Trails in Seahurst Park are slated for improvements and increased amenities, per the adopted Seahurst Park Master Plan. Burien trails lack a unified signage system. Sometimes it is difficult for walkers to know where trails officially begin or end due to the lack of signage. Burien trails also do not generally have trash receptacles or pet waste disposal facilities.

Recreational Trail Maintenance

The following recreational trails in Burien are maintained on an as-needed basis: Seahurst Park esplanade, Seahurst Park service road, Seahurst Park North Nature Trail, Lake Burien School Park walking loop, trails within Shorewood Park, the circular asphalt path within Lakeview Park, and trails within Dottie Harper Park. The City of Burien does not currently have a regular maintenance schedule for trails and does not have an established trail hierarchy on which maintenance plans could be based.

3. Existing Bicycle Facilities

Bicycle facilities in Burien are shown on **Figure B-1**. Burien has few existing bicycle facilities, and those that do exist are unconnected. No bicycle "system" exists at this point in time.

- **Shared use paths.** Shared use paths in Burien include a 10-foot concrete path on the south side of Seahurst Park Road heading into Seahurst Park, and the 10-foot concrete path on 4th Avenue SW (SW 128th Street to SW 146th Street). Although this type of facility is often located in its own right-of-way corridor, the existing shared use paths in Burien are located adjacent to streets.
- **Bicycle lanes.** The only bicycle lane in Burien is located on the north and south sides of SW 144th Street between Ambaum Boulevard SW and 14th Avenue SW (near Seahurst Elementary School). It is unmaintained as a bikeway.
- **Signed shared roadway.** There are no signed shared roadways in Burien.

- **Widened striped paved shoulder.** As discussed earlier, Burien has several widened striped shoulders (shown on **Figure B-1**), which are used for bicycle and pedestrian travel, as well as parking. These facilities do not have signage or pavement markings indicating bicycle travel. Existing widened striped shoulders are generally located in clusters near Lake Burien, Hazel Valley Elementary School, and in the Shoreline neighborhood.
- **Bicycle Facility Maintenance.** Burien maintains the existing shared use paths monthly (sweeping for debris, glass, etc.). All arterial roadways are swept monthly. SW 144th Street is not on the list of regularly maintained streets.

Bicycle Parking

In general, Burien lacks bicycle parking. All of the schools within Burien have bicycle parking, but much of the bicycle parking at schools is short-term rather than long-term (which is preferable and would be more secure). Some public facilities in Burien have short-term bicycle parking, including the Burien Community Center, City Hall, Lake Burien Park and Seahurst Park. The Burien Transit Center has short-term bicycle parking, but not long-term, such as bicycle lockers. Lake Burien Park's bike parking is not the secure type. The reconstruction of SW 152nd Street (between 1st Avenue South and 10th Avenue SW) includes short-term bicycle parking facilities to serve the downtown commercial area. Burien's development code contains standards related to short-term bicycle parking but does not discuss long-term bicycle parking requirements.

Other Bicycle System Amenities

Other bicycle system amenities include rest areas, water fountains, phones, maps, directional signs, etc. Burien has very few bicycle system amenities, though certain pedestrian/bicycle amenities such as lighting are in place along Seahurst Park Road and 4th Avenue SW.

Burien coordinates "bikes on buses" with King County Metro and Sound Transit. All buses that stop in Burien are equipped with bicycle racks for multimodal trips.

4. Areas of Community Focus

Several locations in Burien are considered "pedestrian and bicycle attractors/generators". This means that these locations are places pedestrians and bicyclists want to be. Examples include parks, schools, commercial areas, and transit corridors. The Burien Comprehensive Plan calls for trail, pedestrian and bicycle connections among these types of locations. The following descriptions characterize the nonmotorized system near significant community focal points in Burien.

Downtown Burien (Future Town Square Area). The pedestrian system in downtown Burien (roughly bounded by 1st Avenue South, 10th Avenue SW, SW 148th Street and SW 153rd Street) is improving due to recent reconstruction efforts. The reconstruction of SW 152nd Street (between 10th Avenue SW and 1st Avenue South) narrowed the street to two lanes for safety and added new, wider sidewalks and pedestrian amenities such as landscaping, public art, benches, lighting, trash receptacles, as well as ADA access.

The rest of Burien's downtown is more comprehensive than most parts of the city in terms of pedestrian facilities, though there are still noticeable gaps. Most street segments have sidewalks, but some of those that exist lack amenities or ADA access and in some cases the surface quality is fair or poor. However, some of the sidewalks in the downtown area are ADA accessible. The crossings on SW 153rd Street are made of brick. SW 150th Street has a mid-block crossing. SW 148th Street has a crossing (at 6th Avenue SW) with signage and lighting. A signature characteristic of Burien's downtown is that pedestrians often must travel through large parking lots to reach their destinations. Many of these connectivity issues will be addressed through the city's plan for a redeveloped Town Square.

The bicycle system within and to downtown Burien is not comprehensive. The shared use path on 4th Avenue SW ends at SW 146th Street, which is shy of the downtown area. This is the only designated bicycle facility connecting to the downtown area, although SW 152nd Street west of 10th Avenue SW has a striped shoulder on the north side. At this point in time, Burien does not have an ordinance related to bicycling in the Central Business District. Bicycle parking is notably lacking in downtown Burien (aside from SW 152nd Street).

Burien Transit Center. The Burien Transit Center is generally located in the downtown area. (SW 148th Street/4th Avenue SW). The Transit Center/Park-and-Ride is slated for reconstruction at a future date as a mixed-use Transit-Oriented Development (TOD) in coordination with King County METRO. The pedestrian system around the transit center is generally adequate. 4th Avenue SW is the only bicycle facility that connects to the transit center. There is no long-term bicycle parking at the transit center.

Major Transit Lines. Major transit roadways in Burien include the following:

- *SW Ambaum Boulevard* – Pedestrian facilities most of its length. Some segments are in poor/fair condition. Little separation from traffic (around curves separation is via Jersey barriers). Several mid-block crossings.
- *4th Avenue SW* – Shared use path facility intended for pedestrian and bicycle use.
- *1st Avenue South* – Notable lack of sidewalks or bicycle facilities, particularly north of SW 148th Street. However, the 1st Avenue South project (Phase 1 and Phase 2), which is in the City's Transportation Improvement Program (TIP), will address deficiencies along this corridor.
- *Des Moines Memorial Drive South* – Lack of pedestrian and bicycle facilities, though an interjurisdictional current planning effort (City of SeaTac and the Port of Seattle) is addressing the need for a pedestrian/bicycle trail on and near this roadway, which will connect with other regional trail facilities. Concrete pads exist at some transit stops.
- *21st Avenue SW/Marine View Drive SW* – Lack of pedestrian or bicycle facilities. Concrete pads exist at some transit stops.
- *SW 146th Street* – Sidewalks and bicycle access via 4th Avenue SW.
- *SW 150th Street* – Adequate sidewalks, no bicycle facilities.
- *SW/S 156th Street* – Lack of pedestrian and bicycle facilities, specifically between 10th Avenue South and 4th Avenue SW.
- *SW 160th Street* – Sidewalks, no bicycle facilities. Crossing at SW Sylvester Road is slated for revision.

Community Center/Skate Park/Dottie Harper Park/Burien Public Library. This area is located just north of Burien's downtown core. Pedestrian connections are somewhat adequate, though there are no pedestrian facilities on SW 144th Street and street crossings are an issue on some approaches. Bicycle access to the Community Center is intended to occur via 4th Avenue SW – there are no other connecting bicycle facilities. 6th Avenue SW, adjacent to the library, has sidewalks on the east side but not on the west side. There is no designated bicycle access on 6th Avenue SW. There is short-term bicycle parking at the Community Center and the Burien Library.

Highline Senior Center. Pedestrian access to the existing Senior Center primarily occurs via SW Ambaum Boulevard. Sidewalks on this roadway generally have trip hazards and are close to higher-speed vehicle traffic, which may prove obstacles to some elderly citizens. SW 136th Street, which runs by Chelsea Park and traverses the city, does not have sidewalks on both sides between 1st Avenue South and the Senior Center. Behind the Senior Center, there is an access to Seahurst Park trails, though it is not maintained and difficult to locate. There is no bicycle access to the Senior Center.

Occupational Skills Center. The Occupational Skills Center (Des Moines Memorial Drive South and 8th Avenue South) has little pedestrian access. There is sidewalk on the northern corners of the Des Moines Memorial Drive/8th Avenue South intersection and a signalized roadway crossing, but the sidewalk ends abruptly. There are no bicycle facilities.

Manhattan Community Center Area. The Manhattan Community Center/Food Bank does not have immediate access by either pedestrian or bicycle facilities and is difficult to locate.

Moshier Park/Moshier Art Center. S 156th Street has sidewalk between the SR 509 overpass and Des Moines Memorial Drive South. However, this sidewalk does not connect west with the rest of Burien. S 152nd Street, north of the park, also lacks sidewalks. East of the park on Des Moines Memorial Drive South, there is a short segment of sidewalk on the west of the roadway. There is a crossing at the entrance to Moshier Park that is marked with a blinking light. There are no bicycle facilities or bicycle parking.

Seahurst Park. The primary entrance to Seahurst Park is along Seahurst Park Road. This route is well served by pedestrian and bicycle access via sidewalks, bike lanes, and a shared use path. Other park accesses are not marked or formalized and, in some cases, enter the park via private property (behind the Highline Senior Center, on SW 137th Street, on Shorewood Drive, other locations). There are several existing trails and proposed trails within Seahurst Park that will be developed as part of the adopted Seahurst Park Master Plan. Other trails currently exist but are not formal parts of the adopted Seahurst Park Master Plan. At this time, most of the trails are unpaved, unmaintained, and are not constructed to a specific standard, though the plans for many of the trails are included in the Seahurst Park Master Plan. In general, the pedestrian facilities lack directional signage, etc.

Salmon Creek Ravine Open Space Area. There is an extensive internal trail system within Salmon Creek Ravine. Trails are unpaved and unmaintained. Accesses are unmarked (SW 130th Street, two on SW Shorewood Drive (though one is gated and locked), others from the east). There are no formalized pedestrian or bicycle linkages to this area.

Shorewood Park. Shorewood Park has a 0.8-mile internal trail. There are several pedestrian connections to the park, including accesses on 28th Avenue SW, behind Shorewood Elementary School, and via a trail at the end of 27th Place SW. There is a pedestrian/bicycle facility in the form of a widened, striped shoulder on 28th Avenue SW, and there are sidewalks/widened shoulders on 26th Avenue SW.

Lake Burien School Park. Lake Burien School Park has a circular dirt path around the park. The park is bordered by sidewalk on the west, and striped shoulders on the north and south. There are several crosswalks near the park. The park has bicycle parking, though the bicycle racks are not the preferred type.

Chelsea Park. Chelsea Park is located across SW Ambaum Boulevard from the Highline Senior Center. There are many sidewalks in the area, though they are not all ADA-compliant or preferred widths. SW 136th Street has a widened shoulder on the south side adjacent to the park, but there are no designated marked bicycle facilities.

Lakeview Park. Lakeview Park is located across SW 160th Street from Sylvester Middle School. SW 160th Street adjacent to the park has both sidewalks and striped shoulders on both sides. The other streets adjacent to the park do not have bicycle or pedestrian facilities.

Kiwanis Park (Private Park). Kiwanis Park is located adjacent to Sylvester Middle School and is not open to the general public. Currently, there are no pedestrian or bicycle facilities along SW 4th Avenue north of the park. On SW Sylvester Road, there is a small piece of sidewalk in front of the school. A new sidewalk will be built on Sylvester Road (Sylvester Road SW project), which will provide a pedestrian connection to SW 160th Street. Pedestrian linkages along SW 160th Street are incomplete, particularly near the intersection with 1st Avenue South. There are no bicycle facilities in the vicinity of the park.

Shorewood Elementary School. Shorewood Elementary is located adjacent to Shorewood Park. There are sidewalks on the south side of SW 116th Street and the west side of 26th Avenue SW near the school. The north side of SW 116th Street and the east side of 28th Avenue SW have striped shoulder facilities. Other nearby roadways do not have pedestrian or bicycle facilities. There are unsignalized crosswalks on major intersections on SW 116th Street near the school.

Hazel Valley Elementary School. Hazel Valley Elementary is adjacent to the shared use path on 4th Avenue SW. North of the school SW 132nd Street has a sidewalk on the north side. There is a striped shoulder facility to the south of the school, and no pedestrian or bicycle facilities to the immediate west of the school. Intersections along SW 132nd Street have unsignalized crosswalks (5th Avenue SW and 6th Avenue SW). Some sidewalk facilities will be installed in conjunction with the reconstruction of the school building.

Cedarhurst Elementary School. Cedarhurst Elementary has notably few pedestrian or bicycle facilities. 8th Avenue South, 6th Avenue South, and S 132nd Street do not have facilities. S 136th Street, to the south of the school, has sidewalks on both sides. There is a pedestrian connection/dirt trail that children use to walk to school between 8th Avenue S and 12th Avenue S, but it is not maintained. There are unsignalized crosswalks near the school at intersections along S 132nd Street.

Gregory Heights Elementary School. The area around Gregory Heights Elementary has few sidewalks (on SW 160th Street, both sides). There are striped shoulders on the east side of 19th Avenue SW, the east side of 16th Avenue SW, SW 164th south of the school and on SW 160th Street. SW 162nd Street has striped shoulders on the south side of the street. There are several crosswalks near the school on all streets. Sidewalk will be built on the school-side of the streets in coordination with the school reconstruction.

Seahurst Elementary School. Seahurst Elementary is served by some pedestrian and bicycle facilities. There are bicycle lanes on SW 144th Street from SW Ambaum Boulevard to 14th Avenue SW. SW 146th Street adjacent to the school has striped shoulders and a short sidewalk segment. 14th Avenue SW has both sidewalk and striped shoulder on the west side.

Sunnydale Elementary School. Sunnydale Elementary is located along Des Moines Memorial Drive South, which does not have pedestrian or bicycle facilities at this time. The City of SeaTac has jurisdiction over Des Moines Memorial Drive South adjacent to the school, and along with the Port of Seattle has interjurisdictional plans for a pedestrian and bicycle trail along or near the roadway (Westside Trail Corridor Study). Sidewalks exist on South 156th Street and on the north side of South 160th Street. There is a connection to the school field off South 158th Street. There are no existing bicycle facilities near the school.

Sylvester Middle School. There are sidewalks on both sides of SW 160th Street near Sylvester Middle School. Currently, there are no pedestrian or bicycle facilities along SW 4th Avenue north of the school. On SW Sylvester Road, there is a small piece of sidewalk in front of the school. A new walkway is slated for construction on the east side of Sylvester Road near the school, which will provide a pedestrian connection to SW 160th Street.

Highline High School. Highline High School backs onto Moshier Park and S 156th, which has sidewalk facilities but no bicycle facilities. SW 152nd Street, which fronts the school, lacks connected pedestrian or bicycle facilities. There is a small stretch of sidewalk in front of the school, which does not connect to the east or west. There are two unsignalized crosswalks near the school.

Satellite Alternative High School. This facility is near the Manhattan Community Center/Food Bank. It is fronted by a sidewalk, which is the only pedestrian facility in the area. There are no designated bicycle facilities near the school.

St. Francis of Assisi Primary School (private). St. Francis Primary is served by pedestrian facilities directly adjacent to the school (on 21st Avenue SW between SW 152nd Street and SW 154th Street and on the north side of SW 152nd Street). Areas immediately south of the school do not have pedestrian facilities; several footworn dirt paths on 21st Avenue SW indicate that pedestrians use the land on the side of the roadway for walking (due to the narrow shoulder). There are no bicycle facilities.

St. Bernadette Primary School (private). St. Bernadette Primary is immediately north of Burien city limits. St. Bernadette is only served by sidewalks on SW Ambaum Boulevard approaching from the south – there are no existing bicycle or pedestrian facilities elsewhere near the school.

John F. Kennedy Memorial High School (private). John F. Kennedy High School is located along 1st Avenue South, which has no pedestrian or bicycle facilities in this area. This issue should be addressed through the 1st Avenue South Phase 2 project that is currently scheduled in the City's Capital Improvement Program.

There are other recreational facilities, schools, and other focal points that serve Burien citizens but are located outside of city limits. These include: Seola Park, Salmon Creek Park, Hazel Valley Park, Puget Sound Park, North SeaTac Park/Community Center, Salmon Creek Elementary School, and Olympic Elementary School. Nearby regional trail facilities include the Interurban Trail, Green River Trail, and trails in West Seattle (Alki, etc.).

5. Pedestrian and Bicycle Accidents

Figure B-4 shows the locations of pedestrian and bicycle accidents in Burien for a three-year period (1/1/00-12/31/02) that were reported to and recorded by police authorities. There were a total of 73 pedestrian and bicycle accidents for this time period. There were two fatalities (both involving pedestrians): one at 1st Avenue South/160th Street and one at SW Ambaum Boulevard/SW 132nd Street. The pedestrian at SW Ambaum Blvd./SW 132nd Street was crossing the roadway using a wheelchair. The pedestrian at 1st Avenue South/160th Street collapsed in the roadway and was struck by an oncoming vehicle. There were 65 total non-fatal injuries as a result of bicycle/pedestrian collisions during this time period.

The locations with the highest number of accidents for the three-year period included:

1.	1st Avenue S/160th Street:	4 accidents
2.	S 156th Street/4th Avenue S:	4 accidents
3.	1st Avenue S/148th Street:	3 accidents
4.	1st Avenue S/ 128th Street:	3 accidents
5.	SW Ambaum Blvd./SW 126th Street:	2 accidents
6.	SW Ambaum Blvd./SW 139th Street:	2 accidents
7.	SW Ambaum Blvd./146th Street:	2 accidents
8.	SW 152nd Street/6th Avenue SW:	2 accidents
9.	SW 148th Street/4th Avenue SW:	2 accidents
10.	SW 150th Street/4th Avenue SW:	2 accidents
11.	SW 156th Street/4th Avenue SW:	2 accidents
12.	1st Avenue S/140th Street:	2 accidents
13.	1st Avenue S/156th Street	2 accidents
14.	1st Avenue S/158th Street:	2 accidents

Of the 73 accidents, 58 involved pedestrians and vehicles (80%), 14 involved bicycles and vehicles (19%), and one involved a bicycle and pedestrian (1%). The primary accident circumstances for pedestrians included:

- Pedestrian crossing at intersection without signal (approximately 24 percent)
- Pedestrian crossing at a non-intersection without signal (approximately 24 percent)
- Pedestrian crossing at an intersection with a signal (approximately 12 percent)
- Pedestrian crossing at a non-intersection, but in a crosswalk (approximately 12 percent)

Approximately 5 percent of accident circumstances involved pedestrians crossing at an intersection against a signal.

The primary facilities pedestrians were using during pedestrian accidents included:

- Marked crosswalk (approximately 35 percent)
- Roadway (approximately 29 percent)
- Other (approximately 12 percent)
- Unmarked crosswalk (approximately 10 percent)
- Sidewalk (approximately 7 percent)

The primary accident circumstances for bicyclists included:

- Other actions (approximately 45 percent)
- Bicyclist riding against traffic (approximately 27 percent)
- Bicyclist crossing or entering trafficway (approximately 18 percent)

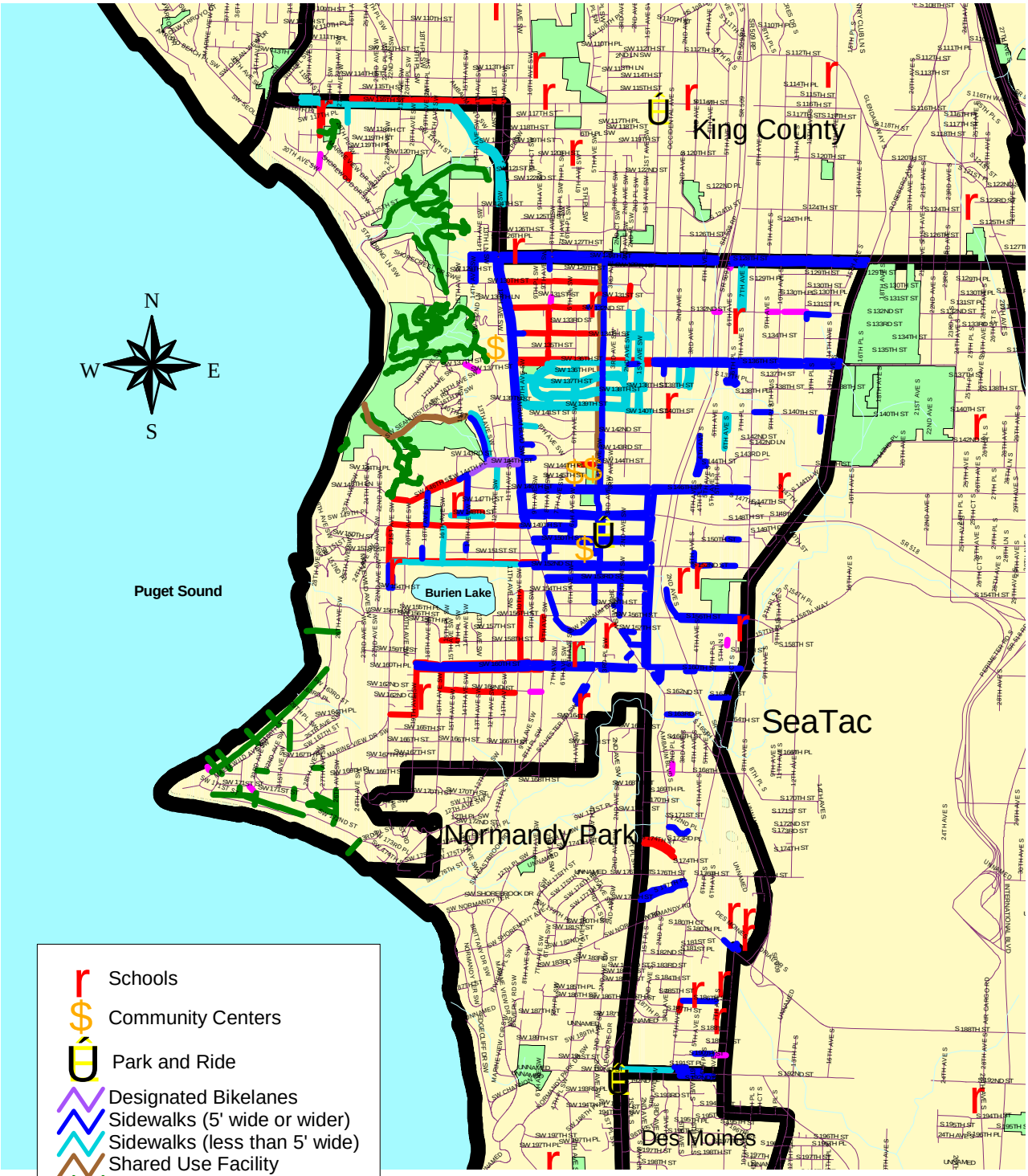
The primary facilities bicyclists were using during bicycle accidents included:

- Roadway (approximately 35 percent)
- Sidewalk (approximately 35 percent)
- Marked crosswalk (approximately 18 percent)

Of the 73 total accidents, four involved pedestrians impaired by alcohol (5%), while none of the motorists were determined to be impaired by alcohol.

