

Section VI - 2009 King Countywide STP/CMAQ Non-Motorized Application

This application is available on the King County Web site at
<http://www.kingcounty.gov/transportation/kcdot/PlanningAndPolicy/RegionalTransportationPlanning/2009KCCountywideComp.aspx>

****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. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2009 STP/CMAQ King Countywide Programs is awarded to projects, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 7, 2009. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another Countywide project.

14-page limit: You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to peter.heffernan@kingcounty.gov. Please name the file "(Agency): (Project title)" and in the e-mail subject line identify which Countywide program the application is being submitted (Small Jurisdiction, Large Jurisdiction, All Other, Non-motorized). If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the King County Web site. Mailed materials should be sent to: Peter Heffernan, King County Department of Transportation, M.S. KSC-TR -0814, 201 South Jackson Street, Seattle, WA 98104-3856 and/or faxed to 206-684-2111, Attn: Peter Heffernan. All applications must be submitted by **5pm May 15th, 2009**.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.**

PROJECT DESCRIPTION INFORMATION

| | |
|----------|--|
| 1 | Project Title: <i>Lake to Sound (L2S) Trail Project</i> |
| 2 | Sponsoring Agency: <i>City of SeaTac</i> Also identify any co-sponsor(s): <i>The Cities of Renton, Tukwila, Burien, and Des Moines; King County.</i> |
| 3 | Project Contact Person: <i>Tom Gut, P.E., Director of Public Works</i> Address: <i>4800 South 188th Street, SeaTac, WA 98188-8605</i> Phone: <i>206-973-4720</i> Fax: <i>206-973-4769</i> E-Mail: tgut@ci.seatac.wa.us |

Project description.

a. Project scope:

The Lake to Sound (L2S) Trail is a joint partnership between the cities of SeaTac, Renton, Tukwila, Burien, and Des Moines, in coordination with King County. The City of SeaTac has come forward to act as the Sponsoring Agency for this funding opportunity and will oversee and administer the grant funds. This application for CMAQ funding includes requests for complete environmental analysis, permitting, administration, and professional engineering/design of two segments of the 17 mile-long L2S Trail:

- *Segment A – Naches Avenue (City of Renton) to Fort Dent Park (City of Tukwila) (1.06 miles)*
- *Segment B – Des Moines Memorial Drive (Cities of SeaTac and Burien) (1.45 miles)*

Planning of the entire L2S Trail system is complete and many segments have already been constructed; Segments A and B are two critical linkages in the L2S Trail system that need to be designed and constructed. Assuming that funds are obligated in early 2010, it is anticipated that with support from the requested funds, design of Segments A & B will occur from March 2010 to September 2011, with construction of both Segments occurring from May 2012 to October 2012.

b. Project justification, need or purpose:

The goal of the L2S Trail is to provide an east-west connection between these economically disadvantaged communities that have been historically underserved by non-motorized transportation facilities. The L2S Trail will provide this much-needed linkage and continue to be a legacy for future generations, connecting downtown regional growth centers, transportation facilities, neighborhoods, and parks and regional trails.

The L2S Trail will connect the southern end of Lake Washington, where the Cedar River flows into the lake, to Puget Sound. This “trail” would connect the cities of Renton, Tukwila, SeaTac, Burien, and Des Moines, as well as the recreational, residential, retail, and employment areas within these cities. Starting at the southern end of Lake Washington in Renton, the trail follows the existing Cedar River Trail south along the Cedar River to Cedar River Park. The trail meanders by the Renton Municipal Airport and Boeing manufacturing facility, skirting the northern edge of the downtown district of Renton. The trail offers excellent views of and access to the Cedar River. At the Cedar River Park, one can continue along the river to the City of Maple Valley and the City of Seattle’s Cedar River Watershed or turn west to follow the L2S Trail.

Continuing west into downtown Renton, the trail connects to Tonkin Park to the old Renton train station. At this point, the trail follows the railroad tracks, offering sweeping regional views of Renton before plunging into the forested canopy of the Black River Riparian Forest. The riparian forest has a diverse and treasured ecosystem, providing trail users wonderful separation from the urban landscape while making the important connections between employment, retail, and residential areas.

The trail then connects under the Sounder Commuter rail line into Fort Dent Park, the largest park in the City of Tukwila, and connecting to the Green River and Interurban trails. Traveling south along the Green River Trail, the L2S Trail ducks under Interurban Avenue S and I-405.

Traveling west, Southcenter Boulevard provides a gentle but steady climb to the Sound Transit link light rail station as the land rises up and connects into the City of SeaTac. The trail wraps around the northern edge of the Seattle-Tacoma (Sea-Tac) International Airport and connects to Des Moines Memorial Drive, which is a living memorial to those who gave their lives in the course of World War I. The trail continues south along a route lined with American elm trees into the city of Burien and escapes the built-up areas as it settles into a green ribbon winding south along the SR 509 extension right-of-way. As the planned SR 509 extension heads east to connect to I-5, the trail turns south to connect into the City of Des Moines and the Des Moines Creek Trail. Hugging the side of a ravine, the trail follows the bubbling creek as it makes its way to the Des Moines Beach Park National Historic District and Des Moines Marina to arrive at its destination, Puget Sound. At this location, the L2S Trail connects to the King County Ferry District’s proposed ‘Mosquito Fleet’ Ferry route, linking Des Moines and Sea-Tac Airport to Seattle.

Character & Purpose of Segment A – Naches Avenue (Renton) to Fort Dent Park (Tukwila)

Segment A will connect Naches Avenue in Renton with Fort Dent Park and the Green River Trail in Tukwila via a scenic ‘Forest Trail’ segment that passes along the northern boundary of the Black River Riparian Forest. The Forest is a high-quality urban wildlife refuge that is home to more than 50 species of birds, including one of the largest blue heron colonies in the Pacific Northwest. This non-motorized L2S Trail route will provide non-intrusive connectivity between Renton and Tukwila while affording public access to a well-visited regional urban wildlife area in the City of Renton and Fort Dent Park, the City of Tukwila’s largest park area. It also provides a safe connection under heavy rail lines, which are a barrier today. Fort Dent Park includes soccer fields, a playground, picnic area, restrooms, trails, and open areas.

Character & Purpose of Segment B – Memorial Drive (SeaTac & Burien)

Segment B will extend along Des Moines Memorial Drive from South 156th Street in the north (Burien) to South Normandy Road (Des Moines) via a scenic corridor that is itself a historic living memorial and tribute to those who died in World War I. This segment of the L2S Trail will be a large part of the ongoing Des Moines Memorial Drive restoration project, which will restore ‘Washington’s Living Road of Remembrance’. This connection will also provide a much needed safe north-south connection with existing east-west non-motorized facilities.

| | | | | |
|--|---|--|--|---|
| <p>5</p> | <p>Project Location: <i>The L2S Trail runs from the shoreline of Lake Washington in Renton, through Tukwila, , SeaTac, Burien and Des Moines to the shoreline of the Puget Sound. Specific segments addressed in this application for funding include: The segment connecting Renton to Tukwila through the Black River Riparian Forest and Fort Dent Park (Segment A); and the segment connecting SeaTac and Burien along Des Moines Memorial Drive (Segment B)</i></p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project:</p> <ul style="list-style-type: none"> • <i>Segment A – SW 7th Street & Naches Ave, Black River Riparian Forest (Renton)</i> • <i>Segment B – South 156th Street & Des Moines Memorial Drive, Westside Trail along Des Moines Memorial Drive to the north (SeaTac)</i> <p>c. Crossroad/landmark nearest to end of project:</p> <ul style="list-style-type: none"> • <i>Segment A – Fort Dent Park, Interurban Trail, Green River Trail, Springbrook Trail (Tukwila)</i> • <i>Segment B – Normandy Road & Des Moines Memorial Drive (Burien)</i> | | | |
| <p>6</p> | <p>Map: Include an 8½” x 11” legible vicinity map (if applicable) with completed application form. <i>If unable to send map electronically, provide separately by fax or mail.</i></p> | | | |
| <p>7</p> | <p>Federal Functional Classification Code (Select only one)</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p style="text-align: center;"><u>Rural Functional Classifications</u> (“under 5,000 population”) (Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p> </td> <td style="width: 50%; vertical-align: top;"> <p style="text-align: center;"><u>Urban Functional Classifications</u> (“over 5,000 population”) (Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input checked="" type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p> </td> </tr> </table> | | <p style="text-align: center;"><u>Rural Functional Classifications</u> (“under 5,000 population”) (Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p> | <p style="text-align: center;"><u>Urban Functional Classifications</u> (“over 5,000 population”) (Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input checked="" type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p> |
| <p style="text-align: center;"><u>Rural Functional Classifications</u> (“under 5,000 population”) (Outside the federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 01 Principal Arterial - Interstate</p> <p><input type="checkbox"/> 02 Principal Arterial</p> <p><input type="checkbox"/> 06 Minor Arterial</p> <p><input type="checkbox"/> 07 Major Collector</p> <p><input type="checkbox"/> 08 Minor Collector</p> <p><input type="checkbox"/> 09 Local Access</p> <p><input type="checkbox"/> 21 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 22 Proposed Principal Arterial</p> <p><input type="checkbox"/> 26 Proposed Minor Arterial</p> <p><input type="checkbox"/> 27 Proposed Major Collector</p> <p><input type="checkbox"/> 28 Proposed Minor Collector</p> <p><input type="checkbox"/> 29 Proposed Local Access</p> | <p style="text-align: center;"><u>Urban Functional Classifications</u> (“over 5,000 population”) (Inside the federal-aid urbanized and federal-aid urban areas)</p> <p><input checked="" type="checkbox"/> 00 Exception</p> <p><input type="checkbox"/> 11 Principal Arterial – Interstate</p> <p><input type="checkbox"/> 12 Principal Arterial – Expressway</p> <p><input type="checkbox"/> 14 Principal Arterial</p> <p><input type="checkbox"/> 16 Minor Arterial</p> <p><input type="checkbox"/> 17 Collector</p> <p><input type="checkbox"/> 19 Local Access</p> <p><input type="checkbox"/> 31 Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> 32 Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> 34 Proposed Principal Arterial</p> <p><input type="checkbox"/> 36 Proposed Minor Arterial</p> <p><input type="checkbox"/> 37 Proposed Collector</p> <p><input type="checkbox"/> 39 Proposed Local Access</p> | | | |

PROJECT EVALUATION: PART 1

Choose which of the two Centers categories your project falls under:

Project is located within a Center
 > *NOTE: Complete Section A, then proceed to Sections C through F in Part 2*

Connecting Corridors
 > *NOTE: Complete Section B, then proceed to Sections C through F in Part 2*

SECTION B: CONNECTING CORRIDORS

- **Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups.**

The project will establish a non-motorized transportation network connecting the Des Moines UGA and the PSRC-designated Regional Growth Centers of Burien, SeaTac, Tukwila and Renton. The range of travel choices available to the communities along the corridor will expand, with an emphasis on non-motorized (or active) travel modes such as walking, cycling, and skating. In addition, users will have improved access to transit (King County Metro, Sound Transit), as well as direct access to the Tukwila International Boulevard Sound Transit Link Light Rail Station. Segment A will directly connect the PSRC Regional Growth Centers of Renton and Tukwila via a scenic “forest trail”. Segment B will travel through primarily residential areas and provide essential connections to retail, employment, civic centers and recreational facilities along the corridor while also providing the needed north-south connection to existing east-west facilities. The L2S Trail will provide additional transportation options to benefit a wide range of users, particularly South County residents and commuters, including minority, senior, and economically-disadvantaged populations, as well as recreational users and tourists.

Median Household Income (MHI) is often a good indicator of the economic vitality of a city’s population, especially when compared as a percentage of state MHI (WA-MHI). The fact that the affected municipalities’ populations are economically disadvantaged becomes especially apparent when they are compared with other cities in the relatively affluent Puget Sound urban area. (According to the U.S. Bureau of Labor Statistics, the Seattle-Tacoma-Bremerton [Puget Sound] Consumer Price Index [CPI] was 4% above the Average American Urban CPI in 2000.)

| | Baseline | PSRC Regional Growth Centers* in the Project Area | | | | Other PSRC Regional Growth Centers | |
|---------------|------------|---|----------|----------|----------|------------------------------------|----------|
| | Washington | Burien | SeaTac | Tukwila | Renton** | Bellevue | Redmond |
| Population*** | 5,894,143 | 31,881 | 25,496 | 17,181 | 50,052 | 109,569 | 45,256 |
| MHI*** | \$45,776 | \$41,557 | \$41,202 | \$40,718 | \$45,820 | \$62,338 | \$66,735 |
| % WA-MHI | 100% | 91% | 90% | 89% | 100% | 136% | 146% |

* <http://psrc.org/projects/monitoring/rgc.htm> Des Moines is not a PSRC-designated Regional Growth Center. Its MHI is slightly above WA-MHI.
 ** Renton’s MHI is slightly above WA-MHI. Renton’s MHI is affected by a small population of very affluent Lake Washington waterfront homeowners.
 ***In many cases, more recent US Census population estimates & MHIs are available. For consistency, all figures are from the 2000 U.S. Census

The South Puget Sound has been identified as a target critical health area for its relatively high rates of obesity. Some of these areas are located directly along the L2S Trail, offering additional health-conscious and active lifestyle choices.

- **Describe how the project improves a corridor in logical segments, thereby preventing the creating of missing links or gaps.**

This project is a logical continuation of the non-motorized transportation network that these cities have begun to provide and to plan for their future growth. This project will not result in any new missing links or gaps. In fact, Segment A, Renton-Tukwila, will overcome the existing Burlington Northern-Santa Fe heavy rail line barrier, facilitating non-motorized travel between Renton and Tukwila, two of the region’s most rapidly-growing urban areas. Segment A will connect Fort Dent Park in Tukwila to the larger system of regional trails in South King County, including the Green River Trail, the Interurban Trail, and the Cedar River Trail, as well as to major transit stations including the Sounder Commuter Rail Station, LINK Light Rail Station, and Renton Transit Center. Segment B, along Des Moines Memorial Drive, will connect at the north to the recently completed Westside Trail to North SeaTac Park and to existing bike lanes running east-west on South 156th Street. This network includes connections to the Duwamish Trail to the north and with the Burien Town Square to the west. Once complete, this project becomes part of a larger planned system that will serve employment and residential centers in South King County and connect to regional trails in Seattle and the greater regional trail system network. Perhaps the most critical improvement that will be created by the proposed project is the closure of the existing safety gap in those segments of the L2S Trail. Both segments designed with the requested funds will be located outside of the motorized transportation corridor—separate from motorized traffic—with physical barriers to separate motorized and non-motorized travelers.

- **Describe how the project creates more effective and efficient travel flows along the corridor by filling missing links or removing barriers.**

The project will create more effective and efficient travel flows along the corridor by providing missing links between existing facilities for non-motorized users. Furthermore, this trail will encourage some users to shift from vehicular modes of travel towards an active mode of travel. Vehicular traffic volumes are high in each affected jurisdiction, and narrow roadway shoulders present a barrier to pedestrian and bicycle travel. For example, a current alternative to Segment A, connecting Renton and Tukwila, is along Grady Way (immediately north of I-405), a very congested and narrow corridor. Preferred trail designs and alignments described in the L2S Trail Feasibility Study will provide safe, dedicated facilities for non-motorized users. Separating pedestrians and cyclists from the motorized travel way will also improve vehicular traffic flow along the corridor.

- **Describe how the improvements create long-term sustainable solutions and improve the system as a whole.**

The L2S Trail will produce a sustainable, long-term solution to the community’s non-motorized transportation needs. It will improve the greater King County Trail System linkages and extend non-motorized access to the new LINK light rail system and transit stops/routes. This trail will benefit multiple users including residents, employees, recreational users, and commuters. The L2S Trail furthers the County’s vision of a Regional Trail System – it connect to other trails in the vicinity, including the Green River Trail, the Interurban Trail, the Springbrook Trail, the Cedar River Trail, creating a more complete regional system to facilitate non-motorized transportation throughout the Puget Sound region.

SECTION C: PROJECT READINESS

Once Section A or B in Part 1 has been completed, complete all of Part 2, Sections C through F.

Introduction: Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness and financial plan sections below. The primary objective of the evaluation is to determine if a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested funding. All questions **must** be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested funding.
- When the sponsor plans to obligate requested funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- If the federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions can be found at

<http://www.psrc.org/projects/tip/selection/2006/CallMaterials/Secured%20funding%20def%202006.pdf>

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 in Section C: Project Readiness.**

It is recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify these 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 A below, select one of the three options from the drop down list for all items that apply 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 B, including the estimated schedule for completion.

A. Check all items that apply below. Note: if no ROW is required for the project, select "not needed" for sections b through g.

(select one) a. Final FHWA or FTA approval of environmental documents including:

(select one) - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

(select one) - Section 106 Concurrence.

(select one) - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

(select one) b. True Cost Estimate for Right of Way.

(select one) c. Right of Way Plans (stamped).

(select one) d. Relocation Plan (if applicable).

- (select one) e. Right of way certification.
- (select one) f. Certification Audit by WSDOT R/W Analyst.
- (select one) g. Relocation Certification, if applicable.
 - (select one) - Certification Audit by WSDOT of Relocation Process, if applicable.
- (select one) h. Engineer's Estimate.
- (select one) i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

B. 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.

Letters of support from each City Council associated with the trail corridor are attached. Discussions with Burlington Northern Sante Fe and Union Pacific Railroads for easements are underway. No right-of-way acquisition is required. A Feasibility Study is attached. The preliminary construction estimate has been completed.

Section D: Financial Plan

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

Guidelines:

- All requested information must be provided to earn maximum points.
- 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 A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Non-Motorized Program

| Phase | Estimated Obligation Date by Phase (mm/dd/yy) | Federal Funding Source (enter either STP or CMAQ; choose only one) | Federal Funds Amount |
|----------------|---|--|----------------------|
| Design | 03/01/2010 | CMAQ | \$800,125 |
| | | | \$ |
| | | | \$ |
| Totals: | | | \$800,125 |

Table B: Existing Secured Funding

| Phase | Estimated Obligation* date by Phase (mm/dd/yy) | Source | Amount |
|---------------|--|-------------|-----------|
| Design | 03/01/2010 | King County | \$124,875 |
| | | | \$ |
| | | | \$ |
| | | | \$ |
| | | | \$ |
| TOTAL: | | | \$124,875 |

*For tables B or C “obligation” may be defined as expenditure or other commitment of funds

Table C: Needed future funding (unsecured) Note: do not include the grant funds requested in Table A

| Phase | Estimated Obligation* date by Phase (mm/dd/yy) | Source | Amount |
|---------------|--|--------|--------|
| | | | \$ |
| | | | \$ |
| | | | \$ |
| | | | \$ |
| | | | \$ |
| TOTAL: | | | \$ |

*For tables B or C “obligation” may be defined as expenditure or other commitment of funds

Table D: Total Project Cost (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

| Phase | Total estimated cost | Phase | Scheduled completion date (mm/dd/yy) |
|---------------------------------|----------------------|--|--------------------------------------|
| Planning: | \$115,000 | Planning: | Complete |
| Preliminary Engineering/Design: | \$925,000 | Preliminary Engineering/Design: | 09/01/2011 |
| Right of Way: | N/A | Right of Way: | N/A |
| Construction: | \$6,760,000 | Construction: | 10/01/2012 |
| Other (Specify) : | \$ | Other (specify) : | |
| Total Project Cost: | \$7,800,000 | Estimated date of completion (i.e. open for use) | 10/01/2012 |

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained and status of current phases (i.e. PE at 30%):

Prior to receiving funding, Planning (Feasibility Study) and Planning Level Cost Estimates are at 100%.

With CMAQ funding, Plans, Specifications, and Estimates (PS&E) will be 100% for both segments, including environmental review and permits in-hand.

F. If unable to completely fill out Table D (Total Project Cost): Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

The total estimated cost for construction is based on minimal engineering as well as present-day dollars for costs (construction, engineering, materials, etc.) and is likely to change. Actual engineering-level cost estimates and scheduling will be finalized during the preparation of PS&E.

SECTION E: JOINT OPPORTUNITIES

Please explain how your project addresses the following:

- What other private and/or publicly funded project(s) will receive a benefit from this project? Describe the other project(s) and its relationship to your agency's project.

