Appendix I: Record of Public Comment

Laura Cacho

From: "Milenko Matanovic" <milenko@pomegranate.org>
To: <laura@pomegranate.org>
Sent: Wednesday, February 26, 2003 12:38 PM
Subject: FW: Burien Pedestrian and Bicycle Plan

-----Original Message-----
From: Kirsten Pennington [mailto:kirstenp@ci.burien.wa.us]
Sent: Wednesday, February 26, 2003 8:19 AM
To: milenko@pomegranate.org
Subject: FW: Burien Pedestrian and Bicycle Plan

FYI--correspondence & feedback on our plan— I'll just go ahead and forward these on to you when I get them for the pub. inv. file? I'll contact him re: their involvement. Thanks! Kirsten

-----Original Message-----
From: Jon M. Newton [mailto:njtechnologies@attbi.com]
Sent: Tuesday, February 25, 2003 9:51 PM
To: Kirsten Pennington
Subject: Burien Pedestrian and Bicycle Plan

Kirsten,

Excellent program! This is a natural inclusion for the NW Neighborhood Planning currently underway. We are discussing interconnecting bike and walking paths that may have historical markers on the route relating to early Burien and or state history. We envision these walking trails interconnecting neighborhoods and parks as well as green belts and pathways. There could even be History Scavenger Hunts for the children with these points as destinations on their bikes or walking gathering clues. There are so many possibilities for a small investment……

I also believe the physical connections involved may open some communication between neighbors and neighborhoods and increase a greater sense of community in Burien. I am on the Planning Commission and also on the NW Neighborhood Plan Steering Committee so I don't know if I can be a real active member but I do want to be included in the loop. I also think we should stay in touch because of the NW NP connection.

How does this connect to other trails outside Burien on a Regional basis? Any plans for that logical extension of a local plan?

I can also be reached at home 248-3897 or on my cell at 391-5709.

Best regards,

Jon M. Newton

Public Comment

1) Lighted crosswalk sign: Sylvester & 160th. & entrance of parking lot. Near school. How can I request this? (Claire Waistell, Sylvester Middle School)

2) 21st Ave SW (152nd-164th) needs sidewalk (Tina Giesbers)

3) Our group has been concerned about visibility around the corner at 149th and 25th AVE SW, and pedestrian safety along the loop one-way road near 150th and 28th AVE SW. (Ingrid Hansen, 2/26/03)

Received 2/26/03

Laura Cacho

From: "Kirsten Pennington" <kirstenp@ci.burien.wa.us>
To: <milenko@pomegranate.org>; <laura@pomegranate.org>
Sent: Wednesday, February 26, 2003 11:59 AM
Subject: FW: Burien Pedestrian and Bicycle Facilities Plan

-----Original Message-----
From: Ingwilboat@aol.com [mailto:Ingwilboat@aol.com]
Sent: Wednesday, February 26, 2003 9:46 AM
To: Kirsten Pennington
Cc: ggould-wessen@ci.kent.wa.us; rnnovak@gte.net; onthesound@attbi.com; jimbranson@seahurst.net; markdconnelly@yahoo.com; sealodg@attglobal.net
Subject: Re: Burien Pedestrian and Bicycle Facilities Plan

Hi Kirsten,
Thank you for your notice about the pedestrian and bicyle plan. I forwarded a copy on to the other members of the Seahurst Community Club Board.
Our group has been concerned about visibility around the corner at 149th and 25th AVE SW, and pedestrian safety along the loop one-way road near 150th and 28th AVE SW. I don't know of anyone specifically interested in volunteering for a committee, but if you have a public meeting or two for comment and input, we would certainly appreciate a notice.
Thank you,
Ingrid Hansen

Laura Cacho

From: "Kirsten Pennington" <kirstenp@ci.burien.wa.us>
To: <milenko@pomegranate.org>; <laura@pomegranate.org>
Sent: Thursday, March 13, 2003 3:23 PM
Subject: FW: Burien Pedestrian & Bicycle Plan

fyi

-----Original Message-----
From: Cindy Duncan [mailto:Cindy@rjhco.com]
Sent: Thursday, March 13, 2003 1:07 PM
To: Kirsten Pennington
Cc: 'jfawcett @drizzle.com'
Subject: RE: Burien Pedestrian & Bicycle Plan

Kirsten,

After reviewing the City of Burien's request with the PTSA on Monday night,
we could not come up with a volunteer willing to commit to the project. We
are making the application available in the instance that interest surfaces
before the deadline. I do want to thank you for the opportunity you provided. Please do not hesitate to contact the Highline PTSA in the future
if you feel we can assist you.

Best Regards,

Cindy Duncan
Co-President

Julie Fawcett
Co-President

-----Original Message-----
From: Kirsten Pennington [mailto:kirstenp@ci.burien.wa.us]
Sent: Tuesday, March 04, 2003 9:36 AM
To: cindy@rjhco.com
Subject: Burien Pedestrian & Bicycle Plan

Hi Cindy,

Thank you for your interest in the Plan! Attached is the application and "fact sheet" about the project. Please just give me a call if you have

Laura Cacho

From: "Kirsten Pennington" <kirstenp@ci.burien.wa.us>
To: <milenko@pomegranate.org>; <laura@pomegranate.org>
Sent: Friday, March 28, 2003 12:29 PM
Subject: FW: Pedestrian safety

more public comment...

-----Original Message-----
From: WM [mailto:yeovil@premier1.net]
Sent: Thursday, March 27, 2003 4:25 PM
To: Kirsten Pennington
Subject: Pedestrian safety

The road 21st S.W south of SW 152nd, and on into Marine View drive.

The amount on the right of the white line for walking etc. is down to non -existent in places.
Folk will walk on the right, dogs and children over flow onto the roadway.

A few simple signs, posted on the right, "For safety sake, walk on left, City and State law" might be a good idea.

I encountered a woman walking on the right, her dog on a long leash, so that the dog was in the road , Cars had to stop.
She was oblivious as she had headphones on.

I nearly hit an elderly couple in the dark, wearing dark clothes. An on coming car blinded me temporarily, and only at the last minute did I see them . It was seconds away from a nasty accident.

Please try to get those signs up.

A word to the police precinct , from You , asking patrol offices to suggest to right hand walkers that it is safer to walk on the left. It might be affective coming from a patrol officer.

W. McGowan

Kirsten Pennington

From: george byrne [gbyrne_48@yahoo.com]
Sent: Monday, March 31, 2003 8:55 AM
To: Kirsten Pennington
Subject: Bike/Walk planning...

Good morning,

I'm writing to enquire if this Wednesday's (4/2/03) planning meeting is open to the public? I bought a house in Burien this past August and plan to do a lot of bicycle riding when I can. I'd be very much interested in how the city plans and implements this project.

Cordially,
George Byrne
508 S.145th St
Burien, WA 98168-3539

=====
George Byrne
gbyrne_48@yahoo.com

"They that can give up essential liberty to obtain a little temporary safety deserve neither liberty nor safety...Benjamin Franklin (American Patriot)

Do you Yahoo!?
Yahoo! Platinum - Watch CBS' NCAA March Madness, live on your desktop!
http://platinum.yahoo.com

Mr. Stephen Clark
Public Works Director
415 S.W. 150th St.
Burien City Hall
Burien, Wa. 98166

April 9, 2003

Dear Mr. Clark,

I am a resident of Burien like many who walks to maintain my health. Recently I spoke to the mayor about my concern that walkers have no safe space as they proceed from the beach up Maplewild and up 170th Street to where it becomes Marine View Dr. S.W. She suggested that you were the appropriate one to contact with my request for a one and a half foot wide level gravel path adjacent to the road for walkers and joggers.

In places on that road there is absolutely no way for a pedestrian to escape danger. I observe, however, that there is city right-of-way on both sides of that road which is either unclaimed by the city, or used for water runoff. Some residents have planted hedges on the right-of-way, while others especially the house that is half torn down and under construction have shrubs protruding onto the street. There are many walkers and joggers of all ages using this street competing with cars: from school children on their way home to seniors. The present arrangement is not safe, does not look appealing, and needs to be changed.

I would be delighted to meet with you and to show you the area of my concern. I am not suggesting sidewalks that cost a lot to build and to maintain. I am suggesting a graded and level path free of impediments.

Sincerely,

Caryl N. Utigard

Mrs. Caryl N. Utigard
2447 S.W. 170th ST.
Burien, Wa. 98166

RECEIVED
APR 14 2003
CITY OF BURIEN
PUBLIC WORKS

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
Sent: Monday, May 05, 2003 8:20 AM
To: laura@pomegranate.org; milenko@pomegranate.org
Subject: FW: Bike Plan

I think this is great. We should probably take note of this for our public process file. Thanks!

-----Original Message-----
From: Jon M. Newton [mailto:njtechnologies@attbi.com]
Sent: Saturday, May 03, 2003 10:25 PM
To: Kirsten Pennington
Subject: Bike Plan

Kirsten,

I added this to the Shorewood on the Sound Community Club Website.

http://www.shorewoodonthesound.org/#bike

Jon M. Newton

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
Sent: Tuesday, May 06, 2003 8:34 AM
To: laura@pomegranate.org
Cc: milenko@pomegranate.org
Subject: FW: Pedestrian/Bicycle/Trails Websites

Citizen comment for file

-----Original Message-----
From: Pam Odegard [mailto:pamisueo@attbi.com]
Sent: Tuesday, May 06, 2003 7:01 AM
To: Kirsten Pennington
Subject: Re: Pedestrian/Bicycle/Trails Websites

Thank you Kirsten:

I have one recommendation given to me last night at the council meeting from Mr. Dacy. I understand that he has expressed this opinion previously but I promised him I would submit it to you. He believes that sidewalks on a least one side of those streets near schools should be a priority in the City. He goes on to say that this provision enhances property values and helps ensure a safe route for children that walk to school because they do not have bus service.

Talk to you soon.

Pam Odegard

> ----- Original Message -----
> **From:** Kirsten Pennington
> **To:** Kirsten Pennington
> **Cc:** milenko@pomegranate.org ; laura@pomegranate.org
> **Sent:** Monday, May 05, 2003 3:08 PM
> **Subject:** Pedestrian/Bicycle/Trails Websites
>
> Hello again,
>
> If any of you would like to do further research on bicycle and pedestrian planning, the following websites offer some information:
>
> http://www.wsdot.wa.gov/walk/
> http://www.wsdot.wa.gov/bike/
> http://www.walkinginfo.org
> http://www.bicyclinginfo.org
> http://www.bicyclealliance.org
>
> See you soon.
>
> **Kirsten Pennington**
> **Transportation Planner**
> **City of Burien**
> **415 SW 150th Street**
> **Burien, WA 98166-1973**
> **Phone: (206) 248-5516**
> **Fax: (206) 277-0531**

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
Sent: Thursday, May 08, 2003 8:45 AM
To: laura@pomegranate.org
Subject: FW: Cascade Bike Club Posting

For file....

-----Original Message-----
From: bvolkert [mailto:bvolkert@attbi.com]
Sent: Wednesday, May 07, 2003 8:52 PM
To: Kirsten Pennington
Subject: Cascade Bike Club Posting

Kirsten

I received the following information from a group e-mail from the Cascade Bike Club. I am interested in learning more about is being planned.

"The City of Burien has begun to develop a plan for a pedestrian, bicycle and trails system. The goals of the Pedestrian and Bicycle Facilities Plan are to provide a city-wide plan for a connected system of sidewalks, bikeways, pathways and park trails, enhance transportation and recreation opportunities for citizens and improve community safety and livability.

For information on community meetings or information, contact Kirsten Pennington, transportation planner, at (206) 248-5516 "

For reference - I live in Normandy Park and ride on Burien streets frequently. I grew up in Burien and have lived in the area for 50 years.

Brian Volkert

Office -- 206.515-3631
Cell -- 206.849.6409
Residence -- 206.243.7478

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
Sent: Monday, May 12, 2003 8:11 AM
To: laura@pomegranate.org
Subject: FW: Publicity Documentation (Bike/Ped Plan)

For file

-----Original Message-----
From: Sue Barnes Blazak [mailto:subbstance@yahoo.com]
Sent: Sunday, May 11, 2003 10:13 PM
To: Kirsten Pennington
Subject: Re: Publicity Documentation (Bike/Ped Plan)

Hi Kirsten,

I have e-mailed friends and given postcards to neighbors and other parents at Gregory Heights School. On Friday I distributed flyers to Discover Burien, Bicycles West, St. Francis of Assisi School (the secretary had mentioned the meetings generally in their newsletter), St. Bernadette School, Kennedy High School, Normandy Park Montessori, The Bean (an espresso stand on 152 and 21st Ave SW - there are a lot of people who walk around Lake Burien that may stop there), Evergreen Pool (it's outside Burien but plenty of citizens swim there; I used to), Highline Senior Center; I also left a flyer in the Parks Dept office for Nick or Nate that staff mentioned could take the information to Vintage Park apts and another copy for the staff to post.

I have been reading through the steering group packet. I would like clarification on one point. I was under the impression that the Port of Seattle would be closing SW 156th St between Des Moines Memorial Way and S 24th St when the third runway is up and running. I would be happy to hear that I'm wrong since I drive that way four mornings a week to swim laps. Will that route remain open?

Sue Blazak

--- Kirsten Pennington <kirstenp@ci.burien.wa.us> wrote:
> Hello again,
>
> Just a quick request that will help us out with the documentation of
> our public involvement process--it would be great if
> everyone could keep
> track of how they are distibuting information about
> the upcoming public
> meetings. It does not need to be specific (for
> example, if you email
> your personal email list, you can just record
> "emailed friends and
> neighbors" rather than listing them all). But if you
> make an annoucement
> to a specific group (e.g. PTA group), or if you
> distribute postcards or
> flyers to a specific location, it would be great to
> have that for our

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
Sent: Wednesday, May 14, 2003 12:58 PM
To: milenko@pomegranate.org
Cc: laura@pomegranate.org
Subject: FW: Bicycle and Pedestrian Facilities Plan

Citizen comment on our meeting last night. (Also for file). I will follow up on her suggestion re: the Highline Athletic Club. -Kirsten

-----Original Message-----
From: Janet Shull Design [mailto:JanetShullDesign@attbi.com]
Sent: Wednesday, May 14, 2003 12:39 PM
To: Kirsten Pennington
Subject: Bicycle and Pedestrian Facilities Plan

Hi Kirsten,

I just wanted you to know that I thought the meeting last night at Gregory Hts. was a success. I was impressed w/the turnout and your presentation. I also thought Milenko was a great facilitator.

The other reason I am contacting you, is that I was at the Highline Athletic Club this morning and thought it would be a great resource to solicit input from people who bike, jog, walk and likely use parks here in Burien. My instructor today said that she hadn't heard anything about the plan.

I know you are probably very busy this week, however, if you would like to contact them about leaving flyers or possibly having them include meeting notices in their electronic newsletter, here is a contact for you.

Dona Forrester, General Manager ph: 246-9000
E-mail: Dona@highlineathleticclub.com

Thanks, I look forward to the next round of meetings.

Janet Shull

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
Sent: Wednesday, May 14, 2003 2:46 PM
To: laura@pomegranate.org
Subject: Another Comment

to add to our list from last night: When City does pavement overlays, the edge does not match with the street edge, which causes difficulty for bicyclists (tire obstacle)

Also, visited Sunnydale. Is fairly straight-forward, but we'll need to move some tables around (cafeteria style again...)

Thanks, Kirsten

Kirsten Pennington
Transportation Planner
City of Burien
415 SW 150th Street
Burien, WA 98166-1973
Phone: (206) 248-5516
Fax: (206) 277-0531
kirstenp@ci.burien.wa.us

To: Kirsten Pennington

From: Don and Lee Weber
15220 27th S.W.
Seattle, WA 98166
ldweber@aol.com
206-242-6548

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CITY OF BURIEN
PUBLIC WORKS

May 14, 2003

We attended the community meeting at Gregory Heights on the Burien Pedestrian and Bicycle Facilities Plan. We are sending you this message because we feel that our opinions were not recorded on the small group planning map. Of the seven people in our group, five expressed the desire to have a walking path between SW 172nd and the public beach south of Three Tree Point. The other two members (residents of that area) refused to allow us to add it to the map.

We understand that this would be a controversial issue (as it was in our group), but we feel this would be an ideal time to explore how the public might better use this beautiful natural resource during this planning process.

We would like to be part of a dialog process where alternatives to the present arrangement can be discussed. We are curious as to how the city feels about this issue. Are city building permits issued for the structures that are built on public property? Are the structures assessed and taxed like other real property? Why hasn't the city returned the use of this public beach to the public? Have the residents influenced this lack of action on the part of the city?

Otherwise, we thought the meeting was well organized and implemented.

Thank you for hearing our concern.

13625 - 2nd Avenue S. W.
Burien, WA 98166

May 14, 2003

Burien Pedestrian and Bicycle Facilities Plan
City of Burien
415 S.W. 150th Street
Burien, WA 98166

RECEIVED
MAY 15 2003
CITY OF BURIEN
PUBLIC WORKS

SUBJECT: Public Input on Trails and Walkways

Sir or Madam:

I am not able to attend your meetings, so I am giving you my written input. I want to make the City of Burien aware of five issues regarding trails and walkways. The first issue is a problem everywhere in Burien and the other four issues are problems primarily in Seahurst Park.

(1) Problems with Dogs - I am harassed by dogs at least three times a month and I am bitten by a dog about once every two years and this is all due to the failure of dog owners to obey leash laws. In addition, there are problems due to the failure to obey scoop laws.

