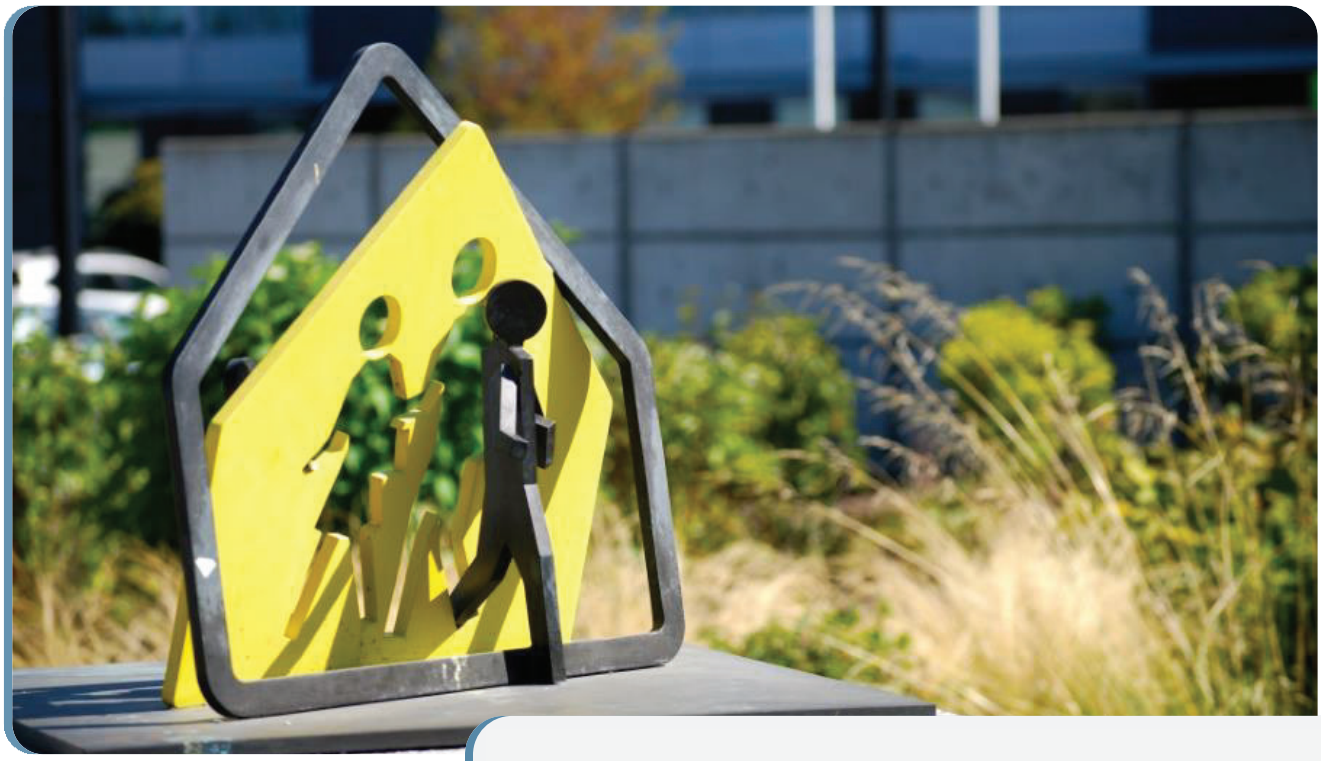
3 Transportation



What You Will Find in this Chapter

- Information about the transportation system.
- A description of the City's plan for meeting community transportation and mobility needs.
- Goals and policies that address travel options, connectivity, equity, and strategic funding.

Our Transportation Vision

People are able to get around Burien safely and comfortably by walking, biking, rolling, riding transit, or driving. Transportation assets including streets, sidewalks, bike facilities, and trails are well-maintained, connected, and vibrant community spaces that enrich public life, health, and the environment. Transportation decisions are made equitably to prioritize investments for those who have the least access. Make accessible improvements and enhance safe mobility of people with disabilities.

Introduction

The Transportation Element summarizes transportation system and trends based on the 2024 Transportation Master Plan (TMP) Update. Conditions and needs are also identified in the January 2024 Draft Environmental Impact Statement (Draft EIS) and Final EIS developed for the Burien 2044 Comprehensive Plan. Those documents should be reviewed for greater detail on the transportation system and the relationship to the land use alternatives shared in the Land Use Element. The TMP is hereby incorporated by reference, as amended, into the Burien 2044 Comprehensive Plan.

Conditions and Trends

Today's Conditions

Burien is a suburban city northwest of Sea-Tac Airport and south of Seattle. Regional connections are provided by two major north-south roadways, Ambaum Boulevard to the west and SR 509 to the east, and SR 518 which starts in downtown Burien and provides an east-west connection to I-5, I-405, and SR 99. The roadway network includes facilities for vehicles, transit, and some pedestrian and bicycle facilities. Regional transit connections are provided by King County Metro (KCM) and Sound Transit (ST), including two KCM RapidRide lines. Burien Transit Center is located in the Regional Growth Center. Based on 2021 American Community Survey 5-year estimates, commute mode share in Burien was 64% drive alone, 13% carpool, 9% public transportation, 11% work at home, 1% walk, and 1% other means.

