

**From:** [Dave Lange](#)  
**To:** [City Council](#)  
**Subject:** Public comment for 8/10 council meeting  
**Date:** Monday, August 10, 2015 1:33:19 PM  
**Attachments:** [Transit I.docx](#)

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Please list under general comments

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Summary: Buses on a road like 145<sup>th</sup> pick up commuters on one side of the road during the first trip and drop them off on the other side of the road during the return trip. As density increases, Metro's bus stops will become increasingly hard to reach without traffic controls. The affected neighborhoods have learned a number of important facts during the recent upzone process for both 185<sup>th</sup> and the expected decision for 145th. The city wants a HCT (High Capacity Transit) corridor, but we have a neighborhood that interacts more than planners want.

Our future light rail transit only runs north and south but to have adequate transit requires more service. The city's plan is to support regional and express buses ignoring Shoreline residents between TOD ¼ mile and other cities or destinations. Apparently almost the whole city agrees with this concept therefore I need to make a few arguments about motorized and non-motorized traffic flows.

My **observations** are from more than 20 years living and commuting in the 145<sup>th</sup> corridor. Many of Metro's bus stops are in the middle of the block which tempts pedestrians to practice bad traffic behavior. While traffic was slower and accidents were tolerated these stops made sense. The neighborhoods abutting the 145th corridor have existing Metro service with destinations like downtown and Northgate (to be replaced with light rail) but also, Lake City Way, Bothell Way and Aurora.

Starting from the east end of the 145<sup>th</sup> Street corridor at **20<sup>th</sup> Ave NE** is King County Housing Authority's Paramount House where King County just replaced their bus shelter and the nearby traffic light is used by residents to return home or depart on east bound buses. One of the goals of the 145th station or corridor study was to better serve this low income, **special needs population** with transit access and slower road speeds.

Eastbound at **15th Ave NE** drops off at the QFC fuel area (3 businesses from the corner), bus riders try to cross in the middle of the block going to the Goodwill complex and **accidents** have been caused with cars turning left out of QFC, not expecting pedestrians (the pedestrians also don't see the parking lot exit). When this stop switches from a Metro North/South run to a 145th eastbound move this station in front of the telephone switch building forcing pedestrians to use the existing signals. We should not forget the technicians in medical scrubs from the pet hospital and Fircrest coming for Starbucks coffee or Subway Sandwiches (crossing 15th NE and 145th). Didn't the DEIS mention Ridgecrest and the surrounding area were already dense neighborhoods?

The Jackson Park Trail needs a crossing near 145th Street and **5th Ave NE** that **doesn't involve buying** a transit pass. Crossing 3 sides of the 145th intersection isn't a satisfactory solution. Either have crosswalks on both sides of 5th at the intersection or add a new light 2 blocks to the east at **8th Ave NE**. This would help pedestrians cross 145th Street out of the station facility

whether they are going to the station or to Jackson Park. Lights can either be randomly activated with **pedestrian action** or timed and synchronized from one end of the corridor to the other, to minimize bus travel time. (One more side comment; that if we still have east/west buses using the loop through the station facility then optimizing the rest of the corridor doesn't really make sense for the **145<sup>th</sup> station**.)

Near the 145<sup>th</sup> station is the school on the southeast corner of **1st Ave NE** and 145<sup>th</sup> Street. Students currently get off below 145th and walk on the southside crossing the questionable crosswalk across the southbound ramp on the west side. With light rail they will get off on the northside taking the pedestrian bridge to **147<sup>th</sup> Street** on the west side, walk south on 1st and cross 145th at the light or they will cross 145th at 5th and take the same path they use today. Keeping them at track level for a southern exit doesn't avoid the **questionable crosswalk** to the west.

This summarizes four examples from Lake City Way to 1<sup>st</sup> Ave NE showing that intersections with traffic lights on 145<sup>th</sup> are being used and the expectation that these lights will be required more in the future. The **corridor study** should have similar results given their area representatives and paid consultants.

I have never heard that the 1/4 mile pedshed was only appropriate for railed transit. **Numerically** if everyone lived next to 145th or will live next to 145th if it is widened, then a quarter mile measured on the East/West line would be appropriate and stops every half mile would keep the pedshed under a 1/4 mile anywhere on the 145th line. The farther a commuter lives away from 145th (north or south) the less East/West distance it takes to exceed the 1/4 mile pedshed. Even with a reasonable number of additional traffic lights to support left turns and crosswalks adding light rail will **actually increase** the number of people that have to get in their cars and drive on 15th or 5th. Shoreline and Seattle could invest in **circulator shuttles** for every 10 blocks so that people get dropped off on the side they get picked up. A common question at this point is why not just run local buses on 155th and 130? Both streets are at least 1/2 mile away from 145th with no parallel through streets in either direction. A likely reason we have relatively few transit riders from the area as well as being from a suburban area.

In **conclusion**, buses on 145<sup>th</sup> Street pick up commuters on one side and drop them off on the other side driving the need to install crosswalks for non-motorized traffic and traffic lights at a regular spacing for left turns onto minor arterials. Having presented **evidence** that intersections on 145th are being used, let's start at Lake City Way/Bothell Way and determine how many traffic lights make sense for left turns and crosswalks with 25-30mph limits:

State 522 (already exists)  
30<sup>th</sup> (already exists)  
25<sup>th</sup>  
20<sup>th</sup> (already exists)  
15<sup>th</sup> (already exists)  
12<sup>th</sup> (remember the Open Space)  
8<sup>th</sup> (remember the Open Space)  
5<sup>th</sup> (already exists and future Transit station)  
West side of the bridge (already exists)  
1<sup>st</sup> (already exists)  
Meridian  
Ashworth  
Aurora Ave (already exists)

Similar logic should also be used for the 185<sup>th</sup> corridor.

There are plenty of state highways used for commerce with city speed limits. Most of 145<sup>th</sup> and 185<sup>th</sup> are much closer to a residential street than a bypass or rural highway. This will provide an opportunity for the city to focus on Transit Oriented Design. Putting a transit station at 145<sup>th</sup> was a clever way for the city of Shoreline to get grant money to fix the road, the fact there are unintended consequences shouldn't be unexpected.

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