This project will benefit the residents of Burien, SeaTac, Des Moines, Tukwila, Renton, and greater King County by connecting to existing and recently completed trails, sidewalks, and bicycle lanes in the vicinity of the L2S Trail – a 17-mile corridor. Those projects include the City of Burien's South 156th Street project west of Des Moines Memorial Drive, completed in 2008, and the City of SeaTac's Westside Trail project to the north along Des Moines Memorial Drive, completed in 2008. To the east, this project will connect with a multi-use trail and on-street bike lanes along South 154th Street, built by the Port of Seattle in 2006 in conjunction with the third runway project at Sea-Tac Airport. Farther to the east, Sound Transit has completed improvements along Southcenter Boulevard between 32nd Avenue South and I-5, installing bike lanes and sidewalks. The City of SeaTac is currently developing plans to complete the missing link in non-motorized facilities on South 154th Street between the Port of Seattle project and the Sound Transit project, filling in a critical link between Fort Dent Park and Des Moines Memorial Drive.

This project is a logical continuation of the non-motorized transportation network throughout the Des Moines Urban Growth Area and the PSRC-designated Regional Growth Centers of Burien, Tukwila, SeaTac, and Renton. Both trail segments connect to commercial and other employment centers and add much-needed connectivity between King County's 300-plus mile Regional Trail System to the traditionally underserved and economically disadvantaged South Puget Sound municipalities. King County has played a large role in actively seeking funds to provide this connectivity and a more balanced countywide trail system to serve residents throughout the county.

Segment A will make a much-needed non-motorized connection between two of the region's urban centers in Renton and Tukwila by providing a new regional trail facility where there is currently no good connection under the existing heavy rail line between the two cities for those traveling by foot or bike. This new connection through Fort Dent Park in Tukwila will connect to the larger system of regional trails in South King County, including the Green River Trail, the Interurban Trail, and the Cedar River Trail, as well as to major transit stations in the region including the Sounder Commuter Rail Station, the Tukwila Transit Center, the LINK Light Rail Station, and the Renton Transit Center. Recent investments, including improvements to the Cedar River Trail and Renton Transit Center, will be leveraged by this project. In addition to connecting to Fort Dent Park and the Black River Riparian Forest (also a Heron Refuge discussed above, in Section 4b), the Tukwila Segment (Segment A) will connect to the Starfire Soccer Complex. Starfire is a private-public partnership between the City of Tukwila and Starfire Soccer League. The facility regularly holds soccer tournaments that bring on average 3,000 people to the facility. Larger tournaments can bring up to 15,000 people to the complex. Starfire is also the training facility for the Sounders FC, a Major League Soccer franchise. Parking at the complex is extremely limited. The City and Starfire actively encourage visitors of the complex to arrive by alternative forms of transportation when using the facility. The Green River trail is located on the Starfire sports complex. The trail provides a great north-south non-motorized route; however, currently there is no non-motorized route that connects the complex to Renton, which is located east of the facility. This grant would allow the City to provide an east-west connection, which would benefit users of Starfire and reduce the number of automobile trips to the facility. Investments in non-motorized transportation linkages to the Starfire complex leverage the Puget Sound region's greater investment in the Sounders FC franchise.

Segment B, located along Des Moines Memorial Drive, will connect at the north to the recently completed Westside Trail to North SeaTac Park and to existing bike lanes running east-west on S 156th Street in Burien. In addition to the connections discussed above in Section 4b, the network includes connections to the Duwamish Trail to the north and with Burien Town Square to the west. Once complete, this project becomes part of a larger planned system that will serve employment and residential centers in South King County and connect to regional trails in Seattle and the greater regional trail system network. This project will not result in any new missing links or gaps.

- Will an opportunity be lost if the project does not receive funds through this project competition? Describe and explain the consequences.

Recent completion of the L2S Trail Feasibility Study (Parametrix 2009) has provided significant momentum for the L2S project. The study identified several segments that already exist, have recently been constructed, or are in the design phase; design funding under this opportunity will provide the impetus to pursue further construction and design of the complete trail, moving the project towards rapid completion. Significant time has been invested by these Cities as well as other partners in the trail such as the WSDOT, the Port of Seattle, Sound Transit, PSRC, and the Cascade Bicycle Club. As part of the outreach with L2S Trail Feasibility Study, letters of support were gained from each of the city's Councils. Also, immediate funding under the CMAQ program would also leverage levy funding from King County and could also potentially leverage funding from some of the cities benefitting from the L2S Trail project.

In the near-term and as far as could be determined through meeting with local cities, future development plans will not significantly affect the proposed L2S Trail alignment identified in the L2S Feasibility Study. However, long-term redevelopment of some adjacent corridors, such as the proposed impact on Southcenter Boulevard from I-405 improvements and the proposed improvement of the existing connection along this roadway in the future, could potentially occur. It is important that on-going momentum be sustained to continue the expansion of this excellent resource that is much needed in South King County.

SECTION F: PLANNING

- Describe the planning process through which this project has been developed.

Since the Summer of 2008, eleven stakeholders, including the cities of Burien, SeaTac, Renton, Des Moines, and Tukwila, King County, the Puget Sound Regional Council (PSRC), Sound Transit, the Port of Seattle, the WSDOT and the Cascade Bicycle Club, have spent a great deal of time coordinating, meeting, and reviewing this proposed L2S Trail project. King County has maintained a significant role in project development and coordination throughout the planning process and will continue to be involved.

The L2S Trail system was initially envisioned by municipalities at public meetings as noncontinuous, isolated trail segments connecting urban centers with surrounding neighborhoods and parks. Several independent feasibility studies were commissioned for segments of trails within these municipalities, many of which are included in various non-motorized planning documents and improvement plans. As the studies progressed, jurisdictions became aware of one another's plans and began to discuss a collaborative, intergovernmental approach to the L2S Trail concept. Following a public meeting and public comment process, a collaborative feasibility study was conducted regarding how to align and incorporate the mutually exclusive segments into a single, 17-mile trail connecting south Lake Washington with the Puget Sound. This study included discussions and working-group sessions with the larger stakeholder group, individual cities, and council meetings where the public was permitted to comment. Additionally, Council letters of support from the five cities were received in support of the L2S Trail Feasibility Study's recommendations for a preferred alignment and the decision to move first with the two segments presented in this application.

- Describe how the project is consistent with a local jurisdiction's adopted comprehensive plan, local plan, transit plan, etc.

The L2S Trail is consistent with the goals and policies set forth in comprehensive, local and transportation planning documents established to guide developments within the cities of Burien, SeaTac, Des Moines, Tukwila and Renton. Specific elements are provided, below.

City of Renton Planning Documents

Renton Comprehensive Plan - Transportation Element (pages XI-40, XI-41)

Objective T-N - Enhance and improve the non-motorized circulation system to, from, and within the City.

Objective T-P - Improve the City's pedestrian and bicycle network to increase access to and circulation within the Urban Center – Downtown.

Policy T-47 - Pedestrian and bicycle traffic should be accommodated within all areas of the City.

Policy T-51 - Convenient and safe pedestrian and bicycle access should be provided to and at the Downtown Transit Center and all transit stops.

Policy T-61 - Adequate separation between non-motorized and motorized traffic should be provided to ensure safety.

Renton Comprehensive Plan - Parks, Recreation, Open Space, and Trail Element (page X-8 and X-10)

Objective P-F - Create a walkable community by developing and maintaining a comprehensive trails system that... Connects to regional trail systems, and provides increased recreational opportunities for the public.

Policy P-63 - The trail system should serve local and regional users and be linked to the regional trail system.

Policy P-88 - Develop and maintain comprehensive trails systems, which provide non-motorized areas throughout the City...and provide increased recreational opportunities for the public.

Renton Comprehensive Plan - Land Use Element

Policy LU-193 - Renton's Urban Center should be maintained and redeveloped with supporting land use decisions and projects that accomplish the following objectives: 3) Support development of an extensive transportation system to reduce dependency on automobiles. (pages IX-35)

Policy LU-200 - Center Downtown zoning should be selected for those portions of the Urban Center – Downtown that are envisioned for the widest mix of residential and commercial uses. The Center Downtown should provide a high-quality pedestrian environment. (P. IX-37)

Renton Trails and Bicycle Plan – (Adopted May 2009)

Segment A is shown on the map of proposed bicycle improvements as a proposed multi-use regional trail (p.53). The Trail Segment (referred to as the 'Two Rivers Trail') is the #1 Priority trail identified on the Draft Prioritization Matrix for Recommended Improvements (p.60)

City of Tukwila Planning Documents

Tukwila Comprehensive Plan - Adopted December 4, 1995, printed in January 2008 including amendments through Ordinance #2186:

Policy 1.11.2 – Create a trail system that links significant community focal points and links the lowland and upland trails at strategic points. (p. 28)

Policy 1.11.4 – Connect concentrations of commercial and retail activity with the trail network. (p. 28)

Goal 10.3 – Transportation and Circulation – A balanced transportation network that complements the Tukwila Urban Center land use and design policies and provides access for all transportation modes to, from, and within the center. (p. 121)

Policy 10.3.1 - Regional Access – Promote transportation and transit services and facilities, as well as traffic management systems that increase and improve access to and from the Tukwila Urban Center for all transportation modes.... (p. 122)

Policy 10.3.4 - Transportation Alternatives – Ensure that land use, urban design, and transportation and circulation actions for employees support and reinforce transportation alternatives, including the Commute Trip Reduction programs, Transportation Demand Management (TDM) programs, Rideshare programs, and related projects and programs. (p. 124)

Policy 13.1.4 - Overall Transportation – Support, encourage, and implement transportation programs and improvements that promote water quality and regional air quality. (p. 156)

Policy 13.5.4 - Non-motorized Transportation – Continue to pursue grants to construct pedestrian and non-motorized improvements. (p. 162)

Policy 13.5.5 - Non-motorized Transportation – Continue to coordinate with adjacent agencies on the development of regional non-motorized transportation improvements. (p. 162)

Tukwila Parks, Recreation, and Open Space Plan - Adopted May 9, 2008

This project is contained in Tukwila's Parks, Recreation, & Open Space Plan, listed in the table of proposed multipurpose trails as the Black/Cedar River Trail (p. 47-49). The Black/Cedar River Trail connection through Fort Dent Park is also listed under Tukwila program proposals in section 3.3 of the Parks, Recreation, and Open Space Plan, under number 9 as a Trail Activity site for youth, adults, and family groups; and under number 10 as an Interpretive Activity site for biking by youth, adults, and family groups.

Walk and Roll Non-motorized Transportation Plan (adopted January 20, 2009) – This project is listed as the Two Rivers Trail in the table of Recommended Paved Multi-Use Trails on page 77, and there is a project page for the Two Rivers Trail (p. 80). Maps in the Walk and Roll Plan, including the Bicycle Friendly Routes map, show this Tukwila-Renton connection through Fort Dent Park as a "planned trail".

2009-2014 Tukwila Capital Improvement Program (adopted December 15, 2008) – This project is listed on page 57 of the CIP as the Black River Trail Connector.

City of Burien Planning Documents

Burien Comprehensive Plan - Transportation Element

Pol. TR 1.1.5 - The City should consider mobility options (transit use, high occupancy vehicles, demand management actions, access to transit and non-motorized transportation modes, consistent with Commute Trip Reduction Act requirements) in relation to level of service standards and to relieve congestion. (p. 2-86)

Goal MM.3 - Create a safe and convenient environment for walking and bicycling integrated with roads and other transportation facilities. People should have safe, convenient and attractive places to walk and ride bicycles, as well as take the bus or drive their car. The Vision for well-established neighborhoods, small town character, and a thriving and attractive downtown supports these concepts. The City should ensure the development of a community-wide network of motorized and non-motorized circulation patterns, so that people can travel by different modes of travel between their home, their place of work, play and shopping. However, different parts of the City may be targeted for more of a non-motorized emphasis rather than motorized. (p. 2-95)

Pol. MM 3.1 - Implement the Pedestrian and Bicycle Facilities Plan as adopted by the City Council via ordinance 409. This plan, or as amended, is hereby adopted by reference. (p. 2-95)

Burien Comprehensive Plan - Parks, Recreation & Open Space Element

Pol. PRO 1.2 - The City should maximize the use of the existing park, recreation and open space resources within the City by connecting them with a coordinated system of trails and sidewalks. (p. 2-109)

Goal PRO.3 - Develop, operate and maintain park, recreation and open space facilities, including trails, in a manner that is responsive to the site, and balances the needs of the community with available funding. (p. 2-118)

Pol. PRO 3.11 - Designated "neighborhood trails" should be recognized as important resources that serve specific neighborhoods. The

City should use publicly owned neighborhood trails as a recreational and transportation facility to connect the network of neighborhood parks, schools, recreation and open space resources within each neighborhood, as well as different parts of each neighborhood. (p. 2-120)

Burien Comprehensive Plan - Pedestrian and Bicycle Facilities Plan – Comprehensive Plan Chapter 6.0. (Amended, Ord. 445, 2005, the **Salmon Creek Neighborhood Plan** adopted in the Comprehensive Plan by reference to cover Pedestrian & Bicycle Facilities)

Goal TR 7.1 - Provide a system of safe, accessible, useable walking and bicycle routes ... that connect to transportation and public transit nodes and main thoroughfares. (p 2-99 [Burien Comp Plan]/p 16 of the Neighborhood Plan)

Policy TR 7.1.1 - Support and encourage education for pedestrian and bicycle safety. (p. 2-99)

Policy TR 7.1.2 - Major internal circulation routes within the neighborhood should include facilities for pedestrians and bicycles. Whenever possible, bicycle travel ways should be separated from pedestrian walking areas. (p. 2-99)

City of SeaTac Planning Documents

SeaTac Comprehensive Plan

This project is consistent with the City of SeaTac Comprehensive Plan (Pg. 9-20) and the City of SeaTac 2009-2018 Transportation Improvement Plan (Project No. ST-848).

SeaTac Comprehensive Plan - Parks and Open Space Land Use Element

Policy 1.5B - Develop a system of distinctively designed pedestrian/jogging/bicycle/horse trails throughout SeaTac that could also connect to regional trail systems. (p. 77)

SeaTac Comprehensive Plan - Environmental Management Element

Policy 8.6G - Connect shoreline recreational facilities and other public access points by trails, bicycle pathways and other access links. (p. 316)

SeaTac Comprehensive Plan - Parks, Recreation & Open Space Element

Goal 9.1 - To plan for a diversity of active and passive recreational opportunities through a system of parks, open spaces, interlinking trails and community centers. (p. 346)

Goal 9.2 - To preserve and acquire land for a comprehensive system of parks, open spaces and trails that responds to the recreational, environmental and aesthetic needs and desires of park users. (p. 348)

Policy 9.3E - Improve bicycle access and safety throughout the SeaTac area and provide new bicycle lanes and/or trails, when new roads or transportation facilities are constructed or improved. (p. 350)

Policy 9.3H - Coordinate the development of parks, open space, pedestrian walkways, bike paths, and an urban trail system with the area's unique open space settings including wetlands, creeks, greenbelts and other environmentally sensitive and historic sites. (p. 351)

Policy 9.7A - Collaborate with agencies, special districts and other cities in developing and utilizing the community's recreational capabilities. (p. 354)

City of Des Moines Planning Documents

Des Moines Comprehensive Plan - Transportation Element

3-04-03 - Pedestrians and Bicycles: Identify convenient and safe bicycle corridors that support the use of bicycles as a means of general transportation as well as a recreational activity. Within bicycle corridors, construct new roadways with sufficient width to allow for safe bicycling. Where possible, separate bicycle lanes from sidewalks and pedestrian trails. (p. 3-5)

Des Moines Comprehensive Plan - Parks Element

6-04-03 - Encourage the Planning, Development & Full Utilization of Trails as Recreation Facilities (2) Develop specific plans for trails to be used as guides in creating coordinated recreation and transportation systems for pedestrian and all non-motorized vehicles or forms of transportation. (p. 6-11)

Note: The proposed L2S Trail route is shown on the Trails & Bicycle Facilities Map, Page 15 of the Parks, Recreation & Open Space Element of the Des Moines Comprehensive Plan (Figure 6-2)

Other Planning Documents

King County - Des Moines Memorial Drive (DMMD) Corridor Management Plan

The project is consistent with the recommendations of the Des Moines Memorial Drive Corridor Management Plan—the product of a five year effort by King County and the cities of Burien, Normandy Park, SeaTac, and Des Moines.

Safe facilities are needed for bicycle and pedestrian travel. Current and future renovation of the corridor includes bike lanes and sidewalks on each side of the travel lanes along DMMD or adjacent to DMMD as a multipurpose trail. The City of SeaTac is currently planning a multipurpose trail, much of which will be adjacent to the corridor or within it. (p. 3-9) The L2S Trail support the DMMD goal of, 'offering a choice of transportation modes, including single-occupant-vehicle, transit, bicycle, and pedestrian' throughout the corridor (p. 6-19).

- Describe how the project is consistent with Destination 2030 (adopted May 2001). Refer to the PSRC website (www.psrc.org) for a list of Destination 2030 policies.

The L2S Trail supports Destination 2030's Non-motorized Transportation goals:

By the year 2030, biking and walking could account for as much as 20-percent of all trips in the region. Destination 2030 calls for creating a regionally integrated network of non-motorized facilities linking bicycle and pedestrian infrastructure within urban places,

and connecting these facilities to regional transit services.

Priority investments are those that complete the non-motorized system by filling gaps in the existing network, creating connections to, and improved circulation within, urban centers and high capacity station areas, and developing intermodal connections. Non-motorized transportation investments include:

- *Over 700 miles of new paths and bikeways by 2010, including over 180 miles of separated off-road bicycle/pedestrian paths and over 550 miles of on-road bicycle lanes.*
- *Over 500 additional miles of new paths and bikeways by 2030, including over 170 additional miles of off-road bicycle/pedestrian paths and over 370 miles of on-road bicycle lanes.*

The L2S Trail supports additional policies identified in Appendix 1 of Destination 2030, including (p. 5-9):

RT-8 Develop a transportation system that emphasizes accessibility, includes a variety of mobility options, and enables the efficient movement of people, goods and freight, and information.

Optimize and Manage the Use of Transportation Facilities and Services

RT-8.1 Develop and maintain efficient, balanced, multimodal transportation systems which provide connections between urban centers and link centers with surrounding communities by:

- Offering a variety of options to single-occupant vehicle travel.
- Facilitating convenient connections and transfers between travel modes.
- Promoting transportation and land use improvements that support localized trip-making between and within communities.
- Supporting the efficient movement of freight and goods.

RT-8.2 Promote convenient intermodal connections between all elements of the regional transit system (bus, rail, ferry, air) to achieve a seamless travel network which incorporates easy bike and pedestrian access.

RT-8.11 Promote demand management and education programs that shift travel demand to non-single-occupant vehicle travel modes and to off-peak travel periods, and reduce the need for new capital investment in surface, marine and air transportation.

RT-8.13 Regional, major corridor, and urban center goals should be established reflecting regional policy intent to achieve increased proportional travel by transit, high-occupancy vehicle, and nonmotorized travel modes to achieve reduced dependence on single-occupant vehicle travel, with the greatest proportional increases in urban centers...

RT-8.14 Emphasize transportation investments that provide alternatives to single-occupant vehicle travel to and within urban centers and along corridors connecting centers.

RT-8.18 Investments in transportation facilities and services should support compact, pedestrian-oriented land use development throughout urban communities, and encourage growth in urban areas, especially in centers.

RT-8.19 Promote transportation improvements that support the redevelopment of lower-density, auto-dominated arterials to become more pedestrian and transit compatible urban transportation corridors.

RT-8.21 Promote the development of local street patterns and pedestrian routes that provide access to transit services within convenient walking distance of homes, jobs, schools, stores, and other activity areas.

RT-8.33 Develop a regionally coordinated network of facilities for pedestrians and bicycles which provides effective local mobility, accessibility to transit and ferry services and connections to and between centers.

RT-8.37 Improve intermodal connections between high capacity transit stations, (including ferry terminals, rail stations, and bus centers), major transfer points, and the communities they serve, primarily through more frequent and convenient transit service.

RT-8.38 Support opportunities to redevelop the road system as multimodal public facilities which accommodate the needs of pedestrians, cyclists, transit, high-occupancy vehicles, automobiles, and trucks.

SECTION G: AIR QUALITY

Describe how your project will reduce emissions.

The L2S Trail has the potential to reduce emissions, from the reduction of vehicular trips in terms of green house gas emissions, by offering greater transportation and recreational choices to the residents of Renton, Tukwila, Burien, Des Moines, and SeaTac, and will encourage residents of these communities to choose a non-motorized means of travel. These choices will be available to residents in the near-term, and over a longer planning horizon, as the communities develop over time.

