



Shoreline City Hall
17500 Midvale Avenue North
Shoreline, Washington 98133
(206) 801-2230 FAX (206) 546-1524
Agenda Line (206) 801-2236

SHORELINE CITY COUNCIL
SPECIAL MEETING NOTICE

**City Council Joint Meeting
with Planning Commission**

Monday, May 12, 2014
5:45 p.m. to 7:00 p.m.
Conference Room 303

As required by RCW 42.30, the Open Public Meetings Act, YOU ARE HEREBY NOTIFIED that the Shoreline City Council will hold a special meeting on Monday, May 12, 2014.

The meeting will begin at 5:45 p.m. and is scheduled to conclude at 7:00 p.m. It will be held in Conference Room 303 at Shoreline City Hall, located at 17500 Midvale Avenue N, Shoreline, WA 98133.

The purpose of this meeting is to hold a joint meeting with the Planning Commission to present the Planning Commission's annual report, and discuss the 145th Street Station Subarea Plan Process.

Dated this 6th Day of May, 2014.

Jessica Simulcik Smith
City Clerk



AGENDA

SHORELINE CITY COUNCIL SPECIAL MEETING

Monday, May 12, 2014
5:45 p.m.

Conference Room 303 · Shoreline City Hall
17500 Midvale Avenue North

1. Joint Meeting with the Planning Commission

- Welcome, Introductions, Confirm Agenda 5:45
- Transmittal of Annual Planning Commission Letter
- Discussion of the 145th Street Station Subarea Plan Process
- Adjourn

Materials

- Annual Planning Commission Letter
- 145th Street Station Subarea Plan Process Joint Meeting Memo
- Timeline for 145th Station Subarea Plan Process (Memo Attachment A)
- Light Rail Station Study Area Boundaries (Memo Attachment B)
- Station Subarea Visioning Workshop Comments (Memo Attachments C-G)

Attending

City of Shoreline Planning Commission

Chair Keith Scully
Vice-Chair Easton Craft
Commissioner Jack Malek
Commissioner David Maul
Commissioner Bill Montero
Commissioner Donna Moss
Commissioner Terri Strandberg (tentative)

City of Shoreline City Council and Staff

Mayor Shari Winstead
Deputy Mayor Chris Eggen
Councilmember Will Hall
Councilmember Doris McConnell
Councilmember Chris Roberts
Councilmember Jesse Salomon
Councilmember Keith McGlashan
Debbie Tarry, City Manager
John Norris, Assistant City Manager
Rachael Markle, Planning & Community Development
Director
Miranda Redinger, Senior Planner

The Council meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 801-2231 in advance for more information. For TTY service, call 546-0457. For up-to-date information on future agendas, call 801-2236 or see the web page at www.shorelinewa.gov. Council meetings are shown on Comcast Cable Services Channel 21 and Verizon Cable Services Channel 37 on Tuesdays at 12 noon and 8 p.m., and Wednesday through Sunday at 6 a.m., 12 noon and 8 p.m. Online Council meetings can also be viewed on the City's Web site at <http://shorelinewa.gov>.



**Shoreline
Planning
Commission**

Donna Moss
Chair

Cynthia Esselman
Vice Chair

William Montero

Keith Scully

**Michelle Linders
Wagner**

Easton Craft

David Maul

April 9, 2014

Mayor Winstead and Members of the City Council:

The purpose of this letter is to summarize the Planning Commission's activities for the past year. Since our last annual report to the Council in April 2013, the Planning Commission has reviewed and advised the Council on several development code amendments, and participated in community events related to light rail station area planning and Point Wells.

At our first meeting in April 2013, I was re-elected chair with Cynthia Esselman re-elected Vice Chair. Commissioners Maul, Scully, and Craft continued their work on the Light Rail Station Area Planning Subcommittee, and Commissioner Montero focused on Point Wells activity.

Although several Planning Commission meetings were cancelled, commissioners attended many meetings outside the regular Planning Commission meetings. With sincere appreciation, I acknowledge the enormous amount of time commissioners spent attending open houses, neighborhood meetings, and meetings in lieu of regular Planning Commission meetings. The full commission received briefings on these topics from the committees and staff, including updates on traffic corridor studies and activities in Snohomish County regarding Point Wells.

