

# 2010 Statewide Transportation Enhancements Program

## PSRC Regional Application Form

**\*\*Please read all of the text in this section before completing this application\*\***

**Important notice:** The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for funding may be compromised if the application is found to have omissions or inaccuracies.

**Projects receiving funding as a result of this competition:** Funding distributed as a result of the 2010 Statewide Transportation Enhancements Program is awarded competitively to projects, and not to the sponsoring agency itself. Sponsors of projects that are awarded funds from this competition will be required to submit a more detailed application in order to program the funds into the State and Regional Transportation Improvement Program. Please refer to the Schedule in the Call for Projects for more information.

**Email submissions are preferred:** Attach your completed application to an email and send it to [tipapp@psrc.org](mailto:tipapp@psrc.org). Please name the file "**2010 Enhancements-[agency]-[project title]**". If you are unable to email the application, please mail a copy of the electronic file on diskette or CD, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the PSRC's web site. Mailed materials should be sent to: Tracy Murray, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Tracy Murray. For questions or to confirm receipt of your application, contact [Tracy Murray](mailto:Tracy.Murray@psrc.org), 206-971-3277.

**Deadline:** Applications must be received by PSRC by **5:00 PM on Monday, July 12, 2010**. Applications should be no more than **15 pages**, plus maps and/or other required supporting documentation.

<b>PROJECT IDENTIFICATION AND DESCRIPTION</b>	
<b>1</b>	<p><b>PROJECT TITLE:</b> SW 136<sup>th</sup> Street Sidewalk Improvements Project</p>
<b>2</b>	<p><b>TRANSPORTATION 2040 ID#</b> N/A (Exempt)</p> <p>To be eligible for funding, regionally significant projects must be explicitly identified in Transportation 2040, the region's long-range Metropolitan Transportation Plan (MTP). For the 2010 Statewide Transportation Enhancements Program, this would apply to regionally significant nonmotorized projects such as separated trails. To confirm whether your project is specifically listed in Transportation 2040, refer to <a href="http://www.psrc.org/assets/3763/Appendix_M.pdf">http://www.psrc.org/assets/3763/Appendix_M.pdf</a>. For assistance or questions regarding these issues, contact <a href="mailto:Kimberly.Scrivner@psrc.org">Kimberly Scrivner</a>, 206-971-3281.</p>
<b>3</b>	<p><b>SPONSORING AGENCY:</b> City of Burien</p> <p>Note: non-profit organizations may administer grants from the 2010 Statewide Transportation Enhancements Program <u>unless the project requires design, right of way acquisition, and/or construction</u>. In such cases, a public agency must serve as the project sponsor.</p> <p>Co-sponsor(s) if applicable: N/A</p> <p><i>For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</i></p> <p>Does sponsoring agency have "Certification Acceptance" status from WSDOT?    <input checked="" type="checkbox"/> Yes    <input type="checkbox"/> No</p> <p>Please note: the requirement that public agencies have Certification Acceptance status has been waived for this program; however, all federal and state project requirements must still be met. Refer to the Washington State Department of Transportation Local Agency Guidelines Manual at <a href="http://www.wsdot.wa.gov/LocalPrograms/LAG/">http://www.wsdot.wa.gov/LocalPrograms/LAG/</a> for more information.</p>
<b>4</b>	<p><b>PROJECT CONTACT:</b></p> <p>Name:            Brian R. Victor, P.E.</p> <p>Email :           <a href="mailto:brianv@burienwa.gov">brianv@burienwa.gov</a></p> <p>Phone:            206-248-5533</p>

**5 PROJECT DESCRIPTION**

Describe the proposed work and explain the nature of the entire project, including the existing and proposed conditions and type of use. Explain why the project is needed and how the project meets the eligibility requirements of the selected Transportation Enhancements categories. Attach a detailed 8 ½" by 11" vicinity map. Photographs are welcome, but not required.

**PROJECT OVERVIEW:** The goal of the SW 136th St Sidewalk Improvement Project is to provide a multimodal corridor with continuous pedestrian and bicycle facilities. The SW 136th St corridor is an urban collector that provides an important connection between the Ambaum Blvd SW and Des Moines Memorial Drive arterial corridors. SW 136th St also connects the adjacent residential neighborhoods with the commercial centers and transit routes along Ambaum Blvd, 4th Ave SW, 1st Ave S, 8th Ave S and Des Moines Memorial Drive.

