

City of Burien Pedestrian and Bicycle Facilities Plan

June 21, 2004



POMEGRANATE  CENTER

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THE PLAN

I. Introduction and Background

The Importance of Walking and Bicycling

Walking and bicycling are critical to community health and livability. Walking and bicycling provide important transportation and recreation options. Pedestrian facilities (such as sidewalks, paths or trails) and bicycle facilities (such as bicycle lanes or paths) weave people into the fabric of their communities. Schools, parks, transit, downtown and commercial areas, community centers and senior centers, libraries, health services, and other cities – connections to these places are necessary for the survival and well-being of society.

Almost everyone is a pedestrian at some point during the day, even if it is just a walk from the car to the front door. Many people, including children, the elderly, and the economically disadvantaged, rely on walking to reach their schools, jobs, recreation areas or basic services. According to the 2000 U.S. Census, 8.6 percent of occupied households in Burien do not have access to vehicles. Walking and bicycling facilities can provide safer ways to get around, by separating people from vehicle traffic. They also provide public space for social interactions between neighbors, and especially in the case of trails, a respite from everyday life and the chance to spend time alone or with family members or friends. Walking and bicycling provide an opportunity to lessen the influence of the automobile in a community and offer the opportunity to reduce daily impact on air and water resources. As shown by recent park and recreation surveys, walking is one of the most common recreational activities in Burien. Walkways, bikeways, and trails encourage healthy lifestyles by offering people a place to walk or bicycle. Walking and bicycling have many benefits and can enhance quality of life.

Plan Background

The City of Burien was incorporated in 1993. Although it is still a young city, Burien has a rich cultural history. The Burien area has felt the footprints of Native Americans and has been an established community for over 100 years. Prior to its incorporation, Burien was part of unincorporated King County. Like many other unincorporated areas, Burien did not see many investments in walking or biking infrastructure, such as sidewalks or paths.

The Burien Comprehensive Plan was adopted in 1997, and Burien citizens and leadership crafted a Vision, which speaks to the desire for creating a more livable community through walking and biking:

*“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 specific policies outlining the need for a pedestrian and bicycle facilities plan:

Policy 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 connections with bicycle and pedestrian routes to other jurisdictions as part of a regional system of facilities.



Small group work at the 1st round of community meetings

Policy TL 3.2 – Support the development of a system of 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.

Policy 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.

Policy PRO 3.5 – Community paths and neighborhood trails shall be planned through a community-wide planning process.

The Burien Parks, Recreation and Open Space Plan (2000) also contains goals and policies related to an integrated pedestrian, bicycle and trails facilities plan:

Plan Vision – Trails and sidewalks will serve the city and its neighborhoods by linking residential areas with shopping, parks, open spaces and other public facilities.

Goal 2 – 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.

Policy 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.

Plan Purposes

The general purposes of the Burien Pedestrian and Bicycle Facilities Plan are to:

- Provide a city-wide plan for a connected system of sidewalks, bikeways, paths and trails to be implemented over time;
- Enhance non-motorized transportation and recreation opportunities in Burien; and
- Improve community safety and livability.

These purposes are based on direction from pre-existing city policy, as well as the voices of the community heard throughout the community involvement process for this plan.

II. Plan Development and Planning Criteria

Existing Plans and Policies

All relevant existing plans and policies were reviewed to ensure that the Burien Pedestrian and Bicycle Facilities Plan is consistent with the Burien Comprehensive Plan and other Burien plans and policies and that it coordinates with planning efforts in adjacent communities. **Appendix D** contains a comprehensive review of all relevant local, regional, and state plans and policies. The following plans and policies were reviewed as part of the planning process:

City of Burien

- Burien Comprehensive Plan / The Burien Plan (November 1997, amended through December 2003)
- 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, Northeast Special Planning Area (March 2003)

City of Normandy Park

- Normandy Park Comprehensive Plan (December 2001)
- Normandy Park Six Year Transportation Improvement Program (2003-2008)
- 2003 Six Year Parks Improvement Plan (March 2003)

City of 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

City of 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)

City of Tukwila

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

City of 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, from the 1995 Report

Existing Conditions and Deficiencies

Existing pedestrian, bicycle and trail facility conditions and deficiencies were examined as part of the planning process to provide a baseline of information. This included a physical inventory of all pedestrian, bicycle and trail facilities in Burien, including sidewalks, bicycle lanes, multi-use paths, widened shoulders, recreational trails and amenities (such as bicycle parking and crosswalks). **Figure 1** shows existing pedestrian, bicycle and trail facilities in Burien. This examination also included an analysis of areas of particular importance to the community, such as downtown Burien/Town Square, parks, public facilities and schools. Pedestrian and bicycle accident history was also analyzed during this stage of the planning process. **Figure 2** shows the three-year pedestrian and bicycle accident history.

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 approximately 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. recently reconstructions of 4th Avenue SW and SW 152nd Street). In many areas sidewalks are not compliant with the Americans with Disabilities Act (ADA) or are in fair or poor condition. There are few dedicated bicycle facilities in Burien (only one block of bicycle lane), and many of those that exist are disjointed. Recreational trail facilities exist, but they are not connected comprehensively, and they are not developed to specific standards or trail hierarchies. **Appendix A** contains an overview of different types of pedestrian, bicycle and trail facilities. **Appendix B** contains a review of the existing conditions and deficiencies of the pedestrian and bicycle facility system in Burien.

Figure 1: Existing Pedestrian & Bicycle Facilities

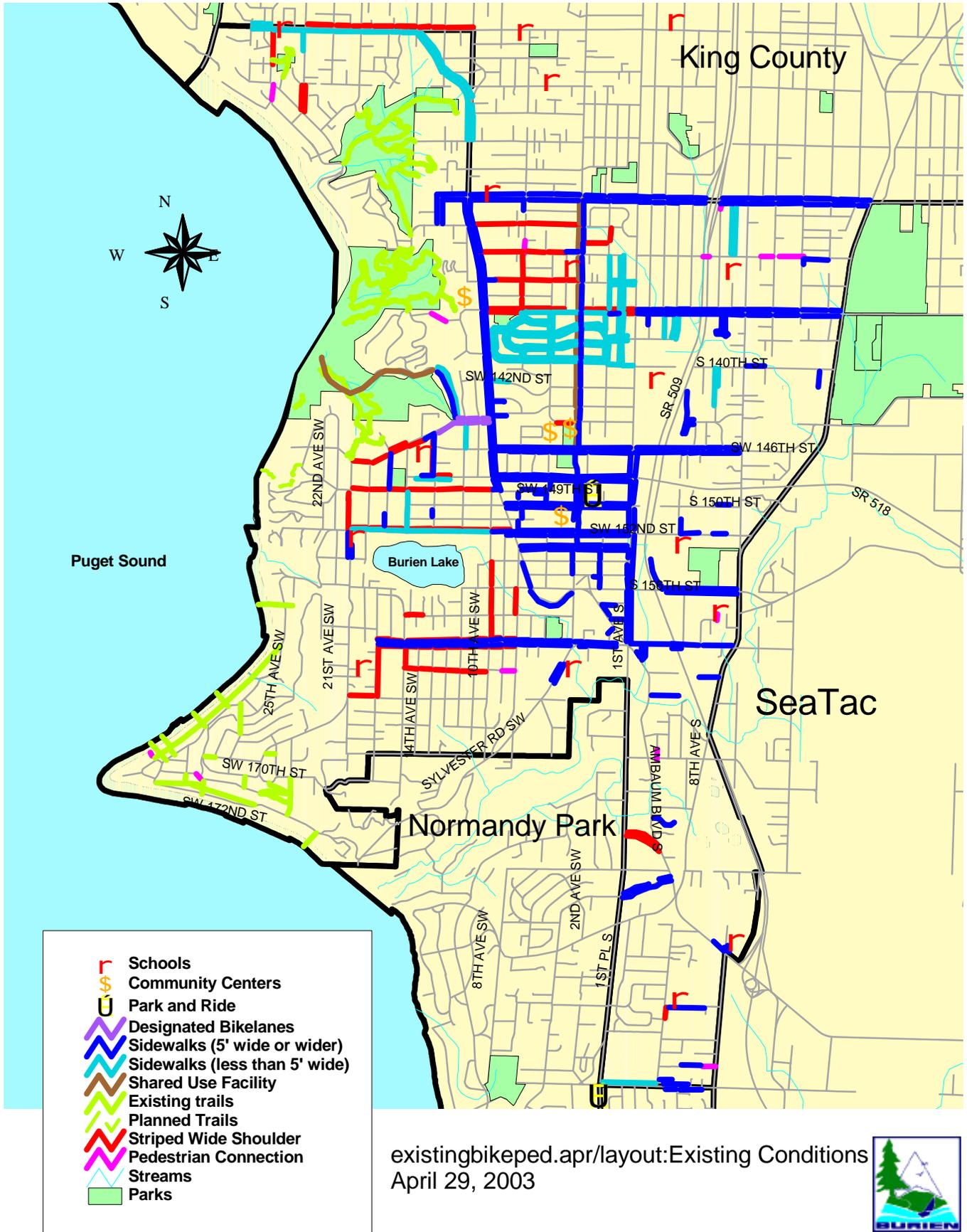
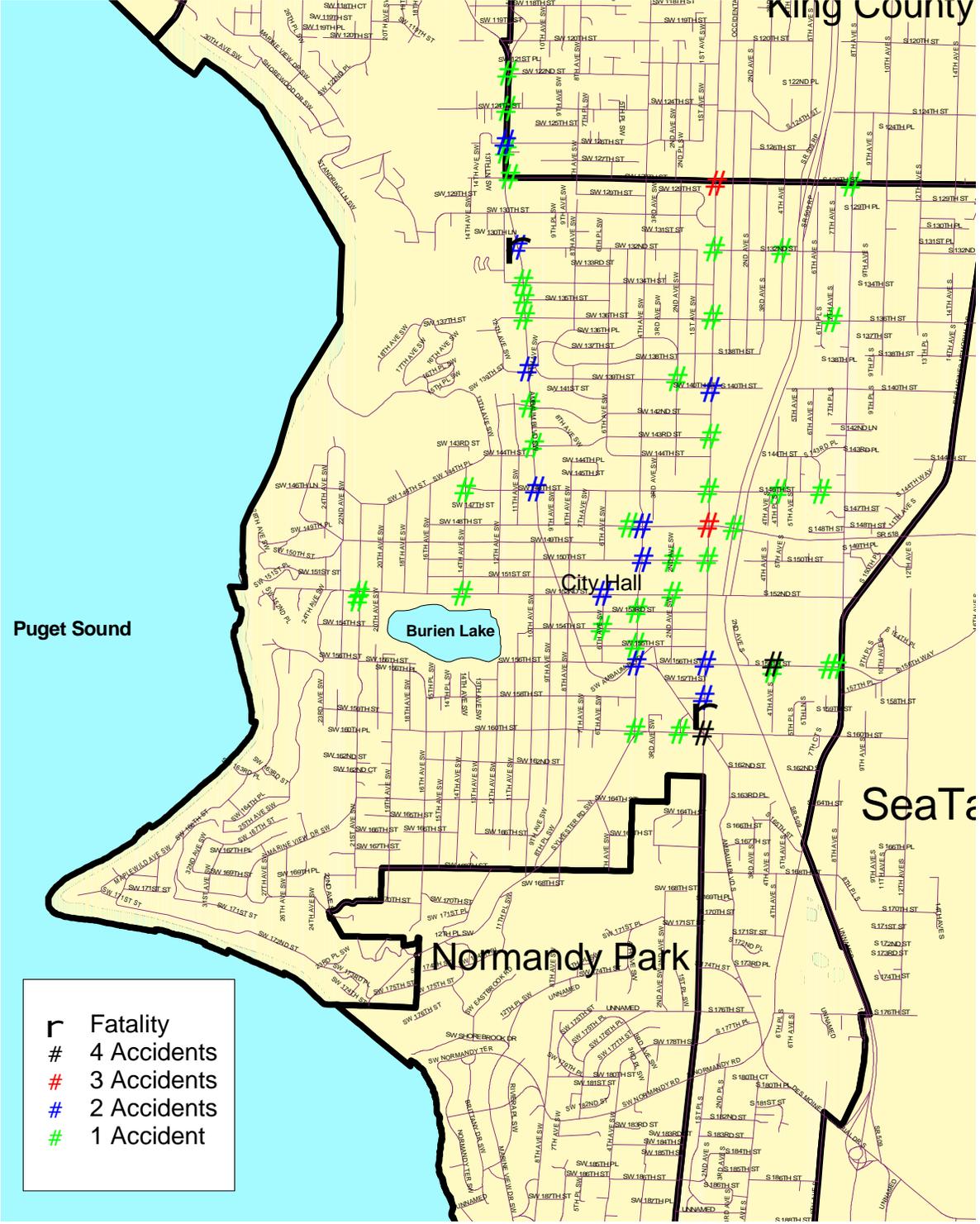


Figure 2: Accidents Involving Pedestrians or Bicyclists 1/1/00 - 12/31/02



Community-based Planning Process

The community planning process began in January 2003 and was completed in June 2004. See **Figure 3** for the project schedule. As instructed 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 recommendations regarding walking and bicycling in Burien. Ground rules were developed to help guide the community involvement process for community members.