The 2024 "City of Burien Transportation Master Plan" identifies the following high level summary of conditions and should be consulted for the full context:

- **Roadway Network:** City streets serve as the foundation of the transportation system, as roadways shape how residents and visitors experience Burien. The current network provides a high level of service for vehicles, but gaps exist for other methods for getting around, including walking, bicycling, and public transit. The city's roadway network consists of principal and minor arterials, collectors, and local streets. Much of the city is laid out on a grid system that is oriented north-south and east-west. However, some areas of the city are not laid out on a grid and lack connectivity due to topography and missing links in the multimodal transportation network. Burien is also bisected by the north-south SR 509 and by a portion of SR 518, which provides regional vehicular connections but restricts movement across the city.
- **Existing Vehicle Congestion:** The operational performance of intersections within Burien is measured using a standard methodology known as level of service (LOS). The 2012 TMP established acceptable levels of service grades for certain roadway contexts in Burien. The LOS standards set for vehicles are LOS D for designated vehicle priority roadways, LOS E for the Burien Regional Growth Center (RGC), and LOS C for all other roadway facilities. Overall, the city's automobile network is meeting most of its demand. Out of the 29 intersections analyzed, two locations are failing under existing conditions: 1st Avenue S & SW 128th Street, and S 112th Street & 8th Avenue S. In the RGC context, LOS E is considered acceptable to maintain a pedestrian scale. Both the intersection of 1st Avenue S and SW 148th Street and the intersection of 6th Avenue SW & SW 148th Street are operating at LOS E, which are acceptable within the RGC context, but may be an intersection to monitor over time. All other intersection locations analyzed are meeting current demand.
- **Transit Needs:** Transit service in Burien is provided by KCM and Sound Transit. The Burien Transit Center, located in the Burien Regional Growth Center (RGC), connects the city with regional destinations. Ambaum Boulevard and 1st Avenue S serve as the primary local transit corridors in the city, with additional bus service on arterials across the city. While regional transit service is robust, local access to transit is more limited, resulting in challenges for accessing regional service or running local errands via transit. The community has expressed a desire for more local connections as well as direct connections to the nearby Sea-Tac Airport.
- **Safety:** Corridors with the highest density of vehicular crashes are along Ambaum Boulevard SW, 1st Avenue SW, and SW 148th Street; vehicle-only collisions in Burien show a gradual decrease from 2017 to 2021. Crashes involving pedestrians are concentrated in the Burien Regional Growth Center (RGC) and along major corridors such as Ambaum Boulevard SW and 1st Avenue SW. The north section of 1st Avenue SW has portions where there are no sidewalks. Sixteen cyclists were involved in crashes on 1st Avenue SW, a corridor with no dedicated bike facilities. Driver inattention and failure to yield are concerns for pedestrians and bicyclists.
- **Freight and Truck Mobility:** A key user of Burien's transportation system is freight, which brings goods and services to Burien residents and supports Burien's vibrant businesses. Burien's truck routes include Ambaum Boulevard SW, 1st Avenue S, Des Moines Memorial Drive S, and Military Road S in the north-south direction, and S 112th Street, SW 116th Street, SW 128th Street, and SW 148th Street in the east-west direction.

Tomorrow's Projections

To meet the projected future growth targets and land use alternatives described in the **Land Use Element**, there is a potential need for improvements to the transportation system, described further in the 2024 TMP and the Burien 2044 Comprehensive Plan EIS:

- **Traffic Growth**: After applying the land use growth expected the overall traffic volume would increase by approximately 27%. Impacts were identified at four to six intersections.
- **Transit Operations**: Growth at a target level would create demand for transit. Under the future land use plan the additional multifamily residential capacity would provide further opportunities for transit-oriented development and transit ridership. Increased density in the Urban Center and beyond along 1st Avenue South would leverage capacity at Burien Transit Center. As transit trips increase, King County Metro (KCM) could consider potential service changes through its Biennial Budget and Capital Improvement Program, 10-Year Business Plan, and long-range Metro Connects plan.

The EIS identified four mitigation strategies, which include:

- Installing new signals at the following intersections: 8th Avenue S and S 112th Street, Des Moines Memorial Drive S and SR 518 off Ramp, and 8th Avenue S and S 112th Street
- Modifying intersection signal timing plans at 1st Avenue S and SW 148th Street.
- Adding a right turn pocket at 1st Ave S and SW 128th Street.
- Installing a roundabout at the intersection of 24th Avenue S and S 116th Street.

In addition to these improvements, the City has regulations meant to manage system capacity. The City manages a Commute Trip Reduction (CTR) program which applies to employers with 100 or more full-time employees at a single worksite.

In addition to the CTR program, the City could also consider other programmatic measures, such as Transportation System Management and Operations (TSMO), which can improve safety and provide flexibility to address changing conditions, and additional Transportation Demand Management (TDM) strategies, which can help reduce congestion by reducing demand for automobile travel and encouraging travel by other modes.

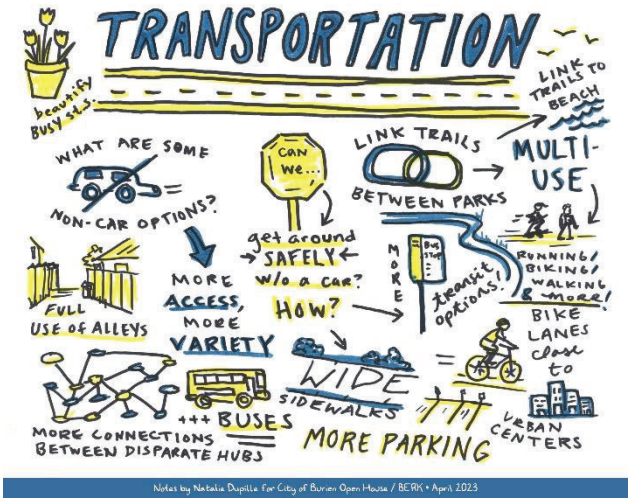
Challenges and Opportunities

To better understand the transportation challenges for getting around in Burien, the TMP project team conducted interviews and outreach with Burien residents, businesses, community organizations, and City staff. Several themes emerged, including the need for more sidewalks and bike lanes to provide a comprehensive network for people walking and rolling. Where bicycle and pedestrian facilities already exist, community members identified the need for maintenance, including litter removal and trimming vegetation, and improved lighting for safety and security. Other needs include curb ramps for ADA accessibility and secure bicycle parking.