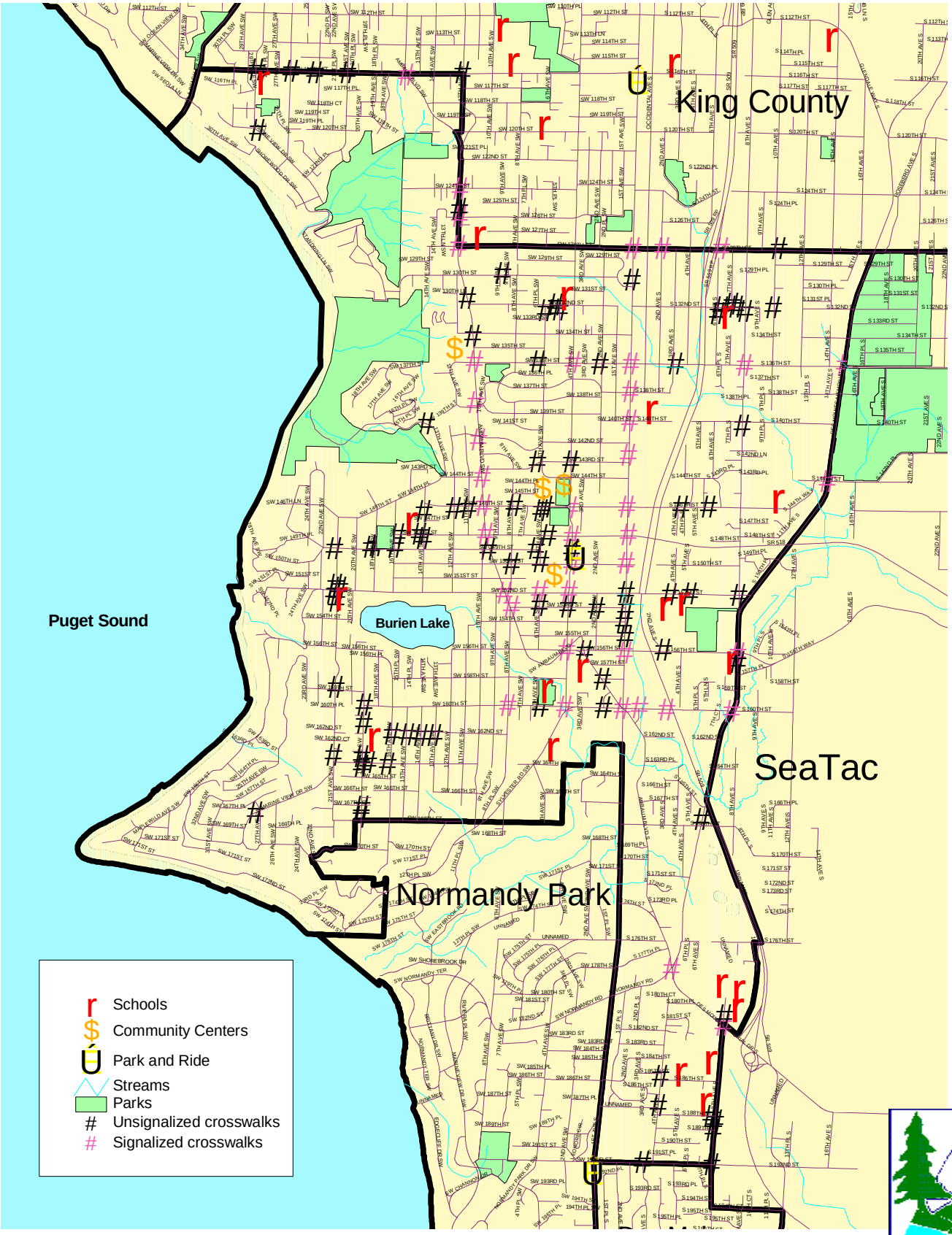
The majority of pedestrian and bicycle accidents occurred in the center of the city, where the highest traffic volumes exist. Four accidents occurred west of SW Ambaum Boulevard, and 11 accidents occurred east of SR 509. 1st Avenue South and SW Ambaum Boulevard are currently being reviewed for safety. The reconstruction of SW 152nd Street between 1st Avenue South and 10th Avenue SW was a measure to address the pedestrian and bicycle accident issues along that corridor.

Figure B-1: Existing Pedestrian & Bicycle Facilities



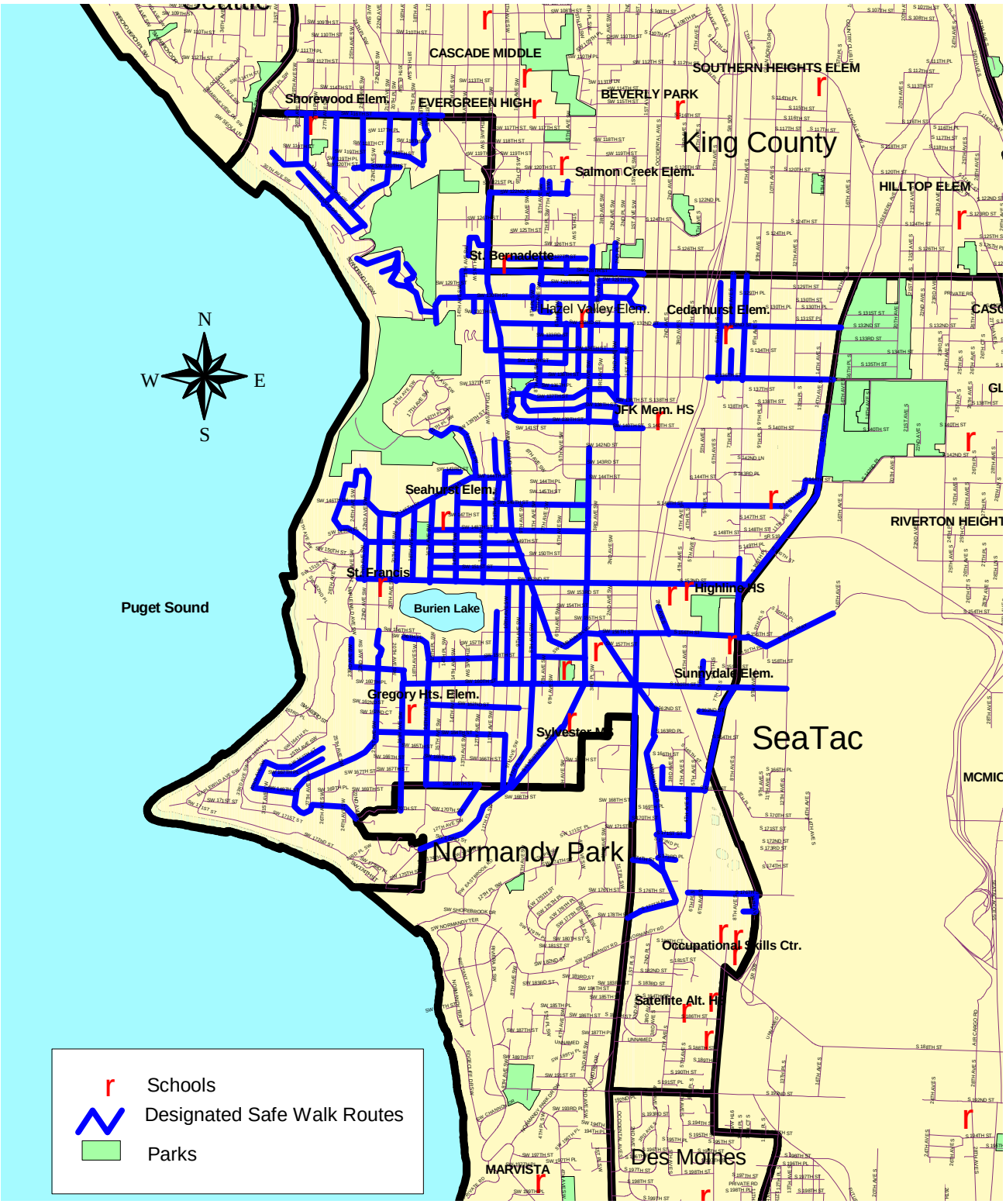
R:\PW\Kirsten\GIS\existingbikeped.apr
layout:Existing Conditions
May 12, 2003

Figure B-2: Existing Crosswalks



existingbikeped.apr/layout: Existing Crosswalks
April 30, 2003

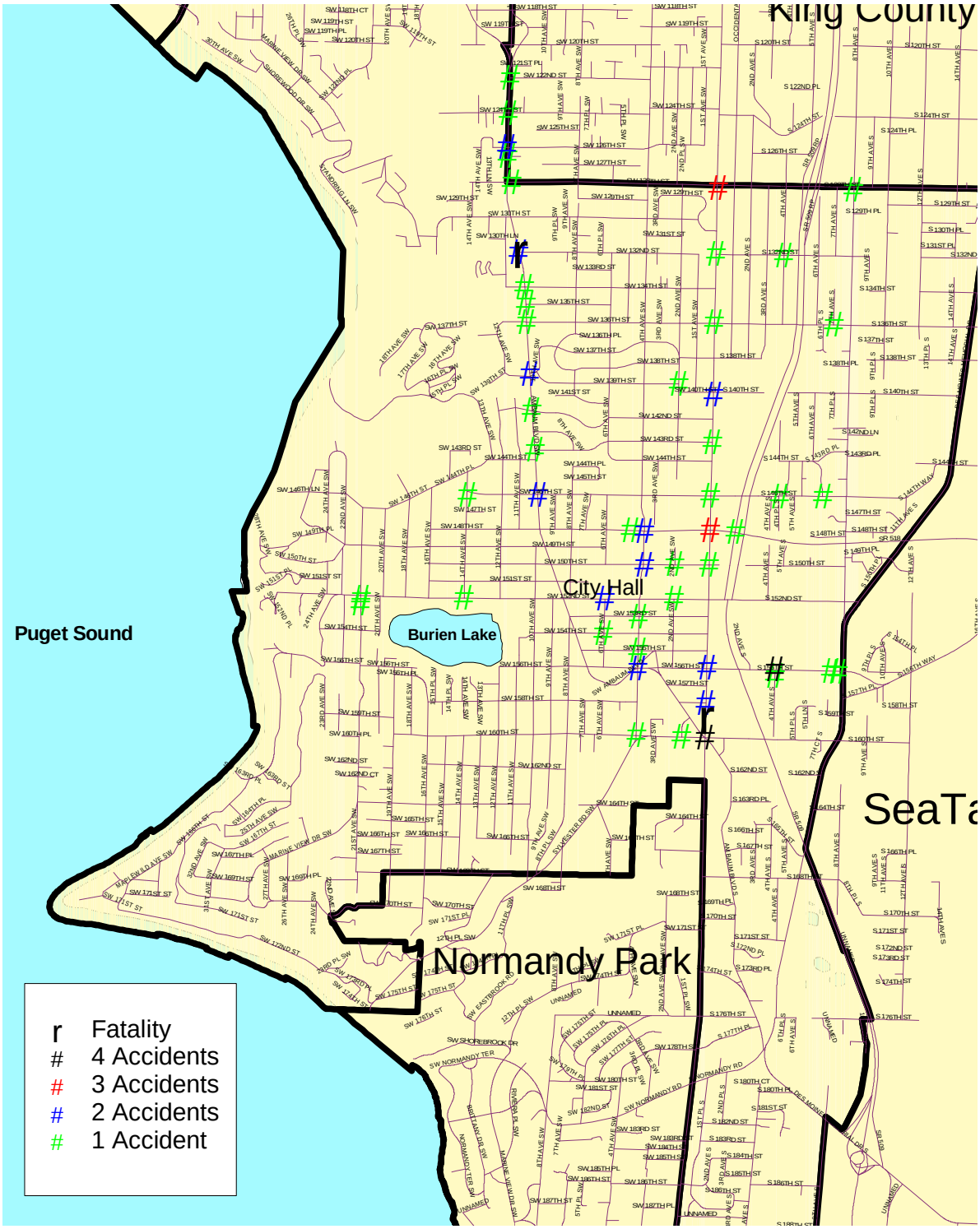
Figure B-3: School Walk Routes*



* These routes were designated
as suggested walk routes
by the Highline School District,
per Washington Administrative Code 392-151-025.

existingbikeped.apr/layout:Safe Walk Rtes
April 24, 2003

Figure B-4: Accidents Involving Pedestrians or Bicyclists 1/1/00 - 12/31/02



existingbikeped.apr/layout: Accidents Revised 9/15
9/15/03

Appendix C: Community-based Planning Process

I. Background

The community planning process began in January 2003 and was completed in June 2004. As mandated by the Comprehensive Plan (Policy PRO 3.5) and as directed by the City Council, the community-based planning process was a critical component of plan development. The aim was to conduct a thoughtful and productive public process to help identify a future system of walkways, bikeways and trails as well as to help with developing more general recommendations regarding walking and bicycling in Burien.

Ground Rules were developed to help guide the community involvement process for community members. Ground Rules included the following:

- Everyone participates
- Assume that together we know more
- Commit to finding a common solution
- Be willing to hear new information and change your mind
- Try to understand other assumptions and views; don't react until you understand
- Respect those with whom you disagree; see differences as assets
- Look for solutions with multiple uses
- Keep in mind the highest good of the entire community—present and future
- Work with balance between mind and heart, knowledge and intuition
- Allow no room for blame
- Practice a constructive attitude—turn opposition into proposition; if you do object, be willing to withdraw your objection if a solution can be found, or propose a better solution
- Allow time to explore new approaches beyond the limits of established thinking
- Do your homework; study the problem

A Citizen Steering Group of representatives from different neighborhoods and community groups was created to assist with the process. The Steering Group met six times throughout the project. Twelve community meetings were conducted as part of the plan: two rounds of community meetings (five meetings each round in May and September 2003) and two community-wide open houses (December 2003 and March 2004). Additional community involvement included several updates to the Burien City Council, meetings with the Burien Parks and Recreation Board, a meeting with the Planning Commission and a meeting with the Northwest Neighborhood Planning Group.

II. Citizen Steering Group

The City invited community members to apply to serve on a Citizen Steering Group. The process of asking for volunteers for the Citizen Steering Group was approved by the City Council in January 2003. Notices were placed on the City's website, in the Highline Times (2 weeks), on the City's television station (TBC21), and in various city locations. Flyers announcing the formation of the steering group were distributed to all private and public schools in the city, all members of city-appointed advisory boards (Planning Commission, Arts Commission, Burien Business and Economic Development Partnership, and the Parks and Recreation Board), City Hall, the Burien Public Works Department office, the Burien Community Center, the Highline Senior Center, Discover Burien, and the Burien library. All blockwatch captains for the city (at least 100 people) and all Parent Teacher Student Association (PTSA) presidents were either personally emailed or called about the Citizen Steering Group. All known neighborhood associations were also contacted (Three Tree Point, Hurstwood, Seahurst, Gregory Heights Swim Club, Shorewood. Lake Burien Shore Club), as were local/regional pedestrian groups such as Feet First, Volkssmarch, Cascade Bicycle Club, Bicycle Alliance, and Seattle Bicycle Club.

A team of city staff and consultants chose members from each of Burien's neighborhoods to have equal representation from different areas of the community. Over 20 applicants applied for the Citizen Steering Group positions, indicating a high interest in the project from the beginning. To ensure that the group was manageable, and to try to not give any one interest or geographic area of the city more clout, 17 members were selected. One of these members resigned after the first meeting because she moved away from the Burien area.

Members of the Citizen Steering Group met six times throughout the duration of the project and served as a sounding board for ideas and concepts developed during the process. The group's local knowledge of existing pedestrian and bicycle facilities and the community's needs and concerns was tapped to ensure that the plan accurately reflected community desires. Steering group members were asked to share information throughout the planning process with their neighborhood or interest groups. Steering group members were also present at each community meeting and served as informed participants in the planning process.

III. Community Meetings

Appendix I contains a full record of all community comment received throughout the project.

1. First Round of Community Meetings:

There was significant public outreach throughout the planning process. For the first round of public meetings, a postcard was mailed to all residents of Burien, inviting them to attend. The meetings were also advertised on the City of Burien website, the TBC21 cable television station, and in the Highline Times (twice). Flyers were distributed to all public and private schools in Burien, Discover Burien, all city-appointed advisory groups, the Burien library, and all known neighborhood associations. Flyers were also mailed to all blockwatch captains, PTSA presidents, Steering Group applicants, and community interest groups.

Small group work at the 1st round of community meetings

In May 2003, over 200 people attended the first round of community meetings. The first round consisted of five community meetings (one meeting at each of the following locations: Gregory Heights Elementary School, Cedarhurst Elementary School, Shorewood Elementary School, Sunnydale Elementary School, and the Burien Community Center). Each meeting had two parts. During the first part, the project team set the context: policies that mandated the creation of the plan, overview of the planning process, existing conditions, and examples of successful plans in other cities. During the second part, public input was gathered by recording ideas expressed at the meetings, analyzing maps created by small groups at each meeting (participants were asked to work in small groups and mark specific locations for their ideas; 24 maps were created), and through comment forms distributed at the meetings and via the City of Burien website.

Overview of First Round Findings:

The community input from the first round of meetings indicated great commitment to create a pedestrian and bicycle system aligned with the following design principles:

- Ensure safety in all proposals
- Promote safe walking and biking routes around schools
- Create connected North-South and East-West routes
- Connect parks, existing and planned local and regional trails, schools, commercial centers, churches, recreational facilities, transit
- Consider topography and other natural constraints

Additional comments in a variety of fields were also presented by Burien citizens (for example):

- Maintain trails: re-open existing overgrown trails; turn informal trails into regular trails
- Develop facilities that separate bikes from pedestrians

Specific Recommendations from the public included the following (not all citizens agreed with all listed recommendations – the following are examples of some of the most common comments):

- North-South Proposal
  - Primarily bike trail requested
  - Ambaum Boulevard SW was the most suggested location
  - Des Moines Memorial Drive S, 4th Avenue SW, and 1st Avenue S were also repeatedly suggested

- East-West Proposal
  - Multi-use path most commonly suggested
  - SW 152nd St was most commonly suggested
  - Also suggested: 160th, 136th, 146th, 156th, 128th Streets

- Internal Connections
  - Focus on connections to the downtown core and surrounding schools and parks

- Nature Trails
  - Connect parks: Seahurst and Salmon Creek Ravine; Eagle Landing Park and Seahurst Park
  - Mark and maintain trails in Three Tree Point area
  - Multi-use trail surrounding Moshier Park
  - Connect to Seola Park

All comments, as well as summaries of comments from the first round of meetings were posted on the City of Burien's website. The City of Burien's website was a source of reference for the public throughout the project.

2. Second Round of Community Meetings:
Over 80 people attended the second round of community meetings, held in September 2003 (one meeting was held at each of the following locations: Gregory Heights Elementary School, Cedarhurst Elementary School, Shorewood Elementary School, Sunnydale Elementary School, and the Burien Community Center). The meeting was publicized using the Highline Times, City of Burien website, flyers mailed to all previous attendees and identified groups and schools, TBC 21 cable television station, and flyers posted at all city buildings and other locations. Flyers were also distributed to elementary schools to go home with each student, and some flyers were distributed in Spanish. Steering Group members also helped distribute flyers. This meeting was intended to verify the community input from the first round of public meetings, and to further focus the direction of the plan.

Small group work at the 2nd round of community meetings

Each meeting included a brief overview of project process and background, followed by a presentation of findings from the first round of community meetings, a presentation of the "Map of Possibilities" (a map intended to reflect community input on potential pedestrian and bicycle facility routes from the first round of meetings), and the solicitation of additional ideas and comments. The input for this round was primarily gathered through the small group exercise interacting with the "Map of Possibilities." Groups marked routes they approved or disapproved, as well as additional comments and concerns. Comments were also gathered through comment forms distributed at the meetings.

In addition, each group reviewed draft planning criteria and checked off criteria that they approved, suggested different wording for unclear criteria, or added additional criteria.

Overview of Second Round Findings

- Routes most commonly approved included:
  - 21st Avenue SW / Marine View Drive SW
  - SW 136th Street
  - Des Moines Memorial Drive South
  - Loop around Lake Burien

- Common comments written on the maps included:
  - Provide bike lanes and sidewalks near multi-family housing.
  - Parking and safety are concerns on SW 172nd Street.
  - Preserve the character of Three Tree Point.
  - There needs to be an alternate north-south route to 4th Avenue SW for commuter bicyclists.
  - 8th Avenue South is a good bike route.
  - Three Tree Point trails should be used by pedestrians only.

Comment forms also captured the recommendations and sentiments of meeting attendees. Examples of comments on comment forms included:

- Striped bike lanes on down hills need to be wide enough to allow evasive action in accordance with bike speeds.
- Preserve the character of Three Tree Point.
- Pedestrian and bicycle safety is an issue at Three Tree Point.
- Should "grade" bikeways by level of difficulty.
- Safety issue near Burien Library /SW 148th Street.

Commentary on the draft planning criteria primarily concerned the need for clarification of criteria, or the need for additional criteria. The criterion garnering the most comment was "Balance community use and private security." Some felt this was difficult to do while others felt it was possible. Examples of additional criteria included: Coordinate with surrounding jurisdictions, Respect property ownership, Seek creative ways to establish new connections involving private property, Preserve and enhance character of existing neighborhoods, Establish prudent fiscal policies, and Promote neighborhood maintenance of pedestrian/bicycle/trail facilities.

3. Community-Wide Meeting #1 (Open House)

Over 50 people attended the community-wide meeting held on December 4, 2003 at Seahurst Elementary School. The meeting was publicized using the Highline Times, City of Burien website, flyers mailed to all previous attendees and identified groups and schools (at this point over 400 mailings), TBC 21 cable television station, and flyers posted at all city buildings and other locations. This meeting was intended to review the Draft Plan, which was based on analysis of community input, review of existing facility conditions, pre-existing city policies, topography and natural conditions, and technical expertise (project team experience).

Large group comment period at Open House I

Four identical stations, each with a map of proposed projects, were set up and attendees were invited to visit a station, review the draft plan, and write comments on a provided flip chart. After sufficient time to review the map, all attendees gathered and were asked to express their comments orally to the entire group. Comments were recorded. Public input was also gathered through comment forms distributed at the meeting.

Overview of Findings from Community-Wide/Open House Meeting #1**:**
The input for this phase was highly positive. The majority of attendees supported the plan, and their comments reflected this approval. During the oral commentary period, 90% of those present generally supported the Draft Plan. Additional ideas included routes that should be added to the plan (primarily to correct safety concerns) and trail implementation. *Few ideas at this meeting were expressed by more than one attendee.*

- Examples of comments that reflected plan approval included:
  - Thanks for all your hard work! The plans are impressive!
  - You've incorporated one of my ideas. Thank you. My work here is done.
  - Burien Loop trail is a grand idea!
  - I like links to Seahurst Park.

- Examples of implementation comments included:
  - No widening on SW 149th Street – it has already been widened. Just stripe what's there. We like our "village atmosphere."
  - Leave parking on south side of SW 152nd Street.
  - On SW 172nd Street and Maplewild Avenue SW, use signs telling drivers to yield right of way to bikers and pedestrians.

- Examples of comments concerning missing links and trails included:
  - 28th Avenue SW needs pedestrian improvements (south of SW 116th Street).
  - Make sure all the bike lanes connect when different roads are only 1-3 blocks away from each other.
  - It would be nice to have more marked crosswalks along both SW 146th Street and SW 148th Street at 7th Avenue SW, 8th Avenue SW, and 9th Avenue SW.
  - Connect proposed Des Moines Memorial Drive S trail along S 148th Street through Mathison/Carver park property to SW 146th Street/4th Ave SW and community center.
  - We need a link from SW 152nd Street to north end of "Indian Trail" (wide shoulder).
  - Provide safe walk/bike route on SW 172nd Street.
  - I do not want an entrance to Seahurst Park at 13th and 21st.

4. Community-Wide Meeting #2

Over 60 people attended the final community-wide meeting, which was held on March 18, 2004 at the Burien Community Center. The meeting was publicized using the Highline Times (twice), City of Burien website, flyers mailed to all previous attendees and identified groups and schools (approximately 500 mailings), TBC21 cable television station, and flyers posted at all city buildings and other locations. As it was the final community meeting for this portion of the planning process, the purpose of this meeting was to present and review the final draft plan and to provide a forum for answering questions regarding the plan.

A PowerPoint presentation was presented to the meeting attendees to explain background on the planning process and to share the final draft plan. There was a question and answer period following the presentation. Comments during this period were recorded on a flip chart. At the end of the meeting, participants were also asked to fill out a questionnaire. The questionnaire asked participants to state whether they approved or disapproved of the plan as represented in final draft plan map, to list changes they would make in order to approve of the final draft plan, and to choose whether they would like to be involved with the implementation of the plan.