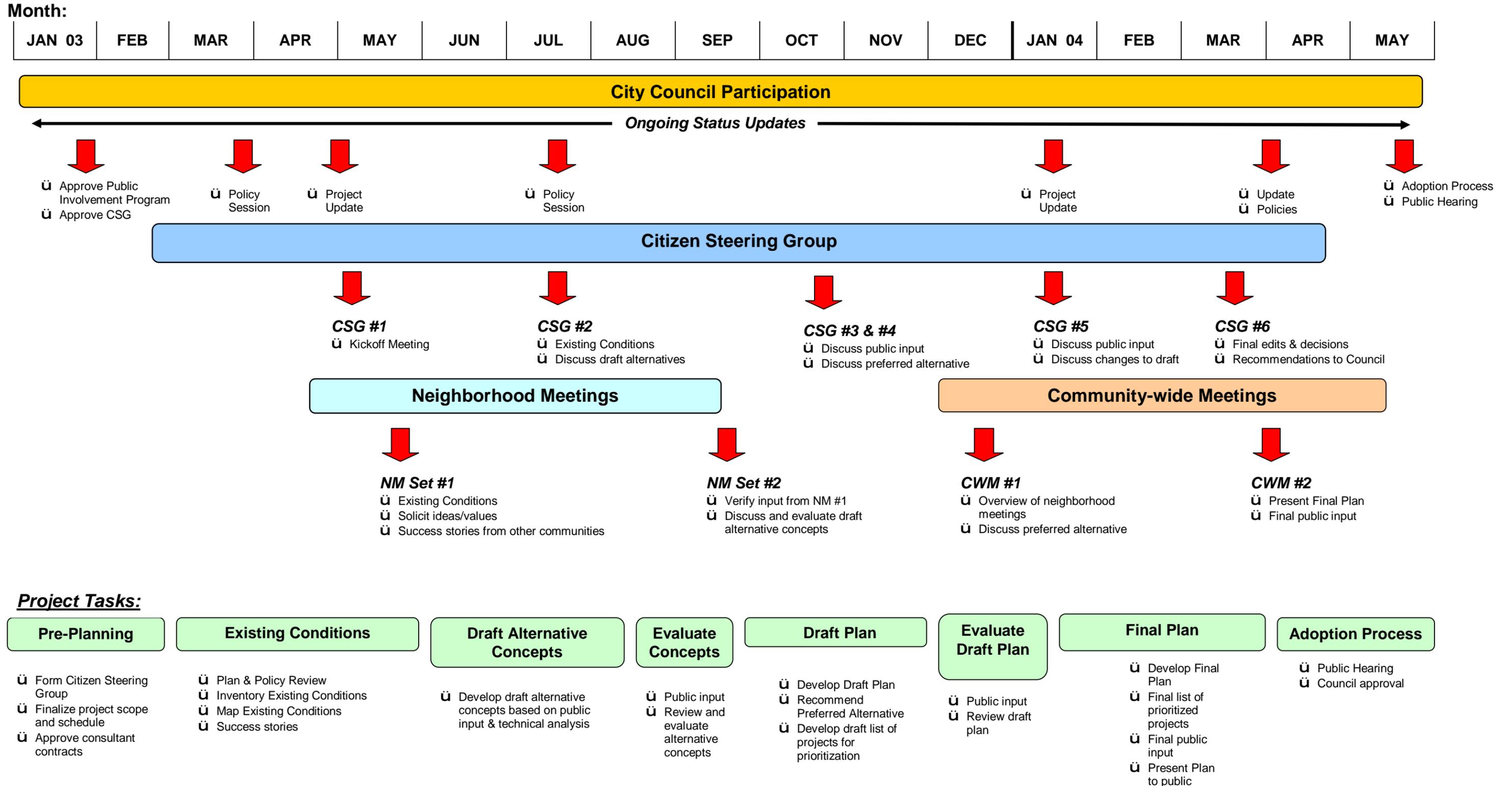


Large group comment period at Open House I

Over 400 people attended meetings and contributed ideas and feedback as part of this planning process. A Citizen Steering Group of representatives from different neighborhoods and community groups was created to assist with the process. The Steering Group met as a group six times throughout the project. Twelve community meetings were conducted as part of the plan: two rounds of neighborhood meetings (five meetings each round in May and September 2003) and two community-wide meetings (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 Burien Planning Commission and a meeting with the Northwest Neighborhood Planning Group.

Appendix C contains a more detailed description of the community involvement process. **Appendix I** contains a full record of all public comment received throughout the project.

Figure 3: Project Schedule



Planning Criteria

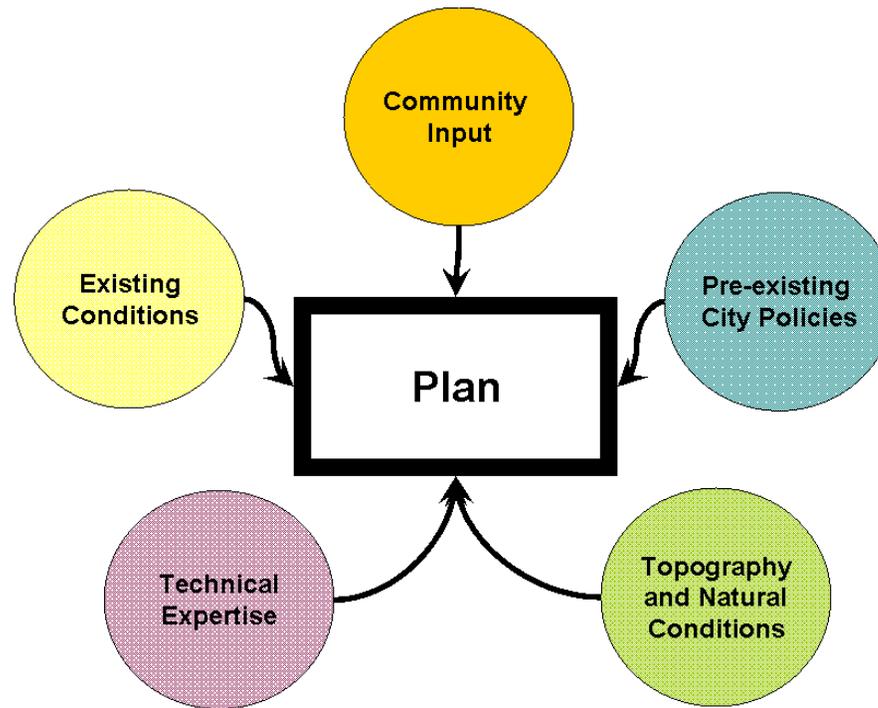
The planning criteria guided the development of the Pedestrian and Bicycle Facilities Plan and were refined throughout the planning process based on community input. The planning criteria were reviewed and approved by the Steering Group and the public. These criteria guided the development of the final plan and should be consulted throughout the implementation of the plan. The criteria include the following:

- Always emphasize safety for pedestrians and bicyclists
- Ensure safe school access for children
- Encourage education for motorists, bicyclists and pedestrians regarding bicycle and pedestrian safety
- Use appropriate design that enhances security on and near pedestrian, bicycle or trail facilities
- Connect to community hubs and activity centers, including downtown Burien, schools, parks, libraries, commercial areas, community centers, senior centers, transit facilities, existing trails, and regional trail facilities
- Connect to other communities and existing or planned facilities
- Connect pedestrian, bicycle and trail facilities to each other
- Consider accessibility for all users, including people with disabilities, children and the elderly
- Consider connections within and to/from high-density residential areas
- Increase non-motorized transportation opportunities that offer alternatives to using vehicles for transportation
- Offer bicycling and walking recreation opportunities
- Make use of available public land
- Respect environmentally sensitive areas
- Focus on workable, fiscally responsible solutions
- Coordinate with private property owners to seek creative ways to establish new connections involving private property
- Coordinate pedestrian, bicycle and trail facilities by integrating plans with other jurisdictions and planned roadway or trail projects
- Coordinate with neighborhoods regarding pedestrian, bicycle or trail facility maintenance
- Balance community use and private security
- Enhance community character and reputation

III. The Plan: Improvement Projects and Priorities

The Final Plan network of pedestrian, bicycle and trail facilities is intended to ultimately provide a recreation and transportation system for pedestrians and bicyclists. The Final Plan consists of a hierarchy of pedestrian, bicycle and facility types, as well as a Plan Map and Project List that include improvement projects to be implemented over time to achieve Burien’s vision of a walkable and bikeable community. **Figure 4** shows the various elements that influenced the development of the Plan. Additional information related to the development of the plan, development of alternatives, and plan refinement is included in **Appendix E**.

FIGURE 4. Elements Affecting Development of the Plan.



Facility Types and Facility Classification Hierarchy

Thirteen pedestrian, bicycle and trail facility types were determined for classification in Burien:

- Shared use commuter path
- Shared use recreational path
- Bicycle lane
- Shared roadway/bikeway
- Commercial district sidewalk
- Sidewalk adjacent to roadway (curb and gutter)
- Sidewalk/pathway with planting strip or swale (curb and gutter or natural drainage)
- Pedestrian-only paved path
- Widened shoulder
- Soft surface multi-use path
- Primary walking trail
- Walking trail
- Rustic trail

The Burien Comprehensive Plan 1997 (Policies PRO 3.3 – PRO 3.14) states that recreational trails should be classified as either “Community Paths” or “Neighborhood Trails”. Most trail improvements identified as part of this plan are classified as “Community Paths” (facility type #10, Soft-surface Multi-use Path; facility type #11, Primary Walking Trail; facility type #12, Walking Trail). “Neighborhood trails” are equivalent to those trails either classified as facility type #13 (Rustic Trail) or informal trails not classified as part of this plan (e.g. unmarked footworn paths within parks).

Figure 5 shows the different facility types and facility type characteristics. All routes in the Final Plan are coded according to the recommended facility type. **Appendix F** depicts cross-sections of “typical” examples of the facility types. **Appendix G** contains design considerations that can be used to inform implementation.



