

2.5 TRANSPORTATION ELEMENT

Transportation Vision:

Promote the development of the City of Burien as a community with a local and regional transportation system that integrates cars, pedestrians, bicycles and transit.

Transportation Goal:

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

Goal TR 1 Mobility and Roadway Capacity

Provide a transportation system that serves the travel needs of Burien residents, businesses, visitors, through-traffic, and freight transport.

Objective TR 1.1

Implement measures that relieve congestion and safety concerns on Burien roadways.

Pol. TR 1.1.1 The City shall maintain and monitor transportation Level of Service (LOS) standards for Burien roadways.

Pol. TR 1.1.2 The City adopts the following Level-of-Service standards: LOS standard E for First Avenue South; LOS standard D within the urban center boundary, as shown in Figure 2LU-1.11, and for the intersection of SW 128th Street and Ambaum Boulevard SW; and LOS C for all other roadway facilities and services.

Pol. TR 1.1.3 As mandated by state law, the City of Burien adopts an LOS of “D” for SR-509 and SR-518 (highways of statewide significance) and an LOS of “E/mitigated” for the segment of SR-509 from 1st Avenue South to Burien City Limits (highway of regional significance), or whichever LOS is currently adopted by the Washington State Department of Transportation.

Pol. TR 1.1.4 The City should consider multimodal transportation alternatives and land use coordination when feasible.

Pol. TR 1.1.5 The City should consider mobility options (transit use, high-occupancy vehicles, demand management actions, access to transit and nonmotorized transportation modes, consistent with Commute Trip Reduction Act requirements) in relation to level of service standards and to relieve congestion.

Note: Policy numbers may not be consecutive. Through the Comprehensive Plan amendment process, some policies have been deleted from this chapter while existing policy numbers have retained their original sequence. Information on past Comprehensive Plan amendments is available at the City of Burien Community Development Department.

- Pol. TR 1.1.6** If transportation improvements needed to maintain adopted LOS standards are not able to be funded, the City shall:
- § Phase development consistent with the land use plan until such time that adequate resources can be identified to provide adequate transportation improvements; or
 - § Reassess the City’s land use plan to reduce the travel demand placed on the system to the degree necessary to meet adopted transportation LOS standards; or
 - § Reassess the City’s adopted LOS standards to reflect service levels that can be maintained given known financial resources.

- Pol. TR 1.1.7** Projects shall be considered funded pursuant to Policy TR 1.1.6 only when:
- § Incorporated into the adopted City budget, or
 - § Upon grant agreement, or
 - § Upon developer agreement, or
 - § Upon a legally enforceable mechanism, such as a local improvement district, or
 - § Some combination of the above.

Objective TR 1.2

Ensure that new development mitigates its impacts on the transportation system.

- Pol. TR 1.2.1** The City shall explore the development of a concurrency ordinance.

- Pol. TR 1.2.2** The City shall require that new development shall be allowed only if (1) all transportation facilities are adequate at the time of development and transportation impacts will not negatively impact or reduce LOS elsewhere or (2) a financial commitment is in place to complete the necessary improvements or strategies to accommodate transportation impacts within six years, in order to protect investment in and the efficiency of existing transportation facilities and services and promote compact growth.

- Pol. TR 1.2.3** The City should require developers to conduct traffic studies or analyses to determine development impacts on the transportation system.

- Pol. TR 1.2.4** The City should require developers to mitigate development impacts through improvements or strategies such as nonmotorized transportation modes, transit, ridesharing or transportation demand management.

Pol. TR 1.2.5 The City shall require that new development must be responsible for street improvements adjacent to and internal to the development (e.g. through environmental review).

Objective TR 1.3

Maximize the function of the local circulation system, while recognizing the need for accommodation of through-traffic.

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

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

Pol. TR 1.3.3 The City should emphasize the use of local residential streets for residential traffic, and improvements should enhance safety for vehicles and nonmotorized travel.

Objective TR 1.4

Maintain a functional classification system, and coordinate this system with federal/regional/state classification systems and Burien street standards to ensure consistent development and usage of roadways.

