

Cedarhurst Elementary Walking Audit



Highline
Public
Schools



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Safe Routes to School in Cedarhurst Elementary, Burien WA

Safe Routes to School (SRTS) is a growing movement to encourage and support active commuting by school children and families. At the intersection of public health, public safety, education, and transportation, SRTS helps communities create a balanced alternative to an automobile-centered culture. Safe Routes to School programs break barriers and solutions into their “5 E” components: Education, Encouragement, Enforcement, Engineering, and Evaluation. In short, the goal of Safe Routes to School program is to encourage kids to walk and bike safely to school.

Why Encourage Kids to Walk and Bike to School?

Increasing kids’ physical activity lowers obesity rates, improves lung-related health, and enhances readiness to learn by lowering stress levels. However, over the past generation, activity levels and obesity rates have gotten worse: the share of students who walk or bike to school has fallen from 48% to 13%, while childhood obesity rates have tripled. This change has serious consequences; obesity’s role in diabetes and heart disease make it one of the two leading causes of preventable death in King County.

What is the Communities Putting Prevention to Work Grant?

The Communities Putting Prevention to Work Grant (CPPW) is a national initiative to prevent chronic disease and promote health through policies, programs, and physical improvements. King County was awarded grant funding through the Centers for Disease Control & Prevention (CDC) to promote healthy eating, active living, and tobacco cessation.

Under the CPPW Safe Routes to School program, Cedarhurst Elementary (and seventeen other schools throughout South King County) will:

- identify safe and unsafe areas for biking and walking
- identify safety improvements
- prioritize desired improvements to acquire future funding
- train PE teachers to deliver a safe walking and biking curriculum
- educate students on safe walking and biking practices
- hold events to encourage children to walk and bike

Who is involved in the Safe Routes to Schools Program?

Safe Routes to Schools programs rely on a diverse group of participants. Under the CPPW program, the primary participants are:

- The Bicycle Alliance of Washington: The Bicycle Alliance is a non-profit state leader in SRTS. It is coordinating the CPPW countywide SRTS efforts, designing the teacher training and student curriculum, providing bikes for kids to use in PE, and providing technical advising.
- Feet First: Feet First is a non-profit which promotes walkable communities throughout Washington. It is leading walking audits and developing maps for the CPPW schools.
- Highline School District: The district applied for CPPW SRTS funding in conjunction with other CPPW funding for healthy eating and active living efforts.
- City of Burien: The city is pursuing its own CPPW projects on citywide pedestrian and bicycle transportation, and participated in the walking audits.
- Parents and students: Parents and students are key to sharing their knowledge of their community's assets and barriers.

What is a walking audit?

A walking audit is an opportunity for community members to gain firsthand knowledge of students' walking environment and to jointly develop improvement strategies. Parents, students, school staff, district transportation and health staff, city staff, and other community members walk commonly-used routes and take notes on the experience. Audit recommendations can often be applied to other schools in the district.

Methodology

The following steps were undertaken to produce this walking audit:

- 1) Information Gathering: Feet First and the Bicycle Alliance met with district and school staff to gain an understanding of where students live, where they go after school, and the biggest challenges they face as walkers and cyclists. The list of interview questions is attached in the appendix.
- 2) Ground-Truthing: Feet First visited each neighborhood and compared map data and in-person observations. Notes and photographs were taken on pedestrian infrastructure-related assets and issues. Based on these observations, points of interest were chosen and maps were prepared for the community walking audits.
- 3) Scheduling: Dates were set for the audit based on availability of the Highline School District participants, community partners, and primary school contacts. The audit was conducted at the end of the school day on October 6, 2011 to observe the dismissal process and lasted one and one-half hours.

- 4) Outreach: The school and district invited parents, city staff, and other community members to participate. The Bicycle Alliance and Feet First provided fliers and newsletter copy for outreach.
- 5) Group Participation: Audit participants were given maps, clipboards, and digital cameras. They recorded their observations by writing on the maps and taking photographs.
- 6) Reporting: Feet First collected the comments and cameras, then compiled the findings into this report. The report was circulated among the city, district, and school staff for review.

List of Participants

In order to gather participants for the community walking audits, Tamela DeRosso and Val Allen worked diligently with principals, faculty, and staff at Cedarhurst Elementary to gather parents, neighbors, city staff, and concerned citizens. The Bicycle Alliance of Washington and Feet First created and e-mailed fliers to the school's main contacts, city planners, engineers, transportation specialist, and the police department. They also met personally with city staff.