City of Burien

Bicycle and Pedestrian Facilities Plan

Figure 5: Pedestrian + Bicycle Facilities Classification Hierarchy

BIKE / MULTI-PURPOSE FACILITIES												
Type	Description	Surface	Width	Example	Trail Users	Adjacent To Street	Separate From Street	Best Application	Adjacent Land Use	Cost	Advantages	Disadvantages
1.	Shared-Use Commuter Path. Paved multi-use trail separate from streets, serving commuters and recreation. Regional connector. Surfacing either concrete or asphalt. Uses include walking, jogging, skating, bicycling. Cross-jurisdictional, urban, includes street crossings. Vehicular access is limited to service vehicles.	Asphalt or Concrete	10' min.	Green River Trail, Interurban Trail	Fast bikes Slow bikes Small wheels Runners Pedestrians ADA		√	High volume commuters Undeveloped Public R.O.W.s Former rail corridors Regional connector	Natural Commercial Industrial Residential	\$\$\$	Accommodates all types of users Serves both recreation and transportation needs. Maximum safety from cars	Potential conflicts between commuters and slow moving users
2.	Shared-Use Recreation Path. Paved path separate from streets, surfacing either concrete or asphalt. Uses include walking, jogging, skating, bicycling and service access. Vehicular access limited to service vehicles. Path may be winding and contained within a park.	Asphalt or Concrete	10' min.	Seward Park loop, Green Lake	Fast bikes Slow bikes Small wheels Runners Pedestrians ADA		√	In park areas or green spaces Neighborhood connector Undeveloped Public R.O.W.s	Natural Commercial Industrial Residential	\$\$\$	Maximum safety from cars Safer for children and slow moving users than on a commuter path	Not accommodating to commuters
3.	Bicycle Lane. On-Street bike lane with pavement markings and signing. Can be an inter-jurisdictional bicycle route. Route is published and/or signed.	Asphalt or Concrete	5'-0 min., may be wider to accommodate high bicycle speeds	SW 144 th St. SW Ambaum Blvd. To 13 th Ave SW	Fast bikes Slow bikes Small wheels		√	Direct Travel Commuting (moderate volume)	Natural Commercial Industrial Residential	\$\$	Possible on many streets. Direct Travel. Improved bike safety	Little separation from cars May take place of on-street parking.
4.	Shared Roadway/Bikeway. Bikes share roads that are signed as preferred bike routes. Streets that have relatively lower traffic volumes or have limited ROW and signed as a preferred bike route. Preferred bike routes are mapped by the City.	Asphalt or Concrete	Bicyclists share travel lane, wider outside travel lane preferred	SW 146 th St. 21 st Ave Sw	Fast bikes Slow bikes		√	Commuting (low volume) Neighborhood connector Narrower R.O.W.s	Natural Commercial Industrial Residential	\$	Inexpensive bicycle connection Good for commuters Feasible in many locations	Relatively unsafe for inexperienced bicyclists No demarcation of bicycle lane



Type 3



Type 1



Type 2



Type 4



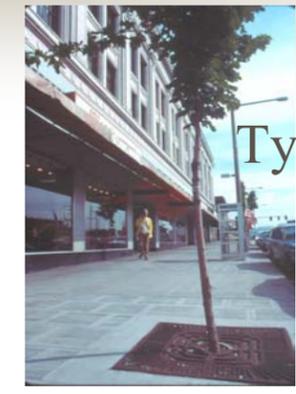


City of Burien

Bicycle and Pedestrian Facilities Plan

Pedestrian + Bicycle Facilities Classification Hierarchy

PEDESTRIAN / MULTI-PURPOSE FACILITIES												
Type	Description	Surface	Min. width	Example	Trail Users	Connected To Street	Separate From Street	Best Application	Adjacent Land Use	Cost	Advantages	Disadvantages
5.	Commercial District Sidewalk. Sidewalk in a commercial district with adequate width for potential outdoor seating, newspaper racks, telephone booths, street trees in tree grates, lighting, etc.	Concrete	10'-20'	SW 152 nd between 1 st Ave S and 10 th Ave SW	Pedestrians ADA	√		Neighborhood Commercial area Downtown area	Commercial	\$\$\$	Allows for outdoor displays or small café seating areas	
6.	Sidewalk Adjacent to Roadway. Sidewalk and curb directly adjacent to the street, narrower than commercial area sidewalk. Plantings typically placed on the backside of the sidewalk or in tree grates.	Concrete	5'-0 min.	SW 148 th St. (1 st Ave S to Ambaum Blvd. SW) and SW 153 rd St (1 st Ave S to Ambaum Blvd. SW)	Pedestrians ADA	√		High pedestrian density Narrower R.O.W.s	Commercial Industrial Residential	\$\$	Potential for planting behind the sidewalk Useful in narrower R.O.W.s	Less separation between pedestrians and vehicles than with a planting strip
7.	Sidewalk/ Pathway with Planting Strip or Swale. Pathway that is separated from the street by a planting strip or swale. Four foot wide planting strip preferred. Roadway does not require curb and gutter, path can be at same grade as roadway.	Concrete or asphalt.	5'-0 min.,	4 th Ave. SW Burien	Pedestrians ADA	√		High traffic volumes Urban residential Wide R.O.W.s	Commercial Industrial Residential	\$\$\$	Potential for street tree planting between sidewalk and street. Improved Safety	
8.	Pedestrian-Only Paved Path. Path is separate from streets. No bicycles, skates, etc. Path typically in parks or public (undeveloped) R.O.W.'s.	Asphalt or Concrete	5'-0 min.	13 th Ave SW. (In Seahurst Park)	Runners Pedestrians ADA		√	Community / Neighborhood connector Undeveloped Public R.O.W.s	Natural Commercial Industrial Residential	\$\$	Maximum safety from cars No conflicts between pedestrians and wheels	Does not accommodate bikes, skaters, etc.
9.	Widened Shoulder. Striped multi-use lane in street. Paved or soft shoulder marked by a stripe at the outer edge of the driving lane. Typically used by bikes and pedestrians in lieu of a sidewalk. Shoulder may be separated from street with an extruded curb. May or may not restrict use for vehicle parking	Asphalt or crushed rock	2'-0 min.	28 th Ave SW, S 192 nd St.	Fast bikes Slow bikes Pedestrians Potential ADA?	√		Low traffic volumes Narrower R.O.W.s	Residential Commercial	\$	Inexpensive Multi-use	May feel unsafe for pedestrians, ADA users and bicycles Potential conflicts between parking and circulation.
10.	Soft Surface Multi-Use Path. Path is separate from streets with crushed rock paving. Primarily walking, service access, fat tire bicycle use. Vehicular access limited to service vehicles.	Crushed rock	8'-0 min., 12'-0 max	Some paths in Seahurst Park. Carkeek Park	Pedestrians ADA		√	In park areas or green spaces Neighborhood connector	Natural Residential	\$\$	Inexpensive Multi-use	Potential conflicts between mountain bikes and pedestrians
11.	Primary Walking Trail. Crushed rock paving. Pedestrian only, narrower facilities maintained via all-terrain vehicle; wider facilities maintained via vehicle.	Crushed rock.	6'-0 min., max. 10' wide	Lake Burien School Park Loop.	Pedestrians Potential ADA (depending on surfacing and slope)		√	In park areas or green spaces Undeveloped Public R.O.W.s	Natural Residential	\$	Minimal disturbance of natural areas	Does not permit bikes.
12.	Walking Trail. Crushed rock paving. Pedestrian only, ATV vehicle maintenance access.	Crushed rock.	3'-6' Wide	Some internal Trail Network at Seahurst and Salmon Creek	Pedestrians		√	In park areas or green spaces Undeveloped Public R.O.W.	Natural Residential	\$	Minimizes disturbance of natural areas	No ADA access
13.	Rustic Trail. Unpaved, narrow, rustic, pedestrian only trail. No vehicle access. Hand maintenance. Minimal maintenance. Lower priority	Existing natural surface.	As narrow as 1'-0	Internal trails at Seahurst Park and Salmon Creek.	Pedestrians		√	In park areas or green spaces	Natural Residential	\$	Minimizes disturbance of natural areas	No ADA access



Type 5



Type 6



Type 7



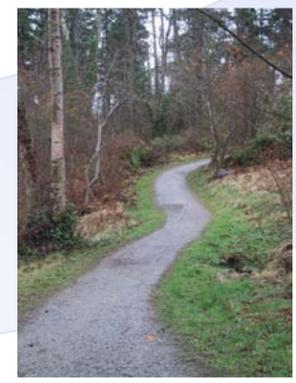
Type 8



Type 9



Type 10



Type 12



Type 11



Type 13 Salmon Creek Ravine

Plan Map and Project List

The Long-Range Improvement Project Plan Map (**Figure 6**) and Improvement Project List (**Figure 7**) show the long-range plan for pedestrian, bicycle, and trail improvement projects in Burien. The Map and List include improvement projects that are intended to be implemented over time (i.e. the next 20-30 years). Project prioritization is discussed in the next subsection.

The Plan Map and List do not show existing facilities already constructed by the City or facilities that already exist in adopted city plans (such as the existing Capital Improvement Program or the Seahurst Park Master Plan). The planned facilities in those plans will be implemented in coordination with the projects identified through the Burien Pedestrian and Bicycle Facilities Plan. Existing and planned facilities (both within Burien and in adjacent jurisdictions) are shown on **Figure 8**.

The Plan Map shows the projects listed on the Project List. On the map, improvement projects are labeled with circled numbers. The first number is the project identification number (no priority indicated by number) and the number(s) in parentheses indicate which facility type, as listed in **Figure 5** and depicted in **Appendix F**, is generally recommended for that location. If a project does not have a number(s) designated within parentheses, it generally means that the project consists of signage only. The next subsection discusses the prioritization of the projects, including which projects are recommended for implementation prior to other projects (high priority projects).

Highlights of Draft Final Plan

There are several components of the plan that are critical to the success of the plan. These components are necessary to improve walking and bicycling in Burien and stay true to the vision of a livable community. All of the following components are included within the list of planning criteria (see Section II, Plan Development and Planning Criteria).

Safe walking routes to/from schools: One of the most common recommendations gleaned from the public involvement process was the need for safe routes and crossings for children near schools. In fact, safety in general was the largest element deemed important by citizens. The Plan contains improvement projects intended to improve school access for children. Special attention should be paid to pedestrian projects near schools during the phasing of projects for prioritization.

High accident locations: Many of the high pedestrian/bicycle accident locations are located on the roadways with the highest traffic volumes, such as 1st Avenue South and Ambaum Boulevard SW. Safety is a critical component to a livable community. The Plan includes improvement projects that are intended to address many of the higher pedestrian/bicycle accident locations in the community. However, this should be revisited yearly to ensure that implementation decisions address the locations with the worst accident records.

