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To: [City Council](#); [John Norris](#)
Subject: General Public Comments for 11/14
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Given the Sound Transit Open House on Wednesday here are a few thoughts on the rezones and transit. I am trying to ask if we are making the right long term decisions for our city.

The city is generating tricks to keep people in Shoreline around light rail which are not in the interest of the big picture. The 90% of trips by residents not involving transit and the concept of an urban village centered in the station area create congestion where it doesn't belong especially since 5th has turned into a bus corridor. If we want more walkable density around downtown Ridgecrest and more building density for special needs around 165th, then put density around 165. If we are concerned about the walkability at North City get rid of the parking lots in North City and put in true MUR in North City. It is easy enough to schedule bus service to bring people to these areas using optional bus trips. Turn the design around and put the density where the services are and require bus trips for most people to get to the station. Less density at the station improves the transit times for a larger population. Make the station about buses with fewer pedestrians and light rail. Put the congestion and density somewhere else. With Metro's long range plan, we need to design the 145th station with 60 buses an hour coming and going. Amazingly the buses in equate with the buses out. What is the buses per hour capacity of the current dedicated design? Please tell me we haven't added trees to planters before calculating capacity.

Commuters will put up with an hour long commute. Call it 15-20 minutes for light rail from Shoreline to downtown and 10-15 minutes to reach a downtown office. That leaves 20-25 minutes from a residential doorstep to the station entrance. Shoreline's optional density is delaying buses for 15 minutes between 15th and 5th for traffic light cycles, not counting station time and two new traffic signals on 5th. That means everything east of LFP is no longer in the commuter window. The optional density in the 145th rezone will add sufficient queues at traffic lights to negate the bus bulbs and jump aheads. What do you tell ST3 and the Northshore commuters? By the way, the rezones will actually be worse than the early study estimated based on the later zoning decisions which means the Northshore ST3 is dead before it starts. ST3 cares about the time from Bothell to the 145th Station, Shoreline's design responsibility is 15th to the Station and it should be a third of the total trip time. Design requirements for general purpose lanes are the cost of not implementing fully separate BRT lanes in our corridor design.

The station area should have a queue lane across its whole front. Get the garage out of the station area, back on 15th which will turn a parking lot into a parking garage with retail around the base and a quick bus to the station. Put the station over 145th so buses have 2 fewer traffic lights extending the distance covered by the commute hour out to Bothell Way. Get the station over 145th and the pedestrian ramp over the southbound offramp with 3 lanes

isn't needed. Get the station over 145th and the extra lanes in front of the pump station aren't needed. Push all of the northbound on ramp traffic north of 145th and get buses out of the queue for the buttonhook eastbound. Keep the south side of the interchange for pedestrians with an entrance to the station. We keep making poor design choices because of the kink in the rail corridor. Sound Transit hasn't fixed their on the ground segment along MLK in South Seattle yet, lets fix our local rail corridor before it is built. Blame the delay on finishing the 130th station during ST2.

The Shoreline rezone EISs used a traffic model based on a fully developed or mixed community. The answers were the total trips in and out of the rezone for residents and errand runners. The model is not just a black box of total trips out and total trips in. Inside the black box are the mixed community of offices, business and residents keeping a lot of trips local or it can be a residential only bedroom community which forces more trips through the sides of the black box. We need to evaluate the model, just like deciding a freeway is more appropriate for a car than a runway.

Given the results of the rezone with no businesses required with offices not even considered and residential only allowed means the traffic study is useless and the city has no idea what volumes to expect during peak hour or average daily trips. A good replacement study would select from 4-8 trips per day (well mixed to suburban) per unit with all external travel and 20% for walking/biking/transit. Also pick something to represent the trips into the density.

Ridgecrest had a shooting last week and the fire engine didn't even enter the cul de sac. The cul de sacs are narrow enough concrete pumpers and semis delivering loads for MUR 70+ construction can't turn around and in the long term fire ladder trucks won't be able to respond, sprinklers and inside firefighter attacks are not the full tool kit. Consider a 3 lane road for the cul de sacs using the middle lane as a sidewalk and bike way with a side lane for in and a side lane for out with parking on one side of the street.

Getting the density away from both stations and moving it around existing business centers is a better answer for the city and the transit agencies. If buses are the right idea for the Northshore ST3 and Aurora BRT, it is the right answer for Shoreline. Shoreline's multiuse of the light rail stations is a problem. We could have had density around the station and buses around the perimeter. Once we negotiate for buses into the station the density needs to be around the perimeter (using the buses). Mixing colors everywhere in the picture isn't very colorful.

I feel this is the old problem of listing 3 attributes and being told to pick 2. I am just not seeing which one the city is leaving out. For all those promoting a 3 legged stool I'm not seeing equal length legs of similar strength. I am not a fan of grants and lid lifts to make up the difference.

Dave Lange

Shoreline