Cedarhurst Elementary Community Walking Audit participants included:

Parent - Carmelita Richardson

Parent - Anabell Tyejo-Aeriandez

Parent - Isabel Briceno

Cedarhurst Volunteer - Chris Tracy

Cedarhurst Volunteer - Veronica Pavvo

Cedarhurst Assistant Principal - Casey Jeannot

Highline School District Transportation Director - Scott Logan

Highline School District - Val Allen

City of Burien - Malissa Phok

City of Burien Senior Planner - Chip Davis

Burien City Councilmember - Rose Clark

King County Food and Fitness Initiative, AmeriCorps - David Bader

Communities Putting Prevention to Work Program Staff:

Bike Alliance of Washington, Safe Routes to School Program

Manager - John Vander Sluis

Feet First Active Communities Mapping Specialist - Gia Clark

Feet First Volunteer Coordinator - Darcy Edmunds

Overview of Cedarhurst Elementary

Cedarhurst Elementary serves nearly 600 pre-kindergarten through 6th grade students from the city of Burien. The school has a rich cultural diversity: Hispanic students comprise a third of the student body, Asian and Caucasian students make up a quarter each, and African American and Native American students make up the balance. Thirty percent of the students are English language learners, and 70% qualify for free or subsidized school lunches. The school is located at 611 S 132nd St, Burien, Washington.

Notes on School Parking Lots

It is outside of the scope of this walking audit to do an in-depth analysis of student drop-off and pick-up procedures for each school. However, some general observations about the school ground and drop-off & pick-up routines are noted here.

School drop-off and pick-up areas often pose particular difficulty for students getting to school. The combination of high numbers of family vehicles, yellow bus service, pedestrians, and bicycle traffic can make the final approach to the school difficult for both students and adults.

A general rule of thumb is to make a clear separation between different travel modes by having discrete areas dedicated to bus loading, family vehicles, and bicycle & pedestrian access. Signage and curb striping should be unambiguous. Schools should distribute information that clearly states the school procedures, and adequate staffing should be provided to supervise each area.

Bicycling at Cedarhurst Elementary

While the intent of the walk was to assess the walking environment, the following observations were made that affect kids on bikes.

The biking environment for students is mixed. The school provides ample bicycle parking that is more visible to school staff than to passersby and convenient to the school entrance. However, bike parking could be improved in three ways:

- provide parking under a covered area (this prolongs the life of the bikes and encourages students to ride on days with rain showers - no one likes to ride on a wet saddle!)
- provide enclosed parking (this can encourage ridership in high-crime areas)
- encourage and/or incentivize staff to use the racks (improving their health, and also setting an example for students to follow).

See the appendix for more information on bike racks.

Cedarhurst Elementary Walking Audit

Walking Audit Route

The main objective of the audit route was to look at all of the nearby entrances to the school from as many directions as possible. The route examined routes from the north, east, and south entrances. In particular the neighborhood in the NE quadrant of the walk area was determined in the pre-audit meeting as being an area with high potential to increase the number of people walking to Cedarhurst as well as improve the walking environment.

The walking route exited from the north side of the school and returned to the school via the south entrance off of 7th Ave S. After watching the dismissal process, the group walked east on 132nd street to 8th Ave S, continued east on an open path to 10th Ave S, and then further east on a wooded path to 12th Ave S. These paths had been previously identified as good opportunities to increase the number of students walking to school from the NE quadrant of the walking boundary. The group then turned south on 12th Ave S, west on S 136th St and finally returned to the back entrance of the school via 7th Ave S.



Figure 1 – Walking Audit Route Map

Field Observation Points - The numbers on the map above correspond to the field observations made by participants on the walking audit route. See the Walking Audit Field Notes in the Appendix for detailed information about each location point.

Top Observations for Walking Environment of Cedarhurst Elementary

Unimproved Street Shoulder Areas: There is an obvious lack of sidewalks and safe walkways near Cedarhurst Elementary. The majority of the streets in the area have what are known as unimproved street shoulder areas. They lack sidewalks or even painted fog lines to delineate pedestrian walkways from traffic, and are often crowded with cars and trash barrels obstructing clear passage for walkers.

Often in the Cedarhurst neighborhood and in other nearby neighborhoods it is common for people, adults and children alike, to walk on these unimproved street shoulders. People are walking, which we would like to encourage; however, the environment in which they are walking is often unsafe. It is encouraging to know that the City of Burien and council members have noted the lack of pedestrian facilities in this area and that there is support for improving pedestrian safety.

