

**From:** [Dave Lange](#)  
**To:** [City Council](#)  
**Subject:** Comment for 3/23 145th Station Alternatives  
**Date:** Sunday, March 22, 2015 1:05:01 PM

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Please also CC the traffic manager

Fred Kent says Placemaking ... "Turns a City from a place you can't wait to get through into a place you never want to leave." There is a danger that Shoreline is turning "never want to leave" into "can never leave", aka the song Hotel California.

Please vote to postpone starting the FEIS on 145th station upzone area until alternatives are created for the 145th Corridor. It was the recommendation from your Planning Commission and a number of you have spent honorable time in those trenches.

If there was any reason to split the stations at 145 and 185 for upzone studies, probable congestion could be the reason. This comment describes an optimized design for transit at 145th that precedes zoning. Adding cars is bad, creating connections with Mass Transit is good and should become the zero phase to the current zoning alternatives. High density is to multi-transit like single family detached is to cars.

The draft EIS claims that the corridor alternative will require more infrastructure costs/effort. If you concentrate all the density from the compact alternative around the station, you are going to replace the existing overloaded infrastructure, it will be a more focused impact, but cheaper? The draft EIS excludes the 145th corridor saying its not a Shoreline asset and then documents it would have the failing Level of Service/LOS Standard of E and a Volume/Capacity ratio of .9. Triggering more growth before the corridor is fixed and while the station is under construction is not good resource management. It should be highlighted that the Shoreline Fire Department will use any routes other than 5th and 145th if they have a choice. As more cars avoid the congestion by shifting to other arterials in the area, they will have life threatening impacts in our future.

A previous council letter to Sound Transit recommended that the station have a garage, support OTD, and have busses serve the station, but only recommended an improved sidewalk for the 3 blocks to 8th Ave NE. Now the city staff studying the 145th corridor hasn't been expecting busses to run on 145th. Use a nonmotorized path for the half mile walk shed between 5th and 15th out of the roadbed at Seattle expense on the Seattle side as part of the golf course loop trail to add liveability to the desired density, save lives in the post station era and preserve your 1/2 mile walk shed to 15th.

Reducing the 145th light rail station to cars and a 3 block walkshed for east 145 is not the right choice. Bothell way is a collector corridor adding commuters to both 145th and Lake City Way. Aurora Square will have 750 DU much of which will end up in the 145th corridor. While the Lake Forest Park 145th/Lake City development with 1200 DU is pointed straight at the 145th corridor and new multifamily units in Bothell will also add cars to these routes. If busses continue into Lake City and out to the 130th station, a number of commuters will choose to drive to 145th to avoid the roundabout scenic tour, because their time is important. Most of the eventual 4,600 households in the 145 upzone will cross the 145th station area multiple times a day hopefully as pedestrians and not in motorized personal transportation.

CT says it is carrying 25% of commuters in 1% of the vehicles on I5. Rerouting the downtown ST 522 by continuing to run from UW Bothell/Cascadia on Bothell Way and then going west on 145th to Aurora and Aurora Square up to the 188th park and ride and back, how many fewer cars would be on 145th corridor? What kind of shopping opportunities and ride linkages would this add to the ODT at 145th, what about new ridership within a half mile of 145th at 15th avenue? A 145th corridor with light rail and without bus service is a poor design, unless you want to increase cars in the corridor, reduce the functionality of the rezone area, and make cars more necessary for the very population you wish had no cars. Hopefully this council manages these subareas for more than just the number of affordable units being created, the draft EIS read like cars and bikes were the only area solution. You can delay the shift to higher density of the 145 area, as cars become less necessary, or you can create a Shoreline branded gridlock now. For our friends in Lake City there could be a Metro 372 run from UW Bothell/Cascadia to Lake City and 130th instead of its current UW Seattle destination. Both runs could use the other route in case of troubles on either corridor.

Given the minimal difference between the results of alternatives for Corridor and Compact, there is a real chance that a new map will be required as a result of the corridor implementation. One of your roles in these plans are to manage your expectations. Raiding parties were smart enough to not burn the opponents fields, so they could come back later to steal the harvest. Do not overload 145th to the point that mass transit east and west bound can't be used to help mitigate congestion. Isn't part of the GMA to reduce car trips? Density and big budgets don't reduce green house gasses; OTD with busses and other forms of transit will.

There was a reason why you didn't go up the hill at 185th, isn't there a stronger reason to delay the preferred choice at the 145th station? Don't pour our money on an FEIS that may not actually be implemented. The success of the draft EIS rests on a footnote on page 3-101 that points out that the problem intersections in the study are really exempt from Shoreline's concurrency standard. Its like saying you really aren't having a heart attack, because you are talking to an Oncologist. You could even frame this as the vocal miniority/NIMBYs are telling you to represent your citizens and push Seattle and King County to fix their road or actually acquire it and fix it yourself before you start the 145th station FEIS. Now time is running out.

Dave Lange  
Shoreline Resident and Owner