

From: [Susie Gallin LaClergue](#)
To: [City Council](#); [CMO](#); [Randy Witt](#); randy.witt@kingcounty.gov; [PubWrks](#)
Cc: [Radenka Zekanovic](#)
Subject: Dayton Ave N - Functionality & Safety Issues
Date: Monday, November 21, 2016 10:28:24 AM
Attachments: [Dayton Ave N - clean v4.pdf](#)

Dear City Council,

Attached is a letter/petition written and signed by residents in the Dayton Ave N corridor, regarding functionality and safety issues on a portion of this street. We will be giving public comment tonight, too.

My apologies for not attending earlier hearings. I had double surgery on my knee/leg on October 18 and have been recovering.

Thank you for your time.

Sincerely,
Susie Gallin LaClergue

November 21, 2016

City of Shoreline

City Council

City Manager, Debbie Tarry

Director of Public Works, Randy Witt

Public Works Department

Submitted via email to: council@shorelinewa.gov, cmo@shorelinewa.gov,
rwitt@shorelinewa.gov, randy.witt@kingcounty.gov, pubwrks@shorelinewa.gov

RE: Dayton Avenue North (between Westminster Way N and N 160th St) –
Functionality & Safety Issues

To Whom It May Concern,

The purpose of this letter/petition is to request that the City of Shoreline's City Council consider functionality and safety issues on Dayton Ave N, specifically around construction of sidewalks and adequate surface water management. We request that the issues presented herein be considered in the City's Capital Improvement Plan (CIP). Starting at its most southerly location, Westminster Way N, Dayton Ave N is one of the first things that people experience upon entering Shoreline from Seattle. Making street improvements will enhance how people view our City.

Part I.

Before addressing the current, problematic condition of Dayton Ave and our long-term suggestions for improvements, we would like to state the following:

First, we recognize that this is the end of the budget cycle; that the probability of this getting into the current CIP is low considering our timing; that sidewalk construction is extremely expensive; and that even if our concerns were to somehow push through, that there would be a long analysis and design process. So here are some less expensive, easier-to-implement interim solutions:

1. Painted crosswalks with flags at 150th and 155th Streets
2. Radar speed signs

Second, that we also recognize that any pedestrian improvements need to be aligned with cyclists' needs, which are being addressed in the City's Transportation Master Plan (<http://www.shorelinewa.gov/home/showdocument?id=11146>), and that Dayton Ave N itself is categorized as a "designated bike lane," with construction beginning possibly in Spring 2017 (<https://www.theurbanist.org/2016/10/18/shoreline-plans-to-implement-more-bike-facilities-in-2017/>).

Third, we believe that we are fulfilling our civic duty in calling these issues to your attention. Shoreline Municipal Code states that "A. It shall be the duty of an owner or occupier of property abutting a public sidewalk to notify in writing the city manager or designee of any unsafe condition on a public sidewalk abutting the owner's or occupier's property. Such notice shall set forth the nature and location of the unsafe condition and a statement that the unsafe condition was not created by, caused by or contributed to by the abutting owner or occupier of said abutting property. Such notice shall be mailed to the city manager within 48 hours of discovery of the unsafe condition" (12.05.030 Notification). While our homes do not abut a sidewalk per se, they do abut what currently stands in for sidewalks and the right-of-way.

Part II.

Now, to address the current, problematic condition of Dayton Ave, and our suggestions for long-term improvements:

Per the City's 2011 Transportation Master Plan classification, Dayton Avenue N is Minor Arterial. Speed limit on Dayton Ave is 35 mph. Dayton Ave is straight from N Westminster Way to N 160th St, and the majority of drivers drive over the speed limit.

Dayton Ave currently has no sidewalks on either side of the street (except a small stretch by N Fish Singer Pl). This affects children and adults alike:

1. Dayton Ave shoulder/surrounding gravel and grass area is being used by our children either to get to their school (west side of street, to Highland Terrace Elementary School) or to their school bus stop (east side of street, to Parkwood Elementary). According to WSDOT's Safe Routes to School program and former Shoreline Schools Superintendent Sue Walker, "Safety of our students is our top priority and we appreciate the opportunity to partner with the City to create sidewalks" (Shoreline Area News, January 14, 2013).

