

From: [Plancom](#)
To: [Rachael Markle](#); [Steve Szafran](#); [Easton Craft](#); [David Maul](#); [William Montero](#); [Paul Cohen](#); [Lisa Basher](#); [Jack Malek](#); [Laura Mork](#); [Miranda Redinger](#); [Julie Ainsworth-Taylor](#); [Susan Chang](#); [Donna M. Moss](#)
Subject: FW: Comments on the 145th public hearing Thursday
Date: Monday, April 04, 2016 5:15:37 PM

From: Dave Lange[SMTP:UMBRELLAHOUSE@GMAIL.COM]
Sent: Monday, April 04, 2016 5:15:34 PM
To: Plancom
Subject: Comments on the 145th public hearing Thursday
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The numbers behind the 145th station

A typical MUR 45 has 67 units and the occupants will use transit for no more than 134 transit trips/day and more than 315 other trips per day by car or walking. 5th Ave is the gateway of Ridgecrest, putting congestion at the doorstep does not promote easy access for anyone trying to get in or leave.

In terms of what is already in the books, the 185th station doesn't have the arterials for multiple bus destinations. It needs all the businesses Shoreline can muster or else we'll be widening roads for decades and worrying about the increased carbon.

The future of 145th is currently broken with a battle for the station area between ST and the planning commission neither being willing to alter their plans. With 1 bus route we have 6-10 buses per hour that only serve the Northshore/tri-cities. We double that if Shoreline wants service from Aurora to the station. A pair of circulators supporting Shoreline Community College and North City would add 16 to 40 more buses per hour and double that if Lake City/Bitter Lake wants to play. We quickly exceed the ability for the current station to provide door to door service. This means adding stops on 5th and 145th planned or not. Access to the station from the streets at 40 riders per bus is greatly more important than access from the West side of the freeway. Think seriously about whether the west side access is improved with buses or by a bridge.

We expect 4000 boardings a day from the neighborhood which means 29 of the buildings mentioned above with 9,400 new car trips. The existing station design can't support the level of zoning the planning commission talked about the other night. Protecting the wetlands is important and so is making sure we can support the level of bus service and pedestrians the station will get. 145th got so busy that Metro refused to run scheduled service on it. I'm afraid that we are blindly doing the same thing to the station area. The TOD concept is a way to congest one area to the benefit of somewhere else, 5th Ave is the bus station for Shoreline for the indefinite future. Even with additional light rail lines in the long term plans, this station needs to preserve the bus and pedestrian access to the station, which is why I promote Shoreline adding the new density around urban villages and existing businesses. If Shoreline is developed well we won't have massive traffic jams.

This isn't just a study of a subarea, changes made here ripple through the rest of Shoreline and will impact the whole city. Lets have a regional reputation for thinking in the long term.

Thanks for listening,

Dave Lange, Shoreline