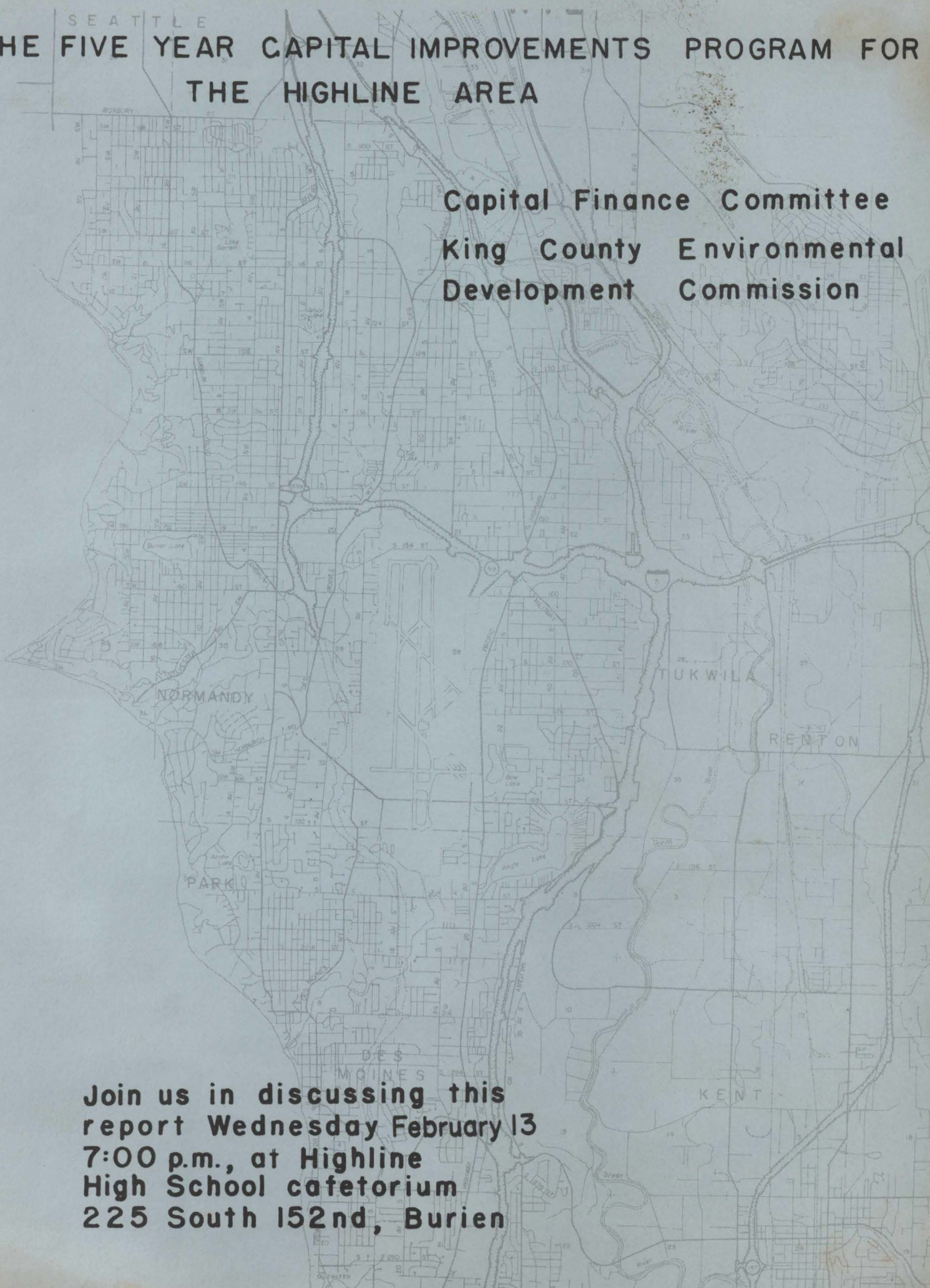


SEATTLE
**THE FIVE YEAR CAPITAL IMPROVEMENTS PROGRAM FOR
THE HIGHLINE AREA**

**Capital Finance Committee
King County Environmental
Development Commission**



**Join us in discussing this
report Wednesday February 13
7:00 p.m., at Highline
High School cafetorium
225 South 152nd, Burien**

KING COUNTY'S CAPITAL IMPROVEMENT PROGRAM

As it relates to the Highline Area

INTRODUCTION

This report has been prepared as part of an Environmental Development Commission and King County Government program to provide the public with coordinated information on the improvement projects tentatively scheduled for acquisition and/or construction from 1974 through 1979.

It is our intent that this information will give the public an opportunity to express their viewpoints on tentative development projects before the County has made definite financial and legislative commitments.

The Environmental Development Commission (E.D.C.) is a 134 member citizens advisory group which consists of an 18 member commission and 9 functional committees. The Capital Finance Committee is charged with providing citizen input for the County's Capital Improvement Program Planning. The public meeting in your community is one means of providing a forum for public discussion of planned projects. As a vehicle of citizen participation, this approach brings a wide range of alternatives into the planning process intended to provide direction for the achievement of environmental development goals.

Some of the capital improvement projects listed in the Capital Improvement Program involve work scheduled over several years that have already been started or have development funds appropriated. If disputes arise over these projects, we will try to determine what the issues are, and how they may be dealt with.