SW 136th Street is primarily a two lane roadway with parking lanes along the majority of the corridor. At the signalized intersections of Ambaum Blvd SW, 4th Ave SW, 1st Ave SW, 8th Ave S and Des Moines Memorial Dr the roadway widens to accommodate left turn lanes. The corridor is mostly residential in nature, the corners of Ambaum Blvd SW and 1st Ave S being the commercial exceptions. West of 1st Ave S there are sections of missing sidewalk on the south side of the roadway and no sidewalk on the north side. East of 1st Ave S there is sidewalk on both sides of the roadway. There are many sections of damaged curb, gutter and sidewalk sections along the entire corridor as well as asphalt and concrete patches and substandard driveway and curb ramps. There are grass planter areas between the curb and sidewalk on the south side of the roadway west of 1st Ave S and wider sidewalks east of 1st Ave S to accommodate trees in grates. Most of the trees have caused damage to the sidewalks and many of them have been cut down.

**PROPOSED PROJECT WORK:**

The proposed improvements will preserve the existing roadway and portions of sidewalk and maintain the residential nature of the corridor while upgrading pedestrian facilities for ADA requirements, repairing and replacing aging and unsafe sidewalks and re-channelizing the roadway to provide 14' wide shared vehicle and bicycle lanes and 7' wide parking lanes in each direction. Curb bulbs will be added at intersections to increase pedestrian safety and trees will be added to the planters to provide aesthetics and additional pedestrian buffers.

**PROJECT NEED:** This project is intended to meet the following needs identified along SW and S 136th Street and: 8th Avenue SW; 6th Avenue SW; 4th Avenue SW; 2nd Avenue SW; 1st Avenue SW; 1st Avenue S; 1st Place S; 2nd Avenue S; 3rd Avenue S; 4th Avenue S; 6th Avenue S/6th Place S; 7th Avenue S; 8th Avenue S; 10th Avenue S; 12th Avenue S; and Des Moines Memorial Drive in Burien to correct and/or enhance: (1) gaps in the existing pedestrian system; (2) lack of a bicycle system; (3) desire to ensure a vibrant, pedestrian-oriented downtown environment by providing attractive pedestrian facilities; (4) community responsibility to provide transportation facilities and access to transit for economically disadvantaged, elderly or young; (5) lack of ADA compliance; (6) damaged sidewalks. This project will eliminate the described needs by providing a connected ADA-compliant grid of pedestrian and bicycle corridors that provide access to Town Square and the Burien Transit Center TOD, enhance circulation and promote safe walking and bicycling.

**TRANSPORTATION ENHANCEMENTS:** This project fits the categories "Provision of Facilities for Bicycles and Pedestrians" and "Landscaping or other Scenic Beautification". The project is principally for non-motorized enhancement purposes, will be ADA-compliant, and consists of new and reconstructed sidewalks and curb ramps and new shared bike lanes. The project also enhances the aesthetic quality with new streetscape landscaping.

<b>6</b>	<p><b>PROJECT LOCATION: SW and S 136<sup>th</sup> Street, Burien City Limits</b></p> <p>County(ies) in which project is located: King</p> <p><b>Answer the following questions if applicable:</b></p> <p>a. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): Ambaum Blvd SW and SW 136<sup>th</sup> Street</p> <p>b. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): S 136<sup>th</sup> Street and Des Moines Memorial Drive</p>
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<b>7</b>	<p><b>PROJECT TYPE</b> (Please select 1 or more of the following 12 eligible Transportation Enhancements categories):</p> <p><input checked="" type="checkbox"/> Provision of Facilities for Bicycles and Pedestrians</p> <p><input type="checkbox"/> Acquisition of Scenic Easements &amp; Scenic or Historic Sites</p> <p><input type="checkbox"/> Scenic or Historic Highway Programs (including tourist &amp; welcome center facilities)</p> <p><input checked="" type="checkbox"/> Landscaping and other Scenic Beautification</p> <p><input type="checkbox"/> Historic Preservation</p> <p><input type="checkbox"/> Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities</p> <p><input type="checkbox"/> Preservation of Abandoned Railway Corridors (including conversion and use for pedestrian or bicycle trails)</p> <p><input type="checkbox"/> Control and Removal of Outdoor Advertising</p> <p><input type="checkbox"/> Archaeological Planning and Research</p> <p><input type="checkbox"/> Mitigation of Water Pollution due to Highway Runoff or Reduce Vehicle-Caused Wildlife Mortality while Maintaining Habitat Connectivity</p> <p><input type="checkbox"/> Provision of Safety and Educational Activities for Pedestrians and Bicyclists</p> <p><input type="checkbox"/> Establishment of Transportation Museums</p>
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**PLAN CONSISTENCY**

Cities, towns and counties seeking federal funds managed by PSRC may submit an application only if their comprehensive plan has been certified by PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, nonprofit organizations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with VISION 2040 and Transportation 2040, the central Puget Sound region's long-range Metropolitan Transportation Plan. For questions on consistency and certification, contact [Rocky Piro](mailto:Rocky.Piro@psrc.org), 206-464-6360.