2. Similarly, adults walk on the same shoulders, and need safe routes and access to bus stops. This includes many distinct user groups: residents who live on or around the Dayton Ave corridor; bus commuters; dog walkers, runners, and cyclists from the entire neighborhood and adjacent areas; people who work for WSDOT and businesses in Aurora Square (which will only grow as the area is designated a Community Renewal Area (CRA)); and Shoreline Community College students (for whom the City is already addressing pedestrian and traffic needs, e.g. with 160th Street being prioritized and designated “College Way” (Shoreline Area News, April 19, 2016)).

Dayton Ave shoulders are dangerous for multiple reasons. One is that the shoulder surface water management is inadequate and as a result large puddles of water are formed during rain and last for number of days after rain. It appears that drains are installed, but sloping of the ground adjacent to the drains is inadequate to direct water to the drains. The puddles of water and uneven ground surface create slip-and-fall and trip-and-fall hazards, especially during the early morning and evening when we walk to the bus in the dark (and that unevenness is not as visible as during daylight). See photos below:





Because of large puddles of water, mud, and uneven ground surfaces, in some locations we are left only the option to walk on the narrow portion of the asphalt/shoulder next to the white road stripe (when walking north bound) – see red outline in the photo below. That route exposes us to being hit by a car or a bus as we are walking very close to the cars driving over 35 mph. Most challenging is taking children to the school bus stop.



On the west side of the street, there is a wider asphalt shoulder. However, there are cars parked on that shoulder. When we walk, we often have to walk between parked cars and cars that drive over 35 mph, which again exposes us to being hit by a car or a bus. See photo below. Red outline depicts the narrow area where we have to walk between the parked cars and the passing by cars. Also, note large puddle of water at the 150th Street bus stop – outlined in dashed yellow line. That is where several of us have to stand when we enter the bus. Green arrow points at the bus stop sign on 150th St.



Similar photo with a bus passing by parked cars and showing the narrow area where pedestrians walk.



In addition, Dayton Ave has a double yellow line at this aforementioned portion of the street, but a significant number of drivers turn left into adjoining residential streets, crossing over the double yellow line. That increases the risk of pedestrians being hit by a car as they do not expect cars to cross the double yellow line.

Table 2.1 in the Master Plan that describes “Typical Shoreline Street Characteristics” shows “Sidewalks on both sides” for Minor Arterial streets such as Dayton Ave. Based on the City’s Pedestrian Project Plan, the PWD is aware that Dayton Ave N does not comply with the City Standards, as Dayton Ave is included in the Pedestrian Project Plan as one of the roads that require sidewalk improvements. However, the plan does not give a timeline of when these improvements will be made.

There are currently several new or mid-construction multiresidential development projects along Dayton, which exemplify the demographic trend showing that our city, like our County, is growing. According to William L. “Les” Kendrick, “After a decade of declining population more people are opting to live in the Shoreline area with estimated growth of 1.7% in the population since the 2010 Census (State Office of Financial Management Estimate)” (“Shoreline School District Enrollment, Demographic Trends, and Projections,”

<http://www.cityofshoreline.com/Home/ShowDocument?id=22409>). A growing population will require more and better infrastructure.

Part III.

In conclusion, we request that the City Council guide staff in:

- evaluating the above-noted functionality and safety issues via a design study
- researching funding sources for improvements
- elevating Dayton Avenue N on the sidewalk priority list; honing in on a timeline for this construction; and carrying out this project
- implementing water management system improvements as soon as possible

We understand that sidewalk and related street improvement projects are expensive. However, Dayton Ave in its current condition poses great danger to pedestrians, cyclists, and motorists. Shoreline can do better, especially at this critical entry point to our city.

Respectfully,

Radenka & Zivko Vojnovic, 15036 Dayton Ave N, Shoreline, WA 98133

Susannah & David LaClergue, 15038 Dayton Ave N, Shoreline, WA 98133

Emily & Kalen Randall, 15160 Dayton Ave N, Shoreline, WA 98133

Jessica & Mark Gesinger, 438 N Fish Singer Pl, Shoreline, WA 98133

Lynnea & Jonathan Paddock, 15011 Dayton Ave N, Shoreline, WA 98133

Shama & Ian Coleman, 417 N 156th Ct, Shoreline, WA 98133

Gillian Murphy, 119 NW 156th St, Shoreline, WA 98177

Cory & Bob Peterson, 16103 Evanston Ave N, Shoreline, WA 98133

Pete Gibson & Danielle DeCanti, 15205 Dayton Ave N, Shoreline, WA 98133

Michelle & Guy Olivera, 15224 Dayton Ave N, Shoreline, WA 98133