Students do not practice safe walking or biking behaviors: The lack of pedestrian facilities encourages unsafe behavior and pedestrians should not be unduly penalized for poor behavior particularly when facilities are inadequate. However, student and adult behavior could be improved through pedestrian safety education. Many pedestrians do not stop to look Left-Right-Left at intersections, and many cross diagonally instead of corner to corner. The poorly-designed walking environment encourages these bad habits, but education and encouragement programs can improve pedestrian behavior while infrastructure improvements are in the works.

Top Recommendations for Cedarhurst Elementary

S 136th St and 8th Ave S: Work with City of Burien engineers to improve this intersection. As it is now, all four corners of this intersection are unsafe for elementary students. There is fast moving traffic along S 136th St in both directions. While there is a traffic signal at this location, the timing of the signal does not accommodate students, and turning cars do not always yield to pedestrians.

Specific recommendations include:

- Add a sidewalk bump out on the east and or west sides of S 136th St to reduce the turning radius and slow down vehicle turning speeds.
- Increase the sidewalk landing area for pedestrians on each of the four corners of this intersection by adding curb extensions in the form of bulb-outs as well as a wider sidewalk leading up to the intersection. Ideally, this will reduce the turning radius as well as reduce the exposure time for pedestrians crossing the street.
- Engineers should also consider adjusting the location of the stop bar in an effort to protect ADA/stroller access to the southbound sidewalk.



Figure 2 – Unimproved Street Shoulder 12th Ave S/S 136th St. Lack of pedestrian infrastructure does not support safe for students or adults and encourages unsafe behaviors for drivers and pedestrians.

Sidewalks on 8th Ave S: Eighth Ave S is a well-used arterial connection to State Route 509 as well as S 128th St or S 136th St. The city is aware of the unsafe walking environment along 8th Ave S and tried to fund pedestrian improvements in this area through the formation of a Transportation Benefit District (TBD) two years ago. Unfortunately the TBD was voted down and funding was denied. Last year, the City applied for a Safe Routes to School Washington Department of Transportation Grant. While they did not receive funding in this most recent cycle the City of Burien plans to reapply for funding to improve walking along 8th Ave S. Cedarhurst Elementary faculty, staff, parent/guardians should work with the City of Burien to reapply for the grant. Many of these grant winners demonstrate that the City and the community are working together to make change within a community. The walking audit and the encouragement events should be highlighted as community and city partnerships.

Trail between 12th Ave S and 10th Ave S: The trail along the unimproved Right-of-Way between 12th Ave S and 10th Ave S has been, and continues to be, a vital pedestrian connection for this community. On the walking audit several participants commented on how they had used this exact route to walk to school years earlier. However, the community efforts that maintained this trail as a neighborhood asset has fallen to the wayside in the past decade or so. Through this walking audit it became clear that many community members still use this trail regularly and would like to see it revived as a safe and accessible trail for daily use to connect to the school and other destinations. One way to do this is to publicize the trail's existence to other community members who currently are unaware of the trail. This can be done by continuing walk to school days in the neighborhood, creating a map that shows the trail as a community asset such as the walk to school map produced by Feet First.

Feet First recommends that community volunteers work with representatives from the City of Burien Public Works department to see if the City of Burien Tree [Ordinance 502](#) can assist in removing the large tree which currently prevents strollers and bikes from passing through and reduces the overhead natural light. According to the ordinance, trees in the public right of way must be maintained or removed. Additionally, work with adjacent property owners to reduce the tree canopy and other vegetation along the trail. This would allow more natural light to illuminate the trail. While researching the Tree Ordinance Feet First also recommends that Cedarhurst Elementary work with the City of Burien to apply for a Washington Department of Transportation [Safe Routes to School Grant](#) to improve the safety and quality of this trail. The SRTS grant and others similar to it can provide funding to clear the trail, add crushed gravel to reduce mud in the winter months, and add inviting trail markers at either end of the trail. Feet First believes that improving this trail will improve the walking experience for the many people that already use it as well as encourage other community members to begin walking to and from school. A list of property owners for the neighboring properties is listed in Appendix I.