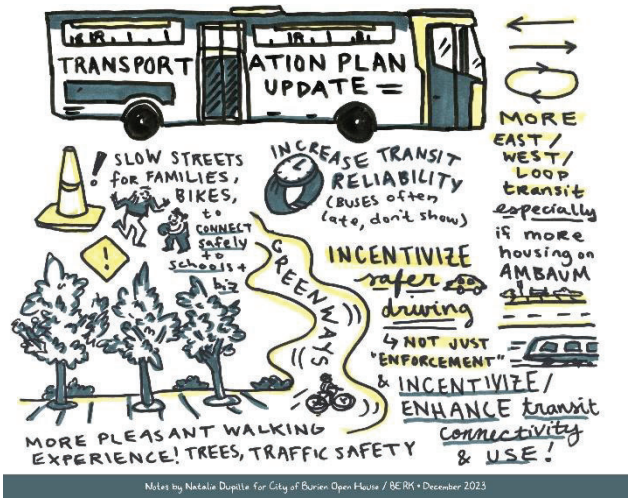
Safe facilities for all ages and abilities, especially children and seniors, was a frequent request. Community members expressed a desire for high-visibility crossings, bicycle and pedestrian facilities that are separated from traffic, and features such as street trees to create a more comfortable and pleasant environment. Traffic calming was a recurring theme and community members identified numerous locations where speeding vehicles create unsafe conditions for people walking and cycling. Areas of particular concern include streets around schools, connections between parks, 1st Avenue S, Military Road S, 21st Avenue SW, and SW 160th Street.

In downtown Burien, community members appreciated the pedestrian-friendly nature of the existing streets but expressed interest in improving multimodal access to downtown from surrounding areas, especially from the residential neighborhood directly to the south and Gregory Heights to the southwest. Community members indicated a concern with traffic entering Olde Burien at high speeds on SW 152nd Street from the west, a desire to strengthen pedestrian connections to downtown across 1st Avenue S from the east, and an interest in strengthening connections between Olde Burien and downtown Burien across Ambaum Boulevard. To the north of downtown, community members were interested in high-visibility crossings or signals, especially across SW 148th Street and SW 150th Street. 4th Avenue SW was identified as a location for bicycle and pedestrian improvements from the south, starting at the intersection of SW 160th Street.

Residents also expressed a desire to be able to travel to other local destinations, such as shopping centers, parks, schools, and the transit center, by foot, bicycle, or bus. Current barriers include speeding vehicles, unmarked crossings, and a lack of sidewalks or bike facilities. Several community members also expressed an interest in improved crossings to bus stops as well as additional local transit connections, such as a circulator shuttle, which would provide easy transit access to local destinations. Additionally, community members cited the barrier presented by the SR 509 freeway, especially in the northern part of the city.



April 2023 Open House



December 2023 Open House

Based on community input, the City has identified the following opportunities and challenges:

- Travel Options: Ensure that people can get around safely with or without a car.
- Connectivity: Connect land uses in a safe and accessible way.
- Economic Development: Foster Burien's vibrancy as a great place to live, work, and play.
- Equity: Prioritize investments for those who have the least access.
- Strategic Funding: Optimize our limited resources by leveraging funding opportunities, not overbuilding our system, and reducing ongoing maintenance and preservation costs.

Our Transportation Plan

The City hereby incorporates by reference its TMP Update into the Comprehensive Plan. It contains a comprehensive evaluation of current conditions, community preferences, modeling and system needs, funding capabilities, and goals and policies.

Goals and Policies

Goal 3.1 Connectivity – Connect land uses in a safe and accessible way.

Objective 3.1.1 Develop, maintain, and operate a balanced, safe, and efficient multimodal transportation system to serve all users and comply with the Regional Growth Strategy.

Objective 3.1.2 Multimodal Layered Network Concept - In planning roadway improvements, utilize the multimodal layer network, which designates specific streets as serving different user types, including local vehicle trips, through trips, freight, transit vehicles, bicycles, and pedestrians.

Policy 3.1-1 Use the City's adopted layered network concept when selecting streetscape features on all future road projects. To the extent feasible, the conceptual streetscapes and recommended features on each street type shall guide future improvement decisions.

Objective 3.1.3 Prioritize multimodal connections where feasible, including strong pedestrian linkages between the transit center/TOD with the Burien Regional Growth Center (RGC).

Policy 3.1-2 The adequate provision of facilities for people walking and rolling shall be as important a consideration as adequate streets in the City's review of development projects for transportation system impacts.

Policy 3.1-3 Provide 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 for people walking and rolling. The City should develop a safe and convenient environment for walking and rolling by:

(1) Physically separating pedestrian and vehicle (including bicycles) traffic (this separation can include using traditional sidewalks);

(2) Encouraging separated internal pedestrian circulation systems in new or redeveloping commercial-retail districts;

(3) Providing Americans with Disabilities Act (ADA) approved wheelchair ramps and other aids to enhance safe mobility of people with disabilities; and

(4) Prioritize planting street trees in high pedestrian trafficked areas and neighborhoods where the right-of-way permits.