In addition to the Light Rail Station Area Planning Committee, the commission established a standing monthly agenda item regarding light rail to encourage community members to attend to provide comments to the full commission. On July 18, we held a public hearing that adopted updated station area boundaries around potential stations at 185th and 145th; Sound Transit confirmed stations at these locations in August.

After Sound Transit announced the station areas for Shoreline, the City held a series of 185th Street Light Rail Design Dialogues in November 2013 to gather public input from various stakeholders. The second series of Design Dialogues in February 2014 addressed common themes and issues raised during the first sessions. Planning Commissioners were on hand at all of these meetings to help facilitate community discussion and answer questions. Staff provided three possible zoning and land use scenarios for the station area around 185th:



- no change to land use and zoning
- zoning and land use changes to accommodate moderate growth, and
- significant changes to accommodate significant growth

While light rail is not scheduled to begin service until 2023, with land acquisition and subsequent station construction by Sound Transit starting in 2016, the commission's goal is to lay a foundation of zoning and land use modifications to encourage well designed, planned growth for commercial, mixed use, and residential development or redevelopment in that area.

In October, I attended the APAW conference in Bellevue, and throughout 2013 continued to participate in PSRC meeting and events regarding the Growing Transit Communities.

Study sessions and public hearings for development code amendments related to the chronic nuisance ordinance, transition area setbacks, and traffic concurrency were important issues the commission reviewed and provided recommendation to Council. Transition standards between residential and higher intensity uses is a critical issue that generated significant public input and testimony, and we appreciate the Council's direction to readdress this issue after Council modified the original Planning Commission recommendations.

Commissioners Wagner, Esselman, and Moss terms expired March 31, 2014. Michelle Wagner, having served two consecutive terms as a commissioner could not reapply. Following a public application, interview, and decision process, I was reappointed for another four-year term, with Jack Malek and Terri Strandberg filling the other two vacancies. Swearing in occurred at the first meeting in April, with Commissioner Scully elected Chair and Commissioner Craft as Vice-chair.

The commission looks forward to working together as an effective team to address upcoming issues in the city, with a primary focus on station area planning and the Community Renewal Area in the Aurora Square area adopted by Council July 2013. Issues that remain on the Commission's "parking lot" from prior years are housing and neighborhood compatibility, affordable housing, and parking. These topics continue to generate significant public interest and comment, and we hope to address them in the upcoming year.



We anticipate another productive year working collaboratively with Council, staff, and the community to benefit all the people who live, work, and enjoy leisure time in Shoreline.

Respectfully,

Donna M Moss, Planning Commission Chair, 2013-14



Memorandum

DATE: May 12, 2014

TO: Shoreline City Council

FROM: Miranda Redinger, Senior Planner
Rachael Markle, AICP, Director of Planning & Community Development

RE: Dinner Meeting Discussion with the Planning Commission Regarding the 145th Street Station Subarea Plan Process

CC: Debbie Tarry, City Manager
John Norris, Assistant City Manager

On April 22, 2013, the Planning Commission and City Council held a joint dinner meeting to discuss light rail station subarea planning. As the City prepares to begin the 145th Street Station Subarea Plan in earnest, Council invited the Commission to another dinner meeting to engage in a high-level discussion and provide direction for this second process.

In the interest of allowing maximum time for discussion, this memo briefly outlines some of the similarities and differences between the two subareas at NE 145th and 185th Streets and poses some discussion questions for the Council and Planning Commission to consider. A tentative timeline for the 145th Street Station Subarea Plan is included as Attachment A.

Similarities and Differences Between the Two Station Subareas

While both light rail station subareas are comprised predominantly of single-family residences on relatively small lots, a brief summary of demographic characteristics of each station will provide a better understanding of existing conditions and issues to be considered in subarea planning.

	185th Street Station Area	145th Street Station Area
People	3880	4131
People per Acre	7.3	6.9
Percent Minority	36%	36%
Housing Units	1458	1884
Units per Acre	2.7	3.2
Percent Renters	18%	50%

	185th Street Station Area	145th Street Station Area
Jobs	347	744
Jobs per Acre	0.7	1.5
Percent Households with No Car	5.7%	5.2%
Percent Commute by Single Occupancy Vehicle (SOV)	70.4%	66.6%
Median Household Income	\$66,974	\$64,798
Percent Households in Poverty	7.9	5.1

Puget Sound Regional Council Growing Transit Communities, Existing Conditions Reports - May 2013

In addition to demographic characteristics, use of large parcels and interstate access also create distinctions between the two station subareas. The map of the station study area boundaries (Attachment B) denotes “opportunity sites” and “environmental assets.” Generally speaking, large parcels in the 185th station subarea are dubbed “opportunity sites” because of their potential for transit-oriented development, especially the Shoreline Center and North City Elementary School sites. By contrast, large parcels in the 145th station subarea are mostly dubbed “environmental assets” because they function as parks or open spaces, which are unlikely to redevelop, but could provide recreational amenities and visual barriers for increased densities in the surrounding neighborhoods.

