

Two modified versions of PREFERRED ALTERNATIVE NE 145<sup>TH</sup> STREET STATION SITE PLAN are the 2<sup>nd</sup> and 3<sup>rd</sup> attachments in the email, and are probably needed to understand the discussions of both Plan #1 and Plan #2 below.

The current Sound Transit (ST) detailed drawing PREFERRED ALTERNATIVE NE 145<sup>TH</sup> STREET STATION SITE PLAN has several drawbacks, but the worst is the location of the only entrance to the parking garage and the station. There will be a huge traffic jam there during peak hours with south bound vehicles on 5<sup>th</sup> Ave. lining up to get on 145<sup>th</sup> St. and north bound vehicles trying to cross that south bound lane into the only entrance to the station (Let's call it 5<sup>th</sup> AVE-ENTER). Adding to that problem will be the north bound vehicles lining up to turn left onto the NB I5 ON-RAMP, which is less than a block from the 5<sup>th</sup> AVE-ENTER. During rush hour there is not enough space for all of that to happen at once. Cars and buses will be backed up on 145<sup>th</sup> St. from both directions waiting to get onto 5<sup>th</sup> Ave. I've come up with two modified plans (Plan #1 and Plan #2) to help solve this problem and enhance the traffic flow around the station. These plans are only meant to provide concepts, and some may need to be technically modified some. Professionals should be able to solve the technical problems.

My first plan (Plan #1) is the least expensive and simplest plan, but still should provide a huge improvement in traffic flow around the station. Plan #1 involves adding a second entrance (Let's call it 145<sup>th</sup> ST-ENTER) to the parking garage and station, which would be located just west of 5<sup>th</sup> Ave NE with the actual entrance located on 145<sup>th</sup> St. See the PLAN #1 DRAWING attachment. The elevations on the original site plan and the Sound Transit drawings of the station indicate that the landscaped area south of the parking garage will be about the same elevation as 5<sup>th</sup> Ave. This is necessary for Plan #1 because the new 145<sup>th</sup> ST-ENTER entrance will be located on that landscaped area. All traffic from both directions on 145<sup>th</sup> St. and north bound traffic from 5<sup>th</sup> Ave. NE south of 145<sup>th</sup> St. would be required to use 145<sup>th</sup> ST-ENTER to enter the station. The original left-turn-only lane for turning into 5<sup>th</sup> AVE-ENTER would no longer exist. Something to prevent north bound traffic on 5<sup>th</sup> Ave from using 5<sup>th</sup> AVE-ENTER would need to be installed. Only south bound vehicles on 5<sup>th</sup> Ave. NE would be allowed to enter the original 5<sup>th</sup> AVE-ENTER. This would eliminate the bottle-neck caused by 5<sup>th</sup> Ave. north bound vehicles trying to enter 5<sup>th</sup> AVE-ENTER by crossing the south bound lane of vehicles waiting to enter 145<sup>th</sup> St. (South bound traffic on 5<sup>th</sup> Ave. backed up to enter 145<sup>th</sup> St. is a phenomenon existing today during rush hour). However, north bound traffic on 5<sup>th</sup> Ave. from 145<sup>th</sup> St. could still enter the NB I5 ON-RAMP right next to the station exit currently depicted on the original site plan (PLAN #1 DRAWING), but a traffic light would be required there. The City agrees it is feasible to allow buses and cars travelling east on the 145<sup>th</sup> St. bridge to exit to the right after crossing the bridge, then loop under the bridge and enter the NB I5 ON-RAMP by that route (Let's call it the Loop Rd). This is similar to the pedestrian/bicycle walkway on the original site plan. Loop Rd. would also be part of Plan #1, but is just roughly sketched in on the PLAN #1 DRAWING.

The NB I5 ON-RAMP and station exit just north of the parking garage are probably too close to the 5<sup>th</sup> Ave. station entrance and 145<sup>th</sup> St. however, and should be moved further north. That could be achieved in Plan #2.

