

From: [Dave Lange](#)
To: [City Council](#)
Subject: public comment for 8/17
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Transit II

Nearly every major street in Shoreline has bus service; as we add vehicle volume to the existing road capacity we need to provide regular pedestrian crossing solutions. Richmond Beach Road and 15th Ave NE might as well be scheduled for mitigation. 175th Street and 5th Ave NE can be further into the future for pedestrian accommodation. Having spent the last couple of years working toward **Transit Oriented Design**, it would be criminal to eliminate transit service just because road usage increases. 145th street is likely to be the busiest street in Shoreline, even if it fails to be in the top 20 for Seattle. Set expectations of the participants and create traffic controls to manage it. Roads through heavy residential and small commercial should not be a 45 MPH arterial or 55 MPH highway.

Near 5th Ave NE and 145th street there are people north of the golf course that use the trail around it for exercise and dog walks. If we don't like the crosswalk solution, there is the significant dip in 145th that **blocks the East/West pedestrian flow** on 145th. How about adding a bridge to eliminate the dip as part of the possible 145th corridor expansion and provide a walk way underneath along the critical area tying the Paramount Open Space to the Jackson natural area? Working with the future trail relocation by Seattle would provide an additional path with the periphery of the Transit Station. Shoreline wants park space; having something along the creek between 8th and 10th would be a good addition. There could be grant source available given Lake Forest Park's recent activities along Bothell Way.

In terms of determining a **solution for pedestrians** along 145th NE and use cases, think of a heavy person in an electric scooter with a guide dog or a single mother with a modern stroller, a couple of kids and a dog. Maybe there is technology for flexible speed limits and whether a pedestrian is in the nearby zone or not. For the government worker who was making fun of the concrete block houses at 145th those are actually north of 155th.

Shoreline needs to work with Metro and Sound Transit to provide a **novel solution** to get cars off the road along Bothell Way before 145th and minimizing peak traffic with wheeled transit before ST3 is implemented. The city should consider a road classification effort, what is a residential street, what is an arterial, where are the bus routes, how to balance parking with non-motorized paths. We have spent alot of effort this summer trying to mix incompatible requirements with none of us really satisfied. I hope we can agree that too many Single Occupancy Vehicles (SOV) are causing a number of design issues, maybe offering too much parking around the station is an attractor to avoid?

Apparently ST is **not planning to replace** the Metro Park & Ride they are taking out and they are rounding up the number of actual parking spots to get to their standard 500 spots for the 145th station. If the non-profit School on the edge of the Aurora Square subarea had to remain because of 150 parking spots dropping oil and antifreeze on improperly drained pavement, using the Ridgecrest neighborhood for ST parking before the area is upzoned doesn't sound like our suburb. There will be a time when parking spillage increases due to affordable housing will meet Sound Transit ignoring their responsibility.

Safety issues with 6 lanes like the KCHA area and the 1st Ave NE. Environmental issues with

parking on raw ground. Traffic issues with insufficient parking space. Maybe alternative B for the corridor is really the right answer.

Dave Lange
Shoreline