As well, the 185th station subarea does not have an interstate interchange, while the 145th station subarea does. Initial market reports for 185th conducted on behalf of Sound Transit, the Puget Sound Regional Council, and the City, as well as feedback from developers, indicate that there will be less interest in large transit-oriented developments, commercial, office, or manufacturing uses in this subarea because of this lack of access. However, the market study being conducted for 145th may tell a different story.

Regardless of what the market is likely to support, neighborhood support for additional growth and the amenities that may accompany it has been high within the 185th subarea, but this may not be the case for the 145th subarea. It will be important to identify champions of change, opportunities for improvements along Thornton Creek and NE 145th Street itself, or other benefits to the neighborhoods that may result from the regional investment in light rail.

145th - A Unique Opportunity

Multi-jurisdictional ownership of NE 145th Street has created confusion, and also left the roadway lacking basic pedestrian and traffic safety amenities. Telephone poles are located in the middle of narrow sidewalks, making it a harrowing experience for anyone attempting to navigate the corridor with mobility issues or small children. There is not sufficient right-of-way for multi-modal transportation, or amenity zones for safety and stormwater control. The area has many wetlands and environmentally sensitive areas, and flooding is a concern of residents.

Yet the potential for a light rail station on this arterial, in addition to other City projects, could act as a catalyst for innovative opportunities. Staff from the Public Works Department and City Manager's Office are engaging in discussions and negotiations with relevant jurisdictions about annexing the road and assuming Seattle Public Utilities water infrastructure in Shoreline. The SPU system is aging, and at some point it is likely that Shoreline would need to rip up at least portions of NE 145th Street to replace old pipes.

Various speakers, Comprehensive Plan policies, Climate Action Plan recommendations, residents, and neighboring cities have advised that if the City were to undertake such work, it would be wise to investigate whether district energy would be feasible. The scope for the 145th Street Station Subarea Plan includes a study of the feasibility of such systems, in addition to analyzing opportunities for various traffic and stormwater improvements. Staff is aware of the importance of interdepartmental communication with regard to station area planning, the 145th Street Route Development Plan, assumption of water utilities, "green street" stormwater solutions, and park improvements that may be necessary to accommodate growth.

Discussion Questions

1. Does the Commission or Council have any direction regarding implementation of particular policies or projects contained in the following guiding documents?

Station subarea planning that is done correctly provides the opportunity to implement a number of policies contained in the Economic Development, Environmental Sustainability, Comprehensive Housing, and Healthy Cities Strategies; Southeast Neighborhoods Subarea, Climate Action, and Comprehensive Plans; and Transportation, Surface Water, and Parks Master Plans. It also has the potential to represent "true sustainability" by integrating economic, environmental, and socially equitable solutions.

2. What should be the role of Councilmembers and Commissioners (specifically light rail committee members) during the 145th Street Station Subarea Plan process?
3. Are there any "lessons learned" from the 185th Street station subarea planning to date that are applicable to this upcoming process?
4. Are there any specific "wish list" or "stretch" goals that staff should incorporate early in the public process? Examples include high-rise buildings, bike/pedestrian bridge/path at 147th, etc.?
5. During the summer of 2013, staff and partner organizations conducted a series of visioning workshops to gather high-level input with regard to housing, jobs and businesses, parks and community services, and transportation and mobility (comments from these workshops are attached to this memo). Do Commissioners or Councilmembers have any direction with regard these comments?