(5) Giving special considerations to opportunities for people walking and rolling in school, park, sports and commercial areas.

Policy 3.1-4 Prioritize sidewalk infrastructure development along the City's busiest streets and densest neighborhoods to maximize walking and rolling usage.

Objective 3.1.4 Evaluate Level of Service standards that encourage the development of a multimodal transportation system.

Policy 3.1-5 The City shall maintain and monitor transportation Level of Service (LOS) standards for Burien roadways, encompassing all modes of travel.

Policy 3.1-6 The City adopts the following Level-of-Service standards for vehicles: LOS standard D for designated vehicle priority roadways; LOS standard E for the Burien Regional Growth Center (RGC) streets; and LOS C for all other roadway facilities and services.

(1) The City will pursue the following actions along designated transit priority roadways: provide a high level of transit stop amenities, maintain adequate vehicle LOS, provide sidewalks and marked crosswalks at all major transit stops, and encourage transit agencies to provide all day service with minimum 15-minute peak/30-minute midday bus frequencies.

(2) The City will pursue the following actions on arterial streets: provide sidewalks and/or wide shoulders on both sides of all arterial and collector routes and provide adequate street crossings within 300-600 feet of identified activity areas, depending on demand.

(3) The City will pursue the following actions for designated bicycle priority streets: provide high-level bicycle treatments on roadway segments considering traffic volumes and speeds, adequate intersection treatments, and undertake actions to minimize stop

frequency for bicycles along these routes. For other streets with bikeways, provide appropriate bicycle treatments considering traffic volumes and speeds on designated streets, and adequate intersection treatments.

Policy 3.1-7 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 east/west connecting segment of SR 509 from 1st Avenue South to 8th Avenue South or Burien City Limits (highway of regional significance), or whichever LOS is currently adopted by the Washington State Department of Transportation.

Policy 3.1-8 In evaluating street facilities' level of service and mitigating potential impacts, ccnsider all the operations of all modes.

Objective 3.1.5 Maximize the function of the local circulation system, while recognizing the need for accommodation of through-traffic.

Policy 3.1-9 Control the location and spacing of driveways and the design of parking lots to avoid conflicts between vehicles and people walking and rolling, while optimizing traffic flow, especially along principal arterials.

Policy 3.1-10 Emphasize the use of local residential streets for active transportation and residential travel, and improvements should enhance safety for people walking, rolling, and accessing vehicles.

Policy 3.1-11 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 3.1.6 Design and maintain designated truck routes to accommodate truck freight traffic and promote safe, sustainable, and efficient goods movement.

Policy 3.1-12 Evaluate and strive to mitigate conflicts between active transportation modes and freight mobility during the planning and execution of transportation improvement projects along designated truck routes.

Policy 3.1-13 Coordinate the allocation of curb space designations based on how development will change demand for the curb in the Burien Regional Growth Center (RGC) and Olde Town.

Policy 3.1-14 Protect the mobility and reliability of T-1 and T-2 Freight and Goods Transportation System (FGTS) routes; design all other streets to accommodate only first/last mile freight movements through utilizing engineering standards that are based on smaller design vehicles.

Objective 3.1.7 Leverage intelligent transportation system (ITS) technologies and infrastructure to optimize the flow of people and goods, enhancing transportation efficiency and fostering economic growth.

Policy 3.1-15 Intelligent Transportation Systems (ITS) will be managed and maintained to be secure, reliable, and effective.

Policy 3.1-16 Prepare for changes in transportation technologies and mobility patterns.

Objective 3.1.8 Address safety issues in an organized, prioritized manner.

Policy 3.1-17 Conduct an annual review of collisions and crash locations in Burien, and place a high priority on those locations with relatively higher numbers of vehicle or pedestrian/bicycle collisions.

Policy 3.1-18 Develop a Local Road Safety Plan to identify systemic safety conditions in Burien, develop a list of action items to improve safety, pursue grant funding for safety projects, and regularly update the plan.

Policy 3.1-19 The City will integrate the Safe System Approach into roadway design standards and related policies, and project development processes and be consistent with industry best practice.

Policy 3.1-20 Roadway design shall consider safety and multi-modal level of service standards to meet both transportation level of service goals and safety goals to the greatest extent feasible. However, safety of active transportation users shall be prioritized over vehicle level of service standards.

Policy 3.1-21 Safety countermeasures will be incorporated into roadways as recommended by the Federal Highway Administration and as appropriate to City roadways as funding allows to potentially reduce roadway fatalities and serious injuries.

Objective 3.1.9 Place high priority on the access needs of public safety vehicles.

Policy 3.1-22 Maintain and improve convenient access for emergency vehicles.

Policy 3.1-23 Maintain the transportation system to support entities providing emergency response services.

Policy 3.1-24 Prioritize emergency vehicle routes and access to hospitals and trauma care centers.

Policy 3.1-25 Actions will be taken, as applicable, after crashes involving serious injury or fatality, to reduce or eliminate the possibility of repeat crashes at the location due to malfunctioning or failing traffic control devices.

Policy 3.1-26 Coordinate transportation improvements and plans with the Burien Fire Department and Burien Police Services.

Objective 3.1.10 Promote a transportation system that minimizes impacts on natural drainage patterns and protects water quality.

Policy 3.1-27 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 3.1.11 Ensure that transportation facilities and services are sited, designed and buffered to fit in with their surroundings, including screening of noise, community characteristic light and glare impacts.

Policy 3.1-28 Plan and implement the transportation system improvements utilizing urban street design principles in recognition of the link between mobility with urban design, safety, economic development, equity, and community health.

Goal 3.2 Travel Options – Ensure that people can get around safely with or without a car.