- Describe how your project will reduce VMT, either by eliminating or shortening vehicle trips;

The L2S trail reduces VMT by providing logical, barrier-free connections between PSRC-designated Regional Growth Centers that give residents in the area a viable choice of completing part of or their entire trip by a non-motorized means, such as walking or bicycling. The alignments connect key transit facilities where bicycling lock facilities are furnished. Many of the buses in our region are equipped with bicycle racks, allowing people to complete their 'first' and 'last' legs of their journey by bicycling—this option/choice is not as easy today due to some critical barriers that this trail will eliminate. Additionally, transportation demand management mode-shift ranges place a non-motorized facility with a high potential for attracting commuter traffic as having as much as a 5-percent reduction is average daily traffic along a facility. Although this full potential may not be realized immediately, as the entire trail comes to life these ranges could be expected, especially on the connections to the major transit facility in our region and as they come on-line. The L2S Trail also improves public health by reducing particulate pollution and encouraging recreational, aerobic activities.

- Describe how your project will result in a mode shift from SOVs to transit, carpool or non-motorized;

By providing safe and direct east-west non-motorized connections, the project will provide users the opportunity to choose an alternative travel method other than their vehicles. Some key reasons for mode-shift from vehicles to walking or bicycling include a significant perception of an increase in safety and convenience—this facility provides a regional trail that reduces the number of conflict points with motorized traffic, has a wide and smooth travel service, and connects to key residential and employment centers as well as transit. Furthermore, by connecting urban centers that are traditionally economically disadvantaged and currently underserved by non-motorized transportation routes, the L2S Trail will encourage new users of non-motorized transportation methods where it is currently inconvenient or impossible. The L2S Trail also represents a connection to the greater King County Regional Trail System.

- Describe how your project will result in an increase in transit ridership, either through new transit service or greater accessibility to transit;

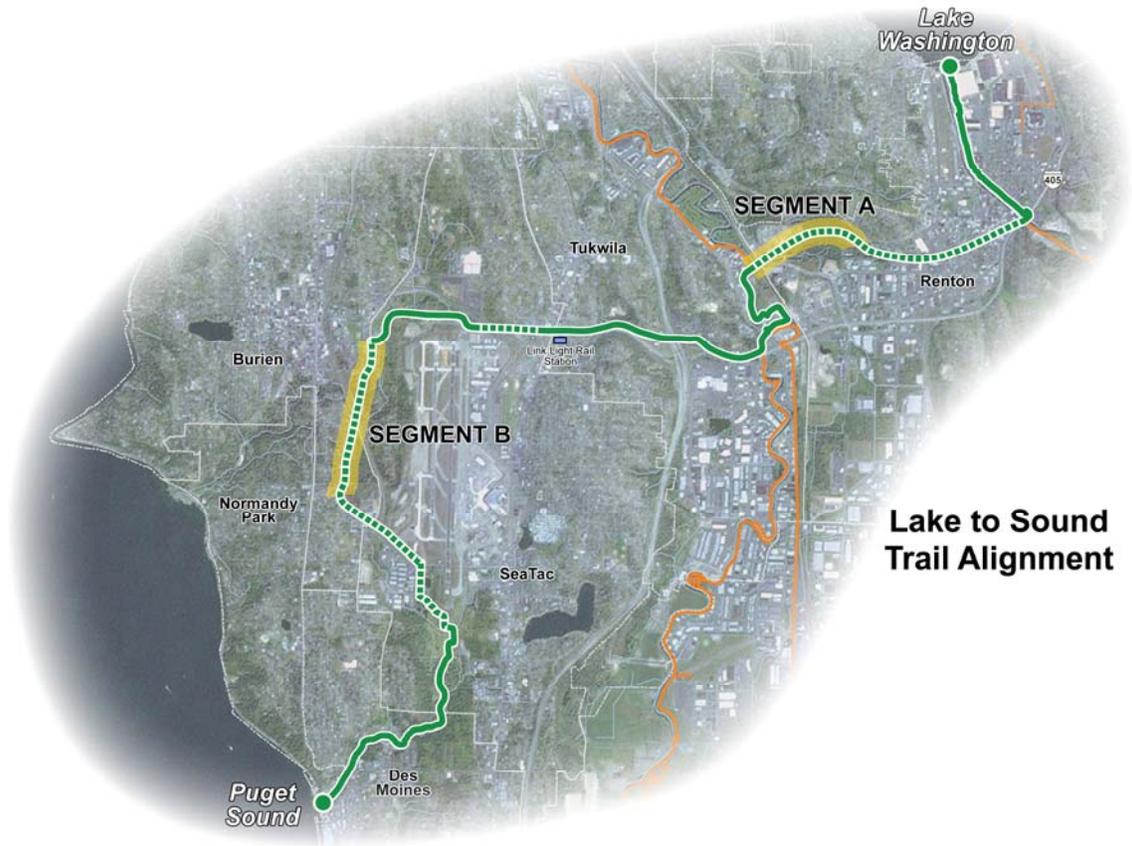
The L2S Trail will provide greater accessibility to transit through several connections to transit routes, including the Sounder Commuter Rail Station (via the Springbrook and Interurban Trails), the Renton Transit Center, the LINK Light Rail Station (at Tukwila International Boulevard and Southcenter Boulevard), the Renton Transit Center, and many bus routes in the vicinity of the trail (such as King County Metro routes 122, 132 and 140).

- Describe how your project will improve the flow of traffic and reduce the amount of idling vehicles - how will this project relieve an existing problem;

By encouraging non-motorized transportation options, the L2S Trail will help reduce the amount of vehicles traveling on the existing roads. This reduction in vehicles leads to a reduction in congestion, and ultimately improves how our roadways and signals operate as less demand is placed on overburdened systems. The existing problem is the ever increasing demand and the lack of space or monies to expand the existing system. Non-motorized improvements are one tool in a toolbox of many demand management strategies that can assist cities, regions, counties, and states to provide long-term efficient methods of providing equitable travel throughout their jurisdictions.

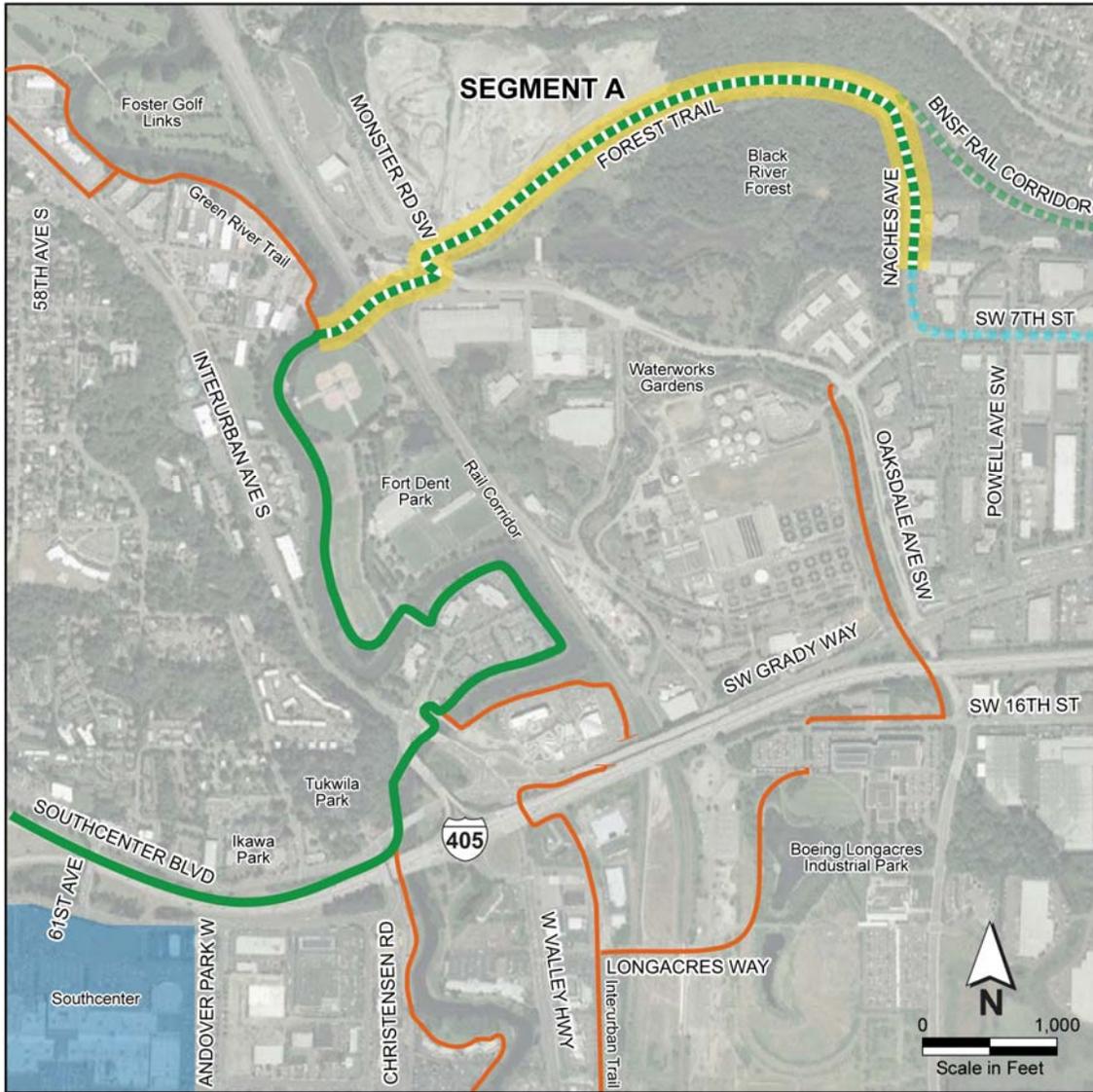
- Describe how your project will reduce emissions through alternative fuels or vehicles.

Bicycles are an alternative 'vehicle' choice to private automobiles. The cumulative effect of people traveling through the Puget Sound region by bicycle and walking can have significant impacts on the reductions of emissions in our region. The project proponents are prepared to assist PSRC staff in quantifying the air quality improvement benefits of the L2S Trail project prior to TIP submittal.



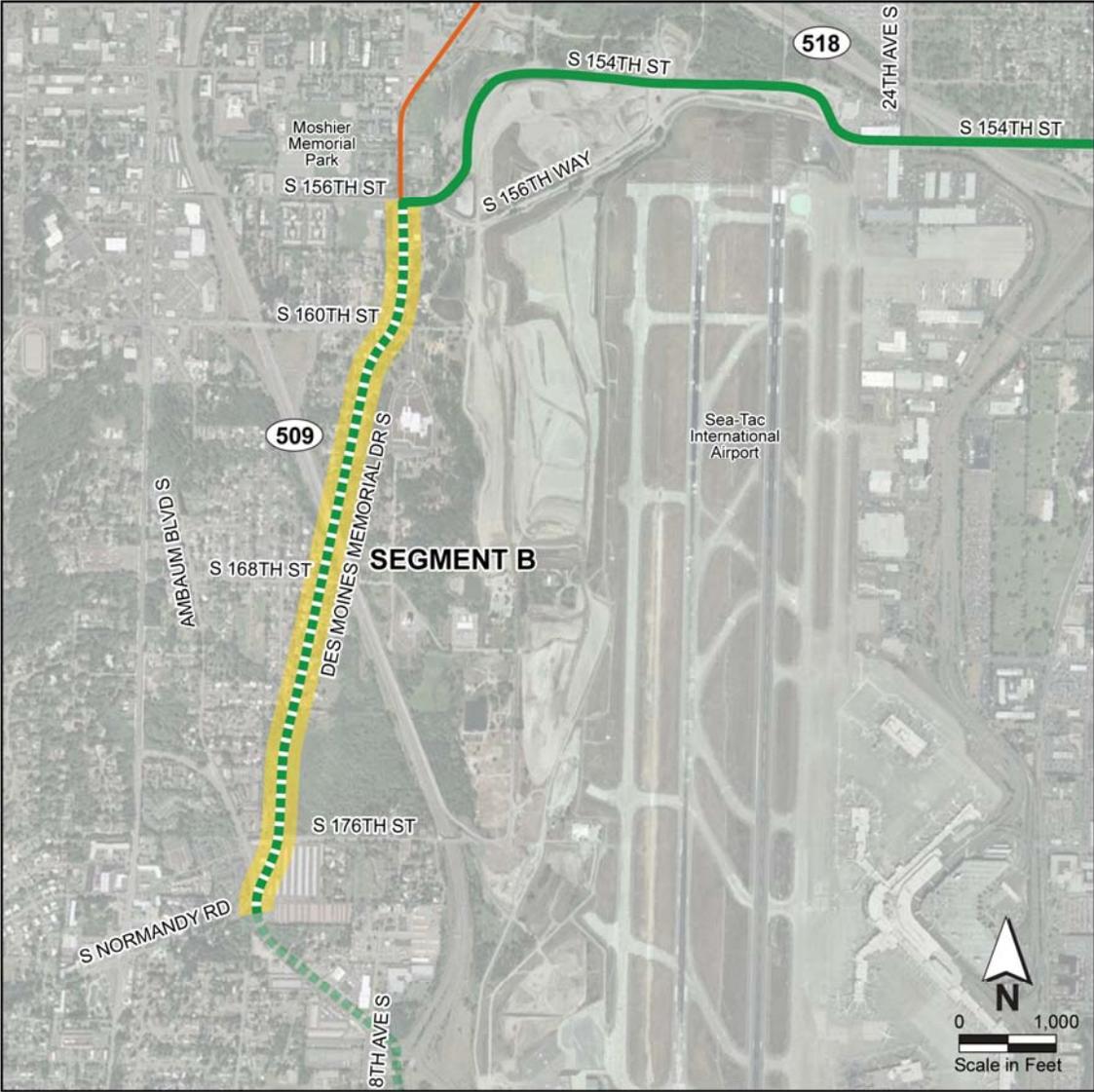
**Lake to Sound
Trail Alignment**

Segment A: Renton - Tukwila



- Segment A
- Preferred New
- Preferred Existing
- Proposed Future Link
- Existing Trail

Segment B: SeaTac



- Segment B
- Preferred New
- Preferred Existing
- Existing Trail

Community Image

- 1.11.2 *Create a trail system that links significant community focal points and links the lowland and upland trails at strategic points.*
- 1.11.3 *Gain trail easements in areas with high natural amenities and incorporate them into a City-wide trail system.*
- 1.11.4 *Connect concentrations of commercial and retail activity with the trail network.*

IMPLEMENTATION STRATEGY

- ◆ Rails-to-trails program

- 1.11.5 *When necessary, consider the street sidewalk system as a link in the connecting network.*
- 1.11.6 *Where no public right-of-way is available for a link in the network, seek trail easements through private property, consistent with private property rights.*
- 1.11.7 *Design the trail system to be safe for all users and adjacent property owners.*



- 1.11.8 *Coordinate with other regional and local plans to complement and enhance the Tukwila open space network.*

IMPLEMENTATION STRATEGY

- ◆ Parks and Open Space Plan

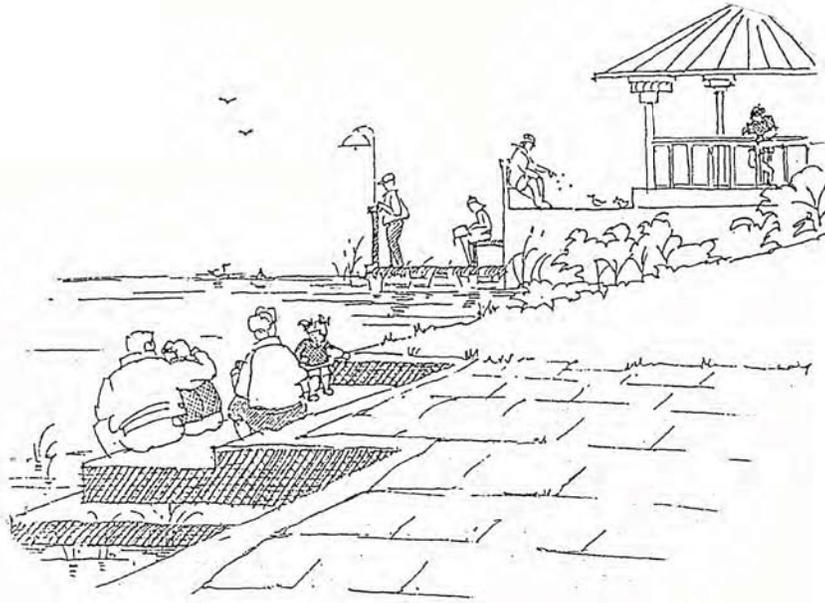


Figure 30 – Tukwila Urban Center open space amenity

10.2.10 Economic Development. *Actively promote development in the Tukwila Urban Center by supporting existing uses, expanding the range of allowable uses, developing design guidelines, increasing amenities, adopting workable regulations, investing in public improvements; and proactively developing programs and incentives to attract new businesses, investing in infrastructure and public amenities, and encouraging business owners and developers to invest in the quality of both the built and natural environment.*

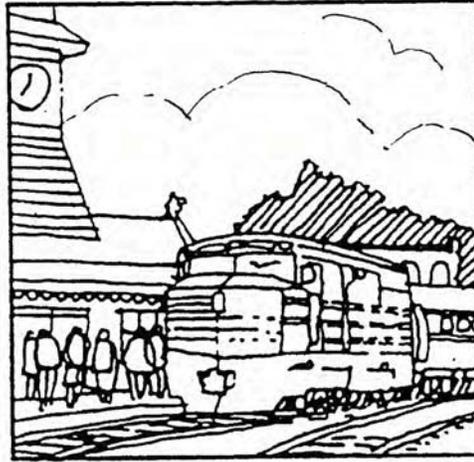
IMPLEMENTATION STRATEGIES

- ◆ Support public/private partnerships to enhance existing and future business activity in the Tukwila Urban Center
- ◆ Improve infrastructure through the Capital Improvement Plan
- ◆ Periodic review of development standards

Goal 10.3 Transportation and Circulation

A balanced transportation network that compliments the Tukwila Urban Center land use and design policies and provides access for all transportation modes to, from, and within the center.

- 10.3.1 **Regional Access.** *Promote transportation and transit services and facilities, as well as traffic management systems that increase and improve access to and from the Tukwila Urban Center for all transportation modes; encourage a range of solutions, including but not limited to local circulator systems, regional-serving park-n-ride sites, connections to regional rail alignments, and regional and local high-occupancy vehicle systems.*



IMPLEMENTATION STRATEGIES

- ◆ Implement alternative bus transit modes such as airport, hotel and rail station shuttles, and a local circulator service
- ◆ Work with transit providers to develop and fund regional park 'n' ride facilities where traffic and visual impacts on the Tukwila Urban Center are minimized through site design and management
- ◆ Work with transit providers to coordinate regional rail and transit systems, including bus rapid transit, commuter rail, light rail and monorail, that directly serve the TUC and facilitate access to alternative travel modes
- ◆ Develop, in conjunction with appropriate transit providers, transit facilities and routes in the Tukwila Urban Center

- 10.3.2 **Local Access.** *Support the development of a continuous, comprehensive public street network that serves all transportation needs, allows a range of travel route choices, and facilitates access within the Tukwila Urban Center for both motorized and non-motorized transportation modes.*

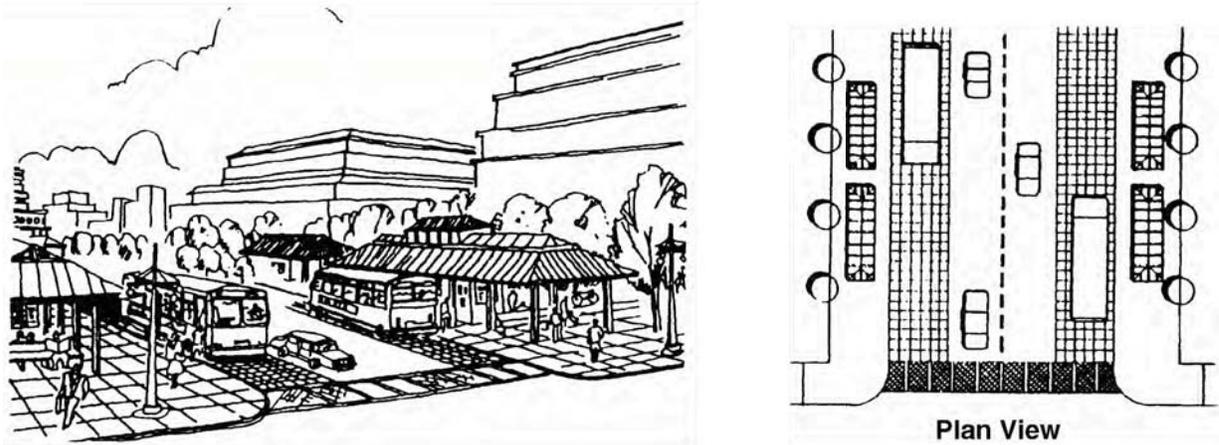


Figure 31 – Tukwila Urban Center transit facility

- 10.3.4 **Transportation Alternatives.** *Ensure that land use, urban design, and transportation and circulation actions for employees support and reinforce transportation alternatives, including the Commute Trip Reduction programs, Transportation Demand Management (TDM) programs, Rideshare programs, and related projects and programs (i.e. parking provisions for alternative transportation modes).*

IMPLEMENTATION STRATEGIES

- ◆ Support for businesses in implementing the Commute Trip Reduction Program and related transportation demand management programs
- ◆ Encourage alternative transportation modes

- 10.3.5 **Pedestrian Network.** *Create a non-motorized transportation network by exploring the use of railroad rights-of-way as pedestrian paths; utilizing public/private funds to augment the existing network, and create connections between sites, within sites, and from building entrances to the street.*

IMPLEMENTATION STRATEGIES

- ◆ Public/private funds to augmented pedestrian network
- ◆ A comprehensive pedestrian master plan with implementation strategies for both public and private development
- ◆ Development standards to augment the pedestrian network and sidewalk and trail system
- ◆ Require safe, direct pedestrian connections from sidewalk to building entrances

In general terms, the City's LOS standard for arterials is LOS E in commercial areas and LOS D in residential areas. Within the TUC area, level of service is calculated by averaging defined key intersections to obtain a corridor standard; elsewhere in the city, the level of service is calculated on individual key intersections.