From what I observe approximately one-third of the dog owners do not leash their dogs at all. When I walk on the longer trails that are further away from park entrances or picnic areas, I find that about 90% of the dog owners in those areas do not leash their dogs. In addition, I have never seen a dog owner carry a scoop nor clean up after their pet, so I expect that over 90% of dog owners never carry a scoop.

The problem of dog harassment is so great that I do not like walking on the parks trails or anywhere else in Burien for that matter! There is a purpose for the leash law and that is so that pet owners can control their pets, and that law needs to be obeyed. Everyone should be able to walk on Burien streets or on park trails without having to have the fear of being harassed or bitten by dogs.

Burien needs to step up its enforcement of leash and scoop laws. Since street and park maintenance people are out in the field and are often or usually in a position to observe disobedience to leash and scoop laws, I would suggest that city employees responsible for street and park maintenance be trained in the enforcement of lease and scoop laws. Then after they receive proper training, they should be certified so they can issue citations to those pet owners who fail to obey leash and scoop laws. The fines for failure to leash a pet or to scoop up after it, should be stiff enough to encourage obedience to the laws. I would suggest a $500 fine for anyone caught failing to obey leash laws and a second fine of $500 if that person is also not carrying a scoop.

(2) Lack of Maintenance on Existing Trails - I have counted about 25 trail segments in Seahurst Park. While there is some minimal trail maintenance on the main trails, most of the trail segments are not maintained at all. Most of the trails have blackberry vines and other plant life growing into the trails. Also there are often fallen branches or trees across the trails. Some of the trails are so overgrown that they are hardly passable. A few trails are so overgrown that they are no longer useable. There needs to be a regular maintenance program to maintain the

park trails, and their needs to be a program to open up trails that have become too overgrown to use.

(3) Wet Trails - In Seahurst Park most of the trails have portions that are very wet and muddy. Some trails are hardly passable in the dry summer season. In the fall, winter, and spring months many of the trails are so wet that you either have to wear knee boots or you come home with your shoes and pant legs covered with gooey mud. The mud is so gooey that it usually will not wash out of your clothes. There needs to be a maintenance program to add wooden bridges over streams and add wooden walkways where the trail is wet. Currently many of the trails can only be used in the two dry summer months. The trails need to be maintained so that they can be used all year around.

(4) Illegal Camping - In Seahurst Park on the small side trails below and to the North of the Senior Center located at the corner of Ambaum and 136th Street, I have observed an area where there appears to be four to six illegal campsites. Last summer months I observed personal property at these campsites of people who are camping there (the people camping were not there at the time). A month ago I observed an area near one of the campsites that appeared to be a camp dump and there was a very large pile of various kinds of trash, with some of it being broken furniture. The park maintenance people need to go to this area and remove the trash. Burien needs to put a stop to illegal camping.

(5) Illegal Dumping - In Seahurst Park I have observed numerous areas where illegal dumping is occurring. This is for the most part yard waste that is presumably dumped by people who have houses adjoining the park. I have observed this illegal dumping in many areas of the park. I would suggest that the park maintenance walk around the boundaries of Seahurst Park and list the areas where illegal dumping is occurring. Then I would suggest that Burien send letters to the surrounding homeowners telling them to stop dumping and threaten prosecution if the dumping continues. I would suggest that there be a very stiff fine of at least $1,000 for illegal dumping imposed on those people who engage in illegal dumping.

I can make some time available to show Burien representatives where, in Seahurst Park, the overgrown trails are; the areas where the trails are very wet; where I've found the illegal camping; and some of the areas where I've found illegal dumping. I will be out of town the rest of May and perhaps the first few days of June, but I will be available during the rest of June 2003. If Burien is interested, please feel free to telephone me at 206-433-0754.

Thank you.

Sincerely,

Gary H. Atwood

Gary H. Atwood

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
nt: Wednesday, May 21, 2003 5:19 PM
o: laura@pomegranate.org
Subject: FW: Publicity Documentation (Bike/Ped Plan)

For file

-----Original Message-----
From: Molly Johnson [mailto:bicyclinginseattle@yahoo.com]
Sent: Wednesday, May 21, 2003 5:18 PM
To: Kirsten Pennington
Subject: Re: Publicity Documentation (Bike/Ped Plan)

Kirsten,

Just wanted to let you know that I announced our public meetings information at the "Seattle Bicycle Club" monthly meeting last night. There was approximately 30 ppl in attendance. :)

Thanks.

--- Kirsten Pennington <kirstenp@ci.burien.wa.us> wrote:
> Hello again,
>
> Just a quick request that will help us out with the documentation of our public involvement process--it would be great if everyone could keep
> track of how they are distibuting information about
> the upcoming public
> meetings. It does not need to be specific (for
> example, if you email
> your personal email list, you can just record
> "emailed friends and
> neighbors" rather than listing them all). But if you
> make an annoucement
> to a specific group (e.g. PTA group), or if you
> distribute postcards or
> flyers to a specific location, it would be great to
> have that for our
> records.
>
> Thank you all for your help--have a nice weekend!
> -Kirsten
>
>
> Kirsten Pennington
> Transportation Planner
> City of Burien
> 415 SW 150th Street
> Burien, WA 98166-1973
> Phone: (206) 248-5516
> Fax: (206) 277-0531
> kirstenp@ci.burien.wa.us

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
Sent: Tuesday, May 27, 2003 9:04 AM
To: milenko@pomegranate.org; laura@pomegranate.org
Cc: jim@jabrennan.com; tanja@jabrennan.com; jtatkins@bendcable.com
Subject: FW: Beach Use and Public Trust Doctrine

FYI--some public comment. Thought you all would be interested.

(also for file)

-----Original Message-----
From: Ingwilboat@aol.com [mailto:Ingwilboat@aol.com]
Sent: Sunday, May 25, 2003 8:56 PM
To: Kirsten Pennington
Subject: Beach Use and Public Trust Doctrine

Hi Kirsten,
Because we got into a discussion on public access to beaches at the Sunnydale meeting, I did a little research on the subject. I'm attaching a letter to Rose and Joan, which I'll send as soon as the web site helps with their addresses. I also contacted United Property Owners of Washington (unitedproperty@earthlink.net) which has reached similar conclusions and has published some articles. If we start sending people from road ends out onto privately owned tidelands, I think many will be unhappy.
Ingrid Hansen

Honorable Rose Clark
Honorable Joan McGilton

Dear Councilmembers:

The pedestrian and bicycle safety meeting at Sunnydale May 22, 2003 was an excellent opportunity to explore ideas for biking and walking safely while connecting areas of the City. At that meeting we also had a brief discussion of the scope of public rights to use beaches. I have understood that Washington does not give the public a right to use beaches that the state sold to the upland owners. There were differing opinions at the meeting, and I would like to make sure I have the relevant authorities on this question, and am not basing my opinion that the public does not have a right to walk on private tidelands on the wrong data.

The State Supreme Court decision of *Caminiti v. Boyle*, 107 Wn.2d 662 (1987) was mentioned. This case decided that the State had authority to allow permits for private docks on public tidelands. The State was not required to charge a fee to let the upland owners build their docks on public tidelands. The court talked about two aspects of Public Trust Doctrine. The first, or jus privatum, allowed the state to sell tidelands. The second, or jus publicum, made the tidelands subject to the public's right "of navigation, together with its incidental rights of fishing, boating, swimming, water skiing, and other related recreational purposes generally regarded as corollary to the right of navigation and the use of public waters." *Id.* at 669.

I find nothing in the *Caminiti* decision that says the public can walk on tidelands the State sold to owners, even if the walkers don't stop. The case did not involve tidelands that had been sold, nor did it involve actually stepping on the beach. It was just concerned with navigation in the water and allowing docks to block the way. (You can read the whole opinions online at www.legalwa.org.)

A later case, *State v. Longshore*, 141 Wn.2d 414 (2000), distinguished the Public Trust Doctrine as applying only to navigation and related activities, as opposed to use of the underlying shore. That case stated the doctrine did not apply to clams on the beaches, so the public had no right to gather clams on privately held tidelands, even though the public might fish in the waters over that land. "Thus, the common law rights of navigation and fishery do not include the general right to harvest imbedded shellfish on private property." *Id.* at 428. The court went on to say that taking clams from privately owned tidelands constitutes theft. The *Longshore* court stated that Washington will look only to its own interpretations of the Public Trust Doctrine, not those of other states. *Id.* at 428.

A more recent decision by the State Supreme Court, *PUD No. 1 of Pend Oreille v. St. of Washington*, decided July 18, 2002, held that the public interest cannot be considered when allocating surface water rights, thus eroding the public trust doctrine in part.

A decision in August 2002 by the Kitsap County Superior Court in *City of Bainbridge Island v. Brennan* dismissed a Public Trust Doctrine claim that had been raised to support public access to privately owned tidelands of Fletcher Bay. An environmental organization had sponsored that litigation in an attempt to expand public rights to use beaches.

What I gather from these opinions is that the right of navigation and fishing, plus water skiing, or practically anything floating, remains a right of the public over privately owned tidelands. Walking on dry beaches is different. When it gets down to using the land itself, if the State has sold the tideland to the upland owner, the public does not have the right to go in. I would think digging your heels into the sand is more like picking up clams in the *Longshore* case, than floating across with your fishing pole in *Caminiti*.

Owners of tidelands deeded from the State, such as myself, may not often wish to exclude the polite beach walker, if he keeps his dogs leashed and carries his bottles away. But the walker should know when he is a guest, rather than crossing as a matter of right, and that will influence his behavior.

I would very much like to see any further decisions or authority you might have available, and would like to learn where the "walking without stopping" theory arose. If we all have the same information, we are more likely to share conclusions.

Sincerely,

Ingrid Hansen

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
Sent: Tuesday, May 27, 2003 1:57 PM
To: laura@pomegranate.org; milenko@pomegranate.org
Subject: FW: pedestrians in Burien

-----Original Message-----
From: HOLLYLIFE@aol.com [mailto:HOLLYLIFE@aol.com]
Sent: Tuesday, May 27, 2003 1:55 PM
To: Kirsten Pennington
Subject: Re: pedestrians in Burien

Hi,
As a citizen of Burien who walks to work, I would like to put in my word. I walk from 9th Ave SW at 166th St, to Group Health Clinic 140 SW 146th St. (2 miles one way) At least once a day, I get a good scare. I try to use the cross walks, but there aren't enough; however, cross walks are usually on the busiest streets. I choose to walk on the quiet streets if I can because it is infinitely more pleasant than walking on a busy, noisy, stinky street. The noise, exhast smells, and swirling dust is miserable on many busier streets. I zig zag through downtown Burien, using varied routes, but usually on 8th Ave, 6th Ave, to stay away from cars as much as possible. I find it necessary to use the cross walk on 148th and 6th by the library, but crossing by the police station is difficult too. Even in the cross walks, it's taking you life in your hands, most drivers either don't see you, and/or don't yield to pedestrians.
Thank you, Holly Sanders

Kirsten Pennington

From: WM [yeovil@premier1.net]
Sent: Friday, May 30, 2003 9:14 PM
To: Kirsten Pennington; milenko@pomegranate.org
Subject: Pedestrian safety.

With ref. to my input on safety for pedestrians along 21st Ave. south of 152nd and leading into Marine View drive.

The walking space dwindles in places to almost nothing. There is no room for widening as there are drainage ditches along parts of the road side.

There is certainly No room for bicycle paths as some have suggested.
People with children, and /or dogs will walk on the right. This is a popular walking route and has two schools discharging pupils along this route.

What to do. ? I suggest a cheap and seemingly only solution is placement of a number of signs, suggesting "For safety sake , walk on the left. Its City and State law".
The law part I got from a reply from City hall in response to a similar request I made a year ago.

The principals of St. Francis School and the junior High on 19th. Ave. S.W might be approached to conduct a campaign to educate the pupils on the wisdom of facing traffic, and the chance to avoid getting hit by a vehicle whose driver is not paying attention.

The captain of the local precinct might be approached to ask patrolmen on routine patrols to advise walkers on the right , of the danger they may be in. Coming from an authority figure it may have a good effect.

As the present situation exists, there will be an accident, its a statistical probability.

I suggest a drive along there to see the situation for yourself. ?

Walt McGowan.

16657 14 Ave. SW
Seattle WA, 98166
June 1, 2003

Dear Kirsten Pennington,

I went to the community meeting on May 27th. I would like to see bike trails and pedestrian trails. These facilities could run along busy streets, or they could go to parks. In my opinion there should be a bike lane on Burien's Main Street. I would regard connection to schools and safety an important issue. I would like a bike lane leading to St. Francis of Assisi School, the school I attend. Also connection to downtown shopping and parks are a high priority. I hope your plan works because I will certainly use the trails!

Sincerely,
Nathan Greene

Nathan Greene

RECEIVED
JUN 13 2003
CITY OF BURIEN
PUBLIC WORKS

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
Sent: Tuesday, June 03, 2003 8:05 AM
To: laura@pomegranate.org
Cc: milenko@pomegranate.org
Subject: FW:

FYI, and for file

-----Original Message-----
From: madstamper_2@juno.com [mailto:madstamper_2@juno.com]
Sent: Monday, June 02, 2003 11:34 PM
To: Kirsten Pennington
Subject: RE:

Kirsten. Wow!! Thanks for the speedy response. And it is cool to 'meet' another runner. I see LOTS of male runners around the area but few women runners and most certainly no older women runners, and certainly not in the morning before work. Since my car died and I haven't been able to get to Kennedy or Sylvester track I have not felt safe out in the morning and the complex where I live refuses to open the building the excercise room is in before 8:00 a.m. Every time I go out I feel like my life is in danger. And not going out is not an option. Yes. The city needs to somehow provide for a safe place for running. How to accomplish that I don't know, but it needs to be considered.

I will check the local coach.

Have a great day.

igh Ann

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Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
Sent: Friday, June 20, 2003 11:12 AM
To: milenko@pomegranate.org; laura@pomegranate.org
Subject: FW: Pedestrian & Burien Facilities Plan

Fyi. I will respond.

-----Original Message-----
From: John Sankovich [mailto:jsankovi@psesd.wednet.edu]
Sent: Friday, June 20, 2003 11:04 AM
To: Kirsten Pennington
Cc: jstallman@psesd.wednet.edu
Subject: Pedestrian & Burien Facilities Plan

Hi, Kirsten. My name is John Sankovich, Director of Accounting & Facilities at Puget Sound ESD. One of our staff members who lives in Burien wants to know where the planned improvements are for the pedestrian and bicycle traffic in Burien.

Could you please shed some light on this subject for us? Thank you for your assistance.

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
ent: Friday, June 20, 2003 11:40 AM
o: milenko@pomegranate.org; laura@pomegranate.org
Subject: FW: Pedestrian & Burien Facilities Plan

Fyi, this was my response.

-----Original Message-----
From: Kirsten Pennington
Sent: Friday, June 20, 2003 11:38 AM
To: 'John Sankovich'
Subject: RE: Pedestrian & Burien Facilities Plan

Hi John,

Thank you for your interest. The Burien Pedestrian and Bicycle Facilities Plan planning process began a few months ago, and is scheduled for completion in May 2004. The Plan is intended to outline a connected system of bicycle and pedestrian facilities to enhance transportation and recreation opportunities for citizens and improve community safety and livability.

We have just completed our first round of public meetings (five of them, held in May) which were intended to gather ideas from the community about the types of pedestrian and bicycle facilities they would like to see in Burien (e.g. bicycle lanes, recreational trails, sidewalks) and where they would like to see those facilities located. Over 200 people attended those meetings.

The next step is to review the community input we have received, and based on sound anning and engineering principles, develop several alternatives for public discussion. ur next round of public meetings will be held in September -- specific dates will be available on our city website (www.ci.burien.wa.us).

So, to directly answer your question, we do not have specific planned improvements at this point in time--the alternatives for discussion are still in the process of being developed.

I hope this helped--if you have any additional questions, please feel free to call me directly at 206-248-5516.

Thank you,
Kirsten Pennington
Transportation Planner
City of Burien

-----Original Message-----
From: John Sankovich [mailto:jsankovi@psesd.wednet.edu]
Sent: Friday, June 20, 2003 11:04 AM
To: Kirsten Pennington
Cc: jstallman@psesd.wednet.edu
Subject: Pedestrian & Burien Facilities Plan

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ld you please shed some light on this subject for us? Thank you for your assistance.

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
Sent: Tuesday, June 24, 2003 8:28 AM
To: laura@pomegranate.org
Subject: More citizen comment

Hi Laura,

More citizen comment for the file (does not need to be included in summary of first meeting, but let's hang onto it for documentation:

(1) Jeanet Welch: 4th Avenue from 160th to downtown -- this is steep and not pedestrian friendly for those with ambulatory disabilities

(2) Mary LeGate: (mom of 3, biking, walking) -- 21st Ave SW is hazardous, esp. near 152nd

Kirsten Pennington
Transportation Planner
City of Burien
415 SW 150th Street
Burien, WA 98166-1973
Phone: (206) 248-5516
Fax: (206) 277-0531
kirstenp@ci.burien.wa.us

Laura

From: "Kirsten Pennington" <kirstenp@ci.burien.wa.us>
To: <laura@pomegranate.org>
Sent: Tuesday, July 08, 2003 3:53 PM
Subject: FW: First Avenue Project

more public comment for the file

-----Original Message-----
From: Scott Kennard [mailto:scottkennard@comcast.net]
Sent: Tuesday, July 08, 2003 1:48 PM
To: Kirsten Pennington
Subject: Fw: First Avenue Project

----- Original Message -----
From: Scott Kennard
To: johno@ci.burien.wa.us
Sent: Wednesday, June 04, 2003 9:15 PM
Subject: First Avenue Project

Dear Mr O'Brien,

I attended one of the recent trail and bicycle access meetings for Burien and found it quite informative. I am a daily bicycle commuter year round through the city of Burien and am a bit fanatic about roadway design having survived being struck by an automobile. The 4th SW project is a bicycle fatality waiting to happen with the intermittent forced crowding of bikes and cars - designed so planters can be between the street and excessively wide sidewalk (to where?). While this was a major bicycle route to White Center and West Seattle (Ambaum is a death zone for a bicycle) , it is now a beautiful sidewalk to ???? There are no destinations in this corridor and, as pointed out in the meeting I attended, there is significant interest in a trail network between downtown, Seahurst Park , and 3 Tree Point. I am writing you because I understand you are on the design group revising 1st Avenue. This has become a replacement for 4th Avenue SW despite a much greater amount of traffic moving at higher speeds but having a reasonable shoulder. The only other north- south option left is DesMoines Way which is much tougher to connect to West Seattle. I hope that bicycles will be considered in this project since they were obviously not part of the 4th SW project.

