Northgate Ped/Bike Bridge Project

Spring 2018 Outreach Summary
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Spring 2018 outreach summary

This report summarizes outreach conducted in the spring of 2018 for the Northgate Ped/Bike Bridge project. Included in this effort were drop-in sessions hosted in March, opportunity to comment on State Environmental Policy Act (SEPA) Mitigated Determination of Non-Significance in April, and participation in Earth Fair, North Seattle College’s annual celebration of Earth Day.

This outreach provided updated information on the project and informed the community of the State Environmental Policy Act (SEPA) public comment period.

Drop-in sessions: March 19 – 21, 2018

Summary
The most common theme of comments submitted at the 3 drop-in sessions was safety and security, followed by 1st Ave NE elements and pedestrian crossings and sidewalks.

The drop-in sessions drew North Seattle College students, staff, and faculty; neighborhood residents and retirement community members; neighborhood businesspeople; and many project-area stakeholders including elected officials and community organizations. Most attendees were very familiar to somewhat familiar with the project.

Background
We hosted 3, 90-minute drop-in sessions on March 19, 20, and 21, 2018. Events were held at North Seattle College, Aljoya Thornton Place, and Neighborcare Health at Meridian. The purpose of these sessions was to share information about the project’s design refinement to the west approach, the 1st Ave NE protected bike lane, public art, and the SEPA public comment period. The sessions also included updates from Sound Transit, the North Seattle Neighborhood Greenway, and the Northgate Neighborhood Greenway.

Each drop-in session included information on the following topics:

- Project goals and map
• Current design, including a recent alignment update to the west approach
• Environmental review, including potential impacts and approaches for mitigation
• 1st Ave protected bike lane and multi-use path
• Updated project art by Charles Sowers (called WaveSpan)

See Appendix 1.1 to view display boards.

**Event promotion**

We promoted the drop-in sessions through the following methods:

• Mailers to homes in the North Seattle area [see Appendix 1.2]. The mailer included Chinese, Spanish, Arabic, and Amharic translations
• Targeted emails and phone calls to stakeholders
• Social media posts
• Project webpage updates
• City-sponsored event calendars
• Distribution of postcards at community gathering spots (e.g., community centers, libraries, colleges, coffee shops, restaurants, apartments, etc.)
• Blogs
  o Haller Lake
  o Pinehurst [shown below]
  o Victory Heights

**Northgate Ped/Bike Bridge Drop-in Sessions**

SDOT is hosting three informal drop-in sessions for the Northgate Ped/Bike Bridge project later this month. SDOT recently updated the west approach to the bridge. In response to concerns raised by North Seattle College, SDOT will share the latest design, provide updates on public art, talk about the 1st Ave NE protected bike lane, and give information on SEPA environmental review.

Here are the details:

- **Monday, March 19: 12 – 1:30 PM**
  North Seattle College, The Grove, 4000 College Way N
- **Tuesday, March 20: 8 – 9:30 AM**
  Aljoya Thornton Place, 4510 NE 100th St
- **Wednesday, March 21: 5 – 6:30 PM**
  Neighborhood Health at Magnolia, Room 110, 10521 Magnolia Ave N

Drop-in sessions are opportunities for you to speak with project staff in an informal setting when it’s convenient for you. If you can’t make one of these events, SDOT will also post the same information on its project webpage as soon as March 12.

SDOT will soon complete SEPA environmental review and will issue a Mitigated Determination of Non-Significance (MDNS) and SEPA checklist in March. There will be a 30-day public comment period followed by a 7-day appeal period on the MDNS and SEPA checklist. SDOT will notify the community when the SEPA documents are issued, where to find them, what the comment period dates are, and how to comment on its website and through its project email list.

Posted by Nancy | March 2nd, 2018 | Category: Biking, Transportation | Leave a comment
Event accommodations
The following accommodations were provided at the drop-in sessions:

- Americans with Disabilities Act accessible venues that were easily accessible by transit
- Arabic, Chinese, and Spanish translated project folios, and interpretation provided upon request
- Light refreshments from local vendors
- Bike racks at each location

We offered 3 different event locations to serve both east and west sides of the project area and hosted a morning, midday, and early evening session (8 – 9:30 AM, 12 – 1:30 PM, and 5 – 6:30 PM) to accommodate different schedules of students, parents, and people working during typical business hours. The informal format of the sessions allowed participants to come and go at their convenience.

Feedback summary
We provided drop-in session participants with comment cards at each event. Roughly 20 comment cards were submitted over the 3 drop-in sessions. The 3 most common themes were safety and security, 1st Ave NE elements, and pedestrian crossings and sidewalks.

See Appendix 1.3 for full-text comment cards. Below are representative comments:

Theme: Safety and security

“Concerned about lighting and sidewalks in the surrounding area...with the increased traffic and population with construction.”

“Video cameras on the bridge?”

“Lots of buses go too fast...don’t feel safe...”

“Concerns about PBL on 100th Street and Aljoya residents...concerns about frequency of buses + safety of people walking.”