The addition of the extra entrance 145<sup>th</sup> ST-ENTER would greatly improve traffic flow, but my second plan (Plan #2, which still uses 145<sup>th</sup> ST-ENTER) would improve traffic flow even more and add other amenities to the station area. Plan #2 is depicted in the PLAN #2 DRAWING attachment. Although it

would be more expensive, it would pay dividends by making the station area more desirable for future development. More about that later. As stated in Plan #1, the City agrees it is feasible to allow buses and cars travelling east on the 145<sup>th</sup> St. bridge to exit to the right after crossing the bridge, then loop under the bridge and enter the NB I5 ON-RAMP by that route, which we've called Loop Rd. The big difference between Plan #2 and Plan #1 above is that in addition to the just mentioned use of Loop Rd., Plan #2 provides a second choice drivers can make once on the Loop Rd. That is, they can exit from the Loop Rd. before they enter the NB I5 ON-RAMP, drive under the tracks onto a street (Let's call it EXIT St.) parallel with NE 148<sup>th</sup> St. and about 20 feet south of it. The NB I5 ON-RAMP on the original ST plan has been moved about 170 feet north of its original location to immediately south of NE 148<sup>th</sup> St. Then EXIT St. replaces the exit from the station on the original plan and EXIT St. is just south of the new NB I5 ON-RAMP. There are three traffic sources feeding EXIT St.: the parking garage, all cars and buses that entered the two station entrances (5<sup>th</sup> AVE-ENTER and 145<sup>th</sup> ST-ENTER), and the vehicles from the Loop Rd. all merging into EXIT St. There would be a pullout on the south side of EXIT St. for buses, cars, and taxis to pick up and drop off passengers. Those passengers would be a short walk from the station which could be covered and well lit. This would be the kiss-and-ride location in the case of cars. Since buses would either drop passengers here on EXIT St. or at the station's door, entering through one of the station's two entrances, the pedestrian path underneath the bridge would no longer be needed and it can be eliminated. The few pedestrians walking on the south side of 145<sup>th</sup> St bridge could more safely use the cross walks at the 5<sup>th</sup> Ave. and 145<sup>th</sup> St. intersection anyway for security reasons, especially at night. Bikes could use the Loop Rd. if riding in traffic across the bridge or cross the freeway on the ped-bike bridge on the north edge of the motorized bridge. Eliminating this pedestrian path under the bridge would provide more space for Loop Rd. to accommodate vehicles choosing to exit onto EXIT St. This Loop Rd. should be two lanes after it proceeds from under the bridge. The left lane would only be used for the I-5 on ramp and the right lane could be used for that too or to turn off to EXIT St.

Unless there are technical reasons I'm unaware of, at the very least, something like Plan #1 should be done to avoid grid-lock near the station. If funding could be found, if it's technically possible, if it wouldn't violate Shoreline principles, and if it's legal; I think some variation of Plan #2 should be considered too. I will list some of the pros and cons of Plan #2:

PROS:

1. Three separate entry points to the station area for pick-up and drop-off of passengers for buses and cars. No one entry point will have to carry the entire load so there'll be less traffic volume in each location, vastly reducing the waiting time required for buses and cars to pass through.
2. There are two entry points for cars using the parking garage instead of just one. This will reduce congestion and backup lines on the streets of cars waiting in line to enter the station complex.
3. The bottle-neck at the original 5<sup>th</sup> AVE-ENTER has been removed. Much of the traffic otherwise on 5<sup>th</sup> Ave. has been moved elsewhere.
4. More space on 5<sup>th</sup> Ave. for north bound vehicles to wait to turn left on to the NB I5 ON-RAMP.
5. Many of the tall trees in the current park-and-ride possibly could be saved in the area between the parking garage and EXIT St., which could be a signature of this Station and depicted as being in keeping with the Shoreline Logo. There may be enough space for a few shops and a restroom. It could be a parklike place to sit and hang out. It would be much less noisy than the landscaped unpaved areas and plaza on the original site plan.
6. Provides a better location for kiss & ride.

7. More options and locations for buses to service the Station, which lessens the time buses must spend there.
8. Cars can enter the parking garage at a faster rate.
9. Less time spent for buses and cars to enter the Station area means less fuel consumption.