Thanks for your time

Scott Kennard
3301 SW 171st
Burien 98166

Kirsten Pennington

From: David Hiller [cbcadvocate@cascade.org]
nt: Thursday, July 17, 2003 11:00 AM
o: Kirsten Pennington; jim@jabrennan.com
Subject: Multi-Use Trails and Public Safety

Jim & Kirsten:

Nice meeting the two of you last night and thanks for your hard work.

I'm sure the two of you have this, but in case you don't it's a study of 372 multi-use trails and the crime rates associated with them.
http://www.trailsandgreenways.org/resources/development/opposcom/tgc_safecomm.pdf

Another item I think you should refer to is the USDOT Policy Statement on Bike/Ped Accommodation:
http://www.fhwa.dot.gov/environment/bikeped/Design.htm

A very simple approach to your street network is that of "rewriting the manuals."

By adopting decent standards and adhering to them in maintenance and reconstruction 95% of Corvallis, Oregon's arterial streets have bike lanes. You should feel free to contact them about the low incremental cost associated with following that approach.

David Hiller
dvocacy Director
scade Bicycle Club
hone: 206-522-9479
Fax: 206-522-2407

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
Sent: Thursday, August 21, 2003 5:17 PM
To: laura@pomegranate.org
Subject: First Comment on Map!

Hi Laura,

Here's the first comment on the Map of Possibilities for the file....

1) Should be a pedestrian way on 32nd Ave. SW connecting from Maplewild to SW 170th to complete the loop from 21st Ave SW
2) What about stairs where the Indian Trail is to link SW 172nd & SW 170th.

Kirsten Pennington
Transportation Planner
City of Burien
415 SW 150th Street
Burien, WA 98166-1973
Phone: (206) 248-5516
Fax: (206) 277-0531
kirstenp@ci.burien.wa.us

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
nt: Thursday, September 04, 2003 12:12 PM
o: laura@pomegranate.org
Cc: milenko@pomegranate.org
Subject: FW: Pedestrian, Bicycle and Trails Plan

FYI, for file.

-----Original Message-----
From: Sue Barnes Blazak [mailto:subbstance@yahoo.com]
Sent: Thursday, September 04, 2003 11:56 AM
To: Kirsten Pennington
Subject: Pedestrian, Bicycle and Trails Plan

Hi Kirsten,

I distributed flyers to the 10 public schools, some of which allowed me to tape them up in windows and on walls. A secretary at Sylvester Middle School today mentioned that she had received a flyer in her parent pack. Some schools I visited today knew about the flyers for parent packs, others didn't. Hopefully the rest will get theirs sent home next week.

I also distributed flyers to Burien Library, The Bean, Evergreen Pool, Pro Fitness Center (corner of SW 152nd & Ambaum), Highline Fitness Center (they don't post flyers but allowed me to put one in a binder with other information for their members). When I left a stack flyers at Discover Burien, Debra George mentioned that she had put the information in eir newsletter. I believe you said you sent flyers to the private schools, but since I as by there I stopped at St. Francis School and they let me tape one at the reception area. Huckleberry Square restaurant (on Ambaum) let me post a flyer in their window. I have also passed on the information to other parents and friends.
I'll let you know if I get a chance to get to more local restaurants where business people go for lunch.
See you tonight.

Sue

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http://sitebuilder.yahoo.com

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
Sent: Wednesday, September 10, 2003 4:25 PM
To: laura@pomegranate.org
Cc: milenko@pomegranate.org
Subject: a Public Comment

Laura,

Please add the following to our public comments for this round:

-Concern over bicycles sharing the lanes with vehicles, specifically on 4th Avenue SW & intersection of 4th SW & SW 128th St.

Thanks! -Kirsten

Kirsten Pennington
Transportation Planner
City of Burien
415 SW 150th Street
Burien, WA 98166-1973
Phone: (206) 248-5516
Fax: (206) 277-0531
kirstenp@ci.burien.wa.us

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
Sent: Monday, September 15, 2003 2:03 PM
To: laura@pomegranate.org
Cc: milenko@pomegranate.org; jim@jabrennan.com; tanja@jabrennan.com
Subject: Public comment for inclusion in summary of Round 2

From Karen Price, via telephone, 9/15/03:

On SW Maplewild Ave:

She is concerned that the ROW/roadway is too narrow along Maplewild to accommodate striped bicycle lanes. Perhaps use model of Mt Baker near Lake Washington, where there are signs indicating that drivers should yield to bicyclists (bikes have right of way), but there is no usage of pavement markings.

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
Sent: *Thursday*, September 18, 2003 10:03 AM
To: laura@pomegranate.org
Subject: Comment Forms

Hi Laura,

I'm faxing you the Comment Forms from last night. Also: here is another comment we received to add to your summary.

Re: the draft planning criteria: the statements are too short to mean anything & can have different meanings to different people. Each statement should then have a short paragraph describing what the intention is...

Kirsten Pennington
Transportation Planner
City of Burien
415 SW 150th Street
Burien, WA 98166-1973
Phone: (206) 248-5516
Fax: (206) 277-0531
kirstenp@ci.burien.wa.us

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
Sent: Friday, September 19, 2003 1:38 PM
To: laura@pomegranate.org
Subject: Another comment

Hi Laura,

Please add to our comment summary (from community-wide meeting last night):

Bike lanes on SW 146th (near library) would be good

Kirsten Pennington
Transportation Planner
City of Burien
415 SW 150th Street
Burien, WA 98166-1973
Phone: (206) 248-5516
Fax: (206) 277-0531
kirstenp@ci.burien.wa.us

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
Sent: Sunday, September 28, 2003 11:29 AM
To: laura@pomegranate.org
Cc: milenko@pomegranate.org
Subject: FW: Bike, Pedestrian and Trail Plan

Can you add this to our list of issues? I think this is somewhat out of our project scope, but I will also fwd. on to the project manager for the 152nd project.

-----Original Message-----
From: Sue Barnes Blazak [mailto:subbstance@yahoo.com]
Sent: Thursday, September 25, 2003 5:01 PM
To: Kirsten Pennington
Subject: Bike, Pedestrian and Trail Plan

Hi Kirsten,

Just a quick note. My hairdresser informs me that there are no handicap parking spaces in Olde Burien. There used to be one off the corner of 9th Ave SW and 152nd but the sign was removed. Can you mention this in the notes for an issue to be addressed? Thanks.

Sue

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21st Avenue South in Seahurst had one of the heaviest concentrations of walkers, runners, bicyclists, and skaters in the whole city. Starting along Marine View Drive in the south, northward to SW 152nd, this street is in desperate need of designated pedestrian and bicycle lanes.

Ideally, this would take the form of separate bike and pedestrian paths, on the same grade as the street, not as a curbed sidewalk. The rise and fall of a sidewalk for each driveway discourages runners from using it.

North of 152nd, the proposed route toward Eagle Perch Park and along 146th/144th, providing access to Lake Burien School Park, is a great idea.

Ken Giesbers
2021 SW 163rd Court
Burien, WA 98166
206-242-3024

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CITY OF BURIEN
PUBLIC WORKS

We have been to one of the trail planning meetings that the city of Burien has conducted during the month of September, 2003. We live on Three Tree Point. It has come to our attention that there is a very vocal minority here on the point who would like not to improve the safety on SW 172nd.

A number of us who live very close to SW 172nd ,but not on it, want the city to know that there are people who are concerned about the safety of using that street. We all need to use that street. I personally always drive under 20 miles per hour on that street. Many do not. It has also been my personal experience that about ¾ of the time when I am being "pushed" down SW 172nd, the vehicle on my bumper is either some one who lives on that street or on SW 171st toward the point.

The street is so narrow that if there is a school bus or a large SUV on the street; one vehicle must stop and wait until the other can pull off to the side enough that the two vehicles can pass. It is not unusual for vehicles parked on SW 172nd to extend into the street up to over a foot. This makes a narrow street even narrower and especially dangerous in the dark. There are no street lights on that street. Pedestrians?? Yes, they have to share SW 172nd Street with the buses, large SUVs and other vehicles.

The corner of Maplewild and SW 172nd is particularly dangerous. On several occasions when we have been going around the corner we have encountered people pushing strollers in the street. One of these times there were two strollers & at least one other walker spread across the street. They made no attempt to get to a single file position on the street. The vehicle had to stop. This danger occurs while going around this blind corner in either direction. Everyone who has to drive or walks on this street has at least one horror story.

As the street continues and starts up the hill toward Sylvester there is another very, very narrow area which is also on a curve. On this curve there is no alternative but for pedestrians to share with the vehicles.

There are many people who would welcome improvements that increase the safety for both vehicles and pedestrians on SW 172nd. We also realize that there are many encroachments in the SW 172nd Street road right of way. It is too bad that it was allowed to go on so long. But, that doesn't require that a plan to make the situation better can't begin. One must believe that everyone who lives there moved in knowing about the street and where the right of way exists. We also realize that this is a small community and it is very difficult to disagree with a very vocal minority.

There are more and more pedestrians each year. As the number of pedestrians increases and they continue to share SW 172nd with vehicles; the chances of a serious accident grow greater. Improving the safety on SW 172nd will be a great help to those who must use this street as well as to the people who live on it.

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RECEIVED
OCT 06 2003
CITY OF BURIEN

Dear major,

Hello my name is Jacob Pierson. I am fourteen and I am in the scout troop 965. I have a concern to tell you about. I ride my bike through Burien all the time and there are many streets that don't have sidewalks. I have to ride through parking lots and on the road where cars have to slow down or go around me, I feel uncomfortable when I ride my bike. I would like to have safer streets to ride on in Burien and Normandy park, as well as having safer streets for people to walk on to.

RECEIVED
OCT 07 2003
CITY OF BURIEN
PUBLIC WORKS

Sincerely
Jacob
Pierson

CFTR: 10-13-03
PC: 10-8-03
cc: Stephen Clark

Laura

From: "Kirsten Pennington" <kirstenp@ci.burien.wa.us>
To: <jim@jabrennan.com>; <drew@jabrennan.com>
Cc: <milenko@pomegranate.org>; <laura@pomegranate.org>
Sent: Wednesday, October 08, 2003 7:52 PM
Subject: FW: Burien Commute Routes - Coordinating with the Burien Nonmotorized Plan

Please take into consideration the following input from our contact at King County. Thanks.

-----Original Message-----
From: Foxworthy, Robert [mailto:Robert.Foxworthy@METROKC.GOV]
Sent: Wednesday, October 08, 2003 4:54 PM
To: Kirsten Pennington
Cc: 'Pauh Wang'; Harvey, Ruth
Subject: Burien Commute Routes - Coordinating with the Burien Nonmotorized Plan

Kirsten,

Glad to have the opportunity to meet with you and Pauh Wang on Monday to discuss coordinating planning with your new Nonmotorized Plan. Finding appropriate routes linking Burien, King County, and Seattle is certainly an important goal. I am happy to be able to help identify some safe commute routes.

I spent some time wandering around Burien, King County, Seatac, and Seattle after we spoke on Monday looking at the routes we discussed. I will be out of town next week, so I wanted to get you what I could before I go. I have not had an opportunity to talk with Pauh about these, yet. I believe he will be taking a look, himself. Here is what I observed:

- Generally, I was rather disheartened by the conditions I found. Many of most route segments provided little or no extra room for bikes outside the traveled lanes, with the exception of 96th Street in King County. Traffic volumes varied, but travel speeds were pretty fast along most routes we discussed.

- 8th Avenue S. is quite steep south of where it intersects 96th Street, requiring a real climb southbound. It certainly would not be a preferred route at least within King County. Although it levels out further south at Burien, it still has some grades that may make it a tough route. More importantly, it has limited or no paved shoulders along many road segments. In fact, the steepest climb in King County south of 96th Street to 105th is both wickedly steep and provides little or no room for bikes. While this is a straight route, the terrain and lack of facilities make it a challenge.

- 1st Avenue S. is, as you said, a busy 4 - 5-lane arterial, and not well suited to bikes, particularly with the many turn movements in and out of businesses at least in downtown Burien. For this reason I didn't spend much time surveying it.

- 4th Avenue SW appears to be the best overall route north-south. I didn't consider the wide sidewalk much of a plus. I wouldn't expect a lot of cyclists would use this. The road appeared slower overall, however, and more bike friendly through Burien. Once in King County the route widens as it enters a residential neighborhood. I see that it eventually continues north to Roxbury. I don't know what the best route from there would be, and I didn't have time to find one, unfortunately.

- Ambaum Boulevard is a real challenge, particularly the segment entering Burien from King County - the curved alignment running between the jurisdictions with the Jersey barriers! The road, overall, is very unfriendly to bikes, but that segment is a problem in particular. I recall you mentioning that Burien might reduce the road. That would certainly help, although I'm not sure how that would work at those curves. In King County it runs into downtown White Center. Like most of the King County roads in the area, 16th Avenue SW does not include widened curb lanes, so bikes would be in traffic, and there was a lot of volume when I was there at 4:00 pm. Downtown White Center has diagonal parking and that's a problem. The road continues down Delridge Way, however, and then west on Barton Place/Street toward Faunteroy, and that seems to have pretty good access. So, it might be a good regional route to West Seattle, if you can past all the issues along most of the alignment.

So, despite my limited survey, it seems that 4th should definitely have a role in your plan. Ambaum may be a candidate

depending on what Burien does with the facility.

By the way, I also went and looked at 24th based on our discussion at Seatac. That route appears by far to be the best north-south route in the region! Perhaps, designating some east-west routes to connect to 24th through King County or Seatac might make sense, too.

Hope this helps. I will look through our plans when I return.

Robert Foxworthy, AICP
Road Services Division, CIP & Planning
King County Dept. of Transportation
King Street Center
201 S. Jackson Street
Seattle, WA 98104
206.263.6048 Fax 206.263.4750

RECEIVED

DEC 0 1 2003

CITY OF BURIEN
PUBLIC WORKS

November 13, 2003

Mr. Stephen Clark, Director of Public Works
City of Burien
415 SW 150th Street
Burien, WA 98166

Re. Tree removal on SW 170th St.
between SW 31st St. and 33rd Ave. SW

Dear Mr. Clark:

Finally a step has been taken to provide a safer pedestrian right- of- way along this public roadway where many people walk or jog from the hillside to Three Tree Point ! I've lived just above this area for almost 50 years- (my property extends to 33rd SW from 32nd SW) and raised four children here. In the summer months, especially, a picnic on the beach at Three Tree Point (at one of the two road ends open to the public) was a regular event; however, it was always difficult to walk the hill -- the distance was just about a half a mile -- but we had to share the auto traffic lanes with cars and bicycles. There always has been a deep ditch on the uphill side of the road (until we reached Maplewild Ave.) and what must have been a shoulder to the road and pedestrian right-of-way on the downhill side has often been over-grown with hedges and trees, leaving no choice but to share the narrow winding road with cars and trucks.

Now that some of the encroaching vegetation has been removed even a gravel path would be most welcome.

My children and even my grandchildren are grown and moved away from the area; but my dog and I still enjoy walking. At this time there are more senior citizens than children walking or jogging this route. As far as I know, no one has been injured or killed yet. Several pet cats and dogs have been killed on this road over the years because of the blind curves and I worry that it may just be a matter of time before one of the people out walking will meet a similar fate.

As to the elimination of a great deal of vegetation on the Emerson property at 3149 SW 170th St., I walked down to see the results. Apparentlly someone got "carried away" and cut more than was necessary. The lower part of the property where SW 170th comes to a sharp switch-back with 33rd SW looks like a "clear cut in the forest". I can understand why the owner of the property would be horrified at the results.

I, personally have had no problem with the view to the west from my house which is

directly above the Emerson property. The terrane is so steep here that we look over the top of the downhill trees.

Once again, thank you for looking into this problem. I look forward to a pedestrian-friendly route to Three Tree Point–from the people on the hill.

Sincerely,

Norma W. Del Giudice

Norma W. Del Giudice
16901 32nd Ave. SW
Burien, WA 98166

206-243-2491

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
Sent: Tuesday, November 18, 2003 6:01 PM
To: laura@pomegranate.org
Cc: milenko@pomegranate.org
Subject: FW: Burien Pedestrian and Bicycle Plan Meeting

Please include as part of public record for project. Thanks.

-----Original Message-----
From: Douglas Rahn [mailto:ddrahn@comcast.net]
Sent: Tuesday, November 18, 2003 5:21 PM
To: Kirsten Pennington
Subject: Re: Burien Pedestrian and Bicycle Plan Meeting

Thank you, Kirsten, for letting me know about the meeting. I care a great deal about Pedestrian and bicycle trails. They will be a big addition toward making Burien the friendly little city it wants to be. Families and kids will like them, and these things tend to link the parts of Burien together in small personal ways. It also allows residents from all the city share in the "nice" places - the beaches, parks, Three Tree Point (and if only there were a public beach on Lake Burien, there too).