Attachments

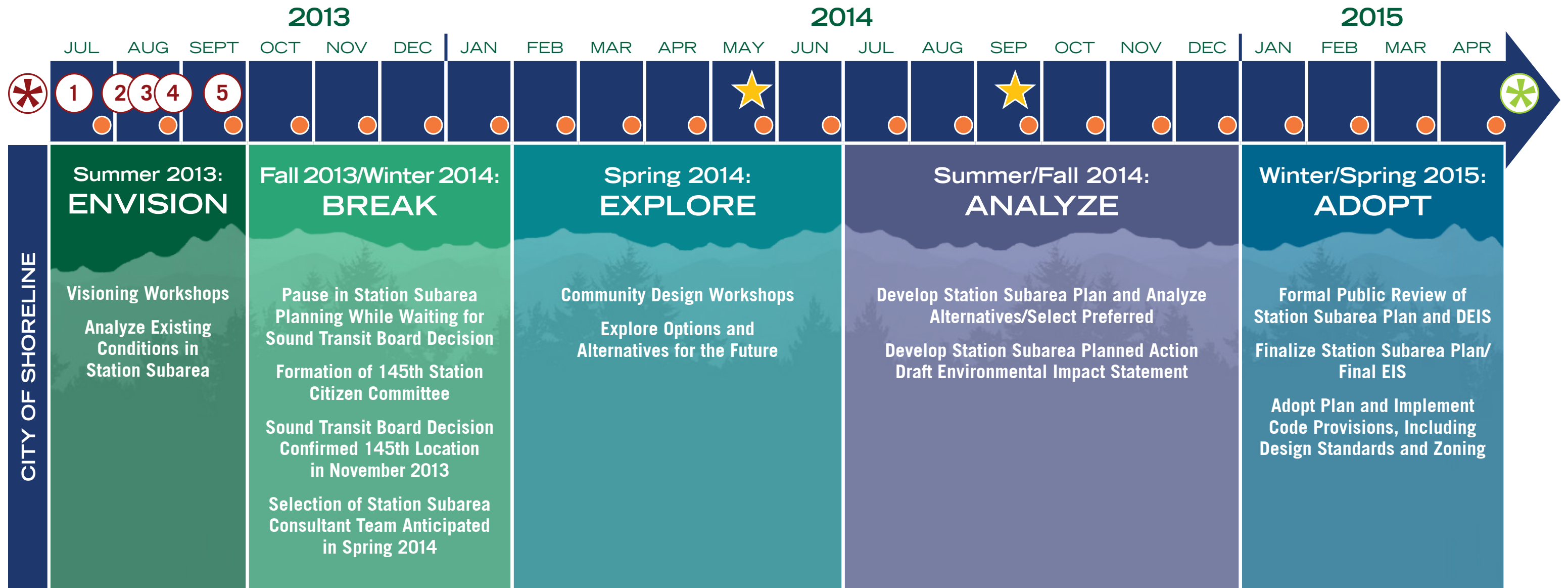
Attachment A: Timeline for 145th Station Subarea Plan Process

Attachment B: Light Rail Station Study Area Boundaries

Attachments C-G: Visioning Workshop Housing Comments (C), Jobs and Business Comments (D), Recreation and Community Services Comments (E), Stations Comments (F), and Transportation and Mobility Comments (G)

145th Street Station Subarea Plan Schedule

DRAFT - Schedule will be finalized following consultant selection and project scoping



CITY OF SHORELINE

● **The 145th Station Citizen Committee (145SCC) Meetings—**
Fourth Thursday of the Month from 7:00-8:30 pm in Room 301 of City Hall









★ **Station Subarea Design Workshops:**
1) Design Dialogue Workshops, Part I—Brainstorming Ideas
2) Design Dialogue Workshops, Part II—Modeling Concepts

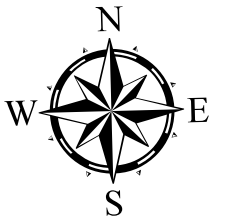
★ **May 22nd Kick-off/Informational Public Meeting**

○ **Visioning Workshops, Meetings, and Events:**
1) July 11th Korean Community Event
2) August 1st Visioning Workshop for 145th/155th
3) August 7th Event for Folks of Modest Means
4) August 22nd 185SCC Visioning Workshop for 185th
5) September 19th City of Shoreline Final Visioning Workshop