<b>8</b>	<p><b>CONSISTENCY WITH VISION 2040 AND TRANSPORTATION 2040</b></p> <p>All applicants must answer the questions in this section. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC website at <a href="http://www.psrc.org/growth/planreview/statusreportppr/">www.psrc.org/growth/planreview/statusreportppr/</a>. For copies of VISION 2040 or Transportation 2040 documents, please contact the PSRC <a href="mailto:Information.Center@psrc.org">Information Center</a>, 206-464-7532. Regionally significant projects that expand transportation system capacity must be identified in Transportation 2040. This includes nonmotorized trails and separated pathways. For assistance refer to <a href="http://www.psrc.org/transportation/t2040/">www.psrc.org/transportation/t2040/</a> or contact <a href="mailto:Kimberly.Scrivner@psrc.org">Kimberly Scrivner</a>, 206-971-3281.</p>
	<p>Indicate the current certification status of the local comprehensive plan in the community where the project is located. Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.</p> <p>Certification Status: Certified      Date of certification action (mm/dd/yy): 6/26/2008</p>
	<p>Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes. (See <a href="http://www.psrc.org/assets/465/Centers_small.pdf">http://www.psrc.org/assets/465/Centers_small.pdf</a> for more information.)</p> <p><input type="checkbox"/> The project is located outside the designated urban growth area.</p> <p><input checked="" type="checkbox"/> The project is located within the designated urban growth area.</p> <p><input checked="" type="checkbox"/> The project is located within an identified regional growth center or town/activity center. Refer to</p>

<http://www.psrc.org/growth/centers/> for more information. For identified local city/town locations, please describe.

- Regional Growth Center(s): Burien .
- Regional Manufacturing/Industrial Center(s):
- Local Town/Activity Center(s): Burien. The project is located in proximity to the heart of the Burien Regional Growth Center, in Burien's redeveloping downtown area. The PSRC Executive Board designated Downtown Burien as a Regional Growth Center in June 2005. Downtown Burien is also designated as an urban center in Policy LU 1.11 of the Burien Comprehensive Plan.

Is the project specifically identified in a local comprehensive plan?

- Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:  
Burien Six-Year Transportation Improvement Program (2010-2015) - Resolution No. 307 - Table 1 - Sr. No.5& 6, Page 2  
  
Burien Comprehensive Plan (December 2003); Comprehensive Plan (PRO 5.8)  
  
Burien Pedestrian and Bicycle Facilities Plan (May 2004); Figure 7 - High Priority Projects; Page 23
- No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

## ADDITIONAL REGIONAL PROJECT EVALUATION

### Part 1: Questions for All Projects

**Instructions:** Once all of the sections in Part 1 have been completed (questions 9 through 13), complete the appropriate questions in Part 2 (question 14 and one only of questions 15 through 18). Refer to the Regional Project Evaluation Criteria to assist you in answering these questions.

#### 9 RELATIONSHIP TO CENTERS

Describe the relationship of the project to a regional growth center, town/activity center or connecting corridor.

The SW/S 136<sup>th</sup> Sidewalk Improvements Project is located near the heart of the newly designated Burien Regional Growth Center, and is essential to the development of this regional center as a location for economic revitalization and transit-oriented residential and commercial growth. The goal of the SW/S 136th St Sidewalk Improvement Project is to provide a multimodal corridor with continuous pedestrian and bicycle facilities. The SW/S 136th St corridor is an urban collector that provides an important connection between the Ambaum Blvd SW and Des Moines Memorial Drive arterial corridors. SW/S 136th St also connects the adjacent residential neighborhoods with the commercial centers and transit routes along Ambaum Blvd, 4th Ave SW, 1st Ave S, 8th Ave S and Des Moines Memorial Drive.

This project will provide the necessary pedestrian and bicycle facilities to serve an increased number of residents to the Town Square/TOD area, as well as linking people to new commercial retail and civic services in the area.

It is critical to the economic success of the Town Square and Metro TOD development to have excellent pedestrian and bicycle facilities in downtown Burien. People like to travel to and through attractive, safe, well-designed environments and have access to transit and services (commercial retail, library, civic services, open space).

