

From: [John Norris](#)
To: [Will Hall](#)
Cc: [Debbie Tarry](#); [Carolyn Wurdeman](#); [Nytasha Sowers](#); [Kurt Seemann](#); [Peter Hahn](#); [Scott MacColl](#)
Subject: FW: ST
Date: Monday, August 03, 2015 3:05:22 PM

Councilmember Hall,

Please see below a response from Debbie regarding your email from July 28. Please let me know if you have any questions. Thanks!

-John

Will,

I thought it may be helpful to provide you an update so you know what staff is working on. Also as you know, we are providing a Sound Transit update tonight and a 145th Corridor update on August 17. Staff have been actively engaging with Community Transit, King County Metro and Sound Transit to support strong bus service to the 145th and 185th light rail stations. Staff have worked with Sound Transit and Community Transit to ensure Community Transit provides bus service to the 185th light rail station.

Shoreline is also working with SeaShore members to advocate for high capacity transit to the 145th station along the corridor from the light rail station to SR 522. Metro and ST are part of the 145th Corridor Study technical committee and staff has been communicating quite clearly and consistently that improved, frequent and reliable transit feeder service needs to be part of the station planning effort in order to get light rail station riders to the 145th station. Nytasha has been participating in the Metro Long Range plan process and is sharing the same information.

We will continue working with Sound Transit, Community Transit, and Metro to advocate for strong feeder bus service to the 145th and 185th light rail stations. We are working to schedule a Council update on the Metro Long-Range plan in late October or early November with Metro participating in that update. We will also be developing a citywide Transit System Integration Plan as a component of our 2016 work plan.

Nytasha has shared that ST's 30% design for improvements to the 145th interchange and connection to the 145th light rail station was left open on purpose regarding non-motorized connections as they knew the City was conducting the 145th Corridor Study and knew that the outcomes from the study would feed into the future design phases. Also we anticipate that once the 145th sub-area rezone process is settled, that ST will update their projected ridership numbers to reflect the changed land uses adopted by Council.

In addition, we have been working closely with WSDOT on the 145th corridor and the interchange needs for getting all modes to the station. Staff is meeting again with WSDOT tomorrow (Tuesday, August 4) to specifically discuss potential interchange capacity improvements and pedestrian

facilities options, including the ped/bike bridge at 147th, along with a potential pedestrian facility adjacent to interchange. Staff is also meeting with other stakeholder groups to get input and generate support, as last week they met with Cascade Bicycle and this week are meeting with Feet First.

This fall we will be looking to move forward with additional strategies to move Shoreline's interests forward, but think we need to get a little further with the 145th corridor study and give Council the opportunity to make clear the preferred alternative. This will include another set of small group Council meetings in probably late September/early October. Then we want to move the dial forward with Seattle which will include some additional outreach to key stakeholders, including Dow. As you know, earlier this year, when we did our legislative trip, Senator Murray offered to host a meeting with the City and other key stakeholders to get commitments to make our light rail stations successful - with special emphasis on 145th since there is significant need for transportation improvements. We plan to follow up on this when we do a second lobby trip to Washington D.C. the end of September and will be targeting to schedule this joint meeting late this year.

I hope that this helps in knowing that staff is quite focused on the issues that you bring up in your email and that we want to have successful, efficient, safe access for all modes to the station and will be working hard to move Shoreline's interests forward.

Debbie

From: Will Hall
Sent: Tuesday, July 28, 2015 10:05 AM
To: Debbie Tarry; John Norris
Cc: Carolyn Wurdeman; Scott MacColl
Subject: ST

The Seattle letter to ST calls for full evaluation of 130th with a new urban village option and the impact of feeder busses. As I have said before, I think our community would benefit from more emphasis and planning for feeder busses to serve 145th, and a bike/ped bridge at 147th. We will be in competition with others in the region for funding. We already have a station planned at 145th but ST has not evaluated it with the additional ridership that will come from our proposed new urban village and feeder busses. I want to see ST fully fund access improvements at our station before they invest in an extra station. Specifically, I would like to see the next level of planning for feeder busses and a detailed proposal for integrating a new bridge into the station and our bike/ped network. I would also like to see some creative options for the interchange/station area to improve bus throughput and ped safety. Could we widen the existing bridge and put the E/W bus stops on the bridge? Then we don't have to acquire as much ROW, the busses do not have to make any turns, and the ped undercrossing becomes somewhat more useful if we can't get access to the station platform from the S side of 145th. I would appreciate some wildly creative staff thoughts about potential transit and bike/ped benefits from reimagining the station/interchange as a highly efficient and safe multimodal center.

Will Hall, Shoreline City Council
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