Overview of Findings from Community-Wide Meeting #2**:**
Approximately half the participants at this meeting were attending a Pedestrian and Bicycle Facilities Plan public meeting for the first time. Based on the questionnaire (25 people returned the questionnaire), 56 percent approved of the plan as it was represented in the final draft plan; 24 percent said they would approve of the plan if minor changes were made; 8 percent said they could neither approve or disapprove of the final draft plan (need more information); and 12 percent said they disapproved of the final draft plan. The majority of comments expressed at the meeting related to concerns about bicycle and pedestrian improvements on SW 152nd Street (west of 10th Avenue SW).

Examples of positive comments from the meeting included:
- The plan covers a lot of the community's concerns.
- I feel like I was heard and informed.
- I can't think of any changes at this time. Thank you for doing a wonderful job of kick starting this project and keeping us notified.
- This is great!!! Great effort to involve the community.

Examples of comments regarding SW 152nd Street included:
- SW 152nd (west of Ambaum Blvd. SW) is already a good bike route. Spend money on what really needs improvements.
- South side of SW 152nd Street is not safe for pedestrians.
- Speed on SW 152nd is too fast.
- Put facilities on SW 149th Street instead of SW 152nd Street. SW 152nd is too busy for bicycles.

Examples of comments regarding pedestrian facilities included:
- Put the safety of children, pedestrians, and elderly as a higher priority than bicycles on SW 144th Street (Ambaum Blvd. SW – Seahurst Elementary School).
- Pedestrian lights do not turn on unless you push the signal. Should turn on automatically.

Examples of comments regarding trail access included:

- Trail into Seahurst Park near Senior Center – ensure trails remain open after future developments.
- I believe that the project #34 (southwest connection into Seahurst Park) will get much negative input from an overwhelming number of residents – remove this project please.
- SW entrance to Seahurst Park (#34): there is a record of comment from the previous meetings for the Seahurst Park Master Plan concerning this trail access. You are creating headaches for Council by including this.

IV. Other Opportunities for Community Involvement

In addition to Steering Group Community Meetings, other opportunities for public involvement included:

- Multiple updates with the Burien City Council
- Four updates with the Burien Parks and Recreation Board
- Update with the Northwest Neighborhood Planning Group
- Update with the Burien Planning Commission
- Continuous updates on the City website throughout the project
- Continuous access to city staff and project consultants via email and phone throughout the project

Please see **Appendix I** for a full record of community involvement and comment throughout the project.

Appendix D: Existing Policy and Plan Review

I. Introduction

This review summarizes and analyzes the policies, plans, and other pertinent existing background data at the local, regional, and state levels that directly impact pedestrian and bicycle system planning in the City of Burien. This review provides a baseline policy framework for the Pedestrian and Bicycle Facilities Plan.

II. Documents Reviewed

The following documents were reviewed as part of this analysis:

Burien

- Burien Comprehensive Plan (November 1997; amended through December 2000)
- Burien Adopted Financial Plan and Capital Improvement Program (2002-2007)
- City of Burien Parks, Recreation, and Open Space Plan (May 2000)
- Downtown Burien Handbook (March 2000)
- Seahurst Park Master Plan (August 2002; amended through February 2003)
- Hermes Depression Improvement Concepts Final Report (December 2002)
- Ordinance No. 382 (Relating to NE Special Planning Area) (March 2003)

Normandy Park

- Normandy Park Comprehensive Plan (December 1995)
- Normandy Park Six Year Transportation Improvement Program (2003-2008)
- 2003 Six Year Parks Improvement Plan (March 2003)

Des Moines

- Comprehensive Transportation Plan (December 2001)
- Six-Year Transportation Improvement Program (2003-2008)
- Greater Des Moines Comprehensive Plan – Park, Recreation and Open Space Element (December 1995)

SeaTac

- SeaTac Comprehensive Plan (December 1995)
- SeaTac 2003-2012 Transportation Improvement Program
- Des Moines Memorial Drive South Improvements Design Report (September 1999)
- Cultural Enhancement Plan for Des Moines Memorial Drive – Draft (2004)

Tukwila

- Tukwila Comprehensive Plan (December 1995)
- Tukwila Six Year Transportation Improvement Program (2003-2008)

Seattle

- Transportation Strategic Plan (1998)
- Seattle's Comprehensive Plan: A Plan for Managing Growth 1994-2014 (January 2001)
- Seattle Bicycling Guide Map

King County

- King County Nonmotorized Plan (1993)
- King County Transportation Needs Report (2001)
- King County Bicycling Guidemap (1998)
- King County Park System Regional Trails Map (2003)

Puget Sound Regional Council (PSRC)

- Regional Bicycle and Pedestrian Implementation Strategy for the Central Puget Sound Region (April 2002)
- Vision 2020 (1995)
- Destination 2030/Metropolitan Transportation Plan (May 2001)
- Regional Transportation Improvement Program (2003-2005)

Washington State Department of Transportation (WSDOT)

- Pedestrian Facilities Guidebook (September 1997)
- Washington's Transportation Plan 2003-2022 (February 2002)
- Highway System Plan 2003-2022 (February 2002)
- Bicycle and Pedestrian Plan-Washington
- The Washington State Transportation Commission's Policy on Pedestrians, form the 1995 Report

1. Burien

Burien Comprehensive Plan (November 1997; revisions through December 2003)

The Burien Comprehensive Plan is intended to help implement the Burien Vision, which was crafted in 1993 based on input from City Council, staff and citizens. The City of Burien's vision statement includes the following phrases, which are directly related to the pedestrian and bicycle system in Burien:

> "As we look into the future, we see the City of Burien as:
> …a community with natural open spaces, neighborhood parks, paths, and trails;
> …a community with a local and regional transportation system that integrates cars, pedestrians, bicycles and transit."

The Burien Comprehensive Plan contains several goals and policies related to the bicycle and pedestrian system in Burien, which are intended to help make the Burien Vision a reality. If appropriate, some of these goals and policies may be updated after the pedestrian and bicycle system planning process.

Community Character Element

Community Character Element, Neighborhood Quality

Pol. NQ 1.5: Pedestrian movement in neighborhoods should be enhanced by encouraging the development of a system of paths and trails linking neighborhoods with each other, open spaces, parks, activity centers, shopping and employment centers.

Community Character Element, Residential Commercial Areas

Pol. RC 1.2: Neighborhood commercial developments shall incorporate small-scale pedestrian amenities, such as benches and canopies, in order to convey the impression of a residential center and neighborhood focal point

Community Character Element, Downtown Burien

Pol. DB 1.6: The City should offer development incentives for developers to design and construct public amenities into their projects. These incentives should include public benefits relating to elements such as pedestrian streetscapes, landscaping, public art and open space, preferred land uses, design elements, and purchase of development rights from properties that contain critical areas . . . The magnitude of the development incentive should be based on the magnitude of the public benefit.

Pol. DB 1.8: The City should reinforce and enhance Burien's unique character and sense of place by creating an attractive, distinctive and well-defined downtown that supports and encourages walking and use of transit, as well as travel by the automobile. To help achieve this objective, the City should prepare a detailed Downtown Master Plan to address issues such as (but not limited to) street and right-of-way standards, design guidelines, infrastructure needs, and public facilities and locations.

Community Character Element, Downtown Burien (Open Space and Landscaping)

Pol. DB 1.11: Downtown developments should seek to reduce the impact of the built environment by providing public space as part of the development. Such open space may include gardens, water features, street furniture, public art, pocket parks, or pathways that connect other open spaces.

Pol. DB 1.12: Public open space plazas of parks should be designed to be accessible from adjacent sidewalks or pedestrian linkages, and located in sunny areas with plenty of seating on benches, ledges or steps in order to serve both building tenants and the larger community.

Community Character Element, Downtown Burien (Streetscapes)

Pol. DB 1.14: Streets within downtown should be designed to allow both pedestrian and vehicular use. However, vehicular traffic speeds should be controlled to facilitate pedestrian safety and movement and to be consistent with a pedestrian oriented environment.

Pol. DB 1.15: The City should prepare a downtown street plan that provides for adequate right-of-way width to accommodate existing and future vehicular and non-motorized transportation needs . . .

a. New sidewalks, or improvements to existing sidewalks, should be required at a minimum width of eight feet. Reductions in the width of existing sidewalks should not be allowed.
b. Curbs, sidewalks, and pedestrian oriented street furnishings should be required by the City to develop a stronger pedestrian-oriented identity.

Pol. DB 1.16: Downtown streets should have a high level of pedestrian-oriented amenities to provide a comfortable street-level environment. Map DB 1.16 designates Class A and Class B pedestrian streets. Class A pedestrian streets are intended to be those streets in which a high level of pedestrian activity will occur. Class B pedestrian streets will have less intensive pedestrian activity than a Class A pedestrian streets.

[Note: 4th Avenue SW (between SW 148th Street and SW 154th Street) and SW 152nd Street (between 1st Avenue S and 8th Avenue SW) are designated as "Class A pedestrian streets".]

Pol. DB 1.17: Sidewalks should be maintained in a clean and safe condition, absent of broken or buckled sections.

Pol. DB 1.18: Interconnected traffic and pedestrian-actuated signals should be required on all downtown arterial streets, including all pedestrian connections to surrounding neighborhoods.

Pol. DB 1.19: The types of uses which attract pedestrians, such as café seating and small-scale merchandise displays, should be encouraged to extend out onto sidewalks where there is adequate building setback and sidewalk width to ensure that the uses do not impede pedestrian circulation and safety.

Pol. DB 1.20: Pedestrian amenities should be encouraged along buildings that front sidewalks in the downtown area.

<u>Community Character Element, Downtown Urban Design</u>

Pol. DB 2.9: Building design, zoning regulations and design standards should:

d. encourage building fronts along streets in downtown that provide pedestrian friendly features, such as recesses, trellises with climbing vines or with landscaping, window displays, artwork or other means of breaking up the blank wall surface;

e. encourage pedestrian access to buildings at frequent, regular intervals and discourage long, uninterrupted facades.

<u>Community Character Element, Land Uses</u>

Pol. DB 1.23: Prohibit drive-through facilities (except financial institutions) that may conflict with pedestrian circulation or degrade the pedestrian environment along Class A pedestrian streets.

Community Character Element, Streetscapes (Citywide)

Pol. SC 1.1: Pedestrian and other non-motorized travel facilities should be provided where appropriate, giving priority to community pathways that connect public places, such as parks, recreation facilities, open spaces, downtown, schools, and neighborhood gathering spots.

Pol. SC 1.6: Street design guidelines should incorporate proportionately greater pedestrian and neighborhood enhancing elements in roadway design where appropriate, based on the density of development and the type of roadway. These elements include collector lanes, wider sidewalks, separated sidewalks, planting strips, benches, curbline trees and pedestrian oriented street lights.

Pol. SC 1.7: The City should establish guidelines for pedestrian walkway widths, types, and materials to accommodate varying levels of pedestrian traffic and to ensure that streets are "pedestrian-friendly" depending on the area in which the use occurs.

Pol. SC 1.8: Safe, convenient walkways and bike lanes should be required on both sides of all streets abutting multifamily and commercial development.

Pol. SC 1.9: 1st Avenue South between 128th Avenue SW and approximately SW 164th Place should be developed as a boulevard by:

a. Incorporating street trees, sidewalks, planting strips, bicycle lanes, and a planted median strip along its length.

Community Character Element, Streetscapes (Neighborhoods)

Pol. SC 1.12: New rights of way and access easements should be paved to the smallest dimension necessary to accommodate their designed function (including emergency access) and to maintain the character of the neighborhood.

Pol. SC 1.15: Pedestrian connections should be provided through subdivisions and cul-de-sacs.

Community Character Element, Streetscapes (Downtown)

Pol. SC 1.16: Vehicular access and pedestrian linkages through mid-blocks and between properties in the downtown core should be provided using creatively designed, clean cross-block routes. Lighting should be provided for pedestrian safety. Amenities such as sculptures, planters, and water features should be provided to encourage pedestrian circulation. Pedestrian linkages should be integrated into adjacent development and located and designed to be obvious and inviting.

Community Character Element, Regulatory Measures

Pol. RM 1.6: New larger developments, including multifamily, commercial, retail, office and industrial uses, should be designed to incorporate features that encourage alternative modes of travel, such as transit, biking and walking.

Transportation Element

Transportation Goal: Develop, maintain and operate a balanced, safe and efficient multimodal transportation system to serve all users.

Pol. TR 1.3.1: The City should control the location and spacing of driveways and the design of parking lots to avoid vehicle and pedestrian/bicycle conflicts and maximize traffic flow, especially along principal arterials.

Pol. TR 1.3.2: The City should encourage driveway sharing, where possible.

Pol. TR 2.1.1: The City should conduct an annual review of accidents and accident locations in Burien and place high priority on those locations with relatively higher numbers of vehicle or pedestrian/bicycle accidents.

Pol. TR 3.1.3: The City should coordinate with local jurisdictions, King County and the State regarding pedestrian and bicycle route linkages.

Objective TR 4.3: Encourage multimodal connections where feasible, including strong pedestrian linkages between the transit center/TOD with downtown Burien.

Goal MM. 3: Create a safe and convenient environment for walking and bicycling through the development of pedestrian and bicycle facilities which are integrated with roads and other transportation facilities.

Pol. MM 3.1: The City should develop and implement a bicycle and pedestrian transportation plan which provides for a safe, coordinated system of bikeways, walkways, paths and trails, including through routes, to meet existing and anticipated needs for non-motorized transportation. This plan should identify and provide connection with bicycles and pedestrian routes to other jurisdictions as part of a regional system of facilities.

Pol. MM 3.2: The adequate provision of pedestrian and bicycle facilities shall be as important a consideration as adequate streets in the City's review of development projects for transportation system impacts.

Pol. MM 3.3: Provide pedestrians and bicyclists with a system of facilities, incentives, and services that fully support trip-making connections between residential areas, employment centers, shopping, recreational facilities, schools, public transit and other public services within the City. The City should develop a safe and convenient environment for walking and bicycling by:

a. Physically separating pedestrian and vehicle (including bicycles) traffic (this separation can include using traditional sidewalks.
b. Encouraging separated internal pedestrian circulation system in new or redeveloping commercial-retail districts.
c. Providing Americans with Disabilities Act (ADA) approved wheelchair ramps and other aids to enhance safe mobility of the handicapped; and
d. Giving special considerations to pedestrian and bicyclist opportunities in school, park, sports, and commercial areas.

Pol. MM 3.4: Encourage pedestrian walk lights and bicycle activated signal detection at traffic control signals.

Pol. MM 3.5: Prepare a "safest routes to school" map to assure that safety and accident prevention for pedestrian and bicycle travel to school receives the highest consideration. The City, community groups with knowledge of local conditions (such as the PTA), and the Highline School District should jointly prepare the map and work together in the design and construction of transportation facilities in and adjacent to school zones. The safest routes to school should include transportation facilities that:

a. Provide pedestrian pathways on streets connecting to, or within, the school zone, and pedestrian facilities that are physically separated from vehicle and bicycle traffic;
b. Locate appropriate signs to alert motorists entering school zones;
c. Install adequate lighting along roadways and pathways;
d. Use appropriate traffic-calming devices in school zones;
e. Establish crosswalks in areas of good sigh visibility, lighting and proximity to connecting modes; and
f. Promote safe and convenient pedestrian and non-motorized access to bus transportation.

Pol. MM. 3.6: Bicycle and pedestrian travel should be encouraged within the City by:

a. Providing and promoting the development of pedestrian and bicycle paths between neighborhoods and other activity centers, such as school, parks, transit and downtown.
b. Encouraging the location of bicycle racks at appropriate destination points, such as outside of commercial businesses, City Hall, parks, schools, and transit facilities.
c. Minimizing potential conflicts between pedestrian, bicycle and automobile traffic by providing signage at intersections of trails and paths with roadways.
d. Accommodating bicycles and pedestrians safely in the management and design of the City street network.

Pol. MM 3.7: New development and redevelopment shall be required to incorporate pedestrian supportive measures such as:

a. Providing secure and attractive pedestrian spaces;
b. Providing adequate sidewalks, bikeways, pathways and crosswalks;
c. Minimizing walking distances between buildings and streets, sidewalks and transit stops;
d. Clustering buildings near each other, near streets, sidewalks and transit stops;
e. Preserving the connectivity of the pedestrian, bicycle and street system;
f. Reducing vehicle speeds, walkway crossing distances and improving visual character of neighborhood streets (through measures such as reduced street widths);

Wherever the pedestrian facilities are required and additional facilities are needed to complete a system of facilities, actual construction of the required pedestrian facilities may be delayed through agreement that they would be constructed along with adjacent facilities at a later date.

Pol. MM 3.8: Burien should implement over the life of the plan improved pedestrian facilities along routes designated as community paths (Map PRO 1). Efforts should include (where feasible) additional or improved sidewalks, pedestrian paths, landscaping and signs (where appropriate).

Pol. MM 3.9: The creation of a pedestrian oriented commercial area corresponding to Old Burien and the downtown area should be encouraged. The goals and policies of the land use and community character elements establish the character of development in these areas.

Pol. MM 3.10: The City should give priority to the development and maintenance of pedestrian improvements in the downtown core.

Pol. MM 3.12: The City shall plan, design and implement a system of transportation facilities in key areas of the City that optimize the ability of the pedestrian to travel on arterial and non-arterial roadways in residential areas and emphasizes personal safety and connectivity to other activity areas. Pedestrian facilities should be:

a. Required along principal and minor arterials, where there is a need for enhanced pedestrian safety because of the larger traffic volumes and higher densities of development;
b. Encouraged along neighborhood arterials, where appropriate and feasible;
c. Required along roadways serving multifamily areas, and encouraged to link these areas to other activity centers and pedestrian oriented areas within the City;
d. Encouraged along roadways within a one-half mile radius of schools, to provide safe pedestrian connections to residential areas for children; and
e. Encouraged along collector streets in higher density single family neighborhoods.

Pol. MM 3.13: Whenever the City contemplates reconstruction or major maintenance work on a City street not having sidewalks, the ability to provide sidewalks at that time should be fully explored, and implemented if consistent with the plan. This may include the identification of potential funding sources; aggressive promotion of a LID to finance the sidewalk portion of the work; and the consideration of sidewalks as an "alternate" in construction bid documents. Sidewalks on both sides shall be installed where urban densities are planned (five units per acre and greater).

Pol. TL 1.2: The City should promote the use of alternative modes of transportation, such as transit, bicycle and walking, which can reduce Burien's consumption of non-renewable energy sources.

Pol. TL 3.1: Recognize the important recreational and transportation roles played by local and regional trail systems.

Pol. TL 3.2: Support the development of a system o community paths and neighborhood trails that promote pedestrian movement and link the City's major activity centers, such as parks, schools, open spaces, recreation facilities, neighborhoods and the downtown.

Goal TR 6 Accessibility for All Users: Develop, maintain and operate a safe and efficient multimodal transportation system to serve all people, special needs populations, and community activities.

Objective TR 7.1: Support a transportation system that encourages energy conservation via the promotion of roadway connectivity, use of alternative transportation modes, development that minimizes reliance on vehicles, and street improvement standards.

Pol. TR 7.1.1: The City should promote transit, bicycle and pedestrian travel.

Pol. TR 9.1.2: The City should reduce the impact of parking lots in the downtown area by encouraging the redevelopment of parking lots where excess parking exists for current and future uses, discouraging the development of new parking lots adjacent to existing parking lots, and incorporating landscaping, defined edges, and safe connected pedestrian circulation within lots and between lots and streets, storefronts, and transit.

Pol. TR 9.2.1: The City should promote short-term on-street parking in the downtown area to allow access to businesses (e.g. 2-hour limits) as well as reduce traffic speed and provide a buffer between traffic and pedestrians.

Pol. TR 9.2.2: The City should promote shared parking, carpool use, and bicycle/pedestrian/transit use by allowing developers reductions in on-site parking requirements if such measures are used.

Utilities Element

Pol. UT 1.9: Street lights commensurate with an area's character and ultimate level of density should be provided, based upon the following prioritized criteria:

a. Enhancement of pedestrian and vehicular safety . . .

Parks, Recreation and Open Space Element

Pol. PRO 1.2: The City should maximize the use of the existing park, recreation and open space resources within the City by connecting them with a coordinated system of trails and sidewalks.

Pol. PRO 2.8: Development projects along designated community path or neighborhood trail routes shall be designed to incorporate the path or trail as part of the analysis of the development's potential impacts on recreational and transportation services, in the same manner as potential impacts on street services.

Goal PRO.3: Develop, operate and maintain park, recreation and open space facilities, including trails, in a manner that is responsive to the site and balances the needs of the community with available funding.

Community Paths and Neighborhood Trails

Pol. PRO 3.3: Publicly owned paths and trails within the City, as well as dedicated easements to the public across private lands, should be designated as either a neighborhood trail or community path. The City should manage the use, maintenance and operation of each publicly owned resource accordingly.

Pol. PRO 3.4: The City shall develop community path and neighborhood trail plans that promote pedestrian movement within the community and neighborhoods for transportation and recreational purposes. Any plan developed should take advantage of opportunities for linking community paths and neighborhood trails.

Pol. PRO 3.5: Community paths and neighborhood trails shall be planned through a community wide planning process.

Pol. PRO 3.6: Priority for the use of City funds shall first be allocated to designated community paths.

Community Paths

Pol. PRO 3.7: Designated "community paths" should be recognized as important community-wide resources that can provide significant park, recreational and open space areas and multimodal transportation services within the City. The city should use these paths as a recreation and transportation facility to connect and expand the network of regional, community and neighborhood park, recreation and open space resources, as well as to connect residential and business areas.

Pol PRO 3.8: The City should manage community paths by:

a. promoting the use of these paths City-wide;
b. maintaining access to all developed publicly owned community paths;
c. ensuring that when these paths are opened, the paths and their supporting facilities (including parking) are developed at a level or capacity which supports community use and is consistent with City risk management practices;
d. ensuring that the paths are well-signed by installing and maintaining signs in conspicuous locations, indicating the public's right of access to developed paths and encouraging appropriate use;
e. striving to minimize potential impacts from the use of these paths on adjacent private property.

Pol. PRO 3.9: Planning decisions to develop new community paths or expand existing community paths should be based on the following criteria:

a. the opportunity to provide transportation or recreational value to the entire community.
b. the opportunity to complete a link in the planned network of community paths or to create a path of unique local character;
c. the opportunity to provide the community with additional waterfront access;
d. the ability of the City to finance the acquisition (if the path is not provided to the City as a donation or public easement), maintain and operate the path; or, upon arrival of the City, the ability to acquire, maintain and operate the path through the efforts of community volunteers;
e. the opportunity to link residential and business areas;
f. the relationship of the path to important views and business areas;
g. the relationship of the path to important views and other amenities;
h. consistency with City risk management practices.

Pol PRO 3.10: The role of community paths, and consequently the priority of these paths in terms of management, development, and enhancement, may vary within neighborhoods.

<u>Neighborhood Trails</u>

Pol. PRO 3.11: Designated "neighborhood trails" should be recognized as important resources that serve specific neighborhoods. The City should use publicly-owned neighborhood trails as a recreational and transportation facility to connect the network of neighborhood parks, schools, recreation and open space resources within each neighborhood, as well as different parts of each neighborhood.

Pol. PRO 3.12: The City should manage publicly owned neighborhood trails by:

a. ensuring that the trails are provided with supporting facilities (including access) at a level or capacity which supports neighborhood use and is consistent with City risk management practices;
b. limiting promotion of the use of these trails to primarily neighborhood circulation and recreation;
c. installing and maintaining signs that identify the trail and encourage appropriate use;
d. striving to minimize potential impacts associated with their use on adjacent private property.

Pol. PRO 3.13: Neighborhood trails shall be planned in conjunction with the affected neighborhoods they pass through. However, the broader community should be notified during the public notification process.