Unfortunately, I will be out of town that day. Best wishes on a good turnout and a productive meeting!

Doug Rahn

----- Original Message -----
From: Kirsten Pennington
To: Kirsten Pennington
Sent: Tuesday, November 18, 2003 4:37 PM
Subject: Burien Pedestrian and Bicycle Plan Meeting

WALKWAYS * TRAILS * BIKEWAYS

Public Open House Meeting - Draft Plan
Burien Pedestrian and Bicycle Facilities Plan

December 4, 2003
6:30-8:30 PM
Seahurst Elementary School Gym
14603 14th Avenue SW

The City of Burien is developing a pedestrian, bicycle and trails plan for Burien.
You are invited to stop by to learn about and review the Draft Plan.

The meeting will be held in Open House format.
A brief question-and-answer period will be held toward the end of the meeting.

For more information, please call 206-248-5521 or visit www.ci.burien.wa.us

Laura

From: "Kirsten Pennington" <kirstenp@ci.burien.wa.us>
To: <milenko@pomegranate.org>; <jim@jabrennan.com>; <laura@pomegranate.org>
Cc: <jtatkins@bendcable.com>
Sent: Wednesday, November 19, 2003 1:08 PM
Attach: Letter of invite from CBC.doc
Subject: FW: City of Burien Pedestrian/Bike Facility Plan

FYI: It looks like we are garnering a lot of interest regarding our open house in December. I just sent out the announcement yesterday and have already received 5 calls.

The Cascade Bicycle Club has also sent out an annoucement.

Laura: Could you please print for the public input file?

Thanks--Kirsten

-----Original Message-----
From: Chuck Ayers [mailto:cbcexdir@cascade.org]
Sent: Wednesday, November 19, 2003 10:59 AM
To: Burien 111903
Subject: City of Burien Pedestrian/Bike Facility Plan

Cascade Bicycle Club is trying to do a better job monitoring facility planning and construction in the central Puget Sound area. We are also trying to keep local cyclists abreast of such activities in their local jurisdictions. Consequently, I am forwarding an announced public open house I just received from the City of Burien. As always, cyclists and pedestrians fair better when we are at the table so I hope you will consider attending and giving your input. If you are interested in working with the Club to monitor Burien's activities and providing "official" Club input as a Club representative, please let me know.

Thanks so much and safe riding.....chuck

Chuck Ayers
Executive Director
Cascade Bicycle Club
PO Box 15165
Seattle, WA 98115
206.523.9495
www.cascade.org

Creating a Better Community Through Bicycling

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WALKWAYS * TRAILS * BIKEWAYS

Public Open House Meeting - Draft Plan
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For more information, please call 206-248-5521 or visit
www.ci.burien.wa.us

* Project Management
* Organizing (community and/or political)
* Transportation Policy
* Education/teaching
* Public Speaking
* Leading Daily Rides
* Strategic Planning
* Public/Media Relations
* Community Planning
* Fundraising & Development
* Civil Engineering
* Injury prevention programming
* Volunteer Coordination

Chuck Ayers
Executive Director
Cascade Bicycle Club
PO Box 15165
Seattle, WA 98115
206.523.9495
www.cascade.org

Creating a Better Community Through Bicycling

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
Sent: Monday, November 24, 2003 8:30 AM
To: jim@jabrennan.com; laura@pomegranate.org; milenko@pomegranate.org
Cc: drew@jabrennan.com
Subject: FW: Comments on the Draft Pedestrian/Bicycle Project Matrix

Feedback from one of the members of the public (who attended the Steering Group meeting) regarding the project list.

-----Original Message-----
From: Ken G. [mailto:trekken@gte.net]
Sent: Saturday, November 22, 2003 1:12 PM
To: Kirsten Pennington
Subject: Comments on the Draft Pedestrian/Bicycle Project Matrix

Hi Kirsten,

Here are my thoughts on the Draft Pedestrian/Bicycle Project Matrix.

Thanks,

Ken Giesbers

==========

#6 This is a good idea. 2nd Avenue South is a good choice.

#12 A disagree with the elimination of one automobile lane. Can't bicycle/pedestrian safely be enhanced without increasing traffic congestion? Based on my own visits to Moshier Park, I don't think a center turn lane is adequate for eastbound traffic attempting to turn into Moshier. At peak usage (which is frequently), cars back way up on S. 156th. Right now, the right lane allows traffic to flow. Under the shared center turn lane proposal, if even ONE westbound car is attempting to turn left, there will be gridlock.

#15 I support this concept of a route along Ambaum Blvd. As Milenko mentioned, we should be looking ahead for the next 20 years. Also, an Ambaum route would nicely complement projects #12 and #13, making a route preferable to project #41, which is too steep.

#14 What happened to project #14?

#16 I see this as a lesser priority than #22.

#18 Yes! Very nice. I frequently walk this street. Walking the south side (even facing traffic as I should) is scary.

#20 Nice!

#22 High priority; nice plan.

#28 Type 1 is a nice choice for this location.

#34 I strongly support purchase and development of park access here.

#35, #36 I think these are wonderful ideas.

#41 Between 8th Avenue SW and 4th Avenue SW, this is too steep for most bicyclists. I walk it frequently though. I avoid the steep hill by biking north at 8th Avenue SW, then connecting to Ambaum Blvd. at SW 156th Street. Project #15 could then connect this to Project #13 at Five Corners. I would prefer these connetions.

#42 Good idea.

Kirsten Pennington

From: Kirsten Pennington

Sent: Monday, November 24, 2003 11:15 AM

To: Milenko Matanovic (milenko@pomegranate.org); Laura Cacho (laura@pomegranate.org); Jim Brennan (jim@jabrennan.com)

Subject: Ped/Bike Plan comment

Hi,

Please add to our record of public comment (call from public; Marshall Dunston)

1) Should continue to explore usage of freeway ROW along 509 & 518 (for commute & recreation)

2) Ambaum Blvd. SW: improvements are needed for pedestrians (buckled sidewalk, etc.) -- but whatever improvement is selected should retain trees along the corridor

Kirsten Pennington
Transportation Planner
City of Burien
415 SW 150th Street
Burien, WA 98166-1973
Phone: (206) 248-5516
Fax: (206) 277-0531
kirstenp@ci.burien.wa.us

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
nt: Tuesday, December 09, 2003 11:41 AM
.o: milenko@pomegranate.org; laura@pomegranate.org
Cc: jim@jabrennan.com; drew@jabrennan.com
Subject: FW: Burien Pedestrian and Bicycle Plan Meeting

Fyi -- Laura for file

-----Original Message-----
From: joann pasek [mailto:jpasek@hotmail.com]
Sent: Tuesday, December 09, 2003 11:40 AM
To: Kirsten Pennington
Subject: RE: Burien Pedestrian and Bicycle Plan Meeting

Dear Kirsten,

Sorry I wasn't able to stay for the meeting. The only comments I have are that it would be nice to have more marked crosswalks along both 146th SW and 148th SW at 7th SW, 8th SW, and 9th SW. I thought the proposed plan looked good.

-JoAnn Pasek

>From: "Kirsten Pennington" <kirstenp@ci.burien.wa.us>
>To: "Kirsten Pennington" <kirstenp@ci.burien.wa.us>
>Subject: Burien Pedestrian and Bicycle Plan Meeting
>Date: Tue, 18 Nov 2003 16:37:49 -0800

>WALKWAYS * TRAILS * BIKEWAYS
>
>Public Open House Meeting - Draft Plan
>Burien Pedestrian and Bicycle Facilities Plan
>
>December 4, 2003
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>A brief question-and-answer period will be held toward the end of the
>meeting.
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>For more information, please call 206-248-5521 or visit
>www.ci.burien.wa.us <http://www.ci.burien.wa.us/>
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>

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OCT 27 2003

CITY OF BURIEN

October 23, 2003

Dear Current Burien City Council Members and Incoming Council Members,

I write to you today out of a deep concern for the public safety along S.W. 172nd Street.

When Burien Incorporated in 1993 it inherited public safety responsibilities that needed to be addressed along the Three Tree Point beach road of S.W. 172nd Street and has failed to address them to date.

My great, great grandparents were among the very first settlers on Three Tree Point (Point Pulley) in the late 1800s. My double great grandfather was an attorney for the railroad and moved his family here from Montana. My family has owned eight different homes on Three Tree and still maintains three to this day. During the past 100 years there has obviously been much change and through family knowledge, S.W. 172nd was never intended to become what it has today. The closure of Maplewild due to the earthquake of 2001 has only increased the risks of 172nd.

So just what are the risks with S.W. 172nd?
Answers:

1. The road is far too narrow for two vehicles to pass each other.
2. There is no sidewalk for pedestrians.
3. There are no speed limit signs stating what the actual speed limit is
4. There are no speed bumps to help enforce a speed limit
5. The residents of 172nd have vegetation growing onto the road
6. The residents of 172nd are constantly parking on the road

A fairly recent incident will help illustrate risk number one above. A neighbor was driving along 172nd in a mid-size vehicle and another vehicle was coming towards. Because of the current width of the road, the vehicles collided mirror to mirror. Neither car crossed the centerline. Both mirrors were damaged in the incident and luckily it was in the morning and neither window was rolled down with an arm resting on the door. Future mirror-to-mirror clashes could lead to a vehicle moving off the road and into someone's house.

172nd has always been a popular place for adults and children walking, jogging, riding bicycles, and walking pets. The lack of a sidewalk forces these pedestrians onto the road which is a major violation to public safety, especially on such a stretch of road that is so heavily used by automobiles, trucks, etc. Combining the risks of having a road too narrow to begin with and forcing children and adults onto the same road is a recipe for disaster. This risk extends going east on 172nd up the hill to the double blind corner.

The lack of proper speed limit signage is also troubling and only compounds the problems of S.W. 172nd. What is the speed limit? There are pedestrian signs that state 15 mph, but the only actual "Speed Limit" signs in the area specify 25 mph. Why don't we make it official at 15 mph, with proper signage? This will help clarify and reduce the risks.

The addition of three or four low rise/wide speed bumps (just like on 160th) would also significantly help. Each spaced evenly starting with one at the bottom of the hill for vehicles traveling west. This hill only compounds the problem as cars simply coasting can easily reach 40-45 mph and enter the extreme dangers of the beach road. Placing a speed bump at the bottom or on the hill would help significantly.

The residents that live along 172nd with vegetation growing onto the road owe many people some touch up paint and a buff job, as well as the added risk of forcing cars to move onto or in some cases in the springtime – OVER the centerline. More importantly, this vegetation forces pedestrians onto the road, which further explains the need for a designated sidewalk. This is common sense. What are the laws or rules governing homeowners and their plants?

The residents, and their guests, along 172nd who park their cars with bumpers in the road or in some cases an entire side of a vehicle, need policing. These parked impediments force pedestrians and cars to maneuver around and into common space. This further explains the need for a dedicated sidewalk as wells as parking tickets for violators. What are the laws concerning the parking of cars on, over, and into public roadways?

I truly hope that the Burien City Council addresses the public safety concerns of S.W. 172nd. Failure to do so should be the acceptance of liability.

Sincerely,

Brian R. Giboney, CRPS
Three Tree Point Resident

P.S. It is troubling to me that a certain candidate running for Burien City Council is willing to trade public safety for votes, or at least that is what I have heard from other voters.

CFTR 11-3-03
cc Steve Clark

18.

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
Sent: Tuesday, November 18, 2003 6:01 PM
To: laura@pomegranate.org
Cc: milenko@pomegranate.org
Subject: FW: Burien Pedestrian and Bicycle Plan Meeting

Please include as part of public record for project. Thanks.

-----Original Message-----
From: Douglas Rahn [mailto:ddrahn@comcast.net]
Sent: Tuesday, November 18, 2003 5:21 PM
To: Kirsten Pennington
Subject: Re: Burien Pedestrian and Bicycle Plan Meeting

Thank you, Kirsten, for letting me know about the meeting. I care a great deal about Pedestrian and bicycle trails. They will be a big addition toward making Burien the friendly little city it wants to be. Families and kids will like them, and these things tend to link the parts of Burien together in small personal ways. It also allows residents from all the city share in the "nice" places - the beaches, parks, Three Tree Point (and if only there were a public beach on Lake Burien, there too).

Unfortunately, I will be out of town that day. Best wishes on a good turnout and a productive meeting!

Doug Rahn

----- Original Message -----
From: Kirsten Pennington
To: Kirsten Pennington
Sent: Tuesday, November 18, 2003 4:37 PM
Subject: Burien Pedestrian and Bicycle Plan Meeting

WALKWAYS * TRAILS * BIKEWAYS

Public Open House Meeting - Draft Plan
Burien Pedestrian and Bicycle Facilities Plan

December 4, 2003
6:30-8:30 PM
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A brief question-and-answer period will be held toward the end of the meeting.

For more information, please call 206-248-5521 or visit www.ci.burien.wa.us

Kirsten Pennington

From: joann pasek [jpasek@hotmail.com]
Sent: Tuesday, December 09, 2003 11:40 AM
To: Kirsten Pennington
Subject: RE: Burien Pedestrian and Bicycle Plan Meeting

Dear Kirsten,

Sorry I wasn't able to stay for the meeting. The only comments I have are that it would be nice to have more marked crosswalks along both 146th SW and 148th SW at 7th SW, 8th SW, and 9th SW. I thought the proposed plan looked good.

-JoAnn Pasek

>From: "Kirsten Pennington" <kirstenp@ci.burien.wa.us>
>To: "Kirsten Pennington" <kirstenp@ci.burien.wa.us>
>Subject: Burien Pedestrian and Bicycle Plan Meeting
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January 18, 2004

Kirsten Pennington, Transportation Planner
City of Burien
415 Southwest 150th Street
Burien, Washington 98166-1093

RECEIVED
JAN 21 2004
CITY OF BURIEN
PUBLIC WORKS

Re: Burien Pedestrian and Bicycle Facilities Plan

Dear Kirsten Pennington,

After reviewing the maps and minutes from policy sessions, one can only conclude that the purpose of developing such a plan is purely recreational, since it does not take into consideration a North South corridor, namely 4th Ave. SW, which if incorporated into the recent improvements, would have provided a direct access into the City Center while avoiding primary arterial roads where vehicle traffic is the heaviest.

As I bicycle for exercise when weather and time permits, I find the four routes indicated in the October 14, 2004 Public Summary generally those which are most advantage for casual bicycling with one exception. The link between SW 136th and SW 146 along Ambaum should be reconsidered with any other planned route along a major arterial. This is simply not cost effective, nor does it provide adequate safety for bicyclists and motorists, considering the volume of traffic.

While the general theme of the master plan shows merit in its development, some finer points need criticism on their overt assumptions relating to Seahurst Park access.
(1) Promoting access into Seahurst Park, (Map I.D. 38) via 13th Ave. SW with its steep downhill curves and narrow two lane road is reckless. The access road drops several hundred feet and is nothing more than a water slid without the water. Bicyclists often overshoot the stop sign (three way stop) at the Park entrance where residents enter the road from the Hurstwood Community. The suggestion that the road could in anyway accommodate a bicycle lane on one side, let alone on both side of roadway is absurd, since the road alignment is only adequate for vehicles and pedestrians.

(2) South access into Seahurst Park, (Map I.D 34) is equally without merit, since it assumes a trail head access which was disallowed when Seahurst Community petitioners, Frank VandenBos and other neighbors organized to prevent access from the Park to their private property by the uninvited. The shear arrogance of the Steering Committed to suggest that this issue be reconsidered for the benefit of some narrow minded elitist's notion of community is pathetic.

(3) Most agregious in its proposal is the proposed North access to the Park (Map I.D. 37). An 8-foot wide crushed rock pathway for 'pedestrians' and 'mountain bike' use? What has this committee been smoking? Not only are these two categories diametrically opposed, but it also reveals a total unfamiliarity with both the Park terrain and the sport of mountain bicycling. Allowing these bikes in the Park would be a mistake, because they do not say on the trails, the

nature of the beast, and would soon overwhelm vegetation. This access to the Park was also strongly criticized by Hurstwood Community Club President Rhonda Duncan and members, who also petitioned against pedestrian trails within the near boundaries of residents, and will be loudly criticized if this trail remains in the final plan.

Respectfully

Fred Novota

Fred Novota, Hurstwood Community Club Secretary
1612 SW 140th Street
Burien, Washington 98166

CC: Frank VandenBos
Rhonda Duncan

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
Sent: Monday, January 19, 2004 3:11 PM
To: milenko@pomegranate.org; laura@pomegranate.org
Subject: FW: Bicycle routes

For public involvement file. I'll add to mailing list. Thanks.

-----Original Message-----
From: SALIX301@aol.com [mailto:SALIX301@aol.com]
Sent: Friday, January 16, 2004 8:05 PM
To: Kirsten Pennington
Subject: Bicycle routes

Kristen,

I have recently retire and was delighted to read about the proposed bicycle routes being planned by the city. It is my intent to carry out a great deal of my "in town" travel via bicycle and the proposed routing will make this a much safer endeavor. Thumbs up to the planning team for taking this on. I was unaware of this activity and after reading about it I am fully supportive. Keep up the good work.

John Unbehend
SW 171st St.

RECEIVED
FEB 04 2004
CITY OF BURIEN
PUBLIC WORKS

Citizen Steering Group

re: Public Paths, Sidewalks & Bikeways Plan.

Kirsten Pennington
Public Works

My husband + I do not understand why a trail at 21 & 146 St. is once again being considered. Our Council, after hearing objections to it, deleted it from the park trails plan. These objections are still legitimate. Is this another attempt to buy the Brown property?

The bike trails are an asset to Burien. Many people walk dailey along 146th as couples, with babies, small children, and some with controlled dogs. Will the bikes share the sidewalks?

