

From: [Dave Lange](#)
To: [City Council](#)
Cc: [John Norris](#)
Subject: Public comment on the Special Dinner meeting 11/30
Date: Sunday, November 29, 2015 11:37:13 AM

The Council's dinner meeting includes a discussion of the station design standards. This is a short list of things near the station that will help it work smoothly IMHO

Design should focus on prioritization from:

Safety

- Safety of people

- Minimize accidents

- Incident response

Efficiency

- Minimize pedestrian distances from buses to station

- Minimize bus stop times

- Minimize pedestrian distances from the neighborhood

- Minimize queue times everywhere

- Actively get commuter cars out of station congestion

Efficiency isn't just in the station it is from 8th to 1st and 130th to 148th for people and vehicles around the 145th street station

Useful to the community

- Non transit activity focused on the rear of the station

- Travel focused on the front of the station

- Signage and access between front and back

Environmental mitigation of construction damage

During construction

- Offsite parking for construction workers, implement parking procedures

- Parking enforcement patrolling neighborhood parking areas during the hours Sound Transit and its contractors are working

Structure Design Efficiency

Multimodal is not equal access it is minimal necessary access for a positive experience

145th Station design

Transit approaches on 145th street(east and west) and 5th Avenue (north and south) BAT lanes with carpool on 145th (cap the volume before slowdowns begin). 5th Avenue south of 145th needs to be a controlled I5 Northbound off ramp (green default unless cross traffic present). An eastbound righthand turn to an on-ramp helps with congestion.

Westbound cars don't turn left/south onto 5th Ave and we need 6 lanes of traffic between 145th and 148th on 5th including BAT lanes, left turns and straight in each direction. Use a directional traffic separator.

Pedestrian approaches from east 148th, both sides of 5th and both sides of 145th.

Expectations of an overhead crossing at 145th near the west side of 5th and the east side of the bridge

Crosswalks lit and marked at 148th (full intersection, all traffic stops) and the East and South sides of 145th/5th. Also fix the uncontrolled access on the west side of the bridge.

Change road features to assist with safe pedshed. 148th becomes oneway (eastbound) only to 8th Ave. 6th and 8th should be marked right turn only onto 145th and "local traffic only" coming off of 145th. Add No Right Turn on Red to the west bridge intersection/on ramp.

New density around the 145th on ramp is going to attract renters that want fast access to the freeway and will be less focused on the light rail.

The station facility has a station as near to the busstops as the track alignment allows and a garage accessed from a north service road. It needs an off street loop that uses the garage entrance and/or garage exit for Metro Access, handicap, commuter vans, rideshare, Kiss and Ride dropoff, and other drivers without a purpose.

This loop also has a lane for designated parking for car share, transit police and maintenance vehicles. A cellphone wait area further north helps minimize the sitters.

Signage around the station (always a risky subject to bring up to Council ;)), with a station over 145th, reader boards on the sides are a requirement for garage status, train status, meetings, amber alerts, high/low/current temperature and businesses in the station. Signage in the potential parking areas in the first half mile placed before construction begins.

Elevators serve multiple people, scooters, guide animals and emergency stretchers. There should be one on the south side of 145th and one at the northend of the station. The Northend should be for lower rear entrance for the traffic loop, the main floor and upper deck. The entrance off the northside of 145th could be an elevator or escalator. An emergency stairway should be included on the South and North sides of 145th.

I still have a concern about traffic congestion on 145th between 8th NE and 1st NE. Getting cars through the 145th/5th intersection that end up on 5th with no purpose is no good.

This project is the opportunity of our lifetime to daylight another portion of Thornton Creek and upgrade the underground pipe for Little's creek. We may have just enough time to talk with Lake Forest Park about their funding source for their recent project.

Have the Shoreline museum change exhibits in a locked display panel upstairs.

This is the core of the future 145th upzone area, 2 business bays start this structure off right.

Parking enforcement needs to actively patrol the parking areas as construction begins. This includes the additional street lights and parking rules and phone numbers on signs in the half mile parking zone.

Thank you,

Dave Lange

Shoreline