Pol. TR 1.4.1 The City's adopted functional classification system shall be as shown on Figure 2-TR1.4.

Pol. TR 1.4.2 When involved with any roadway improvements or transportation funding issues, the City shall also refer to the most recent U.S. Department of Transportation/Washington State Department of Transportation/King County Functional Classification of Public Roads map (Seattle-Everett Urban Area).

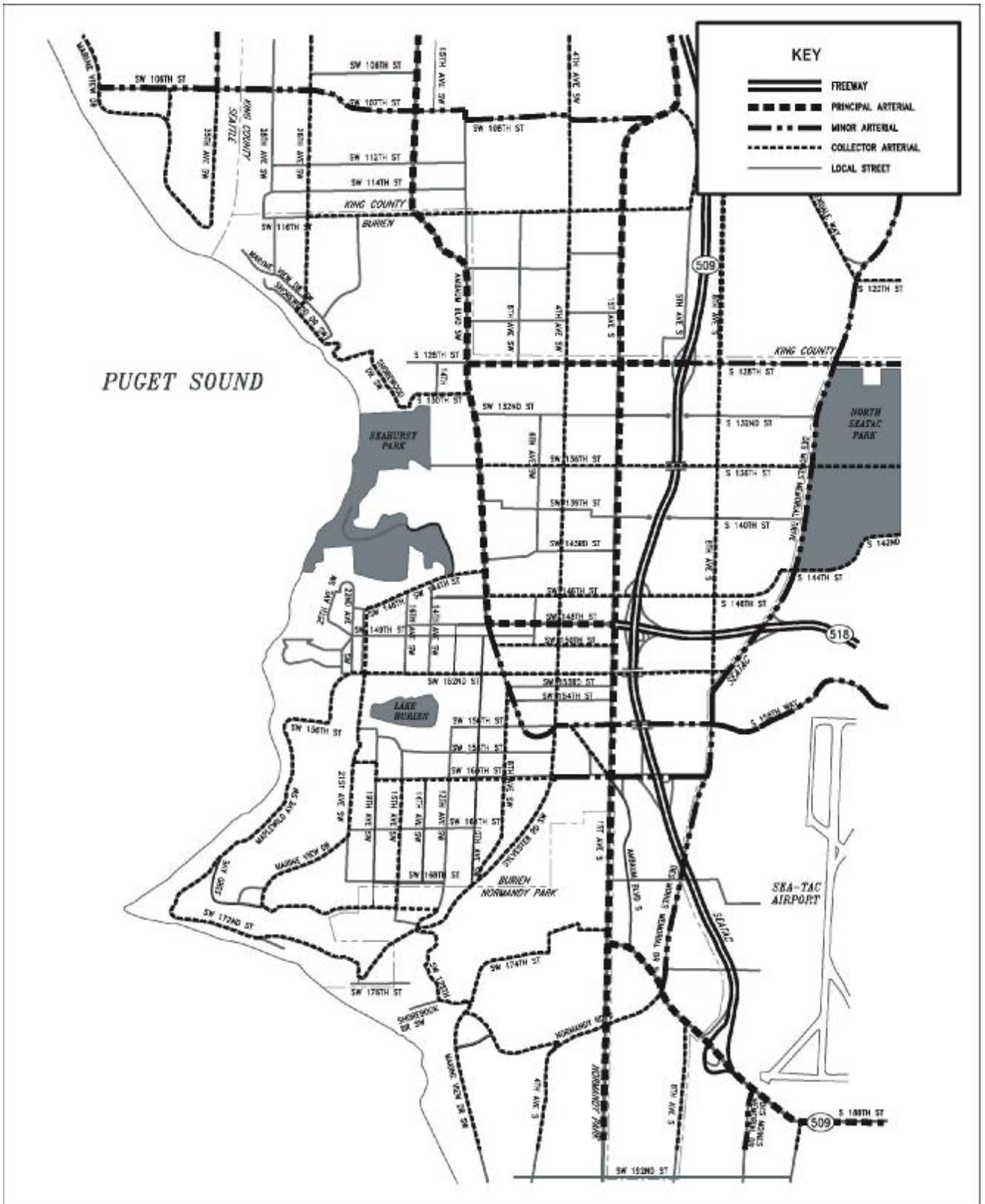
Objective TR 1.5



Develop street standards that promote safety, multimodal transportation, community character, cost efficiency, coordination with adjacent and planned land uses, and that recognize the balance between local and through travel as well as natural landscape features, topography, drainage, and utility needs.