Ruth Porter
1829 SW 146th St.
Burien
(since 1972)

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
Sent: Tuesday, February 10, 2004 4:41 PM
To: jim@jabrennan.com; milenko@pomegranate.org
Cc: laura@pomegranate.org
Subject: FW: Beach Use Plan

FYI, in case this comes up at the next meeting.

-----Original Message-----
From: Kirsten Pennington
Sent: Tuesday, February 10, 2004 4:38 PM
To: 'Ingwilboat@aol.com'
Cc: Stephen Clark
Subject: RE: Beach Use Plan

Hi Ingrid,

Sorry it has taken me so long to get back to you. I hope 2004 is going well for you so far.

This issue/policy needs to be reviewed by our city attorney -- at this time, there are many other priorities that are consuming our attorney's time. The issue is not currently in the city's work plan.

I am sorry that my answer cannot be more definitive, but please know that we understand that this issue is important to many citizens.

Thank you,
Kirsten Pennington

> -----Original Message-----
> **From:** Ingwilboat@aol.com [mailto:Ingwilboat@aol.com]
> **Sent:** Friday, December 05, 2003 9:09 AM
> **To:** Kirsten Pennington
> **Subject:** Beach Use Plan
>
> Hi Kirsten,
> Thank you for another good meeting on the pedestrian/bicycle plan last evening. It was very nice to see ideas incorporated in the plans now.
> There was mention at the meeting of work on a policy on beach use/walking in the City. Do you know who is working on it, and how it stands now? Last summer I sent a memo to Rose Clark on the public trust doctrine; did you receive a copy?
> Thank you for your help,
> Ingrid Hansen

RECEIVED

FEB 17 2004

CITY OF BURIEN
PUBLIC WORKS

16003 16th ave S.W.
Seattle, WA. 98166
206 241-7332
February 13, 2004

Public Works Dept.
Kirsten Pennington
415 SW. 150th
Burien, Wa. 98166

Dear Kersten,

I was considering having the area from my driveway to the street paved with blacktop, and the area from the edge of my grass out to the street on both sides of the driveway blacktopped. However, before I would invest money in this, I need to know if the county will be putting in sidewalks along the west side of 16th ave S.W. due to the new school that is now under construction. The school is about two blocks south of my house located on the west side of 16th S.W., as is my house also on the west side of 16th ave S.W.

Thank you for any information you can give me concerning this.

Sincerely,
Marcia Moen

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
Sent: Thursday, February 19, 2004 8:52 AM
To: milenko@pomegranate.org; jim@jabrennan.com; laura@pomegranate.org
Subject: FW: Draft Pedestrian and Bicycle Facilities Plan

FYI

-----Original Message-----
From: K Burket [mailto:kbburien@yahoo.com]
Sent: Wednesday, February 18, 2004 6:18 PM
To: Kirsten Pennington
Cc: harley_t_d@yahoo.com
Subject: Draft Pedestrian and Bicycle Facilities Plan

To all concerned,

As a resident of the Seahurst neghborhood, I would like to make it very clear that the proposed "Seahurst Park Access" trail, Map ID #34, is very undesirable by those most affected and/or serviced by it.

There has already been multiple protests rasied during similar proposals brought fourth by your cohorts on the Burien Park Planning board.

I am asking that you respect the multitude of requests already made by the residents that live nearest to the proposed Access trail, and remove it from your Maps and from further consideration.

Sincerly,
Kevin Burket

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Yahoo! Mail SpamGuard - Read only the mail you want. http://antispam.yahoo.com/tools

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
Sent: Wednesday, March 03, 2004 11:29 AM
To: laura@pomegranate.org; milenko@pomegranate.org
Cc: jim@jabrennan.com
Subject: FW: Inputs and questions regarding Indian/Sunlight/Moonlight Trails

FYI, and for project comment file.

-----Original Message-----
From: Scott Price [mailto:scottprice11@comcast.net]
Sent: Wednesday, March 03, 2004 11:26 AM
To: Kirsten Pennington
Subject: Inputs and questions regarding Indian/Sunlight/Moonlight Trails

Hi, Kirsten. Thank you again for leading the valuable efforts on our city's trails/walkways/bikeways planning. Both my wife and I have participated in several of your community meetings, and we are actively following the progress and status of different draft proposals. We are big supporters of increasing bikeways around the core of our city and also improving access and awareness through Seahurst Park, among other initiatives.

Since my property is directly bordered by the Indian/Sunlight Trail, I am of course especially interested and concerned about proposals regarding this area. Since the original and historical intent of the trails were to provide access to the lower walk-in cabins that could not be directly accessed from the road, uses above and beyond both its intent, current condition, and maintenance needs can be problematic. The trails also deserve special consideration and are unusual compared to the rest of the draft plan and the rest of Burien in that the trails are directly sandwiched in a thin strip between private residential lots, not in parks or bordering streets or such.

Many neighbors walk to the area and use the trails currently, and that is of course a fine use for the trails. However, I am concerned about efforts proposed to increase general usage of the trails without consideration for the people who already loved and live there because of its existing quiet residential qualities. Specifically, can you provide more information on the following topics?

1) Trash and dog feces are an ongoing problem along the trail. Since the city does not in any way maintain or clean the trail, it is purely up to neighbors to clean up after the people who do not live there but are just passing through. I am OK with this and I do this as a good neighbor/citizen (though of course do not enjoy it :-)) at its current level, but am concerned that Burien proposes to increase public usage without taking responsibility for the ramifications of that.

2) The trail abuts very steep slopes in some areas, and there have been occasional sloughing of slopes as groups have come through and trampled protective vegetation and such. I definitely do not want the trail "improved", but am wondering what the City proposes and has in its budget to maintain the trail in its current condition (since it is literally just a dirt/sand embankment).

3) My neighbors and I already have a significant trespassing problem with random people using our private driveways/trails to access between Maplewild and the Indian/Sunlight Trail, and I have also had to stop people from literally just walking around my house property and within 4 feet of my windows because they "thought it was a way to get to the beach" (which it is, but certainly not for the public). And this situation exists with two No Trespassing signs prominently displayed for many years now; this problem would obviously only get worse by increasing general usage of the trails. Your draft Project Matrix mentioned signage along the trail demarcating public and private land. Do you intend that homeowners will need to request these signs be installed (not that they will fully resolve the issue, as my two signs already attest) so as to try to minimize trespassing?

4) Parking is a very significant issue all along Maplewild. Existing residents already do not have enough parking

themselves, and the federal money restrictions being placed on the currently closed-off section of Maplewild looks to only make the situation worse (parking areas will be replaced by a short section of sidewalks which will not continue either north or south to anywhere else). Has any thought been given to this existing situation? I'm not suggesting that we need more parking areas (too difficult on the existing slopes and property boundaries), but it is a point to consider for overall feasibility as well as parking safety.

5) Will the Police Department have the directive, resources, and budget to do frequent foot patrols of the area? This is never done currently, and they are under understandable budget constraints right now so I doubt that this is in their plans. Our neighborhood already has a high incidence of car break-ins, thefts, and such.

I am interested to hear the underlying assumptions and thoughts that are included in the current draft plan, and ask that you include my comments/thoughts in future versions. All of my neighbors that I have talked with about these topics have agreed with my points above, so hopefully you will include the unique character of Burien's Three Tree Point neighborhood that is very valued by its citizens and creates a wonderful residential (not public thoroughfare) area within our city.

Thank you very much.

Sincerely,
Scott and Karen Price
16405 Maplewild Ave. SW

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
Sent: Thursday, March 04, 2004 12:49 PM
To: laura@pomegranate.org
Cc: milenko@pomegranate.org
Subject: FW: Burien Pedestrian/Bicycle Facilities Plan Meeting 3/18

FYI, and for comment file.

-----Original Message-----
From: Douglas Rahn [mailto:ddrahn@comcast.net]
Sent: Thursday, March 04, 2004 12:25 PM
To: Kirsten Pennington
Subject: Re: Burien Pedestrian/Bicycle Facilities Plan Meeting 3/18

Thank you for the invitation. Unfortunately, I am in Mesa Arizona and will miss the meeting. Good luck with the plan - it is sure a good idea and I hope it proceeds with the full support of the City Council.

Doug Rahn

----- Original Message -----
From: Kirsten Pennington
To: Kirsten Pennington
Sent: Tuesday, March 02, 2004 3:28 PM
Subject: Burien Pedestrian/Bicycle Facilities Plan Meeting 3/18

WALKWAYS * TRAILS * BIKEWAYS

COMMUNITY-WIDE MEETING

Come show your support for improving walking and biking in Burien!

You are invited to hear about and review the Final Draft Pedestrian and Bicycle Facilities Plan.

Thursday, March 18, 2004

6:30 – 8:30 PM

Burien Community Center

425 SW 144th Street, Burien

For more information please call (206) 248-5521 or visit www.ci.burien.wa.us.

TO: Steering Committee
Re: Planning Paths & Bikewalks
~~February 13, 2004~~ March 18, 2004 (VK)

I am a property owner residing in Burien since 1988. Overall I am very proud of the work and improvements done in Burien over the years and especially pleased with the work done by the Parks Department.

However, I am opposed to the current proposal to have a potential path on 21st Avenue SW that leads to the Seahurst Park. I was among the many citizens who met with the City Council when this same path was included in the Master Plan. As a result of the meetings, the Council was made aware of the concerns for SAFETY & SECURITY and had this trail removed from the Plan. NOW, it appears that the Steering Committee is planning to make a proposal to put this trail back on the City Council's agenda.
WHY ???

The same concerns exist today as they did last year and the same citizens will express their objections if this trail is included in the Committee's proposal.

Please consider the safety of the residents near this trail and exclude it from the current proposal. Many of the Council members will recall the citizens' reasons for opposing this planned trail plus there are records at City Hall that will summarize the concerns discussed at the meetings.

I appreciate all the work done by the Committee and I support having paths for walking & bicycling but I do not support putting a trail in residents' backyards that will add unnecessary risks putting their lives and their properties in danger. Thank you for considering the seriousness of this request.

Sincerely,

Veronica King

Veronica King
14603 20th Avenue SW
Burien, WA 98166

alerie Stuart

'rc Daniel Bretzke
i(Friday, March 19, 2004 8:50 AM
'o: Valerie Stuart
ubject: Car 2004 0086

s CAR relates to the section of 172nd Ave SW along the water. There is no "maintenance" item here, but these comments are re appropriate to the Bike and Pedestrian safety plan. It also may apply to the parks CIP project for improvement of street ds and access to the beach, but this project is not slated until 2005
nese comments should be forwarded to Kirsten to be included in the general public comment of Bike and Pad. plan. The CAR ı be closed with a note in the file.
anks

niel Bretzke,

3/19

Kirsten - please add these two CAR forms to your Bike/Ped plan info. These were both anonymous requests, so no response was sent - just for FYI.

0

RECEIVED

FEB 10 2004

CITY OF BURIEN

CAR #: 04-0086

DATE: ~~2004~~ 2-10-04

PR#:

City of Burien, Washington
415 SW 150th Street
Burien, Washington 98166-1957
(206) 248-5530

CITIZEN ACTION REQUEST FORM

CONTACT NAME: _____ ☒ ANONYMOUS

CONTACT ADDRESS: _____ CITY: _____ STATE: _____ ZIP: _____

NATURE OF REQUEST: _____ PHONE - HOME: _____ PHONE - WORK: _____

WALK IN: _____ PHONE: _____ MAIL: _____ REQUEST TAKEN BY: _____

COMPLAINT INFORMATION: THE ROAD IS TOO NARROW TO ALLOW EMERGENCY VEHICLES TO PASS WHEN OPPOSITE LANE IS OCCUPIED WITH A BUS, TRUCK OR OTHER WIDE VEHICLE. SOME AREAS OF THE ROAD ARE AS NARROW AS 14 FT.

SITE ADDRESS: THREE TREE POINT BEACH ROAD 172ND PARCEL NO: _____

OWNER NAME: _____ OWNER'S PHONE: _____

OWNER ADDRESS: _____ CITY: _____ STATE: _____ ZIP: _____

REFERRAL DEPARTMENT: _____ PHONE: _____ DATE OF REFERRAL: _____

INVESTIGATOR: _____ DATE: _____ 2ND INVESTIGATOR: _____ DATE: _____

CURRENT STATUS

CASE HISTORY

Acknowledgement _____ Enforcement _____ Enforcement 2 _____ Date Closed _____

RECEIVED

FEB 10 2004

CITY OF BURIEN

CAR #: 04-0086

DATE: _____

PR#: _____

City of Burien, Washington
415 SW 150th Street
Burien, Washington 98166-1957
(206) 248-5530

CITIZEN ACTION REQUEST FORM

CONTACT NAME: _____ ☑ ANONYMOUS

CONTACT ADDRESS: _____ CITY: _____ STATE: _____ ZIP: _____

NATURE OF REQUEST: _____ PHONE - HOME: _____ PHONE - WORK: _____

WALK IN: _____ PHONE: _____ MAIL: _____ REQUEST TAKEN BY: _____

COMPLAINT INFORMATION: SW 172ND is too narrow and there is no place for pedestrians to walk except on the road with cars, trucks, buses, etc. How about a sidewalk? The other day I could not get through the road because the garbage truck was coming the other direction. What would happen if an ambulance needed to get through there? Please fix it.

SITE ADDRESS: SW 172ND, Burien 98166 PARCEL NO: _____

OWNER NAME: _____ OWNER'S PHONE: _____

OWNER ADDRESS: _____ CITY: _____ STATE: _____ ZIP: _____

REFERRAL DEPARTMENT: _____ PHONE: _____ DATE OF REFERRAL: _____

INVESTIGATOR: _____ DATE: _____ 2ND INVESTIGATOR: _____ DATE: _____

CURRENT STATUS

CASE HISTORY

Acknowledgement _____ Enforcement _____ Enforcement 2 _____ Date Closed _____

% Kirsten Pennington
~~Transportation Planning~~ Dept of Parks works
City of Burien
City Hall
415 SW 150th
Burien Wa 98166

March 19, 2004

from 10th SW

I would like to put some imput into the comments made by the fellow who lead the discussion last night on the purposed bicycle routes on 152nd SW and around Lk Burien,

!. He said you were thinking near schools, and pointed out St Francis:
St Francis is a private school and the majority of the students are either bussed or picked up by their parents.

2. He said you thought it would be nice to have a bicycle path around the lake:
Obviously you have not bicycled around the lake. Except for a half block on the very SE corner of the lake, the lake is completely hidden from the view of passerbys. (It's so hidden, a lot of people didn't realize Burien was named after a lake). There is no esthetic value in a path around Lk Burien for bicyclists or walkers, (except for exercise).

I will say again: I do not approve the path down 152nd SW. Among other issues that I have, I also feel it is much too busy of a street.

Kriss Tanaka

krisstanaka@msn.com

Please add this to comments
Thank you!

COMMENTS ON MEETING, MARCH 28, 2004 – BURIEN COMMUNITY CENTER.
BURIEN PEDESTRIAN AND BICYCLE FACILITIES PLAN. FORUM III.

I do not approve of the proposed Burien Pedestrian and Bicycle Facilities plan.

The larger sidewalks are a need on SW152 St and one bike lane.
The planning of this project and the others covered by this meeting looks to be well thought thru with the exception of SW 152nd.

There is already a problem with parking on SW 152nd St. You also have to consider bus stops, fire hydrants, driveways and mail boxes. We live at 1210 SW 152 St. Our next door neighbor has no parking in front because of a bus stop. There is a requirement that states that 15 feet must be open from the front edge of boxes and the same is true of the other end of the row of boxes.

If anyone has a party (with the proposal) there will really be no place to park. There exists some strained relations between people on the lake and those across the street because of limited parking at present.

People would have to find some type of transportation to reach someone on SW 152nd Such as parking in Burien and bus in to their destination. Residents on the Lake Burien side will loose some of their trees which be may be part of public domain.

PLEASE MAKE SOME ADJUSTMENT SO THAT PARKING CAN REMAIN ON THE SOUTH SIDE OF 152ND. I BELIEVE THIS IS THE BIG ISSUE WITH RESIDENTS OF BOTH SIDES OF THE STREET.

Don and Helen Kauffman
1210 SW 152 St
Burien WA 98166

Phone 206-248-2259

Email dhkauffman@comcast.net.

Date: 3-22-2004

13625 - 2nd Avenue S. W.
Burien, WA 98166

March 24, 2004

Burien Pedestrian and Bicycle Facilities Plan
City of Burien
415 S.W. 150th Street
Burien, WA 98166

RECEIVED
MAR 24 2004
CITY OF BURIEN

SUBJECT: Your March 18, 2004 Community-Wide Meeting

Sir or Madam:

My wife and I attended your March 18th meeting. At the end of the meeting we were handed out a comment form and were asked to vote on whether we would approve the Final Draft Pedestrian and Bicycle Facilities Plan, hereinafter called "The Plan", in its present form. At the meeting we voted YES. However after we have had a few days to think about it, we want to change our vote to **NO**.