Walking School Bus Program: Tamela DeRosso and other Cedarhurst volunteers are currently working to organize and encourage adults and students to walk to school through a variety of encouragement events. Walking programs such as the walking school bus are a great way to organize and coordinate parents/guardians to help make the walk to school safe. Feet First recommends that the school staff, volunteers, and city and school district officials commit to continuing these programs throughout the school year. In particular, organizing a walking school bus or similar volunteer-run walk to through the trail between 10th Ave S and 8th Ave S will add momentum to the efforts at Cedarhurst.

Contacts & Project Information

For more information about this report, CPPW, or Feet First, please contact:

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Feet First is a 501(c)(3) non-profit organization. Feet First promotes walkable communities through advocacy, community organizing, research, and education.

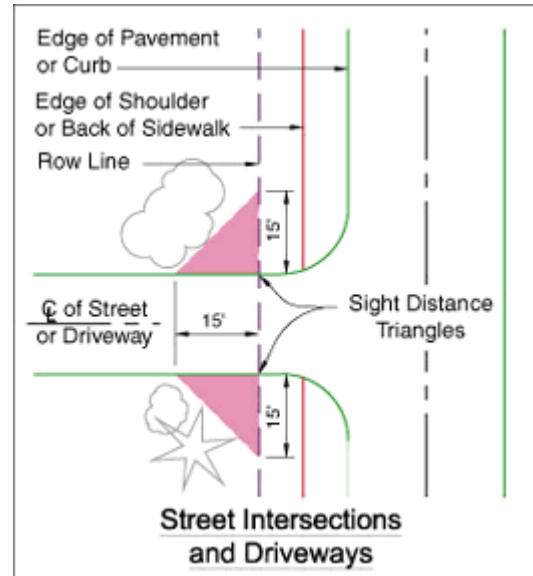
Appendix I - Immediate Actionable Recommendations

- 1. Clear the vegetation** that impedes sightlines for both pedestrians and drivers. Cedarhurst volunteers can use this opportunity to begin engaging with community members and talking about the importance of walking to school. If no action is taken by property owners or violations continue, complete a [Citizen Action Request](#) on-line or call (206)248.5507. While these forms need to have a contact name and phone number, the name of the individual filling out the form will remain anonymous. Vegetation should be cleared at the following locations:
 - South side of S 132nd St and 8th Ave S
(Parcel # 1446403790) Taxpayer Name: Brian and Roxanne Halvorsen
 - Trail between 10th Ave S and 12th Ave S / Work with public works engineers to resolve vegetation issues in undeveloped city right-of-way
 - Trail between 10th Ave S and 12th Ave S / Work with public works engineers to resolve vegetation issues in undeveloped city right-of-way
 - S 136th St and 8th Ave S / Address: 722 S 136th St
(Parcel #1446403670) Taxpayer Name: Lourdes Cueto
 - S 136th St and 8th Ave S / Address: 13453 8th Ave S
(Parcel #1446403675) Taxpayer Name: Robert L Oliver Jr
- 2. Maintain a clear and unobstructed entrance** to Cedarhurst Elementary on the south side of the school. The property owners at the end of 7th Ave S can be contacted and urged to support walking to school by maintaining a clear entrance to the school through the back entrance. Currently, the entrance is often blocked by cars and a parked boat. Feet First recommends that the school and community volunteers reach out to the following property owners and cooperatively come up with creative ways to maintain a clear path for the students to use:
 - Address: 13401 7th Ave S
(Parcel #1446403510) Taxpayer Name: Elizabeth N Greenough
 - Address: 13403 7th Ave S
(Parcel #1446403500) Taxpayer Name: Lawrence Jay Thomas
 - Address: 13402 7th Ave S
(Parcel #1446403610) Taxpayer Name: Dale H Randall
 - Address: 13404 7th Ave
(Parcel # 1446403615) Taxpayer Name: Kyle Overstreet
- 3. Partner with the Humane Society** or other animal training facility for an animal education session. On many of the routes that students walk to get to and from school they must pass by barking dogs. Students could learn how to read and understand dog behavior as well as understand when a dog is 'just doing their job' and when they are being aggressive. Parents or school staff can contact the owner of the property adjacent to the wooded path between 10th Ave S and 12th Ave S and work to establish a friendly relationship while asking the owner to either increase the height of the fence or possibly be present and manage the dog's behavior while students are walking to school.