Objective TR 1.6

Design and maintain designated truck routes to accommodate truck freight traffic.

Pol. TR 1.6.1 Truck routes in Burien shall be designated as shown on Figure 2-TR1.6.




Figure 2-TR1.4 - Roadway Functional Classification
November 2003


Source: The Tranepo Gros.p 2003
 p11e066.01: Burien_Cnt_Comp/Graphics/Figures/FinePDFs/Figure2TR14.pdf

Figure 2-TR1.4 Roadway Function Classification
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Figure 2-TR1.6 Primary Truck Routes
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Goal TR 2 Safety

Provide a transportation system that maintains adequate levels of safety for all users and all modes of transportation.

Objective TR 2.1

Address safety issues in an organized, prioritized manner.

Pol. TR 2.1.1

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

Objective TR 2.2

Place high priority on the access needs of public safety vehicles.

Objective TR 2.3

Coordinate transportation improvements and plans with the Burien Fire Department and Burien Police Services.

Goal TR 3 Coordination

Ensure that transportation plans and policies are consistent with other Burien plans and policies as well as the plans and policies of other jurisdictions, and promote coordination of joint transportation projects or projects with positive impacts on the Burien transportation system.

Objective TR 3.1

Pursue the coordination and development of joint projects with adjacent jurisdictions, the state, transit providers and the Port of Seattle, particularly where such partnerships will increase the likelihood of obtaining funding or enhance the livability of the community.

Pol. TR 3.1.1

The City should continue coordination with the State regarding the SR 518 Route Development Plan, the SR 509 extension to Interstate 5, and level of service on state routes.

Pol. TR 3.1.2

The City should coordinate with local jurisdictions, King County and the State to program and construct improvements that will maintain LOS standards on Burien roadways and state routes within Burien.

Pol. TR 3.1.3

The City should continue to coordinate with local jurisdictions, King County and the State regarding pedestrian and bicycle route linkages. (Amended, Ord. 445, 2005)

Pol. TR 3.1.4

The City shall coordinate with the City of SeaTac and the Port of Seattle regarding roadway improvements related to land use changes in the Northeast Redevelopment Area (NERA) including Des Moines Memorial Drive and 8th Avenue South.

Objective TR 3.2

Coordinate transportation plans, goals, policies, implementation strategies and facilities with other City plans, policies, goals and objectives.

Pol. TR 3.2.1 The City should consider the impacts of land use decisions on adjacent roadways, as well as the impacts of roadway improvements on proposed land uses.

Objective TR 3.3

Implementation of the Burien Vision and the City’s land use plan shall be a primary consideration when planning, developing, maintaining and administering that City’s traffic modeling and transportation system.

Goal TR 4 Public Transportation

Support a transit system that serves the local and regional needs of Burien.

Objective TR 4.1

The City shall coordinate with King County METRO, Sound Transit and other transit service providers to promote and enhance transit use for those living, working and traveling within or to/from Burien.

Pol. TR 4.1.1 The City shall coordinate with transit service providers during development of transit plan updates, to ensure that local transit routes provide convenient and efficient service to public services, community centers, parks, medical facilities, schools, day care and after school programs and commercial centers.

Pol. TR 4.1.2 The City shall coordinate with transit service providers regarding transit level of service (LOS) standards.

Pol. TR 4.1.3 The City shall coordinate with transit service providers to ensure transit stops are safe, attractive, and well-maintained.

Pol. TR 4.1.4 The City shall promote the expansion of convenient fixed-route and dial-a-ride transit service, specifically east-west routes connecting Burien with east side cities and routes to central locations.

Objective TR 4.2

In coordination with King County METRO, (1) work to relocate and redevelop the Burien Transit Center on the Burien Park & Ride lot, and (2) promote the development of the Burien Park & Ride as a Transit Oriented Development (TOD) with uses that support Burien’s vision for the downtown area and Town Square.