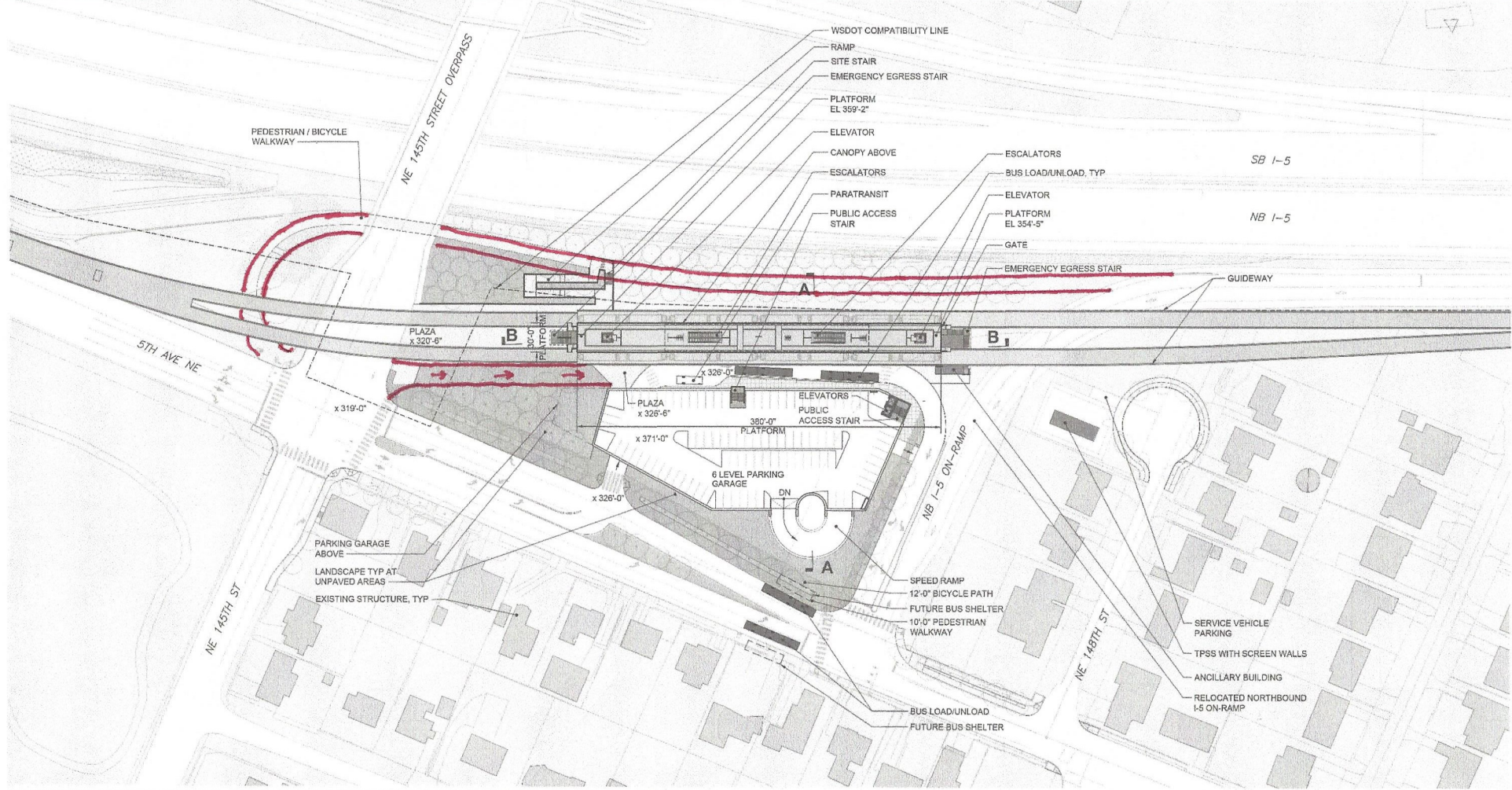
CONS:

1. This plan requires more infrastructure and buying 3 or 4 houses, but is probably well worth it, given the added benefits.

**SOUND TRANSIT LYNNWOOD LINK EXTENSION**

**PLAN #1**

**TOM POITRAS**



STATION CONFIGURATION & ALIGNMENT	BUS FACILITIES	PARK-AND-RIDE	PICK-UP AND DROP-OFF	BICYCLE PARKING
ELEVATED, CENTER PLATFORM	2 ON-STREET BUS BAYS, 1 SOUTHBOUND AND 1 NORTHBOUND ON 5TH AVENUE NE, 1 OFF-STREET BUS BAY	PARKING GARAGE FOR UP TO 492 CARS	3 SPACES ON LEVEL 2 OF PARKING GARAGE	50 BIKE SPACES, PLUS 50 EXPANSION

PLATFORM/MEZZANINE	BUS LOAD/UNLOAD	ANCILLARY AREA
PLAZA	BUS LAYOVER	BIKE STORAGE
VERTICAL CIRCULATION	TICKETING/INFORMATION	LANDSCAPE PLANTING AREA