The TUC area and key arterial corridors throughout Tukwila will continue to be monitored to assure that the LOS standard is maintained. The Tukwila Comprehensive Transportation Plan identifies improvements that would maintain adopted level of service standards around the City. Projects necessary to maintain the minimum level of service standard will be built, as needed, to accommodate projected growth. In the event of a funding shortfall or unexpected growth, the City must re-evaluate planned land uses and explore alternate funding sources to assure continuing concurrency with transportation system improvements.

Transit

At this time, Tukwila is not the owner/operator of a transit service, therefore a minimum level of service standard cannot be enforced. However, Tukwila will encourage all transit providers to achieve and maintain a minimum LOS C and work within Tukwila's Transit Street Classification System.

GOALS AND POLICIES

Goal 13.1 Overall

Safe and efficient movement of people and goods to, from, within, and through Tukwila.

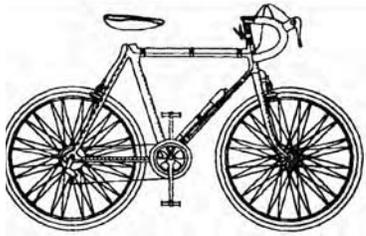
Policies

- 13.1.1 Focus on safety as the first priority of an ongoing and continuous monitoring program.***
- 13.1.2 Focus on highest possible transportation efficiency, while balancing the needs to provide streets that maximize traffic movement with streets that are designed to be consistent with existing and desired land uses.***
- 13.1.3 Balance travel efficiency, safety, and quality-of-life in residential areas through creative roadway design.***
- 13.1.4 Support, encourage, and implement transportation programs and improvements that promote water quality and regional air quality.***

Goal 13.5 Nonmotorized Transportation

Bicycle and walking capacity for regional Category I and local Category II trips.

Policies



- 13.5.1 *Implement specific improvements that provide safe bicycle and walking capacity for regional (Category I) and local (Category II) trips.*
- 13.5.2 *Continue the access street improvement program that provides sidewalks on access streets.*
- 13.5.3 *Include bicycle improvements in street improvement projects on designated bicycle-friendly streets.*
- 13.5.4 *Continue to pursue grants to construct pedestrian and non-motorized improvements.*
- 13.5.5 *Continue to coordinate with adjacent agencies on the development of regional non-motorized transportation improvements.*
- 13.5.6 *Provide additional sidewalks and foot trails as opportunities and development occur.*
- 13.5.7 *Pursue converting railroad and other easements to pedestrian and bicycle trails.*
- 13.5.8 *Require secure bicycle racks in appropriate locations.*

IMPLEMENTATION STRATEGY

- ◆ Adopt a non-motorized transportation plan for the City
- ◆ Pursue connections between existing pedestrian and bicycle facilities
- ◆ Pursue additional pedestrian and bicycle amenities

Goal 13.6 Freight, Rail, Water, and Air Transportation

Geometric capacity for commercial freight transportation located in and serving Tukwila.

to effectively recover a fee or charge, such as special events or festivals, interpretive exhibits, and trail related activities.

3.3 Tukwila program proposals

Based on the proposed policies and strategies above, Tukwila could offer and/or facilitate the following programs over the next 6 year period (the examples are not necessarily comprehensive or indicative of what may be offered in any given time period).

Proposed recreational programs

Depending on the continued assessment of price and delivery options outlined above, Tukwila will likely offer the following recreational programs to be conducted by city staff, contract instructors, or vendors at city parks, community centers, and trail facilities:

| | | <i>Site or facility location and cost recovery goal</i> | |
|---|--|--|--------------------|
| <i>Interpretive activities</i> | | <i>Existing - proposed sites</i> | <i>Cost</i> |
| 1 | Environmental and wildlife exhibits, walks, programs, and events | P-17 Pond, Tukwila Pond Park, Crystal Springs Park, Macadam Wetland, Duwamish/Green River Trail - Cecil Moses (Wind Wier) Park, Duwamish Riverbend Park, Codiga Farm | Partial |
| 2 | Historical, archaeological, and heritage exhibits, walks, programs, and events | Tukwila Park, Joseph Foster Memorial Park, Duwamish/Green River Trail - Cecil Moses (Wind Wier) Park, Duwamish Riverbend Park, Codiga Farm, Interurban Trail, Black River Confluence, Coal Mines | Partial |
| <i>Outdoor recreational activities</i> | | | |
| 3 | Picnic shelters - rentals | Bicentennial Park, Duwamish Park, Crestview Park, Riverton Park, Joseph Foster Memorial Park, Crystal Springs Park, Tukwila Community Center, Fort Dent Park - Tukwila Pond Park, South Tukwila Park, Southcenter Mall | Full |
| 4 | Youth day use summer camps - programs | Tukwila Community Center, Fort Dent Park, Cascade View Park | Partial |
| 5 | Family or group picnic events - rentals | Duwamish Park, Crestview Park, Riverton Park, Joseph Foster Memorial Park, Crystal Springs Park, Fort Dent Park - Tukwila Pond Park, South Tukwila Park | Full |
| 6 | Canoes, boats, and other equipment | - Duwamish Riverbend Park, South Tukwila Park | Full |
| 7 | Swimming and boating - safety instruction | City Pool - South Tukwila Park | Full |

Site or facility location and cost recovery goal

| Trail activities | | Existing - proposed sites | Cost |
|-------------------------|--|---|-------------|
| 8 | Kayaking – youth, adult, family groups | - Cecil Moses (Wind Wier) Park, Duwamish Riverbend Park, South Tukwila Park | Full |
| 9 | Hiking – youth, adult, family groups | Duwamish/Green River Trail, Interurban Trail – Chief Sealth Trail Extension, North SeaTac/Des Moines Trail Link, Black/Cedar River Trail, SR-518 Trail, 180th/Springbrook Creek Trail | None |

Interpretive activities

| | | | |
|----|--------------------------------------|---|------|
| 10 | Biking – youth, adult, family groups | Duwamish/Green River Trail, Interurban Trail – Chief Sealth Trail Extension, North SeaTac/Des Moines Trail Link, Black/Cedar River Trail, SR-518 Trail, 180th/Springbrook Creek Trail | None |
|----|--------------------------------------|---|------|

Athletic events

| | | | |
|----|--|--|------|
| 11 | Skateboard, tennis, basketball, volleyball, soccer, softball, and baseball camps – youth | Tukwila Community Center, Duwamish Park, Crestview Park, Tukwila Park, Joseph Foster Memorial Park, Crystal Springs Park, Fort Dent Park - South Tukwila Park | Low |
| 12 | Tennis, basketball, volleyball, soccer, softball, and baseball fields – youth and adults | Tukwila Community Center, Duwamish Park, Crestview Park, Tukwila Park, Joseph Foster Memorial Park, Crystal Springs Park, Fort Dent Park, Starfire Sports Center | Full |

Special events

| | | | |
|----|---|---|---------|
| 13 | Festivals – arts, music, drama, cultural, Farmers' Market | Tukwila Community Center, Crestview Park, Tukwila Park, Fort Dent Park - Duwamish Riverbend Park, Codiga Farm, South Tukwila Park | Partial |
| 14 | Weddings and parties – rentals | Tukwila Community Center, City Pool, Crestview Park, Tukwila Park – Codiga Farm, South Tukwila Park | Full |

Community center activities

| | | | |
|----|---|--|---------|
| 15 | Health and nutrition | Tukwila Community Center | Low |
| 16 | Swimming, physical conditioning, and wellness | Tukwila City Pool, Tukwila Community Center – South Tukwila Park | Partial |
| 17 | Arts and crafts programs | Tukwila Community Center – Tukwila Arts Center | Full |
| 18 | Music and dance events | Tukwila Community Center | Full |
| 19 | Social – clubhouse and events | Tukwila Community Center | Partial |

Volunteer opportunities

| | | | |
|----|---------------------------------|---|----|
| 20 | Work parties – youth and adults | Codiga Farm, Macadam Wetlands – Cecil Moses (Wind Wier) Park, Duwamish Riverbend Park | Na |
|----|---------------------------------|---|----|

4.4 Multipurpose trails

Multipurpose trails may be developed to link major environmental assets, park and recreational facilities, community centers, and historical features in Tukwila. Generally, multipurpose trails may be developed to provide for several modes of recreational and commuters use where appropriate.

To the extent possible, multipurpose trails may be developed within corridors separate from vehicular or other motorized forms of transportation. For example, multipurpose trails may be located on utility easements or in separate property alignments. In some instances, the trail may be developed as improvements within the right-of-way of established vehicular or other transportation corridors.

Typically, multipurpose trails may be developed to Washington State Department of Transportation (WSDOT) and American Association of State Highway & Transportation Officials (AASHTO) trail standards. The trails may be concrete, asphalt or very fine crushed rock base, handicap accessible and usable by all age and skill groups.

Trail corridors may be improved with trailhead services including rest stops, parking lots, restrooms, water, and air utilities. Where the trail is located in association with another park and recreational improvement or public facility, the trailhead may be improved with active picnic, playgrounds, and play areas.

Multipurpose trail corridors may be independent properties or include portions of other sites provided for resource conservancies, resource activities, athletic facilities, and other park and recreational or public facility properties. Linked with resource conservancies and resource activities, the multipurpose trails element plans may create a system of interconnected greenways to integrate and define the developed portions of the urban area in accordance with the Growth Management Act's (GMA) provisions for urban separators.

Multipurpose trail corridors may be developed on other publicly-owned lands using public use agreements or special easements; or on lands owned as portions of road and highway right-of-way, stream corridor conservation or buffer zones of independent title.

Vision

As described, the multipurpose trails vision may be realized by providing recreational trail opportunities that:

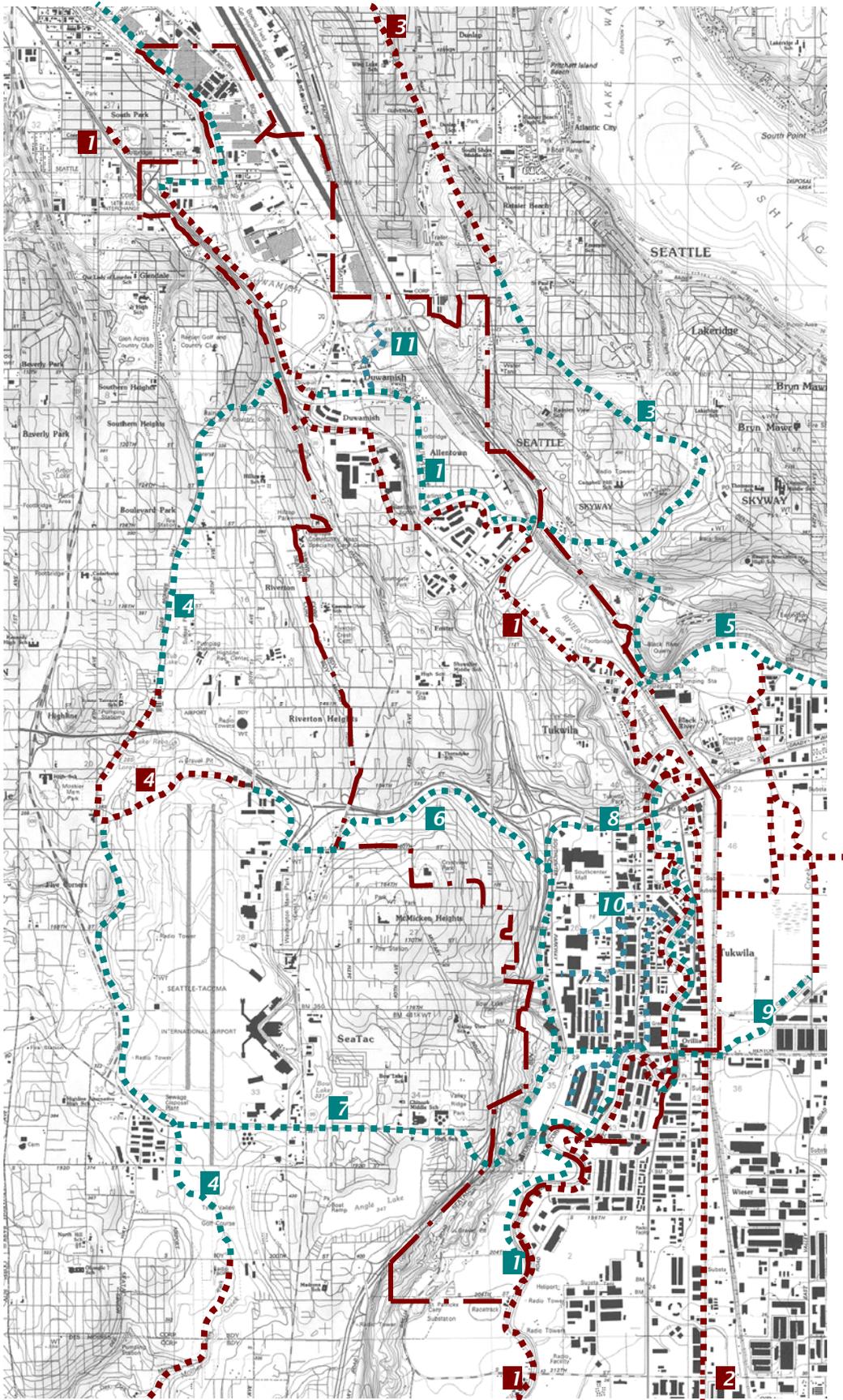
- conserve natural features,
- define urban identities,
- link community facilities,
- serve persons with varied physical abilities and skills, and
- promote commuter and other more functional transportation methods.

Multipurpose trails

Existing multipurpose trails

The following multipurpose trail systems have been developed to provide combined hike and bike trail opportunities across the city.

| <i>Tukwila</i> | | <i>Multipurpose trail miles</i> | |
|----------------|----------------------------|---|-----|
| | | <i>11.4</i> | |
| 1 | Duwamish/Green River Trail | Regional multipurpose bike and hike trail facility located on the west levy of the Green/Duwamish Rivers with viewpoints, | 9.0 |



Multipurpose trails

Existing multipurpose trails

- 1 Duwamish/Green River Trail
- 2 Interurban Trail
- 3 Chief Sealth Trail
- 4 North SeaTac Trail

Proposed multipurpose trails

- 1 Duwamish River East Bank Trail
- 1 Green River East Bank Trail
- 3 Chief Sealth Trail Extension
- 4 North SeaTac/Tukwila Link
- 5 North SeaTac/Des Moines Link
- 5 Black/Cedar River Trail
- 6 SR-518 Trail
- 7 South 188th Street Trail
- 8 Southcenter/Tukwila Parkway
- 9 180th/Springbrook Creek Trail
- 10 Railroad Spur Trails
- 11 MIC/Airport Way Trail

| | | | |
|---|------------------|--|-----|
| | | benches, picnic tables and shelter, and paracourse exercise stations. Includes historical markers along the trail. | |
| 2 | Interurban Trail | Regional multipurpose bike and hike trail located on the old Interurban right-of-way between South 180th to Grady Way with viewpoints, adjacent wetlands, and picnic tables. | 2.4 |

Seattle

| | | | |
|---|--------------------|---|----|
| 3 | Chief Sealth Trail | Regional multipurpose bike and hike trail located under Puget Sound Energy power lines from downtown Seattle through Beacon Hill south to 51st Avenue South in South Seattle with viewpoints and benches. | Na |
|---|--------------------|---|----|

SeaTac

| | | | |
|---|--------------------|--|----|
| 4 | North SeaTac Trail | Regional multipurpose bike and hike trail located around the periphery of SeaTac Airport from North SeaTac park south along Des Moines Memorial Drive then east along South 156th Way. | Na |
|---|--------------------|--|----|

Total existing multipurpose trails

11.4

Proposed multipurpose trails

The following multipurpose trail system may be developed to provide combined hike and bike trail opportunities across the city subject to feasibility studies with appropriate public and private participants. **The trails generally follow railroad, river dike, utility right-of-way, and public road corridors, but may be relocated onto public and/or private property where owners approve.**

Multipurpose trail miles

Tukwila with other participants

14.7

| | | | |
|---|--------------------------------|---|-----|
| 1 | Duwamish River East Bank Trail | Extend the multipurpose trail along the east bank of the Duwamish River from Cecil Moses (Wind Wier) Park past Duwamish Park, Tukwila Community Center, and Codiga Farm and then under I-5 at 50th Place South/South 129th Street to connect with Chief Sealth and the proposed Black River Trails. | 3.2 |
| 1 | Green River East Bank Trail | Extend the multipurpose trail along the east and west banks of the Green River from Southcenter Boulevard South 200th Street to create a trail loop along both sides of the river. | 3.8 |
| 3 | Chief Sealth Trail Extension | Extend the multipurpose trail from 51st Avenue south and around Skyway Park to connect with the extension of the Duwamish River East Bank Trail. | 0.2 |
| 4 | North SeaTac-Des Moines Link | Extend the Des Moines Trail north to connect to North SeaTac Trail then north past North SeaTac Park to connect along Tukwila International Boulevard to connect with the Duwamish River Trail. | 0.2 |
| 5 | Black/Cedar River Trail | Develop a multipurpose trail from the Duwamish River East Bank Trail east along Beacon-Coal Mine Road and through the | 0.2 |

| | | | |
|----|-----------------------------------|--|------|
| | | Black River Riparian Forest to connect east in downtown Renton with the Cedar River Trail and south with Springbrook Creek Trail. | |
| 6 | SR-518 Trail | Extend the North SeaTac Trail east along South 154th Street across International Boulevard then east adjacent or within SR-518 right-of-way and under I-5 to connect with the Southcenter/Tukwila Parkway Trail | 2.7 |
| 7 | South 188th Street Trail | Construct a multipurpose trail from the North SeaTac-Des Moines Trail east along South 188th Street then under I-5 and down the hillside to connect with the Southcenter/Tukwila Parkway Trail. | 0.2 |
| 8 | Southcenter-Tukwila Parkway Trail | Construct a multipurpose trail from the Green River Trail at Andover Parkway west adjacent or within I-405 then south adjacent or within I-5 right-of-way to connect with the South 188th Street and Green River Trails at about South 190th Street. | 2.9 |
| 9 | 180th-Springbrook Creek Trail | Extend the existing Springbrook Creek Trail from the Black River Riparian Forest through Renton Wetlands then west to connect with the Green River Trail at Se 180th/SW 43rd Street. | 1.3 |
| 10 | Rail Spur Trails | Convert and railroad spurs into multipurpose trail extensions from the Green River Trail if and when these lines are no longer active or in use. | 10.0 |
| 11 | MIC/Airport Way Trail | Extend the Duwamish River Trail across Duwamish Riverbend Hill Park north to the Boeing Access Road and Airport Way and the Manufacturing Industrial Complex (MIC). | 0.4 |

Total proposed multipurpose trails

25.1

Paved Multi-Use Trails

The Multi-Use Trail Project Sheets show the location of areas where multi-use trails are recommended for construction within the City of Tukwila. Additional projects to extend the Green River Trail north to Seattle, to connect Tukwila to the Chief Sealth Trail in Seattle, and to connect North SeaTac Park with the Green River Trail will require partnerships with adjacent jurisdictions, and further study to determine the best trail alignments. These trail connections have been identified as important improvements in the Walk & Roll Surveys, in public meetings, and in meetings with adjacent jurisdictions in order to expand the breadth of and increase connectivity in the regional trail system.