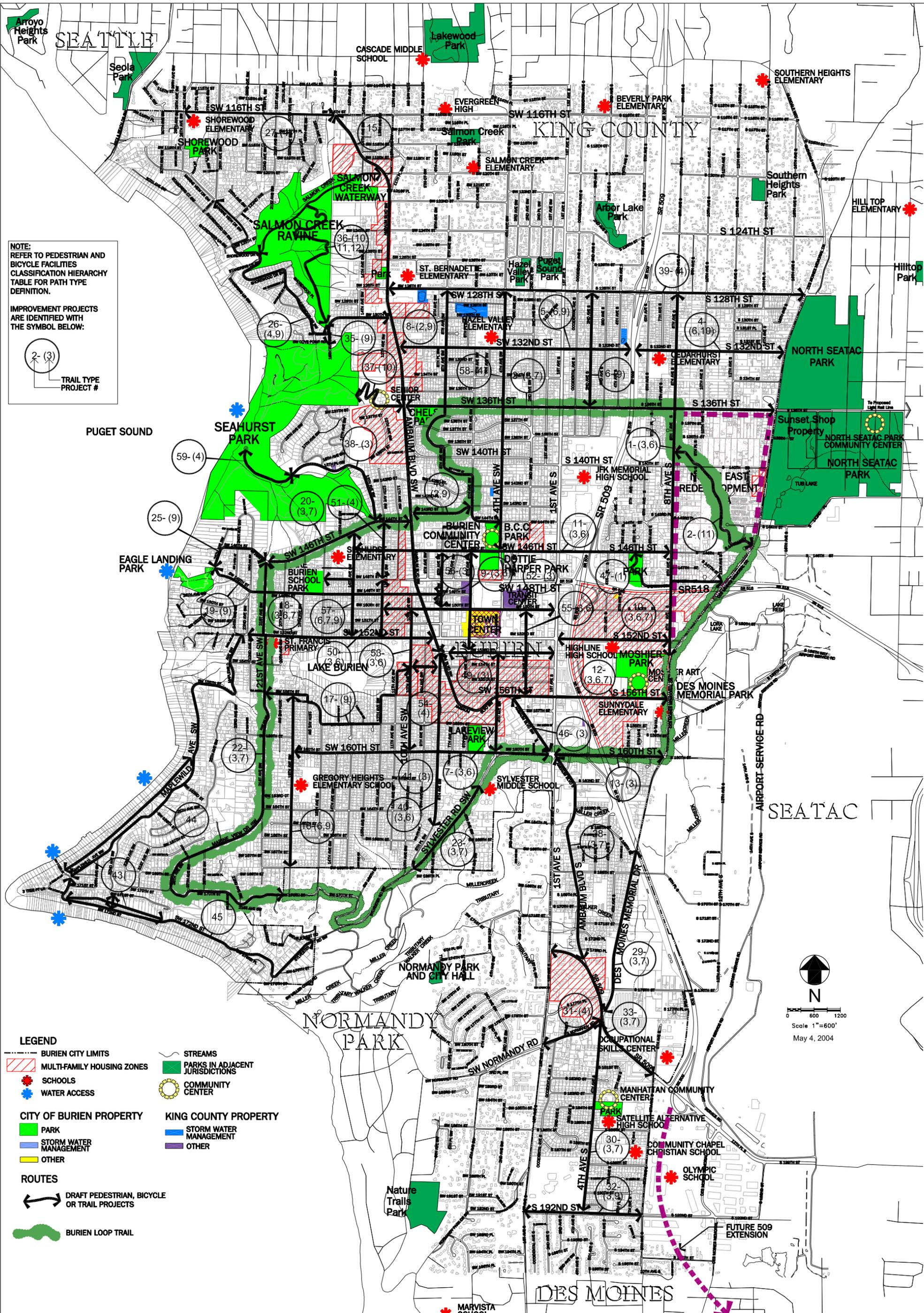
Connections to Downtown Burien/Town Square: Many current Burien planning efforts are heavily focused on enhancing the central downtown Burien commercial area, which comprises the heart of the city. The City has purchased acreage downtown to create a Town Square for Burien, which will integrate with existing commercial and other land uses. The Town Square will include commercial, residential, civic and open space uses in order to improve the vitality of the central Burien area. The Town Square will provide a place for community members to gather, as well as a place that reflects Burien's identity and pride. This development will be coordinated with future improvements to the Burien Park-and-Ride/Transit Center, as well as a future Transit-Oriented Development (TOD), which will include a mixture of land uses, such as retail shops and residential living. Critical to the success of the Burien Town Square is the ability for the area to be accessible by walking or bicycling. Pedestrian and bicycle facilities help increase the economic vitality of a location. The Plan attempts to ensure that people can safely and efficiently reach and explore the Town Square by walking or bicycling.

Connections to Parks/Open Spaces: Many of the projects included in the Plan are intended to connect parks with each other or connect neighborhoods with parks, as mandated by the Burien Comprehensive Plan (1997). The Burien Parks, Recreation and Open Space plan provides direction to connect the city's parks to each other via a pedestrian/bicycle/trail system.

Commuter Routes: Several of the recommended projects address the need to commute either to downtown Burien or from/through the community to another jurisdiction. These routes provide commute options for Burien residents and residents of nearby jurisdictions. For example, strong east-west connections would allow Burien residents to reach 8th Avenue South or Des Moines Memorial Drive South for access north, or would allow bicycle commuters to access the airport or the future light rail line to be constructed in SeaTac.

Burien Loop: The Burien Loop is intended to function as a recreational pedestrian and bicycle loop that can also be used for transportation purposes. The Burien Loop connects to many parks and open spaces throughout the city, as well as many neighborhoods, and would ideally be a facility that encourages community unity, health, and identity-building.

Connections to Regional Facilities: Several of the recommended projects connect Burien to other jurisdictions or other regional facilities, such as the proposed Des Moines Memorial Drive South/Westside Trail or the pedestrian and bicycle improvements on 1st Avenue South in Normandy Park. Further coordination with surrounding jurisdictions must be ongoing to ensure that Burien is integrated into the regional pedestrian, bicycle and trail facility network.



NOTE:
REFER TO PEDESTRIAN AND BICYCLE FACILITIES CLASSIFICATION HIERARCHY TABLE FOR PATH TYPE DEFINITION.

IMPROVEMENT PROJECTS ARE IDENTIFIED WITH THE SYMBOL BELOW:

2-(3)
TRAIL TYPE PROJECT #

- LEGEND**
- BURIEAN CITY LIMITS
 - MULTIFAMILY HOUSING ZONES
 - SCHOOLS
 - WATER ACCESS
 - PARKS IN ADJACENT JURISDICTIONS
 - COMMUNITY CENTER
 - CITY OF BURIEAN PROPERTY
 - STORM WATER MANAGEMENT
 - OTHER
 - KING COUNTY PROPERTY
 - STORM WATER MANAGEMENT
 - OTHER
- ROUTES**
- DRAFT PEDESTRIAN, BICYCLE OR TRAIL PROJECTS
 - BURIEAN LOOP TRAIL

N

0 600 1200

Scale 1"=600'

May 4, 2004

CITY OF BURIEAN

FIGURE 6: LONG RANGE IMPROVEMENT PROJECTS

PEDESTRIAN AND BICYCLE FACILITIES PLAN

Figure 7: Project List Matrix Revised 6/15/04

Figure 7: Project List Matrix Revised 6/15/04					
Note: This project list is grouped into two parts: (1) High Priority Projects and (2) Long-Range Projects					
Map ID #	Facility Type	Project Name	Project Limits	Project Description	Policy Precedent?
HIGH PRIORITY PROJECTS					
1	(3, 6)	8th Avenue South	South 128th Street to Des Moines Memorial Drive South	Bicycle lane on both sides. Sidewalk on both sides. A north/south bicycle route that provides commuter connection between Seattle and Burien. Signage will direct bicyclists east on South 136th or South 128th Streets to connect with Des Moines Memorial Drive South for northbound travel to Seattle. Southbound bicyclists will have choice of Des Moines Memorial Drive South or 8th Avenue South. Provides safer connection to Cedarhurst Elementary School and connects to east-west facility on South 136th Street. The project will be coordinated with plans for the Northeast Redevelopment Area.	Comprehensive Plan (SE 1.4.7)
3	(3, 6)	SW 136th Street	Ambaum Blvd. SW to 1st Avenue South	Bicycle lanes on both sides. Repair inadequate and non-ADA portions of existing sidewalk and fill in gaps in sidewalk. Part of Burien Loop Trail. Connects major community facilities, including Seahurst Park, Chelsea Park, North SeaTac Park, Senior Center facility and soccer field. Connects with existing pedestrian facility on 4th Avenue SW. Connects east through SeaTac to Green River Trail and planned light rail station. Connects east to North SeaTac Park Community Center, Central Washington University Branch Campus, and Tukwila schools. Connects to planned ped/bike facilities on 8th Avenue South and Des Moines Memorial Drive South. Potential to connect eastern Burien neighborhoods to Puget Sound.	
	(3, 7)	South 136th Street	1st Avenue South to Des Moines Memorial Drive South	Bicycle lane on both sides. Repair inadequate and non-ADA portions of existing sidewalk. Potentially include plantings as later phase of project. Part of Burien Loop Trail. Connects major community facilities, including Seahurst Park, Chelsea Park, North SeaTac Park, Senior Center facility and soccer field. Indirectly connects with Cedarhurst Elementary. Connects with existing facility on 4th Avenue SW. Connects east through SeaTac to Green River Trail and planned light rail station. Connects east to North SeaTac Park Community Center, Central Washington University Branch Campus, and Tukwila schools. Connects to planned facilities on 8th Avenue South and Des Moines Memorial Drive South. Potential to connect eastern Burien neighborhoods to Puget Sound.	Comprehensive Plan (PRO 5.8)

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7	(3,6)	4th Avenue SW	SW 160th Street to SW 153rd Street	Sidewalks, curb, gutter on both sides. Wider sidewalk on one side to accommodate bicyclists where feasible (similar to northern portion of 4th Avenue SW). Shared roadway. Forms part of Burien Loop Trail. Connects to downtown and multifamily housing. Connects north on existing 4th Avenue SW pedestrian facility to downtown commercial district, Burien Transit Center, Dottie Harper Park, Burien Community Center and Burien Skate Park and further north to Hazel Valley Elementary. Connects south to Sylvester Middle School and Burien Loop Trail. Provides access to transit facilities.	Burien Downtown Plan
9	(3, 6)	6th Avenue SW	SW 153rd Street to SW 146th Street	Sidewalks and bicycle lanes on both sides of street. Provides access to downtown and direct access to planned Town Square. Coordinate with Town Square development to provide link for gap in 6th Avenue SW route (between SW 152nd and SW 148th) to complete grid system downtown. Connects to Town Square, library, Dottie Harper Park, District Court, post office, central commercial district, multifamily housing.	Burien Downtown Plan
10	(3, 6, 7)	South 152nd Street	1st Avenue South to Des Moines Memorial Drive South	Sidewalks on both sides of street. Fill in gaps in intermittent sidewalk and ensure implementation of ADA standards. Bicycle lanes on both sides of street. Connects to Highline High School. Connects west to downtown Burien. Connects to planned trail facility on Des Moines Memorial Drive South.	
11	(3)	South 146th Street	1st Avenue South to Des Moines Memorial Drive South	Bicycle lanes to connect eastern Burien and adjacent jurisdictions to central city. Ensure proper treatment at intersections with SR 509 ramps. Connects to planned ped/bike facilities on 8th Avenue South and Des Moines Memorial Drive South, planned park facility east of 4th Avenue South (Mathison/Carver property) and on to North SeaTac Park, Central Washington University Branch Campus, and east to link to planned light rail station, Green River Trail and Interurban Trail. Connects over SR 509 west to planned facility to connect Burien downtown area, Burien Community Center, Dottie Harper Park, Library, Seahurst Elementary, and Seahurst Park. Connects eastern and western neighborhoods access to Puget Sound (Seahurst Park). Portion through Northeast Redevelopment Area should coordinate with future redevelopment.	Comprehensive Plan (SE 1.4.7)

