

CITY OF BURIEN, WASHINGTON

MEMORANDUM

DATE: November 2, 2011

TO: Burien Planning Commission

FROM: Charles W. “Chip” Davis, AICP, Senior Planner

SUBJECT: Recommendation on Revised Comprehensive Plan Transportation Policies

PURPOSE

The purpose of this agenda item is for the Planning Commission to make a recommendation to the City Council on the revised transportation policies as part of the 2011 Comprehensive Plan Update.

BACKGROUND

Since May, our Consultant (Fehr & Peers) has been working on an analysis of the city’s transportation system which will result in development of a Transportation Master Plan (TMP) for Burien. The Consultant is currently completing work on a travel demand model looking out to the year 2030. As part of the work program, existing transportation policies have been reviewed by the consultant and staff for conformance with Burien’s revised transportation vision, the developing TMP as well as GMA and Multicounty Planning Vision 2040 planning policies. The Consultant has reviewed those transportation policy revisions resulting from the TMP with the Transportation Master Plan Advisory Committee (TMPAC), at their August 3rd and September 14th meetings and the new transportation concepts providing the foundation for the proposed policies, Layered Networks and Multi-Modal Levels of Service have been discussed at all five of the advisory committee meetings.

At the Commission’s September 13th meeting, the Consultant discussed the two new transportation planning concepts used in developing the TMP—(1) Layered Networks, and (2) Multimodal Level of Service. These two fundamental concepts are the basis for the majority of changes that are proposed for the revised policies which were initially presented to the Planning Commission at their October 11th meeting. At the October 25th Commission meeting, a public hearing was conducted on the proposed comprehensive plan transportation policies and the Commission discussed the policies.

ACTION

Staff recommends that the Planning Commission make a recommendation to the City Council on the proposed Comprehensive Plan Transportation Policies. The following suggested motion may be used:

I move the Planning Commission recommend to the City Council approval of the Comprehensive Plan Chapter 2.5 Transportation Element including revised transportation goals, objectives and policies.

If you have any questions before the meeting, please contact me at (206) 248-5501 or by e-mail at chipd@burienwa.gov.

Attachment: Proposed Comprehensive Plan Chapter 2.5 Transportation Element, November, 2011

PROPOSED COMPREHENSIVE PLAN LANGUAGE

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.

Goal 1 Multimodal Transportation System

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

Objective TR x.x Multimodal Layered Network Concept (New)

In planning roadway improvements, refer to the City's adopted layered network concept, which designates specific streets as serving different user types, including local vehicle trips, through trips, freight, transit vehicles, bicycles, and pedestrians.

Pol. TR x.x (New) Use City's adopted layered network concept when selecting streetscape features on all future roads projects. To the extent feasible, the conceptual streetscapes and recommended features on each street type shall guide future improvement decisions.

Pol. TR x.x (New) Maintain the road system in a safe and usable form for all modes of travel (e.g., pavement maintenance).

Objective TR 4.3

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

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);

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.

- 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 x.x (New) Reduce the drive alone trips mode split for downtown Burien by 10% by 2030.

Objective TR x.x Multi Modal Level of Service (New)

Establish Level of Service standards that encourage development of a multimodal transportation system.

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

Pol. TR 1.1.2 The City adopts the following Level-of-Service standards for **vehicles**: LOS standard D for designated vehicle priority roadways; LOS standard E for downtown Burien streets; and LOS C for all other roadway facilities and services.

The City will pursue the following actions along designated **transit** priority roadways: provide 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.

The City will pursue the following actions within designated **pedestrian** priority areas: provide sidewalks and/or wide shoulders on both sides of all arterial and collector routes and provide adequate street crossings within 300 feet of identified activity areas. For other areas of the city, provide sidewalks and/or wide shoulders on all arterial routes and adequate crossings at existing or planned marked crosswalks.

The City will pursue the following actions for designated **bicycle** priority streets: provide green-level bicycle treatments on roadway segments considering traffic volumes and speeds, green-level intersection treatments, and undertake actions to minimize stop frequency for bicycles along these routes. For other streets with bikeways, provide green-level bicycle treatments considering traffic volumes and speeds on designated streets, and green-level intersection treatments.

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 x.x.x (New) In evaluating street facilities’ level of service, consider all the operations of all modes.

Pol. TR x.x.x (New) In determining whether or not a facility is operating acceptably, review LOS goals by mode for each street typology.