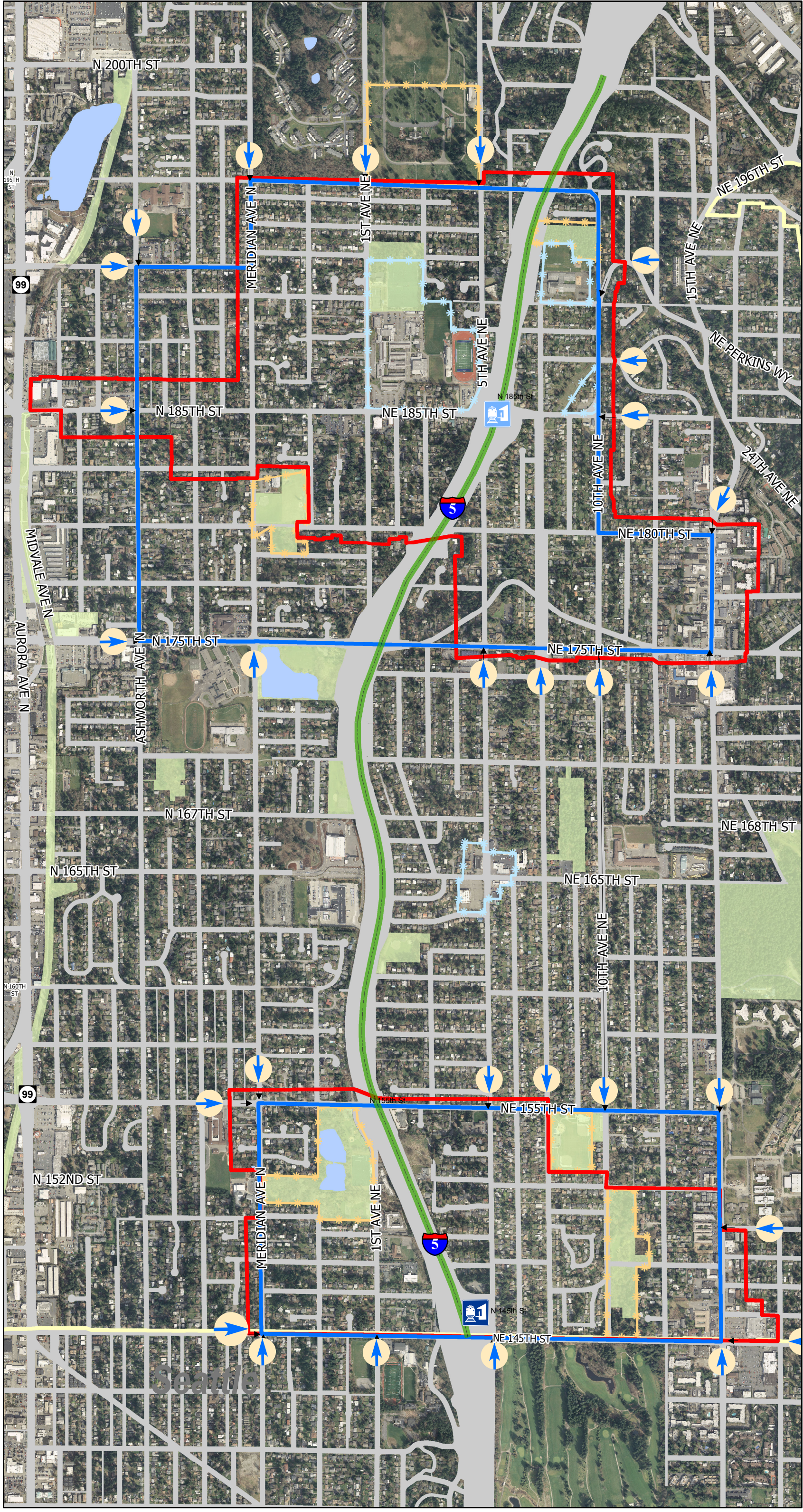
★ **Through adoption of a subarea plan, which will include zoning and development regulations, the City will set the stage for how the neighborhood may transition over time. Market forces and homeowner decision-making about how and when to redevelop or sell properties will determine the pace and degree of transformation.**

City of Shoreline Station Study Areas

-  Roadways Analyzed in Mobility Study
-  Approximate Light Rail Alignment
-  Mobility Study Area
-  Land Use Study Area
-  Opportunity Site
-  Environmental Asset
- Potential Station Location**
-  145th Station
-  185th Station



0 1,000
Feet





145th STREET COMMUNITY MEETING – August 1, 2013

HOUSING COMMENTS SUBMITTED:

General Comments / Housing

1. Retain single family homes
2. Consolidate growth near stations to preserve existing neighborhoods
3. Up zone near stations to maximize density and increase ridership
4. Include sound barriers/walls between rail and residences.

