

# City of Burien Pedestrian and Bicycle Facilities Plan

June 21, 2004



POMEGRANATE  CENTER

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## THE PLAN

### I. Introduction and Background

#### The Importance of Walking and Bicycling

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

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

## Plan Background

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

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

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

The Burien Comprehensive Plan contains several specific policies outlining the need for a pedestrian and bicycle facilities plan:

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



Small group work at the 1<sup>st</sup> round of community meetings

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

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

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

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

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

***Goal 2*** – A connected and coordinated open space system of linkages to major recreation areas via trails, paths and other travel corridors and with separation of vehicular and non-vehicular transportation modes wherever feasible.

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

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

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

## **Plan Purposes**

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

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

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

## II. Plan Development and Planning Criteria

### Existing Plans and Policies

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

#### *City of Burien*

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

#### *City of Normandy Park*

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

#### *City of Des Moines*

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

***City of SeaTac***

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

***City of Tukwila***

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

***City of Seattle***

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

***King County***

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

***Puget Sound Regional Council (PSRC)***

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

***Washington State Department of Transportation (WSDOT)***

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

**Existing Conditions and Deficiencies**

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

In general, Burien’s pedestrian and bicycle system is piecemeal; there is no distinct, connected layout of facilities. Much of this is due to Burien’s youth as a city, and the fact that it was developed as unincorporated area prior to incorporation approximately ten years ago. There is a noticeable lack of sidewalks in the eastern and southern portions of the city. There is also a lack of continuous east-west or north-south pedestrian or bicycle corridors (though there are exceptions, e.g. recently reconstructions of 4<sup>th</sup> Avenue SW and SW 152<sup>nd</sup> Street). In many areas sidewalks are not compliant with the Americans with Disabilities Act (ADA) or are in fair or poor condition. There are few dedicated bicycle facilities in Burien (only one block of bicycle lane), and many of those that exist are disjointed. Recreational trail facilities exist, but they are not connected comprehensively, and they are not developed to specific standards or trail hierarchies. Appendix A contains an overview of different types of pedestrian, bicycle and trail facilities. Appendix B contains a review of the existing conditions and deficiencies of the pedestrian and bicycle facility system in Burien.

**Community-based Planning Process**

The community planning process began in January 2003 and was completed in June 2004. See Figure 3 for the project schedule. As instructed by the Comprehensive Plan (Policy PRO 3.5) and as directed by the City Council, the community-based planning process was a critical component of plan development. The aim was to conduct a thoughtful and productive public process to help identify a future system of walkways, bikeways and trails, as well as to help with developing recommendations regarding walking and bicycling in Burien. Ground rules were developed to help guide the community involvement process for community members.



**Large group comment period at Open House I**

Over 400 people attended meetings and contributed ideas and feedback as part of this planning process. A Citizen Steering Group of representatives from different neighborhoods and community groups was created to assist with the process. The Steering Group met as a group six times throughout the project. Twelve community meetings were conducted as part of the plan: two rounds of neighborhood meetings (five meetings each round in May and September 2003) and two community-wide meetings (December 2003 and March 2004). Additional community involvement included several updates to the Burien City Council, meetings with the Burien Parks and Recreation Board, a meeting with the Burien Planning Commission and a meeting with the Northwest Neighborhood Planning Group.