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11	(3,6)	SW 146th Street	1st Avenue South to 14th Avenue SW	Bicycle lanes to connect to central Burien. Construct sidewalks on both sides of street from Ambaum Blvd. SW to 14th Avenue SW. Provides access to Seahurst Elementary. Connects to Burien downtown area, Burien Community Center, Dottie Harper Park, Library, Seahurst Elementary, and Seahurst Park. Connects eastern and western neighborhoods to Puget Sound (Seahurst Park). Connects to planned pedestrian facilities on 8th Avenue South and Des Moines Memorial Drive South, planned park facility east of 4th Avenue South (Mathison property) and on to North SeaTac Park, Central Washington University Branch Campus, and east to Green River Trail and Interurban Trail. Provide lighting if warranted.	
12	(3, 6, 7)	SW/S 156th Street/Ambaum Blvd. SW	SW 154th Street to Des Moines Memorial Drive South	Remove two vehicle travel lanes and maintain one travel lane in each direction and center turn lane. Sidewalks with planter strips (where feasible) and bicycle lanes on both sides of street. May maintain existing sidewalks between Des Moines Memorial Drive South and 4th Avenue South. Ensure safe roadway crossings near Moshier Park. Forms part of Burien Loop Trail. Connects to downtown Burien, Highline High School, Moshier Park, Moshier Art Center and Sunnysdale Elementary. Safety improvement to fix stretch of roadway with most pedestrian/bicyclist accidents in city. Connects to planned facility on Des Moines Memorial Drive South and planned bicycle facilities on South 156th Way (City of SeaTac/Port of Seattle).	
18	(3, 6, 7)	SW 152nd Street	10th Avenue SW to 22nd Avenue SW	From 10th Avenue SW to 20th Avenue SW: bicycle lanes both sides; 6-foot sidewalk with 4' planter strip north side (parking lane on north side). From 20th Avenue SW to 22nd Avenue SW: Bicycle lanes both sides; 6-foot sidewalk (no planting strip) both sides. Forms part of Lake Burien Loop. Connects to downtown Burien, Seahurst/Lake Burien commercial area, post office, St. Francis of Assisi Primary, and further east to Highline High School and planned ped/bike facility on Des Moines Memorial Drive South.	
20	(3, 7)	SW 144th Street/SW 146th Street	21st Avenue SW to Ambaum Blvd SW	Bike lanes on both sides of street. Pathway with planter strip if feasible on south side of street. Part of Burien Loop Trail. Connects to downtown Burien/Town Square area, Seahurst Park, Seahurst Elementary, and when connects with rest of Burien Loop Trail, to Eagle Landing Park. Potential to connect community with Puget Sound.	

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22	(3, 7)	21st Avenue SW/ Marine View Drive	SW 146th Street to SW 170th Street	Bicycle lanes on both sides. Pathway with planting strip/swale on one side. Part of Burien Loop Trail and part of Lake Burien Loop. Provides connections to Seahurst Park (north on Burien Loop Trail), St. Francis of Assisi Primary, Seahurst/Lake Burien commercial area, post office, transit facilities, Eagle Landing Park. Connects community to Puget Sound. Connects to Normandy Park.	
28	(3,7)	Ambaum Blvd South	South 174th Street to South 160th Street	Pathway with swale/planting strip on one side of street; bicycle lanes. Connects with central Burien area, and would connect with Burien Loop Trail. Connects with planned facility on Des Moines Memorial Drive South and signed bicycle facility east to SeaTac airport. Connects to multi-family zoned area. Provides neighborhood linkage and offers alternative to north-south travel on 1st Avenue South. Connects southern Burien to rest of city.	
31	(4)	South Normandy Road	1st Avenue South to Des Moines Memorial Drive South	Shared signed roadway (bicycles share lanes with vehicles). Connects to planned facility on Des Moines Memorial Drive South and planned shared signed route to airport, as well as YMCA. Provides access to alternatives to 1st Avenue South. Coordination with City of Normandy Park to the west.	
35	(9)	16th Avenue SW Park Connection	Salmon Creek Ravine / Seahurst Park connection	Directional signage and indication of roadway crossing to link Seahurst Park entry with Salmon Creek Ravine entry (within right-of-way). Formalize connection. Provides access to Puget Sound, Salmon Creek Ravine, Seahurst Park, and through Seahurst Park trails plan and potential southwest linkage, to Eagle Landing Park or Lake Burien School Park.	Seahurst Park Master Plan; Parks, Recreation and Open Space Master Plan
40	(3, 6)	8th Avenue SW	8th Place SW to Ambaum Blvd SW	Bicycle lanes and sidewalks on both sides of street. Builds off new road reconstruction as result of November 2003 slide on 8th Place SW. Links Highline Community Hospital and multifamily housing with downtown Burien area. Connects to Burien Loop Trail/Sylvester Road SW.	
46	(3)	Ambaum Blvd. SW	SW 160th Street to SW 156th Street	Bicycle lanes on both sides of street. Provides bicycle route to downtown Burien from southern area of city and from bicycle route along 1st Avenue South in Normandy Park. Provides alternate bicycling route to 1st Avenue South to reach downtown Burien.	
49	(3)	SW 153rd Street	Ambaum Blvd. SW to 1st Avenue South	Bicycle lanes on both sides of street (maintain parking on both sides of street). Provides critical east-west bicycle route through downtown Burien. Connects bicyclists to Town Square, downtown commercial uses, transit center, and Ambaum Blvd. SW/156th planned bicycle lanes (which connect with Des Moines Memorial Drive South trail).	

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50	(3,6)	12th Ave SW	SW 152nd Street to SW 148th Street	Sidewalks and bicycle lanes on both sides. Roadway functions as bypass to downtown area for vehicles (via SW 148th), as well as bicyclists. Buffers pedestrians and bicyclists from vehicle traffic. Serves as connection from Gregory Heights and Seahurst neighborhoods to downtown, Town Square and Seahurst Park.	
52	(3)	SW 150th Street	12th Avenue SW to 1st Avenue South	Bicycle lanes on both sides of street (maintain parking on both sides of street where feasible). Provides critical east-west bicycle route to and through downtown Burien. Connects bicyclists to Town Square, downtown commercial uses, transit center, post office, and 4th Avenue SW pedestrian facility (connecting north to library, Burien Community Center, and Dottie Harper Park).	
53	(3,6)	10th Avenue SW	SW 160th Street to SW 150th Street	Bicycle lanes and sidewalks on both sides of street. Provides major north-south bicycle route and pedestrian connection to downtown area. Connects with facilities on SW 152nd Street.	
55	(3,6)	2nd Avenue SW	SW 150th Street to SW 156th Street	Sidewalks and bicycle lanes on both sides of street. Provides key north-south connection to Transit Center, Town Square, downtown commercial area, and facility on SW/S 156th (connecting east to Des Moines Memorial Drive S trail). Link between SW 152nd and SW 150th would be a Transit Center linkage option -- the linkage is not currently public ROW.	
56	(3)	8th Avenue SW	SW 150th Street to SW 146th Street	Bicycle lanes and pedestrian linkage on both sides of street. Provides an important north-south connection to and through the downtown area. Links facility on SW/S 146th to downtown. Provides bicyclist route through center of Burien. Connects to civic uses and commercial centers.	
58	(4)	4th Avenue SW	SW 146th Street to SW 128th Street	Shared signed roadway (bicycles share lanes with vehicles). Connects to Burien Community Center, Dottie Harper Park, Hazel Valley Elementary School, downtown Burien/Town Square, Burien Transit Center. Connects to civic uses and commercial centers.	
N/A	Downtown Sidewalks / Pedestrian Facilities	Downtown Sidewalk Improvements	Downtown Burien -- within designated Urban Center area	Ultimately, every roadway within the Urban Center area (as designated by the Burien Comprehensive Plan) should have sidewalks or similar pedestrian facilities. Currently, some roadways are identified for sidewalk retrofitting in the City's Capital Improvement Program (CIP). This CIP item should be continued until roadways in the Urban Center area are pedestrian-friendly. Urban Center pedestrian facilities should feature pedestrian amenities (benches, trash receptacles, etc.) where appropriate.	Burien Downtown Plan; Capital Improvement Program; Burien Comprehensive Plan

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Map ID #	Facility Type	Project Name	Project Limits	Project Description	Policy Precedent?
N/A	Uniform Signage	Trail, Bicycle, and Pedestrian Signage Plan	City-Wide	Develop a city-wide standard and plan for pedestrian, bicycle and trail facility directional signage and wayfinding, that connects points of interest in Burien (parks, downtown, Town Square, Burien Community Center, etc.).	Comprehensive Plan (Parks, Recreation and Open Space Element); Parks, Recreation and Open Space Master Plan
LONG-RANGE PROJECTS					
2	(11)	Miller Creek Greenway/NERA Connection	8th Avenue South to Des Moines Memorial Drive South, through Northeast Redevelopment Area. Route to be determined.	Soft-surface pedestrian pathway along Miller Creek corridor. As the Northeast Redevelopment Area redevelops from residential to business/industrial use, work with developers to encourage development of a soft-surface nature trail near Miller Creek. Provides access to water. As the Northeast Redevelopment Area redevelops, work with developers to ensure bicycle and pedestrian access/connection through the Redevelopment Area as part of Burien Loop Trail.	Comprehensive Plan; Parks Master Plan
4	(6) and directional signage to SR 509 ped crossing	South 132nd Street	SR 509 pedestrian overcrossing to 8th Avenue South; 12th Avenue South to Des Moines Memorial Drive South	Pedestrian pathway on south side of street. Enhance/repair SR 509 pedestrian overcrossing to enhance access, visibility and aesthetics to improve safety and sense of security. Ensure that pedestrian overcrossing is an attractive community amenity. Provides connection to Cedarhurst Elementary, and east to North SeaTac Park/SeaTac. Links eastern neighborhood to west over SR 509 pedestrian overpass, and Hazel Valley Elementary, Seahurst Park, and Senior Center facility. Connects with planned facilities on 8th Avenue South and Des Moines Memorial Drive South. Connects with existing facility on 4th Avenue SW. Coordinate pedestrian overpass improvements with WSDOT.	
	(10)	South 132nd Street	8th Avenue South to 12th Avenue South	Crushed rock path, minimum 8' wide. Located on existing right-of-way. Is enhancement of existing trail connection. Provide lighting for safety. Provides connection to Cedarhurst Elementary, and east to North SeaTac Park/SeaTac. Links eastern neighborhood to west over SR 509 pedestrian overpass, and Hazel Valley Elementary, Seahurst Park, and Senior Center facility. Connects with planned facilities on 8th Avenue South and Des Moines Memorial Drive South. Connects with existing ped/bike facility on 4th Avenue SW.	
5	(9)	South 132nd Street	1st Avenue South to SR 509 pedestrian overcrossing	Widened shoulder and scuppered curb on both sides. Provides connection west to Hazel Valley Elementary, western neighborhoods and pedestrian/bicycle facility on 4th Avenue SW. Provides connection east to eastern neighborhoods, Cedarhurst Elementary, North SeaTac Park, and planned facilities on 8th Avenue South and Des Moines Memorial Drive South.	