The pedestrian and bicycle system downtown is one of the high priority nonmotorized projects for the City of Burien as recommended in the City's Pedestrian and Bicycle Facilities Plan (2004). The project will link to several pedestrian/bicycle/transit facilities in Burien: the 4th Avenue SW multiuse path, which runs north-south through the city, 1<sup>st</sup> Avenue South, Ambaum Boulevard SW, and Des Moines Memorial Drive, which have transit service connections. It also should be noted that SW/S 136<sup>th</sup> Street connects with the Des Moines Memorial Drive regional trail.

Continued downtown revitalization of Town Square, including the development of pedestrian and bicycle facilities, is consistent with state and regional planning goals relating to Regional Growth Centers, including:

- The promotion of development patterns that promote pedestrian and non-motorized transportation;
- Concentration of economic activity;
- Residential density;
- Development corridors and urban design that support high-capacity transit;
- Joint and mixed-use development.

**10 COMMUNITY SUPPORT**

Describe the public review process for the project. List all letters received or other types of support for the project; include any negative response to the project. Provide the dates, times and locations of all public presentations. If appropriate, describe how the project meets identified state, regional and/or local planning objectives.

The public review process for this project has been extremely comprehensive, including both the development of the Burien Pedestrian and Bicycle Facilities Plan (2004) and the Town Square planning process. There has been no negative response to the project, aside from a few citizens who believe that roadways should not be built to accommodate pedestrians or bicyclists, and that funding for nonmotorized projects should be used elsewhere.

**BURIEN PEDESTRIAN AND BICYCLE FACILITIES PLAN**

Over 300 community members were involved with the development of the Burien Pedestrian and Bicycle Facilities Plan, which recommended the Burien Town Square/Downtown pedestrian and bicycle improvement project as a high priority. A 17-member citizen steering group of representatives from different neighborhood and community groups met six times throughout the planning process. Plan development also included 12 open house community meetings. Additional community meetings included regular updates with the City Council, Parks and Recreation Board, Planning Commission, and a meeting with the Northwest Neighborhood Planning Group. At a community meeting on December 4, 2003, 90% of all 50 attendees supported the Plan. Several citizens testified in support of the Plan at City Council, and it was adopted 6-1.

The following meetings were held as part of the planning process:

- (1) Community Meetings: 5/13/03, 5/15/03, 5/20/03, 5/22/03, 5/29/03, 9/3/03, 9/4/03, 9/9/03, 9/10/03, 9/17/03, 12/4/03, 3/18/04 (all at 6:30 pm, located at Gregory Heights Elementary School, Cedarhurst Elementary School, Shorewood Elementary School, Sunnysdale Elementary School or the Burien Community Center)
- (2) Steering Group Meetings: 6 throughout the project (all at 5:30 at Burien City Hall)
- (3) Council: 5/10/04 Study Session, 5/24/04 Study Session, 6/7/04 Public Hearing, 6/14/04

Study Session, 6/21/04 Adoption (all at 7:00 PM at Burien City Hall)

The Burien Pedestrian and Bicycle Facilities Plan, Appendix I, lists all public correspondence regarding the Plan, and is too lengthy to include as part of this application. In general, the Burien community is very supportive of projects such as this that focus on safety and connectivity in the central part of the city. There are multiple letters and emails of support for pedestrian and bicycle facilities in Burien (at least 50).

#### TOWN SQUARE PLANNING

The Town Square planning process has been continuous since Burien's incorporation in 1993, when the community established a vision for a "thriving, attractive and customer-friendly city center." In 1997, through an extensive public involvement program, the City established the policy framework that called for the development of a "town square" as the central focal point for the downtown core. Between 1999 and 2002, the City adopted design guidelines for downtown and goals and a plan for the Town Square, including nonmotorized facilities. In 2003, the Town Square property was purchased by the City. In 2004 a public/private development agreement was signed to design and develop the Town Square project. Concurrently, King County Metro formed a citizen advisory group and initiated the design phase for the Burien Transit Center project on 4th Avenue SW. Since 2004, multiple well-attended public meetings and community events have been held to understand community issues regarding Town Square. Many community members have shown support for the development of pedestrian and bicycle facilities as part of the downtown revitalization effort.

#### PLANNING OBJECTIVES

The project was developed consistent with Burien Comprehensive Plan PRO 3.5, which states that pedestrian and bicycle facilities must be planned through a community-wide planning process. The project is also consistent with multiple plan policies and the community vision to develop the downtown Burien urban center as a pedestrian and transit oriented area. The project is consistent with Transportation 2040 policies in that the project:

- Supports the development of growth in the Burien urban center by improving the existing access to transit, thereby reducing long-term infrastructure costs.
- Provides a non-motorized facility that fills a gap in the existing network, improves circulation within the urban center and provides direct access to transit.

