

From: [Dave Lange](#)
To: [City Council](#)
Cc: [John Norris](#)
Subject: Comment on Sound Transit Item 8a
Date: Monday, February 29, 2016 5:31:57 PM

Please distribute to members of the Council and show in Public Comment for tonight,

We need to add ST3 benefits for Shoreline after decimating a major area of trees in ST2. We are going through a lot of effort, resources and costs to build a station and HCT for 3 bus stops in Shoreline. Realize we could lose this limited service when a light rail is provided on 522 in the future, anchoring one end of it in Shoreline gives more reasons to keep it. Before June we need to ask ST to continue through 145th to Aurora's BRT. Linking Metro Rapid Ride, Shoreline Place and Aurora Corridor with Light Rail helps our city, provides more riders and adds to the benefits of ST3 for our voters (all of which should be important to Sound Transit).

I joined the 522 Transit Now! organization last fall because the Northshore Tricities understand transit. I was happy to see Shoreline partner with the other 4 communities. I have used 2 of the Northgate transit solutions and know about the plans to change it again for light rail. Are we trying to continue Shoreline role as a bedroom community? I shouldn't need to make the point that 145th is too constricted to go through 3 configurations in 15 years. Why is Shoreline providing a Light Rail Station for the other 4 cities to use? Why are we creating a 145th pigtail to the station and congesting the intersection near the station with ST buses turning around to go home? If you want a big ostentatious station let others tell you how they will use it. If you want a station that fits into our community, we need to manage it. The goal is for buses to pass through the station area. It isn't a car where you want the customer to stay and park. This isn't transit for someone else. What is the existing problem with 145th Corridor? It is slow and congested. How should we design the 145th station? Minimize trips through the intersection, manage cars around the station, and minimize the time spent by transit and unmotorized traffic in the area. When a transit provider stops at I5 another transit provider has to start at I5 and continuing to Aurora/99 or LCW/522. It is a poor business decision that causes operational problems, especially if you drove here tonight.

We have an opportunity to fix a few things by highlighting a downtown Shoreline to our partner cities on 522. I am not sure why Sound Transit wants to stop at the freeway, but it should really link into Aurora and the Metro Rapid Ride and CT Swift buses. I keep asking for a single seat ride from the 192nd street Park&Ride to Bothell and this is probably my last chance to ASK. The set up costs for this are minimal, maybe 2 more stops on 145th west of the station and then the operational time to run on the existing Aurora BRT corridor. Linking the 192nd street Park&Ride to City Hall with Trader Joes, the Aurora buses and the West Minister density with Central Market back to the station and beyond provides a good core route for Shoreline to showcase its mix of business, density and it's understanding of transit. The 522 corridor will exchange commuters, students, customers, businesses and destinations; we are stronger sharing than handing out station access. Shoreline needs to promote and link an existing vibrant corridor of our city with the other communities. We don't win if it takes 2-3 bus transfers getting a rider from North Aurora to the station.

Thank you for the opportunity to comment on this issue.

Dave Lange

Shoreline