Table 5: Recommended Paved Multi-Use Trails

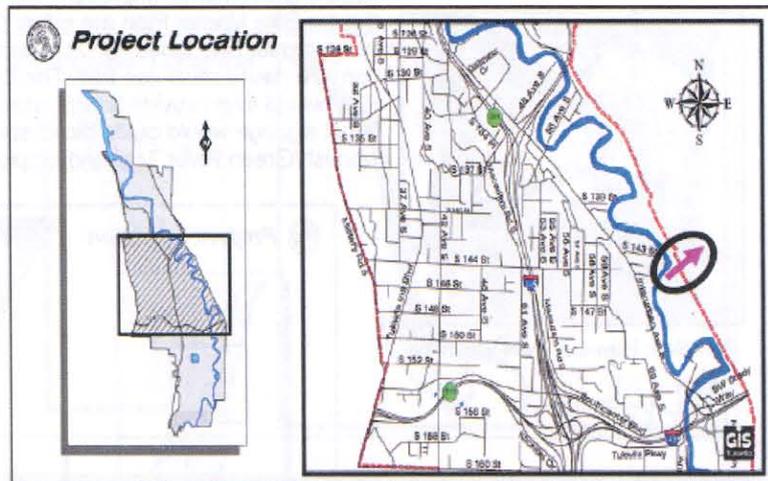
| Recommended Multi-Use Trails |
|--|
| West Marginal Place (extend Green River Trail to northern City limits) |
| Duwamish Riverbend Hill to Airport Way |
| Two Rivers Trail |
| Nonmotorized Trail (from Southcenter Blvd up to 51 st Ave S) |
| Trail Through WSDOT Right-of-Way |
| Railroad spur through Southcenter |
| Green River Trail (extend Green River Trail on west side of river south from S 180 th Street to southern City limits) |



Connection underneath railroad bridges

Two Rivers Trail

This route is already used informally, and represents an opportunity to connect the City of Renton with the Green River Trail. The Cascade Bicycle Club identified this connection in its Left by the Side of the Road report as a critical link in the regional bicycle system. Cooperation between the City of Tukwila and the City of Renton, as well as with the railroad companies, will be necessary in order to make this informal connection a paved multi-use trail.



Improvements Summary

Current conditions/issues:

- Dirt path connecting Fort Dent Park to City of Renton, overgrown with blackberries
- Chain link fence (with "no trespassing" sign) currently blocks entrance to the route from Renton

Improvement Options (in order from most bicycle-friendly to least, with 1 being the most bicycle-friendly improvement option):

1. Develop a multi-use trail, including installation of directional signage.

CITY OF TUKWILA CAPITAL PROJECT SUMMARY

2009 to 2014

PROJECT: Black River Trail Connector

LINE ITEM: 301.00.594.760 .38

PROJECT NO. 07-PK01

DESCRIPTION: Trail connection providing a link from the Green River Trail in Fort Dent Park to Monster Road in the City of Renton. Most of this area is currently Union Pacific Railroad property.

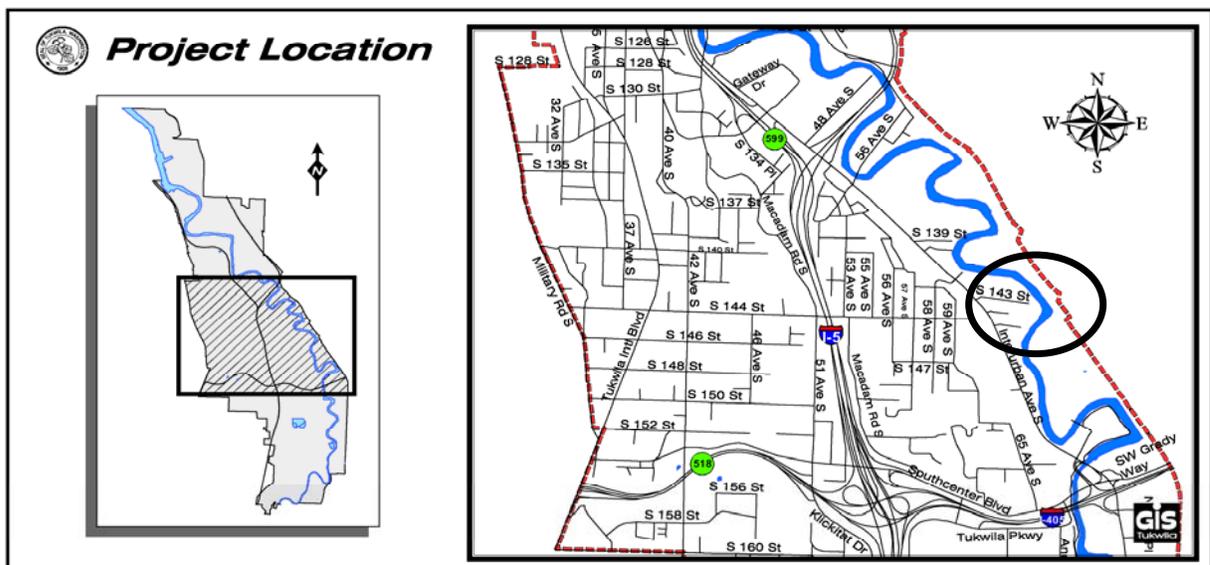
JUSTIFICATION: Extend the City's and the region's trail system by 1/4 mile, in partnership with the City of Renton, to provide a safe, convenient, and attractive non-motorized connection between the two cities.

STATUS: Funding is now available through the King County Parks Division Capital Expansion Levy for 2008. An informal trail currently exists along this alignment. King County regional trail staff is also working with the City.

MAINT. IMPACT:

COMMENT: Project is on Park Impact Fee list for \$500,000 with an 80%/20% split and the goal is to start the project by 2014. Easement agreements or property acquisition may be needed in order to construct a trail on this property.

| FINANCIAL (in \$000's) | Through | | Estimated | | | | | | | | TOTAL |
|---------------------------|----------|----------|-----------|----------|----------|----------|----------|----------|-----------|------------|--------------|
| | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | BEYOND | | |
| EXPENSES | | | | | | | | | | | |
| Engineering | | | 23 | | | | | | 83 | 17 | 123 |
| Land (R/W) | | | | | | | | | | 300 | 300 |
| Construction | | | | | | | | | | 600 | 600 |
| TOTAL EXPENSES | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 83 | 917 | 1,023 |
| FUND SOURCES | | | | | | | | | | | |
| Awarded Grant | | | 23 | | | | | | | | 23 |
| Proposed Grant | | | | | | | | | | | 0 |
| Mitigation Actual | | | | | | | | | | | 0 |
| Park Impact Fees | | | | | | | | | 33 | 367 | 400 |
| City Oper. Revenue | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 550 | 600 |
| TOTAL SOURCES | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 83 | 917 | 1,023 |



- 4) As a maximum distance, the boundary should be drawn within a walkable distance from one or two focal points, which may be defined by intersections, transit stops, or shopping centers.

Policy LU-187. Designate Centers in locations with the following characteristics:

- 1) A nucleus of existing multi-use development;
- 2) Potential for redevelopment, or vacant land to encourage significant concentration of development;
- 3) Center locations should be located on major transit and transportation routes;
- 4) Center locations should be served by the City's arterial street system.

Policy LU-188. Change adopted boundaries only in the following circumstances:

- 1) The original mapping failed to consider a major natural feature or significant land use that would make implementation of the boundary illogical, or
- 2) The amount of land within a Center is inadequate to allow development of the range and intensity of uses envisioned for the Center.

Policy LU-189. Support new office and commercial development that is more intensive than the older office and commercial development in existing Centers in order to create more compact and efficient Centers over time.

Policy LU-190. Allow stand-alone residential development of various types and urban densities in portions of Centers not conducive to commercial development, or in the Urban Center in districts designated for residential use.

Policy LU-191. Allow residential uses throughout Centers as part of mixed-use developments. Consider bonus incentives for housing types compatible with commercial uses or lower density residential that is adjacent to Centers.

Policy LU-192. Include uses that are compatible with each other within mixed-use developments; for example, office and certain retail uses with residential, office, and retail.

Objective OO: Implement Renton's Urban Center consistent with the "Urban Centers criteria" of the Countywide Planning Policies (CPP) to create an area of concentrated employment and housing with direct service by high capacity transit and a wide range of land uses such as commercial/office/retail, recreation, public facilities, parks and open space.

Policy LU-193. Renton's Urban Center should be maintained and redeveloped with supporting land use decisions and projects that accomplish the following objectives:

- 1) Enhance existing neighborhoods by creating investment opportunities in quality urban scale development;
- 2) Promote housing opportunities close to employment and commercial areas;
- 3) Support development of an extensive transportation system to reduce dependency on automobiles;
- 4) Strive for urban densities that use land more efficiently;
- 5) Maximize the benefit of public investment in infrastructure and services;
- 6) Reduce costs of and time required for permitting; and
- 7) Evaluate and mitigate environmental impacts.

Policy LU-200. Center Downtown zoning should be selected for those portions of the Urban Center-Downtown that are envisioned for the widest mix of residential and commercial uses. The Center Downtown should be directly served by multiple transit routes and should provide a high-quality pedestrian environment.

Objective LU-QQ: Create a balance of land uses that contribute to the revitalization of downtown Renton and, with the designated Urban Center - North, fulfill the requirements of an Urban Center as defined by Countywide Planning Policies.

Policy LU-201. Uses in the Urban Center - Downtown should include a dynamic mix of uses, including retail, entertainment, restaurant, office, and residential, that contribute to a vibrant city core.

Policy LU-202. Development and redevelopment of Urban Center - Downtown should strive for urban density and intensity of uses.

Policy LU-203. Ground floor uses with street frontage in the Pedestrian District should be limited to businesses which primarily cater to walk-in customer traffic (i.e. retail goods and services) in order to generate and maintain continuous pedestrian activity in these areas. Walk-in customer oriented businesses should also be encouraged to locate along street frontages in the remainder of the downtown core.

Policy LU-204. Projects in the Urban Center - Downtown should achieve an urban density and intensity of development that is greater than typical suburban neighborhoods. Characteristics of urban intensity include no or little setbacks, taller structures, mixed-uses, structured parking, urban plazas and amenities within buildings.

Policy LU-205. Development should not exceed mid-rise heights within the Urban Center - Downtown.

Objective LU-QQ: Encourage the evolution of downtown Renton as a regional commercial district that complements the redevelopment expected to occur in the Urban Center - North.

Policy LU-206. Discourage uses including expansion of existing uses in the Urban Center - Downtown that require large areas of surface parking and/or drive-through service queuing space.

Objective LU-RR: Encourage additional residential development in the Urban Center - Downtown supporting the Countywide Planning Policies definition of Urban Center.

Policy LU-207. Maximize the use of existing urban services and civic amenities and revitalize the City's downtown by promoting medium to high-density residential development in the downtown area. Allowed densities should conform to the criteria for Urban Centers in the Countywide Planning Policies.

Policy LU-208. Mixed-use development where residential and commercial uses are allowed in the same building or on the same site should be encouraged in the urban

Policy P-56. Structures should be minimized within public open space areas.

Policy P-57. Develop inventories and management plans for open space and natural areas.

Policy P-58. Provide funds for native vegetation and other habitat enhancements to encourage appropriate wildlife on existing open space lands where consistent with the recreational use of the area.

Policy P-59. Acquire open space that has the following features:

- a. Can fill a gap or connect the existing open space network
- b. Is environmentally sensitive or unique
- c. Provides wildlife habitat
- d. Can protect natural resource areas
- e. Is archeologically significant
- f. Provides relief from urban development

Policy P-60. Increase public awareness of, and appreciation for, specific natural features through education and interpretive programs.

Policy P-61. Incorporate utility, storm drainage, and other public lands into the open space system through cooperative use agreements.

Policy P-62. Undeveloped portions of Residential Low Density areas may be considered for designation of trail easements or other public benefits through agreements with private parties.

Objective P-F: Create a walkable community by developing and maintaining a comprehensive trails system that provides non-motorized access throughout the City, maximizes public access to parks, schools, and open space areas, connects to regional trail systems, and provides increased recreational opportunities for the public.

Policy P-63. The trail system should serve local and regional users and be linked to the regional trail system.

Policy P-64. Trails should provide for the needs of a diverse population of users including groups such as adults, children, seniors, workers, the disabled and other people engaging in either passive and/or active pursuits including:

- a. pedestrians,
- b. recreation bicyclists,
- c. joggers/runners,
- d. in-line skaters,
- e. bicycle commuters
- f. canoeists and kayakers, and
- g. hikers.

Policy P-78. Where appropriate, locate trailheads at or in conjunction with park sites, schools or other community facilities to increase local area access to the trail system and to reduce duplication of supporting improvements (e.g. parking).

Policy P-79. Provide opportunities for the public to access, via Lake Washington, the “Lakes to Locks” regional water trail system.

Policy P-80. Design and develop trail improvements to a standard that is easy to maintain and easy to access by maintenance, security and other appropriate personnel, equipment and vehicles.

Policy P-81. Ensure development adjacent to trails is designed to minimize impacts to and enhance trails.

Policy P-82. Trail routes on private lands are not classified as official trails until the City has legal use authority.

Policy P-83. Trail alignments should take into account soil conditions, slope, surface drainage and other physical limitations that could increase construction and/or maintenance costs.

Policy P-84. Whenever possible, recreation trails should not be part of a street roadway.

Policy P-85. Trails should be looped and interconnected to provide a variety of trail lengths and destinations.

Policy P-86. The functions of railroad and utility rights-of-way should be assessed. Abandoned utility and/or railroad rights-of-ways should receive high priority for designation and acquisition of trail and/or corridors.

Policy P-87. Incorporate utility, storm drainage, and other public lands into the trail system through cooperative use agreements.

Policy P-88. Develop and maintain comprehensive trails systems, which provide non-motorized access throughout the City, maximize public access to open space areas, and provide increased recreational opportunities for the public. (See Transportation Element Objective T-K.)

Objective P-G: Provide opportunities for public participation in recreational services and programs that are creative, stimulating, educational, proactive, and healthy and reflect the needs and interests of the community.

Policy P-89. Provide recreational activities specific and appropriate for each age group.

Policy P-90. Provide outdoor space for community and civic events, public gatherings, programmed activities, and entertainment.

NON-MOTORIZED TRANSPORTATION

The non-motorized component of the City's Transportation Plan is designed to enhance the quality of urban life in Renton, to improve walking and bicycling safety, and to support the pedestrian and bicycle transportation modes as alternatives to the use of automobiles.

The plan recognizes that non-motorized facilities along roadways and trails may serve multiple functions, including commuting and recreation. The on-street elements are specified in the *City of Renton Comprehensive Citywide Walkway Program* and as described later in this section. Off-street elements of the non-motorized transportation system are specified by the *City of Renton Long Range Parks, Recreation Open Space and Trails Master Plan described in the Parks Element*.

1. Renton's existing transportation system is oriented towards accommodating cars, trucks, and buses rather than pedestrians or bicycles. The intent of the objectives and policies that follow is to provide guidelines for reevaluating the existing system and providing a better environment for walking and bicycling. Overall, pedestrian facilities throughout the City are intended to be upgraded.
2. More facilities are also needed for bicycle storage and parking in shopping areas, employment centers and in public places.
3. A better pedestrian network can be encouraged by creating an interconnected street system, developed to street standards, which include adequate walkways and street crossings. Traffic sanctuary islands and midblock crossings across busy arterials are also useful methods of improving the pedestrian environment.

Objectives

The Non-Motorized Chapter is based on the following objectives:

Objective T-K: Improve the non-motorized transportation system for both internal circulation and linkages to regional travel.

Objective T-L: Develop and maintain comprehensive trails system which provides non-motorized access throughout the City, maximizes public access to open space areas, and provides increased recreational opportunities for the public.

Objective T-M: Integrate Renton's non-motorized transportation needs into a comprehensive transportation system serving both local and regional users.

Objective T-N: Enhance and improve the non-motorized circulation system to, from, and within the City.

Objective T-O: Develop and designate appropriate pedestrian and bicycle commuter routes along existing minor arterial and collector arterial corridors.

Objective T-P: Improve the City's pedestrian and bicycle network to increase access to and circulation within the Urban Center - Downtown.

Policies

Policy T-47. Pedestrian and bicycle traffic should be accommodated within all areas of the City.

Policy T-48. Where right-of-way is available and bicycle demand justifies them, bicycle lanes should be marked and signed to accommodate larger volumes of bicycle traffic on select streets designated by the City.

Policy T-49. Pedestrian and bicycle movement across arterial intersections should be enhanced.

Policy T-50. Obstructions and conflicts that restrict pedestrian movement should be minimized on sidewalks, paths and other pedestrian areas.

Policy T-51. Convenient and safe pedestrian and bicycle access should be provided to and at the downtown Transit Center and all transit stops.

Policy T-52. Bicycle storage facilities and parking should be encouraged within development projects, in commercial areas and in parks.

Policy T-53. Secure bicycle parking facilities, such as bike lockers and bike racks should be provided at residential, commercial, and public establishments to encourage bicycle use.

Policy T-54. Streets and pedestrian paths in residential neighborhoods should be arranged as an interconnecting network and should connect to other streets.

Policy T-55. Pedestrian spaces should be emphasized and connected throughout the downtown.

Policy T-56. Pedestrians should be given priority use of sidewalks within the Urban Center – Downtown designated pedestrian areas.

Policy T-57. New pedestrian facilities should be compliant with the Americans with Disabilities Act, and existing facilities should be upgraded to improve accessibility.

Policy T-58. Non-motorized transportation should be developed in tandem with motorized transportation systems, recognizing issues such as safety, user diversity, and experiential diversity.

Policy T-59. Recognize the diversity of transportation modes and trip purposes of the following four groups: pedestrians, bicyclists, joggers and runners.

Policy T-60. Foot/bicycle separation should be provided wherever possible; however, where conflict occurs, foot traffic should be given preference.

Policy T-61. Adequate separation between non-motorized and motorized traffic should be provided to ensure safety.

Policy T-62. The adopted Long Range Parks, Recreation, Open Space, and Trails Plan should be coordinated with and be an integral component of the City's on-going transportation planning activities.

Policy T-63. Appropriate mitigation measures should be taken to address impacts on the City's transportation infrastructure. Contributions to the City's non-motorized circulation system will help alleviate such impacts.

Policy T-64. Bicycle and pedestrian facilities should be promoted not only as a viable means of transportation, but as an important method for maintaining overall health and fitness of Renton's citizens.

Existing Bicycle and Pedestrian Facilities

The City's existing non-motorized transportation system is comprised primarily of roadside sidewalks. Pedestrians have the exclusive use of sidewalks within business districts and have shared use with cyclists in other areas of the city.