Pol. PRO 3.14: Planning decisions to develop or expand neighborhood trails should be based on the following criteria:

a. the opportunity to create a trail in a neighborhood lacking these types of resources, complete a link in the planned network of neighborhood trails, or to create a trail of unique local character;
b. the ability of the neighborhood to finance the acquisition, maintain and operate the trail or, upon approval of the City, the ability to acquire, maintain and operate the path through the efforts of community volunteers (such as "Adopt a Trail" programs);
c. when appropriate, develop additional trails that are consistent with neighborhood character and minimize the impact of their use on adjacent property;
d. the opportunity to link residential and business areas within a neighborhood;
e. the relationship of the trail to significant neighborhood features;
f. equitable funding of trails between neighborhoods;
g. consistency with City risk management practices.

Shoreline Access

Pol. SA 1.2: The City should manage and develop water front street ends by:

d. installing limited trail improvements and enhancements to allow access to the water;

Pol. SA 1.7: The public's visual access to the City's shorelines from streets, paths, trails, and designated viewing areas should be conserved and enhanced.

Pol. PRO 5.3: The City should coordinate with other jurisdictions in the planning and development of regional parks, greenways, trails, cultural and recreational facilities.

Pol. PRO 5.4: The City, with the Cities of Normandy Park and SeaTac, should explore the opportunities to preserve and enhance the quality of Miller creek corridor. The City should develop a strategy that would enhance the habitat quality of the stream corridor for salmonid and other wildlife, and provide for passive enjoyment of the creek through a regional trail system.

Pol. PRO 5.6: The City, with King County and the Cities of Normandy Park and Des Moines, should explore the opportunities for developing a regional pedestrian-bicycle trail along 1st Avenue South. Burien should ensure that its local non-motorized trail system that links parks, schools, recreation and open space resources is connected to this pedestrian-bicycle facility as it passes through the City.

Pol. PRO 5.8: The City should create a community path network that connects neighborhoods with activity centers and links the existing nature trails at Seahurst Park with those at the future SeaTac Regional Park.

Open Space Areas

Goal OS.1: Protect and preserve as open space areas that:

- are ecologically significant sensitive areas
- serve as buffers between uses and link open space
- provide trails, wildlife corridors and greenways

Burien Adopted Financial Plan and Capital Improvement Program (2002-2007)

The Burien CIP (2002-2007) identifies the following projects that involve pedestrian/bicycle system improvements:

Transportation

Funded

- 1st Avenue South – Phase 1 (SW 148th Street to SW 163rd Place): consolidation of driveways, sidewalks, bicycle lane from SW 160th to SW 163rd, landscaping, street trees
- 1st Avenue South – Phase 2 (SW 128th Street to SW 148th Street): pedestrian and bicycle facilities, landscaping, potential driveway consolidation
- 4th Avenue South Corridor Improvements (SW 148th Street to SW 153rd Street): sidewalks, ADA compliance at street crossings, street trees, landscaping, pedestrian street lights
- 4th Avenue SW Sidewalk Project – Phase 2 (SW 153rd Street to SW 156th Street): sidewalks, street lights, transit stops on east side of street
- Ambaum Boulevard SW Pedestrian Safety Improvements (SW 128th Street to SW 144th Street): ADA ramps, crosswalks, signage, sidewalk repairs, two signalized pedestrian crossings
- SW 152nd Street Enhancement (1st Avenue S to 10th Avenue SW): wider sidewalks, curb bulbs at pedestrian crossings, street trees, landscaping, street furniture
- Sylvester Road SW (SW 160th Street to 6th Avenue SW): sidewalks near school & hospital
- Safe Sidewalk Program
- Arterial Street Resurfacing Program

- Residential Street Resurfacing Program
- Neighborhood Traffic Control Program

Parks & General Government

Funded

- Town Square: Sidewalk improvements on 4th Avenue from SW 150th Street to SW 152nd Street

Downtown Burien Handbook (March 2000)

The Downtown Burien Handbook contains several components related to the vision and development of downtown Burien. Along with pertinent Comprehensive Plan goals and policies and zoning regulations, the Handbook includes a Downtown Burien Design Manual, Downtown Burien Streetscape Design Report, and Burien Gateway Design Report. Several of the elements included within the Handbook relate to pedestrian and bicycle planning in the downtown area.

The Downtown Vision emphasizes the importance of pedestrian-friendly streets and pedestrian and bicycle corridors linking all areas of the downtown and the downtown to the rest of the community, including transit access. Sections 19.47.030 and 19.47.060 in the Burien Zoning Code relate to pedestrian and vehicular circulation in the downtown area; these standards are intended to implement the relevant policies of the Comprehensive Plan. The standards include design regulations on development adjacent to Class A and Class B pedestrian-oriented streets as well as requirement for pedestrian-oriented space.

The Downtown Burien Design Manual includes design standards and design review procedures for Downtown Burien (DC zoning district). The design standards are taken from Burien's zoning code (e.g. Section 19.47.030) but are illustrated for greater clarity. Design standards relate to building and site design in the downtown area.

The Downtown Burien Streetscape Design Plan contains recommendations for streetscape design in the downtown area. According to the Plan, it is "an improvement plan focusing on the enhancement of streets and public spaces in downtown Burien." Much of the Plan focuses on SW 152nd Street and town square.

With regard to pedestrian and bicycle facilities, the plan recommends the completion of the street grid in the downtown area (2nd Avenue SW between SW 148th Street and SW 152nd Street; SW 149th Street (between 2nd Avenue SW and 6th Avenue SW). The plan also recommends the usage of curb bulbs, usage of street trees, improvement of sidewalks and crosswalks, pedestrian-scaled lighting, scored concrete, and concrete sidewalks. Many of the elements of the plan are being integrated into the renovation of SW 152nd Street (e.g. 15' sidewalks).

The plan also calls for improvement of pedestrian access on 2nd, 4th, and 6th Avenues SW between SW 152nd and SW 154th Streets, via new/improved sidewalks, crosswalks, bus stops, and curb bulbs. The plan calls for improvements to SW 4th Street in terms of adequate sidewalks and enhanced intersection treatments. The plan identifies the NW portion of downtown as a target for pedestrian connection improvements, due to the lack of connected sidewalks.

Aside from the improvements on SW 152nd Street, the following relevant corridor activities are identified for the future: SW 148th Street/12th Avenue SW (sidewalks, street furniture, etc.), 4th Avenue SW (crosswalks, sidewalks, street furniture), SW 153rd Street (sidewalks, intersection improvements), NW area streets (sidewalks, street furniture, lighting, etc.). The following are identified as priority for right-of-way acquisition: 4th Avenue SW (SW 150th-SW 152nd), SW 152nd (4th Avenue-Ambaum Boulevard SW).

The Burien Gateway Design Report includes the goals of creating a system of pedestrian trails and pathways, as well as the specific goals of creating a pedestrian friendly atmosphere on SW 148th Street. Design focuses in SW 148th Street and 1st Avenue S. The plan calls for the placement of street trees, provision of pedestrian connections within parking lots, and general enhancement of the pedestrian environment in gateway areas.

City of Burien Parks, Recreation, and Open Space Plan (May 2000)

The Parks, Recreation and Open Space Plan defines the implementation of park, cultural and recreational needs in Burien. According to the Plan, a scientific telephone survey of Burien residents in 1999 showed that two-thirds favored more bike and pedestrian trails. The same survey showed that Seahurst Park was the most widely used Burien park facility.

The Vision and Goals in the Plan supplement the goals and policies included in the Comprehensive Plan. The Plan vision states that, "Trails and sidewalks will serve the city and its neighborhoods by linking residential areas with shopping, parks, open spaces and other public facilities. The trails will also connect to the regional trail system and adjacent communities." Goal 2 of the plan calls for "A connected and coordinated open space system of linkages to major recreation areas via trails, paths and other travel corridors and with separation of vehicular and non-vehicular transportation modes wherever feasible." The Plan's "Action Plan" calls for the development of a trails master plan, with the Parks, Recreation, and Cultural Services Department in the "facilitator" role.

Policies relevant to the pedestrian and bicycle system include the following:

Open Space and Trail System

9. Provide an integrated pedestrian/bicycle trail and open space system made of trails, paths, tree-lined streets, and other travel corridors and that connects major recreation areas to neighborhoods, schools, the City Center, regional facilities, and open space areas.

    9.1 Prepare an Off-Roads Trails Plan for the City of Burien

    9.2 Coordinate the Trails Plan with the non-motorized trails plan prepared by the Public Works Department.

10. Preserve as much of the Miller Creek drainage system as possible for open space, trails and habitat improvements. Coordinate with the Port of Seattle and the City of SeaTac to:

10.2 Support development of a trail system through the Miller Creek corridor.

10.3 Develop habitat interpretive information for users of the Miller Creek Open Space and Trail System.

11. Connect trails in Seahurst Park to form a coherent system.

11.1 Evaluate existing trails and trail fragments in the Seahurst Park uplands.

11.2 Prepare a Seahurst Park Trails Plan that accommodates linkages to various off-site trail nodes in non-erosive, low impact alignments, and discontinues trails with high impact to slope stability, vegetation, erosion and fragile habitats.

11.3 Include interpretive signs along educational nature trails.

11.4 Connect Seahurst Park and Salmon Creek trail networks.

12. Evaluate trails opportunities in other open space areas on the Puget Sound edge. Develop trails as opportunities arise, with special focus on low impacts and linkage with the larger connected systems in the area (Seahurst, Salmon Creek, Miller Creek).

13. Cooperate and coordinate with Public Works to develop passive park improvements (trails, nature study) in Hermes Depression.

14. Incorporate existing public lands and rights of ways in trails planning efforts.

15. Protect from private incursions and maintain the public right-of-way along the Indian Trail at Three Tree Point.

Signage and Landscaping Program

1. Improve trail signage that clearly identifies parks facilities, trails, open spaces and recreation opportunities throughout the community.

2. Improve street landscaping and signage along park street boundaries and access routes to establish positive image and presence of parks.

The Plan identifies "Indian Trail" (1 mile long) in the Three Tree Point area of Burien within its inventory of parks as a "Special Use Park" (linear park and trails). This facility is not publicly maintained. The Plan also identifies several street ends/public beach accesses (as mini parks) at: SW 163rd Street, SW 170th Street, and SW 172nd Street.

Figure 9 of the Plan depicts the "Parks Master Plan." The map identifies several potential future trail corridors. Figure 11 (Drainage, Open Space and Trails) shows potential trail corridors and open space linkages. These connect Seahurst Park, Salmon Creek Ravine, the Miller Creek area, and southern area of Burien/Normandy Park. Trail corridors are also identified along roadways.
The Plan calls for formalized linkages of open space and recreational sites, in the form of trails, pathways, sidewalks, or bikeways. The Plan calls for the need to link Lakewood Park, Salmon Creek, Seahurst Park, Miller Creek, the City core, and the Indian Trail.

The Plan outlines the following recommended steps for a comprehensive Burien Trails Plan:

1. Define goals for on- and off-road trail systems, including making existing roadsides more pedestrian friendly.
2. Develop policies that establish priorities for acquisition and development of trails based on level of service standards, public input and surveys, and needs to connect places.
3. Inventory existing trails: location, width and length, surface of path, vegetation, presence of water and wildlife, views, connecting points, owner of property, context, and possible or actual hazards.

4. Identify places that would benefit from trail connections, such as between public facilities, parks and downtown, or between parks and the regional trail network.
5. Identify, map and inventory publicly owned, undeveloped road ends, tax title lands and rights-of-way that may be used as trails or trail access points.
6. Develop criteria for selection of properties to lease or purchase and identify process and means to obtain selected properties.
7. Develop guidelines and standards for trail development based on trail function, anticipated user group (pedestrian, bicyclists, other), context, and maintenance.
8. Develop Capital Improvement Plan for development of trails.

The Master Plan also contains criteria for the acquisition of open space and trails, as well as a listing of funding options for open space and trails.

Seahurst Park Master Plan (August 2002; amended through February 2003)

The Seahurst Park Master Plan contains a Master Plan Summary Report, as well as several appendices: Appendix A – Community Outreach Efforts, Appendix B – Site Background Information Technical Memorandum, Appendix C – Shoreline Habitat Alternative Analysis Technical Memorandum, Appendix D – Stewardship and Monitoring Plan, Appendix E – Integrated Artwork and Interpretation for Seahurst Park.

Several themes were identified through the public process, which organized the development of the plan: Keep it natural/don't overdevelop; Improve parking and path access; Address safety/crime at upper parking lot; Address shoreline stability; and Improve public stewardship and education. The Plan also calls for the acquisition of two properties (Highline Senior Center and Brown Property).

With regard to pedestrian and bicycle facilities, the Seahurst Park Master Plan primarily identifies existing and proposed paths and trails. The Seahurst Park Master Plan map shows and calls for several pedestrian-related components, including a pedestrian connection between Seahurst Park and the Salmon Creek Ravine Open Space to the north, a "Plant Community Trail" in the northern portion of the park, a "Geology Trail" in the northeast portion of the park, "Nearshore Trail" in the southwest portion of the park, and a "Water Trail" in the southeast portion of the park. The Plan also shows an existing conservation and trail easement outside the southeast boundaries of the park. The Shoreline portion of the Master Plan shows the convergence of the aforementioned trails, as well as a main path along the waterfront and ADA compliant waterfront trails.

The Plan proposes 2,000 feet of new ADA-accessible shoreline paths and 1,600 feet of ADA-accessible upland paths. The Plan calls for the paths to be marked with signage and information about the park's natural features.

Appendix B notes several neighborhood access points to Seahurst Park: 16th Avenue SW/Shorewood Drive, SW 136th Street, 17th Avenue SW, 18th Avenue SW, and SW 146th Street, as well as the main entrance of the park. Appendix B also contains location information for existing trails within Seahurst Park (e.g. 9,500 linear feet of hiking trails).

Hermes Depression Improvement Concepts Final Report (December 2002)

The Hermes Depression Improvement Concepts Final Report contains a section on Interconnectivity Development. The intent of the section is to identify pedestrian routes that could connect the Hermes Depression to the Mayfair Depression, adjacent schools, residences, and businesses. The analysis identified the following trail options: North Connection, Middle Connection, and South Connection.

The preferred connection option (southern connection) links the Mayfair Depression and Hermes Depression via SW 130th Street and via a private pond, which would need to be acquired. The alternate north connection option connects the two depressions via SW 128th Street, 8th Avenue SW, and SW 129th Street. The alternate middle connection connects the two areas via SW 129th Street and would require a property acquisition or easement. All connection options show the Hermes Depression linking with the Hazel Valley Elementary School via a crosswalk across SW 130th Street, as well as with St. Bernadette Parish School via SW 128th Street and a crosswalk at Ambaum Boulevard SW and SW 128th Street.

The preferred connection would require the following acquisition and improvements: acquisition of parcel 3192000045, sidewalk along SW 130th Street, crosswalk across 9th and 8th Avenues SW, 770' sidewalk, 1,070' trail, 7,000sf of trail buffer revegetation, and maintenance.

Ordinance No. 382 (Northeast Special Planning Area)

Ordinance No. 382 amends the Comprehensive Plan with regard to planning for the Northeast Special Planning Area. The plan relates to the transition of land use in the planning area from residential to Business Park. The following policies are related to bicycle and pedestrian facilities in Burien (Ord. 382, Exhibit A):

Policy IN 1.4: Performance Standards. Performance standards for uses in the Southeast Industrial area and Northeast Special Planning Area will ensure that:

d. Curb cuts should be minimized and sharing of access encouraged;

e. Adequate and safe motorized and non-motorized access to the site is provided; and transportation and circulation impacts, especially on residential areas, will be mitigated.

Pol SE 1.5, Performance and Design Standards

7. Transportation and Access: Adequate and safe motorized and non-motorized access to the site shall be provided. The following transportation improvements should be installed to help mitigate impacts of redevelopment of SPA 4:

F. Along 8th Avenue S: Installation of pedestrian and bicycle improvements to reduce the impacts of forecasted traffic volumes. This is a City of Burien planned project.

G. Along S 140th Street and S 144th/146th Street: Installation of pedestrian and bicycle improvements to reduce the impacts of forecasted traffic volumes.

2. Normandy Park

Normandy Park Comprehensive Plan (December 1995)

Transportation Element

The transportation element of the Normandy Park Comprehensive Plan contains several strategies and alternatives related to pedestrian and bicycle circulation. The Plan calls for some proposed non-motorized circulation improvements that potentially could be coordinated with the Burien non-motorized system:

1) First Avenue South: bikeways and sidewalks, preferably separated from traffic where feasible;
2) Marine View Drive: 4-foot bike lane and 6-foot sidewalk separated from traffic lanes by 5-foot planting strip;
3) 12th Avenue/13th Avenue/172nd Street SW/Sylvester Road as a proposed pedestrian route;
4) SW 192nd Street as a proposed pedestrian route;
5) SW 186th Street as a proposed pedestrian route.

Burien's plans for pedestrian and bicycle facilities on Sylvester Road include a 10' wide multi-use concrete pathway on the east side of the roadway from SW 160th Street to 6th Avenue SW for use by pedestrians and bicyclists. The project also includes relocation of crosswalks at the Sylvester Road/SW 160th Street intersection near Sylvester Middle School and

Highline Community Hospital. New street lighting will also be installed for driver and pedestrian/bicyclist safety. This project could potentially be integrated with Normandy Park's plans for pedestrian/bicycle facilities on the roadway.

Other connection points between Burien and Normandy Park include existing sidewalks/pathways at SW 171st Street and SW Normandy Road.

Capital Facilities Element

The Capital Facilities Element of the Normandy Park Comprehensive Plan contains several pieces related to the transportation and recreation elements of the city. According to Normandy Park staff, the parks discussion in the existing Capital Facilities element does not reflect current policy. Normandy Park is expected to adopt a revised, stand-alone Park Capital Improvement Plan within the next month.

The Capital Facilities Element calls for the implementation of the sidewalk/pathway system described in the Transportation Element to support safe walking and jogging. The following specific pedestrian and bicycle projects potentially related to the Burien system are identified:

1) Preliminary design and engineering: 1st Avenue Pedestrian/Bike enhancements from 160th to 176th
2) Pedestrian/Bike Enhancements: 1st Avenue S from 160th to 174th
3) Pedestrian/Bike Enhancements: 1st Ave S from 174th to 200th
4) Pedestrian/Bike Enhancements: 1st Ave S from 200th to 216th
5) Sidewalk: SW 192nd Street from Normandy Park Drive to 1st Ave S
6) Sidewalk: Sylvester Road between bridge and SW 172nd Street (Snake Road)

Six Year Transportation Improvement Program (2003-2008) (June 2002)

The TIP for Normandy Park lists the following pedestrian and bicycle projects that could potentially be integrated with plans in Burien:

- 1st Avenue South Enhancement, Phase 1 (1st Ave from 162nd – 174th): sidewalks and bike lanes, multimodal enhancements

- Normandy Park Drive/192nd Street Sidewalk (Normandy Park Drive from 4th Ave to 1st Ave): curb, gutter, bike lane, sidewalk, parking strip
- 1st Ave South Enhancements, Phase 2 (1st Ave S from S 174th to S 200th): multimodal enhancements, sidewalks, bike lanes
- Sylvester Road Sidewalk Project (Sylvester Road from West City Limits to East City Limits): install sidewalks to improve pedestrian mobility and safety
- 186th Street Sidewalk (SW 186th Street from 4th Ave SW to 1st Ave. S): sidewalk installation
- 1st Ave SW Enhancements, Phase 3 (1st Ave S from S 200th to 216th S): sidewalks, bike lanes, multimodal enhancements

The 1st Avenue South and Sylvester Road projects are most relevant to Burien.

2003 Six Year Parks Improvement Plan (March 2003)

The Normandy Park Parks Improvement Plan contains the following plans that could affect pedestrian and bicycle planning in Burien:

- Walking Trail Connectivity

3. Des Moines

Comprehensive Transportation Plan (December 2001)

The Des Moines Comprehensive Transportation Plan identifies the following planned sidewalk and bicycle lane improvements for Des Moines roadways, which may be relevant to the Burien Pedestrian and Bicycle Facilities Plan:

- Sidewalks and bike lanes on 8th Avenue S between northern city limits and S 200th Street
- Pave shoulders on 8th Avenue S between SR 509 and S 194th Street for pedestrian/bicycle use (SeaTac responsibility)
- Sidewalks and bike lanes on Des Moines Memorial Drive between S 208th Street and Marine View Drive

- Widening & reconstruction on Des Moines Memorial Drive between S 194th Street and S 208th Street for bicycle & pedestrian facilities (SeaTac responsibility)
- Sidewalks and bike lanes on S 199th/200th Street between Des Moines Memorial Road and 8th Avenue S
- Widen shoulder and install sidewalk on S 192nd Street from 1st Avenue S to 8th Avenue S (Burien responsibility)
- Sidewalks and bike lanes on 1st Avenue S from S 192nd Street to Des Moines Memorial Drive (Normandy Park responsibility)
- Multipurpose trail project within ROW of SR 509 Extension (SeaTac/WSDOT responsibility)
- Multipurpose trail project—20th Ave S south of S 216th to S 222nd
- Multipurpose trail project—Des Moines Creek Trail to Kent-Des Moines Road
- Multipurpose trail project—Kent-Des Moines Road to S 240th St via Highline Community College
- Multipurpose trail project—S 240th Street to Parkside Park
- Multipurpose trail project—S 250th/251st Street to Saltwater State Park
- Multipurpose trail project—S 272nd St to Woodmont Park

The following policies may also be relevant:

- Policy S-6: The existing state right-of way between S 216th Street and Kent-Des Moines Road should be considered for a multipurpose trail, connecting the Des Moines Creek Trail; the city does not envision an arterial connection in the corridor.
- Policy P-5: Work with WSDOT to preserve the existing SR 509 right-of-way for construction of a multipurpose trail between Kent-Des Moines Road and the Des Moines Creek Trail.

Six-Year Transportation Improvement Program (2003-2008)

The Des Moines TIP identifies the following projects that may be relevant to pedestrian and bicycle system planning in Burien (these projects are included in the comprehensive transportation plan):

- Des Moines Memorial Drive Improvement (S 208th Street to Marine View Drive): bike lanes & sidewalks

- Des Moines Creek Trail Project (Phase 2): construct trail & install pedestrian & bicycle amenities
- 8th Avenue Improvement (North City Limit to S 200th Street): bike lanes & sidewalks

Greater Des Moines Comprehensive Plan – Park, Recreation and Open Space Element (December 1995)

According to Des Moines staff, the park, recreation and open space element may be updated soon. The following current policies and plans could be relevant to pedestrian and bicycle planning in Burien:

- 6-03-12: As outlined in the North Central Neighborhood Element, the unimproved right-of-way of State Route 509 should be considered to be a valuable part of the region's open space. If all or portions of the right-of-way are not used for transportation, Des Moines should encourage use of the right-of-way as passive open space and/or other recreational uses.
- 6-04-04: In the event that governing authorities determine that future improvement of State Route 509 will not utilize all of the existing right-of-way, Des Moines will facilitate discussions with the Washington State Department of Transportation (WSDOT) toward acquisition of unimproved and unused portions of State Route 509 right-of-way. Des Moines should express interest in acquisition of unused right-of-way and ensure that the design of any roadway improvements (other than a limited-access highway) provide for open space/recreation. Allow for interim recreational facilities in the right-of-way when such development would not create significant adverse environmental impacts.

4. SeaTac

SeaTac Comprehensive Plan (December 1995)

The SeaTac Comprehensive Plan contains maps of bike routes and pedestrian trails, the Des Moines Creek Trail, and North SeaTac Park. The existing signed bicycle route/pedestrian trail along S. 188th Street could potentially provide an east-west linkage.