Objective TR 4.3

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

Objective TR 4.4

Explore the feasibility of a downtown shuttle bus.

Objective TR 4.5

Coordinate with Sound Transit, Seattle Monorail Project, or other agencies to explore the development of commuter/light rail or elevated transportation in Burien.

Objective TR 4.6

Coordinate with the Washington Department of Transportation regarding the development of an integrated system of High-Occupancy Vehicle (HOV) improvements on SR-509, SR-518, and I-5.

Objective TR 4.7

Work with state, regional and local jurisdictions to develop land use strategies that will support public transportation.

Goal TR 5 Pedestrian and Bicycle Facilities

Goal MM.3 Create a safe and convenient environment for walking and bicycling integrated with roads and other transportation facilities.

Discussion: People should have safe, convenient and attractive places to walk and ride bicycles, as well as take the bus or drive their car. The Vision for well-established neighborhoods, small town character, and a thriving and attractive downtown supports these concepts. The City should ensure the development of a community-wide network of motorized and non-motorized circulation patterns, so that people can travel by different modes of travel between their home, their place of work, play and shopping. However, different parts of the City may be targeted for more of a non-motorized emphasis rather than motorized. Subsequently, those areas targeted for pedestrian activity may also vary in terms of the extent of pedestrian oriented amenities that are needed or desired, such as sidewalks or lighting. (Amended, Ord. 445, 2005)

Pol MM 3.1 Implement the Pedestrian and Bicycle Facilities Plan as adopted by the City Council via ordinance 409. This plan, or as amended, is hereby adopted by reference. A complete copy of the Pedestrian and Bicycle Facilities Plan can be found in its entirety in Chapter 6.0. (Amended, Ord. 445, 2005)

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

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

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

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

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

- a. Provide pedestrian pathways on streets connecting to, or within, the school zone, and pedestrian facilities that are physically separated from vehicle and bicycle traffic;
- b. Locate appropriate signs to alert motorists entering school zones;
- c. Install adequate lighting along roadways and pathways;
- d. Use appropriate traffic-calming devices in school zones;
- e. Establish crosswalks in areas of good sign visibility, lighting and proximity to connecting modes; and
- f. Promote safe and convenient pedestrian and non-motorized access to bus transportation. (Amended, Ord. 445, 2005)

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

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

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

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

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

Pol. MM 3.8 (Deleted, Ordinance No. 445, December 2005)

Pol. MM 3.9 The development and maintenance of a pedestrian oriented commercial area corresponding to Old Burien and the downtown area should have priority. The goals and policies of the land use and community character elements establish the character of development in these areas.
(Amended, Ord. 272, 1999, Ord. 445, 2005)

Pol. MM 3.10 (Deleted, Ordinance No. 445, December 2005)

Pol. MM 3.11 The design and management of the street network shall seek to improve the attractiveness of existing street corridors to pedestrians, and shall incorporate high standards of design when developing new streets, including sidewalk construction where appropriate. Landscaping measures should be implemented to enhance the walking experience. To the extent feasible without impairing street capacity, safety, or structural integrity, existing trees along street rights-of-way should be preserved.

Pol. MM 3.12 The City should optimize the ability of pedestrians to travel on arterial and non-arterial roadways in residential areas and emphasizes personal safety and connectivity to other activity areas. Pedestrian facilities should be:

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

Discussion: Pedestrian facilities can range from sidewalks with curb, gutter, lighting, planting strip and landscaping, to a plain asphalt path or striped right-of-way, or alternatives in between. The need for pedestrian facilities will vary throughout the City. Some local residential areas may not need or desire pedestrian facilities. In other areas of the City, sidewalks may be more appropriate than asphalt paths, for example, in higher density neighborhoods or in close proximity to downtown.
(Amended, Ord. 445, 2005)

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

abutting multifamily and commercial development and where planned single-family residential densities are greater than five units per acre. (Amended, Ord. 445, 2005)

Goal TL.3 *Use the transportation network to help implement a comprehensive system of parks and open spaces that responds to the recreational, cultural, environmental and aesthetic needs and desires of the City's residents.*

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

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

Pol. TL 3.3 Prohibit the vacation of street-ends and other public right-of-ways that abut shoreline areas. Preserve these areas for public access and public viewpoints.