Questionnaire: What types of housing styles should be located in light rail station areas: single family homes, townhomes/condos, duplexes/triplexes, row houses, cottages, accessory dwelling units, apartments, and/or mixed-use buildings? Are there styles that you consider inappropriate?

1. [Underlined all types listed, except for apartments.] Variety, but limit heights of housing. More owner vs. rental types.

Questionnaire: Do you think it is important to have housing that is affordable to different income levels within station areas? Why or why not? Do you have suggestions for ways to do this or concerns that you would like the City to consider?

1. Yes, because a balance of housing keeps a balance in the area.

Questionnaire: What would you suggest with regard to design standards or other ways to make the transition from uses of different intensities more compatible?

1. Height limits. [Drew a picture of building heights near the station; tallest (five or six stories tall) next to station, then a story or two shorter (about four stories tall) the next block/parcel over, then two- or three-story buildings (townhomes/condos?) the next block/parcel over, then single family homes the next block/parcel over.]

Questionnaire: What types of "green" - i.e. environmentally-conscious building features (if any) should the City encourage for housing and other development in station areas?

1. Water collection and release - green roofs; energy conservation; photovoltaic's.



145TH COMMUNITY MEETING – August 1, 2013

JOBS AND BUSINESSES COMMENTS SUBMITTED:

*For the General Comments Section, comments were compiled from previous meetings and attendees from the community were asked to put dots next to comments that resonated with them. You will see two columns and the second column indicates the number of dots next to it.

General Comments / Jobs and Businesses

Comments:	Dots:
1. Where the Shoreline residents in attendance tend to go for entertainment: Fremont, Northgate, Greenwood, Capitol Hill, Wallingford	
2. Push for residential urban village	
3. Want more restaurants, bars, and coffee shops	
4. Integrate station into developments	
5. Food trucks	
6. Minimal services, I.e. Just a coffee/snack/news stand	2 green / 3red
7. Only jobs there should be related to the station - grounds/facilities/custodial	1 green / 3red
8. prefer minimal commercial at residential stations; make station community at Northgate and MLT stations	5 green / 3red
9. Residential Urban Villages	2 green / 3 red
10. Hangouts - like Edmonds with newer businesses	5green / 2red
11. Food vendors and food trucks	4 red
12. Not fast food only	3 green
13. More music	2 green / 3 red
14. Farmers Market	2 green/1 red
15. no junk shops	
16. Theaters	3red / 1 green

Questionnaire: What goods and services do you currently buy or use outside of Shoreline?

1. Auto dealers and service.
2. Restaurants, bars/pubs, social gatherings, festivals.
3. Regional shopping (malls, IKEA, downtown).



Questionnaire: Where do you do most of your shopping and go for entertainment?

1. Fred Meyer, Safeway, Crest Theater, Northgate, Edmonds, WA.
2. Northgate, Fremont, SoDo.
3. Shop local - North City or Aurora. Crest Theater.

Questionnaire: What are your favorite existing local businesses and what businesses would you like to see in the station areas? What are your concerns with regard to businesses within the station areas?

1. Not needed - espresso/sandwich only.
2. Like/go now: Jersey's Restaurant, Menchie's Yogurt, Costco, Central Market, Safeway, Pho Tic Tac. Concerns: prefer minimal commercial at residential stations. Make station community at Northgate and Mountlake Terrace stations.
3. Favorite existing: Café Aroma, North City Bistro, Jersey's, Thornton Place (food and theater). Would like to see more pubs, music, and eating establishments, but not national chains.

Questionnaire: How far is your commute to work, and by what mode do you commute?

1. Retired.
2. 3 miles, between Shoreline and Northgate. Bus and/or bike. Light rail could connect both locations.
3. To downtown, by bus.

Questionnaire: What errands would you do via walking or biking if they were close to home? What distance are you likely to walk or bike for errands?

1. 10 blocks round-trip.
2. Grocery (do!); (sports) bars; would travel 1/2 mile walking or 1 mile biking.
3. Groceries/sundries; would travel 1 mile maximum walking or biking.

Questionnaire: What types of jobs would you like to see in the station areas? What are your concerns with regard to jobs within station areas?