#### 11 FINANCIAL PLAN

Please fill out Tables 11A - D below and corresponding questions 11E - F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables 11A -C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table 11D). The tables require sponsors to list the Transportation Enhancements funds being requested (Table 11A), as well as ALL other sources of secured (Table 11B) and unsecured funds (Table 11C) needed to complete the project.

Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source. Totals of federal and other funds listed in Tables 11A - C should equal the total project cost in Table 11D. Funding Commitment Letters must be provided for all financial partners.

**Required Match:** No local match is required; projects may be funded with 100% Enhancement funds.

**11A: Enhancements Funds Requested**

Phase (Planning, Preliminary Engineering, Right of Way, Construction, Other)	Estimated Obligation Date by Phase (mm/dd/yy)*	Enhancements Funds Requested
Construction	04/01/11	\$914,500.00
Other-Construction Management	04/01/11	\$92,000.00
		\$
		\$
		\$
<b>TOTAL:</b>		<b>\$1,006,500.00</b>

\* Note: the required obligation deadline for these funds is no later than two years from selection approval, estimated to be January 2011.

**11B: Existing Secured Funding**

Phase	Estimated Obligation date by Phase (mm/dd/yy)*	Source	Amount
			\$
			\$
			\$
			\$
			\$
<b>TOTAL:</b>			<b>\$0</b>

\*For tables B and C "obligation" may be defined as expenditure or other commitment of funds; for more information regarding secured and unsecured funding sources please refer to <http://www.psrc.org/assets/469/SecuredUnsecured.pdf>.

**11C: Needed future funding (unsecured)** Do not include the grant funds requested in Table 11A

Phase	Estimated Obligation date by Phase (mm/dd/yy)*	Source	Amount
			\$
			\$
			\$
			\$
			\$
<b>TOTAL:</b>			<b>\$0</b>

**11D: Total Project Cost**

Total estimated cost of each phase		Scheduled completion date by phase (mm/dd/yy)	
Planning:	\$0	Planning:	N/A
Preliminary Engineering/Design:	\$0	Preliminary Engineering/Design:	N/A
Right of Way:	\$0	Right of Way:	N/A
Construction:	\$ 914,500.00	Construction:	09/30/11
Other (Specify):	\$ 92,000.00	Other (specify):	10/16/11
Total Project Cost:	\$1,006,500.00	Estimated date of completion (i.e. open for use)	09/30/11

**11E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:**

The construction phase including construction management is expected to be fully completed with obligated funds.

**11F. If unable to completely fill out Table D (Total Project Cost), please explain why:**

The planning phase that considers this project has been completed under the City's Bicycling and Pedestrian Plan (2004). Funds are not required for this phase.

At time of application, preliminary design has been completed to the 50% level. It is expected that the PE phase will be completed by the time funds are obligated.

No right-of-way work is needed for this project. Funds not required for this phase.

**12 PROJECT READINESS**

Please fill out the questions below if your project is requesting funds for a Right-of-way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question #12.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

**Important instructions:** For question 12A below, select one of the three options from the drop-down list for each item that applies at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 12B, including the estimated schedule for completion.

**12A. Check all that apply.** If no ROW is required for the project, select "not needed" for sections b through g.

- Not yet completed a. Final FHWA approval of environmental documents including:
  - Not yet completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.
  - Not yet completed - Section 106 Concurrence.
  - Not yet completed - FHWA Environmental Classification Summary Checklist (or EA or EIS).
- Not needed b. True Cost Estimate for Right of Way.
- Not needed c. Right of Way Plans (stamped).
- Not needed d. Relocation Plan (if applicable).
- Not needed e. Right of way certification.
- Not needed f. Certification Audit by WSDOT R/W Analyst.
- Not needed g. Relocation Certification, if applicable.
  - Not needed - Certification Audit by WSDOT of Relocation Process, if applicable.
- Already completed h. Engineer's Estimate.
- Not needed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

**12B. Additional information:** include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

Engineering design has been completed for this project to 50% level. Items yet to be completed are specifications; and final estimates. It is anticipated because of the nature of the work that environmental permits will not be required. However, the City will be required to address a Type 1 SEPA Checklist (DNS) and/or any exceptions to environmental permits.

