



145th COMMUNITY MEETING – August 1, 2013

TRANSPORTATION AND MOBILITY COMMENTS SUBMITTED:

General Comments / Transportation and Mobility

Positives:

1. Pedestrian safety
2. Wetlands
3. Current low crime rate
4. Trees at park and ride
5. Quiet
6. Street lights
7. 77 bus
8. Well-defined arterials vs. surface streets
9. Interurban Trail
10. Wide streets
11. Speed limits
12. Streets with one lane in each direction
13. Traffic volume on 155th
14. Preserve fire station
15. Narrow streets
16. Quiet
17. 155th
18. Long-term parking
19. Bike boxes
20. Bikes on trains
21. Quick access to trains
22. Sidewalks that go through
23. Street lighting

Negatives:

1. Emergency access on 5th Ave. NE
2. Speed on 155th
3. Cut-through traffic
4. Evergreen School traffic
5. No bike path
6. No sidewalks - 1st Ave. NE
7. 145th capacity for auto and pedestrian
8. Noise
9. Pedestrian safety wall over I-5 on 145th is too low
10. Current street capacity
11. Parking at 5th Ave. NE
12. Traffic capacity on 5th Ave. NE
13. East/west transit at station
14. North/south bus service to station
15. Rush hour bus stops on I-5
16. Separated bike path on 155th
17. Peak hour parking
18. Surface parking on 5th Ave. NE
19. Circular bus routes - serve other parking areas
20. Bike corrals
21. 145th/I-5 pedestrian crossing - width, height of rails
22. Handicapped access
23. Sidewalk maintenance
24. Parking on sidewalks
25. Panhandlers at busy intersections
26. East-west buses through to Aurora
27. Onramp/offramp 145th
28. Pedestrian/bike crossing of I-5
29. Pedestrian-friendly access - covered, art



Transportation and Mobility

Comments received during visioning meetings this summer

Negatives, continued....

30. SR 104 corridor
31. Freeway offramp/5th Ave. NE intersection
32. North/south bike lane (under rail?)
33. Sidewalks that go through
34. Street lighting
35. East/west buses - same hours as rail
36. Crosswalks on 5th and 8th
37. Bike storage
38. Bike paths
39. South - need to cross freeway, how?
40. 145th/8th no traffic controls, speed control measures
41. 145th/Meridian turn signal
42. 155th/Wallingford sidewalks bulb
43. Smaller stations, smaller parking
44. Keep stations overhead
45. Signals on 155th
46. Bike path under rail line
47. Connection to Interurban Trail
48. East/west bike path
49. Cycle track on 5th Ave. NE

Questionnaire: How are you most likely to access light rail stations?

1. Bus, bike, walk - almost never plan to drive, currently do to Northgate.
2. Walk or auto drop-off.

Questionnaire: What would make you more likely to bus, bike, or walk there? What improvements would make you feel safe doing so?

1. Good sidewalks with lighting; connected bike paths, path under elevated rail.
2. Sidewalk improvements; bike lockers/bike lanes.

Questionnaire: What other features should be incorporated into pedestrian or bike infrastructure to make them more attractive and functional?

1. Bike lockers; minimal services, i.e. just a coffee/snack/news stand for middle sites.
2. Safe access (lighting); pedestrian bridge from west side of freeway.



Questionnaire: What is the best strategy for managing parking near station areas: structured parking garage, surface parking lot, on-street parking, discouraging people from driving to stations, or other ideas?

1. Small to medium parking garages. Do not need 500 space monstrosities. Incorporate station design with parking.
2. Shuttle buses circulating between station and parking lots (churches, park and rides, etc.).

Questionnaire: What are your concerns with regard to transportation and mobility within station areas?

1. 145th interchange is already a mess. 155th may need to expand. Street parking vs. bike line issues.
2. Overcrowding of lots leading to too much street parking in neighborhoods; clogged intersections near station.

Questionnaire: What should be the City's goals with regard to transportation and mobility within station areas?

No Comments Submitted