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

## **Planning Criteria**

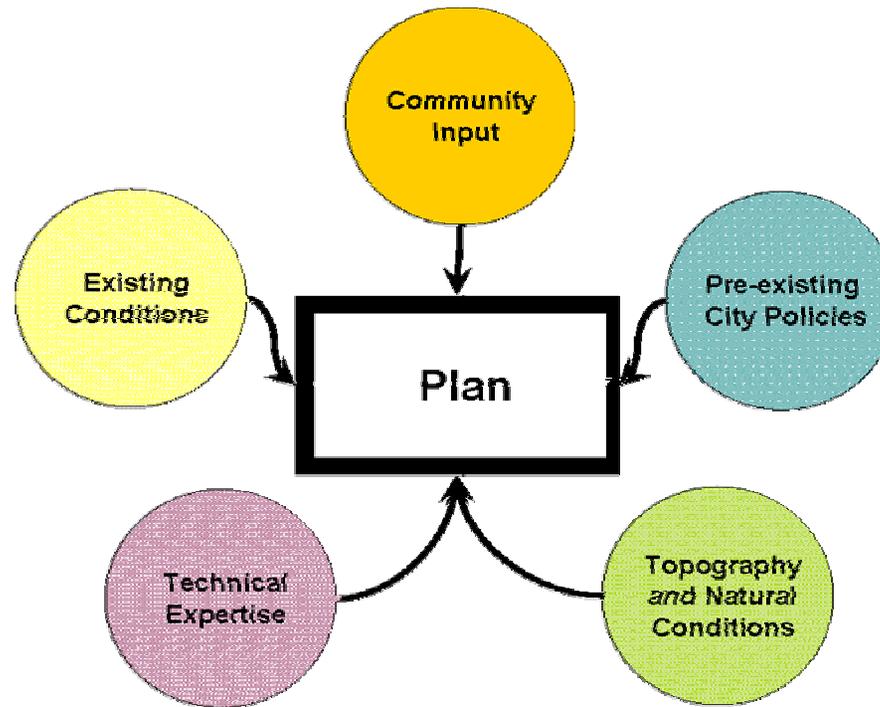
The planning criteria guided the development of the Pedestrian and Bicycle Facilities Plan and were refined throughout the planning process based on community input. The planning criteria were reviewed and approved by the Steering Group and the public. These criteria guided the development of the final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

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

### III. The Plan: Improvement Projects and Priorities

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

FIGURE 4. Elements Affecting Development of the Plan.



## Facility Types and Facility Classification Hierarchy

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

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

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

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

### **Plan Map and Project List**

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

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

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

### **Highlights of Draft Final Plan**

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

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

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

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

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

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

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

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

## **Project Prioritization and Recommended High Priority Projects**

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

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

### **Recommended High Priority Projects**

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

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

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

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

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

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

### **Downtown Nonmotorized Access and Connections**

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

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

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

#### IV. The Plan: Recommendations

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

##### Education and Awareness

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

**Enforcement**

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

### **Implementation and Funding**

- (1) The next phase of the planning process (after the adoption of this plan) should include the development of cost estimates for high priority projects for insertion into the City's Capital Improvement Program.
- (2) The City should revisit the plan for update every five to ten years. The improvement project list should be consulted annually during the City's development of its six-year Capital Improvement Program.
- (3) The City should consider annual funding for pedestrian and bicycle improvements relating to safe school access.
- (4) The City should ensure adequate, dedicated personnel time for implementation of pedestrian and bicycle programs and projects.
- (5) The City should continue to coordinate with neighboring jurisdictions for joint planning and funding efforts.
- (6) The City's Development Code should contain language relating to standards for secure, long-term bicycle parking at schools, parks, large-scale commercial developments and transit centers.
- (7) The City should require bicycle parking at all City-owned facilities and parks.
- (8) The City should adopt maintenance standards for trails in parks and on-street bikeways and walkways.
- (9) The City should ensure adequate funding for maintenance of identified park trails and pedestrian and bicycle facilities within the right-of-way.
- (10) The City should consult the Washington Department of Transportation's (WSDOT) ***Pedestrian Facilities Guidebook*** (1997) and the American Association of State Highway and Transportation Officials' (AASHTO) ***Guide for the Development of Bicycle Facilities*** for pedestrian and bicycle facility design guidance for a project.
- (11) During project selection, keep in mind the following considerations: safety, especially for children and the elderly; existing conditions; topography; existing and planned routes; existing and planned traffic corridors; connections to downtown, parks and open space, schools, community facilities and other points of interest; location of commercial areas and multi-family areas (land use).
- (12) The City should inventory and explore grant sources and interjurisdictional funding partnerships to the greatest extent possible for program and project funding, including partnerships with private, health and education organizations.
- (13) The City should ensure that traffic signalization is coordinated and timed to recognize pedestrians and bicyclists.

### Comprehensive Plan Policy

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

### Specific Locations – Future Developments

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

### Pedestrian/Bicyclist Safety and Communities

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

**Downtown Burien**

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