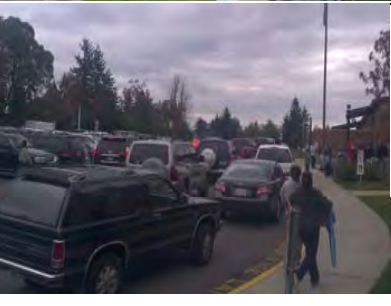
Appendix II – Vegetation Maintenance Standards for Streets and Sidewalks




The Public Works Department has developed vegetation maintenance standards for streets and sidewalks within the City of Burien. The purpose of these standards is to promote safety by maintaining clear walkways for pedestrians, adequate sight distance for motorists, and access for emergency vehicles.


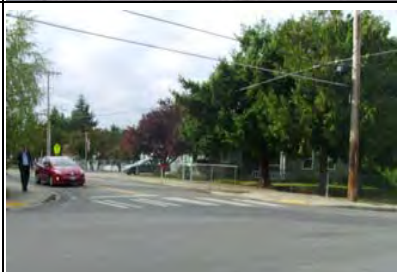

1. Vegetation must be trimmed to provide at least fourteen (14) feet of clearance above paved road surfaces and/or gravel shoulders.
2. Vegetation must be trimmed to provide at least eight (8) feet of clearance above sidewalks and one (1) foot of clearance beyond the back edge of sidewalks.
3. Mowing should be scheduled twice annually during the growing season to prevent grass from growing taller than fourteen (14) inches. Vegetation should be controlled to provide safe sight distance and allow for proper drainage.
4. Vegetation in the right of way and vegetation originating from private property must be trimmed to maintain a sight distance triangle, as illustrated in the diagram below. The sight distance triangle can contain no fence, berm, vegetation, on-site vehicle parking area, signs or other physical obstruction between 42 inches and eight feet above the ground.









Appendix II – Walking Audit Field Notes



Observation Pt.	Intersection	Community Asset	Engineering	Enforcement	Education	Encouragement	Policy	Field Observations	Recommendation	Image
School 1 Grounds			X	X	X			During student pick-up after school, drivers park illegally in the no parking zones along the adjacent streets creating difficult sight lines for both drivers and pedestrians.	No parking signs are already placed on many of the nearby streets such as 7th Ave S. It is recommended that the school work with law enforcement officials to ensure compliance to the no parking signs. Other measures can include flyers the parked cars with information explaining how parking in these spots impedes sight lines and ultimately childrens' safety and speaking to the drivers directly. The curb bulb outs are improvements required by the City as part of the Cedarhurst construction project. This explains why they are on the SW and the NE corners are not installed at the adject corner. Work with the City to extend the curb to improve sightline issues as well as reduce pedestrian crossing times.	
School 1 Grounds				X	X			While there is a no left turn sign posted at the exit of the school parking area, many parents still turn left often even ignoring the crossing guard volunteer.	Work with law enforcement officials to monitor driver behavior at this location. This could be part of a several stage session. The first session officers can simply issue warnings and encourage compliance. After a month of this education campaign officials could begin ticketing non-compliant drivers. Highline School District can request that the City of Burien install centerline candlestick cones to prevent left turns. An example of this can be seen at Highlands Elemenatary in Renton.	
School 1 Grounds				X	X			While the school continues to improved the pick-up and drop-off procedures, however, there is still work that can be done to improve the process. Currently it is common for cars to stack two cars wide in the fire lane for the pick up process. Many students then walk in between the first lane of cars to reach the second row.	School staff can continue to encourage drivers to be patient and wait in a single file line. School can distribute a flyer with an illustration for the preferred pick-up and drop-off behavior. Separate the walkers from the students getting picked iup by vehicles. Use the entrance on the north side of the school. For students waiting for car pick up restrict the area in which they can wait. Daniel Elementary in Kent uses a painted box which is monitored by school staff until the student is picked up by the adult. Feet First offers a fee for service program that examines after school pick up and drop off cirucuation. Contact Feet First for further information.	




Observation Pt.	Intersection	Community Asset	Engineering	Enforcement	Education	Encouragement	Policy	Field Observations	Recommendation	Image
2	S. 132 nd St. (north side of street)				X			Cars and busses back up along S. 132nd St. This creates congestion and confusion for drivers and pedestrians.		
3	S. 132nd St. (south side of street)			X		X		Overgrown vegetation blocks visibility of the school and sidewalk for cars that are traveling west along S. 132nd St. This makes it more difficult for cars to see pedestrians.	Work with neighboring property owners and encourage them to trim trees and shrubs to make pedestrians more visible and give them more room on the sidewalks. If the neighbor is not responsive the school can submit a Citizen Action Request.	
4	S 132 nd St. and 7 th Ave S.	X						The sidewalks immediately surrounding the school and along 7th Ave S are wide and well constructed with a significant buffer zone between street and the sidewalk.		