The following are some of the reasons we feel that the draft plan should not be approved in its present form:

1.) Pedestrian Safety Problems:

There are items in the plan about bicycle and pedestrian safety including bicycle helmet laws and efforts that will be made to promote these kinds of safety. However there was nothing that I saw in the plan about pedestrian safety and the problems with pets, particularly dogs. I am harassed by dogs at least 3 times a month (sometimes 2 or 3 times during one walk) and bitten by a dog about once every two years. There are several problems with dogs. In residential areas there is a problem with pet owners letting their pets run (this means not keeping them tied up or enclosed in a fenced yard). On one occasion I even observed a property owner opening her gate and intentionally letting her dog out. Another problem is the failure of pet owners to leash their dogs and carry scoops. Around city streets about 80% of the people leash their dogs, but I have never seen any one carry a scoop or clean up after their dog. In the parks the leash problem becomes a greater problem. I would estimate that about 2/3 of the pet owners leash their pets in areas that are highly visible. But on park trails this percent drops to under 30%. At times I have seen people on the trails with 2 or 3 dogs and none of them were leashed. Apparently pet owners think the leash and scoop law doesn't apply in areas where only a few people will see them. Leash and scoop laws should apply everywhere in the city and everywhere in the parks. The Plan is going to be building of more and more trails and as a result there will be a greater and greater dog safety problems as more and more people use the trails to walk their dogs. Therefore it is very important that The Plan provide for stepped up enforcement of leash and scoop laws and stiffer penalties also need to be imposed. In addition The Plan should promote the obeying of leash and scoop laws.

The Plan does not address the pedestrian safety problems that will result from implementing The Plan. The Plan will be encouraging more and more people to use the trails. And, of course, as more and more trails are built, the pedestrian and bicycle traffic will increase and increase. In addition, under The Plan wider sidewalks will be built, thus more vehicles like bicycles, scooters,

and other small vehicles that have been ridden on the streets will then start riding on the sidewalks. The Plan even seems to encourage this. Yesterday when I was walking along 4th Avenue SW, there was a small motorized scooter going about 35 miles per hour down the wide sidewalk (apparently there is no speed limit on sidewalks). Fortunately I was across the street on the regular sized sidewalk, so it wasn't a problem for me. However, if I had been on the same sidewalk as the motorized motor scooter, it would have been a problem getting out of the way even though it was a wide sidewalk. Note that in the past I have had problems getting out of the way of people riding skate boards and bicycles on the wide sidewalks. I also know of a person who while walking on a sidewalk was killed by a bicyclist running into her. If The Plan is going to allow bicycles, scooters, skate boards, and other vehicles to ride on the sidewalks, then the sidewalks need to be marked with lane lines so that there is a separation between pedestrians and vehicles. Of course, you have to also provide a third lane so that small vehicles can pass each other when going in the same or opposite direction. Vehicles should not be permitted to ride in the pedestrian portion of the sidewalk. Where there is not room to put lane lines on the sidewalks, then bicycles, scooters, etc. should be required to ride on the street, and not the sidewalk.

The unfortunate people who reside along the streets where the trails will be built will have an every increasing safety problem as more and more pedestrians and small vehicles use the trails. They will have a safety problem while trying to maintain their yards. The people will often find themselves in an unsafe situation as they kneel down with their legs on the sidewalk or otherwise working around the sidewalk to do their yard maintenance (mowing, clipping, pruning, digging, etc.). They will have no choice but to try to do their yard maintenance with an ever increasing volume of bicycles, scooters, and other small vehicles whizzing by. I saw nothing in The Plan addressing these kinds of safety issues.

Crosswalks are another safety problem. There are crosswalks at every street intersection. Only about 2/3 of drivers stop for painted crosswalks, and almost none of the drivers (less than 2%) stop for unpainted crosswalks. Apparently many or most drivers think that a crosswalk that is not painted doesn't count as a crosswalk, so they don't have to stop. I have even had police vehicles (without red lights flashing) fail to stop when I was trying to cross at an intersection that didn't have a painted crosswalk. The police are supposed to be setting the example! While the problem could be partially solved by painting all the crosswalks along the trails, it still will not completely solve the problem. People will still have to walk to the trails from their homes which will usually require that they cross many intersections without painted crosswalks. There needs to be a public education program that makes drivers aware that there are crosswalks at every intersection and that drivers are required to stop for pedestrians at all crosswalks whether they are painted or not!

2.) Traffic Light Problems of Pedestrians:

At the meeting one woman commented that pedestrians have to push the walk button to cross a street when there is a traffic light at the intersection. She complained that vehicles can go when the light turns green, but that the pedestrian walk light does not come on when the light turns green. Thus pedestrians almost always have to wait two full cycles of the light to cross the street. I agree, and have that problem myself. In addition, I have found that at some traffic lights, the walk button is defective and does not always work, thus sometimes I have had to wait several light cycles to get the walk light to come on (and during the wait pushed the walk button multiple times). The woman who made the comment thought that the traffic lights could be changed so that the walk light automatically comes on when the traffic light turns green. I agree, and feel that

pedestrians should not have to wait longer than vehicles to cross a street. The Plan should include making this change to all traffic lights in Burien.

Another problem at intersections is that traffic lights are being installed where only stop signs are needed. Also there are left turn signals being added to traffic lights which are not needed. Not only has the installation of unnecessary traffic lights and left turn signals created a cost that could be avoided (resulting in higher property taxes), but it also results in both pedestrians and drivers wasting time crossing intersections. At stop signs pedestrians have the right of way, so they don't have to wait (other than letting a car pass that had already started across the intersection). When traffic lights are added, pedestrians almost always have to wait. When left turn signals are added, the wait is twice as long since now there are four cycles of the light instead of just two. Because the wait is so long for pedestrians, I find that it is faster to go a block out of my way and cross the street at a place where there are no traffic lights. For vehicle drivers the problem is the same. Drivers have to sit and wait for the light to turn green or wait for left turn signals to cycle. And often there is no cross traffic at all. Drivers not only lose time waiting for the light to change, but they also have to pay for gasoline that is wasted while they wait. On 4th Avenue SW, for example, the traffic volume is so light between 128th Street and 152nd Street that left turn signals are not needed at all. Since 4th Avenue SW is considered a trail, no more left turn signals should be installed, and all existing ones should be removed. The Plan should provide that no unnecessary traffic lights and left turn signals be installed and that any unnecessary existing left turn signals should be removed.

3.) Build Dirt Trails, Not Concrete Trails:

The Plan seems to provide that extra wide concrete sidewalks will be built and used for the pedestrian trails. I think you will agree, that most people would prefer to walk on a dirt trail rather than a concrete sidewalk. In fact when I go on a walk, I take the shortest possible route across sidewalks to the dirt trails, so that I can do most of my walking on dirt trails. The Plan should provide that wherever possible dirt trails be built. Concrete sidewalks should only be used as a last resort!

4.) Trail Space and Property Rights:

Several people asked questions about where the Pedestrian Trail would be built. They said there was not enough space in front of their homes on the City Right of Way to build the trail (some of the people had even measured the space). The City representatives generally could not answer their questions and could not explain how the extra wide sidewalks would be built when there wasn't adequate space.

Lets not have another 4th Avenue SW disaster! On 4th Avenue SW they took away all the street parking to make space for extra wide sidewalks. There is no space for the mailman to stop to deliver mail, so mail service is poorer, and most people now have to walk half a block to get their mail. Also in some places the mailman parks on the sidewalk making it difficult for pedestrians to walk around the mail truck. In addition, people park their vehicles on the sidewalk to pick up their mail again making it difficult for pedestrians to get around the vehicle. There are no places for buses to pull off the road at bus stops. Drivers who happens to be behind the bus must wait for the bus to load and unload passengers at every stop along the way (there are no places to pass the bus). The street was poorly constructed and as a result there are weight limits so large vehicles like delivery trucks, moving vans, motor homes, etc. are not permitted to drive on the street

which results in a very big inconvenience to property owners. The side street intersections were built with corners that are too sharp, so when we turn the corner our vehicle usually ends up going over the curb. At the intersection of 4th Avenue SW and 137th Street and also 139th Street (and probably other places too) the contractor failed to properly survey the street, and drainage outflows were placed at higher elevations than the street elevation. As a result, when it rains, 2 or 3 inches of water ponding occurs and pedestrians either get splashed and/or have to get their shoes wet walking through deep water to cross the street. The City planted trees, grass, plants, and shrubs along 4th Avenue SW and installed a costly watering system. This not only wastes water, but also requires the City to pay for gardening and maintenance costs. Some of the trees were destroyed by kids. The plants and shrubs are poorly maintained with most of the grass dying and with weeds growing throughout. Last year there was a dead cat (in clear view) by one of the shrubs that was left there for over 6 months even though I observed maintenance workers nearby several times (apparently they didn't want to be bothered removing a dead cat). At another spot there was a similar problem with a dead opossum. Unneeded traffic signals and left turn signals were added which hold up both pedestrians and vehicles (as explained above). And finally the street became so unsafe that the speed limit had to be reduced from 35 MPH to 25 MPH. So now we have one of the main streets into town with the same speed limit as residential streets.

All of the 4th Avenue SW problems could have been easily solved simply by not planting any trees or shrubs and not installing the watering system; by not installing unneeded traffic lights and left turn signals; by installing standard sized sidewalks; and by using the money saved to build a stronger roadbed and doing proper surveying. There are very few pedestrians who walk on the sidewalks, so the extra wide sidewalks were not even needed! The space saved by not setting aside a place for trees and shrubs and by using standard sided sidewalks would have left room for street parking and the mailman could have delivered mail the regular way and buses would have had places to pull off the road and that would allow vehicles following to pass. With the wider streets, it would have remained safe for bicycles and motor scooters to be driven on the streets instead on riding down the sidewalks. This, in turn, would have prevented the new hazard for pedestrians.

5.) Keeping Existing Trails Open when New Developments are Built:

At the meeting I asked about the new housing development that is planned to be located on the north and west sides of the Senior Center at 136th Street and Ambaum Avenue. I said that my concern is that the new development would, in effect, close the entrance to the trail at that location that leads into Seahurst Park. I suggested that the City require, as part of its building permit, that the developer build a permanent trail or walkway that would connect to the existing trails leading to Seahurst Park. The City also needs to obtain a Right of Way across the property so that walkers and hikers will have access to the trails leading to Seahurst Park. I said it makes no sense for the City to spent a lot of money building new trails, and at the same time, allow existing trails to be closed!

The City representatives at the meeting wrote down an abbreviated version of my comment on the sheet at the front of the room, but I seriously doubt that my comment will be considered even though it is a very important issue. The Plan should have a way of keeping existing trails open when new buildings and developments are built. This can best be done during the building permit process by requiring developers who remove portions of an existing trail during construction to build another satisfactory trail as part of the project. The Plan should put forth effort to keep existing trails open and provide a method to continue pedestrian right of ways on the trails.

6.) Why Build a Concrete Trail around the City?:

The biggest question in my mind is why is the City going to, or why does it want to, spent a lot of money building a concrete trail around the city? This is not Green Lake! There is virtually nothing interesting to see along the proposed route that would be of any real interest to walkers. To me The Plan in its present form will end up being a very costly mistake. It would be a huge inconvenience to property owners along the route. And it could take as long as 20 years before anyone would actually be able to walk the trail around the City. The cost will be very expensive, and I seriously doubt that the cost to property taxpayers would be worth the benefit. Since the city is unable to maintain the trails in its parks, how will it ever be able to maintain the massive trail that is proposed in The Plan? And even if funding could be somehow be obtained, it is doubtful that the whole pedestrian trail would ever be completed!

To us a better approach would be to build walkways that lead to existing parks and trails, so there are better routes to get there. Then start maintaining, improving, upgrading, and expanding the trails within the parks and, where ever possible, build trails that interconnect with other parks. To us these kinds of trails would be a lot more interesting and a lot more fun to walk than the proposed concrete trail to be built under around the City.

In Seahurst Park I have counted 25 trail segments, and almost none of them are maintained by the City. I expect that the lack of maintenance problem exists in all the other parks. I think that a major part of the trail maintenance and improvements can be done by volunteers. I do a lot of off-the-record trail maintenance by clearing fallen branches off the trails and pruning back plant growth. Recently I met another man who uses a machete to clear brush off the trails. Between the two of us, we are able to at least keep most of the trails open. But the trails are still too difficult for most hikers to walk. There is a lot of work that I am unable to do by myself, like remove fallen trees; put in gravel and drainage pipe to dry out wet spots along the trail; install trail signs; build bridges, staircases, etc. that needs to be done. If the city could provide some money to purchase materials and ask for volunteers to make improvements, I think that within 2 years, the Seahurst Park trails would become useable for most walkers and hikers. And the City would get most of the labor for free! I could probably do the work all myself if the material was provided, but it would take me at least 5 years to complete. It there were a few more volunteers, I think the work could be done in less than 2 years. This same approach could be taken with all of the other parks and before long we would have a system of trails built with hardly any cost.

7.) Problems with the Community Meetings:

The March 18th meeting was a waste of our time, and we got very little out of the meeting. From the comments made by the representatives it sounded like very few people ever came back for the next meeting, so I expect that most of the other attendees felt the meeting was a waste of time too. This was the last of several meetings, and by now the representatives should have known enough about the Pedestrian Trail to make a decent presentation. The City representatives should have reviewed The Plan prior to the meeting and discussed it among themselves so they would come to the meeting as knowledgeable representatives. The City representatives needed to have anticipated questions and could have answered the anticipated questions as part of their presentation. They needed to explain to the attendees exactly what the City was really planning to do. The map they had displayed up front was confusing and too small to be read from the audience. They spent less than a minute on each street project, and I doubt that few, if any, of the

attendees really understood what was going to be done. When several people asked how they would build extra wide sidewalks where there was no space, the City's representatives ducked the issue and claimed ignorance! That was unacceptable, the City knows what they did on 4th Avenue SW, and they know that they will be doing the same thing at many or most of the other streets where extra wide sidewalks will be built. These facts should have been disclosed! How can the City get meaningful comments from the public if the problems from other projects are covered-up? Sure the City would have had an upset crowd, but the City would have also gotten some useable comments. The City would then know that nobody wants another 4th Avenue SW disaster!

Many people complained that they never got a meeting notice from the city and the only reason they were there was because they found out about the meeting by accident. The representatives thought at as many as 40% of the residents of Burien for one reason or another never received any meeting notice. There were way too many proposals on the table, and virtually none of them were adequately discussed! From what I heard, it seemed that the committee (at their meetings) threw-out many good ideas that they had received from prior public meetings. Apparently the committee thought that the ideas would not work. So the committee seemed to be self-serving (working mainly to get their own personal interests into The Plan). To me a better approach would be for the committee to spend time finding ways to make more of the ideas work. The committee that had written the draft proposal seemed to be composed of only a few people, whereas a large committee with a wide diversity of views was really what was needed to arrive at a good plan.

The public meetings seemed to be run in such a way that there really wasn't much meaningful input from the public. The public input process should really continue with at least 2 more public input meetings. I had 4 or 5 issues that I wanted to raise, but only got to ask one. Many other people wanted to raise issues, but were not recognized. Many of my questions and the questions of others could have probably been answered in the presentation if the representatives had come prepared. Then there would have been left plenty of time left for answering new questions.

Sincerely,

Gary H. Atwood

Lajetta M. Atwood

cc: City Manager
City Council

Kirsten Pennington

From: Scott Magee [sgm1335@hotmail.com]
Sent: Friday, March 19, 2004 11:37 AM
To: Kirsten Pennington
Subject: RE: Burien Pedestrian/Bicycle Facilities Plan Meeting 3/18

Hey, the meeting last night was great. I just wanted to compliment the job everyone is doing to involve the community.

Also, I was glad you mentioned information on how to voice concerns for speeding issues in different areas. Could I get that information on who to conatact again?

Thank you for everything!!!!

>From: "Kirsten Pennington" <kirstenp@ci.burien.wa.us>
>To: "Kirsten Pennington" <kirstenp@ci.burien.wa.us>
>Subject: Burien Pedestrian/Bicycle Facilities Plan Meeting 3/18
>Date: Tue, 2 Mar 2004 15:28:33 -0800
>
> WALKWAYS * TRAILS * BIKEWAYS
>
> COMMUNITY-WIDE MEETING
>
> Come show your support for improving walking and biking in Burien!
>
>You are invited to hear about and review the Final Draft Pedestrian and Bicycle Facilities Plan.

> Thursday, March 18, 2004
>
>6:30 - 8:30 PM
>
>Burien Community Center
>
>425 SW 144th Street, Burien
>
> For more information please call (206) 248-5521 or visit
>www.ci.burien.wa.us.
>
>
>
>

Get tax tips, tools and access to IRS forms - all in one place at MSN Money!
http://moneycentral.msn.com/tax/home.asp

Project_Sched.pdf
Upcoming_Meetings.pdf

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
Sent: Monday, March 22, 2004 9:57 AM
To: milenko@pomegranate.org; laura@pomegranate.org
Subject: FW: Inputs and questions regarding Indian/Sunlight/Moonlight Trails

FYI, and for file

-----Original Message-----
From: Scott Price [mailto:scottprice11@comcast.net]
Sent: Friday, March 19, 2004 8:10 AM
To: Kirsten Pennington
Subject: RE: Inputs and questions regarding Indian/Sunlight/Moonlight Trails

Thank you very much for the informative response, Kirsten. I am glad to receive the update. Both my wife and I were planning to attend last night's meeting (we had attended others in the past), but we both got called away for a last minute evening appointment. I did hear from one of my neighbors who did attend last night, though, and she seemed happy with the general tone of the meeting and the reasoned approach to more carefully considering the ramifications for this residential neighborhood in the further future. So, thank you for listening and being responsive to the inputs of Burien citizens. We all want our neighborhoods to be the best they can be, and of course different neighborhoods have different needs. I appreciate you and your team's understanding that "one size does not fit all".

Thank you, and I look forward to talking with you again on future topics.

Sincerely,
Scott Price

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
Sent: Tuesday, March 23, 2004 9:41 AM
To: laura@pomegranate.org
Cc: milenko@pomegranate.org
Subject: FW: Pedestrian and bike plan

FYI and for file. I will respond.