Objective TR x.x (New)

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

Pol. TR x.x.x (New) Require new development to mitigate transportation impacts:

- For impacts to the broader citywide transportation network, these impacts should be mitigated through the payment of impact fees.
- For site-specific impacts, developments should pay the full cost of implementing transportation improvements that address these impacts.

Pol. TR 1.1.5 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.

Pol. TR 1.1.6 If transportation improvements needed to maintain adopted LOS standards are not able to be funded:

- 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 Consider 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.

Pol. TR 1.1.8 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. (Amended, Ord. 497, 2008)

Objective TR 1.2

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

Pol. TR 1.2.1 Implement 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 Require developers to conduct traffic studies or analyses to determine development impacts on the transportation system.

Pol. TR 1.2.4 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 Require that new development must be responsible for street improvements adjacent to and internal to the development (e.g. through environmental review).

Pol. TR 1.2.6 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. (Amended, Ord. 497, 2008)

Goal 2 Roadway Network

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

Objective TR x.x (New)

Implement the Roadway Facilities identified in the Transportation Master Plan.

Pol. TR x.x.x (New) Promote efficient use of existing rights-of-way through use of signal timing, parking management, and improved intersections.

Pol. TR x.x.x (New) Maintain system of roadways that form an interconnected network for vehicular circulation.

Pol. TR x.x.x (New) Minimize bypass traffic and safety impacts on neighborhood streets.

Pol. TR x.x.x (New) Maintain and improve convenient access for emergency vehicles.

Pol. TR x.x.x (New) Design and maintain designated truck routes to accommodate truck freight traffic.

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 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 Encourage driveway sharing, where possible.

Pol. TR 1.3.3 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.