Observation Pt.	Intersection	Community Asset	Engineering	Enforcement	Education	Encouragement	Policy	Field Observations	Recommendation	Image
4	S. 132nd St and 7th Ave. S.	X						Two adult crossing guards in good visibility gear manage two cross walks. One of which is at the parking lot entrance. Students tend to obey the adult crossing guard. Adults often do not.	Incorporate a student patrol program under the supervision of an adult. Work with the City of Burien to paint stand back lines on all corners to help keep kids back from traffic. Couple the installation of the stand back lines with a pedestrian training program for students and adults on why the stand back lines are an important safety.	
5	S 132 nd St. and 8 th Ave S.				X			When rebuilding Cedarhurst, the School District installed a bulb-out on the SW corner of this intersection to reduce crossing distance. However, it is only on the SW side of the corner and drivers do not always yield to pedestrians despite the fact that there is an adult crossing guard at this location.	Work with drivers, students and adults alike to respect the crossing guards and follow their instruction. Encourage the city to install additional bulb-out's on the NW corner and the SE corner of this intersection to reduce exposure time.	
6	Gravel Road between 8th Ave S and 10th Ave S	X	X					This trail is well used by kids and adults walking and biking in the neighborhood. Parents report that the wooden fence on the south side of the trail provides hiding place for bullies and there is often graffiti on the fence. Currently, participants noted a swastika.	Work with property owners and the City of Burien to keep the fence clear of graffiti. Burien code calls for the property owner to remove graffiti within 5 business days. Use Citizen Action Request form if property owners are unwilling to work with the school. Request fence property owner to remove alternate boards in fence to maintain property line delineation but increase visibility.	

Observation Pt.	Intersection	Community Asset	Engineering	Enforcement	Education	Encouragement	Policy	Field Observations	Recommendation	Image
7	Crosswalk at 10th Ave S. and the wooded path					X		The crosswalk is signed with "Crosswalk" and "advanced crosswalk" signs, but crossing guard reports frequent drivers failing to yield the right of way to pedestrians and this location is too far from the school to position a crossing guard.	School organizers can work with parents/guardians to establish a volunteer walking school bus or other programmatic events that will assist students at this crossing location. Additionally, ask law enforcement to issue warnings to drivers that do not yield to pedestrians. Ask City to install overhead crosswalk sign.	
8	10th Ave S. and trail (east side of street):				X			There are five large dogs in the property adjacent to the trail. The dogs frighten many of the students.	Partner with the humane society or other animal training facility for an animal education session. Students could learn how to read and understand dog behavior as well as understand when dog is 'just doing their job' and when they are aggressive. Parents or school staff can contact the owner of this property and work to establish a friendly relationship. If possible there could be an arrangement to encourage the owner to either increase the height of the fence or possibly be present and manage the dog's behavior while students are walking to school.	
9	Trail between 10th Ave S. and 12th Ave. S.		X			X		This trail, which is on unimproved City right-of-way, is a community asset with a long history of use as a walking trail for students going to Cedarhurst Elementary. In a previous generation, there was a group of parent volunteers that maintained the area keeping it clear for students to pass through safely. However, over the years the area has had less attention and is now much denser and darker. In particular, there is one large tree at the east end of the trail that impedes bikes and strollers from passage.	School organizers can work with parents/guardians to establish a volunteer trail maintenance crew that could clear and maintain the trail. School organizers can work with parent/guardians to establish a walking school bus program to provide adult supervision for student's daily walk to school. Washington Department of Transportation grants are available to support trail work and can be applied for using material from this report. Review Burien Ordinance for Right of Way's - the tree is in a public right of way and removal could fall under City Public Works responsibility.	

