

From: [Dave Lange](#)
To: [Plancom](#); [Rachael Markle](#); [City Council](#); [John Norris](#)
Subject: Transit/Upzone comments
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Attachments: [finalupzone.docx](#)

Please include the attachment in the Monday Feb 6th public comments for the Council.

Thanks for reading,
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If Shoreline is making speeches about their clever upzones we should understand the faults of the current design. I understand the loss of expectations and leadership the city will suffer by reversing its upzone amendments. I hope to highlight some of the problems and likely lives lost that are clearly in our future if we leave the upzone amendments on the books. The accidents and tax costs of putting density in the wrong place can be avoided. By returning the upzones to former zoning and grooming the development code these areas can naturally develop and when the right generation (plus or minus 40 years) comes along they can extend the business centers.

I have heard the Council is in favor of slowing down cars to speed up buses. The problem will be there are so many cars that they'll stop buses before they can effectively get a queue jump. More street paving to create sufficient queue bulbs and more lanes at the crosswalks. We have restricted lanes crossing the golf course from 12th to 8th and there is no dedicated bus turn lane going back to 15th.

Back to my point of a poor design that puts a station behind a single entrance. If I understand traffic light cycles a longer cycle means you have to push more through for the same volume. The 500 car garage is a twice per day spike in traffic, just the way a ferry docking can be seen blocks away. Garage design limits say 400 cars/hour or 130 cars/hour if you are collecting money. I'll pick 200 cars/hour during the afternoon peak. The future Metro number appears to be just under 50 buses/hour and the station model is showing support for much more. My concern is the downstream afternoon flows toward 145th which are partially controlled by restricting flows out of the garage and the incoming morning flow which backs up onto 5th queueing additional buses and cars.

Let us look at the new 148th intersection with 3 major directions (North, South and West) with a 90 seconds per traffic light cycle. Into the intersection we throw 2 buses and 5 cars that should be easily handled by the station model. The current PM peak hour number, from the EIS, for 5th Avenue without the transit station or the upzone is 530 cars/hour. I'm picking 15 cars in 90 seconds to reflect some growth and the use of route finding apps. We end up with 22 vehicles going through the intersection every 90 seconds (Peak PM Hour). That is a reasonable average of 7 per starting queue and follow through, hiding 2 buses and an unknown quantity of pedestrians across a 6 lane crosswalk and includes no impact from the upzone.

The upzone should generate at least an additional 15 plus cars in a 90 second cycle during PM peak pushing average queues to more than 20 vehicles including buses (a bus is about the length of 5 cars). If we are willing to say the EIS provides a much lower traffic volume than TOD standards, there is no way to add the upzone and not slow down buses around the station.

The nonstandard station design restricts safe density flows assuming we want buses. The 145th station has a single entrance for buses coming and going, cars coming and going with the station at the back of the property. Density near these residential areas will demand bus service the station cannot be expanded to offer and I'm hearing that Metro is actually removing routes

originally planned for the station. Metro told me they are expecting the east bound 522 bus to be empty in the morning rush, so it becomes second priority at the queue jumps. Still a higher priority than cars, just not as important as getting buses into the station. Long term I see students and workers coming out of Seattle to the Northshore in the morning. The 145th station has a garage and some density around it already. Putting the upzone demands on top of this area will have consequences we have barely considered.

Pedestrian mixes with ground level transit have caused accidents and fatalities at UW, South Lake Union and MLK/Rainier Valley. Transit needs to be grade separated from everyone else or we maximize risks. This includes car mixing with transit at MLK, downtown and SLU. I'm not trying to be a smartass, but for all the noise and bulk of the various types of transit, there seems to be some sort of attractor painted on the front of mass transit. Everyone says "pay attention", the problem is people don't and it is not the whole story (less frequent transit has built in a learned behavior to hurry/run when you see your bus and you aren't at the station yet. The fewer cars, pedestrians and commuters not using buses to get to the station, the better.

Apparently the Seattle Convention Center is being expanded and bus service in the tunnel will end a year earlier than expected. Note the sudden move to reallocate streets and buses into a new configuration that preserves bus only lanes in downtown Seattle. (one news summary was http://www.seattletimes.com/seattle-news/transportation/for-thousands-light-rail-is-the-only-way-through-downtown-seattle-next-year/?utm_source=facebook&utm_medium=social&utm_campaign=article_left_1.1). While Seattle preserves bus only lanes, Shoreline piles as much traffic as possible into the bus lanes around their stations. Which strategy keeps buses on schedule and walkable communities?

Look at business competition within Shoreline, if we add density to existing business centers we benefit existing businesses and it spreads organically. If we add density around the station we'll pull businesses out of our existing business centers by the roots.

Long single lane road cul de sacs bad for fire and construction flatbeds. Between 5th Ave and the freeway are some long cul de sacs created by king county in the 60's/70's which feature narrow streets given the subdivision willing to add garages. We have now zoned it MUR70 with a need to put large ventilation units on the roof. Traditionally delivered by cranes and semi-truck. Where do they turn around? Fire code restricts fire apparatus from going more than a certain distance down a single lane road.

Finally I have developed a theory that should rock urban development and TOD. Density causes city blocks and shouldn't be on arterials. Don't zone residential further than 1/2 mile from the nearest retail zoning. When I hear Shoreline put density on an arterial or bus approach you push all the traffic out the back. In the early years these will be streets that have no pedestrian improvements. In later years It fails to consider the visual and smell senses causing the resident to cross the road. 145th east of 15th isn't very dense, but already has a pedestrian accident rate

with people running across the street where cars don't expect them. The early years will have considerable car traffic from the "dumb" density. Once these upzone areas are really walkable we will start seeing the need for more frequent traffic lights and crosswalks. Murphy's law says what you will want to walk to is across the road not behind you. My premise is that density belongs near the businesses with transit stops but away from arterials and transit corridors. If you want to preserve the suburban arterials in Shoreline don't put a bunch of density right up to the curb.

You should really consider if the lack of things to walk to mean our dev code is offering a 25% reduction in parking spaces or if that number is really closer to 60% (2 cars per unit, just like the MUR45 going in on 185th. Your zoning requires a minimum number of parking places, marketability of the new density may force a larger garage in each.

The sudden demand for this decade's density should be created in the marginally dense Shoreline business centers. Get rid of the vast parking lots and create multi floor garages. Create ground level businesses. Work with business owners to move from one location to another. 15th has a couple of urban renewal blocks ready for MUR. Start MUR around the business centers before we wipe out the residential areas (if MUR is such a good concept, why don't we have any recent versions of it).

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