-----Original Message-----
From: Denise Reinke [mailto:reinkefnd@comcast.net]
Sent: Tuesday, March 23, 2004 9:38 AM
To: Kirsten Pennington
Subject: Pedestrian and bike plan

Hello Kirsten,

My husband and I attended the meeting on March 18th and wished to give you some input about 21st Ave. SW between SW 146th and 170th St. We walk this route daily and it is highly used. We have noticed that many people walk in the street instead of using the pathway which already exists along part of the area. The main reason is that the existing path is too uneven and part is loose gravel. We see that a path rather than a sidewalk is being considered for this area in the new plan and feel that a sidewalk should be considered. A number of elderly people, using canes to walk, use this area as well as several handicapped children from St. Francis School that walk south from St. Francis. One of the little boys uses a walker. A loose gravel pathway would not be a good choice in this area. Some of these people access the bus along this street and I think that you would find they will still be walking in the street, because it is impossible for them to walk on any loose surface.
Thanks for considering this suggestion.
Denise and Fred Reinke
15734 14th Ave. SW
(206)246-9953

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
Sent: Wednesday, April 07, 2004 10:21 AM
To: laura@pomegranate.org
Subject: FW: Neighborhood Plan Coordination

Laura,

Please add this file to our Appendix I of public comment.

Thanks,
Kirsten

-----Original Message-----
From: David Johanson
Sent: Wednesday, April 07, 2004 9:57 AM
To: Kirsten Pennington; Larry Fetter
Subject: Neighborhood Plan Coordination

Kirsten & Larry

I just wanted to keep you both in the loop regarding the NW Neighborhood Plan. I have attached a summary of the Comments that we received at the NW Neighborhood Community meeting. I have also attached a copy of the questions that were asked so you can understand the context.

If you have any comments and or concerns I am very open to having a discussion. I may also want to chat with you regarding a strategy on how to address the comments.

Thank you for your participation it has been very helpful to this process.

David

-Small dam
-Culvert
-Gradient

- What are costs to restore Salmon Creek?
- Having a restored creek in an urban area could be a model for the nation

- Salmon should be in Salmon Creek

Public Safety

- Generally feel safe
- People cross SW 128th Street shell to Mario's against street light
- Street lighting could be improved, but also must be aware of light pollution
- Sidewalks or wide shoulder should be located at
  -West side of 12th and North of Ambaum
  - 28th Street SW behind school
  -Shorewood Drive on Goat Hill south of treatment plan

- Under policed
- Slow response times
- Need more protection needed because of number of sex offenders in the area
- Publicize neighborhood watch program
- More street lights needed
- Education and training should be provided for
  -Emergencies
  -Block Watch
- Sidewalks should be provided on arterials

- Sidewalks should be installed where possible
- Repair existing sidewalks (roots)
- Crossings should be well marked on arterials
- Speed analysis on arterials (more signs may be needed)
- Neighborhood is relatively safe (better than 20-years ago)

Other Comments

- Interesting having history a part of the plan- use of markers
- Conflicts with wildlife (raccoons)

- Lights are being shot out at Shorewood Church parking lot
- Mountain bikes may not be appropriate for trails in Salmon Creek Ravine
- SW 116th Street should have street trees

Laura Cacho

From: Kirsten Pennington [kirstenp@ci.burien.wa.us]
Sent: Thursday, April 08, 2004 3:26 PM
To: laura@pomegranate.org; milenko@pomegranate.org
Subject: Please add to record of public comment

Received at 3:00PM on April 8, 2004, by phone:

Barbara Rudge, Port of Seattle

(1) In Recommendations (specifically Specific Locations - Future Developments #1, relating to trail along Miller Creek corridor in Northeast Redevelopment Area): City cannot legally require private development to develop a trail (needs to be a nexus between development and the trail). Should use language such as "encourage".

(2) Is Burien aware of the Port-funded trail along Des Moines Memorial Drive (188th to 136th)? How about facility on S 156th/154th Street in SeaTac?

Kirsten Pennington
Transportation Planner
City of Burien
415 SW 150th Street
Burien, WA 98166-1973
Phone: (206) 248-5516
Fax: (206) 277-0531
kirstenp@ci.burien.wa.us

Comment for the Steering Group 19February2004

Subject: Comment for the Steering Group on the "DRAFT PLAN: City of Burien Pedestrian and Bicycle Facilities Plan Project List Matrix" and the corresponding MAP presented at the December 5, 2003 Community Wide Meeting.
Regarding: Map ID # 34, Project Name "Southwest Seahurst Park Access", which would add a park entry/trail at 21st Ave SW and SW 146th St.

The addition of the subject "Southwest Seahurst Park Access" was publicly opposed in the latter half of 2002. The opposition occurred in connection with a Seahurst Park Master Plan dated August 2002. Petitions against the entry were submitted to the Burien City Council. Public testimony was also made at council meetings (both for and against the entry). Letters opposing the entry were written to the council and the city manager. Opposition letters to the editor of the Highline Times were published.

The preponderance of the public concern was security. The security concern was heightened by the report that many users of the park ". . . conveyed that the upper parking lot is currently unsafe and being used for illegal and unsavory activities" as documented in the park master plan.

Strong opposition to the subject entry was also voiced at a city-called neighborhood meeting at the Seahurst School in late August.

In September council directed the Parks Department to amend the August 2002 plan to remove the subject entry and connecting trail segment. The master plan (dated "August 2002 As Amended Through February 2003") no longer shows the subject access.

The comment made on the previous page is supported by the attachments:

1 – Burien Press release, dated Oct 4, 2002 (one page)

2 – Seahurst Park Master Plan excerpted page 13 with words about " . . . unsafe and is being used for illegal . . . activities" (one page)

3 – Burien City Council minutes exerpt concerning the July 15th "Public Hearing to Receive Citizen's Comments on . . . Seahurst Park Master Plan . . ." (ten pages)

4 – Burien City Comments for the Record (CFTR) exerpts for the periods from July 10th through 24th and from August 1st through August 14th (88 pages)

5 – Burien residents' Letters to the Editor of the Highline Times regarding the subject (nine pages)

6 – Burien City Report on meetings concerning Seahurst Park trails (six pages)

7 – A petition concerning Seahurst Park trails, signed by 234 Burien residents (18 pages)

ATTACH 1.

Press Release

FOR IMMEDIATE RELEASE
October 4, 2002
For information contact: Larry Fetter, Parks, Recreation & Cultural Services Director, (206) 988-3700 or larryf@ci.burien.wa.us

Seahurst Master Plan Amended

The Burien City Council conducted a study session on September 23 to discuss the recently adopted Seahurst Park Master Plan. The master plan was adopted by the City Council at the July 15 meeting where a large number of residents expressed safety concerns relating to the plan. The City responded by conducting two community meetings with the Seahurst and Hurstwood neighborhoods in late August to better understand and resolve the concerns related to the master plan.

The concerns collected at the community meetings were organized into primary themes that were discussed at the Council's September study session. Following the discussion, the City Council approved five changes to the Seahurst Park Master Plan. They are to:

1. Remove trailhead designations from the map.
2. Provide the detailed benefits of the conservation easement designation to private property owners.
3. Amend the map to designate the existing Wozow Conservation Easement.
4. Circulate the primary trail system internally within the park and provide physical and topographical barriers to limit access to private properties.
5. Detail the notification and planning process for community involvement in the implementation of the primary park construction phases.

More information on the plan and the Council's recent modifications can be obtained by calling Burien Parks and Recreation at (206) 988-3700.

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cc: Burien City Council
Burien Staff
Discover Burien / Debra George
Highline Times
Hispanic News
King County/Burien Public Library
P-I, South Bureau
Seahurst Post Office
South County Journal
South Seattle Times
White Center News
Web site: www.ci.burien.wa.us

CM - 48

R:\cc\press releases 2002\0930seahurstamend

- Charitable remainder unitrust. The land owner places a conservation easement on the land and places it in a trust. Then the trustee sells the land and invests the net proceeds from the sale. One or more beneficiaries receive payments for a fixed term or for life, then the trustee turns the remaining funds in the trust over to the land trust.
- Bargain sale of land. The land owner sells the land to a land trust for less than its fair market value, entitling the owner to a charitable income tax deduction based on the difference between the land's fair market value and its sale price.

Parking and Vehicle Circulation

A key concern of the users of Seahurst Park is improving the parking and vehicle circulation (Figure 9). Many people conveyed that the upper parking lot is currently unsafe and is being used for illegal or unsavory activities. Car prowl and vandalism have been a perennial problem in the upper parking lot. The lower lot is preferred by all visitors, in fact, many people come to the park just to sit in their cars looking out across the Sound and the beach. Others stated that they were concerned with the traffic speeding in the park and that adequate routes for emergency vehicles be provided.

Parking

Parking facilities in the Master Plan are reconfigured from existing facilities, although the total number of parking spaces will remain constant at 193 spaces. The lower parking lot would move slightly back up the hill and widen slightly to provide perpendicular parking for cars on both sides. School bus parking will be been moved to the upper lot, where a turn-around is proposed. Approximately two thirds of the capacity of the upper lot would be removed and those spaces would be redistributed along the south side of the main access road between the existing lower lot and the entrance to the upper lot.

Circulation

The new parking arrangement will add security by allowing visitors to park their cars in plain view of the main road and not where they are hidden away

ATTACH 3

Public Hearing to Receive Citizens' Comments on Motion to Adopt Final Seahurst Park Master Plan and Associated Documents

Councilmembers Gibb and James left the dais at 8:52 p.m. They returned at 8:53 p.m.

Mayor Woo opened the public hearing.

Parks Acquisition and Development Planner Scott Thomas said the Seahurst Park Master Plan process began in 1995 with a park conditions inventory conducted prior to acceptance of the park from King County in 1997. The past seven months have seen a number of design and public meetings. In all there have been 12 public meetings aimed at informing the residents, along with information on the city's website and in the city newsletter; there were also articles in the *Seattle P-I*, the *Highline Times*, and on flyers posted around town.

Mr. Thomas explained that through the process two core values emerged: (1) protect and enhance the natural features of the park; and (2) integrate educational and interpretive opportunities. The first core value can be expressed through salmon habitat recovery, reforestation, wetland and stream restoration projects. Examples of the second core value include theme trails, theme picnic shelters, an integrated plan and educational signage.

Mr. Thomas stated two significant issues emerged during the master plan process. First is improving safety, which can be done by reconfiguring the parking and improve the condition of the existing trails. Beach access and usability will be improved by removing most of the seawall, and by redesigning the central waterfront and esplanade. Existing neighborhood access will be protected through two acquisitions and improved trail quality.

Mr. Thomas said the plan remains essentially the same as what was presented to the Council in May, with a few exceptions. The trail linking the two basins has been removed. The trail connecting from 13th Avenue SW to the loop trail was also removed. Acquisitions in the northeast corner of the park have been better delineated on the map. The beach area plan remains unchanged from what was presented in May. It includes extensive beach restoration, redevelopment of the esplanade, and creation of an educational focus area at the north end of the park.

Mr. Thomas noted that the phasing plan brakes the work down into separate projects. Partnerships have already been developed that will allow the work to proceed in Area A and Area B. The reforestation work can begin in the winter.

Gloria Gould-Wesson, 15021 24th Avenue SW
Ms. Gould-Wesson said she has been involved with the Seahurst Park Master Plan process from the beginning and had been asked to serve as a stakeholder. She noted that while the park is regional in its draw, it is surrounded by local neighborhoods, the

- Motion by Councilmember Lamphear, second by Councilmember Nelson, to revise 19.30.050 to delete paragraph (1), and change the remaining language by deleting the word "other" and substituting "non-commercial."

- The motion to amend the motion carried unanimously 7-0.

Mr. Greenberg noted that the section in Table 19.30-1 referring to occupant identification signs would need to be amended to disallow the listing of the occupation of an occupant or group of occupants in a residential zone.

Councilmember Lamphear questioned whether approving the motion as amended would ratify the proposed contract with Clear Channel Outdoor. Mr. Greenberg said approval of the motion on the floor would adopt new billboard provisions for the city which would allow for the relocation of billboards on SR-509 and SR-518. The contract agreement sets forth some specific details that have been negotiated with Clear Channel Outdoor.

Councilmember Nelson reminded the Council that she had previously expressed reluctance to agree to the issues related to billboards unless there was a concurrent contractual agreement in hand along with provisions for enforcement. Approving the motion without first acting on the contract could result in billboard provisions with no enforcement provisions.

- Motion by Councilmember Nelson, second by Councilmember McGilton, to amend the motion to remove all sections of the proposed code that deal with billboards and consider the billboard issue separately and together with the contract.

Councilmember Lamphear clarified that Section 19.30.100 was the section to be removed for later discussion.

- The motion to amend the motion carried unanimously 7-0.

- The main motion, as amended, carried unanimously 7-0.

- Motion by Deputy Mayor Clark, second by Councilmember Nelson, to Adopt Resolution 160, pulling out the references to A-frame signs.

- The motion carried unanimously 7-0.

Motion to Authorize the City Manager to Execute an Agreement with Clear Channel Outdoor related to billboards.

This item was deferred to a discussion later in the meeting.

residents of which like to walk and want access to the park without having to drive to it. The conceptual plan sets forth direction that will handle a lot of problems and issues. It will bring a lot of pride to the community and will be much more accessible.

Cathy Martin, 1806 SW 146th Street
Ms. Martin indicated her favor for the listed improvements of the park but said she is opposed to the trail. By creating more access via the trail, the result will be increased crime in the area. Adding a parking lot on SW 146th Street for the trail would simply not be acceptable. The trail would also be damaging to wildlife. It would invade the residential area. There are plenty of trails and walks down below.

Kim Martin, 1806 SW 146th Street
Mr. Martin said he lives only two blocks from the proposed trailhead and parking lot. He noted that his home was robbed six years ago and the thieves used the current trail as access. Two years ago the neighborhood was awakened late at night by the sound of semi-automatic gunfire coming from the upper parking lot; the same thing happened just after the Fourth of July. Fireworks have been discharged just behind the backyard on the existing trail. Recently someone opened every mailbox along the street. He asked that the proposed trail be canceled from the plan because it will lead to an unsafe condition. It will also be harmful to wildlife living in the area. The existing trails should be left as they are.

Frank VandenBoss, 14435 22nd Avenue SW
Mr. VandenBoss said local residents are strongly opposed to any trail construction and against the addition of signs that would suggest there is a park entry in the vicinity of SW 146th Street and 21st Avenue SW. He provided the Councilmembers with a petition signed by 113 residents, all of whom are opposed to the proposed trail. Those present in the room who had signed the petition were asked to stand and be recognized, and he remarked that close to half the audience was standing. The area in question is in fact a canyon that is hidden only by the trees. It provides a barrier from intrusion from below. He said the trail would take away the security the neighborhood now enjoys. Homeless people could camp in the park and use the trail to access the neighborhood. The city should not make changes that will bring increased problems into the neighborhood. During the process there was a lack of notification to area residents; no letters were received, and most became aware of the process by reading the article in the July 10 *Highline Times*. The plan was not actually finalized until Friday, July 12. The Council was urged to eliminate the trail from the final plan.

Joanne Gibbs, 14448 22nd Avenue SW
Ms. Gibbs said the Seahurst Park Master Plan is a very important issue. She read, for the record, a letter she sent to the Council on July 13 in which it was noted that the proposed plan was less than popular. The citizens do not want the plan because it will not be good for the neighborhood of Seahurst and others in the city. The park is for the citizens of Burien, not all of King County. It will turn the pristine forest and beach into a monster.

Normandy Park serves as a good example of how to monitor parks for use by local residents only. No trails should be created through the forest.

Ed Dacy, 2016 SW 146th Street
Mr. Dacy said he moved to Seahurst in 1956. He said he began attending the meetings originally because of concerns relating to development of the Brown property. Acquiring the property was a good move on the part of the City. He said he generally supports the proposed master plan. He said he liked the provision not to develop any trailhead or public area without first conducting a public hearing. He agreed that the proposed trails do need to be discussed, and said he was concerned about getting fire equipment into the area; over the years the fire road has degraded into little more than a trail, and a fire in the area would be devastating. There should be a plan on file for how to fight any fire the area might see.

Kathy Felt, 1840 SW 146th Street
Ms. Phelps said her house is one block from the proposed trail. She read, for the record, a letter from an elderly neighbor concerned about vandals, robbers, and fires that could be the result of creating the trail. With a trail open both day and night it would be impossible for the residents to keep an eye on who is coming and going. The steep terrain provides a natural barrier between the lower areas and the homes up above. Nothing should be done to remove that natural barrier. The steep terrain would make the trail difficult and expensive to construct and maintain. The money planned for the trail should be used on something else.

Priscilla Cochran, 1417 SW 143rd Street
Ms. Cochran said she had written a letter to the Council concerning the master plan and received a canned response from the Park Board Director. She said local residents were simply not made aware of the fact that the master planning process was ongoing. Notification to all Block Watch captains would have been sufficient. Over the past several years there has been quite a lot of crime in the area, including two shootings. The citizens are not concerned with the master plan itself but rather with safety. It is the trail that is causing the most concern; getting rid of the trail from the plan would solve the problem. Creation of a parking lot at SW 146th Street would seriously impact the kids in the neighborhood.

Laura Blackmore, 2001 41st Avenue East, Seattle
Ms. Blackmore spoke representing her boss, Doug Osterman, a member of the stakeholders committee and whose primary interest comes as a result of serving as the watershed coordinator for the salmon recovery efforts for the Green River, Duwamish River and central Puget Sound watersheds. The Salmon Recovery Board grant received by the city was used to study the park and figure out how much near-shore habitat could be restored by removing the seawall on the beach. The watershed technical committee has reviewed the proposal and found it to be an excellent approach that will serve as a model for the Puget Sound region.