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5	(6, 9)	SW 132nd Street	Ambaum Blvd. SW to 1st Avenue South	Sidewalk on one side of street from Ambaum Blvd SW to 4th Avenue SW. Widened shoulder with scuppered curb on one side from 4th Avenue SW to 1st Avenue South stairway connection. Provide staircase connection on existing right-of-way between 1st Avenue SW and 1st Avenue South (just west of 1st Avenue South). Safe pedestrian crossing (over-, under-, or at-grade) needed at South 132nd & 1st Avenue South. Coordinate this portion of the project with planned 1st Avenue South Phase 2 project. Ties into new pedestrian signal at SW 132nd Street and Ambaum Blvd. SW. Provides connection to Hazel Valley Elementary, western neighborhoods, and 4th Avenue SW. Provides connection east to eastern neighborhoods, Cedarhurst Elementary, North SeaTac Park, and planned facilities on 8th Avenue South and Des Moines Memorial Drive South.	
6	(9)	2nd Avenue South	South 136th Street to South 128th Street	Widened striped shoulder for pedestrian and bicycle use. Designate separate area of ROW for parking. Work with neighborhood to add traffic calming measures. Links north to Arbor Lake Park and unincorporated King County. Connection to JFK High School. Neighborhood circulation and safety.	
8	(2)	8th Avenue SW	SW 130th Street to SW 132nd Street	Formalize trail connection as 10'-wide asphalt shared use path on existing right-of-way from SW 132nd Street to SW 130th Street. Connects to planned Hermes Depression trails up to SW 128th Street, then to St. Bernadette Primary School and unincorporated King County (Salmon Creek Park, Lakewood Park). Provides alternative to travel on Ambaum Blvd. SW. Connects south to Chelsea Park, north-central neighborhoods, Burien Community Center, Dottie Harper Park on planned facility for 8th Avenue SW and 6th Avenue SW. Coordinate with trail system planned for Hermes/Mayfair Depressions for connection between SW 130th Street and SW 128th Street.	
8	(9)	8th Avenue SW/6th Avenue SW	SW 132nd Street to SW 144th Street	Striped shoulder for pedestrian and bicycle use. Directional signs and bicycle/pedestrian alert signs. Provides alternate bicycle route to travel on Ambaum Blvd SW. Connects central city with northern city, Chelsea Park, planned Hermes/Mayfair Depression trail facility, St. Bernadette Primary and unincorporated King County (Salmon Creek Park, Lakewood Park). Connects with Burien Loop Trail. Connects south to Burien Community Center, Dottie Harper Park and existing facility on 4th Avenue SW. Coordinate with trail system planned for Hermes/Mayfair Depressions for connection between SW 130th Street and SW 128th Street.	

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Map ID #	Facility Type	Project Name	Project Limits	Project Description	Policy Precedent?
13	(3)	South 160th Street	1st Avenue South to Des Moines Memorial Drive South	Bicycle lanes on both sides of street. Intersection treatments at SR 509 ramps to ensure bicyclist safety. Connects east with planned facility at Des Moines Memorial Drive South and west to Sylvester Middle School, Lakeview Park, Highline Community Hospital, and Gregory Heights neighborhood. Provides east/west connections and connection to downtown Burien for northbound bicyclists from 1st Avenue South bicycle lanes in Normandy Park.	
15	To be determined (ped & bike)	Ambaum Blvd. SW	SW 116th Street to 4th Avenue SW	Coordinate with future study of Ambaum Blvd. SW corridor. Include accommodation for both pedestrian and bicycle facilities to work in conjunction with roadway plans and configurations. Connects Burien with unincorporated King County and Seattle. Serves multifamily residential areas. Connects to St. Bernadette Primary, Salmon Creek Ravine, Seahurst Park, Senior Center facility, Chelsea Park, downtown Burien commercial area, planned ped/bike facility on S/SW 156th Street to connect with Des Moines Memorial Drive South. Major north-south connection through city and transit route.	Study of Ambaum SW Corridor is currently in Burien Capital Improvement Program.
16	(6, 9)	19th Avenue SW	SW 156th Street to SW 168th Street	Shoulder facility with scuppered curb (for both pedestrian and bicyclist usage). Sidewalks between SW 160th Street and SW 164th Street near Gregory Heights Elementary. Forms part of Burien Loop Trail. Connects to Gregory Heights Elementary and planned Lake Burien Loop. Indirect route to Lake Burien commercial area. North-south route for Gregory Heights neighborhood.	

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17	(9)	Lake Burien Loop (South Portion)	SW 154th Street (10th Ave SW to 11th Ave SW); 11th Ave SW (SW 154th Street to SW 156th Street); 156th Street (11th Ave SW to 12th Ave SW); 12th Ave SW (SW 156th Street to SW 158th Street); SW 158th Street (12th Ave SW to 16th Ave SW); SW 156th Place (16th Ave SW to 18th Ave SW); 18th Ave SW (SW 156th Place to SW 156th Street); SW 156th Street (18th Ave SW to 21st Ave SW)	Striped widened shoulder; scuppered curb or raised pavement markings at key locations for safety improvements. Forms recreational loop, along with SW 152nd Street and 10th Ave SW, around Lake Burien. Connects to St. Francis of Assisi Primary, Seahurst/Lake Burien commercial area and Seahurst Post Office.	
19	(9)	SW 149th Street	6th Avenue SW to 25th Avenue SW	6th Avenue SW to 21st Avenue SW: Minimum 5' pathway on north side of street. 21st Avenue SW to 25th Avenue SW: striped or signed shoulder on north side. Ensure safe crossing of Ambaum Boulevard SW. Forms connection between downtown Burien and Eagle Landing Park; connects to Burien Loop Trail. Connects to Eagle Landing Park, Lake Burien School Park, downtown Burien/Town Square. Connects to planned trail in Eagle Landing Park. Indirect connection to Seahurst Park and Seahurst Elementary. Connects to Puget Sound.	
20	(3, 7)	SW 144th Street/SW 146th Street	21st Avenue SW to Ambaum Blvd SW	Bicycle lane on both sides of street. Pathway with planter strip on south side of street. Part of Burien Loop Trail. Connects to downtown Burien/Town Square area, Seahurst Park, Seahurst Elementary, and when connects with rest of Burien Loop Trail, to Eagle Landing Park. Connects community with Puget Sound.	
23	(3, 7)	Sylvester Rd SW	8th Place SW to Sylvester Middle School	Bicycle and pedestrian facility to be coordinated with Normandy Park (bike lanes both sides and walkway with planter strip on one side). Part of Burien Loop Trail. Links to Normandy Park, Highline Community Hospital, Sylvester Middle School, multifamily housing, and connection to Lakeview Park and downtown area (including Burien Transit Center). Provides linkage north on 4th Avenue SW to downtown, or east on South 160th Street or South 156th Street to connect with planned facility on Des Moines Memorial Drive South and communities to the east.	

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25	(9)	25th Avenue SW/146th Street (Eagle Landing Loop)	21st Ave SW to SW 149th Street	Striped shoulder. Provides access to Eagle Landing Park/Puget Sound. Connects with Burien Loop Trail.	
26	(4,9)	Shorewood Drive SW / SW 130th Street	Ambaum Blvd. SW to 26th Avenue SW	Shared signed roadway (bicycles share roadway with cars). Potential to demarcate pedestrian area with pavement striping or raised pavement markings in key areas for safety. Connection to Seahurst Park & planned trail system, Puget Sound, Salmon Creek Ravine, Shorewood Elementary, and Shorewood Park.	
27	(4)	SW 116th Street	Ambaum Blvd SW to 28th Avenue SW	Shared signed roadway (bicycles share lanes with vehicles). Connection to Shorewood Elementary, Shorewood Park, commercial area on Ambaum Blvd SW. Via Shorewood Drive, connects to Salmon Creek Ravine and Seahurst Park.	
29	(3, 7)	Des Moines Memorial Drive South (and southern connection)	Burien City Limits (SR 509) to SR 509 Spur; Link south through private parcel to 4th Ave South	Bicycle lanes on both sides of street. Pathway with swale/planting strip on one side of street. Connects with SeaTac's planned facility on Des Moines Memorial Drive South adjacent to Burien. Use existing power line easement for connection between SR 509 Spur and 4th Ave South, or work with property owner to gain dedication of such an easement at the time the property is developed. (Property is currently vacant and zoned industrial). Connection between 4th Ave South and Des Moines Memorial Drive South provides access south to Alternative High School, play toy, soccer field, and Manhattan Community Center and provides access north to downtown Burien/the rest of the city for southern city residents/residents of communities adjacent to Burien such as Normandy Park or Des Moines. Connection also provides pedestrian/bicycle access to transit along Des Moines Memorial Drive South for southern Burien, and link east to existing YMCA.	

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30	(3, 7)	4th Ave South	SW 192nd to new trail connection between Des Moines Memorial Drive S and 4th Ave S	Bicycle lanes on both sides of street. Pathway with swale/planting strip on one side of street. Connects with SeaTac's planned facility on rest of Des Moines Memorial Drive South adjacent to Burien. Use existing power line easement for connection between SR 509 Spur and 4th Ave South, or require dedication of such an easement at the time the property is developed. (Property is currently vacant and zoned industrial). Connection between 4th Ave South and Des Moines Memorial Drive South provides access south to Alternative High School, play toy, soccer field, and Manhattan Community Center and provides access north to downtown Burien/the rest of the city for southern city residents/residents of communities adjacent to Burien such as Normandy Park or Des Moines. Connection also provides pedestrian/bicycle access to transit along Des Moines Memorial Drive South for southern Burien, and link east to YMCA.	
32	(3, 9)	South 192nd Street	1st Ave South to 8th Avenue South	Bicycle lane on both sides of street. Shoulder walkway to connect existing pedestrian facilities. Connects with bicycle lanes on 1st Avenue South and planned signed route to airport (along South 188th Street). Provides link to 4th Avenue South planned facility, which would connect up to Des Moines Memorial Drive South facility, transit and further north. Provides link east to YMCA and SeaTac.	
33	(3, 7)	SR 509 Spur (owned by WSDOT)	1st Avenue South to 8th Avenue South	Bicycle lanes and sidewalks on both sides of street. Need to coordinate with WSDOT for planning and implementation. Connects with other jurisdictions and provides link to planned facility on Des Moines Memorial Drive South and planned route to YMCA, transit and airport. Provides access to proposed connection from Des Moines Memorial Drive South to 4th Avenue South, which connects southern Burien with rest of city.	Ongoing Bicycle Signage Pilot Project in coordination with WSDOT.
36	(10 - e/w) (11 - n/s) (12 - internal connect)	Salmon Creek Ravine Walking Trails	Within Salmon Creek Ravine	East-west route: 8-foot minimum (service vehicle access) crushed rock path. North-south route: 6-foot minimum crushed rock path for pedestrian use only. Integrate connections at 16th Ave SW, Shorewood Drive (connecting around treatment plant); SW 124th Street and SW 120th Street (these connections will be Type 12). Provides access through open space; connects neighborhoods to open space/parks. Trail system coordinated with system in Seahurst Park Master Plan. Trail system will be engineered/ designed to reflect the use of Salmon Creek Ravine as habitat/open space and will respect the environmental sensitivities of the area.	