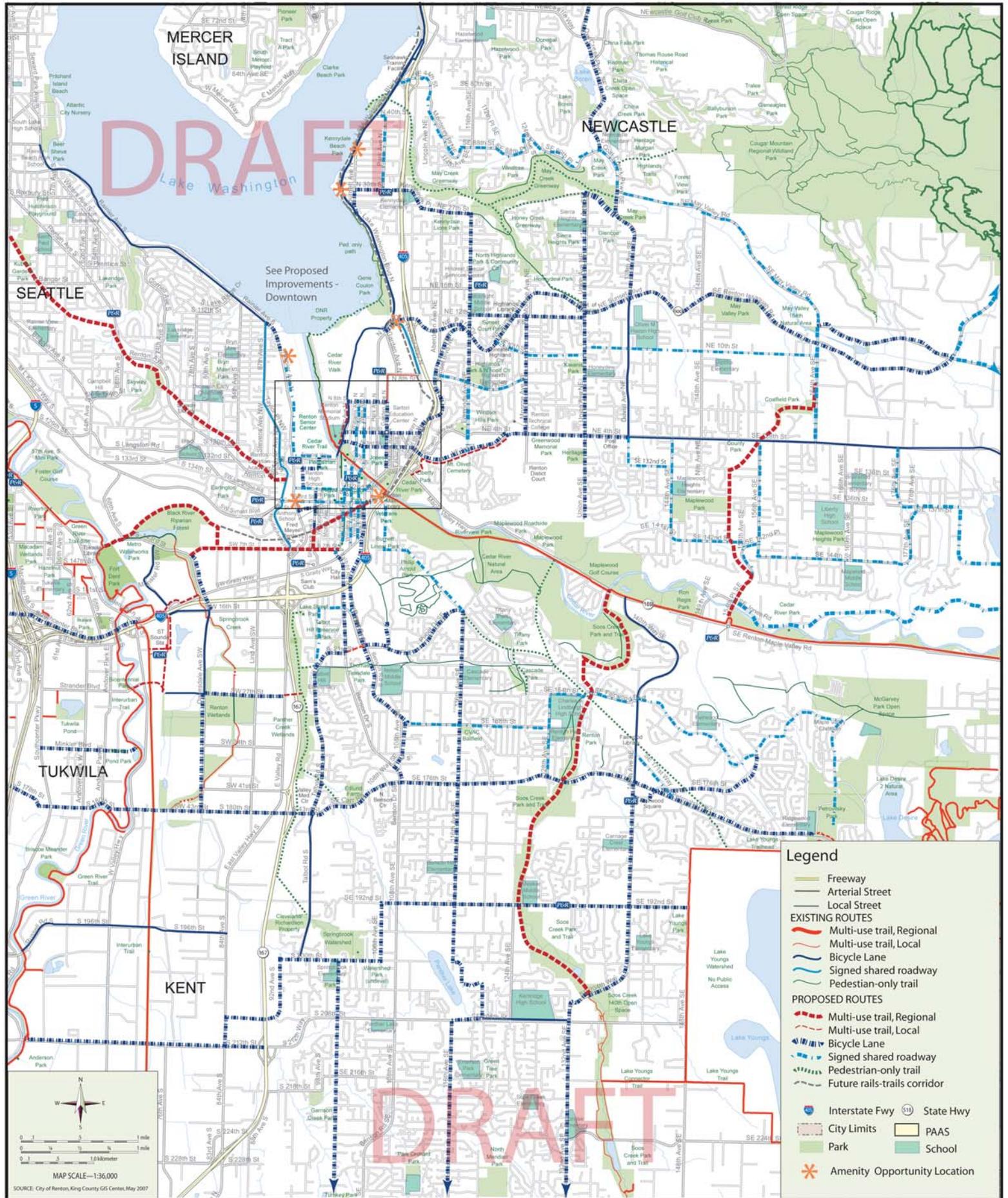
Although the City Code requires that sidewalks be provided on all streets, many of the public streets were constructed before the existing code was enacted, and as a result, numerous roadways are currently without

RENTON TRAILS & BICYCLE MASTER PLAN

TABLE 1. DRAFT PRIORITIZATION MATRIX FOR RECOMMENDED IMPROVEMENTS

9/11/2008

| | | | | | Evaluation Key | | | | | | | | | NOTES, Possible Funding Sources |
|--|--|--|--|--|--------------------------------|-------------------------------|------------------------|-----------------------|-----------------------------|------------------|-------------------|-------------|-----------------------|--|
| | | | | | Negative or Insufficient Info. | | | Some what Positive | | | Strongly Positive | | | |
| | | | | | ○ 1 | | | ● 2 | | | ● 3 | | | |
| TRAIL/ ROUTE NAME <i>Proposed routes only</i> | FROM | TO | PROP. CROSS SECTION | | SAFETY | ACCOMMODATION / ACCESSIBILITY | CONTINUITY/ DIRECTNESS | CONNECTIVITY/ LINKAGE | REGIONAL TRAIL CONNECTIVITY | TRAIL EXPERIENCE | SENSITIVITY | CONCURRENCY | FUNDING OPPORTUNITIES | |
| HIGHEST PRIORITY IMPROVEMENTS | | | | | | | | | | | | | | |
| 1 | TWO RIVERS TRAIL: Fort Dent Connector, Black River Riparian Forest, Naches Ave SW, SW 7th Street, Shattuck Ave S, Houser Way S. | Green River Trail | Cedar River Trail | SEPARATED MULTI-USE trail, PAVED | ● | ● | ● | ● | ● | ● | ○ | ● | ● | KC, TIP 1, 2, 12, 14 |
| 2 | SPRINGBROOK TRAIL | Black River Trail/Monster Road | SW 43rd Street | COMPLETE MISSING LINKS | ● | ● | ○ | ○ | ● | ● | ○ | ○ | ○ | |
| 3 | MAY CREEK TRAIL | Lake Washington Blvd North | Cougar Mountain County Park | SEPARATED MULTI-USE TRAIL, SOFT SURFACE | ● | ○ | ○ | ○ | ● | ● | ○ | ○ | ○ | |
| 4 | PANTHER CREEK TRAIL | Watershed | Lake Street | multi-use trail, SS | ● | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | I-405 Congestion Relief |
| 5 | DUVALL AVENUE NE BIKE LANES | NE 4th Street/ SE 128th Street | Coal Creek Parkway/ Northern City Limits | EXTEND BIKE LANES | ○ | ● | ● | ● | ● | ○ | ○ | ○ | ● | TIP 3, 4 |
| 6 | LIBERTY PARK CONNECTOR | Cedar River Trail | Bronson Way North/ Factory Avenue North | SEPARATED MULTI-USE trail, PAVED | ● | ● | ○ | ● | ● | ● | ○ | ○ | ○ | TIP 12, 14 |
| 7 | SAM CHASTAIN MEMORIAL TRAIL | Cedar River Trail | Gene Coulon Park | MULTI-USE TRAIL + BOARDWALK | ● | ○ | ● | ● | ● | ● | ○ | ● | ● | TIP 11 |
| 8 | NE 3rd/4th STREET BIKE LANES | Logan Avenue North | Eastern City Limits | SEGMENTS OF SEPARATED MULTI-USE TRAIL, EXTENDED BIKE LANES | ○ | ○ | ● | ● | ● | ○ | ● | ● | ● | TIP 9, 18, 19, WS PBP |
| 9 | TUKWILA STATION/ LONGACRES WAY CONNECTOR (South Grady Way and Longacres Way SW) | Monster Road SW | Tukwila Station | SEPARATED MULTI-USE TRAIL | ● | ● | ● | ● | ● | ○ | ● | ○ | ○ | TIP 12, 14 |
| 10 | LAKE WASHINGTON LOOP: AIRPORT PERIMETER ROAD & LOGAN AVENUE NORTH | West entrance to Airport | Park Avenue North | NO CHANGE (w. BIKE LANES ON LOGAN) | ○ | ○ | ○ | ○ | ● | ○ | ● | ● | ● | TIP 11 |
| 11 | SE PETROVITSKY ROAD BIKE LANES | Tukwila/Green River Trail and Interurban Trail | Petrovitsky Park | BIKE LANES | ○ | ○ | ● | ● | ● | ○ | ● | ○ | ○ | TIP 1, 2; WS PBP |
| 12 | GARDEN AVENUE NORTH & NORTH 6th STREET BIKE LANES | Cedar River/ Cedar River Trail | Bronson Way North | BIKE LANES | ○ | ● | ● | ● | ○ | ○ | ○ | ○ | ○ | TIP 1, 2, 18, 19; STP MPO Alloc. |
| 13 | CASCADE TRAIL/ SW 27th STREET CONNECTOR | Oakesdale Avenue SW & SW 27th Street | Puget Drive SE | EXTEND TRAIL; ADD SIDEWALKS AND BIKE LANES ON BRIDGE | ○ | ● | ● | ○ | ● | ○ | ○ | ○ | ○ | Tukwila/Renton Project |
| 14 | NE 10th STREET BIKEWAY | NE Sunset Blvd | NE 164th St | SHARED USE ROADWAY | ○ | ● | ● | ● | ● | ○ | ○ | ○ | ○ | I-405 Congestion Relief; STP MPO |
| 15 | OAKESDALE AVENUE SW BIKE LANES | SW 7th Street | SW 43rd Street | EXTEND BIKE LANES | ○ | ○ | ● | ● | ● | ○ | ○ | ○ | ○ | TIP 1, 2 |
| 16 | BURNETT AVENUE SOUTH LINEAR AND PEDESTRIAN PARK | South 7th Street | Cedar River Trail | SHARED USE ROADWAY | ● | ○ | ● | ● | ○ | ● | ○ | ○ | ○ | STP Enhancements |



- Legend**
- Freeway
 - Arterial Street
 - Local Street
 - EXISTING ROUTES**
 - Multi-use trail, Regional
 - Multi-use trail, Local
 - Bicycle Lane
 - Signed shared roadway
 - Pedestrian-only trail
 - PROPOSED ROUTES**
 - Multi-use trail, Regional
 - Multi-use trail, Local
 - Bicycle Lane
 - Signed shared roadway
 - Pedestrian-only trail
 - Future rails-trails corridor
 - Interstate Fwy
 - State Hwy
 - City Limits
 - PAAS
 - Park
 - School
 - Amenity Opportunity Location



Renton Trails and Bicycle Master Plan

Proposed Trails and Bikeways Improvements

DRAFT 8-1-2008

MACLE
OD·RE
CKORD

2.5 TRANSPORTATION ELEMENT

Transportation Vision:

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

Transportation Goal:

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

Goal TR 1 Mobility and Roadway Capacity

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

Objective TR 1.1

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

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

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

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

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

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

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

Objective TR 4.3

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

Objective TR 4.4

Explore the feasibility of a downtown shuttle bus.

Objective TR 4.5

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

Objective TR 4.6

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

Objective TR 4.7

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

Goal TR 5 Pedestrian and Bicycle Facilities

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

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

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

2.7 PARKS, RECREATION AND OPEN SPACE ELEMENT

Goal PRO.1

Develop a well-maintained, interconnected system of multi-functional parks, recreation facilities and open spaces that is attractive, safe and accessible for all geographic regions and population segments within the City and supports the community's well-established neighborhoods and small town atmosphere.

- Pol. PRO 1.1 In considering its park, recreation and open space program, the City should first emphasize the maintenance, enhancement and multiple use of existing parks, schools, recreation facilities and open space; then examine opportunities for the acquisition or development of new park and recreation areas which are needed or locally unique in character and financially feasible to maintain.
- Pol. PRO 1.2 The City should maximize the use of the existing park, recreation and open space resources within the City by connecting them with a coordinated system of trails and sidewalks.
- Pol. PRO 1.3 The City should strive to equitably distribute neighborhood park and recreation facilities throughout the City.
- Pol. PRO 1.4 The City should coordinate park planning, acquisition and development with other City projects and programs that implement the comprehensive plan.
- Pol. PRO 1.5 The City shall plan to provide, in coordination with other agencies, a range of park facilities that serve a variety of recreational and open space purposes. Such planning should use the following designations and guidelines to provide such diversity:

1. Mini or Pocket Park

Use Description: Passive recreation or specialized facilities that *may* serve a concentrated or limited population such as children or senior citizens.

Service area: Approximately 1/3 of a mile radius.

Size: No Minimum to approximately one-acre

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.

the City should consider the responsibility of new commercial development in financing these amenities. In addition, the city should offer development bonuses as an incentive for developers to design and construct such public amenities.

Goal PRO.3

Develop, operate and maintain park, recreation and open space facilities, including trails, in a manner that is responsive to the site, and balances the needs of the community with available funding.

Pol. PRO 3.1 The City should ensure that park, recreation and open space facilities are designed, used, operated and maintained in a manner that is consistent with the ecology of natural systems.

Pol. PRO 3.2 Wherever possible, the City should use non-invasive native vegetation for landscaping in park and recreation facilities to reduce maintenance and encourage wildlife.

Pol. PRO 3.2 The City should evaluate existing parks and recreation facilities, and where appropriate, renovate to maximize efficient maintenance and operating practices, improve safety and accessibility for all users, and to reduce the impacts on adjacent properties.

Community Paths & Neighborhood Trails

Discussion: There are a variety of different types of publicly-owned “paths” and “trails” (as well as private lands with dedicated easements to the public) which provide both recreational and transportation opportunities within the City. One type of these facilities can be characterized as a paved path that could accommodate multimodal traffic, such as walking, bicycling, and even rollerblading. The system of paths tends to connect activity centers throughout the community, such as parks, neighborhoods, schools, and shopping areas. Paths may also connect with local trails as well as with regional paths or trails that pass through or nearby the City.

A second type of facility is more characteristic of a trail. Trails are typically less developed than paths and tend to accommodate only foot traffic. Trails are used to link neighborhood activity centers, such as residential areas with neighborhood parks, schools and shopping.

Pol. PRO 3.3 Publicly owned paths and trails within the City, as well as dedicated easements to the public across private lands, should be designated as either a neighborhood trail or community path. Community Paths are designated in the Pedestrian and Bicycle Facilities Plan as trail types #10, #11 and #12, and are identified in Figures 6 and 7. Neighborhood Trails are

Pol. PRO 3.10 The role of community paths, and consequently the priority of these paths in terms of management, development and enhancement, may vary within neighborhoods.

Neighborhood Trails

Pol. PRO 3.11 Designated “neighborhood trails” should be recognized as important resources that serve specific neighborhoods. The City should use publicly-owned neighborhood trails as a recreational and transportation facility to connect the network of neighborhood parks, schools, recreation and open space resources within each neighborhood, as well as different parts of each neighborhood.

Pol. PRO 3.12 The City should manage publicly-owned neighborhood trails by:

- a. ensuring that the trails are provided with supporting facilities (including access) at a level or capacity which supports neighborhood use and is consistent with City risk management practices;
- b. limiting promotion of the use of these trails to primarily neighborhood circulation and recreation;
- c. installing and maintaining signs that identify the trail, and encourage appropriate use; and
- d. striving to minimize potential impacts associated with their use on adjacent private property.

Pol. PRO 3.13 (Deleted, Ordinance No. 445, December 2005)

Pol. PRO 3.14 (Deleted, Ordinance No. 445, December 2005)

Shoreline Access

Goal SA.1

Increase and enhance public access to shoreline areas, consistent with the natural shoreline character, private rights, and public safety.

Discussion: *Shoreline public access is the physical and visual ability of the general public to reach and touch the water’s edge and/or the ability to have a view of the water and the shoreline from upland locations. There are two main shorelines in Burien - those of the Puget Sound and Lake Burien. There are already a variety of types of public access to the Puget Sound shoreline in Burien, including parks and picnic areas, pathways and trails, street ends, tax title properties, and ingress and egress. However, there are very*

Pedestrian/Bicycle Circulation

At the time this plan was being prepared the City was also developing a bicycle and pedestrian circulation plan containing specific recommendations and details on those types of facilities within all areas of the City. The Steering Group discussed the issue of road standards and pedestrian facilities. The Steering Group concluded that the results of the City wide Pedestrian and Bicycle Facilities Plan should be used and hereby reference the plan in this document.

Goal TR 7.1 Transportation

Provide a system of safe, accessible, useable walking and bicycle routes throughout the neighborhood that connect to transportation and public transit nodes and main thoroughfares.

Policy TR 7.1.1 Support and encourage education for pedestrian and bicycle safety.

Policy TR 7.1.2 Major internal circulation routes within the neighborhood should include facilities for pedestrians and bicycles. Whenever possible, bicycle travel ways should be separated from pedestrian walking areas.

Policy TR 7.1.3 Street utilities installation for (1) upgrading existing utilities and (2) utilities to be newly under grounded are to be coordinated with street improvements to minimize street disruption and deteriorated street surface quality.

Policy TR 7.1.4 The Salmon Creek Neighborhood supports the undergrounding of overhead utilities. Whenever possible overhead utilities should be undergrounded.

industrial and manufacturing establishments, the City of SeaTac should encourage the development of “clean and light manufacturing” land uses in designated, appropriate locations.

Business park uses would be production/distribution-related businesses with minimal environmental and land use impacts. Examples of this type of land use would include high technology business firms, Airport-related warehousing, and light manufacturing businesses that do not use toxic substances or emit pollutants into the air. Another area of the City that would be appropriate for business park uses would be the Aviation Business Center area.

Policy 1.4B

Discourage inappropriate, heavy manufacturing businesses from locating in SeaTac, excluding Airport-sited uses.

Discussion: It is felt that the development of new “heavy industrial” land uses, with their negative environmental impacts, would not be appropriate for the City of SeaTac (see the discussion section of Policy 1.4A for more background information).

PARKS AND OPEN SPACE LAND USE

GOAL 1.5

To achieve an adequate amount of parks, recreational land, and open space for the City.

Policy 1.5A

Provide an adequate number of parks at the neighborhood level.

Discussion: As the City’s population grows, space will be needed in both residential neighborhoods and business areas (such as “pocket” parks) for visual relief, outdoor recreation and the enjoyment of natural features.

Policy 1.5B

Develop a system of distinctively designed pedestrian/jogging/bicycle/horse trails throughout SeaTac that could also connect to regional trail systems.

Discussion: Recreational trails and pedestrian linkages between existing parks will enhance public enjoyment of natural features within the City, and benefit transportation mobility and circulation as well. Examples of these types of recreational pedestrian facilities include the proposed trail system along Des Moines Creek and a potential walkway around a portion of Bow Lake.

Policy 8.6D

Viewpoints, lookouts and vistas of shorelines of the state should be publicly accessible.

Discussion: Where viewpoints of the shorelines are identified by State, County, or the City, such viewpoints should be preserved. Preservation of such viewpoints would allow residents who do not live adjacent to water bodies the chance to enjoy these unique environments.

Policy 8.6E

Minimize the visual and physical obstruction of the water of new development from shoreline roads and upland owners (owners further from the water).

Discussion: Views of water areas enhances a citizens overall enjoyment of the community and provides for an overall sense of community. Further, protection of views of water areas help to protect property values (those currently with views of water) of upland properties from the water.

Policy 8.6F

Where appropriate, provide public access and use of utility and transportation rights-of-way on the shoreline.

Discussion: Where the property rights of private properties owners can be maintained, the use of utility and transportation rights-of-way along the water can provide a valuable access point to the water by the public.

Policy 8.6G

Connect shoreline recreational facilities and other public access points by trails, bicycle pathways and other access links.

Discussion: Shorelines are a valuable resource in the community. Accessing this resource is necessary for the public to enjoy the resource. All modes of transportation should be fostered to provide access to the shoreline resource. This should include the connection of the shoreline resource to any local bicycle or trail system as well as the public transportation system.

GOALS AND POLICIES

This section of the Element contains the parks, recreation and open space goals and policies for the City of SeaTac. The following goals represent the general direction of the City related to parks, recreation and open space, and the policies provide more detail about the steps needed to meet the intent of each individual goal.

PLANNING FOR RECREATIONAL OPPORTUNITIES

GOAL 9.1

To plan for a diversity of active and passive recreational opportunities through a system of parks, open spaces, inter-linking trails and community centers.

Policy 9.1A

Continue the City's existing planning process of evaluating recreational needs through a variety of methods including citizen input, and incorporate the new findings into the Parks, Recreation and Open Space Element and Background Report.

Discussion: Development of an efficient, quality park and recreation system and program requires sound planning. Planning requires continual citizen participation to assure that citizen desires are identified and addressed. Citizen advisory committees are an effective means to include public participation.

Policy 9.1B

Use the Parks, Recreation and Open Space Element's Capital Improvement Program as the primary source for identifying park projects.

Discussion: The Parks, Recreation and Open Space Element's Implementation Strategies section includes a more detailed Capital Improvement Plan than the Citywide Capital Facilities Element (CFE). Smaller projects which are not included in the CFE may be very important to a particular park, and therefore will be shown on the Park CIP which will be updated regularly as an aid in obtaining outside funding for park projects.

Policy 9.1C

Plan and pursue a variety of funding and assistance mechanisms for park acquisition and development, including public funding, outside funding, shared use of transportation rights-of-way, and dedications from large residential and commercial developments.

Discussion: A variety of funding sources are available for developing parks and recreation opportunities. These include City and non-City funds, as well as creative sharing agreements. Examples of "non-City" sources include funding and services that are offered through County, State and national agencies, and volunteer donations. These sources can be used to increase park capital improvement funding.

PRESERVATION AND ACQUISITION OF LAND FOR RECREATIONAL USE

GOAL 9.2

To preserve and acquire land for a comprehensive system of parks, open spaces and trails that responds to the recreational, environmental and aesthetic needs and desires of park users.

Policy 9.2A

Identify lands appropriate for park and open space purposes including:

1. Natural areas and features with outstanding scenic or recreational value;
2. Lands that may provide public access to creeks and lakes;
3. Lands that visually or physically connect natural areas, or provide important linkages for recreation, and plant communities and wild-life habitat;
4. Lands valuable for active and passive recreation, such as athletic fields, trails, fishing, swimming or picnic activities on a regional or community-sized scale;
5. Lands that provide an appropriate setting and location for community center facilities, if the needs evaluation reflects a deficiency; and
6. Park land that enhances the surrounding land uses.

Discussion: The acquisition of open space and park land requires considerable forethought since land is expensive and commits the City to maintenance responsibilities. Benefits of park and open space acquisition include establishing greenbelts, providing access to water, reserving areas for wildlife habitat, and protecting natural features. Acquiring and preserving such lands must be encouraged as they offer and provide unique opportunities for recreational purposes as well as open space near residential areas. Open space or small parks in commercial development also serve several functions including providing a social place for employees.