Jan Kniestedt, 14434 24th Avenue SW

Ms. Kniestedt voiced three specific concerns regarding the proposed master plan. The first concern was focused on the preservation of the existing environment. Many in the Seahurst community care passionately about their surroundings and the habitat. If the proposal were to be adopted and carried out, much of the natural beauty of the area would be destroyed or disturbed. Her second priority was focused on safety and security. She said the proposed plan with the trail from the Vintage Park Apartments through Hurstwood and on to the Seahurst neighborhood at SW 146th Street and 21st Avenue SW would be the source of unwanted activity. There have already been numerous incidents of break-ins, robberies, and other undesirable activities in the neighborhood. Many families have moved out because they did not feel safe. Her third concern had to do with communication. She said not everyone reads the *Highline Times* and the mailing of a postcard to all local residents would be much more effective in getting the word out. Keeping the community informed is the best way for the city to garner support and involvement.

Marilyn Kimmel, 14617 24th Avenue SW

Ms. Kimmel read, for the record, a letter from an elderly disabled citizen regarding the proposed trail. The letter said she was against the proposed trail because it would expose her to increased vandalism and robbery and would be frequented by unwanted persons. She said she has been the victim of a burglary and no longer feels safe. Ms. Kimmel said she and her husband are also very concerned about the proposed trail access on SW 146th Street and 24th Avenue SW where they live. She asked that the trail not be included in the master plan.

Melvin Kimmel, 14617 24th Avenue SW

Mr. Kimmel voiced concern regarding the funding proposed for the park addition. He questioned what would happen if the requested grant funds were not awarded, asking if the residents of Burien would be asked to pay the price if outside funds are not available. If that is to be the case, the taxpayers should be able to vote for or against.

Gary Coy, 1501 28th Avenue SW

Mr. Coy said 28th Avenue SW is a one-way road that is heavily traveled by walkers. The road narrows to ten feet and there is no shoulder. If the city is going to put forth the effort, it must take into account the need for sidewalks and widening the road. The City Council should spend as much effort on developing businesses in Burien as is being spent on developing parks.

Jean Parmele Walz, 1832 SW 146th Street

Ms. Walz voiced her opposition to the proposed trail and parking lot. She noted that the parking lot would increase traffic through the residential neighborhood, adding that traffic on SW 146th Street is already going too fast. The parking lot could become the hang-out for teenagers when full cars would spill out into the residential streets where

residents and children regularly walk. The trail would also impact the wildlife, both red foxes and eagles. Often fireworks are set off on the existing trails, which is a danger to the homes above.

Sue Barnes-Blazak, 15805 6th SW, Chair of Burien Parks and Recreation Board
Ms. Barnes-Blazak said she was proud to have been part of the Seahurst Park Master Plan process. She said the consultants came to three meetings that were well attended by citizens to outline the wide range of options for the park, what it should look like, how it could be used, and how to balance the needs for recreation and the environment. They did an excellent job of incorporating all of the comments and concerns into the final product. She said she was personally very pleased with the outcome, especially the increased accessibility to the beach and the learning opportunities. She said she appreciates the fact that the Council seeks to promote the downtown and parks. The city takes a real effort to keep the community informed. The proposed plan is the result of a genuine effort to develop a great plan that will greatly benefit all citizens. She said she hoped the controversies over the trail could be worked out satisfactorily.

Jack Block, Jr., 1229 SW 146th Street
Mr. Block urged the Council to adopt the Seahurst Master Plan as submitted. He noted that a lot of people said they had not been informed about the plan but pointed out that the process was prominently outlined in an article in the city newsletter. He said he appreciated the concerns of the neighborhood regarding safety, but common sense dictates that creation of a limited trail would allow more public access, something that would address the concerns. The plan represents a compromise position. Wherever there is green and open space there will be occasional problems with kids and transients. Such public safety issues can and should be addressed.

Tom Pelzel, 13740 16th Avenue SW
Mr. Pelzel said he thinks the Hurstwood community is generally opposed to the plan, the main concern being increased usage and hazards. He strongly disagreed with Scott Thomas on the issue of adequate notification. The local neighborhoods believe the issue was largely hidden and came upon them as a surprise. The city should send letters to all of the neighbors outlining the proposal and seeking comment. The cost of the plan is out of line given the difficult economy.

Barb Williams, 12065 30th Avenue SW
Ms. Williams spoke as a resident of the Shorewood community and a member of the stakeholders group. She said she loves the plan for a number of reasons. First, the process used to get information to the public and to generate public testimony was strong. A number of different methods were used, including general mailings, newspaper articles, the city newsletter, signs in the park, and direct notice to community clubs and organizations. There was plenty of opportunity for the public to offer their suggestions and recommendations. The plan envisions better beach access, easier accessibility for those with less stamina, opportunities to learn about the flora and fauna, better habitat,

and a more hospitable shoreline. She said she would personally support having even more trails, but understood the concerns over safety. She said she would also like to see included a marine reserve.

Becky Cox, 15725 25th Avenue SW
Ms. Cox said Seahurst beach is a Puget Sound jewel and as such Burienites should not take the attitude that the beach belongs only to them. The property owners neighboring the park were reminded that in 1972 King County was permitted to build the largest boat launch facility in South King County at Seahurst Park. Quick action by concerned citizens and the League of Women Voters kept the facility from being built, and the natural environment to remain. The proposed plan should be supported. All efforts should be made to make the park as accessible as possible for anyone who wants to visit it.

Randall Parsons, P.O. Box 303, Seahurst
Mr. Parsons spoke on behalf of the Seahurst Community Club. He said the Club appreciated the efforts of the city to establish a stakeholders group to review the wide range of possible uses for the park. There is concern that the notion of keeping the area natural and undeveloped could be interpreted too broadly to mean restoration at any cost. Removal of the bulkhead will be far too costly; there has not been a clear cost/benefit analysis conducted or an environmental assessment that the action would be beneficial. Increasing parking closer to the beach will have a detrimental effect on the shoreline. Most issues could be easily addressed through a programmatic EIS process. There should also be a financing plan to spell out what aspects of the plan could be afforded. The effort to preserve and enhance the area to the south is highly supported by the Club. Most people are against the trail access, though fencing, gating and locking may address some of the concerns.

- Motion by Deputy Mayor Clark, second by Councilmember Gibb, to extend the meeting to 10:30 p.m.

- The motion carried unanimously 7-0.

Jeff Dillon, 12525 South 210th Court, Kent
Mr. Dillon indicated that he works as a biologist for the U.S. Army Corps of Engineers. He extended his thanks to Scott Thomas, Anchor Environmental and the City of Burien for the efforts put into developing the park master plan. He said the Corps is working cooperatively with the city to develop conceptual restoration plans for the area identified as the South Shoreline Implementation Area, or Section A. The Corps looks forward to completion of the master plan process so that specific restoration plans can be developed for the site. The Corps anticipates continuing its relationship with the city and looks forward to the implementation of a project that will be beneficial to both the users of the park and the natural environment.

Darrell Williams, 12065 30th Avenue SW
Mr. Williams noted that he had served as a member of the stakeholder committee because he is a resident of the Shorewood Community. He said he is also a board member for the Environmental Science Center. He offered his full support for the plan as proposed. While there is a difference of opinion as to how inclusive the consultant and the parks department was during the process, all effort was put into developing the depth and breadth of the plan. The Environmental Science Center conducted four well-advertised public meetings at the Burien Community Center on the geology of the park, near-shore habitat, hillside geology, and upland forest and stream habitat. These meetings were held in addition to the meetings hosted by the city. In addition, two on-site events were held for anyone interested in walking the park with the scientists. Another on-site event is planned for July 27 from 11:30 a.m. to 1:30 p.m., and on August 3 from 9:00 a.m. to noon.

Kathy Murray, 12266 Shorewood Drive SW
Ms. Murray said many in the Shorewood community think the finest thing they have going in the neighborhood is the developed trails. She said she and many of her neighbors walk the trails regularly. She said she has not seen a scary person yet. Many walk their dogs; others just walk to enjoy the park. Walking the trails is a very pleasant pastime.

Jean Britznann, 2405 SW 144th Street
Ms. Britznann commented that when someone wants a capital contribution from her they make an effort to get in touch with her, yet when the city wants to develop a park master plan a small notice is posted in the newspaper. People in the community get out and walk; they know each other and are thus able to keep the crime rate low by recognizing strangers. Bringing trails from two other communities into the Seahurst community would jeopardize the safety of the area by increasing the number of outsiders. The park should be open to all, but there should not be connections to the local neighborhoods.

Joel Carey, 14906 21st Avenue SW
Mr. Carey echoed the sentiments of the previous speaker. He said he has lived in the neighborhood of the proposed trail for 40 years. He said as a child he roamed the woods freely. He said the woods are used regularly by undesirable characters, and there is no way the police can monitor all that is going on there. Development of the trail will adversely affect the neighborhood. The trail currently closes at dusk, but if the trail is constructed the police will not be able to monitor who remains in the park after dark.

Len Grazier, 14309 15th Avenue SW
Mr. Grazier said he favors progress and noted that during his lifetime he has seen a lot of it. He questioned why so many had indicated they had not heard anything about the process if the city had in fact used so many ways to advertise the process. He said he was hopeful for the future of the park.

David Bowes, 14621 24th Avenue SW

Mr. Bowes said he moved to the area seeking a quiet place. He voiced concern about the safety aspects of adding the trail to the area. Because the hillside is steep and slippery it would cost a great deal of money to build. Safety should be of primary concern. Property taxes are another prime concern because they keep going up. A trail would take away the nature and culture of the area, and the neighborhood would no longer be quiet.

There being no other comments, the public hearing was closed.

Motion to Adopt Final Seahurst Park Master Plan and Associated Documents

- Motion by Deputy Mayor Clark, second by Councilmember Nelson, to adopt the Final Seahurst Park Master Plan and Associated Documents.

Mr. Long voiced his support for the plan but suggested that there should be some discussion of the issues raised during the public hearing. He proposed deferring action on the proposed trail until the public safety issue can be discussed further. He noted that the plan calls for making the current trails safer but not to generally expand the trail system. The issues that were raised should be reviewed by Public Safety before taking action on that aspect. The remainder of the plan could be acted on.

Deputy Mayor Clark said she would vote in favor of the motion. The issues have been in the public arena since 1995. There have been many opportunities for public input and comment. There have been regular mailings to every household in the city. In a democracy it behooves the citizens to be involved in their community. She agreed that the public safety issues should be addressed at some point but reiterated that she would vote in favor of the motion on the floor.

Councilmember James said he has been involved in the process and had some concerns about the trail. However, several years ago many of the same citizens sat in the Council Chambers to say that paths and trails are a good thing and should be included in the Comprehensive Plan as a means of linking areas together. Numerous public meetings were held until the Council was told by the citizens just to act on it and move on. Now when the Council attempts to put those policies into place, concerns are raised. The overall plan as proposed is solid. Whether or not the city can afford to pay for all of the improvements highlighted is no reason not to approve the plan. There perhaps could have been better notification, but the notification was adequate. He said he would also vote in favor of the motion on the floor, but promised for the record that the Council will follow up on the concerns voiced and would be held accountable.

Councilmember Nelson called the question.

- The motion carried unanimously 7-0.
- Motion by Deputy Mayor Clark to extend the meeting to 11:00 p.m.
- The motion failed for lack of a second.

Motion to Authorize the City Manager to Execute an Agreement with Clear Channel Outdoor related to billboards.

Mr. Greenberg reminded the Councilmembers that the billboard section had been pulled from the ordinance, leaving intact the current code related to billboards. He said what was before the Council was an agreement with Clear Channel Outdoor related to billboards which would entail removal of some billboards in exchange for which the city will get four panels to advertise promotional events. The agreement was reviewed by the City Attorney's office, was revised slightly, and was being recommended by staff for approval. The Council would then need to vote back in the sections removed from Ordinance No. 358.

- Motion by Deputy Mayor Clark, second by Councilmember Nelson, to approve 19.30.100 of the Sign Code.

Councilmember McGilton said she was concerned that the code included no provision to look at billboards in the future with the idea of removing them from all commercial areas. She agreed with the approach specially spelled out for the downtown pedestrian areas but wanted some method of revisiting in the future the issue of removing the billboards along 1st Avenue South.

Councilmember James said the proposed tradeoff and reduction will not actually be a tradeoff and reduction. He also objected to voting on a 20-year contract that only received a ten-minute review by the Council. Overall, even with fewer billboards there will be more signs. He said he would favor a contract covering less than 20 years.

- Motion by Councilmember Nelson, second by Deputy Mayor Clark, to extend the meeting to 10:40 p.m.

- Motion carried unanimously 7-0.

Councilmember Nelson shared the concern of Councilmember James about the length of the contract. She recommended shortening it to somewhere between seven and ten years. She said she was also concerned about the implementation of the changes, noting that page 3 of the contract, paragraph 10, gives Clear Channel Outdoor nearly four years in which to implement some portions of the agreement even though the city must perform its part of the contract in only two years.

Councilmember Gibb echoed the same concerns. He also noted some discomfort with the reference in the second item on the first page to Clear Channel Outdoor having sole discretion with regard to how the city performs certain tasks. Furthermore, the billboards to be removed should have a timeline associated with their removal. Rather than allowing tri-vision on all remaining billboards, only the new billboards along SR-509 and SR-518 should be permitted the technology; the billboards along 1st Avenue South should not be upgraded to that technology.

Mr. Long observed that most of the concerns had to do with the contract language. He suggested that most of the concerns could be addressed through contract amendments negotiated with Clear Channel Outdoors. He proposed deferring action on the contract until August to allow for time to resolve the issues. He informed the Council that it could

ATTACH 4

RECEIVED

JUL 16 2002

CITY OF BURIEN

Good evening,
Honorable Mayor Woo and Council Members

I would like to address the Seahurst Park Master Plan proposed changes in the vicinity of the intersection at SW146th St and 21st Ave SW, and the portion of the trail that leads Northeasterly from that park entry.

Residents are strongly against any trail construction and against the addition of signs that suggest that there is a park entry at this point. I am providing for the record, signatures of 113 residents as an indication of this. These signatures were collected in the last few days after the Highline Times article in the July 10th issue. Over 90% of the residences contacted are against it. 5% were for it. 5% were neutral (or chose not to sign).

I would like the people who signed to stand at this time.

Residents are aware of the existing paths. They have raised their kids in this neighborhood: some are second generation residents. These people want the hidden park entry to stay the same as it is.

I will do my best to explain why. The primary reasons involve security and safety. But first I need to explain why we feel relatively safe now.

What we are talking about is a canyon! If there were no trees you would be able to see the steep sides and its depth. The back yards of the homes on the rim drop off very steeply, and the dense trees, limb-falls, vegetation and wetness from springs make it nearly impossible for anyone to come up. This provides a barrier from intrusion from below and gives us some protection from house robbery, and property vandalism.

The plan involves constructing "hiking trails" and adding signs. This would provide easy access to elevations close to the residences on the canyon rim, and make our neighborhood more susceptible to criminal element and fire hazard and potential drug problems. Constructing a trail and letting the public know the trail is there would just invite trouble for us and greatly increase our problems. This in turn would increase the police overload.

The homeless people could camp in the park and come up the trail into our yards. Many of the homeless are unfortunately lacking the same values that most people have. Their presence would invade the privacy of residents.

Trails for hikers through heavy growth areas are OK out in the remote mountain areas, away from residential areas. But they should not be located right next to residences where children and women live. Someone could hide in the undergrowth beside the proposed trail, and use the trail as a means for nabbing little kids from their yards. When we take the kids to a park we are alert and watch our kids very closely every second. But at home, when the kids are in our yards, it is impossible to watch them every second. Why do you want to create this problem for us??

CFTR: 8-5-02
PC: 7-29-02
CC: Larry Fetter

The park board and city council should not make changes that bring increased problems into our neighborhood. The problems the police have in the park would overspill into a much bigger problem area for the police to cover. Now at least the police can corral the lawbreakers in the park.

It is hard for me to believe that our tax money is planning to be used by the park board in this way!

There has been a gross lack of notification to the residents that will be affected the most by the trail construction. No letters from the city were received by the residents. Most of us heard of the proposed trail construction and access only after the Highline Times published an article July 10th. *And the council is scheduled to adopt the plan tonight only one working day after the plan was finalized??* Most of us heard about the proposed trail from a neighbor within the past week.

The Park Master Plan was not finalized until Friday. Sources of obtaining a copy of the plan were not open on Saturday and Sunday. City Hall, the Park Board Office, and the RoadRunner PrintShop all close at about 5 PM on Friday. *Yet here on Monday the Public is invited make comments?* Most of us were unaware of the schedule for finalization. Most of the public leave for work before 8 AM.

What are the pressures driving the Park Board and City Council to treat the public this way? Will the public be allowed a fair amount of time to review the plan?

This morning (Monday July 15th) I obtained a copy of the report completed by the park board on Friday, July 12th. The Executive summary (pages ii and iii) and page 10 identifies *that "the upper parking lot is currently unsafe and is being used for illegal or unsavory activities. Car prowl and vandalism have been a perennial problem in the upper parking lot."* And *"the upper lot is proposed to be reduced where it is least visible from the main road in order to reduce crime . . ."*
The proposed changes at 21st and 146th would advertise the park entry and the hiking trail through dense growth. ***This would enable the illegal and unsavory activity to be conducted along the proposed trail.*** The plan would move the upper parking lot problems up into our neighborhood and make it even more difficult for the police to control.

We urge the council to delete the plans for change at 21st and 146th, and delete the trail construction that leads Northeasterly from that intersection.

Thank you for this opportunity for comment.

FrankVandenBos
14435 22nd Ave SW
Burien WA 98166
July 15, 2002

86.