

From: [Dave Lange](#)
To: [City Council](#); [John Norris](#); [Plancom](#); [Rachael Markle](#)
Subject: Upzone comments
Date: Friday, December 09, 2016 2:25:40 PM

Please include in General Public comments for the Council meeting Monday.

First why is the Council concerned about pedestrians at a controlled intersection with one way traffic (On ramps with an intersection above)? Shoreline's use of pedestrian ramps that go up and over are a strange interpretation of multimodal.

At the last Council meeting 12/5 a counsel member told Sound Transit that the second pedestrian bridge would have thousands of users each day. We can argue volumes of traffic, but look at a couple of ratios. The pedestrian traffic from the freeway side should be less than the pedestrian traffic on 5th. The EIS traffic study for the 145th upzone shows 11% of the peak traffic is transit, so the station traffic approximates a tenth of the total trips during the peak hour (in terms of volumes bikes and buses have minimal counts and there just aren't that many parking spots). We need to worry about the 90% of the trips that will be primarily cars but not transit related, when we are estimating the buses into and out of the current 148th station.

Metro/ST were estimating more than 60 buses an hour for the Shoreline South station. Bus frequency will not be limited to rush hour runs. Given the traffic light cycles and traffic already on 5th, I don't understand their comfort level with this design.

I have already written ST about the reduced spacing of traffic lights between 145th and 148th meaning we have less queue space for buses and traffic. A high percentage of the buses will be long coaches and there are no queue jumps or bus bulbs on fifth. Lengthening the lights on 5th for multiple buses starts backing up the 145th corridor with buses approaching 5th from east and west. I question their own analysis, but reminded them it may be a quiet backwater street now, but to consider the 10 year numbers from the 145 upzone EIS. Adding multimodal transit use to the pedestrian count just increases the non-transit motorized counts.

Are we ready to admit the rezone at 145th is a mistake and the second pedestrian bridge project should be terminated as quickly as possible?

Dave Lange