**13 OTHER CONSIDERATIONS**

Please describe any additional aspects of your project not requested in the application that could be relevant to the final project recommendation and decision-making process. No points will be given to this section.

This project and others are considered essential for Burien's continued revitalization success, which has been over 10 years in the making. The project will enhance community pride, which is important as the city undergoes redevelopment. The project serves the community vision of

developing a "string of pearls" -- a series of pedestrian and bicycle linkages that connect important community locations. This project can provide vital auxillary connections to the following locations: Town Square (library, City Hall, commercial/retail businesses, high density residential living, civic plaza, art facility), Post Office, grocery store, Burien Transit Center and Park-and-Ride, future TOD development, existing commercial retail (including restaurant) uses on SW 152nd Street and Olde Town Burien, Burien trail system, and the fire station.

The project provides the building blocks for a fully comprehensive pedestrian and bicycle system in Burien.

## PART 2: CATEGORY SPECIFIC QUESTIONS

**14** **Select one of the following four categories that best fits your project and follow the corresponding instructions:**

- Nonmotorized Projects: Complete question 15.
- Scenic Resources Projects: Complete question 16.
- Historic Resources Projects: Complete question 17.
- Environmental Projects: Complete question 18.

**15** **NONMOTORIZED PROJECTS**

**Instructions: Complete this section if you selected "Nonmotorized Projects" in question 14.**

**Please explain how your project addresses the following:**

- The project extends, completes or otherwise adds to an existing nonmotorized system or network.
- The project connects or links to other multimodal facilities (such as transit stations).
- The project addresses current nonmotorized needs in the community, e.g., - gaps in the system; safety issues, etc.
- The level of public exposure or access to the project (for example, current and future land use in the vicinity of the facility).
- Explain how the project relates to surface transportation. If the project has recreational aspects, demonstrate that the purpose is primarily for transportation rather than recreation. Explain how this enhancement is "over and above" normal project or activities (i.e., not routine or required).

### LINKAGES TO NONMOTORIZED SYSTEM

The project links to key components of Burien's nonmotorized system, and provides a connection to the regional trail system. The project connects to 4th Avenue SW pedestrian/bicycle shared use trail, which then runs to the north and south of the city, connecting with the Burien Community Center and elementary schools. The project also connects to the east to the Des Moines Memorial Drive regional trail. The project also allows for connection with Burien's "Main Street" -- SW 152nd Street, which runs east-west through the existing primary commercial retail area of the city.

Burien has been incorporated for less than 15 years, and is trying to upgrade many of the previously County-owned roads to urban standards. Although the pedestrian and bicycle system is still developing (Burien currently has only one block of bike lane), much progress has been made to plan a nonmotorized network for the city that links to the regional nonmotorized system. The downtown pedestrian and bicycle network is the hub of this system, and was identified by the community as a high priority during the Pedestrian and Bicycle Facilities Plan planning process. Future nonmotorized projects would be linked to these downtown facilities as well.

### LINKAGES TO MULTIMODAL FACILITIES

One of the primary purposes of the project is to provide improved pedestrian and bicycle

access to the following transit facilities/stops: Des Moines Memorial Drive; 1<sup>st</sup> Avenue South; 4<sup>th</sup> Ave SW; Ambaum Boulevard SW; Burien Transit Center/Park-and-Ride, located at the corner of 4th Avenue SW and SW 150th Street. King County Metro and Burien are working to redevelop the Transit Center to a TOD facility.

### NONMOTORIZED NEEDS

The primary nonmotorized needs this project will address include: (1) a lack of bicycle facilities; (2) gaps in the sidewalk system, such as dirt path connections or lack of defined walking area; (3) damaged sidewalk, including trip hazards; (4) a lack of ADA compliance; (5) lack of bicycle connection to downtown or the transit center; (5) lack of an integrated, consistent pedestrian and bicycle system serving downtown and the transit center; (6) lack of lighting (leading to safety and security concerns). This project will mitigate these needs by providing ADA-compliant, connected, and attractive pedestrian and bicycle facilities that define the walking and bicycling environment downtown.

### LEVEL OF PUBLIC EXPOSURE/ACCESS

The pedestrian and bicycle system downtown is one of the high priority nonmotorized projects for the City of Burien as recommended in the City's Pedestrian and Bicycle Facilities Plan (2004) as well as the following City programs:

-Burien Six-Year Transportation Improvement Program (2010-2015) - Resolution No. 307 - Table 1 - Sr. No.5& 6, Page 2

-Burien Comprehensive Plan (December 2003); Comprehensive Plan (PRO 5.8)

Some of the reasons for the City's Pedestrian and Bicycle Facilities Plan comes in part from addressing documented community concerns and wishes during the City's public outreach. In 2011, the City will be updating its Pedestrian and Bicycle Facilities Plan which would include this project. The City will also be working with Hossein Barahimi, Transportation Planner with King County Roads Services Division, CIP and Planning Section to update King County's overall Bicycling Guide Maps published each year by King County and issued to all King County libraries including Burien's very own.