At the end of each section of this report "Issues" are listed which we think are relevant to an examination of the County's Capital Improvement Program. We would appreciate hearing or reading your thoughts about these issues. Join us in a discussion of this report at 7:00 p.m., February 13, 1974, at Highline High School.

KING COUNTY'S CAPITAL INVESTMENT PROGRAM

As it relates to the Highway Act

INTRODUCTION

This report has been prepared as part of an investment development program and is for the Government's use to provide the public with condensed information on the approved investment projects. It is intended for distribution and construction of the Act through 1973.

It is our intent that this information will give the public an opportunity to express their views on future development projects. The Act has been passed through the legislative process and is now before the Legislature.

The Environmental Development Commission (EDC) is a 12-member body which advises the Governor on all matters relating to the State's development. The EDC is composed of representatives from the public, business, labor, and other interested groups. The EDC's role is to provide a wide range of citizen participation in the planning process. The EDC is directed to the achievement of environmental development.

Some of the major investment projects listed in the Capital Investment Program are scheduled over several years. It is expected that these projects will be completed by the end of the year and that they will be dealt with to determine the impact on the environment.

At the end of a period of this report, it is expected that we will be able to provide an examination of the Capital Investment Program. We would appreciate hearing or seeing your thoughts about these issues. This is the question of this report of 1973 and January 13, 1974 at Highway Act.

SECTION I

WHAT IS THE C.I.P.?

A capital improvement program is a system aimed at helping the County make better decisions on the allocation of resources among alternative ways to obtain adopted County goals and objectives. It provides a long-range (six-year) schedule of acquisition and development of objectives by Program, Sub-program, and Element, and lists the necessary expenditures and major activities involved.

The C.I.P. represents a transitional step between the generalities of County goals and long-range master plans and the actual development of a project. It is a tool that helps the County judge between conflicting priorities and local desires. It is a means of calculating the capability of the County to provide needed services and facilities. It represents a printed statement of policy.

Prior to the adoption of the County Charter in November, 1968, only the Departments of Parks and Public Works developed Capital Improvement Programs. Other capital improvements were programmed and developed on an individual basis. The Forward Thrust program was a first step toward development of a coordinated long-range program for certain types of capital improvements. With the adoption of the Charter, expenditure of funds for capital improvements could only be made if the improvement was part of a

capital budget appropriation ordinance. The budget ordinance must include the actual expenditures of the preceding fiscal year, the estimated expenditures for the current fiscal year and requested appropriations for the next fiscal year. In addition, it must include the proposed capital improvement program for the next six fiscal years. During a fiscal year, amendments to the capital budget can be made, but no capital budget project shall be abandoned unless such is recommended by the Executive Department responsible for planning.

The Charter establishes that the Executive is responsible for preparing the capital budget and that it shall be prepared by the Department of Budget and Program Planning.

The present process for development of the Capital Budget and six year Capital Improvement Plan is:

1. The Environmental Development Commission provides citizen input by reviewing the Capital Improvement Program and holding public meeting such as this to discuss project priorities and local desires.
2. The Environmental Development Commission reports the results of these public meetings to the County Executive, County Council and Department of Budget and Program Planning.
3. The individual departments submit their project and program requests to the Department of Budget and Program Planning 135 days*, July 28, before the end of the fiscal year.

*County Charter requirements.

4. The Department of Budget and Program Planning reviews the Departmental requests and EDC comments and makes recommendations.
5. The individual department, Budget and Program Planning, the County Administrative Officer, and the Executive hold conferences and develop the Executive's budget and plan.
6. The Executive submits the budget and C.I.P. to the Council 75 days*, October 17, before the end of the fiscal year.
7. The Council holds public hearings, reviews and evaluates the Executive proposals.
8. The Council adopts a capital budget and capital improvement program 30 days*, December 1, before the end of the fiscal year.
9. The executive directs the implementation of the budget.
10. The yearly cycle starts over again with the Environmental Development Commission providing citizen input by reviewing the Capital Improvement Program and holding public meetings such as this.

Funds for the capital budget come from general obligation bonds: the 1962 park bond issue, the 1968 Forward Thrust bonds for parks, roads, etc., and miscellaneous flood control bonds; general taxes, road district taxes; and supplemental funding from state and federal grant-in-aid programs.

The County's Capital Budget and Program for 1974-79 contains the following programs and sub-programs:

LAW, SAFETY AND JUSTICE PROGRAM

Administrative Support, Patrol and Enforcement, and Confinement and Rehabilitation Sub-programs

Civil Defense Sub-program

INTELLECTUAL AND LEISURE TIME OPPORTUNITIES PROGRAM

Park Capital Improvement Sub-program

Special Facilities Sub-program

PHYSICAL ENVIRONMENT PROGRAM

Solid Waste Sub-program

Flood Control Sub-program

PROTECTION OF HEALTH PROGRAM

Alcoholism Treatment and Control Sub-program

Environmental Health, Personal Health, and Technical Support Services Sub-program

Harborview Medical Center Sub-program

TRANSPORTATION PROGRAM

Streets and Roads Construction Sub-program

Boeing Field International Sub-program

GENERAL GOVERNMENTAL SERVICES PROGRAM

Building Management

Summary of the 1974 Capital Budget*

<u>1974 Programs</u>	<u>Capital Budget</u>
Law, Safety and Justice Public Safety, Medical Examiner, Prosecuting Attorney, Superior and Justice Courts	\$ 174,000
Intellectual and Leisure Time Community Development Dept.	6,385,045
Physical Environment Hydraulics, Solid Waste, Budget and Program Planning Boundary Review Board, Building, Community Development Dept.	15,156
Protection of Health Public Safety, Health Dept.	748,650
Transportation Public Works	8,920,200**
General Government Services Executive, Council, Dept. of Budget & Program Planning, Land Use Administration, County Administrative Officer, Records and Elections, Finance, Assessments, Building.	0