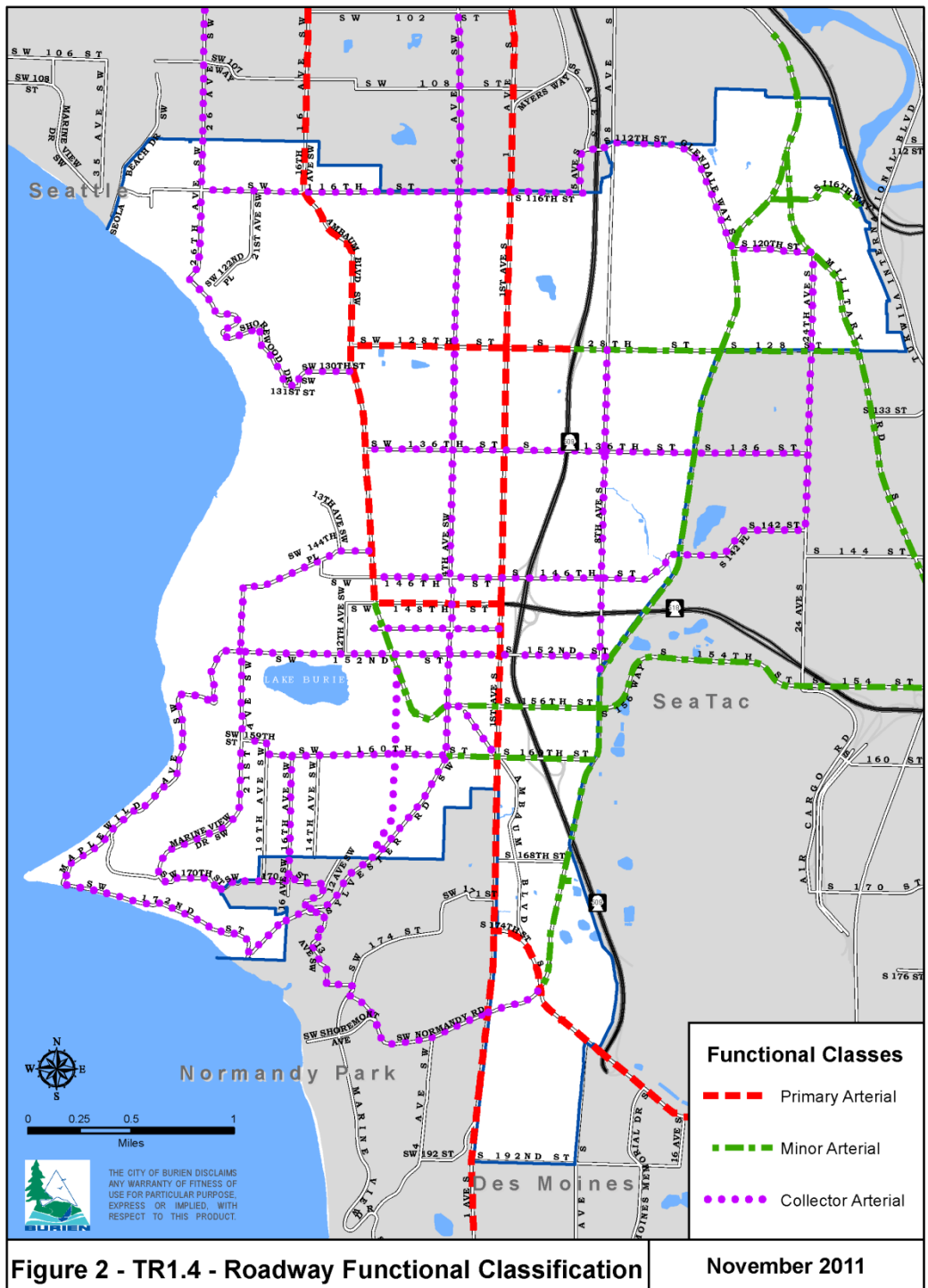


Figure 2 - TR1.4 - Roadway Functional Classification

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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.

Goal 3 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 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 Coordinate with transit service providers regarding transit level of service (LOS) standards.

Pol. TR 4.1.3 Coordinate with transit service providers to ensure transit stops are safe, attractive, and well-maintained.

Pol. TR 4.1.4 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.

Pol. TR 4.1.5 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)

Pol. TR 4.1.6 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. (Amended, Ord. 497, 2008)

Objective TR 4.2

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 downtown area and Town Square. (Amended, Ord. 497, 2008)

Objective TR 4.4

Explore the feasibility of a downtown shuttle bus.

Objective TR 4.5

Coordinate with Sound Transit 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 4 Pedestrian and Bicycle Facilities

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

Pol. MM 3.1 Implement the Pedestrian and Bicycle Facilities Plan as identified in the Transportation Master Plan.

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

Pol. MM 3.5 Work with the Highline School District to implement safe routes to school, to assure that safety and accident prevention for pedestrian and bicycle travel to school receives the highest consideration. 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 Encourage bicycle and pedestrian travel 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

Require new development and redevelopment 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

Prioritize the development and maintenance of a pedestrian oriented commercial area corresponding to Old Burien and the downtown area. 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

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.

Pol. MM 3.12

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.

Pol. MM 3.13

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 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. (Amended, Ord. 445, 2005)

Pol. MM x.xx (New)

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.

Goal 5 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

Provide a balanced source of parking in Burien, including both on-street and off-street (on-site) parking that together meets parking requirements.

Pol. TR 9.1.1 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 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 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 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 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 Protect on-street parking in residential neighborhoods near downtown first for residents and secondarily for customers and visitors.

Pol. TR 9.2.5 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** Develop and install clear, user-friendly way-finding signage to direct the public to parking facilities.
- Pol. TR 9.2.7** Make City-owned remote parking lots available to the general public.
- Pol. TR 9.2.8** 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** 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.

Goal 6 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** 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 7 Parks and Open Spaces

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 (Rev) 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 8 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 Promote transit, bicycle and pedestrian travel.

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

Pol. TR 7.1.3 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 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 9 Health and Wellness

Ensure that transportation plans and policies support active living, healthful food access and safe use of the transportation system, including access to schools.

Objective TR x.x (New)

Develop a health and safety index to place emphasis on active living and healthful food access components when considering transportation project funding priorities.

Pol. TR x.x (New) Use uniform and consistent health and safety definitions in developing all plans and policies.

Goal 10 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 financial mechanisms that ensure new development contributes to the mitigation of transportation impacts related to growth. (Amended, Ord. 497, 2008)

Objective TR 8.4

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

Objective TR 1.1

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

Objective TR x.x (New)

Transportation funding shall emphasize investments in facilities and services that support compact, pedestrian- and transit-oriented densities, alternative travel options, along connecting corridors.

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** 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.
- Pol. TR 3.1.2** 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.
- Pol. TR 3.1.3** 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** 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.

Goal 11 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 6.1

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

Objective TR 3.2

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