1. Custodial, Grounds, Facilities.



2. Only coffee/snack/news stand. Keep minimal, like at Northgate Transit Center.
3. Food trucks/pop-up businesses, maybe farmers markets. Not fast food only. Concerns - activity to make it feel safe.

Questionnaire: What should be the City's goals with regard to jobs and businesses within station areas?

1. Limit that development in good taste - no junk shops.
2. Keep stations simple. If opportunity, higher density housing with commercial base. Promote bus/transit corridors from existing commercial to stations.
3. Variety/support local needs.



145th COMMUNITY MEETING – August 1, 2013

RECREATION AND COMMUNITY SERVICES COMMENTS SUBMITTED:

General Comments / Housing

1. Don't sacrifice recreation and community services for parking and/or garages.
2. Locating station/rail along I-5 limits usable area near stations.
3. Usable areas along I-5 not attractive for recreation, so use it for rail, to transport people to and from recreation and community services.
4. Preserve the parks.
5. Preserve wetlands, e.g. end of 155th.
6. Green/open space around parking, tall trees.
7. If trains are always coming, there will be no need for amenities.
8. All stations elevated; use Shoreline School District property. Consider station over 185th St. bridge.
9. No beautification.
10. Light rail law enforcement by King County - response times, staffing? Need to know.
11. Parking on 15th and 148th is already an issue.
12. Getting to Paramount Park safely from all directions as traffic increases.
13. Thornton Creek preservation and restoration daylighted - change should always act to preserve Thornton Creek.
14. Safe walking path from Meridian through Twin Ponds.
15. Restrooms at stations.
16. Need to plan for connecting Center for Human Services, City Hall, Hopelink, Shoreline Community Care to light rail.
17. Define mitigation for Ridgecrest Park acquisition.
18. Develop east side first.
19. Keep Pea Patch.
20. Concern: pollution from light rail settling downhill.
21. More stations; smaller stations; higher up over roadways, elevate; no restrooms needed.
22. No picnic tables, paths, etc.
23. Open Thornton Creek by the 145th station as an amenity with businesses.
24. Rain gardens at 145th station, a lot of water drains west.
25. Fix the water-filled dip on the east side of 145th.



26. Parking needed at 145th - 650 spaces.
27. Mitigation north of 155th.
28. Mature vegetation as mitigation - consider habitat.
29. Light pollution.
30. Lights = safety, inviting, different kinds - featured lighting examples: CenturyLink, the bridge - include at station too.
31. Hangouts - like Edmonds, with newer businesses
32. Preserve specific point of Paramount Open Space for wildlife; grow Paramount Open Space as "we grow" = no people and dogs

Questionnaire: What recreation and community services do you currently use in Shoreline?

1. Interurban Trail, schools, sports fields, neighborhood activities.
2. Parks, Hopelink, Aurora area businesses, church, library, Costco.
3. Parks - walking/soccer fields, Shoreline Center.
4. Ridgecrest Park/Paramount Park/Twin Ponds
5. Shoreline Center, Parks

Questionnaire: What recreation and community services do you currently use that are not located in Shoreline? What do you consider to be community and cultural services that the City should provide or encourage?

1. Outdoor movies.
2. Edmonds parks, Carkeek Park, Northwest Hospital, Northgate shopping, Swedish Hospital, Capitol Hill.
3. State Parks/National Parks/County Parks.

Questionnaire: What types of gathering spaces would promote a strong sense of community within station areas?

1. Keep stations simple and accessible. Parks not needed at stations. Keep footprint for station and rail.
2. Family restaurants, theaters, mini parks, ponds, rain water ditches, fountains, restrooms (see Esther Short Park).
3. Not so much gathering space at station, but improve other local park gathering places.



Questionnaire: What features make a public space feel inviting and safe? What type of public art would you like to see?

1. For safety, include lighting; public art not needed.
2. Statuary (no urban murals), a flowing salmon-like stream to wade in, a carillon/clock tower.
3. Public art would be great at station/local artists.

Questionnaire: How can the City promote multi-cultural and generational experiences and interactions?

1. [No answer.]
2. Promote ethnic public celebrations; emphasize cultural/ethnic heritage.
3. [No answer.]

Questionnaire: What are your concerns with regard to recreation and community services within station areas?

1. If elevated trains, possible walk/bike path underneath. If at grade, minimize excess beautification and invest in current parks.
2. Emergency services, taxi service, east-west transit connectors.
3. Community services could be located close to station.