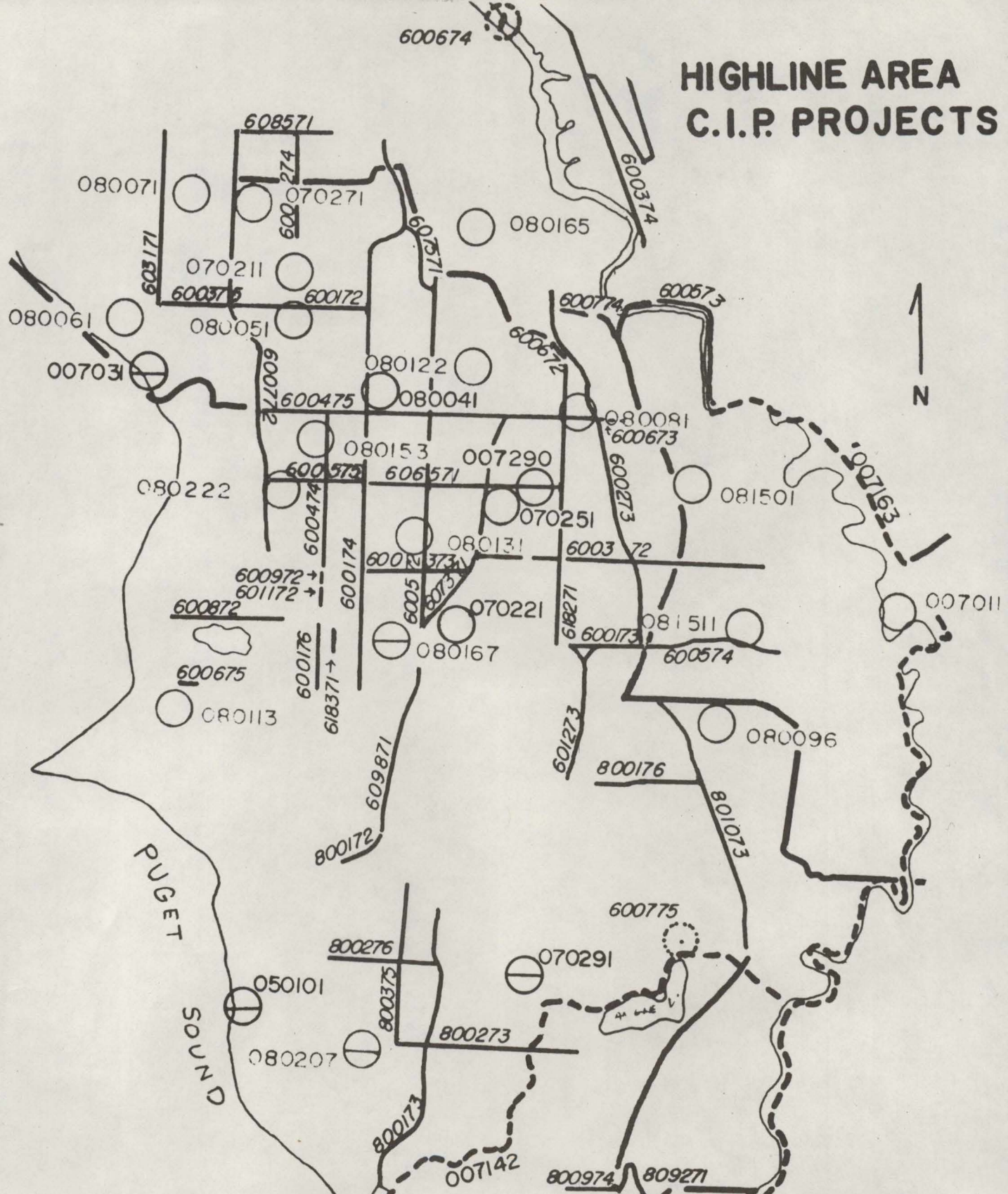
*A summary of program expenditures for 1975-79 is not given because many of the projects listed are tentative and subject to modification or even elimination.

**Transportation Program excludes \$4,159,300 for requested projects not recommended for inclusion in the 1974 budget

ISSUES:

- A. How can citizen participation be improved in the planning process - with the County, with the Environmental Development Commission, and with community councils?
- B. Where did you hear about this meeting? (i.e. newspaper, friend, etc.)
- C. If you heard about this meeting from more than one source, which source was the most effective?
- D. What specific information would you like to receive from King County that you are not getting?
- E. Should this Capital Improvement public meeting be held annually or less frequently?

HIGHLINE AREA C.I.P. PROJECTS



LEGEND

- ARTERIALS & OTHER ROADS: ———
- SPECIAL PROJECTS: (⊙)
- PARKS: ○
- PARKS (SITE NOT SELECTED): ⊖
- URBAN TRAILS: - - - -

SECTION II

CAPITAL IMPROVEMENT PROGRAMS INVOLVING

THE HIGHLINE AREA

LAW, SAFETY AND JUSTICE PROGRAM

The purpose of this program is to:

maintain a safe, peaceful, and orderly environment, to minimize injury to persons and loss of property from unexpected events or violent acts.

adjudicate disputes between individuals in the community and between the government and individuals and to assess and provide penalties or rehabilitation service to those found guilty of criminal acts.