Observation Pt.	Intersection	Community Asset	Engineering	Enforcement	Education	Encouragement	Policy	Field Observations	Recommendation	Image
9	Trail between 10 th Ave. S. and 12 th Ave. S.	X			X			There is some graffiti along the fence and at the exit of the trail. The east entrance to the trail is generally quiet, however the adjacent neighbors use it as a driveway.	Because this trail is located on City right-of-way they are interested, willing and responsible to maintain the trail. However, this also provides a great opportunity for the city and the community to work together. School organizers and parent/guardian volunteers can make contact with the nearby residents and work with them to become invested in the keeping the path clear for students and adults to walk along the trail.	
10	12th Ave. S.		X		X	X		12th Ave. S. has minimal sidewalk infrastructure. What sidewalks exist are from recent remodels of homes. The city has a policy that requires residents to install sidewalks with large upgrades to their homes. However, this creates inconsistent sidewalk infrastructure along 12th Ave. S. and throughout the neighborhood.	Work with City of Burien to prioritize the addition of sidewalks along 12th Ave S and 8th Ave S between S 136th St and S 128th St. Other recommendations include extending the painted Right-of-Way line further so as to increase the amount of safe walking area, starting a campaign to keep the existing Right-of-Way clear from cars and trash bins.	
10	12th Ave. S.		X					Traffic along 12th Ave. S. is not particularly busy at the same times that students are walking to and from school, however, Traffic along 12 Ave S. is not busy during school commute times. However, participants reported greater volume and speeding violations during adult commute times.		

Observation Pt.	Intersection	Community Asset	Engineering	Enforcement	Education	Encouragement	Policy	Field Observations	Recommendation	Image
11	12th Ave. S. and 136th St.		X					There is no marked crosswalk at this location. Cars turning right onto 12th Ave. S are not warned that pedestrians may be crossing at this location.	Work with City of Burien to mark this intersection with crosswalk. Additionally, a sidewalk bump out could be added to the east and or west sides of S 136th St reducing the turning radius and potentially slowing down turning speeds.	
12	10th Ave S and 136th St		X	X				Bushes obstruct the sightlines for pedestrians crossing 10 th .	Work with neighboring property owners and encourage them to trim trees and shrubs to make pedestrians more visible and give them more room on the sidewalks. If there is reason to believe that the owners will be resistant, contact the City of Burien Citizen Action Request.	
13	S. 136th St.		X	X				The length of S. 136 th St. has fast moving traffic. While there is a sidewalk and a lane for parked cars between the walk area and the traffic, the sidewalk is quite narrow and has many obstacles for the pedestrian such as mailboxes, overgrown trees and shrubs as well and utility poles.	Work with city to improve surface of sidewalk and remove obstacles from sidewalk area.	

Observation Pt.	Intersection	Community Asset	Engineering	Enforcement	Education	Encouragement	Policy	Field Observations	Recommendation	Image
14	S. 136th St and 8th Ave. S.		X		X			<p>The intersection design creates multiple challenges for pedestrians, especially those with strollers or ADA needs. The corner is narrow and pedestrians are forced to stand close to street and fast moving traffic. Stop bar location does not provide ADA access to crosswalk.</p> <p>Sandwich board placement and traffic light pole placement impede east/west travel. Pedestrians must walk through driveway with poor sightlines to reach westbound sidewalk.</p>	<p>Work with City of Burien to improve this intersection. Adding a sidewalk bump out on the east and or west sides of S 136th St could reduce the turning radius and potentially slowing down turning speeds. City officials should consider widening the sidewalks on S 136th St, move the stop bar back to protect ADA/stroller access to the southbound sidewalk. Pedestrian caution signs can be added for all directions of travel. If this area is improved to make it safe for pedestrians the neighborhood south of this intersection may be able to walk to school, possibly reducing the yellow bus service for Cedarhurst and increasing the walk area.</p>	
15	8th Ave. S.				X			<p>Traffic along 8th Ave. S. is faster than adjacent streets such as 10th and 12th.</p>	<p>Work with City of Burien planning officials to prioritize the addition of sidewalks along 8th Ave S between S 136th St and S 128th St. Other recommendations include extending the painted Right-of-Way line further so as to increase the amount of safe walking area, starting a campaign to keep the existing Right-of-Way clear from cars and trash bins.</p>	
16	7th Ave. S.		X					<p>7th Ave. S. is a common walking route for students that live along S. 136th St. The street is relatively quiet and without much car traffic. There is a back entrance to the schoolyard from 7th that allows access for students. Neighbors however, often park flatbed trucks, boats or other vehicles in the way of the gate making it more difficult for students to use this entrance.</p>	<p>School organizers and parent/guardian volunteers can make contact with the nearby residents and work with them to become invested in the keeping the path clear for students and adults to walk through. If no action is taken by property owner or violations continue, complete a citizen action request.</p>	

