

From: webmaster@shorelinewa.gov
To: [agenda comments](#)
Subject: City of Shoreline Agenda Comments
Date: Monday, February 29, 2016 6:36:23 PM

A new entry to a form/survey has been submitted.

Form Name: Comment on Agenda Items
Date & Time: 02/29/2016 11:57 AM
Response #: 123
Submitter ID: 6916
IP address: 63.249.15.40
Time to complete: 6 min. , 19 sec.

Survey Details: Answers Only

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1. David Lange
2. Shoreline
3. (o) Ridgecrest
4. umbrella@house@gmail.com
5. 02/29/2016
6. 8a
7. Station issues
Sound Transit may not like this, but our list of Station requirements needs to go beyond the borders of the station facility. We are not going to build a wall of China (or Mexico) between Ridgecrest and the station.

Past choices for the 145th light rail station have shown the intent of Sound Transit to build a dogleg serving the Northshore and supporting the 522 corridor bus routes while ignoring most of Shoreline, the intent of Public Works to change 5th Avenue into a bus mall keeping 145th as an arterial and the intent of Planning to build density inventory around the station area while adding congestion that no pedestrian would find comfort crossing. A lack of communication between Sound Transit and two Shoreline departments has created another instance of everything everywhere again. You can pick a favorite color/function or you can mix everything together and get black/congestion and accidents.

We have delays in station reviews and changing goals for the station design. A current design is forming to minimize the unprotected turns across traffic and buses making lane changes in the short segment of 5th along the station. Adding signage visible from 145th East and West of the station showing the number of spots in the garage remaining helps with the goal of everyone turning north on 5th Avenue having a place to go.

Shoreline has been an advocate for protecting pedestrians in the station areas coming across

145th and I5. We should also be concerned about the commuters crossing a “desired” 5th Avenue and the hide and rides from the existing dark cul-de-sacs in the neighborhoods. In addition to commuter safety and vehicle security, it will help parking enforcement see the decal in the window.

We are working toward increasing the capacity for buses, shuttles, car shares and drop offs. Some congestion is being eliminated and some congestion shifts from 5th onto 145th. We should also be concerned how to minimize the effort making transfers between buses and light rail, which also impacts whether businesses should be based at the station. Leaving the station in its original location leaves it surrounded with a highway on ramp, a garage, the 145th bridge and the freeway, with a road through the facility and the rails overhead all of which doesn’t sound very conducive for a long term business investment or a plaza for the neighborhood to gather. This makes the station more a commuter stop serving the converging flows of traffic coming and going elsewhere. This was the concept of the old Northgate Park & Ride and the Roosevelt Park & Ride. 185th is a better choice as a destination and needs TOD to backfill for the zoning changes made there last year (how many convention centers does Shoreline need?).

This is not the comment to argue against TOD, but Shoreline needs to be careful with the number of “places or centers” it creates and how that impacts the potential business looking to locate in Shoreline. How much carbon will be burned by cars in the 185th rezone before a market locates there?

Thank you for collecting comments on this topic

8. Support

Thank you,
City of Shoreline

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