The selection of projects which satisfy the objectives of the Law, Safety, and Justice Program are determined in many ways. They may originate from a general need to provide better or new facilities because of improved services, expansion of areas served, and alleviation of particular problems. The determination of what kind and which proposals are accepted by the Executive and the Council begins with general citizen demand to solve some problem. The need for shorter response time to calls for police protection and disasters can be recognized by providing decentralized precinct stations or by an improved practices, while others simply require new facilities.

Project-Proposed For This Area:

None

ISSUES:

I. LAW, SAFETY AND JUSTICE PROGRAM

A. Is there a need for additional precinct stations in your area?

If so, would you be agreeable to paying more taxes to provide them?

B. Do you have any suggestions for the King County Sheriff - Department of Public Safety?

II. INTELLECTUAL AND LEISURE TIME OPPORTUNITIES PROGRAM

The purpose of this program is to:

provide satisfactory opportunities for intellectual development and provide opportunities and facilities for constructive and healthful use of recreational and leisure time.

County parks offer a range of recreational opportunities and influence the social and physical property values of a community. Parks may be viewed as a kind of open space and may be intended to serve the needs of natural systems such as waterfowl nesting areas on Lake Washington, fresh-water tributaries in ravines, steep slopes, and aquifer recharge areas. Some of the criteria used in determining whether or not a project should be included in the County's Capital Improvement Program are:

- A. The need for site or facility within a proposed service area is based on overall population trends and characteristics, the particular needs of deprived areas, and consideration of cost-benefit factors.
- B. The quality and characteristics of a site, such as uniqueness, beauty and accessibility.
- C. Community acceptability for those facilities designed to serve local population.
- D. Degree of site suitability for stated purpose.
- E. Availability of site in such terms as vacant versus developed land, price, willing seller.
- F. Multiple use potential, either of site itself, or as related to, or combined with, other facilities.

- G. Community acceptability (for those facilities serving regional population).
- H. Capability of being put into early use in terms of availability of money and staff for development, maintenance and operation.

PROJECTS PROPOSED FOR THIS AREA:

Community Parks: A park area of approximately 20 acres serving the local community and containing provision for walking, sitting, family group activities such as picnicking, and the enjoyment of attractive natural or landscaped areas.

1. White Center (070271)
Located at S. 102nd St. and 18th Ave. S. Funds are proposed to be used to provide improvements to playing areas which receive heavy use by local area residents. Construction - 1973 to 1975.
2. Lakewood (070211)
Located at S.W. 108th St. and 10th Ave. S.W. Stage I development is completed. 1973 funds will provide for complete development of this 14.5 acre park which will include beach improvements, bathhouse and trails as well as related landscaping and necessary utilities. Construction-1973 to 1975.
3. Sunset (070251)
Located at S. 136th St. and 18th Ave. S. As an athletic facility, the park is almost complete. Funds are requested for portable bleacher seating and landscaping. Additional facilities must be decided by study and public input and are not scheduled at this time.
4. Moshier (070221)
Located at 430 S. 156th St. Phase I development providing for minor upgrading of existing facilities has recently been completed. 1975 budget request covers improvements to the cultural arts building as well as improvements to the playing fields and grounds. Construction - 1975.
5. Airport (070291)
Site location undetermined. The need for a community park in this area should be reviewed in light of airport expansion to the west. Acquisition: 1979.

Neighborhood Parks: Passive park areas, usually from 3 to 7 acres in size, designed to serve the needs of pre-school and younger school-age children and their parents as well as provide quiet enjoyment areas for older persons. Normally located within walking distance of the area it serves.

1. North Shorewood (080071)
Located at S.W. 100th St. and 28th Ave. S.W. Acquisition and future development will be based on local input.
2. Adastra (080165)
Located at S. 104th St. and 14th Ave. S. Future acquisition and development of a 5 acre site for use by the Adastra Community. Acquisition: 1976; Construction: 1976.
3. Shorewood (080061)
Located at S.W. 118th St. and 28th Ave. S.W. Complete acquisition and future development dependent on local input. Acquisition: Partially complete; Construction: 1974.
4. Salmon Creek (080051)
Located S.W. 118th St. and 8th Ave. S.W. Future plan and development of 4.5 acre site. Acquisition: Complete; Construction: 1974.
5. Arbor Lake (080041)
Located at S. 124th St. and 2nd Ave. S. Monies carried into 1973 will complete acquisition; and 1973 funds will provide master plan design for the 7 acre site.
6. Southern Heights (080122)
Limited future development of water district property at S. 120th St. and 14th Ave. S. for park purposes. There has not been a site selected for this project. The intended service area is the Southern Heights Elementary School. Construction: 1975.
7. Hilltop (080081)
Located at S. 128th St., west of Military Road. Carry over monies and new requests will provide for acquisition of eight acre site to be developed in the future. Development will include community input. Acquisition: Completed in 1974.
8. Hazel Valley (080153)
Site to be selected in Hazel Valley Elementary School neighborhood near S.W. 128th St. and 4th Ave. S.W. based on local input and review.