While park and open space acquisition has benefits, certain impacts on surrounding land uses should be considered when evaluating alternative sites during the acquisition process. These may include traffic, noise, and lighting. Acquisition should consider how the park will relate to the surrounding neighborhood and other adjacent land uses.

exists. Several parks within the City, such as North SeaTac Park, have the opportunity for additional development, and such development should be encouraged to address the recreational needs of the community. All existing parks, publicly owned land, and vacant school sites should be explored in terms of park development opportunities. Consideration also needs to be given to development and the type of activities which are appropriate for the community. As far as is practical, all ages, ethnic backgrounds, income levels, physical capabilities, and participation levels should be accommodated through the park and recreation system. To accomplish this goal, park development should incorporate both active and passive recreational opportunities.

Policy 9.3B

Encourage the development of recreation facilities that accommodate a range of ages and activities.

Discussion: Age-appropriate facilities are needed to ensure that the recreational demands of community members of all ages are met. As community demographics change, it is important that the City provide adequate facilities for community members of a range of ages. Such facilities may include jungle gyms, swings, or slides for young children; basketball courts, baseball fields, or skate parks for teens; and trails or wildlife viewing areas for adults. A number of these facilities are not age-specific and can be used by a range of age groups; however, it is important to recognize that some of these facilities provide enhanced recreational opportunity for specific age groups. Community centers are also important recreational facilities that can offer programs and activities oriented towards children, teens, adults, and senior citizens.

Policy 9.3C

Encourage the development of active recreation opportunities.

Discussion: The Parks, Recreation and Open Space Standards identify a deficiency of active recreation opportunities, including playfields, bicycle and jogging trails, and playgrounds. These facilities, as well as active recreation programs, should be given primary consideration in funding opportunities.

Policy 9.3D

Incorporate an open space concept into site plans of new commercial and residential development, including establishing and requiring recreation and open space for children and adults in new multi-family development.

Discussion: Multi-family developments should provide for on-site recreational opportunities for adults and children, especially in areas identified as deficient in the provision of neighborhood parks. In addition, there should be efforts to ensure the accessibility to open space and recreational opportunities for employees of local businesses.

Policy 9.3E

Improve bicycle access and safety throughout the SeaTac area and provide new bicycle lanes and/or trails, when new roads or transportation facilities are constructed or improved.

Discussion: It is important to promote multiple use of existing and future rights-of-way. The City should also consider establishing bicycle lanes or trails along major streets as improvements to these streets are made.

Policy 9.3F

Provide multiple open space benefits for lands preserved for public parks or open space whenever possible. Multiple benefits include, but are not limited to, active or passive recreation opportunities accessible to all visitors, scenic vistas, and fish or wildlife habitat, many of which can be provided by natural surface water drainage systems, including wetlands.

Discussion: To maximize use of the park system, multiple open space benefits and use should be encouraged.

Policy 9.3G

Minimize the impact of noise, security, lighting, and traffic from parks and recreational facilities on adjacent neighborhoods.

Discussion: With any new development, care needs to be taken to evaluate and ensure that impacts upon adjacent uses are minimized or eliminated. Such impacts include noise, lighting, and traffic.

Policy 9.3H

Coordinate the development of parks, open space, pedestrian walkways, bike paths, and an urban trail system with the area's unique open space settings including wetlands, creeks, greenbelts and other environmentally sensitive and historic sites.

Discussion: Pedestrian, bicycle, and equestrian trails throughout the City, especially if they can be sited along natural features such as creeks, could be integrated into future recreational development efforts.

FACILITY REDEVELOPMENT AND MAINTENANCE

GOAL 9.4

To maintain, remodel, and upgrade park and recreational facilities in order to respond to changing uses as well as attain and preserve operational efficiency.

Policy 9.4A

Review, periodically, buildings and other park improvements to determine if the public's needs are being met and make changes as necessary to meet those needs efficiently.

Discussion: Overall park staffing, programming and operations should be reviewed periodically in relationship to safety, efficiency, the City desired level of service and public comment. Park surveys should be distributed to document changes in public sentiment and general public need.

vehicular activity. Also, the plantings can help make connections between the City green spaces, and when combined with pedestrian access, extend the feeling of open space within the City.

Policy 9.6C

Provide street trees for residential developments that access major arterials.

Discussion: Streets which access major arterials should include street trees to promote a park like setting throughout the City. The impacts of the arterial on the neighborhoods are reduced when buffered by street trees.

Policy 9.6D

Promote uniform signage and lighting throughout the City’s system of parks, open space, and trails.

Discussion: Uniform signage, lighting, and other considerations will promote an organized, coherent image for the City’s park system.

INTERGOVERNMENTAL COORDINATION

GOAL 9.7

To cooperate with governmental agencies, nonprofit organizations and private business in providing open space, park facilities, and recreation services beneficial to the public.

Policy 9.7A

Collaborate with agencies, special districts and other cities in developing and utilizing the community’s recreational capabilities.

Discussion: Because the use of recreational facilities goes beyond the boundaries of individual local governments, intergovernmental coordination is important. Potential funding sources from outside agencies contribute to the importance of maintaining an effective intergovernmental coordination program. The necessity for intergovernmental coordination is particularly important for the City of SeaTac given the presence of the Port of Seattle, adjacent Cities, King County, and the Highline School District. The Port of Seattle has, through its noise acquisition program, acquired large areas of property within the City of SeaTac. With land acquisition comes the opportunity for community trails and open space. Acquisition and development of these areas for parks and open space is an ongoing consideration.

- (2) Ensure that new commercial, multifamily, and single family subdivisions, adjacent to transit routes are designed to provide convenient pedestrian access to transit stops. Require such developments to incorporate facilities, such as transit shelters, bus pullouts and landing areas that foster transit ridership.
- (3) Support plans by METRO-King County or other agencies to construct park-and-ride lots that are convenient for Des Moines' residents. Support plans for improved transit service to park-and-ride lots and other major transfer points.
- (4) Monitor regional plans for high capacity transit and seek to extend the regional transit system or provide convenient connections with the system to serve Des Moines.
- (5) Encourage and support water-based transportation services that benefit Des Moines and the larger region.

3-04-03 Pedestrians and Bicycles

- (1) Require that new roadway construction, reconstruction, or widening include sidewalks that are separated by grade and/or distance from vehicular traffic lanes.
- (2) Construct/maintain adequate sidewalks along streets within the Downtown Neighborhood to create a safe and attractive pedestrian environment. Incorporate street furniture such as benches, landscaping, attractive light standards, drinking fountains, bicycle racks, and public art that enhance the attractiveness of the downtown as a pedestrian environment.
- (3) Identify pedestrian corridors linking neighborhoods to schools, parks, transit routes, and businesses. Give high priority to constructing sidewalks and walkways within those corridors where existing pedestrian facilities are unsafe or indirect.
- (4) Construct sloped ramp curbing at all pedestrian street crossings in order to accommodate the needs of the elderly and the physically challenged.
- (5) Identify convenient and safe bicycle corridors that support the use of bicycles as a means of general transportation as well as a recreational activity. Within bicycle corridors, construct new roadways with sufficient width to allow for safe bicycling. Where possible, separate bicycle lanes from sidewalks and pedestrian trails.
- (6) Encourage or require the installation of bicycle racks within new and existing school, multifamily, and commercial developments where appropriate. Require bicycle racks that accept standard types of bicycle locks.
- (7) Require new commercial and residential developments to construct walkways that provide safe and convenient pedestrian linkages with adjacent streets.

- (4) Encourage use of local park and recreation facilities for a wider range of human services delivery (i.e., health information, consumer protection, nutrition, seniors, child care, bookmobiles, playmobiles, etc.).

6-04-03 Encourage the Planning, Development & Full Utilization of Trails as Recreation Facilities.

- (1) Plan and encourage urban trail systems for maximum pedestrian and bicycle access to parks, schools, business districts and employment areas as an alternative to automobile access. Also, plan trail systems that link adjoining communities and urban areas leading to rural or natural areas.
- (2) Develop specific plans for trails to be used as guides in creating coordinated recreation and transportation systems for pedestrian and all non-motorized vehicles or forms of transportation.
- (3) Key pedestrian and bicycle routes should be those identified by the Des Moines Comprehensive Transportation Plan.

6-04-04 Provide Appropriate & Responsive Recreation Services through Specific Planning.

- (1) Coordinate recreation planning with other human services planning, including schools and law enforcement; coordinate park and facility planning with land use planning in the City and sphere areas and surrounding communities or neighborhoods.
- (2) Provide for the needs of special populations including those who are economically disadvantaged, physically challenged and developmentally disabled in park facility planning, design and program services.
- (3) Participate in Federal and State bonds and grants programs to ensure that the City is taking full advantage of all appropriate local and non-local sources of financial assistance.
- (4) Conduct a demographics analysis and citizen participation and recreation preference surveys every 1-3 years to determine and/or adjust recreation needs data.
- (5) Encourage ongoing community input into the development and management of park facilities, programs and services through citizens committees working along side the Parks, Recreation & Senior Services Department.

Trails & Bicycle Facilities



Existing Pedestrian And Bicycle Facilities

- Cement Concrete Sidewalk
- Marked Asphalt Path
- On Street Bicycle Lane
- Multi Purpose Trail
- Other Agency Trail
- Boardwalk

Proposed Pedestrian And Bike Facilities

- Multi Purpose Trail
- On Street Bike Lane
- Widened Shoulder
- Widened Shoulder One Dir

Des Moines Parks By Class

- Mini
- Neighborhood
- Community
- Conservancy
- ROW
- Regional
- School
- Trail
- Waterfront
- Des Moines City Limits
- Planning Area Boundary

Scale In Feet

File: MP_Trails.mxd February 2003
Product of City of Des Moines GIS

Figure 6-2



optimized. Easement acquisition for trees will be required, however, wherever there is less than 65-feet of Right-of-Way available.

Functional Classification

In the King County Road Standards, DMMD is defined as a Minor Arterial -- an urban route with a posted speed of 35 M.P.H. and an Average Daily Trip volume of 15,000 in the King County segment.

Connecting Highways

SR 518 and 509 are the only connecting state highways that cross over it. In addition, both state routes have ramps to the corridor.

Channelization and Signalization

The recommended design section for the road includes three-lanes; two through-lanes and a center turn lane. In addition, Class II bike lanes are recommended to be added within the curbs of the roadway. Signalization is not addressed in the CMP, but will be addressed by each jurisdiction (using accepted traffic engineering criteria) as they identify and implement needed road improvements.

Vehicle Pullouts (Widened Shoulder Area, Vehicle Turn Outs and View Points)

Vehicle pullouts are widened areas of the roadway prism, either paved or unpaved, that allow slow-moving vehicles to leave the travel lanes and faster traffic to pass. On a heritage route, pullouts can also provide short-term parking for travelers to access a nearby point of interest. Because DMMD is an urban arterial, some points of interest will be more appropriately accessed by parking at another location (such as a lot or side street) and walking to the site. Consideration should be given to parking issues and/or pullouts, specifically where significant interpretive elements are located.

Speed Limits

DMMD is currently 35 M.P.H. and is proposed to remain at that speed.

Airports

Sea-Tac International Airport is adjacent to DMMD to the east from approximately S. 142nd Place to the SR509 overpass (approximately 8th Place S.). There are no access points to the airport from the Drive.

Non-Motorized Transportation Facilities

Safe facilities are needed for bicycle and pedestrian travel. Current and future renovation of the corridor includes bike lanes and sidewalks on each side of the travel lanes along DMMD or adjacent to DMMD as a multipurpose trail. The City of SeaTac is currently planning a multipurpose trail, much of which will be adjacent to the corridor or within it.

Public Transportation

Metro bus route 132 serves DMMD between South 120th Street and South 96th Street. There are



Scenic Highway Funding

Scenic highway funding is available for those communities along a state scenic highway provided that local sign ordinances are at least as restrictive as the above-noted regulations. A community that enacts a signing ordinance that is less restrictive than the Scenic Vistas Act will not be eligible for scenic highway funds, although the jurisdiction can still apply for other grants associated with the scenic highway program. At present the jurisdictions within the corridor are eligible for scenic highway funds since the local ordinances either comply, or will comply with the Scenic Vistas Act.

13. Transportation and Commerce Strategy (CMP Point #8)

DMMD is an urban arterial with a wide range of uses. In addition to its function as a WWI memorial and heritage route, it must also fulfill several key transportation functions. These include the following:

- Safely and efficiently moving people and goods.
- Offering a choice of transportation modes, including single-occupant-vehicle, transit, bicycle, and pedestrian.
- Providing safe facilities for all modes.
- Reducing conflict between commercial traffic, visitor traffic and non-motorized (pedestrians, bicyclists) users in the corridor.
- Providing travelers with safe and convenient opportunities to remove their vehicles from the main flow of traffic by providing pullouts, turn lanes, and parking, where feasible.
- Improving mobility by encouraging and accommodating public transit

The proposed road design section, which includes bike lanes and sidewalks, is intended to improve the transportation functioning of the corridor. The bike lanes and sidewalks help separate bicyclists and pedestrians from vehicular traffic, including truck traffic. The continuous center turn lane is intended to both improve safety and decrease congestion caused by left-turning vehicles. The turn lane also provides better access to driveways and commercial properties along the drive.

14. Budgeting

Making budget decisions for implementing the CMP will require prioritization, jurisdictional coordination and projects/programs phasing. Recommendations for DMMD CMP budgeting are:

- Fund the initial heritage tour route, landmarks and other designation and associated/linked funding application efforts first.
- Fund the memorial rehabilitation elements first.
If priority choices are required, fund the primary memorial rehabilitation corridor
- Sunnydale segment as soon as is feasible considering SeaTac and Burien CIP/TIP timetables.
- Fund and implement those memorial rehabilitation projects that are ready to be implemented.

numerous travel options are available and attractive will require the continuing investment in fixed-route, rideshare and special needs transportation services. Major steps in that direction were taken with the initial investment in the Sound Transit regional high capacity transit system. Additionally, numerous service changes and facility improvements by local transit operators have been implemented, with others on the horizon. These improvements are aimed at providing better local service and to support the regional high capacity transit system. *Destination 2030* provides a framework for coordinating public transportation services at the regional level. Regional Transit investments include:

- A 40 percent increase in local transit service by 2010, and an 80 percent increase over 2000 levels by 2030.
- A 30 percent increase in demand response, or paratransit service by, 2010, and a 65 percent increase over year 2000 levels by 2030.
- Support for development and operation of Sound Transit's Phase II Regional Transit System Plan (*Sound Transit 2* – includes continued investments in regional express bus service, commuter rail, light rail, and the region's HOV system).
- Support for continued planning and development of Sound Transit's Long Range Vision Plan to identify and define appropriate future high capacity transit expansions beyond Phase I.
- Expansion of regional park-and-ride capacity by 75 percent to meet projected 2010 needs (approximately 18,360 additional stalls), and by 175 percent to meet projected 2030 needs (expand to approximately 69,290 stalls).

While the region has invested in public transportation services as a practical mobility option, segments of the special needs population cannot effectively use fixed-route transit as a primary mode of travel. These individuals rely on alternative forms of public transportation, such as paratransit or community-based services.

Non-Motorized Transportation. By the year 2030, biking and walking could account for as much as 20 percent of all trips in the region. *Destination 2030* calls for creating a regionally integrated network of non-motorized facilities linking bicycle and pedestrian infrastructure within urban places, and connecting these facilities to regional transit services. Priority investments are those that complete the non-motorized system by filling gaps in the existing network, creating connections to, and improved circulation within, urban centers and high capacity station areas, and developing intermodal connections. Non-motorized transportation investments include:

- Over 700 miles of new paths and bikeways by 2010, including over 180 miles of separated off-road bicycle/pedestrian paths and over 550 miles of on-road bicycle lanes.
- Over 500 additional miles of new paths and bikeways by 2030, including over 170 additional miles of off-road bicycle/pedestrian paths and over 370 miles of on-road bicycle lanes.
- 5 commuter bicycle stations by 2010.
- Pedestrian improvements in selected transit station and designated urban center zones.

Freight and Goods. The region has committed to a Freight Action Strategy (FAST Corridor) program. In 1998-1999, 15 FAST Corridor Phase I projects were identified by a public/private partnership as strategic investments in the region's transportation system to improve port access and reduce rail/highway conflicts along the I-5 corridor from Tacoma to Everett. *Destination 2030* continues to support these projects, as well as a public and private partnership that will fund and complete the identified FAST Corridor Phase I projects. In addition, *Destination 2030* includes a commitment to incorporate the recommended FAST Corridor Phase II projects, also known as FAST Trucks, as they are identified. These projects will be designed to improve surface street access to multimodal freight facilities. Freight and Goods investments include:

- 15 rail/highway grade separation projects (FAST Corridor phase I).
- Truck access projects (FAST Trucks, FAST Corridor phase II).

Aviation. The region will meet its long-term commercial air transportation needs consistent with the Regional Council General Assembly's 1996 action, which amended the 1995 Metropolitan Transportation Plan to include plans for a third runway for Sea-Tac International Airport with additional noise reduction measures, implementation measures, and monitoring steps. The aviation component of *Destination 2030* replaces the region's 1988 Regional Airport System Plan with policy direction for a long-range program to improve the region's 25 general aviation airports. These system improvements will focus on maintaining and preserving the existing system, as well as on making strategic investments to meet growing demand and provide system enhancements. Aviation system investments include:

Rural Areas:

RR-5 Preserve the character of identified rural areas by protecting and enhancing the natural environment, open space and recreational opportunities, and scenic and historic areas; support small-scale farming and forestry uses; permitting low-density residential living and cluster development maintained by rural levels of service. Support cities and towns in rural areas as locations for employment, mix of housing types, urban services and cultural activities.

Open Space, Resource Protection and Critical Areas:

RO-6 Use rural and urban open space to separate and delineate urban areas and to create a permanent regional greenspace network. Protect critical areas, conserve natural resources, and preserve lands and resources of regional significance.

Economics:

RE-7 Foster economic opportunity and stability, promote economic well being, and encourage economic vitality and family wage jobs while managing growth. Support effective and efficient mobility for people, freight, and goods that are consistent with the regions growth and transportation strategy. Maintain region-wide information about past and present economic performance. Assess future economic conditions that could affect the central Puget Sound region.

Transportation:

RT-8 Develop a transportation system that emphasizes accessibility, includes a variety of mobility options, and enables the efficient movement of people, goods and freight, and information.

Adopted Multicounty Transportation Policies

Optimize and Manage the Use of Transportation Facilities and Services

- RT-8.1 Develop and maintain efficient, balanced, multimodal transportation systems which provide connections between urban centers and link centers with surrounding communities by:
- Offering a variety of options to single-occupant vehicle travel.
 - Facilitating convenient connections and transfers between travel modes.
 - Promoting transportation and land use improvements that support localized trip-making between and within communities.
 - Supporting the efficient movement of freight and goods.
- RT-8.2 Promote convenient intermodal connections between all elements of the regional transit system (bus, rail, ferry, air) to achieve a seamless travel network which incorporates easy bike and pedestrian access.
- RT-8.3 Maintain and preserve the existing urban and rural transportation systems in a safe and usable state. Give high priority to preservation and rehabilitation projects, which increase effective multimodal and intermodal accessibility, and serve to enhance historic, scenic, recreational and/or cultural resources.
- RT-8.4 Maximize multimodal access to marine ferry routes through:
- Coordinated connections to land-based transit;
 - Safe and convenient bicycle and pedestrian linkages;
 - Preferential access for high-occupancy vehicles, and freight and goods

movement on designated routes.

- RT-8.5 Encourage public and private sector partnerships to identify freight mobility improvements which provide access to centers and regional facilities, and facilitate convenient intermodal transfers between marine, rail, highway and air freight activities, to and through the region.
- RT-8.6 Promote efficient multimodal access to inter-regional transportation facilities such as airports, seaports, and inter-city rail stations.
- RT-8.7 Where increased roadway capacity is warranted to support safe and efficient travel through rural areas, appropriate rural zoning and strong commitments to access management should be in place prior to authorizing such capacity expansion in order to prevent unplanned growth in rural areas.
- RT-8.8 Support transportation system management activities, such as ramp metering, signalization improvements, and transit priority treatments, to achieve maximum efficiency of the current system without adding major new infrastructure.
- RT-8.9 Develop and periodically update regional transportation system performance standards to assist in the development of level-of-service standards for state owned and/or operated transportation facilities which seek to assure effective coordination and mutual benefit between local and state transportation systems.
- RT-8.10 Support the retrofit of existing roadways and other transportation facilities to control and reduce noise, polluting runoff and barriers to fish passage.