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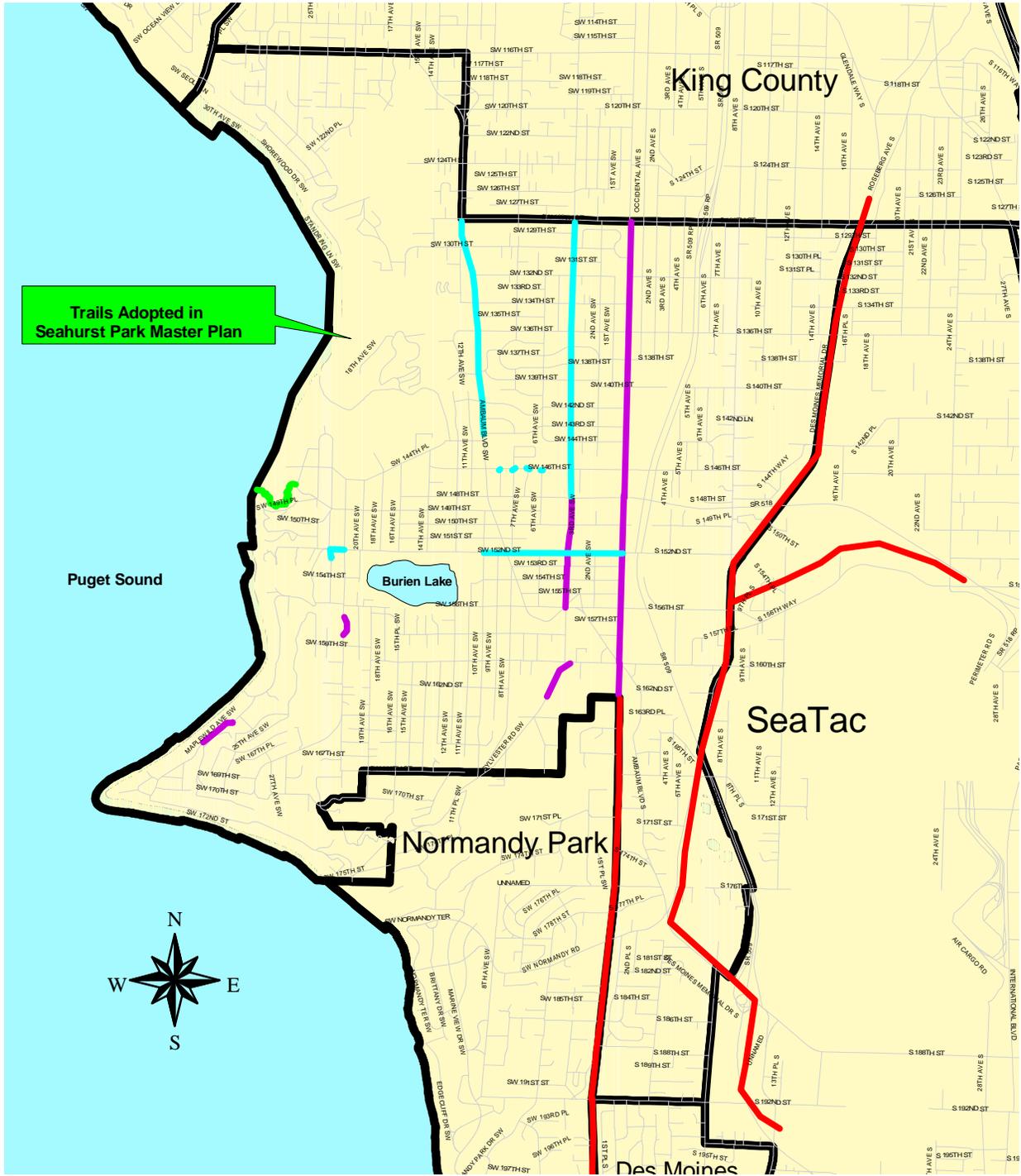
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37	(10)	SW 136th Street Seahurst Park Access	136th Street to Seahurst Park	8-foot minimum crushed rock pathway. Include entry signage to Seahurst Park. Coordinate with Seahurst Park Master Plan. Provides connection to Seahurst Park from Burien Loop Trail along SW 136th Street. Requires property acquisition. Coordinate with future plans for Highline Senior Center site. Connects Seahurst Park with Senior Center facility, Chelsea Park, planned soccer field, and outside of Burien: North SeaTac Park, SeaTac Community Center, Tukwila Community Center, Green River Trail, future light rail facility and Interurban Trail.	Seahurst Park Master Plan; Parks, Recreation and Open Space Master Plan
38	(3)	13th Avenue SW	SW 144th Street to Seahurst Park limits	Bicycle lanes on both sides. Connects Burien Loop Trail to Seahurst Park. Formalizes bicycle connection to Seahurst Park. Connects to Puget Sound waterfront and Seahurst Park trail system. Potential for street plantings at future date. Coordinate with Seahurst Park Master Plan.	
39	(4)	SW 128th Street	SW Ambaum Blvd to Des Moines Memorial Drive South	Signed shared roadway (bicycles share travel lanes with vehicles). Coordinate with King County regarding treatment of roadway for pedestrian and bicyclist safety, including option of bicycle lanes. Coordinate with future treatment of SW 128th Street/1st Avenue South intersection. Provides east-west connection that links commercial area on Ambaum Blvd SW, St. Bernadette Primary, Hazel Valley Park and Puget Sound Park (in unincorporated King County), east to North SeaTac Park and Hilltop Park (in SeaTac). Links to Seattle commuter route (8th Avenue South/Des Moines Memorial Drive South).	
41	(3,1)	SW 160th Street	4th Avenue SW to 19th Avenue SW	Bicycle lanes on both sides. Multi-purpose trail on south side of SW 160th Street between 4th Avenue SW and 1st Avenue South. Repair sidewalk and ensure ADA access as warranted. Part of Burien Loop Trail. Connects east with planned facility at Des Moines Memorial Drive South. Connects to Sylvester Middle School, Lakeview Park, Highline Community Hospital, and Gregory Heights neighborhood. Provides east/west connections and connection to downtown Burien for northbound bicyclists from 1st Avenue South bicycle lanes in Normandy Park. Potential for planting enhancements.	

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Note: This project list is grouped into two parts: (1) High Priority Projects and (2) Long-Range Projects

Map ID #	Facility Type	Project Name	Project Limits	Project Description	Policy Precedent?
43	Signage	Sunlight/Moonlight Trails Signage (also known as "Indian Trails")	City-owned right-of-way, as defined in Ordinance No. 143. Sunlight Trail located 16022 Maplewild Ave SW to public road end of SW 170th Place. Moonlight Trail located 17120 Maplewild Ave SW, between SW 172nd Street & SW 171st Street, ending at SW 172nd Street.	These trails are also known as the "Indian" Trails, and are located in the Three Tree Point area. Project would include permanent signage at trail access points, intended to be consistent with community character. Would also include wayfinding markers along trail to demarcate between public and private property where appropriate, consistent with community character. No physical improvement other than signage and markers is proposed as part of this project. Maintenance to be coordinated with neighborhood. This project was endorsed by the majority of the Steering Group, and was supported by some members of the public during the first two rounds of community meetings.	Trails are established as public trails per Ordinance No. 143 (July 1995).
44	Signage	Maplewild Ave. SW	SW 152nd Street to SW 172nd Street	Signage indicating presence of pedestrians and bicyclists (warning to drivers). This Plan also recommends that the City and neighborhood work together to find pedestrian and bicycle safety solutions on this roadway.	
45	Signage	SW 172nd Street	Maplewild Ave. SW to Sylvester Road SW	Signage indicating presence of pedestrians and bicyclists (warning to drivers). This Plan also recommends that the City and neighborhood work together to find pedestrian and bicycle safety solutions on this roadway.	
47	(1)	Mathison/Carver Property Park Trail Connection	From Des Moines Memorial Drive South, west near S 148th St to Mathison/Carver park property and north to S 146th.	Pedestrian and bicycle trail connection from Des Moines Memorial Drive South trail through park and to Burien Community Center. Connects Des Moines Memorial Drive South trail with park and neighborhood with central city, community center, Dottie Harper Park, indirectly to Town Square.	
48	(9)	SW 143rd Street	Ambaum Blvd. SW to 6th Avenue SW	Widened shoulder for pedestrian and bicycle use. Forms part of Burien Loop Trail. Provides alternative route to Ambaum Blvd. SW prior to improvements there. Connects western neighborhoods to community center area.	
51	(4)	12th Ave SW	SW 148th Street to SW 144th Street	Shared use facility. Serves as pedestrian/bicycle connection from Gregory Heights and Seahurst neighborhoods to downtown, Town Square and Seahurst Park.	
54	(4)	SW 154th Street	10th Avenue SW to Ambaum Blvd. SW	Shared-use facility. Connects bicycle routes on 10th Avenue SW and 8th Avenue SW to facility on Ambaum Blvd. SW, and provides connection to downtown/Town Square area.	

Figure 8: Recently Constructed or Previously Adopted Pedestrian/Bicycle/Trail Facility Improvements



-  Ped/bike Facilities under construction or planned - other jurisdictions
-  Recently constructed ped/bike facilities
-  Planned ParkTrails (Previously adopted by City)
-  Planned Ped and Bike Facilities (Previously adopted by City)



Project Prioritization and Recommended High Priority Projects

Not all of the improvement projects recommended as part of this plan can be implemented right away; in fact, the long-range plan is intended for implementation over a long period of time (20-30 years). Community priorities often change over time, so it is important to revisit the plan during development of the city's six-year Capital Improvement Program in order to reevaluate which projects are most appropriate and necessary at a given point in time.

That being said, at this point in time the recommended projects can be grouped into categories of High Priority and Medium/Lower Priority based on the analysis and public input involved with the development of this plan, the planning criteria, and pre-existing city policies.

Recommended High Priority Projects

Figure 9 shows the projects that should be considered "High Priority" or the first tier of projects recommended for implementation. These projects are also listed first in the Project List (**Figure 7**). It is anticipated that these projects would be implemented over the next ten years.

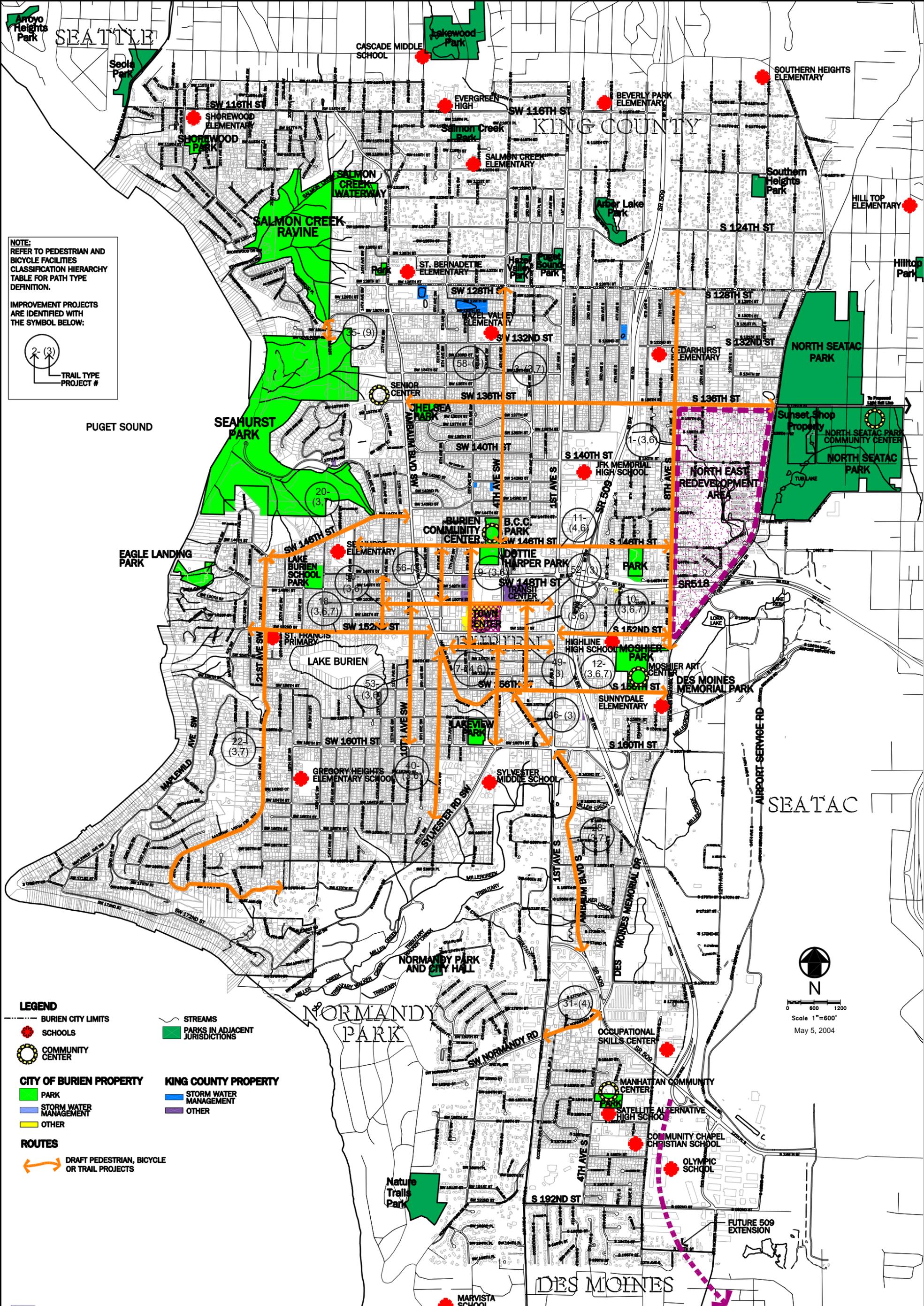
The first project implemented should be an "early success" - a project with high visibility that is very much needed for safety or connectivity for many people in the community. This project should be accomplished easily and is intended to gain early support and momentum for the implementation of the plan. It is important to build excitement about the plan early on in the community, as then the community will be likely to support future projects.

