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Please include in Public Comment for January 23rd.

We need to start 2017 with a new process for the City of Shoreline. We need to abandon setting the line of legally defensible and focus on full information leading to operational success as well as quit the use of tax dollars to make up the difference. Tax spending is not for the benefit of all when buses get reduced to the radius of the walkshed for the same transit time. We can do better than sending good money after bad decisions.

Please look at the existing planning process. We start with running traffic models against a base line of existing conditions and always going back to the current baseline conditions for a new layer/mode (like an individual element analysis) without ever summing the parts. There really are relationships between the 145<sup>th</sup> station and the 145<sup>th</sup> upzone. Modelling each treatment as a separate event minimizes the actual effects. **It also minimizes collecting money for mitigations like our TIF.** If we want a multimodal community why do we keep pushing the non-cars out of the way? I thought we were done with separate but equal.

Reality says the station models have been misused and there is apparently a higher demand that this station has to fit in the Ridgecrest neighborhood, at any price. I can accept more than a bus a minute with a reality that the new traffic light will have multiple buses going through per cycle, in repeated cycles. Look at the queues (temporary holding areas) in the system, between 145<sup>th</sup> and the actual bus drop offs and holding area. From the bus pickup area toward 145<sup>th</sup> we have a queue in the station for the 148<sup>th</sup> light, we have a right turn for the highway on ramp and queues for the left and right turns at the 145<sup>th</sup> street, which most of the car traffic also uses. Coming from 145<sup>th</sup> we have a queue for the highway on ramp and the left turn shared with cars into the station, once you are in the station the cars have a turn lane queue into the garage/kiss and ride loop in the 30% ST drawing.

That is the last publically shown layout. Start the flow in the system focused on the free for all area (it's a technical term) shown in the 30 percent drawings just inside the station. You have room for 3-5 cars queued to turn left and every car has to cross the bus exit lane. Every car leaving the kiss and ride loop has to cross the in lane for the garage. Every car leaving the station has to merge with the buses exiting the station. Is there enough queue space for 2 long coaches and 3-5 cars in this exit lane at the 148<sup>th</sup> traffic light? Remember that we have more than a thousand cars trips a day in the station, plus 60 buses an hour sharing the same entrance. Given this volume of traffic are the queues on 5<sup>th</sup> Ave between 145<sup>th</sup> and 148<sup>th</sup> long

enough? We give the buses queue jumps, how do they work at 148<sup>th</sup> when buses are literally going every direction with multiple buses per traffic light cycle? Should we mention the 6 lane road and the pedestrian crosswalk in this same intersection? How much of the day will cars and pedestrians lessen the chances for buses to flow at their modelled pace? It will depend on the non-priority cars stuck in the left turn queue going to the garage, spilling onto 5<sup>th</sup> Ave. **It could be the change from free parking (400 cars/hour) to paid parking (130 cars/hour).** When you run the model for one change independently it may work, sum up the parts and this is looking like a fail. Notice this has nothing to do with Peak Hour trips from the rezone EIS, yet.

Given the system from 145<sup>th</sup> to 148<sup>th</sup> and from 5<sup>th</sup> to the light rail corridor this should be success for the Northshore/522 buses and not much else, assuming the cars and Metro Access buses effectively cloud the design for a significant portion of the day. **Apparently the model yielding more than 50 buses an hour only had inputs for the internal station area and 148th, unfortunately this is the statistic outside agencies are remembering.** . This station is busier than the current Northgate Transit Center suffering a single approach and forces buses and cars to mingle. We have a full station before the upzone even starts. **If Metro wants a destination station it needs to cut half the routes planned for this station and eliminate the garage plus the kiss and ride.** At this point the 30% design isn't doing a lot for the future of Shoreline.