The Comprehensive Plan proposes several signed bicycle routes/pedestrian trails, including the following:

- Trail generally parallel to Des Moines Memorial Drive (from S 128th Street to southern city limits), with some connections west into Burien at 156th Way, and near 8th Street (Westside Trail)
- S. 144th/S. 142nd Street from Des Moines Memorial Drive (east-west) *(note: potential connection with Interurban Trail/Green River Trail)*
- Trail near Tub Lake
- 156th Way from Des Moines Memorial Drive (east-west)
- Connection with S. 188th Street west toward Burien

According to City staff, the Westside Trail is planned to generally follow the Des Moines Memorial Drive right-of-way in the northern portion (Des Moines Memorial Drive undercrossing at I-5 to North SeaTac Park). The southern portion of the trail (treatment plant to 200th Street) is complete. The middle portion though SeaTac will coordinate with the plans for the SR 509 connection to I-5. The City is also in the process of considering appropriate access points for the trail.

Several opportunities may exist to connect Burien with the east-west connections identified in the SeaTac plan to potentially extend pedestrian/bicycle facilities east to the Interurban Trail and Green River Trail. Burien may also wish to coordinate with SeaTac regarding pedestrian/bicycle access to the proposed light rail station.

The trail system for North SeaTac Park is an existing internal circulation system located north of S. 136th Street, which connects with Burien to the west via S 136th Street (the Des Moines Memorial Drive/S 136th Street intersection is the park gateway).

SeaTac 2003-2012 Transportation Improvement Program

SeaTac's 2003-2012 TIP includes the following projects potentially related to the planning of pedestrian and bicycle facilities in Burien:

- Des Moines Memorial Signal Rebuild at S. 156th Street (signal rebuild, sidewalk at intersection) (Priority 18)
- Des Moines Memorial Drive (S. 128th Street to S. 136th Street) (Reconstruct roadway to 36 ft to include bicycle lanes) (Priority 28)
- Des Moines Memorial Drive at SR 518 ramps (Install signalization at west bound off-ramp) (Priority 32)
- Des Moines Memorial Drive (S 136th Street to ST 518) (Reconstruct and widen roadway to 36 feet to include landscaping bicycle lanes, street lighting) (Priority 38)
- Des Moines Memorial Drive (SR 518 to S. 156th Street) (Reconstruct and widen roadways to 36 feet to include bicycle lanes, landscaping, street lighting; Install curb gutter, sidewalks on one side; consolidate driveways in the commercial area) (Priority 39)
- Des Moines Memorial Drive (S. 156th St. to SeaTac City Limits) (reconstruct and widen roadway to 36 feet to provide for bicycle and pedestrian facilities) (Priority 44)
- Des Moines Memorial Drive (SeaTac City Limit to Normandy Park Road) (Reconstruct and widen roadway to 36 feet to provide for drainage, bicycle and pedestrian facilities) (Priority 64)

Des Moines Memorial Drive South Improvements Design Report (September 1999)

SeaTac's plans for Des Moines Memorial Drive South include improved pedestrian, bicycle and vehicle mobility between S. 188th Street and S. 196th Street. Pedestrian/bicycle-related improvements include the addition of continuous sidewalks, bicycle lanes, and landscaping.

Cultural Enhancement Plan for Des Moines Memorial Drive – Draft (2004)

Several jurisdictions (including SeaTac, Burien and the Port of Seattle) collaborated to draft this plan. The plan calls for a pedestrian/bicycle/trail facility on the eastern side of Des Moines Memorial Drive. The City of Burien continues to coordinate with this planning effort, which also consists of the recently initiated Westside Trail Corridor Study.

5. Tukwila

Tukwila Comprehensive Plan (December 1995)

Transportation Element

The Transportation Element of the Tukwila Comprehensive Plan includes a section on Nonmotorized Transportation. Listed improvements include completing the Interurban and King County Green River trails. Policy 13.5.7 states "Continue to coordinate with adjacent agencies on the development of regional nonmotorized transportation improvements." A Marginal Way improvement project is listed in the Background Report-Transportation Element.

Connections with the Duwamish/Green River trail and the Interurban Trail could be a priority for Burien in terms of regional trail connectivity.

The Transportation Corridors element primarily deals with East Marginal Way South and West Valley Highway, which form part of the regional transportation system. This section of the Comprehensive Plan calls for improvements of the pedestrian environment and increased pedestrian safety on these routes. According to the Background Report, better east west connection between communities such as Burien, Renton, and other suburban areas is a circulation goal. Burien pedestrian and bicycle planning could be coordinated with these efforts.

Tukwila Six Year Transportation Improvement Program (2003-2008)

The Tukwila TIP calls for the following projects, which potentially could be related to pedestrian and bicycle system planning in Burien:

- Tukwila International Boulevard (S 138th-S 152nd): sidewalks
- Tukwila International Boulevard (S 116th – 132nd): sidewalks
- S 144th St (Tukwila International Boulevard-Military Road): sidewalks
- East Marginal Way (Boeing Access Road-S 112th): sidewalks
- Tukwila International Boulevard (S 132nd-S 138th): sidewalks, illumination

These projects are also identified in the City of Tukwila Capital Project Summary 2003-2008.

6. Seattle

Transportation Strategic Plan (1998)

The Transportation Strategic Plan is Seattle's guide for managing the city's transportation system. The Plan contains several policies related to the expansion of the pedestrian and bicycle system throughout the city. Seattle's transportation strategy emphasizes increases in pedestrian and bicycle travel, as well as reliance on transit and other forms of "non-single-occupant-vehicle" travel.

Seattle's Comprehensive Plan: A Plan for Managing Growth 1994-2014 (January 2001)

The Seattle Comprehensive Plan Transportation Element contains goals and policies related to pedestrian and bicycle planning. The section also designates the Urban Trails System. The Urban Trails System includes the Duwamish Trail (along the Duwamish River), and the Alki Trail in West Seattle and continuing down to Lincoln Park. The Plan does not call for connections to Burien, but offers opportunities for regional linkages.

The Seattle Comprehensive Plan Land Use Element (Open Space Network piece) calls for linkages between recreational facilities, parks, and neighborhoods. The Comprehensive Plan also calls for the development of an urban trails plan, in which trails interconnect and are designed according to the user group.

Seattle Bicycling Guide Map

The Seattle Bicycling Guide Map identifies 16th Avenue SW and 26th Avenue SW as "Arterial Streets, commonly used by bicyclists." These routes run north-south, and connect with Burien via the White Center area.

7. King County

King County Nonmotorized Plan (1993)

The King County Nonmotorized Plan is currently being revised by the County. The current plan contains many general goals and policies, specific goals and policies, and plans for different areas of the county. Goals and policies applicable to pedestrian and bicycle planning in Burien include the following:

General

Goal G1: To significantly increase the number of individuals who can safely travel to their desired destinations by nonmotorized means.

Policy G1 (Environment): The County shall integrate programs and policies supportive of nonmotorized transportation into efforts to meet air and water quality and motor vehicle trip reduction standards established in state and federal legislation.

Policy G2 (Neighborhoods & Activity Centers): The county should locate and design transportation systems in such a manner as to contribute to the safety, efficiency, and convenience of residential neighborhoods and activity centers.

Bicycle, pedestrian, and (where appropriate) equestrian needs shall be incorporated as a central component of this effort, through land uses and densities conducive to nonmotorized transportation.

Policy G3 (Energy): Comprehensive Plan policies calling for the development of an energy efficient transportation system should be implemented in part by promoting the use of bicycle and pedestrian-friendly transportation facility design and land use.

Policy G4 (Intermodal Transportation Systems): The County shall work with transit providers and regional agencies to develop a transit system that is fully accessible to pedestrians and the handicapped, and which integrates as thoroughly as possible the access, safety, and parking requirements of bicyclists.

Policy G5 (Safety and Convenience): King County shall emphasize nonmotorized safety and access in the development of nonmotorized modes as an integral element of transportation planning and facility development.

Policy G6 (Dedicated Facilities/New Development): The development of facilities supporting nonmotorized transportation shall be required as a regular element of the development review process. Incentives should be provided to the private sector to encourage development of nonmotorized facilities beyond those which are required as dedicated improvements.

Policy G7 (Funding Priority): King County should give nonmotorized transportation increased funding priority in order to meet the goals of the plan. This should be accomplished though the expansion of funding for existing programs as well as by placing increased emphasis on the nonmotorized elements of proposed transportation projects.

<u>Bicycles</u>

Policy B-1: The design, construction, and maintenance of all County roads shall provide for the needs of bicyclists, with specific added attention given to those roads established and defined in a network of key bicycling streets.

Policy B-2: The County should provide a strong funding commitment to building bicycle facilities and to incorporating them in all new road construction and reconstruction of roads on the bicycle network.

Policy B-3: The County should provide greater safety for bicyclists of all abilities through enhanced transportation system design. Current AASHTO and WSDOT design guidelines should be established as the minimum for inclusion in the King County Road Standards.

Policy B-4: Nonmotorized projects should be planned and designed to serve areas near schools, recreation facilities, commercial and/or industrial areas, transit transfer facilities, activity centers and established or planned off-road multi-use trails.

Policy B-5: Designated projects on the adopted bicycle network should be designed with either an outside lane width of 14 feet or have striped bike lanes, striped shoulder, or access to a separated trail facility.

Policy B-6: Special facility consideration shall be given to projects which can address topographic constraints to bicycle access, either through routing which minimizes grades, or which provides additional width to accommodate slower bicycle speeds.

Policy B-7: The County shall actively seek the provision of separate nonmotorized facilities in any and all cases where existing access is removed via construction or designation of a limited access highway.

Policy B-8: The County should develop the transportation system to a standard that incorporates the needs of bicyclists, and which integrates public involvement into the planning for shoulder development through existing maintenance programs.

Policy B-10: The County should continue to emphasize maintenance in the accommodation of nonmotorized transportation on the County road system, with an emphasis on road sweeping and the continued development of smooth and continuous road shoulders. The county should continue to work closely with affected users to identify and correct maintenance deficiencies on this system.

Policy B-14: The County should increase education, information and traffic enforcement efforts associated with nonmotorized transportation as a means of lowering accident and injury rates to nonmotorized travelers. Such efforts should extend to all highway users, including motorists.

Pedestrians

Policy P-1: The County should continue to identify and commit both dedicated funds and general roadway funds to build needed pedestrian facilities such as sidewalks, over and underpasses, walkways, paths and pedestrian activated signals. In addition, pedestrian safety projects and programs aimed at youth, handicapped and elderly should be a priority of the County in the planning and review of roads and land development.

Policy P-2: County facility and signal standards should be reviewed to accommodate the needs of an aging public, particularly in regard to signal phase length, sign size, reflectivity and street lighting.

Policy P-3: The County should increase efforts to repair and maintain pedestrian facilities through a cooperative effort of the County, homeowners, developers and businesses.

Policy P-4: New residential and commercial/industrial development in King County should incorporate pedestrian design elements, both on and off the road system.

Policy P-5: As King County Community Plans are developed, attention should be paid to the identification of specific pedestrian projects and needs, including the following:

a. Gaps in the arterial sidewalk system;
b. Design and implementation of pedestrian facilities in designated activity centers;
c. Potential transit development, and assessment of pedestrian facilities to connect housing and employment within ½ mile of any proposed or existing transit facility, including rail, ferry, park & ride, and along existing transit routes; and
d. Facilities linking neighborhoods to existing or proposed trail, park, school, major recreation facilities, or commercial and employment centers.

Policy P-10: Road maintenance efforts, including the annual overlay paving program, should be reviewed to maximize benefit to pedestrians through enhanced facility development.

Policy P-11: The County should provide for greater flexibility in the design and construction of pedestrian facilities to make them more attractive and enjoyable for users, allowing for use of different material and construction techniques to reflect local taste and diversity on non-arterial streets.

Policy P-12: Undeveloped road right of way in King County should be inventoried as part of a broader pedestrian facility inventory, and road vacation applications reviewed for their potential impact on general nonmotorized transportation facility development.

Policy P-13: The County should increase education and enforcement efforts as essential elements of a comprehensive pedestrian safety and access program.

Policy P-15: King County should develop a pedestrian safety program for seniors, to be delivered through senior centers, community centers, senior organizations, and through continuing education programs.

Transit

Policy R-3: King County should emphasize nonmotorized transportation project which improve bicycle access within a two-mile radius of any proposed transit facility developed as a function of any adopted regional transit system, and emphasize proposed pedestrian facilities within one-half mile of the same facilities.

Policy R-4: King County should address access opportunities both along and across any proposed transit system right of way for the benefit of nonmotorized access to the system.

Trails

Policy R-10: Nonmotorized transportation facilities separated from roads which are not part of the Regional Trails System should be considered for development if they:

a. Provide needed access across gaps in the nonmotorized transportation systems;
b. Provide linkages to the Regional Trails System;
c. Eliminate barriers to nonmotorized transportation access;
d. Whenever access is removed from a portion of the transportation system previously open to bicycles or pedestrians;
e. Provide access to new transit or transportation facilities.

Education

Policy I-11: The County should in conjunction with local jurisdictions, law enforcement, and both the nonmotorized and automobile communities develop a comprehensive and integrated information and education process aimed at highlighting issues, programs, and the potential of nonmotorized transportation.

Policy I-13: The County should actively seek new means to reduce the barriers to bicycle and pedestrian transportation at County facilities, including but not limited to: Short and long term parking for bicyclists should be provided at all County facilities, commensurate with the potential for encouraging bicycle commuting and to with the County by bicycle, while shower and locker facilities should be provided at major County facilities (greater than 100 employees) to support bicycle commuting.

Projects

When this Plan was written, Burien was considered part of the Highline community planning area, which also included White Center. According to the Plan, this area has the highest rates (by far) of pedestrian and bicycle collisions with motor vehicles in the County. The following projects are identified in the Burien area:

Existing Projects:

- S 146th/144th Street (8th Avenue S to Des Moines Memorial Drive). Reconstruct roadway; construct curb, gutter, sidewalk. Dist: 0.40 miles. Priority-Medium.
- 4th Avenue SW (SW 152nd to SW 160th Street). Reconstruct roadway; widen roadway; construct curb, gutter, sidewalk; construct bike lanes. Dist: 0.50 miles. Priority-High.
- 21st Avenue SW/Marine View Drive (SW 152nd to SW 170th Street). Pave shoulders. Dist: 1.25 miles. Priority-Medium.
- 4th Avenue SW (SW 128th Street-SW 146th Street). Widen roadway; upgrade traffic signal; construct curb, gutter, sidewalk; construct bike lane. Dist: 1.10 miles. Priority-High.
- 1st Avenue S/Myers Way S (6th Avenue S to SW 146th Street). Construct curb, gutter, sidewalk; construct bike lane. Dist: 2.50 miles. Priority-High.
- 16th Avenue SW (SW 160th Street to SW 170th Street). Pave shoulders. Dist: 0.61 miles. Priority-Medium.
- SW 170th Street. (16th Avenue SW to Marine View Drive). Pave shoulders. Dist: 0.80 miles. Priority-Low.
- Ambaum Blvd S. (S 160th St to Des Moines Memorial Drive). Pave shoulders; construct curb, gutter, sidewalk. Dist: 1.25 miles. Priority-Unknown.

- Normandy Road. (Des Moines Memorial Drive – 1st Avenue SW). Pave shoulders; Stripe bike lane on shoulders. Dist: 0.30 miles. Priority-High.
- S. 152nd Street. (1st Avenue S to Des Moines Memorial Drive). Widen to 3 lanes; widen bridge; construct curb, gutter, sidewalk; upgrade traffic signal; construct bike lane. Dist: 0.49 miles. Priority-High.
- 8th Avenue S. (S 128th Street to Des Moines Memorial Drive). Widen roadway; construct curb, gutter, sidewalk. Dist: 1.58 miles. Priority-High.
- 14th Avenue SW. (SW 148th Street to SW 152nd Street). Pave shoulders. Dist: 0.30 miles. Priority-Unknown.
- SW 146th Street. (16th Avenue SW to 21st Avenue SW). Pave shoulders. Dist: 0.25 miles. Priority-Low.

New 1992 Projects:

- 8th Avenue SW. (SW 129th Street to SW 130th Street). Construct multipurpose trail. Dist: 0.10 miles. Priority-Unknown.
- Sylvester/Maplewild Avenue. (Normandy Park city limits to 21st Avenue SW). Spot paving of shoulders. Dist: 3.00 miles. Priority-Medium.
- SW 136th Street. (Ambaum Blvd. SW to 1st Avenue S). Construct curb, gutter, sidewalk; widen curb lane for bicycle use. Dist: 0.65 miles. Priority-High.
- Ambaum Blvd. SW. (SW 152nd to SW 155th Street). Construct walkway/pathway. Dist: 0.20 miles. Priority-High.

<u>King County Transportation Needs Report (2001)</u>

The King County Transportation Needs Report identifies all transportation needs for the county; the projects are generally prioritized but funding is not necessarily identified.

The relevant pedestrian/bicycle projects for South King County include the following:

- Ambaum Blvd. SW (SW 128th Street to SW 148th Street) (Burien responsibility): sidewalk & widen curb lane for bicycle use *(*note: this project is not identified in Burien plans)*
- Ambaum Blvd. SW (SW 116th Street to SW 128th Street) (Burien responsibility): sidewalk; pedestrian/bike access/safety improvement study *(*note: this project is not identified in Burien plans)*

- Des Moines Memorial Drive @ S 118th Street (King County Roads responsibility): pedestrian crossing signals; traffic signal
- Des Moines Memorial Drive (17th Place S to S 120th Street (King County Roads responsibility): curb, gutter, sidewalk
- 1st Avenue South (S 128th Street to S 146th Street) (Burien responsibility): pedestrian/bike access/safety improvement study; sidewalks
- White Center Nonmotorized improvements (King County Roads responsibility)
- SW 148th Street/1st Avenue S (Burien responsibility): curb, gutter, sidewalk

King County Bicycling Guidemap (1998)

The King County Bicycling Guidemap shows major bicycling facilities and major features (points of interest, major employers, etc.) in King County. The map shows no major facilities in Burien but does label some of the streets according to bikability. Streets within Burien shown as "low traffic street with or without wide curb lane" include: SW 130th Street/Shorewood Drive, 8th Avenue S (S 146th Street to S 136th Street), SW 170th Street, Marine View Drive, 21st Avenue SW, SW 146th Street, and SW 144th Street. Streets within Burien shown as "Moderate to heavy traffic with wide curb lane or paved shoulder" include: Sylvester Road, 16th Avenue SW, SW 160th Street, 1st Avenue S, SW 152nd (west of Ambaum Boulevard SW), S 146th Street, Ambaum Boulevard S, SW 136th Street and S 136th Street. Streets within Burien shown as "Moderate traffic street without wide curb lane or shoulder" include: Maplewild Avenue, SW 172nd Street, SW 152nd Street (through downtown), 8th Avenue S (between SW 128th Street and SW 136th Street and between SW 146th Street and SW 152nd Street), SW 160th Street (between Sylvester Road and 1st Avenue S), and 4th Avenue SW. Streets within Burien shown as "Heavy traffic street without wide curb lane or shoulder" include: SW 128th Street, Ambaum Boulevard SW, and S 160th Street.

King County Regional Trails Map (2003)

The King County Regional Trails Map shows existing trails, including the Interurban Trail and the Green River Trail. No regional trails run through Burien.

8. Puget Sound Regional Council

Regional Bicycle and Pedestrian Implementation Strategy for the Central Puget Sound Region (April 2002)

The Regional Bicycle and Pedestrian Implementation Strategy outlines the regional context regarding bicycling and walking, the long-range plan for bicycling and walking in the Puget Sound region, and recommended strategies to implement bicycle and pedestrian transportation systems and associated programs. The document follows up on PSRC's VISION 2020 and Destination 2030 long-range planning documents, and provides specific direction regarding the development of a regional bicycle and pedestrian system. According to the document, the strategies of potential actions are not mandated but serve as a blueprint that can be used to shape work programs.

The Implementation Strategy identifies planned bike lanes and shared use paths; in Burien, 1st Avenue S is identified as such a facility. Downtown Burien is identified as a pedestrian improvement zone.

The Strategy includes seven major sections: capital investments; education, encouragement & enforcement; transportation & growth planning; project funding & approval; analytical tools; and monitoring projects. Several policies are suggested related to each topic.

Vision 2020 (1995)

Vision 2020 includes several multi-county planning policies as required by the Washington State Growth Management Act (GMA). The document is intended to provide the overall policy direction and vision for the Puget Sound region, with regard to land use and transportation planning. Several regional policies relate directly to pedestrian and bicycle planning. According to the Vision, "The region's long-range transportation strategy is to establish a coordinated multimodal transportation system that is integrated with and supported by regionwide growth management objectives." The following policies relate to pedestrian and bicycle planning in Burien:

Urban Growth Areas

RG-1 Locate development in urban growth areas to conserve natural resources and enable efficient provision of services and facilities. Within urban growth areas, focus growth in compact communities and centers in a manner that uses land efficiently, provides parks and recreation areas, is pedestrian-oriented, and helps strengthen communities. Connect and serve urban communities with an efficient, transit-oriented, multimodal transportation system.

RG-1.3 Preserve and enhance existing, vital neighborhoods and communities in urban areas that are compact, provide choices in housing types, and encourage travel by foot, bicycle or transit.

RG-1.4 Promote design that preserves community character and livability, creates lively and people-oriented areas, and supports transit, pedestrian and bicycle access.

d. Encourage development of convenient and safe bicycle routes and footpaths with connection to stores, schools and other activity areas. Improve transportation connections, particularly transit and bike, between nearby communities.

RG-1.6 Support the transformation of low-density auto-oriented transportation corridors to higher-density mixed-use urban transportation corridors when redevelopment would not detract from centers or compact communities. Corridors that offer potential include those that are located near significant concentrations of residences or employment, and have the potential to support frequent transit service and increased pedestrian activity. Encourage the redevelopment of these arterials through:

a. Addition of transit facilities, pedestrian-oriented retail, offices, housing, and public amenities,

b. Building design and placement, street improvements, parking standards, and other measures that encourage pedestrian and transit travel, and

c. Provision of pedestrian and bicycle connections between transportation corridors and nearby neighborhoods.

RG-1.7 When new development occurs, encourage conversion of large, undeveloped urban areas in a manner that is pedestrian- and transit-supportive, resource-efficient, and that promotes a sense of community.

Encourage a diversity of lot sizes and housing types for rental and ownership by people with different needs. Provide a network of connected streets serving transit, pedestrians, bicycles and automobiles which supports efficient travel and connects developing and established areas. Include stores, transit stops and other neighborhood-oriented uses within walking distance of most residential areas.

Contiguous and Orderly Development

RC-2 Coordinate provision of necessary public facilities and services to support development and to implement local and regional growth planning objectives. Provide public facilities and services in a manner that is efficient, cost-effective, and conserves resources. Emphasize interjurisdictional planning to coordinate plans and implementation activities and to achieve consistency.

RC-2.9 Coordinate planning efforts among jurisdictions, agencies and federally recognized Indian tribes where there are common borders or related regional issues to facilitate a common vision, consistency and effective implementation of planning goals. Encourage meaningful and ongoing public participation in planning efforts.

RC-2.12 Monitor implementation of VISION 2020 to evaluate the region's success in achieving regional growth management, economic and transportation objectives, including:

f. An efficient, multimodal transportation system.

Coordinate regional and county performance monitoring activities to minimize data gathering and duplication of effort.

Open Space, Resource Protection and Critical Areas

RO-6.7 Identify, preserve, and enhance through inter-jurisdictional planning, significant regional networks and linkages of open space, regional parks and recreation areas, wildlife habitats, critical areas, resource lands, water bodies and regional trails, and separate urban areas by creating and preserving a permanent network of urban and rural open space, including parks, recreation areas, critical areas, and resource lands. Also, within urban areas, promote development of parks and recreation areas.

Transportation

RT-8 Develop a transportation system that emphasizes accessibility, includes a variety of mobility options, and enables the efficient movement of people, goods and freight, and information.

RT-8.1 Develop and maintain efficient, balanced, multi-modal transportation systems which provide connections between urban centers and link centers with surrounding communities by:

a. Offering a variety of options to single-occupant vehicle travel;

b. Facilitating convenient connections and transfers between travel modes;

c. Promoting transportation and land use improvements that support localized tripmaking between and within communities;

d. Supporting the efficient movement of freight and goods.