Other high priority projects address the high pedestrian/bicycle accident locations in the city to improve community safety. Additional high priority projects include a few strong north/south and east/west connections through the community that link to adjacent jurisdictions. High priority projects also include projects that connect to downtown Burien (Town Square) or form pieces of the Burien Loop Trail. It should also be recognized that implementation should be allocated to all geographic regions of the community and that implementation of different types of projects are important (e.g. transportation purposes and recreation purposes).

Recommended high priority projects include the following (in no order of importance):

- 8th Avenue South (Map ID #1)
- SW/South 136th Street (Map ID #3)
- 4th Avenue SW (Map ID #7)
- South 152nd Street (Map ID #10)
- SW/South 146th Street (Map ID #11 & #20)
- South 156th Street (Map ID #12)
- SW 152nd Street (Map ID #18)
- 21st Avenue SW/Marine View Drive SW (Map ID #22)
- Ambaum Boulevard South (Map ID #28)
- Normandy Road South (Map ID #31)
- Connection between Salmon Creek Ravine and Seahurst Park (Map ID #35)
- 8th Avenue SW (Map ID #40)
- Ambaum Boulevard SW, between SW 156th Street and SW 160th Street (Map ID #46)
- SW 153rd Street (Map ID #49)
- 12th Avenue SW (Map ID #50)
- SW 150th Street (Map ID #52)
- 10th Avenue SW (Map ID #53)
- 2nd Avenue SW (Map ID #55)
- 8th Avenue SW (Map ID #56)
- 4th Avenue SW (Map ID #58)
- Downtown Sidewalks & Pedestrian Facilities (Map ID N/A)
- Trail, Bicycle and Pedestrian Signage Plan (Map ID N/A)

Appendix H includes a listing of potential funding sources for pedestrian, bicycle and trail projects.



NOTE: REFER TO PEDESTRIAN AND BICYCLE FACILITIES CLASSIFICATION HIERARCHY TABLE FOR PATH TYPE DEFINITION.

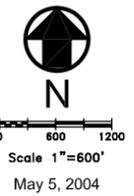
IMPROVEMENT PROJECTS ARE IDENTIFIED WITH THE SYMBOL BELOW:



PUGET SOUND

EAGLE LANDING PARK

- LEGEND**
- BURIEN CITY LIMITS
 - SCHOOLS
 - COMMUNITY CENTER
 - CITY OF BURIEN PROPERTY PARK
 - CITY OF BURIEN PROPERTY STORM WATER MANAGEMENT
 - CITY OF BURIEN PROPERTY OTHER
 - ROUTES DRAFT PEDESTRIAN, BICYCLE OR TRAIL PROJECTS
 - STREAMS
 - PARKS IN ADJACENT JURISDICTIONS
 - KING COUNTY PROPERTY STORM WATER MANAGEMENT
 - KING COUNTY PROPERTY OTHER



CITY OF BURIEN
FIGURE 9: RECOMMENDED HIGH PRIORITY PROJECTS
PEDESTRIAN AND BICYCLE FACILITIES PLAN

Downtown Nonmotorized Access and Connections

Figure 10 shows planned nonmotorized connections and access in the downtown Burien area (within the Urban Center boundary, as designated by the Burien Comprehensive Plan). It is assumed that ultimately every roadway within the Urban Center boundary will be retrofitted to include sidewalks or other pedestrian walkway facilities. The existing City budget includes funding for “Downtown Street and Sidewalk Improvements”, which will be utilized to make downtown more walkable and accessible.

Figure 10 focuses primarily on bicycle and multiuse connections to and through the downtown area, intending to increase access to Town Square, downtown commercial areas, downtown civic uses, parks and recreation uses, the Burien Community Center and the Transit Center. Many of the routes are strong east-west or north-south connections, and they link with the rest of the routes proposed in this Plan. The routes are intended to further develop the “string of pearls” concept as recommended by previous downtown planning efforts.

Most of these projects are categorized as “High Priority”. These projects are integrated into both **Figure 6** (Long Range Improvement Projects) and **Figure 9** (High Priority Improvement Projects) as appropriate.

IV. The Plan: Recommendations

These recommendations are very specific to Burien and were developed as a result of the analysis performed and public input gathered throughout the duration of the plan. The following plan recommendations are not listed in any particular order of importance:

Education and Awareness

- (1) The City should work with the Highline School District, Burien Police Department, and private schools to promote bicycle and pedestrian safety, including recently adopted bicycle helmet laws, through educational programs.
- (2) City-wide festivals (e.g. 4th of July, Oktoberfest) should include exhibits on pedestrian and bicycle safety.
- (3) Promote bike-to-work day and other pedestrian or bicycle events.
- (4) Expand “adopt-a-park” programs to “adopt-a-trail” programs.
- (5) Establish uniform signage to identify pedestrian and bicycle routes throughout the community, and establish wayfinding markers and maps (e.g. “You Are Here”) to direct pedestrians and bicyclists to key community points of interest (e.g. parks, downtown Burien/Town Square, Burien Community Center, Senior Center, commercial areas, water access).
- (6) The City should develop a walking/biking map of pedestrian and bicycle facilities in the community and key points of interest in the community for public distribution.

Enforcement

- (1) The City should coordinate with the Burien Police Department to enforce regulations regarding the usage of pedestrian, bicycle and trail facilities.
- (2) The City should clarify where bicycles are allowed or not allowed on sidewalks, pedestrian facilities and trails.
- (3) The Parks, Recreation and Cultural Services Department should clarify where bicycles are allowed and not allowed in parks and on park trails.
- (4) After a new pedestrian or bicycle facility is developed and constructed, the City should work with the Burien Police Department to increase patrols to alert the community to the new facility.
- (5) The City should ensure adequate pet control laws and should enforce those laws.
- (6) The City should review existing policy and expand or develop a policy or policies on the use of other forms of transportation (e.g. skateboards, in-line skating or motorized scooters) throughout the city. It should be noted that people using motorized wheelchairs or other aids for mobility are pedestrians and have all the rights granted as such.

Implementation and Funding

- (1) The next phase of the planning process (after the adoption of this plan) should include the development of cost estimates for high priority projects for insertion into the City's Capital Improvement Program.
- (2) The City should revisit the plan for update every five to ten years. The improvement project list should be consulted annually during the City's development of its six-year Capital Improvement Program.
- (3) The City should consider annual funding for pedestrian and bicycle improvements relating to safe school access.
- (4) The City should ensure adequate, dedicated personnel time for implementation of pedestrian and bicycle programs and projects.
- (5) The City should continue to coordinate with neighboring jurisdictions for joint planning and funding efforts.
- (6) The City's Development Code should contain language relating to standards for secure, long-term bicycle parking at schools, parks, large-scale commercial developments and transit centers.
- (7) The City should require bicycle parking at all City-owned facilities and parks.
- (8) The City should adopt maintenance standards for trails in parks and on-street bikeways and walkways.
- (9) The City should ensure adequate funding for maintenance of identified park trails and pedestrian and bicycle facilities within the right-of-way.
- (10) The City should consult 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* for pedestrian and bicycle facility design guidance for a project.
- (11) During project selection, keep in mind the following considerations: safety, especially for children and the elderly; existing conditions; topography; existing and planned routes; existing and planned traffic corridors; connections to downtown, parks and open space, schools, community facilities and other points of interest; location of commercial areas and multi-family areas (land use).
- (12) The City should inventory and explore grant sources and interjurisdictional funding partnerships to the greatest extent possible for program and project funding, including partnerships with private, health and education organizations.
- (13) The City should ensure that traffic signalization is coordinated and timed to recognize pedestrians and bicyclists.

Comprehensive Plan Policy

- (1) Policies in the Burien Comprehensive Plan related to nonmotorized facilities should be reviewed and rewritten to be clearer and more user-friendly, while not losing the intent of the policies.

Specific Locations - Future Developments

- (1) The City should work with future developers and encourage future development of the Northeast Redevelopment Area to include provision for a trail along the Miller Creek stream corridor.
- (2) The City should strongly encourage development of a public trail between the north end of 4th Avenue South and the south end of Des Moines Memorial Drive South (south of the intersection of Des Moines Memorial Drive South and S Normandy Road, when the currently vacant land develops (parcels #3223049051 and #3223049199).
- (3) The City should coordinate with the Port of Seattle to establish a pedestrian/bicycle trail connection west from Des Moines Memorial Drive South (just north of SR 518 and near South 148th Street) to and through the Mathison/Carver property park north to S 146th Street.
- (4) The City should ensure that trail improvements within Salmon Creek Ravine respect the use of the area as habitat/open space and that planning, engineering, design and implementation of trail improvements within the area take all relevant environmental sensitivities into account.

Pedestrian/Bicyclist Safety and Communities

- (1) The City should work with the Three Tree Point neighborhood to develop a strategy to improve pedestrian and bicycle safety in that area (specifically along Maplewild Avenue SW and SW 172nd Street).
- (2) The City should involve affected neighborhood groups and residents during the implementation of the plan (for example, the Seahurst or Hurstwood neighborhoods).
- (3) The City should help to clarify where walking on the beach is allowed and where it is not allowed.
- (4) Design of connections from neighborhoods to parks should consider pedestrian visibility and safety.

Downtown Burien

- (1) Nonmotorized routes in the downtown Burien area should comply with Downtown Design Standards in the Burien Municipal Code, and pedestrian-related downtown design policies in the Burien Comprehensive Plan (Policy DB 1.12; Policies DB 1.14 – DB 1.20; Policy SC 1.1; Policy SC 1.16; Policy MM 3.10).
- (2) Visible and secure short-term bicycle parking shall be required in the Town Square area to encourage bicyclist access to civic uses and commercial businesses.
- (3) Nonmotorized routes in the downtown area should include pedestrian and bicyclist amenities (benches, trash receptacles, directional signage, lighting, etc.) where appropriate.
- (4) Nonmotorized routes in the downtown area should be developed in light of the Downtown Design Principles (as included in Phase II of the Downtown Plan) when appropriate.
- (5) Strong nonmotorized connections should be encouraged on 4th Avenue SW and between the Town Square, Transit Center, and SW 152nd Street commercial area.