Policy 3.2-1 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.

Objective 3.2.1 Support a transit system that serves the local and regional needs of Burien and comply with the Regional Growth Strategy that supports population growth near high-capacity transit.

Policy 3.2-2 Promote the adoption of commute trip reduction programs by employers in job centers, encouraging the implementation of strategies like telework, flexible work hours, compressed work week schedules, and other scheduling options to diminish peak hour commute trips for employees.

Policy 3.2-3 Coordinate with transit service providers to ensure transit stops are safe, accessible by people with special mobility needs, attractive, and well-maintained.

Policy 3.2-4 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.

Policy 3.2-5 Work to improve transit system efficiency by incorporating transit-supportive design features into its capital projects and road standards. Examples of transit-supportive design features include signal prioritization and stop-in-lane roadway designs. (Amended, Ord. 497,2008)

Policy 3.2-6 Support enhanced local and regional transit service and facilities that provide frequent and reliable service between Burien, downtown Seattle, Sea-Tac Airport, employment centers and other designated centers or transit hubs.

Policy 3.2-7 Work with the Port of Seattle and Sea-Tac Airport to plan for compatible uses near Sea-Tac Airport and to optimize the region's aviation system in a manner that minimizes health, air quality, and noise.

Policy 3.2-8 Review existing and planned uses near Seattle-Tacoma International Airport through development actions and review regulations periodically to continue to discourage incompatible uses near the airport.

Policy 3.2-9 Insure that uses surrounding the Seattle-Tacoma Internation Airport are compatible with the operations of the Airport as development occurs.

Policy 3.2-10

Policy 3.2-11 Make transit a more convenient, appealing, and viable option for all trips where community members desire to use it and create safe, easily accessible first and last mile connections to transit through implementation of the Transportation Master Plan.

Policy 3.2-12 Monitor the level and quality of transit service in the City, and advocate for more frequent service and associated capital improvements to increase transit reliability as appropriate.

Policy 3.2-13 Work with transportation providers to develop a safe, reliable, and effective multi-modal transportation system to address overall mobility and accessibility. Maximize the people-carrying capacity of the surface transportation system.

Policy 3.2-14 Support and encourage the development of additional high-capacity transit service in Burien.

Policy 3.2-15 Continue to install and support the installation of transit-supportive infrastructure.

Objective 3.2.2 In coordination with King County METRO, promote the development of the Burien Transit Center as a Transit Oriented Development (TOD) with uses that support Burien's vision for the Burien Regional Growth Center (RGC) and Town Square.

Policy 3.2-16 Promote transit-oriented development through land use decisions, support for increased transit service, and emphasis on facilities for people walking and bicycling.

Policy 3.2-17 Promote livable neighborhoods near high-capacity transit through land use patterns, transit service, and transportation access.

Policy 3.2-18 Encourage development that is supportive of transit, and advocate for expansion and addition of new frequent bus routes in areas with transit-supportive densities and uses.

Policy 3.2-19 Prioritize the development and maintenance of a pedestrian oriented commercial area corresponding to Old Burien and the Burien Regional Growth Center

(RGC) area. The goals and policies of the land use and community character elements establish the character of development in these areas.

Objective 3.2.3 Explore the feasibility of Burien Regional Growth Center (RGC) transit connections.

Policy 3.2-20 Partner to ensure provisions of first/last mile services, such as microtransit, flex-services, and other mobility options that connect people between transit and destinations.

Objective 3.2.4 Coordinate with the Washington Department of Transportation regarding the development of an integrated system of High-Occupancy Vehicle (HOV) improvements on SR-509, SR518, and I-5.

Policy 3.2-21 Coordinate with state and regional agencies to ensure continued mobility on state routes (including SR 509, SR 518, and I-5), including improvements needed to achieve the adopted level of service standards for these facilities.

Objective 3.2.5 Work with state, regional and local jurisdictions to develop land use strategies that promote dense development patterns in proximity to high-capacity transit corridors and stations.

Policy 3.2-22 Coordinate new development and redevelopment with transportation projects as mandated by the Growth Management Act (GMA).

Objective 3.2.6 Create a safe and convenient environment for walking and bicycling integrated with roads and other transportation facilities.

Policy 3.2-23 Encourage pedestrian walk lights, pedestrian leading intervals, limiting right turn on red, and bicycle activated signal detection at traffic control signals.

Policy 3.2-24 Work with the Highline School District to implement safe routes to school, to assure that safety and crash prevention for pedestrian and bicycle travel to school receives the highest consideration. The safest routes to school should include transportation facilities that:

(1) Provide pedestrian pathways on streets connecting to, or within, the school zone, and pedestrian facilities that are physically separated from vehicle and bicycle traffic;

(2) Locate appropriate signs to alert motorists entering school zones;

(3) Install adequate lighting along roadways and pathways;

(4) Use appropriate traffic-calming devices in school zones;

(5) Establish crosswalks in areas of good sign visibility, lighting and proximity to connecting modes; and

(6) Promote safe and convenient pedestrian and non-motorized access to bus transportation.

Policy 3.2-25 Encourage bicycle and pedestrian travel within the City by:

(1) Providing and promoting the development of pedestrian and bicycle paths between neighborhoods and other activity centers, such as schools, parks, transit and Burien Regional Growth Center (RGC);

(2) Enforcing development standards pertaining to building setbacks, location of parking, parking standards, as well as amenities for people walking and bicycling.

