

Quoting from Monday night's presentation: "Direct connections to and circulation within the light rail station is strongly preferred by both King County Metro and ST. This is the safest, most convenient, and most efficient approach for transit users under the proposed future service scenarios. "

"The proposed concept provides flexibility for future east-west transit service. Right turn lanes in both directions allows for transit signal priority and queue jumps. There is also adequate space on the corridor east and west of NE 5th Street to place transit stops and passenger waiting areas to support potential, future expanded transit service."

The public indicated less than 50% favorable over the design of the Interchange at I5 and 145<sup>th</sup>. Moving pedestrians off the corridor with underramps, overramps and special bridges while using general comments of how future Shoreline buses will be handled continue the level of satisfaction previously noted. Protecting our north shore neighbors and slighting our future Shoreline residents as indicated above is a strange planning process. Lets mark and discuss the actual proposed bus stops on 145<sup>th</sup>. Getting a solution for 5<sup>th</sup> and 145<sup>th</sup> that gets the approval of ST and Metro should be the design goal. A limit of 2035 is an artificial limit. The goal is a useful approachable bus terminal for the expected life of the station. If we start the station with something like 6 buses an hour and it maxes out at 10 buses an hour, we need a new solution and a firm phase II (if it doesn't become the right answer).

My issue with buses in the station continues to be the turn around time through 3 lights and the uncontrolled end of the station loop. At some level of traffic buses are cut off, unless we deploy a traffic guard there up to 19 hours a day, 7 days a week, the city can control some of this through zoning, but individual cars being directed by phone apps mean 5<sup>th</sup> gets the volume of 15<sup>th</sup> even if the city cancels the last decision by the Planning Commission. The current plan shows buses entering the station from 5<sup>th</sup> and dropping every passenger on the wrong side of the road, making each one cross the road to get into the station. Someone said this should work like an airline terminal where you are dropped at the curb on the terminal side of the road.

Closing 3<sup>rd</sup> or 4<sup>th</sup> Avenue on the west side of the bridge is a big win for the pedestrian. As is the regular sidewalks on both sides of 145<sup>th</sup>. The study touts a new lane on the southbound off ramp as progress. The reality is the bottom of the ramp is one lane and the top is two lanes. Building out the extra lane at the bottom is required, a middle lane to get back on the freeway seems redundant and worse for the pedestrian. We need to implement no right turns on red lights at the off ramps for our pedestrians. Before we ramp over the off ramp, lets look at the organized traffic volumes coming up the west ramp

versus the more random volumes on 5<sup>th</sup> Avenue. Why do the crosswalks at the off ramps at 45<sup>th</sup> and 50<sup>th</sup> stay at ground level? We trust the signage and the interactions of drivers and pedestrians.

Multimodal corridors shouldn't depend on sending elements up or away, it's a matter of determining the weakest remaining element and scaling the proposal to them. As we move the area to more building density we need more vehicular density. We are stuck with a pedestrian underpass west of I5, let me guess the bus stop is between 6<sup>th</sup> and 8<sup>th</sup>. Can we manage traffic to use the crosswalks at the intersection or is it a nearly 20 minute walk back to the station including the south crosswalk and the underramp? Killing the left/south turn on westbound 145<sup>th</sup> at 5<sup>th</sup> will save a lot of cars using a shortcut to 130<sup>th</sup> and Northgate and makes the crossing shorter for pedestrians. The pumphouse can stay put if we don't create a special right turn lane and have a designated bus stop on the west side of 5<sup>th</sup>.

We had real progress when CM Hall suggested bus lanes across the bridge 2 weeks ago, we went back to the usual pro car anti pedestrian/bus with last Tuesday night's study session for the Planning Commission, which Council is seeing Monday night. If WashDOT doesn't widen the 145<sup>th</sup> overpass, it needs to finish the ramps at 130<sup>th</sup>. 145<sup>th</sup> can't handle the roles it already has, adding more growth and more roles will make the corridor study short lived.

You should really experience the underramp before we passively let Soundtransit recommend it. The corridor study needs to go back for another series of updates. Thanks for reading,

Dave Lange, Shoreline