9. Chelsea (080222)
Located at S.W. 136th St. off Ambaum Blvd. Improvement of existing three acre playground park. Lighting to be installed and improvements made to existing field. Construction: 1978.
10. Evansville (080131)
Located in the vicinity of S. 136th St. and SR 509. Acquisition funds and future development of site: location and need analysis will be based on local review. The intended service area for this park will be the same as the Evansville Elementary School. Acquisition: 1973; Construction: 1975.
11. Highline Neighborhood Park #14 (080167)
A site has not as yet been selected for this project. This project replaces Highline Neighborhood Park #15 because it was located in the airport impact study zone 3. The intended service area is the Lake View Elementary School area. Acquisition: 1974; Construction: 1975.
12. Thorndyke (081511)
Site to be selected south of Foster High School. Future acquisition and development of selected site has been delayed because of the difficulty in locating a site for this project. Acquisition: 1978.
13. Crestview (080096)
Located at S. 160th St. and 45th Ave. S. Future acquisition and development of site dependent upon local review. The intended service area for the park will be Crestview Elementary School.
14. Highline Neighborhood Park #23 (080207)
A site has not been selected for this project. This project replaces Highline Neighborhood Park #24 which was located in airport impact study zone 3. The intended service area is Olympic Jr. High School. Acquisition: 1974; Construction: 1975.
15. Highline Neighborhood Park #26 (080186)
A site has not been selected for this project. This project replaces Highline Neighborhood Park #25 which was located in airport impact study zone 3. The intended service area for this park is that area located between S. 212th St. on the North, I-5 on the East, S. 224th St. on the South and Pacific Highway South on the West. Acquisition: 1974; Construction: 1975.
16. Parkside (080195)
Located at S. 244th St. and 20th Ave. S. Future acquisition and development of site, dependent upon area needs review and local input. Because of expressed resident need for more neighborhood parks, acquisition funds are scheduled for 1974. The intended service area will be the same as the Parkside Elementary School. Construction: 1975.

Special Park Facilities:

Includes areas and facilities such as boat launches, golf courses, County fairgrounds, trails and athletic fields, which have special requirements and may be limited in number.

1. Boat Launch Site (007031)
A study needs to be made to determine if a suitable boat launch location is available along the saltwater south of the City Limits of Seattle. Previously recommended Forward Thrust sites at 20th Ave. S.W. and Seola Beach have been examined and are not considered suitable. Acquisition: 1977 - 1979.
2. Sunset Shop (007290)
Located at S. 136th St. and 18th Ave. S. Enlarge existing shop area, improve storage area to maintain this facility in good working condition. Construction: 1975.
3. South Area Park and Athletic Field (007011)
Located on the right bank of the Duwamish River approximately $1\frac{1}{2}$ miles north of I-405 and Longacres Race Track. Development of a major athletic facility, designed jointly by King County and Seattle Park Departments. Construction: 1974 - 1975.

Trails: Trails are intended both as a means of transportation, and as a source of recreational enjoyment.

1. Des Moines-Angle Lake Trail (007142)
Trail runs from Des Moines to the Green River. Acquisition and future development of that portion of five mile trail right-of-way outside of Des Moines Creek Park. Development funds will be scheduled when construction costs have been determined. Acquisition: 1974.
2. Duwamish River Trail (007163)
This trail is projected to run from Boeing Field to the mouth of the Black River South along the Duwamish River. Once a development plan is completed, acquisition and development costs will be refined. Acquisition: 1978; Construction: 1978.
3. Lower Green River Trail (007103)
Future acquisition and development of portions of a 20 mile trail right-of-way from Tukwila to Auburn along the Green River. Acquisition: 1976; Construction: 1976.

ISSUES:

INTELLECTUAL AND LEISURE TIME OPPORTUNITIES

- A. Over the next five years, which do you feel is more important in your area?
1. Purchase of more park land before development removes more areas from the possibility of becoming parks.
 2. Development of existing park land.
- B. In your area, which would you prefer to see receive greatest emphasis in the next five years? (Please renumber in order of importance.)

NOTE: Parks are defined as primarily for passive recreation.

1. Neighborhood park land purchase.
 2. Neighborhood park land development.
 3. Community or regional park land purchase.
 4. Community or regional park land development.
 5. Waterfront park land purchase.
 6. Waterfront park land development.
 7. Active sports area development in conjunction with schools. (In addition to available space on school grounds.)
 8. Overnight camping facilities at rural County parks.
 9. Undeveloped nature parks.
- C. Neighborhood parks have used one criterion for location, convenience to an elementary school, is this criterion appropriate?

- D. Would you like to see new facilities for boating developed in your area?
1. Boat launch sites
 2. Day use tie-up
 3. Overnight moorage
- E. Do you want trails and bicycle paths in your area?
Where and what kind?
- F. What kinds of specific recreation and/or cultural facilities, if any, do you want in your neighborhood?
- G. Which of the current intellectual and leisure-time projects listed for planned capital improvement in your area should be modified or deleted?

III. TRANSPORTATION PROGRAM

The purpose of this program is to:

To provide for the transport of various amounts and types of traffic quickly and safely, and to provide pleasurable travel routes and facilities.

The mobility of people, goods and services are realized through a well-developed network of transportation systems. This requires that roads, airports, and marine facilities be designed to assure the mobility needed for smooth operation of our economy and social interaction.

To assure that the County airport remains self-supporting, competitive and operates efficiently, capital expenditures must be made for new and improved facilities. Without these improvements the airport could become an operating drain on tax dollars. Once the commitment is made that the County will operate an airport, then a second commitment to provide and maintain facilities is assumed.