SCALE IN FEET: 50 25 0 50 100

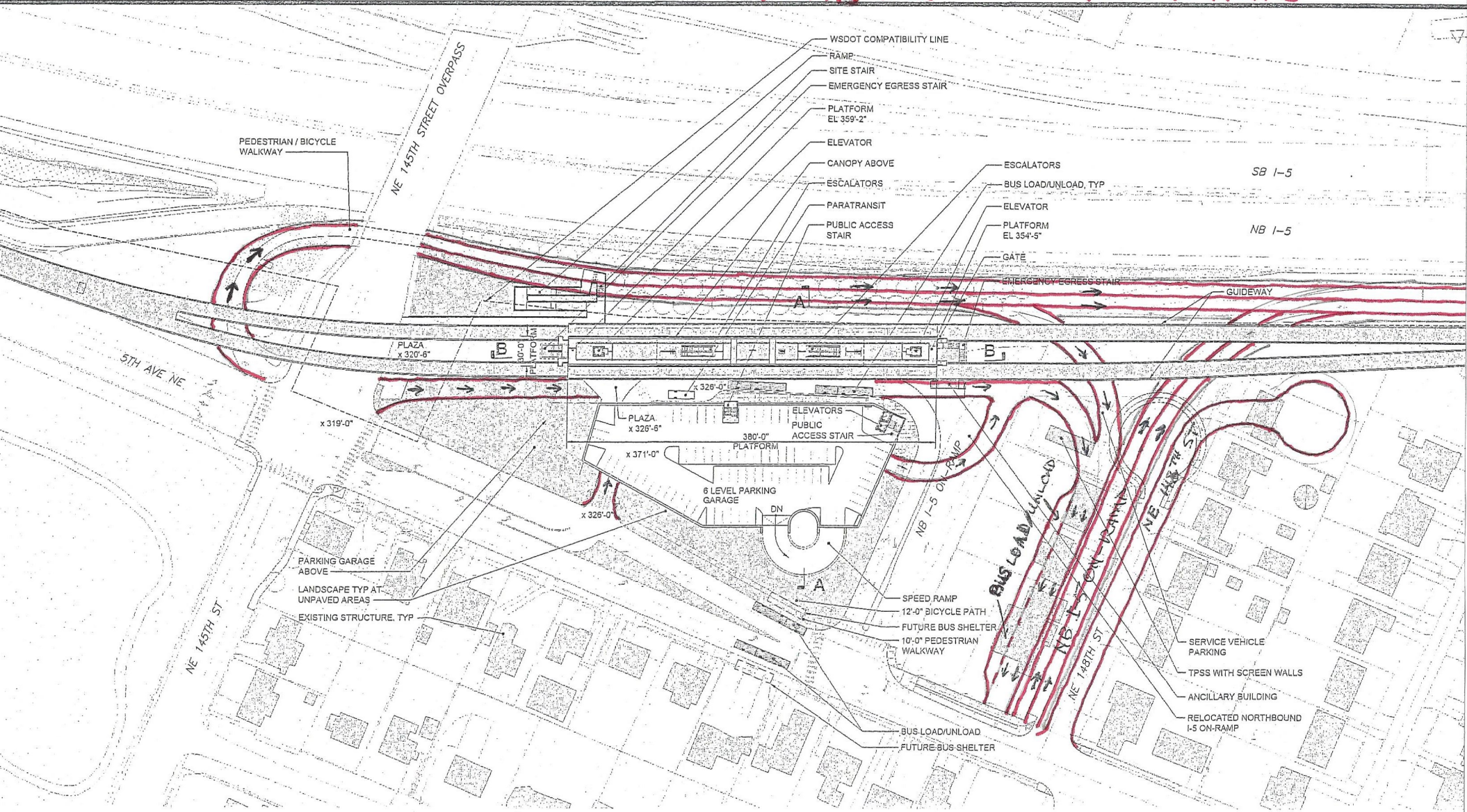


**PREFERRED ALTERNATIVE  
NE 145TH STREET STATION  
SITE PLAN**

DWG NO. N13-AAP001

SHEET 32 OF 59

REV. NO. \_\_\_\_\_



STATION CONFIGURATION & ALIGNMENT	BUS FACILITIES	PARK-AND-RIDE	PICK-UP AND DROP-OFF	BICYCLE PARKING
SEPARATED, CENTER PLATFORM	2 ON-STREET BUS BAYS, 1 SOUTHBOUND AND 1 NORTHBOUND ON 5TH AVENUE NE, 1 OFF-STREET BUS BAY	PARKING GARAGE FOR UP TO 492 CARS	3 SPACES ON LEVEL 2 OF PARKING GARAGE	50 BIKE SPACES, PLUS 50 EXPANSION

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SCALE IN FEET: 0 25 50 100