Questionnaire: What should be the City's goals with regard to recreation and community services within station areas?

1. Bike parking access; walk/bike path connectivity/safety/access to stations.
2. No recreation per se.
3. Improve existing recreation areas near stations.



145th COMMUNITY MEETING – August 1, 2013

STATIONS COMMENTS SUBMITTED:

General Comments / Stations

No comments submitted.



145th COMMUNITY MEETING – August 1, 2013

TRANSPORTATION AND MOBILITY COMMENTS SUBMITTED:

General Comments / Transportation and Mobility

Positives:

1. Pedestrian safety
2. Wetlands
3. Current low crime rate
4. Trees at park and ride
5. Quiet
6. Street lights
7. 77 bus
8. Well-defined arterials vs. surface streets
9. Interurban Trail
10. Wide streets
11. Speed limits
12. Streets with one lane in each direction
13. Traffic volume on 155th
14. Preserve fire station
15. Narrow streets
16. Quiet
17. 155th
18. Long-term parking
19. Bike boxes
20. Bikes on trains
21. Quick access to trains
22. Sidewalks that go through
23. Street lighting

Negatives:

1. Emergency access on 5th Ave. NE
2. Speed on 155th
3. Cut-through traffic
4. Evergreen School traffic
5. No bike path
6. No sidewalks - 1st Ave. NE
7. 145th capacity for auto and pedestrian
8. Noise
9. Pedestrian safety wall over I-5 on 145th is too low
10. Current street capacity
11. Parking at 5th Ave. NE
12. Traffic capacity on 5th Ave. NE
13. East/west transit at station
14. North/south bus service to station
15. Rush hour bus stops on I-5
16. Separated bike path on 155th
17. Peak hour parking
18. Surface parking on 5th Ave. NE
19. Circular bus routes - serve other parking areas
20. Bike corrals
21. 145th/I-5 pedestrian crossing - width, height of rails
22. Handicapped access
23. Sidewalk maintenance
24. Parking on sidewalks
25. Panhandlers at busy intersections
26. East-west buses through to Aurora
27. Onramp/offramp 145th
28. Pedestrian/bike crossing of I-5
29. Pedestrian-friendly access - covered, art



Negatives, continued....

30. SR 104 corridor
31. Freeway offramp/5th Ave. NE intersection
32. North/south bike lane (under rail?)
33. Sidewalks that go through
34. Street lighting
35. East/west buses - same hours as rail
36. Crosswalks on 5th and 8th
37. Bike storage
38. Bike paths
39. South - need to cross freeway, how?
40. 145th/8th no traffic controls, speed control measures
41. 145th/Meridian turn signal
42. 155th/Wallingford sidewalks bulb
43. Smaller stations, smaller parking
44. Keep stations overhead
45. Signals on 155th
46. Bike path under rail line
47. Connection to Interurban Trail
48. East/west bike path
49. Cycle track on 5th Ave. NE

Questionnaire: How are you most likely to access light rail stations?

1. Bus, bike, walk - almost never plan to drive, currently do to Northgate.
2. Walk or auto drop-off.

Questionnaire: What would make you more likely to bus, bike, or walk there? What improvements would make you feel safe doing so?

1. Good sidewalks with lighting; connected bike paths, path under elevated rail.
2. Sidewalk improvements; bike lockers/bike lanes.

Questionnaire: What other features should be incorporated into pedestrian or bike infrastructure to make them more attractive and functional?

1. Bike lockers; minimal services, i.e. just a coffee/snack/news stand for middle sites.
2. Safe access (lighting); pedestrian bridge from west side of freeway.



Questionnaire: What is the best strategy for managing parking near station areas: structured parking garage, surface parking lot, on-street parking, discouraging people from driving to stations, or other ideas?

1. Small to medium parking garages. Do not need 500 space monstrosities. Incorporate station design with parking.
2. Shuttle buses circulating between station and parking lots (churches, park and rides, etc.).

Questionnaire: What are your concerns with regard to transportation and mobility within station areas?

1. 145th interchange is already a mess. 155th may need to expand. Street parking vs. bike line issues.
2. Overcrowding of lots leading to too much street parking in neighborhoods; clogged intersections near station.

Questionnaire: What should be the City's goals with regard to transportation and mobility within station areas?

No Comments Submitted