Our mission, vision, and core values

Mission: deliver a high-quality transportation system for Seattle

Vision: connected people, places, and products

Committed to 5 core values to create a city that is:

• Safe
• Interconnected
• Affordable
• Vibrant
• Innovative

For all
Presentation overview

• Project purpose and background
• Schedule and next steps
• Design revisions
  – Environmental constraints
  – Responding to NSC concerns
• Questions
Northgate today

Northwest Hospital

North Seattle College

NE Northgate Way Underpass

Northgate Mall

Northgate Transit Center

NE 92nd St Overpass

EXISTING 25 min. walk

EXISTING 20 min. walk
Project goals

• Connect services and opportunities on the east and west sides of I-5

• Add a new, accessible walking/biking route in Northgate that connects to the citywide network

• Provide better access to regional transit, including the existing transit center and future Link light rail station
Background, progress, and status

• **2006:** Northgate Coordinated Transportation Investment Plan
• **2012:** King County feasibility study
• **2014:** Early planning and design
  – 3 bridge alternatives
  – Public meeting
• **2015:** 30% design
  – Public meeting
• **2016:** Project put on hold
  – Independent cost validation
  – Formed new project team
• **2017:** New 30% design
  – Open house and survey (August)
2017 SDOT / NSC coordination

- Executive team presentation, May 2017
- 4 project coordination meetings
- 3 easement discussion meetings
- 3 environmental and regulatory related meetings
## Timeline: Northgate Bridge

<table>
<thead>
<tr>
<th>Time</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st quarter of 2018</td>
<td>Federal and state environmental review</td>
</tr>
<tr>
<td>1st and 2nd quarters of 2018</td>
<td>Final design</td>
</tr>
<tr>
<td>3rd quarter of 2018</td>
<td>Publish advertisement for construction</td>
</tr>
<tr>
<td>1st quarter of 2019</td>
<td>Construction begins</td>
</tr>
<tr>
<td>3rd quarter 2020</td>
<td>Bridge opens</td>
</tr>
<tr>
<td>2021</td>
<td>Link light rail station opens</td>
</tr>
</tbody>
</table>
Design revisions, 2017

Old design – 2015 (tube truss)

Original design – May 2017 (8.3% grade)

Previous design – Aug 2017 (berm)

Current design – Nov 2017
Design revisions

Old design – 2015
Design revisions

Original revised design – May 2017
Design revisions

Berm design – August 2017
Current design: straighter alignment

Moved bridge as far north as feasible, while avoiding or minimizing impacts to critical natural habitat, heritage trees, and federally-protected wetlands
Current design: reduced bridge slope

Reduced slope from 8.3% to 4.8%
Current design: preserving land

Moved the bridge landing away from abandoned ball field, preserving passive recreation and minimizing impacts to wetlands. Previous designs cut through this section of land.
Current design: away from parking lot

Moved bridge away from parking lot to maintain public access connection to College Way N and NSC.
## NSC concern: accessibility

<table>
<thead>
<tr>
<th>NSC concern</th>
<th>SDOT design adjustments</th>
<th>Timing of design change</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Maintain &lt;5% grade on approach ramp to bridge and college connections</td>
<td>• Bridge/trail connection distinct and separate from campus</td>
<td>Original (May) – 2.0 (Aug)</td>
</tr>
<tr>
<td>• Interaction with parking lot</td>
<td>• Landing and transition redesign</td>
<td>Original (May) – 2.0 (Aug)</td>
</tr>
<tr>
<td>• Bridge grade reduced to 4.8%</td>
<td>• Extra-wide overlooks/rest areas on bridge</td>
<td>2.0 (Aug) – 3.0 (current)</td>
</tr>
<tr>
<td>• Extra-wide overlooks/rest areas on bridge</td>
<td></td>
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</tr>
</tbody>
</table>
# NSC concern: lighting

<table>
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<tr>
<th>NSC concern</th>
<th>SDOT design adjustments</th>
</tr>
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<tbody>
<tr>
<td>Request for adequate lighting, without spillover</td>
<td>Specialized lighting system without spillover into wildlife sanctuary and campus</td>
</tr>
</tbody>
</table>

