

**From:** [City Council](#)  
**To:** [Debbie Tarry](#); [John Norris](#)  
**Subject:** FW: Comments on Parking at the 145th Station  
**Date:** Monday, September 14, 2015 8:39:00 AM  
**Attachments:** [145th parking I.docx](#)

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**From:** Dave Lange [mailto:[umbrellahouse@gmail.com](mailto:umbrellahouse@gmail.com)]  
**Sent:** Sunday, September 13, 2015 4:24 PM  
**To:** City Council  
**Subject:** Fwd: Comments on Parking at the 145th Station

This message should go to Public Comment for Monday night, sorry for the duplication,

Dave

----- Forwarded message -----

**From:** **Dave Lange** <[umbrellahouse@gmail.com](mailto:umbrellahouse@gmail.com)>  
**Date:** Sun, Sep 13, 2015 at 4:20 PM  
**Subject:** Comments on Parking at the 145th Station  
**To:** City Council <[council@shorelinewa.gov](mailto:council@shorelinewa.gov)>, Nytasha Sowers <[nsowers@shorelinewa.gov](mailto:nsowers@shorelinewa.gov)>, [kseemann@shorelinewa.gov](mailto:kseemann@shorelinewa.gov)

Tonight the Council will be discussing Environmental Strategies including a city/county initiative for passenger vehicles and light trucks, to reduce vehicle miles traveled by 20% below 2012 levels by 2030. If we convert drivers to riders in the north lake communities we will easily save more than 20% of each car trip bringing someone to transit.

Attached you will find my arguments pushing commuter parking away toward where each trip starts.

Dave Lange  
Shoreline

Mayor Winstead asked a TV panel, including Sound Transit, what the parking solution is for a Rail Station (including 145th). The representative from Sound Transit responded with a party line that if the North Lake communities would add density, Sound Transit would put a garage near their station (what bus people refer to as a bus stop). It is time for Sound Transit to be a better neighbor and use some of the station surpluses for not only debt repayment, but also congestion relief. Getting buses running on the 522/523 future HCT corridor early will set the correct behavior for transit. Sound Transit has surveyed and calculated an adequate garage for 145th, maybe their abacus was rusty because the current estimate is the 145th garage will fill by 7:20am. The one point where we can limit parking is when the garage is full which can be reported to status signs at each end of 145th. Arguments against parking in the neighborhood can be made for limits, environment, congestion, logic, vibe and cost.

If Shoreline feels it has a parking problem, it is time to solve it in Shoreline. Sound Transit is counting on the immediate neighborhood to provide another 400 parking spots (Check the EIS), but apparently there is no upper limit on density or distance placed on this neighborhood parking. I have heard estimates over 3,000 for the number of cars that will look for parking at 145th. Much of this commuter parking traffic will branch off of 145th at 8th, 6th and 1st. Those coming eastbound or find the station full will use 148th. 148th is also the primary pedshed and bikeshed for station access including everyone that just successfully parked. If these roads are used for excess commuter parking they become busy enough to warrant sidewalks and bike paths requiring partial public takes because Shoreline hasn't planned our street matrix.

We want walkable transit. Designing the 145th corridor and station area to handle an unlimited number of commuter vehicles will be a never ending process. Will this be like a church parking lot on Sunday or a Costco lot closer to the holidays? Why in a walking community should we live in the middle of a parking lot for the north lake communities? We can talk about hundreds of additional cars parking on unimproved dirt. Not only the roadway wear, but the ground water pollution caused by leaking oil, antifreeze and gasoline. Ask a representative of the police the difference in patrolling residential parking zones or side streets with things like blocked driveways, blocked mailboxes, blocked fire plugs, as well as cars that didn't pay. There are budget outlays whether its repainting stripes on dirt, pay stations, permit stickers and even vehicle mounted license plate reader cams. Remember the station runs 7 days a week, 19 hours a day and while there are some weekends when the station won't fill there are sporting events for huskies, seahawks, sounders, mariners and social events like home shows, flower and garden as well as the Seattle Center weekends justifying street lights. We get stingy with parking spots and affordable housing, why are we completely changing the character of the neighborhood with unlimited, uncontrollable, parking? Who gets to clean up the trash left by the side of the road from trunks and floormats? I know who gets to walk through all the new spilled latte stains. Why does this sound like big city trouble when we live in a tree canopied suburb?

What if we could minimize the number of vehicles crossing 145, competing with pedestrians in the neighborhood and participating in the station area congestion and would reduce the whole planning effort? The one point where we can limit parking is within the garage and the results can then be displayed on reader boards at each end of 145th. Any parking allowed outside becomes unlimited parking with inadequate controls. We have solutions for residents with residential parking zones or we

can make a resolution that it is not in the best interest of the city to offer commuter parking in our neighborhoods.

The list of signage would include reader boards at Lake City Way and 145th, Aurora and 145th, as well as 5th and 145th. 148 should be marked 1 way eastbound with Local Traffic Only or Official Traffic Only. 6th and 8th have signs on 145th saying Local Traffic Only. Frequent signs on the side streets limiting parking to 2 hours between 6am and 4pm for nonpermits with a 24 hour phone number to report violators. Paramount School Park should get signs for 4 hour parking between 6am and 9pm to handle sporting events and picnics at the park. Don't forget 1st Ave with the pedestrian bridge. Its amazing how designing things at the start is a better solution than piling on things that don't fit toward the end.

Why are we sacrificing our neighborhoods for an agency that predatorily underestimates parking demand?

Thank you,  
Dave Lange  
Ridgecrest