Having 36 buses an hour come out of the 145<sup>th</sup> corridor and use 5<sup>th</sup> to access the current design means a lot less capacity for everyone else using 5<sup>th</sup>. A good destination station design has the station nearer the road, a separate garage entrance with separate bus entrances and exits. We just don't have the room and configuration to support this service level. The current design is paying a heavy operational cost for a second pedestrian bridge over the freeway. **Metro has been replacing its single entrance stations where cars and buses mingle, why is Shoreline building a new station with this configuration?**

Now expand the system from 15<sup>th</sup> to Meridian from 145<sup>th</sup> to 155<sup>th</sup>. The fact is the upzone EIS have an early traffic estimate of the good life before the planners trampled it with their interpretation (this affects 185th more than 145th). **A real estimate would double the earlier modelled expectations that only used one car per unit.** TOD works in a full community where there are enough businesses and offices that make giving up the second car an easy choice. The rezone areas are a generation away and another rebuild cycle to justify the current model of 1 peak hour trip per unit. **The current planning should focus on 2 cars per unit more often than not which is a significant increase to the peak hour estimates.** Given the station area coming to full build first it causes some interpretation problems for the EIS results. The EIS traffic model breaks the daily trips during Peak Hour into inside driving, external trips, transit and walking/biking. If the station garage is full before the upzone starts changing then most of the EIS transit traffic from within the upzone goes far outside of the upzone looking for a parking lot. Up on 185<sup>th</sup> we have the issue that 185<sup>th</sup> is both an interior road and an exterior arterial. The traffic number in the EIS came from an environment where businesses and offices greatly exceeded the percentage of residential units. **I am going to boldly say the traffic study in the EIS has nothing to do with the Shoreline upzone areas passed by the Council.** Without the urban businesses and offices, Shoreline is left with the suburban traffic numbers that get no reductions for density. In terms of traffic an MUR 45

townhouse lot allows 4-6 times the traffic of an R6 single family unit in the 185<sup>th</sup> rezone. MUR35 along 5<sup>th</sup> north of 155<sup>th</sup> will be 2-3 times the traffic of the existing R6 single family units in the 145<sup>th</sup> rezone. There is no frequent non-commuting transit in the half mile walkshed of any of the upzones in Shoreline and these developments shouldn't get a station area parking reduction (that long handle from Meridian out to Aurora is dependent on the BRT buses not the station). Daily trips in a suburban bedroom community are in the range of 4-7 for a housing unit. I'm going to pick 5 trips per day and whether this is a townhouse or single family the number of assigned trips will be the same.

<b>Trips per Unit</b>		
<b>Location</b>	<b>185 Rezone</b>	<b>145 Rezone</b>
Units	23,000	13,486
EIS Peak Hour Total Trips for a single car per unit	20,100	18,060
<b>Peak Hour Total Trips using dual cars per unit</b>	<b>Over 40,000</b>	<b>Over 35,000</b>
5 trips per day per unit	115,000 ADT	67,430 ADT
10% Transit trips per day	11,500	6,743
Other trips per day	103,500	60,687

If Metro demands a destination pedestrian station it needs to drop the expected bus routes by half. Given the upzone affecting the 5<sup>th</sup> Ave queues, the station really needs to be a pass through over 145<sup>th</sup> Street and not up 5<sup>th</sup> Ave.

If the city wants Aurora Ave rapid BRT to the station at 185th and if you want any bus service at 145th the city needs to brighten up quickly and quit playing its games. Generating numbers from a model with blinders (instead of looking at the whole picture) and challenging residents to sue the city to prove the city is wrong is no way to grow.

5th Ave is a secondary road that will continue to get additional drive through volume increases with a station or density or nothing. Whether the freeway backs up or 15th backs up, 5th Ave will surge more than expected. The current 145<sup>th</sup> station design will basically handle the Northshore buses that the original design wouldn't, but not much more (essentially before the rezone traffic), given the station flow and single connection to 5th. Our upzone only increases the problems with this station design by filling up the turn queues in the area so the queue jumps on the buses are essentially useless.

This ends another couple of pages on why putting density around the business centers and requiring buses to get to the commuting station is the correct answer leaving the 145<sup>th</sup> corridor buses in the corridor and a station over 145<sup>th</sup>. The passage of ST3 should have been the death knell for a pedestrian focused station at 148<sup>th</sup> and non-business upzone congestion near the stations.

Dave Lange

Shoreline