**Typical pole lighting fixture on path**

**Typical handrail LED light fixture**
## NSC concern: security

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</thead>
<tbody>
<tr>
<td>Concern about potential liabilities associated with public use of north</td>
<td>• Expansive sight lines with open and transparent structure</td>
<td>Ongoing</td>
</tr>
<tr>
<td>campus and parking lot</td>
<td>(improves CPTED)</td>
<td></td>
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<tr>
<td></td>
<td>• Reduced areas below bridge</td>
<td>• Original (May) – 2.0 (Aug)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 2.0 (Aug) – 3.0 (current)</td>
</tr>
<tr>
<td></td>
<td>• Added communications conduit on bridge with potential for</td>
<td>2.0 (Aug) – 3.0 (current)</td>
</tr>
<tr>
<td></td>
<td>future security features</td>
<td></td>
</tr>
</tbody>
</table>
NSC concern: construction

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</table>
| Construction conditions      | • Minimized construction access impacts  
                                • Retained existing maintenance road and Bartonwood Sanctuary access on 100th St corridor | Ongoing                |
## NSC concern: alignment

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<tbody>
<tr>
<td>Request to rotate bridge to follow a “straight” alignment</td>
<td>• Structure redesign to preserve valuable college property</td>
<td>2.0 (Aug) – 3.0 (current)</td>
</tr>
<tr>
<td></td>
<td>• Use of existing berm to minimize impact</td>
<td>2.0 (Aug) – 3.0 (current)</td>
</tr>
<tr>
<td></td>
<td>• Eliminated impact to surge ponds</td>
<td>2.0 (Aug) – 3.0 (current)</td>
</tr>
<tr>
<td></td>
<td>• Reduced impact to existing parking</td>
<td>2.0 (Aug) – 3.0 (current)</td>
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### NSC concern: college connections

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<tr>
<td>Request to provide a dedicated ADA-compliant pedestrian connection between the ped/bike facility and central campus</td>
<td>• New multi-use path from bridge to College Way intersection</td>
<td>Original (May) – 2.0 (Aug)</td>
</tr>
<tr>
<td></td>
<td>• Wayfinding signs along the path to direct users to destinations (e.g., North Seattle Neighborhood Greenway) and existing College access points</td>
<td>Ongoing</td>
</tr>
</tbody>
</table>
## NSC concern: plantings and landscaping

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</table>
| Plantings and landscaping    | • Custom selection of planting species  
                                 • Plantings to minimize maintenance and address visibility  
                                 • Enhanced sustainability in preservation of wetlands, existing stormwater pond, trees, and rockeries | Ongoing                 |
Landscaping

North side of trail:
- Native forest and wetland habitat plants

South side of trail:
- Open views toward college
- Native shrubs and small trees to screen views of wall
- Plants selected for heat tolerance against wall
Landscaping (cont.)

Both sides:
• Open views to both sides

North side of trail:
• Blend in to existing park-like landscape of grass and trees
• Preserve existing large trees where possible, protect low rockeries as needed

South side of trail (planting strip):
• Native or adapted groundcovers, shade trees, complementary to existing

WEST-TRAIL SECTION ON GRADE AT N. 100th ST.
$\frac{1}{4}'' = 1'-'0''$
Regulatory constraints on bridge alignment

- US Department of Transportation Act of 1966 – Section 4(f)
- Clean Water Act of 1972 – Sections 401 & 404
- State Water Pollution Control Act of Washington
- Growth Management Act (1995)- Critical Areas
- City of Seattle – Environmentally Critical Areas Ordinance
- City of Seattle Tree Ordinance
What is Section 4(f)?

- Applies to federal transportation projects
- Protects publicly owned parks, recreation areas, wildlife, waterfowl refuges, and historic sites
- Federal Highway Administration (FHWA) decides which resources are protected under Section 4(f) and whether the law allows ‘use’ of that resource
Section 4(f) resources on the NSC campus

- Bartonwood Sanctuary
- Abandoned ballfield south of N 100th St
- Kumasaka Farmhouse
- Campus Trail network
  - N 100th St (vacated)
  - Corliss Ave N (vacated)
  - Meridian Ave N (vacated)
- Greenbelt
Environmentally critical areas

- Wetlands
- Steep slopes
- Flood-prone areas
- Tree protection
Existing conditions and wetlands

• Impacts of concern:
  – Dredge and fill, discharge to wetlands
  – Loss of wetland function
  – Habitat removal/loss
  – Watershed impacts
• Project must select least environmentally damaging practicable alternative
• Mitigation through creation, restoration, enhancement, or preservation of other wetlands greater than 1:1
Existing conditions and wetlands
Summary of current design

- Designed for site constraints
- Preserves valuable land
- Maintains connection to College Way N and NSC
- Minimizes impacts to wetlands and natural habitat
- Meets Sound Transit’s schedule and our project budget
Questions?

NorthgateBridge@seattle.gov | (206) 615-0925
www.seattle.gov/transportation/northgatepedbridge.htm

www.seattle.gov/transportation