RT-8.2 Promote convenient intermodal connections between all elements of the regional transit system (bus, rail, ferry, air) to achieve a seamless travel network which incorporates easy bike and pedestrian access.

RT-8.3 Maintain and preserve the existing urban and rural transportation systems in a safe and usable state. Give high priority to preservation and rehabilitation projects which increase effective multimodal and intermodal accessibility, and serve to enhance historic, scenic, recreational, and/or cultural resources.

RT-8.4 Maximize multimodal access to marine ferry routes through:

b. Safe and convenient bicycle and pedestrian linkages;

RT-8.6 Promote efficient multimodal access to interregional transportation facilities such as airports, seaports, and inter-city rail stations.

RT-8.12 Support transportation system management programs, services, and facility enhancements which improve transit's ability to compete with single-occupant vehicle travel times.

RT-8.13 Regional, major corridor, and urban center goals should be established reflecting regional policy intent to achieve increased proportional travel by transit, high-occupancy vehicle, and nonmotorized travel modes to achieve reduced dependence on single-occupant vehicle travel, with the greatest proportional increases in urban centers. Such goals should be set for 5- to 10-year periods and periodically updated in consultation with local jurisdictions, transit agencies and WSDOT.

RT-8.14 Emphasize transportation investments that provide alternatives to single-occupant vehicle travel to and within urban centers and along corridors connecting centers.

RT-8.17 Integrate land use and transportation solutions that offer the best opportunity to reduce air pollution, conserve energy, and protect the natural environment.

RT-8.18 Investments in transportation facilities and services should support compact, pedestrian-oriented land use development throughout urban communities, and encourage growth in urban areas, especially in centers.

RT-8.19 Promote transportation improvements that support the redevelopment of lower-density, auto-dominated arterials to become more pedestrian and transit compatible urban transportation corridors.

RT-8.21 Promote the development of local street patterns and pedestrian routes that provide access to transit services within convenient walking distance of homes, jobs, schools, stores, and other activity areas.

RT-8.22 Support the establishment of high capacity transit stations that advance regional growth objectives by:

a. Maximizing opportunities to walk, bike or take short transit trips to access regional transit stations;

RT-8.33 Develop a regionally coordinated network of facilities for pedestrians and bicycles which provides effective local mobility, accessibility to transit and ferry services and connections to and between centers.

RT-8.38 Support opportunities to redevelop the road system as multi-modal public facilities which accommodate the needs of pedestrians, cyclists, transit, high-occupancy vehicles, automobiles, and trucks.

Destination 2030/Metropolitan Transportation Plan (May 2001)

Destination 2030 is the metropolitan transportation plan for the Puget Sound region, and lays out priorities for a regional transportation system. Destination 2030 is intended to help implement the policies in Vision 2020. *According to the Plan, "Destination 2030* includes early actions (strategic investments in projects and programs prior to 2010) to increase travel alternatives, complete regional systems, address transportation choke points, and fund projects that are "ready to go." *Destination 2030* also plans for longer-term investments through the year 2030." Identified projects are focused on filling in regional transportation gaps and improving intermodal connections.

Nonmotorized transportation improvements in Burien identified by Destination 2030 include the following:

- 1st Avenue South (S 140th to Normandy Road)
- Ambaum Blvd. SW (SW 128th to SW 139th)

- CBD Sidewalk infill project – design and construction of missing sidewalk segments, including SW 148th from 6th -9th Avenue SW, 6th Avenue SW from SW 148th St. to SW 150th St; and 4th Avenue SW from SW 150th to SW 152nd Street.
- Des Moines Memorial Drive (Burien line to S 144th Street) – Class 2 bike lanes
- S 156th Street/Des Moines Memorial Drive (1st Ave S to SW 157th Street)
- SW 139th Street/SW 140th Street (Ambaum Boulevard to Des Moines Memorial Drive)

Although Destination 2030 states that most of these plans are not included within local plans, most of them are included in the most recent version of the Burien CIP, even though some of them are unfunded. However, the S 156th project and the SW 139th/SW 140th projects are not included in the Burien CIP.

Regional Transportation Improvement Program (RTIP) (2003-2005)

Burien plans in the RTIP include: Sylvester Road Multimodal/4th Avenue SW Roadway Reconstruction, Phase 1; and 1st Avenue South Phase 2 (SW 128th Street to SW 148th Street).

9. Washington State Department of Transportation (WSDOT)

Pedestrian Facilities Guidebook (September 1997)

The Pedestrian Facilities Guidebook is a pedestrian design manual that includes recommendations for pedestrian planning in Washington. Though the Guidebook does not contain any plans or policies related specifically to Burien, it does contain pedestrian facilities design ideas that will be integrated into Burien's pedestrian planning process.

Washington's Transportation Plan 2003-2022 (February 2002)

Washington's Transportation Plan discusses several different areas of the state (Regional Transportation Planning Organizations), and references projects listed by the PSRC. The plan primarily deals with state routes and facilities.

Highway System Plan 2003-2022 (February 2002)

The Highway System Plan identifies several transportation needs on the state highway system in Washington. Highways of Statewide Significance (e.g. SR 518 and SR 509) are generally given higher priority. No specific plans are related to pedestrian and bicycle planning in Burien.

Bicycle and Pedestrian Plan – Washington

The Washington Bicycle and Pedestrian Transportation Plan includes strategies to address the importance of bicycling and walking. The following selected action strategies (not mandates) are applicable to pedestrian and bicycle planning in Burien:

- Local governments should designate a bicycle and pedestrian system in order to prioritize project funding.
- Local governments should implement parking policies that encourage bicycling and walking.
- WSDOT, other state agencies, and regional and local governments should preserve linear corridors for bicycle and pedestrian transportation purposes.
- The state, schools, and local governments should continue to provide safety education materials to students in K-12 and targeted population groups on appropriate pedestrian and bicycle actions.
- State and local governments should promote the concept of using bicycle and pedestrian travel to access activity centers that are within a bicycle and pedestrian travel shed.
- WSDOT and local governments should distribute bicycle and pedestrian information through such technologies as Internet, and a bicycle/pedestrian hotline.
- Local school districts should ensure safe walk routes exist between schools and their adjacent neighborhoods.
- Local governments should identify major activity centers and ensure bicycle and pedestrian access within a bicycle and pedestrian travel shed.
- Local governments and school districts should target hazardous walking routes for pedestrian facility improvements.

- Ensure state and local funding agencies give priority to transportation projects based on serving the most users and that link bicycle and pedestrian origins and destinations.

The Washington State Transportation Commission's Policy on Pedestrians, from the 1995 Report

This report generally outlines strategies to achieve the expressed goal: "Encourage access to and the safe use of the transportation system by bicyclists and pedestrians." The report recognizes four major elements of a balanced multimodal transportation system: (1) planning; (2) facilities; (3) funding and programming; (4) safety education and enforcement. Strategies most relevant to bicycle and pedestrian planning in Burien include:

- Include pedestrian facilities as part of regional and local transportation plans.
- Recognizing the potential financial commitment to retrofit existing arterials and streets in urban areas, concentrate investments in the following areas:
    - Along transit routes
    - In access areas to schools, social service centers, recreation centers, and other activity centers
    - In zoned business districts (neighborhoods and downtowns and business districts as defined by state law)
- In urban areas, provide pedestrian facilities within all new industrial, commercial, retail, and housing developments to establish a pedestrian network which provides convenient and direct connections to points within the development and to adjacent developments, streets, and transit stops.
- Property developers and owners responsibilities include: In urban areas, providing and maintaining sidewalks in new developments. In established developments without sidewalks, property developers and owners should provide sidewalks when financially possible in cooperation with appropriate public jurisdictions.
- Local government responsibilities include:
    - Adopting comprehensive plans which include interconnected systems for pedestrian movement in urban areas and identify pedestrian activity areas in rural areas.
    - Using existing authority under RCW 35.68 and 36.70A to adopt and implement development regulations (zoning, subdivisions, and building codes) which require private property owners in urban areas to provide and maintain sidewalks consistent with local comprehensive plans.

- Providing and maintaining crosswalks, traffic control devices, and, as appropriate, overpasses, undercrossings, and sidewalks within urban areas to ensure convenient and safe pedestrian connections across roadways under their control, consistent with the local comprehensive plan.

- Local jurisdictions that impose local option transportation taxes and fees, such as the Vehicle License fee, Street Utility Charge, and Commercial Parking Tax, should consider designating a portion of these revenues for independent pedestrian projects.

Appendix E: Alternatives – Plan Refinement

I. Background

The Plan came about as the result of multiple iterations and refinements. The Plan Maps (Long Range Improvement Projects and High Priority Projects) and the Project List reflect identical projects; they are different ways of showing the same information. The Project List began as a long list of potential improvements, and then was narrowed down through public input and technical analysis into a sleeker list. Finally, the Project List was prioritized to identify which improvements are recommended for implementation earlier than others.

II. Map of Possibilities (Potential Route Map)

The "Map of Possibilities" was developed after the first round of community meetings to explore a wide range of potential pedestrian, bicycle and trail routes in Burien. Ideas were primarily generated from the first round of community meetings, and were augmented with ideas related to pre-existing city policies, topography and natural conditions, and technical input from city staff and consultants. The Map of Possibilities included all routes suggested by anyone at the first round of community meetings. The Map of Possibilities did not identify facility type (e.g. bicycle lane, multi-use path)

The intent of the Map of Possibilities was to capture all potential pedestrian, bicycle or trail routes and provide a base point for further narrowing and analysis. The Map of Possibilities was presented to the public for review at the second round of community meetings (September 2003). This map provided a starting point for added community input, particularly regarding identification of routes that were desired or seen as undesirable, or routes not yet included on the plan. At this point during the planning process, the most controversial potential routes (as voiced by the public) were along Maplewild Avenue SW and SW 172nd Street (some members of the community wanted to see pedestrian/bicycle improvements along these roadways, while other community members did not). See **Figure E-1** for the Map of Possibilities.

ROUTE DISCUSSION MAP

CITY OF BURIEN

MAP OF POSSIBILITIES

j.a. brennan associates PLLC

J.T. ATKINS COMPANY PC

III. Pattern Concepts

Along with the Map of Possibilities, two conceptual alternatives were explored to assist in focusing on the pattern, distribution and connectivity of development of the system of bicycle, pedestrian and trail facilities. The two pattern concepts, "Grid" and "Radial", served as ways to think about the development of connections and improvement projects. These pattern concepts were presented at the second round of community meetings. Based on community input received, the Final Plan contains elements of each pattern concept.

It is noteworthy that the City of Burien is arranged in a traditional grid street pattern in areas with flatter topography, but that roads tend to follow natural features (hillsides, etc.) in the steeper areas. The City contains other natural features, such as streams, greenbelts, and depressions that also guided the development of the plan.

1. Grid Pattern
The grid pattern focuses on major north/south and east/west transportation and recreation corridors. The routes are generally aligned with existing roadways. This concept emphasizes commuter transportation as well as strong connections to downtown and between neighborhoods and through the city and to surrounding jurisdictions and the regional trails system (Green River Trail, etc.). See **Figure E-2** for an example of the grid pattern in Burien.

2. Radial Pattern
The radial pattern focuses on downtown Burien as a hub, with connections from the neighborhoods toward the central downtown area. This concept emphasizes the internal connectivity of facilities within Burien, and seeks to connect parks and allow for a recreational/transportation trail loop circumnavigating the city. This type of pattern highlights the natural features (open space, streams, etc.) of a community. See **Figure E-3** for an example of the radial pattern in Burien.

Figure E-2: Grid Pattern

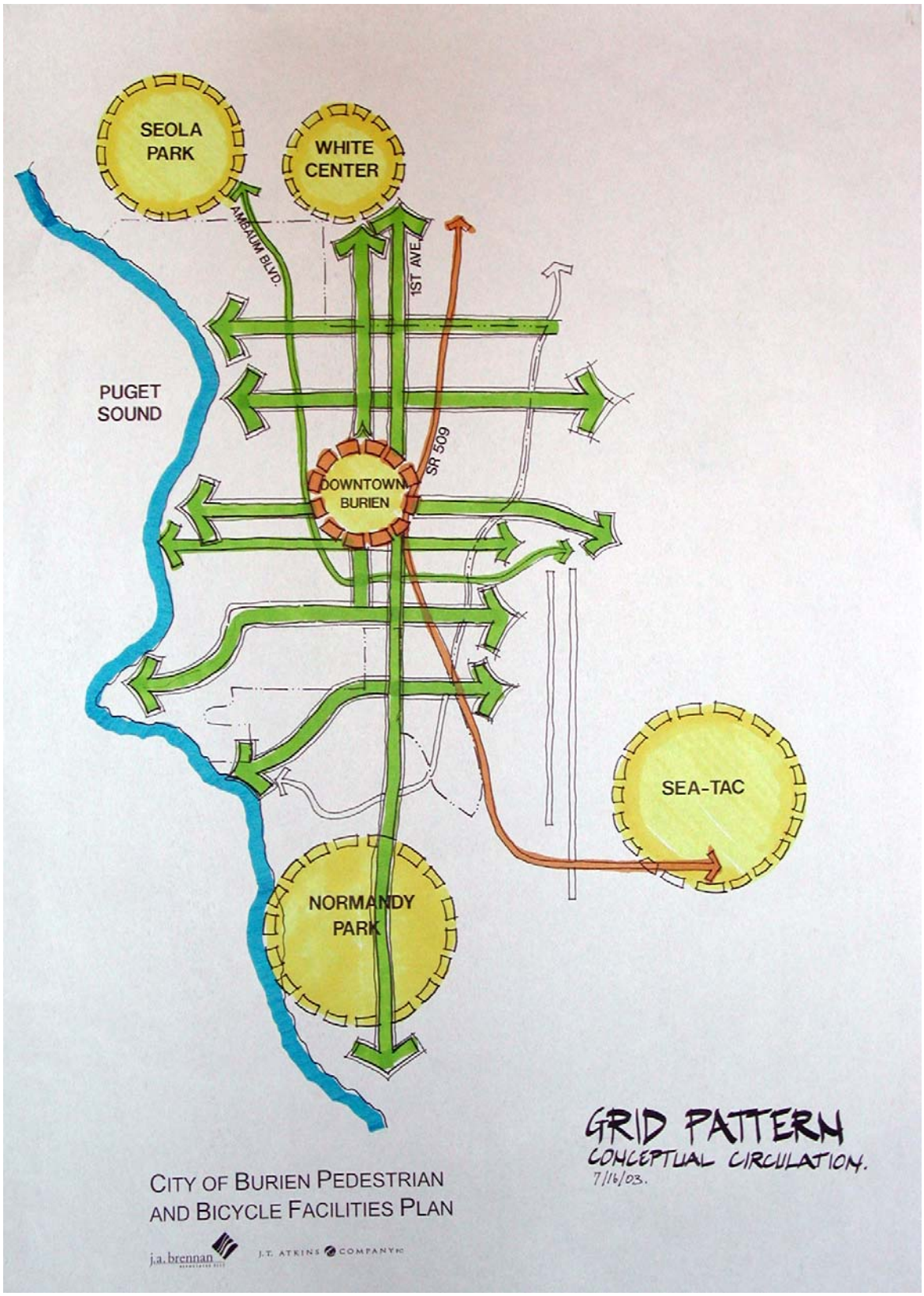
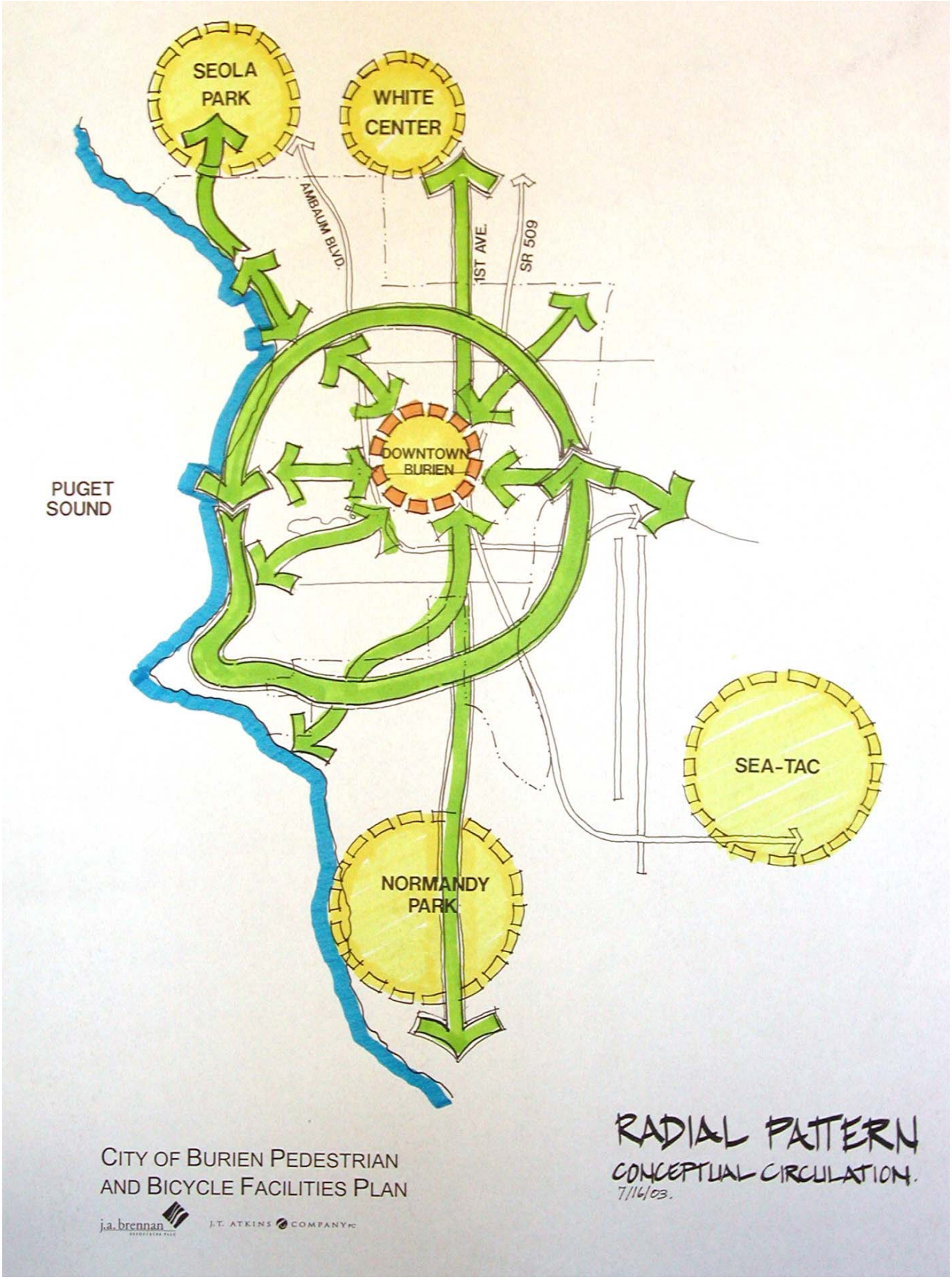


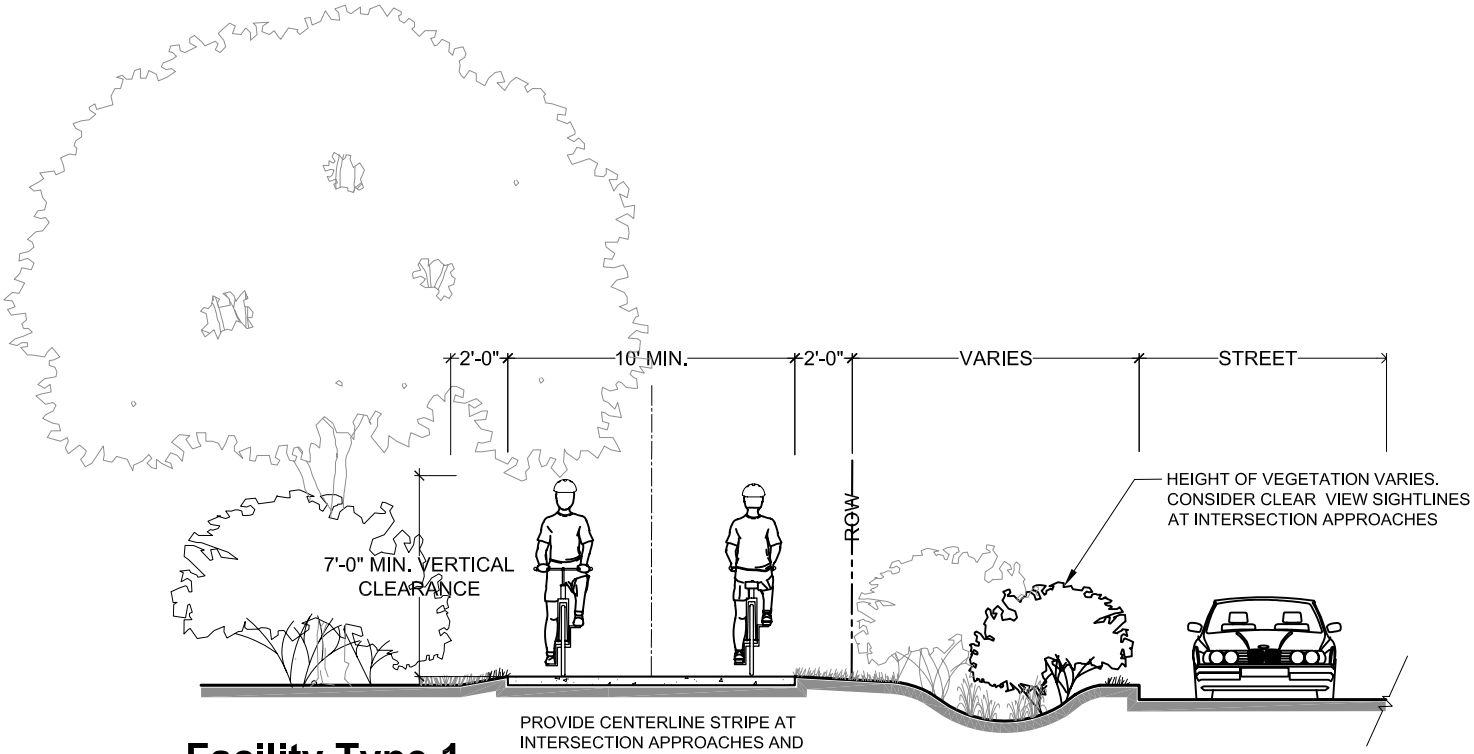
Figure E-3: Radial Pattern



IV. Draft Plan and Refinements

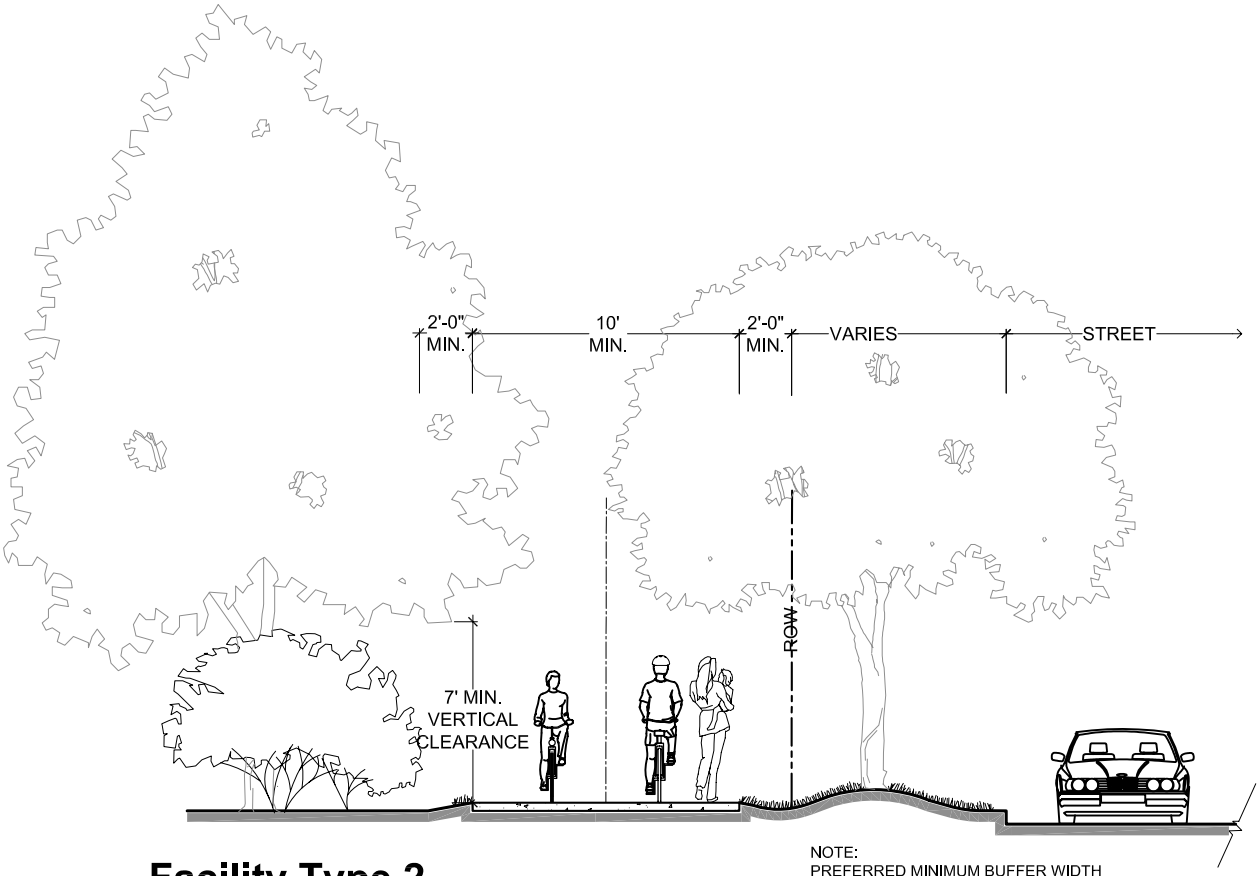
A Draft Plan was developed based on community input from the second round of community meetings and Citizen Steering Group input, as well as city staff review, Parks and Recreation Board review, and project team analysis based on the established planning criteria. The Draft Plan included the type of facility (e.g. bicycle lane, sidewalk) proposed as well as routes proposed. At the December 2003 community meeting, at least 90 percent of attendees (over 50 attendees) supported the Draft Plan. Refinements to the Draft Plan were made to develop the Final Draft Plan. Refinements were based on input from the community, Citizen Steering Group recommendations, and further consideration of the planning criteria. The Final Draft Plan was further refined by the Burien City Council to become the Final Plan.

