

From: [Debbie Tarry](#)
To: [Jesse Salomon](#); [Carolyn Wurdeman](#); [John Norris](#)
Cc: [Kirk McKinley](#)
Subject: RE: Question for 3-23 meeting
Date: Friday, March 20, 2015 2:01:11 PM

Jesse -

Here is some information from Kirk regarding the 145th Corridor Study:

The 145th Corridor Study process has five major phases: 1) development of goals and criteria to evaluate the alternatives (cross sections/solutions), 2) gather information/data with which to quantify the issues, problems, challenges, 3) develop three alternatives that address the goals, issues, problems, 4) evaluate the alternatives and work toward a solution (which is likely to be a hybrid of the three), 5) adoption of the recommended alternative.

Step #2 is the step where we produce, gather and analyze information: traffic volumes, accident types, frequencies, base map info with right-of-way, human made structures, constraints, calibrate the traffic forecasting model, then model traffic for 2035, transportation projects and plans (Shoreline and Seattle), transit, freight. This is also a key point for public input to help us understand their issues, problems, ideas for the corridor, and to seek their feedback on the goals and evaluation criteria. We will be utilizing the trip generation and distribution traffic model that the station area planning effort developed as a base. The purpose of this phase is to develop the information/data needed to understand the issues/problems as a basis to then begin developing solutions. We are using the same traffic modeling consultant as was used in the 145th Subarea Plan DEIS to get the trip generation/distribution information that will feed into the traffic model for this step.

Step #3 and #4 is where alternatives are developed to address the various issues. It is not expected that all alternatives will solve all of the issues. The key is to have three distinct alternatives that can be analyzed and compared. The alternatives may be developed along a theme such as "transit alternative", "pedestrian/bicycle" alternative, "capacity" alternative, etc. Mitigation will be developed for each of the alternatives. Again, a key point for public input on the impacts and improvements presented by each alternative. The development of a hybrid alternative will be a result of this phase.

Debbie Tarry
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-----Original Message-----

From: Jesse Salomon
Sent: Friday, March 20, 2015 7:33 AM
To: Debbie Tarry; Carolyn Wurdeman; John Norris
Subject: Question for 3-23 meeting

Prior to the 3-23 meeting please provide me a detailed summary of the sub issues being studied in the traffic corridor study,

Jesse Salomon, Councilmember
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Sent from my iPad