

**From:** [Dave Lange](#)  
**To:** [City Council](#)  
**Cc:** [Plancom](#); [John Norris](#)  
**Subject:** 145th Corridor and station construction  
**Date:** Sunday, October 11, 2015 6:50:37 PM

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Please include in Monday night's Public Comment

The topic is light rail construction and implementing the 145<sup>th</sup> corridor and their impacts.

In our near future we will begin construction of the station at 145th. The city is putting together a request list for Sound Transit. There is at least one item missing. The 145th corridor study is preparing its recommendation and is also not considering at least one item.

The 130th station is expected to be built (not just roughed in) during the North Link construction just before ST starts on the 145<sup>th</sup> street station and guess where that detour will likely go?

Has anybody thought about the actual construction periods when 145th will have to be closed? This being Shoreline and not Camelot means it will take a period of time. I will give a Rough Order of Magnitude that it is longer than 3 weeks impacting 30,000 vehicles per day. We can shift drivers up to 155th and down to 125/130th, probably affecting 15th Ave. For the traffic headed to I5 it is either 175th, 205<sup>th</sup> or Northgate Way. Please remember 130th only has half of the regular on and off ramps for the freeway and we have Metro buses and School Buses to reroute.

Let me create a silo and look at one little detail (notice I haven't said cheap). I have a hypothesis that finishing the ramps at 130th (a northbound on-ramp and a southbound off-ramp) will lessen the impact of road closing construction at 145th.

The next meeting of the Agency Advisors for the 145th corridor will have a number of city planners from the north lake cities and our Mayor has regular meetings with their Mayors where you can confirm my hypothesis with our neighboring experts. We need to get grant money from the corridor buildout and money from Sound Transit mitigations along with contributions from Seattle and WashDOT. The additional station means they are touching the 130th intersection already. Can we create enough outcry and enough budget to make this nightmare a little easier on the residents and our neighbors? These ramps will also help lessen the load on the 145<sup>th</sup> corridor long after their role in mitigation.

Dave Lange

Shoreline