### RELATIONSHIP TO SURFACE TRANSPORTATION

The project is directly related to surface transportation in that it provides new bicycle facilities and new/redeveloped pedestrian facilities on existing roadways. The pedestrian and bicycle facilities will also directly connect to the Burien Transit Center and multiple transit stops. This project is not simply required; it is viewed by the city as an integral piece of the economic revitalization effort in downtown Burien. Wide sidewalks, landscaping and pedestrian-scale lighting will ensure that the facility is pleasant and attractive for residents and visitors. The pedestrian and bicycle facilities will help to attract people to downtown Burien, as well as serving an important transportation function.

## 16 SCENIC RESOURCES PROJECTS

**Instructions: Complete this section if you selected "Scenic Resources Projects" in question 14.**

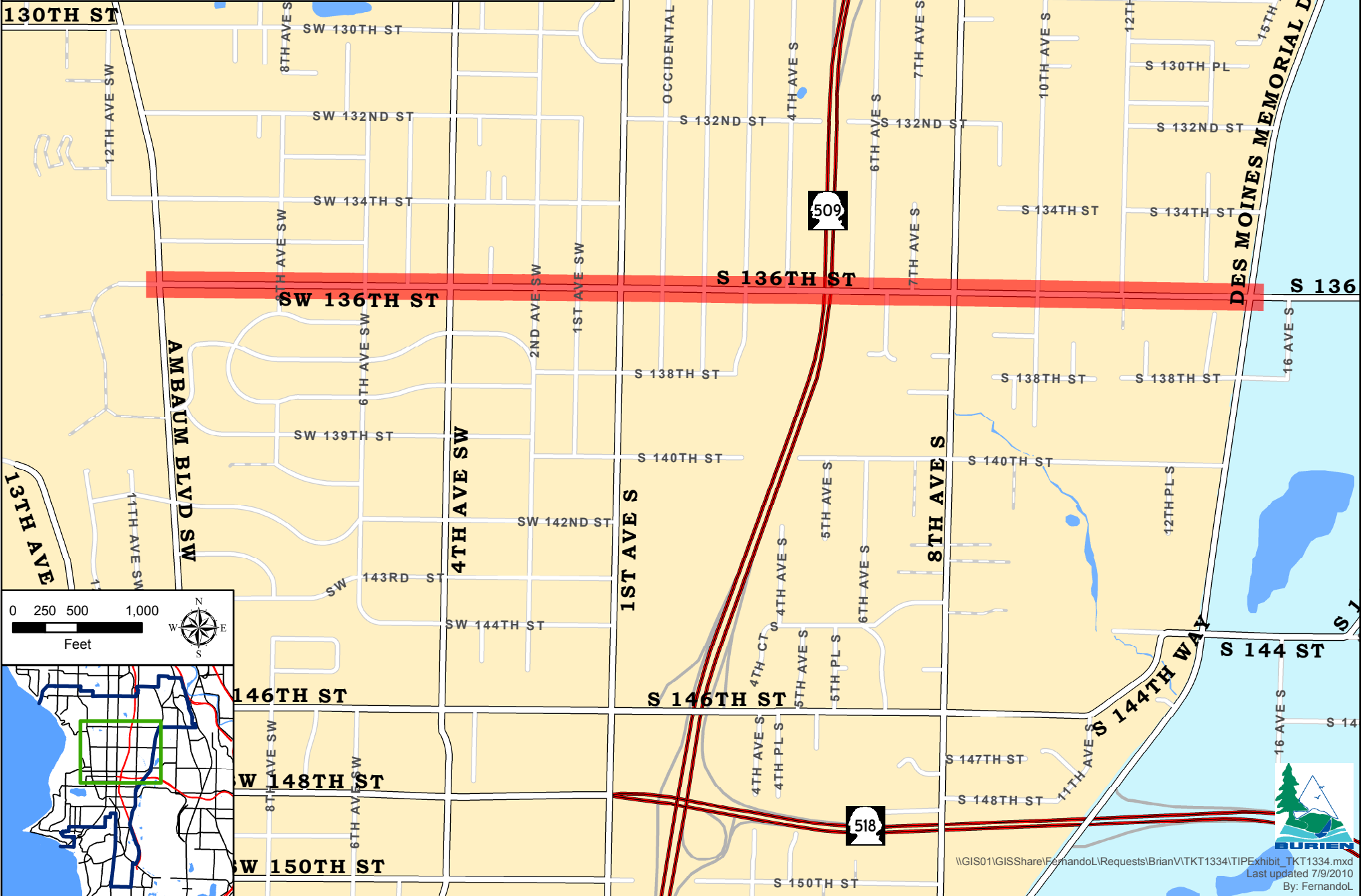
**Please explain how your project addresses the following:**