Appendix F: Pedestrian, Bicycle and Trail Cross-Sections



Facility Type 1

Shared Use Commuter Path



Facility Type 2

Shared Use Recreation Path

NOTE:
PREFERRED MINIMUM BUFFER WIDTH BETWEEN STREET AND PATH IS 4'.

PROVIDE CLEAR VIEW SIGHTLINES AT INTERSECTION APPROACHES (TYPICAL FOR ALL FACILITY TYPES)

FACILITY TYPES

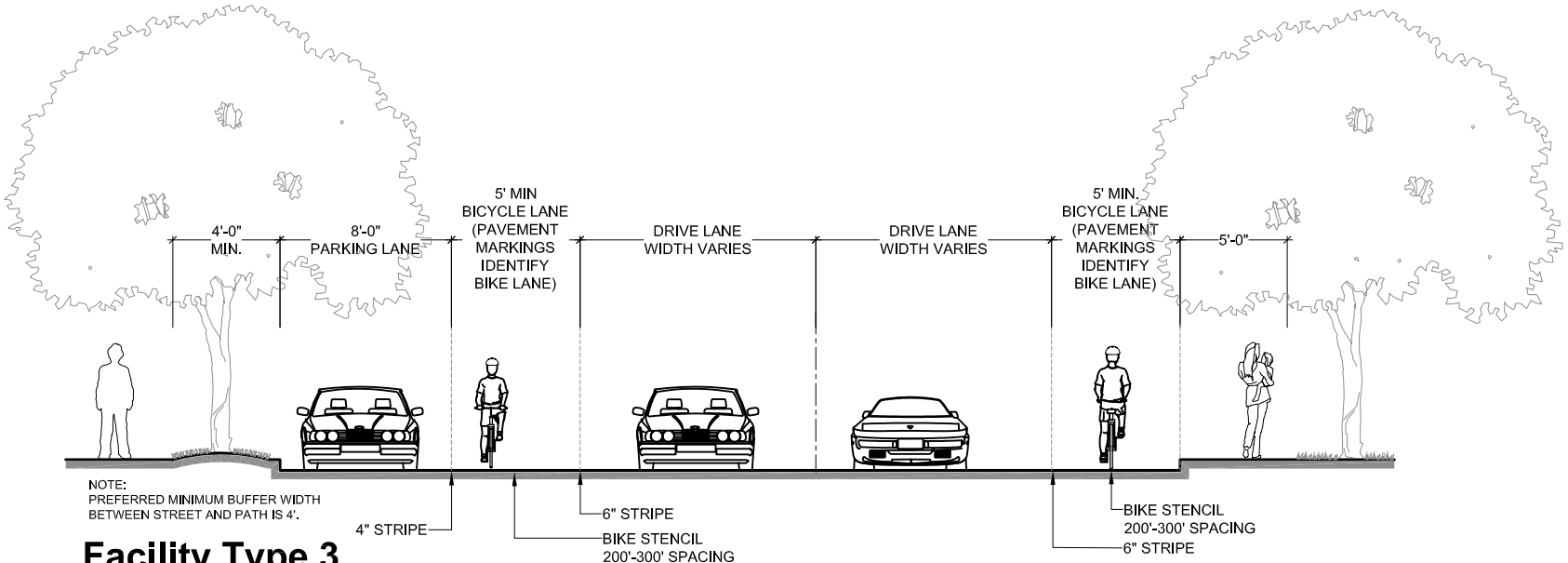
CITY OF BURIEN PEDESTIRAN AND BICYCLE FACILITIES PLAN

BURIEN

j.a. brennan associates PLLC

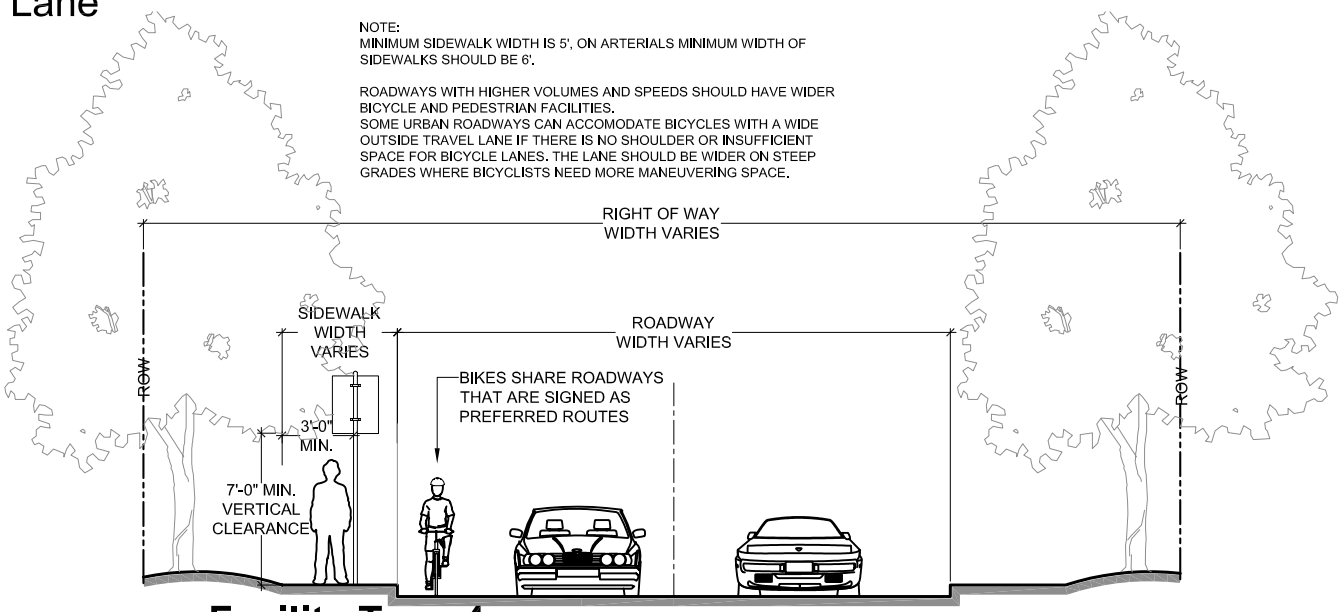
J.T. ATKINS COMPANY INC

POMEGRANATE CENTER



Facility Type 3

Bicycle Lane



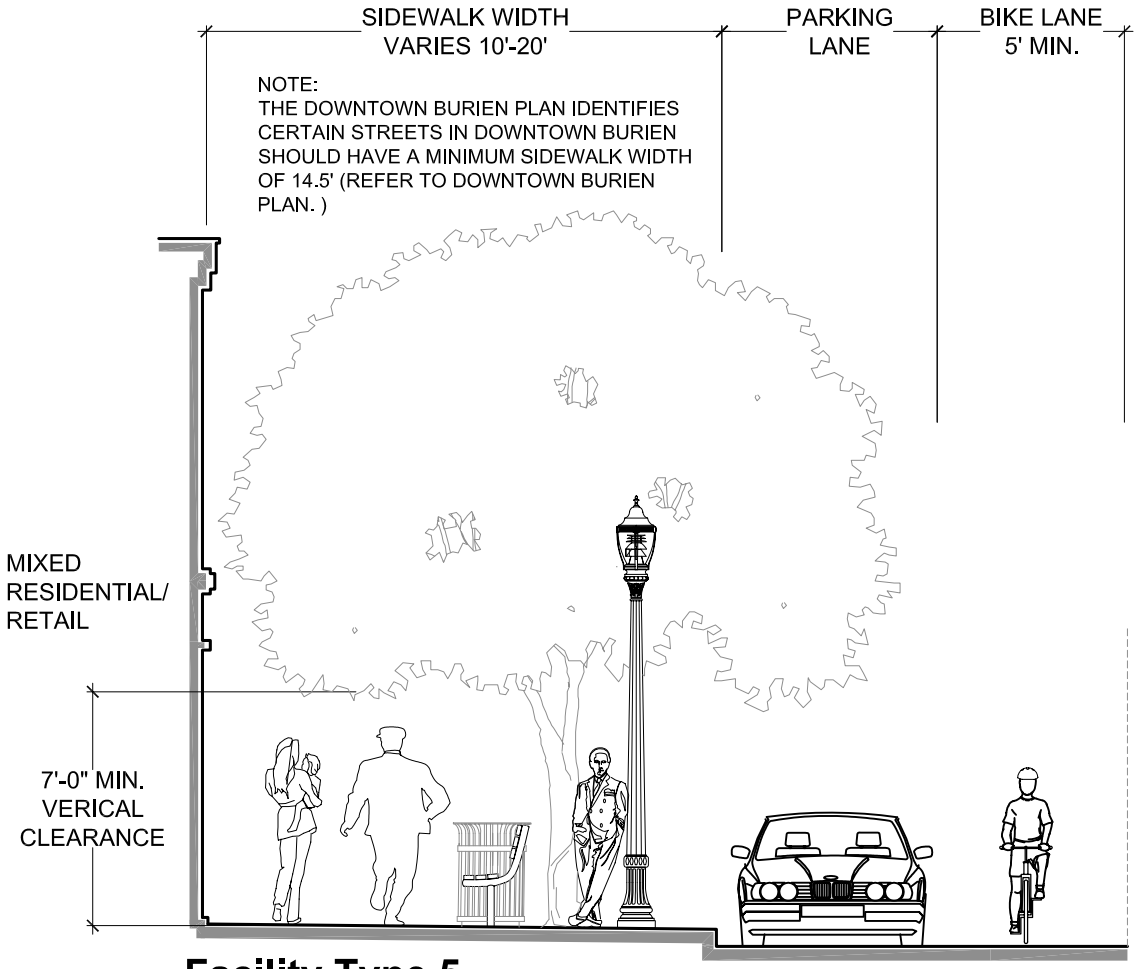
Facility Type 4

Shared Roadway/ Bikeway

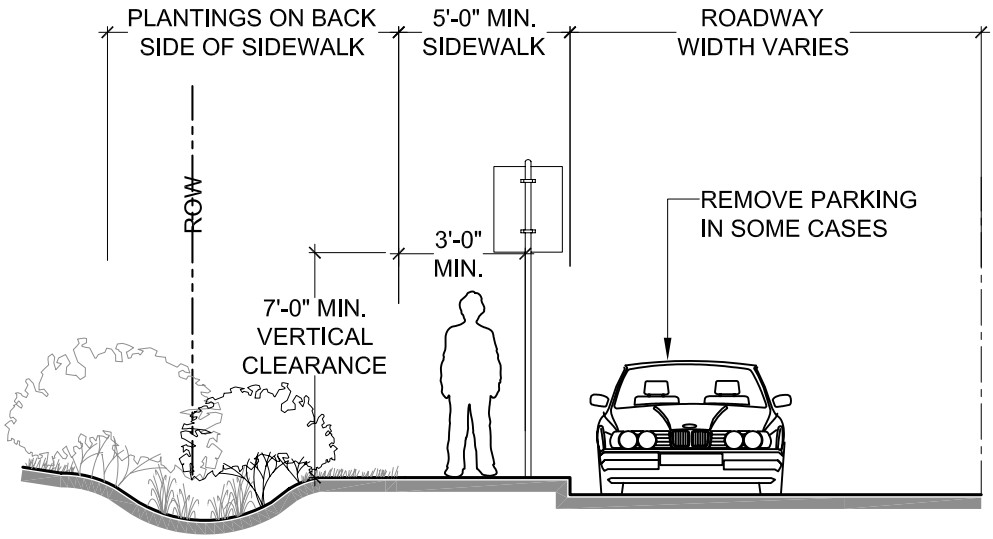
FACILITY TYPES

CITY OF BURIEN PEDESTIRAN AND BICYCLE FACILITIES PLAN

j.a. brennan associates, llc
J.T. ATKINS COMPANY, Inc
POMEGRANATE CENTER



Facility Type 5
Commercial District Sidewalk



Facility Type 6
Sidewalk Adjacent to Roadway
(Curb & Gutter)

FACILITY TYPES

CITY OF BURIEN PEDESTIRAN AND BICYCLE FACILITIES PLAN

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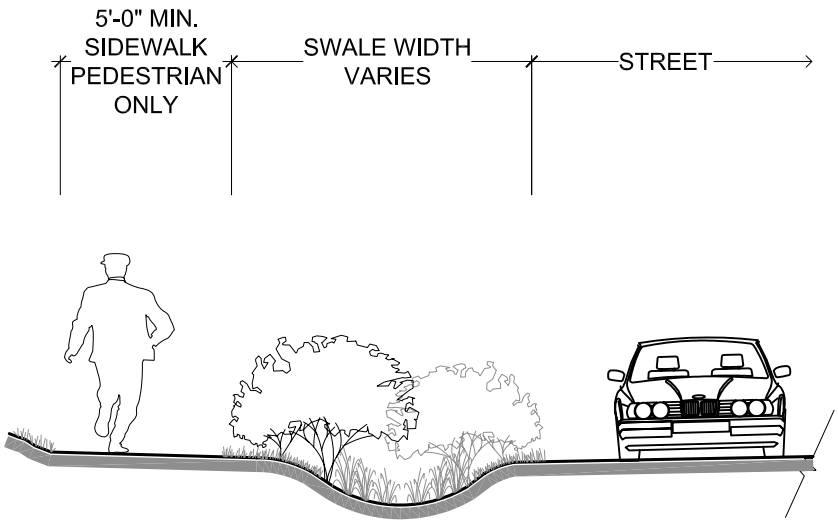
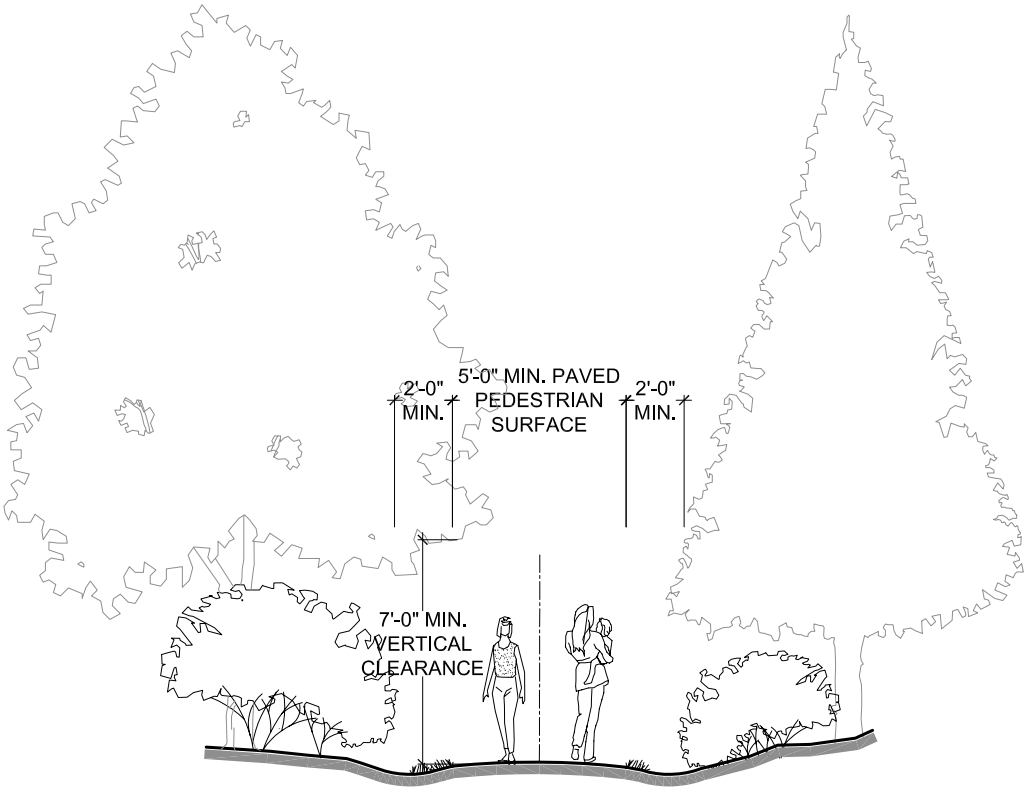
POMEGRANATE CENTER



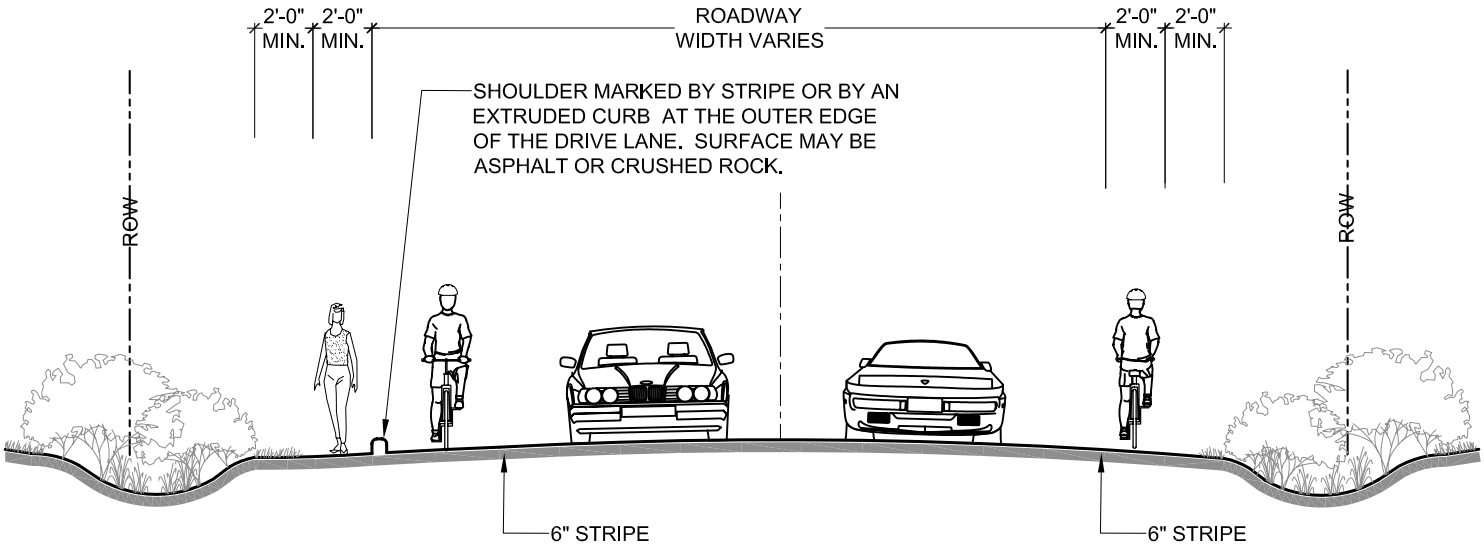
Facility Type 7
Sidewalk/ Pathway with Planting Strip or Swale (Curb & Gutter or Natural Drainage)



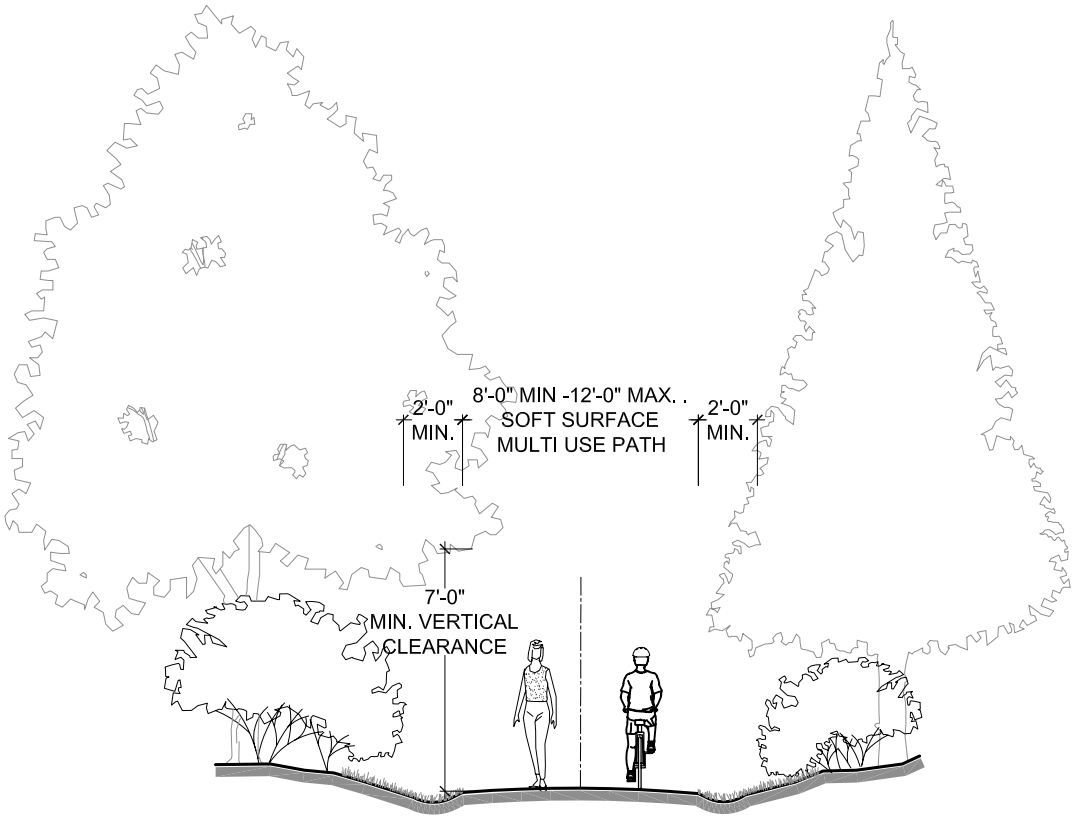
Facility Type 8
Pedestrian Only Paved Path