Manage Travel Demand Addressing Traffic Congestion and Environmental Objectives

- RT-8.11 Promote demand management and education programs that shift travel demand to non-single-occupant vehicle travel modes and to off-peak travel periods, and reduce the need for new capital investment in surface, marine and air transportation.
- RT-8.12 Support transportation system management programs, services, and facility enhancements which improve transit's ability to compete with single-occupant vehicle travel times.
- RT-8.13 Regional, major corridor, and urban center goals should be established reflecting regional policy intent to achieve increased proportional travel by transit, high-occupancy vehicle, and nonmotorized travel modes to achieve reduced dependence on single-occupant vehicle travel, with the greatest proportional increases in urban centers. Such goals should be set for 5- to 10-year periods and periodically updated in consultation with local jurisdictions, transit agencies and WSDOT.
- RT-8.14 Emphasize transportation investments that provide alternatives to single-occupant vehicle travel to and within urban centers and along corridors connecting centers.
- RT-8.15 Develop a public dialogue and seek broad public support for implementation of transportation pricing strategies, which can reduce subsidies for less efficient travel and manage travel demand. Pricing strategies are intended to assist in achieving growth management and economic development goals and policies, and should also support objectives for energy conservation, air quality improvement and congestion management.

RT-8.16 Support opportunities to use advanced transportation and information technologies, which demonstrate support for regional growth and transportation strategies.

Focus Transportation Investments Supporting Transit and Pedestrian-Oriented Land Use Patterns

RT-8.17 Integrate land use and transportation solutions that offer the best opportunity to reduce air pollution, conserve energy, and protect the natural environment.

RT-8.18 Investments in transportation facilities and services should support compact, pedestrian-oriented land use development throughout urban communities, and encourage growth in urban areas, especially in centers.

RT-8.19 Promote transportation improvements that support the redevelopment of lower-density, auto-dominated arterials to become more pedestrian and transit compatible urban transportation corridors.

RT-8.20 Encourage a mix of land uses and densities at major transit access points to meet passenger needs and offer an opportunity to reduce vehicle trips.

RT-8.21 Promote the development of local street patterns and pedestrian routes that provide access to transit services within convenient walking distance of homes, jobs, schools, stores, and other activity areas.

RT-8.22 Support the establishment of high capacity transit stations that advance regional growth objectives by:

- Maximizing opportunities to walk, bike or take short transit trips to access regional transit stations.
- Locating stations within urban centers and at sites supporting development of concentrated urban corridors.
- Providing direct, frequent and convenient regional transit service between urban centers.
- Providing system access to urban areas in a manner that does not induce development in rural areas.

RT-8.23 Regional high capacity transit station area guidelines should be developed by the Puget Sound Regional Council in cooperation with the Regional Transit Authority, WSDOT, local transit agencies, and local jurisdictions to establish regionally consistent expectations of appropriate development in the vicinity of high capacity transit stations (including rail, major bus, and ferry) that best support and assure effective utilization of the regional transit system.

RT-8.24 The regional high capacity transit station area guidelines should be addressed by the Regional Transit Authority, transit agencies and WSDOT in conducting planning activity through interlocal agreements to be developed with local jurisdictions for station area planning. Such planning shall set forth conditions for development and access around high capacity transit stations. Consistency with transit station area guidelines, in conjunction with other regional policies, should be addressed in developing the regional transit system within corridors.

RT-8.25 Local jurisdictions that are or will be directly served by the high capacity transit system identified in the Metropolitan Transportation Plan should develop specific station area plans as part of their comprehensive planning efforts that provide for development, services and facilities sufficient to support efficient transit service

commensurate with the regional investment in transit. Local station area plans should be consistent with regional high capacity transit station area guidelines, and at a minimum address land use and density, transit-supportive development regulations, urban design, parking, and nonmotorized and motorized access.

Expand Transportation Capacity Offering Greater Mobility Options

- RT-8.26 Upon potential achievement of broad public support, regional transportation pricing strategies should be considered as a method to assist in financing the costs for development, maintenance and operation of the regional multimodal transportation system in order to reflect a more direct relationship between transportation system costs and benefits.
- RT-8.27 Promote an interconnected system of high-occupancy vehicle lanes on limited access freeways that provides options for ridesharing and facilitates local and express transit services connecting centers and communities. Assure safe and effective operation of the HOV system at intended design speed for transit vehicles while also enabling the region to assure attainment and maintenance of federal and state air quality standards.
- RT-8.28 Support the design and development of components of the regional high-occupancy vehicle (HOV) system, which improve transit access and travel time relative to single-occupant vehicle travel.
- RT-8.29 Promote and support the development of arterial HOV lanes and other transit priority treatments in urban areas to facilitate reliable transit and HOV operations.
- RT-8.30 Promote and assist in coordinated development and operation of high speed intercity rail corridor services and facilities connecting the Puget Sound region with effective inter-regional and interstate transportation mobility which may reduce highway and air travel demands in such corridors.
- RT-8.31 Support effective management and preservation of existing regional air transportation capacity and ensure that future air transportation capacity and phasing of existing airport facilities needs are addressed in cooperation with responsible agencies. Coordinate this effort with long-range comprehensive planning of land use, surface transportation facilities for effective access, and development of financing strategies.
- RT-8.32 Ensure adequate capacity to serve cross-sound travel demands that focus on foot-passenger travel and freight and goods movement. Promote convenient connections for foot-passengers to the regional transit network.
- RT-8.33 Develop a regionally coordinated network of facilities for pedestrians and bicycles which provides effective local mobility, accessibility to transit and ferry services and connections to and between centers.
- RT-8.34 Support the development of roadways when they are needed to provide more efficient connections for a comprehensive road network to move people and goods when such roads will not cause the region to exceed air quality standards.
- RT-8.35 Support appropriate development of freight access improvements for greater reliability and efficiency in the movement of freight and goods. Such improvements may include but are not limited to consideration of exclusive freight access facilities and/or preferential freight access where appropriate.

- RT-8.36 Transportation investments in major facilities and services should maximize transportation system continuity and be phased to support regional economic development and growth management objectives.
- RT-8.37 Improve intermodal connections between high capacity transit stations, (including ferry terminals, rail stations, and bus centers), major transfer points, and the communities they serve, primarily through more frequent and convenient transit service.
- RT-8.38 Support opportunities to redevelop the road system as multimodal public facilities which accommodate the needs of pedestrians, cyclists, transit, high-occupancy vehicles, automobiles, and trucks.
- RT-8.39 Develop a high-capacity transit system along congested corridors that connects urban centers with frequent service sufficient to serve both community and regional needs.
- RT-8.40 Encourage, when possible, the use of local labor when building regional transportation systems and components which could generate new economic and employment opportunities.

Additional Adopted Multicounty Policies Related to Regional Guidelines and Principles – RCW 47.80

The following VISION 2020 policies, in addition to the adopted Multicounty Framework and Transportation Policies, satisfy the objectives of the Region’s Guidelines and Principles, pursuant to RCW 47.80.

Concentration of Economic Activity:

- RE-7.6 Promote economic opportunity by encouraging employment growth in all centers, and foster strength and sustainability by supporting centers-based economic strategies identified in local comprehensive plans and countywide planning policies.

Residential Density:

- RG-1.9 Encourage growth in compact, well-defined urban centers which: (1) enable residents to live near jobs and urban activities; (2) help strengthen existing communities; and (3) promote bicycling, walking and transit use through sufficient density and mix of land uses. Connect and serve urban centers by a fast and convenient regional transit system. Provide service between centers and nearby areas by an efficient, transit-oriented, multi-modal transportation system.
- RG-1.10 Provide opportunities for creation of town centers in urban areas that: (1) serve as focal points for neighborhoods and major activity areas; (2) include a mix of land uses, such as pedestrian-oriented commercial, transit stops, recreation and housing; and (3) encourage transit use, biking and walking through design and land use density.

Development Corridors and Urban Design that Support High-Capacity Transit

- RG-1.6 Support the transformation of low-density auto-oriented transportation corridors to higher-density mixed-use urban transportation corridors when redevelopment would not detract from centers or compact communities. Corridors that offer potential include those that are located near significant concentrations of residences or



CITY OF RENTON

Denis Law, Mayor

March 24, 2009

Mr. Gregg Zimmerman, Chair
King County Project Evaluation Committee (KCPEC)
City of Renton
1055 South Grady Way
Renton, WA 98057

Dear Mr. Zimmerman:

We are writing today in support of the proposed Lake-to-Sound Trail. By linking Renton, Tukwila, SeaTac, Burien and Des Moines, this trail will be a great asset to our region for generations to come. It will connect to the regional trail system by way of the Green River and the Cedar River in Renton and to the Des Moines Creek Trail in Des Moines. The trail will give people an additional transportation option, as well as access to four new mass transit stations. It will contribute to the overall health of the region by removing cars from the road, offering people access to the outdoors and providing a means of exercise.

It is clear the residents of King County and the Puget Sound region are interested in more transportation options. As you are aware, the Puget Sound Regional Council projects that an additional 1.8 million people will move to the Puget Sound region by 2040. As the population continues to grow, we must prepare by offering additional transportation options.

The Cascade Bicycle Club estimates that 2 percent of all commutes today are by bicycle, providing for an emission-free commute. An emission-free commute will help reduce our dependence on foreign oil; offer cleaner, healthier air to breathe, thus reducing serious upper respiratory illness; and help reduce greenhouse gases. We need to increase non-motorized commutes by making much needed trail connections.

This trail will connect south King County to other transportation options. The trail will link to the new Sound Transit light rail station in Tukwila, scheduled to open in 2009. It will also connect to future stations at South 200th Street in SeaTac, Highline Community College and South 272nd Street in Federal Way. By connecting these stations, we will create an integrated web of transportation options for south King County.

By building a trail through some of the densest areas of south King County, we are providing an opportunity for residents to enjoy the environment and improve their personal health. South King County has the highest levels of health disparities in King County: a resident of south King County is significantly more likely to have diabetes or

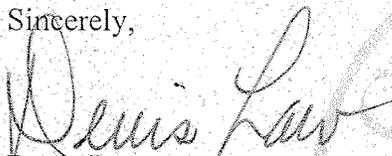
Gregg Zimmerman, Chair
King County Project Evaluation Committee
March 24, 2009
Page 2 of 2

asthma than a Mercer Island resident. The Lake-to-Sound Trail will connect to the Green River Trail and the Cedar River Trail in Renton, giving King County residents the ability to jog, walk or bike from Lake Washington in Renton to the Puget Sound in Des Moines. The trail will also connect north and south to east and west King County.

The cities along the trail have worked extensively to begin to lay the groundwork for the Lake-to-Sound Trail. Currently, a feasibility study of the entire route is under way to determine the exact alignment of the trail. The various cities that the trail passes through have already begun to make plans for construction.

In summary, please support the Lake-to-Sound Trail; it will help south King County move toward a healthier future while providing residents access to more transportation options.

Sincerely,



Denis Law
Mayor

cc: Jay Covington, Chief Administrative Officer
Peter Hahn, Deputy PW Administrator – Transportation
Jim Seitz, Transportation Planning Manager
Connie Brundage, Transportation Administrative Secretary



City of Tukwila

Parks & Recreation Department

Jim Haggerton, Mayor

Bruce Fletcher, Director

March 2, 2009

To Whom It May Concern:

We are writing today in resounding support for the proposed "Lake to Sound" Trail. By linking Tukwila, Renton, SeaTac, Burien, and Des Moines, this trail will be a great asset to our region for generations to come. The trail will give King County residents an additional transportation option as well as access to 4 new mass transit stations all awhile contributing to the overall health of the region by removing cars from the road, offering people access to the outdoors and providing a means of exercise.

It is clear the residents of King County and the Puget Sound region are interested in more transportation options. As you are aware, the Puget Sound Regional Council projects an additional 1.8 million people to move into the Puget Sound Region by 2040. As the population continues to grow, we must prepare by offering additional transportation options.

By building a trail through some of the densest areas of south King County, we are providing an opportunity for residents to enjoy the environment and improve their personal health. South King County has the highest levels of health disparities in King County; a resident of south King County is significantly more likely to have diabetes or asthma than a Mercer Island resident. King County residents will have the ability to jog, walk or bike from Lake Washington in Renton to the Puget Sound in Des Moines. It will also connect north and south to east and west King County.

In addition to expanding wellness opportunities this trail will connect south King County to other transportation options. The trail will link to the new Sound Transit light rail station in Tukwila, scheduled to open in 2009. It will also connect to future stations at South 200th St in SeaTac, Highline Community College and South 272nd St in Federal Way. By connecting these stations, we will create an integrated web of transportation options for south King County.

The cities along the trail have been working extensively to begin to lay the ground work for the Lake to Sound trail. Currently, a feasibility study of the entire route is under way to determine the exact alignment of the trail. The various cities that the trail passes through have already begun to make plan for construction.

In summary, please support the Lake to Sound Trail as it will help south King County move towards a healthier future while providing residents access to more transportation options.

Sincerely Yours,

Joan Hernandez
Council President

Jim Haggerton
Mayor

"Creating Community through People, Parks and Programs"



Burien

Washington, USA

15811 Ambaum Blvd SW, Suite C • Burien, WA 98166

Phone: (206) 241-4647 • FAX (206) 248-5539

www.burienwa.gov

May 11, 2009

Gregg Zimmerman, Chair
King County Project Evaluation Committee (KCPEC)
1055 South Grady Way
Renton, WA 98057

Dear Mr. Zimmerman:

I am writing to express Burien's strong support for the proposed "Lake to Sound Trail." King County and several South County cities, including Burien, have joined together to pursue a vision of a trail connecting Lake Washington and Puget Sound through the cities of Renton, Tukwila, SeaTac, Burien and Des Moines.

The Lake to Sound Trail will connect to the regional trail system by way of the Green River and the Cedar River Trails in Renton. It will also create direct access to the Sound by connecting with the Des Moines Memorial Creek Trail in Des Moines.

This trail will provide a non-motorized link to connect the regional growth (or urban) centers of Renton, Tukwila, SeaTac and Burien, giving our residents an additional transportation option and access to South County's new light rail stations. It will contribute to the overall health of the region by enhancing South County residents' access to the outdoors and providing more opportunities for exercise and a cleaner environment by removing cars from the road.

As you are aware, the Puget Sound Regional Council (PSRC) projects an additional 1.8 million people will live in the Puget Sound region by 2040. As the population grows the regional transportation system should include options that allow people to leave their cars at home. By creating much needed trail connections the region can increase non-motorized commutes and reduce greenhouse gases, which will lead to cleaner air and reduce upper respiratory illnesses. South King County has the highest levels of health disparities in the county; a south King County resident is far more likely to have asthma than a resident of Mercer Island.

A feasibility study of the entire "Lake to Sound" route has helped the participating jurisdictions determine the preferred alignment of the trail, and the initial two components of the overall Trail are proposed for a federal non-motorized transportation grant through the PSRC project evaluation process.

We respectfully urge your support for the Lake to Sound Trail, as it will help improve the health of South King County residents and move this part of the region towards a more sustainable future.

Sincerely,

Joan McGilton
Mayor



March 12, 2009

Gregg Zimmerman, Chair
King County Project Evaluation Committee (KCPEC)
City of Renton
1055 South Grady Way
Renton, WA 98057

4800 South 188th Street
SeaTac, WA 98188-8605

City Hall: 206.973.4800
Fax: 206.973.4809
TDD: 206.973.4808

Dear Mr. Zimmerman,

We are writing today in resounding support for the proposed "Lake to Sound" Trail. By linking Renton, Tukwila, SeaTac, Burien, and Des Moines, this trail will be a great asset to our region for generations to come. It will connect to the regional trail system by way of the Green River and the Cedar River in Renton and to the Des Moines Creek Trail in SeaTac. It will give people an additional transportation option as well as access to four new mass transit stations. It will contribute to the overall health of the region by removing cars from the road, offering people access to the outdoors and providing a means of exercise.

It is clear the residents of King County and the Puget Sound region are interested in more transportation options. As you are aware, the Puget Sound Regional Council projects an additional 1.8 million people will move into the Puget Sound Region by 2040. As the population continues to grow, we must prepare by offering additional transportation options.

The Cascade Bicycle Club estimates that 2% of all commutes today are by bicycle, providing for an emission free commute. An emission free commute will help reduce our dependence on foreign oil, offer cleaner, healthier air to breathe, thus reducing serious upper respiratory illness, and help reduce greenhouse gases. We need to increase non-motorized commutes by making much needed trail connections.

By building a trail through some of the densest areas of south King County, we are providing an opportunity for residents to enjoy the environment and improve their personal health. South King County has the highest levels of

Mayor
Ralph Shape

Deputy Mayor
Gene Fisher

Councilmembers
Chris Wythe
Terry Anderson
Tony Anderson
Barry Ladenburg
Mia Gregerson

City Manager
Craig R. Ward

Assistant City Manager
Todd Cutts

City Attorney
Mary E. Mirante Bartolo

City Clerk
Kristina Gregg

The Hospitality City

March 12, 2009

Page 2

health disparities in King County; a resident of south King County is significantly more likely to have diabetes or asthma than a Mercer Island resident.

This trail will connect south King County to other transportation options. The trail will link to the new Sound Transit light rail station in Tukwila scheduled to open in 2009. It will also connect to future stations at South 200th Street in SeaTac, Highline Community College, and South 272nd Street in Federal Way. By connecting these stations, we will create an integrated web of transportation options for south King County.

The Lake to Sound Trail will connect to the Green River Trail and the Cedar River Trail in Renton. King County residents will have the ability to jog, walk, or bike from Lake Washington in Renton to the Puget Sound in Des Moines. It will also connect north and south to east and west King County.

The cities along the trail have worked extensively to begin to lay the ground work for the Lake to Sound trail. Currently, a feasibility study of the entire route is under way to determine the exact alignment of the trail. The various cities that the trail passes through have already begun making plans for construction.

In summary, please support the Lake to Sound Trail as it will help south King County move toward a healthier future while providing residents access to more transportation options.

Sincerely,

A handwritten signature in black ink that reads "Ralph Shape". The signature is written in a cursive, flowing style.

Ralph Shape
Mayor

C: SeaTac City Council

RS:lke

City of Des Moines



ADMINISTRATION
21630 11TH AVENUE SOUTH, SUITE A
DES MOINES, WASHINGTON 98198-6398
(206) 878-4595 T.D.D.: (206) 824-6024 FAX: (206) 870-6540



April 22, 2009

Mr. Gregg Zimmerman, Chair
King County Project Evaluation Committee (KCPEC)
City of Renton
1055 South Grady Way
Renton, WA 98057

Dear Mr. Zimmerman,

I am writing today on behalf of the Des Moines City Council in support of the proposed "Lake to Sound" Trail application for the upcoming Countywide STP/CMAQ project selection process. The Des Moines City Council received a briefing on this project at its March 5th meeting and directed me to send this support letter.

By linking Des Moines, SeaTac, Burien, Tukwila and Renton, this trail will be a great asset to King County for generations to come. It will connect to the regional trail system by way of the Green River and the Cedar River in Renton and to our own Des Moines Creek Trail in Des Moines. It will give our citizens an additional transportation option, as well as access to four new mass transit stations. It will contribute to the overall health of the region by removing cars from the road, offering people access to the outdoors and providing a means of exercise.

With an additional 1.8 million people expected to move into the Puget Sound region by 2040, we must prepare by offering additional transportation options.

The trail will also help reduce our dependence on foreign oil, offer cleaner, healthier air to breathe, thus reducing serious upper respiratory illness, and help reduce greenhouse gases. We need to increase non-motorized commutes by making much needed trail connections like the Des Moines Creek trail segment of the Lake to Sound Trail system.

By building a trail through some of the densest areas of south King County, we are providing an opportunity for residents to enjoy the environment and improve their personal health. South King County has the highest levels of health disparities in King County; a resident of south King County is significantly more likely to have diabetes or asthma than a Mercer Island resident.

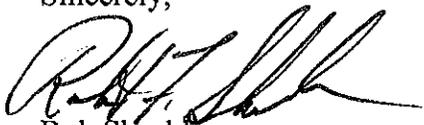
This trail will connect south King County to other transportation options. The trail will link to the new Sound Transit light rail station in Tukwila, scheduled to open in 2009. It will also connect to future stations at S. 200th St. in SeaTac, Highline Community College

and South 272nd St. in Federal Way. By connecting these stations, we will create an integrated web of transportation options for south King County.

The Lake to Sound Trail will connect to the Green River Trail and the Cedar River Trail in Renton. King County residents will have the ability to jog, walk or bike from Lake Washington in Renton to the Puget Sound in Des Moines. It will also connect north and south to east and west King County.

Des Moines has worked with the other cities along the trail to begin to lay the groundwork for the Lake to Sound Trail. We ask that the King County Project Evaluation Committee support the Lake to Sound Trail as it will help south King County move towards a healthier future while providing residents access to more transportation options.

Sincerely,



Bob Sheckler
Mayor

- c: Des Moines City Council
- King County Councilmember Julia Patterson
- Patrice Thorell, Parks, Recreation & Senior Services Director
- Grant Fredricks, Planning, Building & Public Works Director