Road transportation facilities may be considered over designed for individual convenience, yet vehicle facilities are classified and built according to their carrying capability and function. Arterial roads are required to carry heavy volumes of traffic with a minimum of interruptions. Neighborhood streets, where the design emphasis is frontage access, obviously cannot accomplish this task.

The County's Major Streets and Highways Element of the Comprehensive Plan establishes general and specific criteria for planning road improvements which must be followed in developing a plan for capital improvements.

Some of the criteria used in determining whether or not a road project should be included in the County's Capital Improvement Program are:

- A. The estimated age and deterioration of the roadway structure.
- B. The current and projected traffic volumes.
- C. The accident rate.
- D. Safety considerations including curves, sight distance, super-elevation, rideability, etc.
- E. The pedestrian traffic, bus traffic, and presence or absence of pedestrian safety facilities.
- F. The water and other natural forces which cause deterioration of the roadway.
- G. The growth in the areas; commercial, residential, multi-family residential and other traffic generators.
- H. The request and the requirements from residents and the general motoring public.
- I. A new road which will provide access to property.
- J. To better provide emergency service; police, fire, aid car, etc.
- K. Provide school bus transit and U.S. Mail routes.
- L. Provide for better route continuity.

PROJECTS PROPOSED FOR THIS AREA:

If a project description states that a road will be constructed with improvements, this generally means the project includes such facilities as curbs and gutters, sidewalks, illumination, and traffic control devices, if such improvements are warranted. Roads constructed without improvements usually are built with open ditches.

The Capital Program is dependent upon funding availability. Sources such as the Urban Arterials Board and Forward Thrust are nearly 100% committed. Completion of the C.I.P. as envisioned may require greater reliance on Road Improvement District funds or other sources.

1. S.W. Roxbury St. - 4th Ave. S.W. to 16th Ave. S.W. (608571)
(Cooperation with the City of Seattle)
Joint project, Seattle and King County, constructed a 44 ft. roadway section with curb, gutter, sidewalks, underground utilities, lighting, enclosed storm drainage, traffic facilities, fixtures, markings and landscaping. Project was completed 1973.
2. Ambaum Blvd. & 16th Ave. S.W. - S.W. Roxbury St. to S. 144th St. (600772)
Rebuild existing roadway section to provide a 44 ft. urban roadway section with curb and gutters, sidewalks, traffic control and drainage. To be completed during 1974.
3. 26th Ave. S.W. - S.W. Roxbury to S.W. 116th (603171)
Widen existing two lanes to provide a 40 ft. urban roadway section with curb and gutters, sidewalks, traffic control, illumination and landscaping. Acquisition: Completed; Construction: Underway.
4. S.W. 116th St. - 26th Ave. S.W. to Ambaum Blvd. (600375)
Reconstruct S.W. 116th St. to a 40 ft. urban roadway section with improvements. Acquisition: 1976; Construction: 1976.
5. S.W. 116th St. - Ambaum Blvd. to 1st Ave. S. (600172)
Widen existing two land roadway, widening is anticipated to include curb, gutters, sidewalks or paths, lighting, enclosed storm system, traffic control equipment, fixtures and markings. Acquisition: 1975; Construction: 1976.

6. 6th Ave. S/Glendale Way S. - Meyers Way S. to SR-509 (607571)
Rebuild existing two lanes to provide a forty foot urban roadway section with two 12 ft. lanes plus 8 ft. parking strips, sidewalks, curb and gutters, illumination, traffic control and drainage. Acquisition: 1973 (complete); Construction: 1973 - 1974.
7. South and Southwest 128th St. - Ambaum Blvd. to Military Rd. (600473)
Signalization and interconnection along South and Southwest 128th St. Construction: 1975.
8. S. 128th St. extension - SR 99 to Military Rd. (600673)
Construction adequate urban roadway section with improvements. Acquisition: 1976; Construction: 1977.
9. S. 144th St. - Military Rd. S. to 51st Ave. S. (600372)
Improve existing two lanes and include community comments. Under design 1974.
10. 24th Ave. S. - Military Rd. to S. 154th St. (618271)
Under construction at present and includes curb, gutter, sidewalks, lighting, enclosed storm drainage system, traffic control equipment, fixtures, marking and landscaping. Acquisition: Complete; Construction: 1973 - 1974.
11. North Airport Freeway SR 518 to Sea-Tac Airport (601273)
Port of Seattle, as the prime agency, constructed a four lane roadway with curbs, gutter, lighting, enclosed storm system and landscaping. A joint project with Port of Seattle. Construction: Complete.
12. S. 136th St. - 1st Ave. S. to 24th Ave. S. (606571)
Rebuild existing two lanes to provide an adequate roadway with sidewalks, curb and gutters, traffic control, illumination, drainage and landscaping. Acquisition: 1973 - 1974; Construction: 1973 - 1974.
13. 43rd Ave. S. & S. 115th St. - Interurban to Interurban Ave. & 42nd Ave. S. (600573)
Reconstruction of this facility to a 38 ft. urban section with improvements. Acquisition: 1976; Construction: 1977
14. S. 170th St. - SR 99 to Military Rd. (800176)
Construct an adequate roadway section without improvements. Acquisition: 1977; Construction: 1978.
15. Military Road - S. 160th St. to S. 180th St. (801073)
Construct an adequate roadway with improvements. Acquisition: 1977; Construction: 1978.
16. S. 188th St. at 42nd Ave. S. (600775)
Construct a pedestrian overpass to a junior-senior high school. Acquisition: 1976; Construction: 1977.