FACILITY TYPES

CITY OF BURIEN PEDESTIRAN AND BICYCLE FACILITIES PLAN



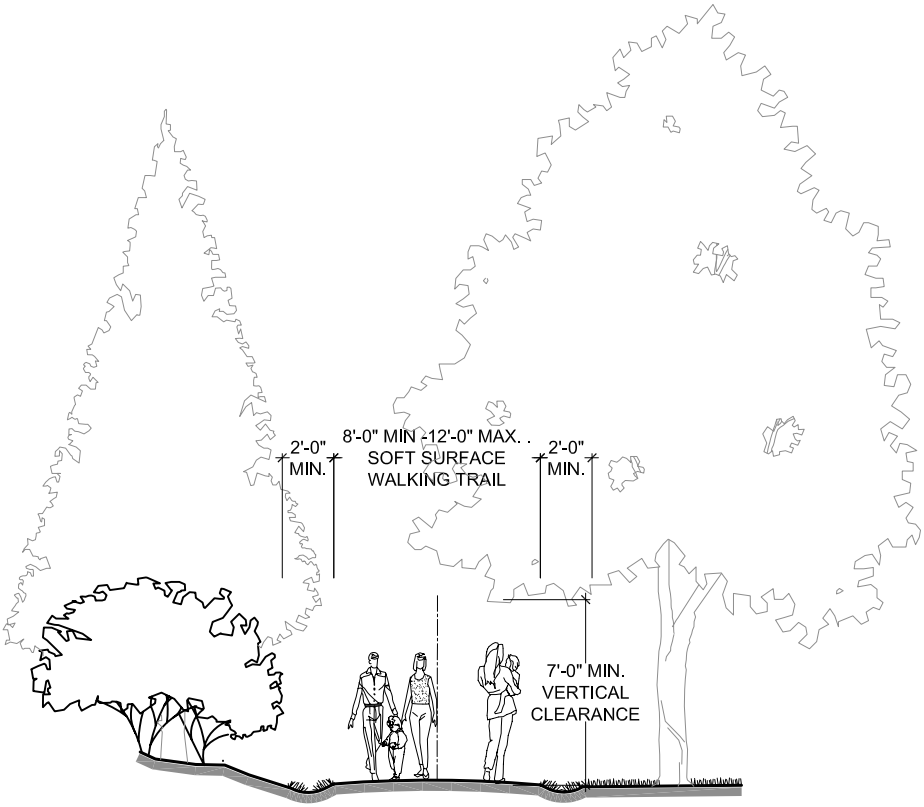
Facility Type 9
Widened Shoulder



Facility Type 10
Soft Surface Multi-Use Path

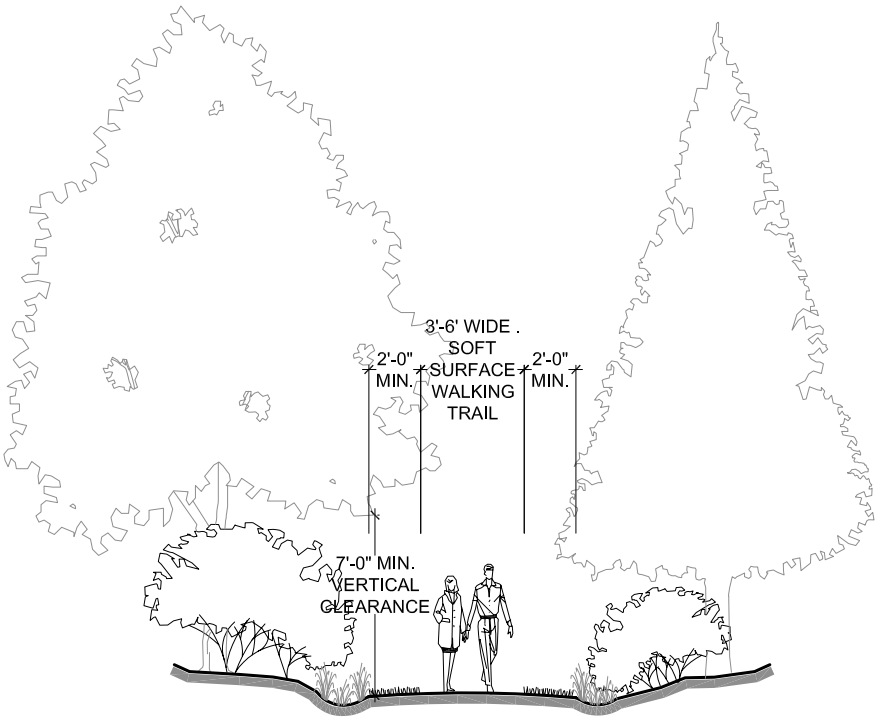
FACILITY TYPES

CITY OF BURIEN PEDESTIRAN AND BICYCLE FACILITIES PLAN



NOTE:
MAINTAINED WITH SERVICE VEHICLE OR ATV.

Facility Type 11
Primary Walking Trail

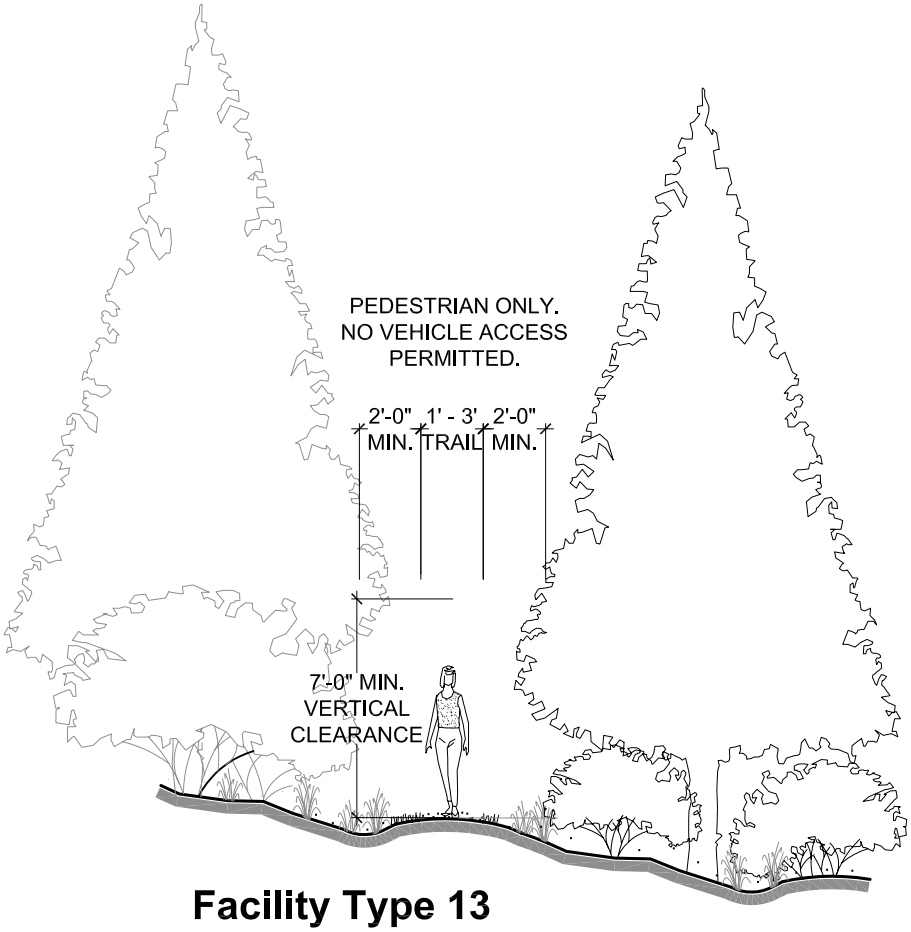


NOTE:
MAINTAINED WITH ATV.

Facility Type 12
Walking Trail

FACILITY TYPES

CITY OF BURIEN PEDESTIRAN AND BICYCLE FACILITIES PLAN



Facility Type 13
Rustic Trail

FACILITY TYPES

CITY OF BURIEN PEDESTIRAN AND BICYCLE FACILITIES PLAN

Appendix G: Design Considerations

I. Design Considerations

This appendix consists of a list of general design/planning considerations as projects move toward implementation. More information regarding pedestrian, bicycle and trail facility design is located in the Washington Department of Transportation's (WSDOT) ***Pedestrian Facilities Guidebook*** (1997) and the American Association of State Highway and Transportation Officials' (AASHTO) ***Guide for the Development of Bicycle Facilities***. These guidebooks are promoted for local jurisdiction usage by the Puget Sound Regional Council (PSRC) and WSDOT, among other jurisdictions.

- **Uniqueness of Downtown Area** - The downtown area of Burien is undergoing many changes that will need to be considered as the plan moves ahead. Reference the Downtown Burien Plan/Town Square Plan for more information.

- **Amenities –** Pedestrian, bicycle and trail amenities, such as trailheads, benches, public art, gateways, interpretive signage, plantings and landscaping, water fountains, viewpoints, lighting etc. should be considered for all nonmotorized projects.

- **Way-Finding Elements –** Way-finding elements such as directional signage are helpful to pedestrians and also create a sense of identity for communities. Way-finding can include signage, map kiosks, handout maps, and community identity elements. Graphic design elements and guidelines can help to create consistency among city neighborhoods and build community identity.

- **ADA Considerations** - The Americans with Disabilities Act's (ADA) standards and guidelines require that all facilities used by the general public are planned, designed, constructed, and maintained with the understanding that a wide range of people will be using them and relying on them for daily travel. Recreational facilities, such as trails, should provide accessible experiences when possible. If terrain or other unusual

conditions do not allow for paths to serve as an accessible route of travel, other accessible connections or facilities that provide a similar recreation experience can be created. Elements of design to be considered include creating accessible routes of travel, eliminating barriers and obstacles, widths and clearances, passing and resting areas, grades, cross slopes, sidewalk curb ramps, ramps, handrails, accessibility across driveways, surfacing, textural and visual cues, site connections, signing and other communication aids, and lighting.

- **School Zones** - It is important to remember the special limitations of young children when designing facilities children will use. The movements of child pedestrians are less predictable than adults. "Safe walk routes" can minimize risks to child pedestrians and make walkways safer for the community at large. Walkways and bikeways should provide direct links between schools sites and surrounding neighborhoods. Pedestrian travel zones should be clearly delineated from traffic, crossing points should be well marked, traffic-calming devices should be utilized, and view obstructions should be avoided.

- **Shoulders as Walkways/Bikeways/Trail connections** - Much of the City of Burien has been developed without sidewalks. Due to the expense of adding sidewalks, curbs and gutters, it is probable that many feasible options for much of Burien will include widening shoulders and creating crushed rock or asphalt walkways adjacent to the edge of the street. Widened shoulders designated specifically as walkways or bikeways should include signage to prevent parking within the walkway/bikeway.

- **Separation from Roadway** - Buffers such as utilities, street furniture, parking and planting strips can create separate pedestrian zones away from traffic. When feasible, this is a desirable approach to improve pedestrian safety. Recreational trails may be separate from roadways/right-of-way to impart a feeling of "getting away from it all."

- **Parking Considerations** - On street parking can provide a buffer zone between the roadway and the sidewalk, and can narrow the appearance of streets, reduce vehicle speeds, and create safer pedestrian areas. On-street parking creates a need for clearly identified street crossing points. Design elements, such as fencing, that channelize pedestrians to specific crossing points or bulb-outs and curb extensions can help to define pedestrian crossing points. Considerations should be given to the potential conflict between bicyclists and parked cars.

- **Gateways** - Gateway treatments provide neighborhood identification, such as signs, monuments, landscaping, special paving, narrowed entrances, and other elements. Gateways help indicate that it is time for drivers to slow down. Gateways can also be used to identify changes in land uses, such as park entrances.

- **Intersections** - The design approach to pedestrian crossings at intersections must protect the access and safety of pedestrians. Principles of intersection design include creating compact intersections, forcing vehicles to slower speeds, and having all legs of an intersection accommodate pedestrian use. Additional considerations include inadequate enforcement, poor visibility and obstructed sight lines, or level of service deficiencies. It is important to note that there is no legal difference between marked and unmarked intersection crossings.

- **Mid-Block Crossings** - For safety, mid-block crossings should always be marked, and designed and constructed to the appropriate standards.

- **Traffic Calming** - Traffic calming can reduce traffic speeds and volumes on neighborhood streets, making streets safer for pedestrians, bicyclists and residents. Holistic traffic calming is always a mix of the three E's: engineering, education and enforcement. Methods for calming traffic can include traffic control devices such as traffic circles, chicanes, curb bulb-outs, one-way entry, narrower streets, special paving, signs and neighborhood gateways, speed humps, and pavement markers. Design techniques can also be used to slow traffic by adding streetscape elements that affect a driver's perception of speed.

- **Transit Access** - Design practices that promote and enhance transit access for pedestrians and bicyclists include providing connecting bikeways and walkways, marked crosswalks, open sight lines, bus route information, lighting or bus shelters. Safety concerns may be addressed by providing sidewalks next to curbside parking lanes, minimizing maximum walking distance from cars to loading zones, and including security lighting or public pay phones or call boxes near transit areas.

- **Driveways** - The number of driveway access points from the street can impact pedestrian and bicyclist mobility and safety. Site access for pedestrians and vehicles should be separate if possible to minimize conflicts.

- **Ramps, Stairways & Steps** - Stairways and steps create accessibility issues and should be avoided in pedestrian and accessibility-friendly design if possible. If steps are unavoidable in public spaces, ramps should also be provided to allow easy access. Steps and stairs in pedestrian environments should meet required engineering standards.

- **Overpasses and Bridges** - Overpasses and bridges should be easy and convenient for pedestrians to access. Consideration should be given to cost, constructability, maintenance, aesthetics, and physical site constraints. These solutions are very expensive and can only be used in unique circumstances. Overpasses and bridges can provide an opportunity for the integration of public art into a design.

- **Planting Buffers/Swales** - Planting buffers or swales can help to separate pedestrians and vehicles, provide water quality treatment, provide space to locate street furniture, provide shade and aesthetic enhancements, and serve as a lower cost solution for separating traffic and pedestrians. This plan should coordinate with the City's adopted Stormwater Management Plan. Disadvantages of planting buffers/swales include maintenance requirements and cost. A 2 percent cross slope on pathways will facilitate adequate drainage. Sloping in one direction instead of crowning the pathway is preferred and simplifies the drainage and surface construction. Ditches and bio-swales function best on the uphill side of the pathway to intercept drainage. Bio-swales provide on-site detention or retention for flood control, filtration, and ground water recharge. Though aesthetically pleasing, planted swales require more maintenance than ditches. It should be noted that in Burien, drainage swales or ditches provide valuable infiltration of stormwater. In some cases the area occupied by swales may be the only feasible location for walkways or bikeways. Stormwater conveyance facilities may need to be re-designed/re-located to allow development of walkways/bikeways in some areas.

- **Retaining Walls** - Trails should be protected from erosion and slope failure. Where the slopes above and below trails exceeds 2(height):1(vertical) slope, the installation of retaining walls should be considered for trail protection.

- **Curbs and Gutters** - The installation of curbs and gutters provides two primary functions: (1) control of stormwater drainage and (2) a vertical barrier or separation between vehicles and pedestrians. The expense of adding curbs/gutters may be prohibitive for the City in some cases. In some cases, scuppered curbs could be considered to avoid costly drainage modifications. In other cases, walkways/bikeways separated from roadways via at-grade planting strips or swales/ditches may be preferable to curbs and gutters for expense or stormwater management considerations.

- **Striping & Raised Pavement Markers (RPMs)** – These are used at crossings or along shoulders to separate pedestrians/bicyclists from vehicle traffic. Care should be taken when mixing RPMs and bicycle facilities.

- **Surfacing –** Different surfaces can be used for pedestrian, bicycle and trail facilities. Trails can be paved (asphalt or concrete), boardwalk, crushed rock, or compacted earth. **Appendix F** contains city-specific information.

- **Emergency/maintenance access –** Trail facilities may need access points from roadways for emergency or maintenance access for vehicles. These access points can be blocked for usage from other vehicles with bollards or gates. Trails needing to support emergency or maintenance vehicles should be designed to support vehicle weights.

- **Resting and Gathering Areas** - Pedestrian sidewalks, paths, walkways and trails with aesthetically pleasing resting and gathering areas enhance the pedestrian experience and create social opportunities and a sense of place. Resting areas are particularly important for younger and older pedestrians.

Appendix H: Potential Funding Strategies and Sources

I. Potential Funding Sources

A number of funding sources are available for pedestrian, bicycle and trail facility expansion and development. Documentation of a number of elements is usually required for applications, such as a plan, capital improvement program, and evidence of support from the public and citizens in the area. Often matching funds are also a condition of approval. Typically, a jurisdiction will apply to a number of funding sources for assistance to supplement local community funding resources. The following list is not exhaustive, yet it indicates the array of funding sources available for pedestrian, bicycle and trail facilities.

State Bicycle Funds

Money from a portion of state gas taxes is distributed to each city for bicycle facility development. The amount is usually small and often used to help finance facilities along existing streets.

Pedestrian Safety and Mobility Program (PSMP)
The Transportation Improvement Board provides state gas tax funds for pedestrian projects. These projects improve safety, provide access, and address system continuity and connectivity. The PSMP is on an annual cycle.

Traffic Safety Near Schools Grants
WSDOT provides state funds for traffic and pedestrian safety improvements near schools. Eligible projects include sidewalks and walkways, school signing and signals (except for fluorescent yellow green warning signs), improved pedestrian crossings (medians, curb bulbs, crosswalks flashing in pavement warning lights, flashing beacons), turning lanes, school bus pullouts, roadway channelization and signalization.

Traffic Safety Grants
Washington Traffic Safety Commission provides state funding for programs, projects, services and strategies to reduce the number of deaths and serious injuries that result from traffic crashes.

Transportation Enhancement Grants
WSDOT provides federal funding to transportation-related activities designed to strengthen the cultural, aesthetic and environmental aspects of the intermodal transportation system. The program provides for the implementation of a variety of non-traditional projects, with examples ranging from the restoration of historic transportation facilities, to bike and pedestrian facilities, to landscaping and scenic beautification, and to the mitigation of water pollution from highway runoff. The next call for projects is subject to the reauthorization of the federal Transportation Efficiency Act (TEA-21).

Hazard Elimination Safety Grants
WSDOT provides federal funding to safety improvement projects that eliminate or reduce fatal or injury accidents by identifying and correcting hazardous locations, sections and/or elements. These include activities for resolving safety problems at hazardous locations and sections, and roadway elements that constitute a danger to motorists, pedestrians, and/or bicyclists. The next call for projects is subject to the reauthorization of the federal Transportation Efficiency Act (TEA-21).

Regional Funds – Surface Transportation Program

Metropolitan Planning Organizations (MPOs), such as the Puget Sound Regional Council, use federal funding for projects on any federal-aid highway, bridge projects on any public road, transit capital projects, and intercity bus terminals and facilities. Eligible projects include modifications of existing public sidewalks to comply with the requirements of the Americans with Disabilities Act. There is both a regional call for projects and a Countywide call for projects. Nonmotorized projects (which are required to represent 10 percent of the funding) are called for at the same time as Countywide projects for King County.

Congestion Mitigation Air Quality Improvement Program
Metropolitan Planning Organizations (such as the PSRC) provide federal funds to projects and programs that reduce transportation related emissions.

Local

Special Levy
This is a one-year special levy on property tax for construction and/or operation levied for only one year. Requires a 60% majority approval of 40% of the voters who voted at the last election.

Bond Measure
A bond measure is a property tax for the sale of construction bonds. The tax assessment can be levied up to 30 years. It requires a 60% majority approval of 40% of the voters who voted at the last election.

Revenue Bonds
Similar to a general obligation bond except revenue from the operation of the facility is used to pay the capital cost and debt service. It does not require a vote of the people unless required by local ordinance.

Councilmanic Bonds
Councilmanic bonds are a tax assessment that may be issued by the City Council. Such bonds do not require a vote of the people but must be paid out of the City's annual operating budget. The limit is based on a percentage of the total assessed valuation of the city.

Other

Certificates of Participation
A lease-purchase approach where the city sells Certificates of Participation (COPs) to a lending institution. The City then pays the loan off from revenue produced by the facility or from its general operating budget. The lending institution holds title to the property until the COPs are repaid. This procedure does not require a vote of the public.

User Fees
Cities, counties, and special purpose districts can charge fees for use of facilities or participating in programs. They are often entrance fees or registration fees. A certain level of service or development may be required to assess park and recreation fees.

Interagency Committee for Outdoor Recreation Grants
The Interagency Committee for Outdoor Recreation (IAC) administers several grant programs for outdoor recreation and habitat conservation purposes. Most grant programs require that the IAC be given assurance that the proposed project will be operated and maintained in perpetuity for the purposes for which funding is sought. Most grant programs also require that sponsors complete a systematic planning process prior to seeking IAC funding. IAC has grant limits on most of its programs and encourages and often requires sponsors to share in the project's cost. Grants are awarded by the committee based on a public, competitive process that weighs the merits of the proposed projects against established program criteria. Funding grants range from 100% (state agencies) to 50% of total project costs. The maximum grant awards and matching fund requirements change from year to year or even within a given funding cycle depending on the amount of funds available and the number of applicants.

National Recreational Trails Program
The Interagency Committee for Outdoor Recreation provides federal funding to rehabilitate and maintain recreational trails and facilities that provide a backcountry experience. Eligible projects include maintenance of recreational trails, development of trailside and trailhead facilities, construction of new trails, operation of environmental education and trail safety programs.

Non-Highway and Off-Road Vehicle Program
This program provides state funding to develop and manage recreation opportunities for those who use off-road vehicles (motorcycles, four-wheel drives, all-terrain vehicles). The program also supports facilities for those who pursue nonmotorized trail activities, such as bicyclists, cross country skiers, equestrians, and hikers.

Washington Wildlife and Recreation Program (WWRP)
A special fund created by a coalition of recreation and wildlife groups with the intent of preserving wildlife habitats, open space and developing recreation areas. Eligible projects include local parks, water access sites, trails, critical habitat, and natural areas. Funds and grant processes are administered by the IAC to provide funding assistance for a broad range of land acquisition, protection, park development, preservation/conservation, and outdoor recreation activities. Generally a 50% local match is required for this program's various funding categories with a maximum IAC per project contribution of $500,000 for acquisition and $300,000 for development. WWRP is a state funding sources and does not require a CORP permit, but not having a permit could affect how the project is evaluated and viewed in terms of "readiness to proceed." This is an "even year only" application, generally due in May of even years.

Land and Water Conservation Fund (LWCF)
The LWCF provides funds for the acquisition and development of public outdoor recreation areas and open space. Specific projects that are eligible for funding include picnic areas, trails, fishing access, and interpretive facilities. This is a Federal fund administered by the IAC. In order to be awarded a Land and Water Conservation Fund, an Army CORP permit must be in hand at award time (July). (The National Park Services does not authorize funding to the state for projects that require a CORPS permit but do not have it issued.) This is an annual grant, which must be matched with 50% funds. Only 20% of award may be used for A&E services

General City Fund
General City Funds from the annual operating budget may be allocated to bicycle and pedestrian projects.

Real Estate Excise Tax
A tax assessed on the sale of property and administered by local counties and cities. If this type of funding source is used, specific types of projects must be listed.

Utility Tax
Cities or counties can charge a tax on the gross receipts of electric, gas, garbage, telephone, cable TV, water/sewer, and stormwater service providers. The maximum tax is 6%, unless voters approve a higher rate. Revenue can be used for capital facilities acquisition, construction and maintenance. This may or may not be applicable to Burien.

Private Sources
Funding sources include various private entities, such as the Robert Wood Johnson Foundation, that focus on public health or community-building issues. The City should explore options with private foundations, particularly local foundations such as those related to Boeing's giving programs, etc.

Appendix I: Record of Public Comment