

July 28, 2010

To: Burien City Council
Larry Blanchard, Public Works Director

Re: Burien's Six Year Transportation Improvement Project (TIP)

From: Carol Jacobson
3324 SW 172nd St.
Burien, WA 98166

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CITY OF BURIEN

First, thank you to Mr. Blanchard, Ramesh Davad, and Doug Lamothe for taking the time to meet with some of the residents on SW 172nd street about our concerns. We appreciate your time and your willingness to work with us to achieve a good solution to any transportation issues in our neighborhood.

We do have some concerns about line item #13 in the TIP related to plans for SW 172nd St.

1. **We think the street is misclassified as a collector arterial.** According to the definition of collector arterial in the City of Burien 2008 Road Design and Construction Standards: *Collector Arterial – intra-community roadways connecting residential neighborhoods with community centers and facilities. They accumulate traffic from local roadways and distribute that traffic to roadways that are higher in the hierarchy of classification. Access is partially restricted.*
 - a. The west end of SW 172nd from Maplewild to Secoma Blvd. along the water is different from the eastern portion going toward Sylvester Rd. The west end does not collect traffic from any roadways. It is merely a local road serving the residents who live there and along Maplewild.
 - b. We believe that SW 172nd better fits the definition of **Subcollector**: *provides circulation within neighborhoods and typically connects to neighborhood collectors.* The east end of SW 172nd may fit the definition of a Neighborhood Collector because it collects from SW 173rd St. and connects to Sylvester Rd., but the west end should be classified as a subcollector.
 - c. The typical right of way width for a subcollector is 48 ft (Table 2, pg 23 of Road Design and Construction Standards). This plan lists the ROW width at 60 ft.
2. The proposed plans to add bicycle lanes and sidewalks on both sides of the street along with street lighting, curbs, gutters, and parking would require a minimum of 44 ft of roadway to accommodate the plan – and that doesn't include any parking.
 - a. Of the 41 lots along this stretch of SW 172nd St:
 - 5 have no property across the street and would require a new bulkhead and fill to support a road this size.
 - 36 would lose parking. For many of the homes on this street, the only parking available is across the street.

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- At least 10 new bulkheads would be needed to protect the road, and that assumes that some of the existing bulkheads are considered adequate. Otherwise there are 41 lots that need to be armored to support/protect this proposed roadway.
 - b. This proposed addition would be around 81,752 sq ft of impervious surface along the shoreline, which is an addition of over 48,000sq ft beyond what exists now.
 - c. The cost of such a project would be astronomical
3. The residents along SW 172 do not want this project for several reasons:
- a. It would create a safety issue by encouraging cars to go even faster along this road, putting bicyclists, pedestrians, and the residents themselves at risk. We have to cross the road many times a day to access our property on the other side. People open their front doors directly on to the street and have to drive their cars directly on to the street from garages or parking spaces, so sight distances and traffic speeds are critical issues. Such a project would create a dangerous situation on this street.
 - b. Lighting is not necessary or desired along the street because our homes are so close to the road that any lighting would shine directly into our bedrooms at night. In terms of safety, there is enough light that comes from the homes that it has never been considered an issue.
 - c. Curbs are among the most unsafe things for bicyclists because there is no escape route to a shoulder when you have to get out of the way in a hurry. Bicyclists and pedestrians have used this street in harmony for decades and there are no accident statistics to support a need to create bike lanes or sidewalks on this street.
 - d. The Burien Pedestrian and Bicycle Facilities Plan only recommends signage along SW 172nd and Maplewild : “Signage indicating presence of pedestrians and bicyclists (warning to drivers). This Plan also recommends that the City and neighborhood work together to find pedestrian and bicycle safety solutions on this roadway.” (Figure 7 of Burien Pedestrian and Bicycle Facilities Plan)

Based on the fact that the residents don't want this plan, there isn't enough space to accommodate the plan, and the cost would be prohibitive, we respectfully request that line item #13 be reworded to reflect the following:

- SW 172nd classified as a subcollector
- The project description revised to reflect the City's intent to maintain the existing traveled roadway in good condition.
- Remove reference to sidewalks, bike lanes, curbs, street lighting, and parking; keeping existing parking for residents' use.
- Indicate that the street will be a shared roadway for traffic and bicyclists.

We look forward to working with you to create a Transportation Master Plan that meets the needs and requests of our neighborhood community.