17. E. Marginal Way - Seattle City Limits to Boeing Access Road (600374)
Modernization of traffic signals. Installation and construction: 1976.
18. S. 116th St. - Military Rd. to SR 99 (600672)
Widen existing two lanes to an adequate roadway section with curb and gutters, sidewalks and traffic control. Acquisition: 1973 - 1974; Construction: 1975.
19. 4th Ave. S.W. - S.W. 146th St., to S.W. 148th St. (600972)
To design and construct an adequate through route with curbs and gutters, sidewalks, traffic control and illumination. Construction: 1974.
20. 8th Ave. S.W. - S.W. Roxbury to S.W. 108th St. (600274)
Reconstruction of an existing facility to an urban section with improvements. Acquisition: 1975; Construction: 1976.
21. Military Rd. - SR 99 to Des Moines Way (600273)
Improve roadway shoulders, grade, shape, enclose storm drainage as required, upgrade pedestrian facilities. Acquisition: 1975; Construction: 1976.
22. Des Moines Way S. - S. 128th St. to 8th Ave. S. (607371)
Scope of work to be determined via citizen input meetings, where community desires may more adequately be determined. Acquisition: Not complete; Funding available.
23. S. 154th St. - SR 99 to Tukwila City Limits (600574)
Reconstruction of existing facility to an adequate roadway section (40 feet), with improvements. Acquisition: 1975; Construction: 1976.
24. Des Moines Way - 8th Ave. S. to Ambaum Blvd. (609871)
Seek further citizen input and evaluate their desires and concerns over the nature and scope of a potential project for this area. Funding available.
25. 2nd Ave. S.W. - S.W. 153rd to S.W. 156th St. (618371)
Construct a 40 ft. roadway section with curb and gutters, sidewalks, traffic control and illumination. Acquisition: 1973; Construction: 1974.
26. S.W. 152nd St. - 21st Ave. S.W. to Ambaum Blvd. (600872)
Resurfacing and shoulder improvement. Construction: 1975.
27. 4th Ave. S.W. Connection - S.W. 148th St. to S.W. 152nd St. (601172)
Build a new roadway as required to provide for improved circulation in the Burien Business area. Acquisition: 1973 1974; Construction: 1975.

28. 8th Ave. S. - Des Moines Way to S. 112th St. (600572)
Widen existing two lane roadway shoulders, grade shape, enclose storm drainage as required and improve pedestrian facilities. Acquisition: 1973 - 1974; Construction: 1974 - 1975.
29. S. 115th Pl. Connection (600774)
Construct access road. Acquisition: 1975; Construction: 1975.
30. Three-Tree Point Rd. (S. 154th St.) - SR 518 to SR 99 (600172)
Reconstruction of this facility to an adequate urban roadway section with improvements. Acquisition: 1977; Construction: 1978.
31. S.W. 160th St. - 19th Ave. S.W. to 21st Ave. S.W. (600675)
Construct S.W. 160th St. to a 44 ft. urban roadway section with improvements. Acquisition: 1976; Construction: 1977.
32. S. Normandy Road - SR 509 to Ambaum Blvd. (800172)
Expand existing roadway, and should include curb, gutter, sidewalks or paths, enclosed curb, gutter, sidewalks or paths, enclosed storm drainage system, lighting, traffic control equipment, fixtures and markings or some portion of these. Acquisition: 1974; Construction: 1975.
33. S. 192nd St. - 1st Ave. S. to Des Moines Way (800276)
Construct a 40 ft. urban roadway section without improvements. Acquisition: 1977; Construction: 1978.
34. 8th Ave. S. - Des Moines Way to S. 200th St. (800375)
Construct a 40 ft. urban roadway section with improvements. Acquisition: 1976; Construction: 1977.
35. S. 200th St. - 8th Ave. S. to SR 99 (800273)
Rebuild a 40 ft. urban roadway section with improvements. Acquisition: 1976; Construction: 1977.
36. S. 216th St. - SR 99 (Pacific Highway S.) to Military Road (800974)
Grade, shape, improve shoulders, overlay road surface and improve drainage. Construction: 1974.
37. Des Moines Way S. - S. 216th St. to S. 188th St. (800173)
Construct an adequate urban roadway section with improvements. Acquisition: 1978; Construction: 1979.
38. S. 240th St. - 24th Ave. S. to SR 99 (800376)
Construct to an urban roadway section with improvements. Acquisition: 1977; Construction: 1978.
39. 16th Ave. S. - SR 509 to SR 516 (800275)
Construct a 38 ft. roadway section with improvements. Acquisition: 1976; Construction: 1977.

40. 14th Ave. S. Bridge (600674)
Reconstruction of the north approach to bridge. Construct new footings on north approach, raise fill of aprons, pave roadway and paint bridge. Construction: 1974.
41. 1st Ave. S. - Olsen Place to S. 160th St. (600174)
Modernization of traffic signals, Construction: 1976 - 1977.
42. 4th Ave. S.W. - 152nd St. to S. 160th St. (600176)
Reconstruction of 4th Ave. S.W. to a 40 ft. urban roadway section with improvements that will include pedestrian facilities.
43. 4th Ave. S.W. - S. 128th St. to 146th St. (600474)
Reconstruct this facility to an adequate width with improvements. Construction: 1976.
44. S. 146th St. - 1st Ave. S. to Des Moines way (600373)
Reconstruction of this facility to 40 ft. urban roadway section with improvements. Construction: 1977.
45. S.W. 136th St. - Ambaum Blvd. to 1st Ave. S. (600575)
Reconstruct S.W. 136th St. to an adequate urban roadway section with improvements. Construction: 1977.