(3) Encouraging the location of bicycle racks at appropriate destination points, such as outside of commercial businesses, City Hall, parks, schools, and transit facilities;

(4) Minimizing potential conflicts between pedestrian, bicycle and automobile traffic by providing signage at intersections of trails and paths with roadways; and

(5) Accommodating bicycles and pedestrians safely in the management and design of the City street network.

Policy 3.2-26 Require new development and redevelopment to incorporate pedestrian supportive measures such as:

(1) Providing secure and attractive pedestrian spaces;

(2) Providing adequate sidewalks, bikeways, pathways and crosswalks;

(3) Minimizing walking distances between buildings and street, sidewalks and transit stops;

(4) Clustering buildings near each other, near streets, sidewalks and transit stops;

(5) Preserving the connectivity of the pedestrian, bicycle and street system;

(6) Reducing vehicle speeds, walkway crossing distances and improving visual character of neighborhood streets (through measures such as reduced street widths); and

(7) 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.

Policy 3.2-27 Design and manage the street network 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. Implement

landscaping measures to enhance the walking experience. To the extent feasible without impairing street capacity, safety, or structural integrity, preserve existing trees along street rights-of-way.

Policy 3.2-28 Optimize the ability of pedestrians to travel on arterial and non-arterial roadways in residential areas and emphasize personal safety and connectivity to other activity areas. Pedestrian facilities should be:

(1) Required along arterials, where there is a need for enhanced pedestrian safety because of the larger traffic volumes and higher densities of development;

(2) Encouraged along roadways serving multifamily areas, and encouraged to link these areas to other activity centers and pedestrian oriented areas within the City;

(3) Encouraged along roadways within a one-half mile radius of schools, to provide safe pedestrian connections to residential areas for children.

Policy 3.2-29 Whenever the City contemplates reconstruction or major maintenance work on a City street not having sidewalks, fully explore the ability to provide sidewalks and implement them 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. Install sidewalks on both sides abutting multifamily and commercial development and where planned single-family residential densities are greater than five units per acre.

Policy 3.2-30 Plan and construct pedestrian crossings consistent with the City's adopted crosswalk policy. These guidelines provide guidance on the appropriate types of crossing treatments to install based on roadway characteristics like vehicle volumes, speeds, and the number of lanes. The guidelines also include design suggestions for selecting pedestrian-oriented geometric roadway treatments, signing and striping of pedestrian crossings, and beacon and signal treatments.

Objective 3.2.7 Establish coordinated parking strategies that achieve the City's overall goals for economic activity, transportation and circulation, existing and future land use, and Burien Regional Growth Center (RGC) design.

Policy 3.2-31 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.

Policy 3.2-32 Reduce the impact of parking lots in the Burien Regional Growth Center (RGC) 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.

Policy 3.2-33 Explore the feasibility of parking management programs, shared parking strategies, and/or subsidized ORCA cards programming as new low-income housing units are being developed; addressing the transportation needs as development occurs, not after units are built.

Policy 3.2-34 Explore the potential for joint use of public parking facilities with the private sector and shared parking agreements for commercial, residential, and visitor use.

Policy 3.2-35 Explore strategies to effectively manage curbside space for a variety of uses such as ride-share, buses, pedestrians, freight delivery, commerce, and other needs.

Goal 3.3 Equity – Prioritize investments for those who have the least access.

Objective 3.3.1 Establish an equitable transportation system that ensures effective mobility for all city users, encompassing pedestrians, cyclists, individuals using wheelchairs or other mobility devices, seniors, youth, individuals with low incomes, and residents of diverse ages and abilities.

Policy 3.3-1 Develop a traffic calming policy to slow speeding vehicles in neighborhoods

Policy 3.3-2 Provide accessible and affordable transportation for all, especially historically underserved populations, to enable equitable distribution of transportation resources, benefits, costs, programs and services.

Policy 3.3-3 Develop new data collection focused on capturing individual and household travel cost, travel time, trips not taken, access to different travel options, and access to key resources across different demographic groups to better inform more equitable decision making.

Policy 3.3-4 As feasible, partner with community organizations and/or community members to develop and tailor language access strategies that work for a particular limited/non-English speaking community.

Policy 3.3-5 Explore how to prioritize investments in underserved communities experiencing significant levels of traffic-related air pollution.

Objective 3.3.2 Ensure that transportation plans and policies support active living, healthful food access and safe use of the transportation system, including access to schools for all users including people walking, bicycling, persons who use a wheelchair or other ambulation devices, seniors, youth, people with low incomes, and residents of all ages and abilities.

Policy 3.3-6 Emphasize on active living and healthful food access components when considering transportation project funding priorities.

Objective 3.3.3 Provide a transportation system that balances transportation services and needs with environmental considerations, greenhouse gas emission reduction goals, and the protection of distinct natural features.

Policy 3.3-7 Support current federal, state and regional policies aimed at reducing vehicle-related air pollution, including transportation demand strategies.

Policy 3.3-8 Work to reduce vehicle miles traveled (VMT) and transportation-related greenhouse gas emissions in line with the level needed to meet emission reduction goals in the Climate Action Plan.

Policy 3.3-9 Encourage employers to establish and maintain a commute trip reduction program that supports and promotes reducing the number of single occupant vehicle commute trips by encouraging alternative modes of transportation such as riding the bus, vanpool and carpool, biking to work, working from home, or a compressed workweek.

Policy 3.3-10 Continue to implement the City's Commute Trip Reduction Plan as well as evaluate, implement, and advocate for other parking management and transportation demand management strategies that support the goal of reducing VMT.

Policy 3.3-11 Create a safer and more enjoyable travel experience as well as reduce air pollution and ambient temperatures by increasing tree plantings along public right of way and planting tree species that will be more resilient to climate impacts.