- The project promotes greater public appreciation or use of the transportation system.
- The project contributes to the preservation of significant scenic resources.
- The level of public exposure or access to the project.
- Long-term preservation plans to maintain the scenic character of the property.
- Whether or not there is perpetual ownership of the property.
- Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.
- Explain how the project relates to surface transportation; explain how this enhancement is "over and above" normal project or activities (i.e., not routine or required).

	N/A
17	<p><b>HISTORIC RESOURCES PROJECTS</b></p> <p><b><u>Instructions:</u></b> Complete this section if you selected “Historic Resources Projects” in question 14.</p> <p><b>Please explain how your project addresses the following:</b></p> <p><u>For site-specific and/or capital projects:</u></p> <ul style="list-style-type: none"> <li>• The historic significance of the facility.</li> <li>• The planned use of the facility.</li> <li>• Whether or not the project is part of a larger historic preservation plan.</li> <li>• The level of public exposure or access to the project.</li> <li>• Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.</li> <li>• The long-term preservation and/or maintenance plans for the facility.</li> <li>• Explain how the project relates to surface transportation; describe the current or former transportation use of the facility. Explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).</li> </ul> <p>N/A</p> <p><u>For planning projects:</u></p> <ul style="list-style-type: none"> <li>• The project’s relationship to the protection of historic or archaeological resources.</li> <li>• Whether or not the project is part of a larger historic preservation plan.</li> <li>• The long-term plan for ongoing management, updating and training.</li> <li>• The level of public exposure or access to the project.</li> <li>• Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.</li> <li>• Explain how the project relates to surface transportation; explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).</li> </ul> <p>N/A</p>
18	<p><b>ENVIRONMENTAL PROJECTS</b></p> <p><b><u>Instructions:</u></b> Complete this section if you selected “Environmental Projects” in question 14.</p> <p><b>Please explain how your project addresses the following:</b></p> <ul style="list-style-type: none"> <li>• The relationship of the project to the transportation system.</li> <li>• The need for the project.</li> <li>• The long-term maintenance plans for the project.</li> <li>• Whether or not the resource is threatened, or if there will be a loss of opportunity if the project is not funded.</li> <li>• Explain how the project relates to surface transportation; explain how this enhancement is “over and above” normal project or activities (i.e., not routine or required).</li> </ul> <p>N/A</p>

# SW/S 136th Street Sidewalk Improvements Project

Project Area





# Burien

Washington, USA

400 SW 152<sup>nd</sup> St., Suite 300 • Burien, WA 98166  
Phone: (206) 241-4647 • FAX (206) 248-5539  
[www.burienwa.gov](http://www.burienwa.gov)

July 12, 2010

Tracy Murray,  
Puget Sound Regional Council  
1011 Western Avenue Ste 500  
Seattle, WA 98104-1035

RE: 2010 Enhancements-City of Burien-SW/S 136<sup>th</sup> Street Sidewalk Improvements Project  
PSRC Regional Application

Tracy:

Accompanying this letter of transmittal is the 2010 Statewide Transportation Enhancements Program application and supporting Exhibit. We are pleased to submit this application for consideration of funding from this program.

Per PSRC memorandum (dated 6/1/2010) and the 2010 application information, this information is being transmitted to you electronically via email. These files should be:

- 2010 Enhancements-Burien-SW136thSidewalk Improvements.pdf
- 2010 Enhancements-Burien-SW136thSidewalk-Exhibit.pdf

If these files are not able to be retrieved or opened, please call at the earliest convenience.

The City of Burien is eager to begin on the said project as well as working with PSRC. For any other questions or comments, please call. Thank you.

Very truly yours,  
CITY OF BURIEN – PUBLIC WORKS

Brian R. Victor, P.E.  
Capital Projects Manager

Cc: Larry Blanchard, Burien Public Works Director  
Lisa Clausen, Burien Government Relations Specialist  
File

Attachments: