

**From:** [Dave Lange](#)  
**To:** [City Council](#); [John Norris](#)  
**Subject:** 145th station design, again  
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For the Council and general public comment

The 145<sup>th</sup> station really needs to be a drive past station and not a destination for buses. I find solace with Humphrey Neill, the father of contrary analysis, insisting: "When everyone thinks alike, everyone is likely to be wrong." Assuming I may not win that one, I'd like to talk about architecture. I start with the Northgate Park&Ride which had a common access lane for buses going to the station along with cars going to the parking lots. The replacement Metro's Northgate Transit Center fixed that problem and Metro never used it again in station design. One of the older Seattle Park&Rides is under I5 at 65<sup>th</sup> street. It is designed for the ages, or at least today with buses staying on public roads and cars and pedestrians using the parking area (it dates back in the day when it would have been considered to have considerable traffic). By the way, the Northgate Park&Ride with the multi-purpose access road has been torn down and is now a park.

I'm glad the city is driven to create the Shoreline Outhouse for Bus Drivers because it has certainly missed with current transit station design. We probably have an appropriate number of holes and are planning to sand the seats to minimize splinters. We probably won't use the moon cutout and are probably surrounding it with walls as opposed to letting the occupants perch over the freeway. Lets remember to use bike racks in this retro design, because bike cages are much too modern. If Sound Transit can't figure out how large the garages on 522 should be or goes back to not separating cars from buses in a new station, maybe we should vote against ST3 this fall. Remodeling bathrooms takes skill, but it isn't related to designing transit systems for safety and efficiency and the 145<sup>th</sup> station isn't showing how we should trust them with \$50 billion later this year.

From a safety perspective, if we are keeping the concept of the Shoreline Outhouse can we avoid relearning history? Dedicate a transit lane in the station, load and unload passengers on the terminal side, just like an airport and make the buses use a signal at 147<sup>th</sup> for their access. Crossing oncoming traffic on 5<sup>th</sup> without a traffic light is not a long term solution and eventually limits how wide 5<sup>th</sup> can become. What is the old song "skip to the Lu my darling"? Respect the 5<sup>th</sup> Ave queues into the intersection, with a raised pavement restriction from 145<sup>th</sup> to 147<sup>th</sup>.

The positive spin is we have the straightest road from Lake City Way/522 to Greenwood which is a start to offering some of the best east/west single seat trips or we can artificially cut it in two and double the seats required to get anywhere. We can become an efficient route

near a number of destinations and increase our ridership or squander the bus resource for the same number of miles proving once again we are the suburb that drives wasting the buses we manage to get. Well planned routes won't require special runs for the North City Jazz festival or the Shoreline Solar Festival starting from the light rail station.

Thanks for listening,  
Dave Lange, Shoreline