Objective 3.3.4 Support a transportation system that encourages energy conservation via the promotion of roadway connectivity, construction of alternative fuel vehicle infrastructure, use of alternative transportation modes, development that minimizes reliance on vehicles, and street improvement standards.

Policy 3.3-12 Reduce the impact of the City's transportation system on the environment through expanded zero-emission vehicle use and active transportation options and identify opportunities to increase electric vehicle charging infrastructure when planning and designing transportation projects and facilities, on City rights-of-way or adjacent property(s), or through other transportation policies and programs.

Policy 3.3-13 Emphasize transportation investments that provide and encourage alternatives to single occupancy vehicle travel and increase travel options, especially to and from Burien Regional Growth Center (RGC).

Policy 3.3-14 Plan, design, and construct transportation projects and facilities to avoid or minimize negative environmental impacts and to increase climate resiliency to the maximum extent feasible.

Policy 3.3-15 Use Low Impact Development (LID) techniques, except when determined to be infeasible. Explore opportunities to expand the use of natural stormwater treatment in the right-of-way through partnerships with public and private property owners. Leverage

green stormwater infrastructure (GSI) to expand and connect pedestrian/bicycle path networks for alternative transportation routes, including connections from the Lake to Sound Trail.

Policy 3.3-16 Modify design standards for the transportation system as needed to ensure that future land use development and transportation improvements increase city-wide resilience to climate change.

Objective 3.3.5 Develop a resilient transportation system (e.g., roadway, transit, walking, and bicycling) that protects against major disruptions, natural disasters and climate change by developing recovery strategies and by coordinating disaster response plans.

Policy 3.3-17 Identify opportunities to increase climate resilience when planning and designing transportation projects and facilities. Include features that improve surface water management, reduce urban heat island effects, and equitably increase services to the extent possible - especially in areas with identified climate impacts.

Policy 3.3-18 Enhance the pedestrian walking environment and build a more climate-resilient environment near Three Tree Point, along SW 172nd Street.

Policy 3.3-19 Implement maintenance and operation projects to ensure the resiliency of the transportation network.

Policy 3.3-20 Develop transportation projects, programs, and investment strategies that comply with state and federal guidelines and are consistent with best practices for air quality, water quality and other environmental impacts.

Policy 3.3-21 Optimize land use patterns and transportation systems to minimize air pollution and greenhouse gas emissions, consistent with the priorities of the King County Cities Climate Collaboration.

Policy 3.3-22 Coordinate land use and transportation plans and programs with other public and private stakeholders to encourage parking management, vehicle technology innovation, shifts toward electric and other cleaner, more energy-efficient vehicles and fuels, integration of smart vehicle technology with intelligent transportation systems, and greater use of mobility options that promote climate resiliency and/or reduce VMT.

Goal 3.4 Economic Development – Make Burien an inviting place to live, work, and play.

Objective 3.4.1 Provide a roadway network that serves the travel needs of Burien residents, businesses, visitors, through-traffic, and freight transport.

Policy 3.4-1 Promote efficient use of existing rights-of-way through use of signal timing, parking management, improved intersections, and emerging technology.

Policy 3.4-2 Maintain a system of roadways that form an interconnected network for vehicular circulation.

Policy 3.4-3 Minimize bypass traffic and safety impacts on neighborhood streets.

Policy 3.4-4 Work with residents and local businesses to reduce speeds and cut-through traffic on non-arterial streets with techniques that include education, enforcement, and traffic calming.

Policy 3.4-5 Consider the economic development and community benefit implications in the planning and design of transportation projects.

Policy 3.4-6 Incorporate street trees and plantings in transportation facility planning and design to enhance community vitality, placemaking, traffic calming, and economic development.

Policy 3.4-7 Plan and implement the transportation system utilizing urban street design principles in recognition of the link between urban design, safety, economic development, community health, and transportation system design in the planning and implementation of transportation projects.

Policy 3.4-8 Consider the effects transportation projects have on the public realm, particularly the impacts on public perception, placemaking and use.

Policy 3.4-9 Establish residential streetscape patterns that foster more opportunities for healthy living and community interaction.

Policy 3.4-10 Facilitate the construction of curbside spaces for electric vehicle charging stations where on-street parking is allowed.

Policy 3.4-11 Collaborate with local businesses to encourage or incentivize off-peak truck deliveries, particularly along busy corridors.

Policy 3.4-12 Promote emerging technology and innovative approaches to local deliveries, including cargo bikes, delivery drones, sidewalk autonomous delivery robots (SADRs), and microhubs.

Objective 3.4.2 Ensure adequate parking in commercial areas that supports economic growth and is consistent with design and pedestrian circulation goals.

Policy 3.4-13 Continue to implement and maintain short-term on-street parking limitations in the Burien Regional Growth Center (RGC) to allow access to businesses (e.g., 2-hour limits) as well as reduce traffic speed and provide a buffer between traffic and pedestrians.

Policy 3.4-14 Promote shared parking, carpool use, and bicycle/pedestrian/transit use by allowing developers reductions in on-site parking requirements if such measures are used.

Policy 3.4-15 Implement parking strategies that maximize the ability for the greatest number of people to use the Burien Regional Growth Center (RGC) and accommodate "person trips" as opposed to "vehicle trips."

Policy 3.4-16 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.

Policy 3.4-17 Develop and install clear, user-friendly way-finding signage to direct the public to parking facilities.

Policy 3.4-18 Make City-owned remote parking lots available to the general public.

Policy 3.4-19 Consider a residential parking permit program for areas adjacent the Burien Regional Growth Center (RGC) to avoid and minimize spill-over parking demand generated by nearby commercial land uses.