ISSUES:

A. King County has carried on a streets and roads improvement program for a number of years. Taking full advantage of Forward Thrust, Urban Arterial, and other funding sources
Would you prefer to see the arterial program continued?
Would you prefer more emphasis on local collector and access streets?

B. Do you feel that citizen opposition to certain road projects truly reflects the attitude and desires of the broader community?

C. In determining priorities for future road projects, do you agree with the present criteria listed below?

(Rate each one of the below listed current criteria on a scale of 1 to 6 with 6 being the highest rating.)

___ Physical condition of roadbed; deterioration, unevenness, sight difference, etc.

___ Ability to carry current and projected traffic volumes efficiently without delays.

___ Ability to carry traffic loads (present and future).

___ Conditions which contribute to the accident rate.

___ Pedestrian facilities.

___ Other non-vehicular transportation modes.

___ Bus routes (school and transit).

___ Routes for emergency use, fire, police, ambulance.

___ Route continuity or a continuous route from one area to another.

___ Access to property; commercial, residential, recreational undeveloped.

D. Which three particular roads in your area are most in need of improvement?

E. Although street lighting is presently being curtailed due to the energy crisis, for future planning purposes do you approve of an ongoing plan for street lighting? Which of the following lighting benefits do you consider to be most important?

Crime prevention

Vehicle and pedestrian safety

Address location

Other (specify)

F. Have you had an opportunity to compare King County streets and roads with those of neighboring cities, towns, and counties? Please rate construction and maintenance levels in King County as against others.

King County is better than others.

King County is about on a par with others.

King County is below others.

G. Soon arterial funds from sources such as Forward Thrust and Urban Arterial will no longer be available as these programs end. Would you favor the continuation of similar programs by:

State support through continuation of additional gas tax and the Urban Arterial Bond trust funds.

Extension of Forward Thrust Bond Issue.

None

- H. Neighborhood improvements such as underground drainage, curbs and gutters, sidewalks, ornamental street lights, underground utilities and others can be financed by the formation of local assessment districts. Are you interested in developing a program in your neighborhood, and in which of the improvements are you most interested?
- I. Would you like to see a park and ride lot for METRO Transit buses in your area? (Responses to this question will be forwarded to METRO for their information.)
If such a lot were established would you use the service?
___ Daily, ___ Weekly, ___ Occasionally, ___ Almost never
- J. Would you like to see a rapid transit system feasibility study initiated by King County and any subsequent plan submitted to the voters?
- K. Which of the current transportation projects listed for planned capital improvement in your area should be modified or deleted?
- L. Do you feel that our present process of taking citizen input at public meetings about a road project should be the only citizen input considered?

IV. PHYSICAL ENVIRONMENT PROGRAM

The purpose of this program is to:

To provide for pleasant, orderly and effective environment in the County by regulating and controlling its physical aspects.

These programs are designed to control the quality of physical and visual aspects of an area and protect desirable features of the observable landscape. Strewn garbage or toxic pollutants dumped in recreational or other public areas such as lakes and rivers may preclude, for health reasons, the use of swimming beaches.

Attempts to control natural drainage patterns are often necessary to protect private property or reduce maintenance costs in flood control projects. The redesign or redirection of creek beds to permit a private landowner to proceed with a housing development may mean artificial drainage channels, different storm water run-off patterns and changes in quality of water and require subsequent County action.

PROJECTS PROPOSED FOR THIS AREA:

None

ISSUES:

PHYSICAL ENVIRONMENT PROGRAM

- A. Does your community have convenient solid waste handling facilities?
If not, what type of facility is required? Where?
- B. Should King County develop and redesign its present waste handling facilities to provide resource recovery capability to process waste to prepare them for recycling markets (i.e., glass, metal, etc.)?
- C. Are you willing to pay your share for a comprehensive storm drainage system?
- D. Should a way be sought to restrict future urban development until funding for a storm drainage system is provided?
- E. Which of the current physical environment projects listed for planned capital improvement in your area should be modified or deleted?

V. PROTECTION OF HEALTH PROGRAM

The purpose of this program is to:

To provide for physical and mental health of the citizenry, including reduction of the number, length, and severity of illnesses and disabilities, and to provide access to health services of a satisfactory quality.

Community health services involve the prevention of diseases. To deal with health problems, the County has been divided into five health service districts. Each district health center is staffed with doctors and health specialist. Services include home nursing health care, student training classes, epidemiology, children's clinic, mental health treatment, family planning, counseling, and school health assistance to elementary and secondary schools.

Inspection services are another important aspect of public health protection. Health investigators inspect buildings, food refrigeration warehouses, toxic and natural gas lines, housing and commercial operations subject to rodents, meat and milk quality, new housing and remodeled buildings, water and sewage facilities, nursing home practices, clinics for alcoholics, and institutions concerned with controlling communicable diseases such as venereal and tuberculosis.

Major alterations and new facilities are needed to improve personalized direct public services and continue the extensive inspection activity.

PROJECTS PROPOSED FOR THIS AREA:

None

ISSUES:

PROTECTION OF HEALTH PROGRAM

- A. Should the County provide additional local facilities for social welfare agencies in your area?

