

From: webmaster@shorelinewa.gov
To: [agenda comments](#)
Subject: City of Shoreline Agenda Comments
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A new entry to a form/survey has been submitted.

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Survey Details: Answers Only

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1. Yoshiko Saheki
2. Shoreline
3. (o) Parkwood
4. Not answered
5. 03/21/2016
6. 9b
7. At the last Open House for the corridor study, the preferred concept included a future pedestrian/bike bridge over I-5 alongside the current bridge. Subsequently, I've noted the interest by Council to move this future pedestrian/bike bridge further north to 147th, with direct access to the future light rail station.

I am encouraging the Council to retain the bridge alongside the current bridge as was presented in the preferred concept.

For me, the new light rail station is not the end all and be all for the 145th street corridor. There is more to the corridor than getting to the station and an improved corridor needs to accommodate movement among multiple points along 145th and between the east and west sides of I-5.

If the ped/bike bridge were moved to 147th, this new structure would not fully serve Seattle residents. Granted, the I-5 bridge would still maintain a small sidewalk on the south side, but that sidewalk provides no new improvement for pedestrians and cyclists. This then does not help promote Seattle residents on the west side of I-5 to bike to, say, Goodwill on 15th. Given the importance of obtaining support from Seattle for corridor improvements, I think it is key to show benefits for Seattle residents. A bridge at 147th would also be inconvenient for those living on the east side of I-5--in both Shoreline and Seattle--to get to the Bitter Lake Post Office or any of the businesses and services on Aurora.

The preferred concept for the corridor includes newly widened sidewalks along 145th. The walkway for pedestrians over I-5 should connect to those sidewalks on the north side, not jag further north just over the freeway. Keep in mind some Shoreline homeowners will sacrifice their properties for these widened sidewalks. It seems to me that the best use of the property acquisitions would include making sure the pedestrian path goes over the freeway in a straight line. If we are to have any bus service that goes over I-5, it is better that the sidewalks (from which passengers board and deboard) are adjacent to the bus corridor throughout the corridor.

Finally, If the entrance to the station is on 145th, it makes most sense for light rail to have the future bridge along 145th. Even if the entrance is on 5th NE, will Sound Transit be willing to create another entrance on 147th? In short, from my perspective, the corridor study identified the best option for a future pedestrian/bike bridge over I-5.

Thank you for reading.

8. (o) Neutral

Thank you,
City of Shoreline

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