Policy 3.4-20 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.

Objective 3.4.3 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.

Policy 3.4-21 Recognize the important recreational and transportation roles played by local and regional trail systems.

Policy 3.4-22 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 Burien Regional Growth Center (RGC).

Policy 3.4-23 The vacation or sale of street ends, other public right of ways and tax title properties that abut shoreline areas shall be prohibited except as provided for in RCW 35.79.035 (Streets-Vacation). The City should protect these areas for public access and public viewpoints.

Goal 3.5 Strategic Funding – Optimize limited funding and reduce ongoing maintenance and preservation costs.

Policy 3.5-1 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.

Policy 3.5-2 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 3.5.1 Pursue the development of financial mechanisms that ensure new development contributes to the mitigation of transportation impacts related to growth.

Policy 3.5-3 Require new development to mitigate transportation impacts:

(1) For impacts to the broader citywide transportation network, these impacts should be mitigated through the payment of impact fees.

(2) For site-specific impacts, developments should pay the full cost of implementing transportation improvements that address these impacts.

Where possible, impacts may be mitigated through active transportation facility improvements, increased or enhanced public transportation service, ride-sharing programs, demand management, or other transportation systems management strategies funded by the development.

Policy 3.5-4 Require that new development must be responsible for street improvements adjacent to and internal to the development (e.g., through environmental review).

Policy 3.5-5 Assess a transportation impact fee for all new development which is related to and proportionate to the impact caused by new development and is applied to growth related transportation system improvements as articulated in the project list. The City shall provide an annual report for the impact fee account outlining monies collected, earned or received and system improvements that were financed by impact fees.

Objective 3.5.2 Provide funding mechanisms that allow neighborhoods to rebuild their existing roadways to roadway standards.

Objective 3.5.3 Implement demand management measures that relieve congestion and safety concerns on Burien roadways.

Policy 3.5-6 Coordinate with the County and neighboring jurisdictions to implement concurrency strategies and provide for mitigation of shared traffic impacts through street improvements, signal improvements, intelligent transportation systems improvements, transit system improvements, or transportation demand management strategies.

Objective 3.5.4 Emphasize investments in facilities and services that support compact, pedestrian- and transit-oriented densities, alternative travel options, along connecting corridors.

Policy 3.5-7 Implement cost-effective, short-term enhancements like pedestrian and bicycle signage and markings to designate routes in situations where funding for high-cost capital improvements is unavailable.

Policy 3.5-8 Adopt a transportation concurrency program that advances construction of multimodal transportation facilities in Burien.

Policy 3.5-9 Maintain the road system in a safe and usable form for all modes of travel (e.g., pavement maintenance, cleaning up litter, and removing vegetation) and to the extent

possible ensure that maintenance and operation of the existing and proposed transportation network is included in transportation planning.

Objective 3.5.5 Assure that transportation improvements are concurrent with development to maintain the City's LOS standards (i.e., concurrency).

Policy 3.5-10 If transportation improvements needed to maintain adopted LOS standards are not able to be funded:

(1) Phase development consistent with the land use plan until such time that adequate resources can be identified to provide adequate transportation improvements; or

(2) 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

(3) Reassess the City's adopted LOS standards to reflect service levels that can be maintained given known financial resources.

(4) Reassess vehicle trip generation following investments in active transportation facility improvements, increased or enhanced public transportation service, ride-sharing programs, demand management, or other transportation systems management strategies funded by the development.

Policy 3.5-11 Consider funded pursuant to Policy TR 1.4.3 only when:

(1) Incorporated into the adopted City budget, or

(2) Upon grant agreement, or

(3) Upon developer agreement, or

(4) Upon a legally enforceable mechanism, such as a local improvement district.

Objective 3.5.6 Transportation funding should integrate technology, such as Intelligent Transportation Systems (ITS), aimed at enhancing the efficiency of the existing system, rather than emphasizing new capital improvements.

Goal 3.6 Coordinate with the City's Comprehensive Plan Vision.

Objective 3.6.1 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.

Policy 3.6-1 Continue to coordinate with the State regarding the SR 518 Route Development Plan, the SR 509 extension to Interstate 5, and level of service on state routes.

Policy 3.6-2 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.

Policy 3.6-3 Coordinate transportation operations, planning and improvements with the State, Region, County, neighboring jurisdictions and other transportation planning agencies to ensure the city's interests are well represented in state and regional planning strategies, policies and projects and to identify strategies to maximize benefits with available financial resources.

Objective 3.6.2 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.

Policy 3.6-4 Continue to coordinate with local jurisdictions, King County and the State regarding pedestrian and bicycle route linkages.

Policy 3.6-5 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.

Policy 3.6-6 Support efforts at the local, regional, state, and federal level to increase funding for the transportation system.

Policy 3.6-7 Coordinate planning efforts with the Port of Seattle to minimize health, air quality, and noise impacts to surrounding communities, including historically marginalized communities.

Objective 3.6.3 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.

Policy 3.6-8 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.

Policy 3.6-9 Partner with transit service providers to prioritize transit to improve speed and reliability along frequent transit routes, provide access for people walking, biking and rolling to transit (one-half mile for walking/rolling and three miles for biking), and accommodate additional bus layover to support growth in service.

Policy 3.6-10 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.

Implementation

The TMP is the primary implementation mechanism for the Transportation Element as well as the City's standards and specifications and municipal code sections regarding concurrency and adequacy of facilities.

To assist the City in meeting its five-year progress report due in 2029 per RCW 36.70A.130 (9), the City will set goals for VMT reduction.