Observation Pt.	Intersection	Community Asset	Engineering	Enforcement	Education	Encouragement	Policy	Field Observations	Recommendation	Image
17	6th Ave. S. and S. 132nd St.							There is a loud dog near this intersection.		
17	6th Ave. S. and S. 132nd St	X				X		Before redistricting, this intersection was one of the main crossing locations for students who used the pedestrian bridge over State Route 509. Since the school draw area has been changed this intersection is used less often and the crossing guards have been relocated to 132nd and 7th and 132nd and 8th. The area is now overgrown and unkempt.		
18	Pedestrian Bridge	X			X			This is a great connector between the neighborhoods but is a bit overgrown with blackberry bushes on the east side of the ramp.	School organizers and parent/guardian volunteers can make contact with the nearby residents and work with them to invest in the keeping the path clear for students and adults to walk through.	

Appendix III – Guidelines for Bicycle Parking at Schools

Guidelines for Bicycle Parking at Schools

Providing good quality bicycle parking for students and staff can encourage biking by decreasing the risk of conflict, theft, and damage.

Bicycle parking must be:

- visible
- accessible
- secure
- easy to use
- convenient
- plentiful

Bicycle parking should be: covered, well lit, and in plain view without being in the way of pedestrians.

Theft is a serious concern for bicyclists. Nearly 1.5 million bikes are stolen in the U.S. each year. Safe and convenient parking is as critical to bicyclists as it is for motorists. Racks should:

- Be placed in areas with high pedestrian activity and “eyes-on-the-street”
- Be more visible to staff and students than passersby
- Allow the frame and one wheel to be locked to the rack when both wheels are left on the bike
- Allow the frame and both wheels to be locked to the rack if the front wheel is removed
- Allow the use of either a cable or U-shaped lock
- Be securely anchored.



In areas with high crime concerns, schools should consider placing racks in rooms or cages that can be locked during the school day.

Location: Racks need to be sited and installed appropriately for them to be well used:

- Racks that are placed less than 2'-3' from a wall or less than 30" from another rack will end up sitting empty.
- Racks need to be clearly visible and accessible, within 50' of the building's main entrance or at several commonly used entrances.

Design Standards: Racks should:

- Support the bicycle frame, not just one wheel
- Resist cutting, rusting, bending and deformation
- Be usable by bikes with no kickstand and bikes with water bottle cages

- Be usable by a wide variety of sizes and types of bicycle
- Be promoted with bike parking directional signs
- Have roofs or be located under awnings - to provide riders with rain protection while locking their bikes *and* to prolong the life of the bikes' metal and rubber components- an important issue for low-income riders.

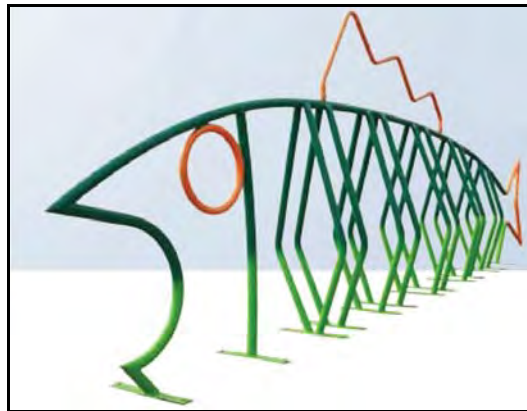
Costs: The cost to purchase and install bike rack varies, but is almost always cheaper and more efficient than providing car parking:

- A bike rack that parks two bikes costs \$150 to \$300.
- A locker that holds two bikes costs between \$1,000 and \$4,000 to purchase and install.
- The cost to provide two car parking spaces is \$4,400 on a surface lot and \$25,000 in a garage.
- Parking for 10-12 bikes can fit in the same space required for a single car.



“Wheel-bender” racks (above) can damage wheels and don’t allow frames to be locked to the rack.

Customized Designs: As long as they meet the guidelines discussed above, bicycle racks can serve a dual purpose by promoting a school’s name, mascot, or values (see below).



More Information: To learn more about how to choose a rack that is good for your school, please consult these resources:

- The Association of Pedestrian and Bicycle Professionals (APBP) <http://www.apbp.org/?page=Publications>.
- The Pedestrian and Bicycle Information Center: <http://www.bicyclinginfo.org/engineering/parking.cfm>.
- Madison, WI bike parking guidelines: <http://www.cityofmadison.com/trafficEngineering/documents/MadisonBikeParking20100715.pdf>
- John Vander Sluis, The Bicycle Alliance of Washington, JohnV@bicyclealliance.org