Goal TR 6 Accessibility for All Users

Develop, maintain and operate a safe and efficient multimodal transportation system to serve all people, special needs populations, and community activities.

Objective TR 6.1

Coordinate with transit service providers to ensure accessibility to all transit facilities and services.

Goal TR 7 Environment

Provide a transportation system that balances transportation services and needs with environmental considerations and the protection of distinct natural features.

Objective TR 7.1

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

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

Pol. TR 7.1.2 The City should support current federal, state and regional policies aimed at reducing vehicle-related air pollution, including transportation demand strategies.

Pol. TR 7.1.3 The City should coordinate with the Puget Sound Regional Council, Puget Sound Clean Air Agency, Washington State

Department of Transportation, transit agencies and other jurisdictions to develop transportation control measures and air quality programs when warranted.

Objective TR 7.2

Promote a transportation system that minimizes impacts on natural drainage patterns and protects water quality.

Pol. TR 7.2.1

The City should explore street improvement standards that incorporate surface water management strategies such as the minimization of impervious surfaces and landscaping that works to reduce runoff, consistent with the City's Stormwater Management Plan.

Objective TR 7.3

Ensure that transportation facilities and services are sited, designed and buffered to fit in with their surroundings, including screening of noise, light and glare impacts.

Goal TR 8 Transportation Finance

Provide reasonable and effective funding mechanisms for prioritized transportation improvements.

Objective TR 8.1

Prepare a six-year financial Transportation Capital Improvement Program and update it annually. The Transportation Capital Improvement Program shall include cost estimates and estimated project timing.

Objective TR 8.2

Allocate resources in the Transportation Capital Improvement Program according to the following ranked priorities: (1) safety and public health, (2) preservation and maintenance of existing facilities, (3) growth-supportive improvements, (4) new road construction.

Objective TR 8.3

Pursue the development of a traffic impact fee program, as well as other financial mechanisms that ensure new development contributes to the mitigation of transportation impacts related to growth.

Objective TR 8.4

Provide funding mechanisms that allow neighborhoods to rebuild their existing roadways to roadway standards.

Goal TR 9 Parking

Establish coordinated parking strategies that achieve the City's overall goals for economic activity, transportation and circulation, existing and future land use, and downtown design.

Objective TR 9.1

Off-street (on-site) parking should continue to be the primary source of parking supply for mixed-uses and commercial corridors in Burien.

Pol. TR 9.1.1 The City should require that property owners be responsible for providing adequate parking and for managing parking demand on-site to avoid spillover parking on neighboring properties or streets.

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

Objective TR 9.2

Ensure adequate parking in commercial areas that supports economic growth and is consistent with design and pedestrian circulation goals.

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

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

Pol. TR 9.2.3 The City should implement parking strategies that maximize the ability for the greatest number of people to use the downtown and accommodate “person trips” as opposed to “vehicle trips”.

Pol. TR 9.2.4 The City should protect on-street parking in residential neighborhoods near downtown first for residents and secondarily for customers and visitors.

Pol. TR 9.2.5 The City should establish and maintain a consistent parking enforcement program. A successful parking enforcement program is consistent and should be coupled with an education program that includes the use of maps to direct patrons to available parking.

Pol. TR 9.2.6 The City should develop and install clear, user-friendly way-finding signage to direct the public to parking facilities.

- Pol. TR 9.2.7** City-owned remote parking lots should be made available to the general public.
- Pol. TR 9.2.8** The City should consider a residential parking permit program for areas adjacent the downtown to avoid and minimize spill-over parking demand generated by nearby commercial land uses.
- Pol. TR 9.2.9** The City should consider the use of parking meters as a parking management tool in high-demand locations.
- Pol. TR 9.2.10** Where feasible, bus stops should be located in areas that do not conflict with public on-street parking or the ability to provide on-street parking in the future.