Theme: 1st Ave NE elements

“I want crossings for people walking + bikes on E/W streets at 1st Ave NE...”

“Please put a physical barrier between PBL’s and traffic on 1st. Traffic moves very fast....”

“Why not change the “protected bike lane” to multi-use—allow walkers/runners on the same side. Pedestrians first, bikers 2nd, cars last. Thanks!”
“Is 3rd Ave NE [tree lined Meridian is quieter] being considered as an alternative to 1st Ave NE?...”

Theme: Pedestrian crossings and sidewalks

“What are your plans for sidewalks on either/both NE 115 + NE 117, between Pinehurst and 5th Ave NE?...”

“5th Ave sidewalks-westside [103 to NGate]...need improvements...”

“Signal on 103rd/5th Ave...light time – difficult to cross street [Recommend 4-way walk light]...cuts down on time to cross the street.”

Other topics occasionally mentioned include environmental impacts, transit/shuttle circulation, street and residential parking, public art, bike connectivity, Northgate Neighborhood Greenway and advertisement space on the bridge.

State Environmental Policy Act (SEPA) comment period

SEPA is a process that identifies and analyzes environmental impacts associated with governmental decisions. These decisions may be related to issuing permits for private projects, adopting regulations or policies, or constructing public facilities. The SEPA review process helps agency decision-makers, applicants, and the public understand how the entire proposal will affect the environment [Washington State Department of Ecology, 2018]. SEPA review also gives the public a chance to provide official comments for consideration.

We provided notice of the SEPA comment and appeal periods through the following methods:

- Targeted emails to over 600 contacts
- Updates to the project webpage
- Legal ads placed in the Daily Journal of Commerce
- Environmental handout information (see Appendix 1.4)
- SEPA information was also included on all promotional materials for the drop-in sessions (see page 3 for a full list of each type)

During the comment period, the SEPA Checklist and signed Mitigated Determination of Non-Significance were posted on the project webpage. Documents were also available for viewing at the Seattle Department of Construction and Inspections Public Resource Center, Seattle Central Library, and the Northgate Library.
North Seattle College (NSC) Earth Fair event

On April 18, North Seattle College (NSC) hosted an Earth Fair in celebration of Earth Day. The event featured a variety of environmental topics including food waste, alternative transportation, and ecological justice. Our table shared updates on the refined design of the west approach (which touches down on the NSC campus) and provided information about environmental impacts and mitigation to trails and wetlands.

The event was attended by students, staff, and faculty and the general response to the project design was positive. We spoke to roughly 35 people. Both those familiar with the project and those who were not engaged project staff with asking questions regarding project timeline, funding, and safety.

Example questions and comments received include:

- Who’s funding this project?
- Where’s the future Sound Transit station located?
- Where will the bridge start and end?
- How can I support this project or be more informed?
- When will the bridge open to people?
- Why is there a solid berm on the west approach and not pillars?
- Feedback about lighting, bicycle speed, safety of bridge users, and frog migration under the bridge
Appendix 1.1

Display boards
NORTHGATE PED/BIKE BRIDGE

CONNECTING COMMUNITIES
EAST AND WEST OF I-5

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

www.seattle.gov/transportation/northgatepedbridge.htm

NORTHGATE PED/BIKE BRIDGE

CURRENT DESIGN

Since spring 2017, we’ve been working closely with our partners at North Seattle College (NSC) to ensure the success of the bridge, which will be a substantial amenity for NSC students, faculty, and staff. Working with the College, we’ve refined the design of the west approach.

- Straighter alignment
- Reduced slope
- Accommodates site constraints
- Preserves valuable College land
- Meets Sound Transit’s schedule

www.seattle.gov/transportation/northgatepedbridge.htm
NORTHGATE PED/BIKE BRIDGE

ENVIRONMENTAL REVIEW

Site context

Environmental review includes evaluating impacts to wetlands, trails, open space, wildlife, vegetation, endangered species, cultural or historic sites, parking, safety, sightlines, and utilities.

The project site spans west and east of I-5. The west side of the project runs through the North Seattle College (NSC) campus, which includes a wetland complex, woods, watercourses (i.e., streams or channels), a historic site, a greenbelt, and open space used for passive recreation. The east side of the project includes wetlands and watercourses.

Water on both the west and east sides eventually drains into Thornton Creek. Pacific Tree Frogs can be found in the NSC natural area, and fish have been found in all watercourses.

Potential impacts

- Permanent and temporary impacts to NSC trails
- Fill and reshaping wetlands and watercourses
- Discovery of cultural resources during construction/impacting existing historic site

Avoidance, minimization, and mitigation

- Relocation of displaced trails/restoreation of trails after construction
- Wetland enhancement/on- and off-site mitigation
- Security call boxes on the bridge (bridge lighting also provides facial recognition and security)
- Avoiding historic sites and monitoring for cultural resources during construction
NORTHGATE PED/BIKE BRIDGE

1ST AVE NE PROTECTED BIKE LANE AND MULTI-USE PATH

LEGEND
- Ped/Bike Bridge
- Bus Zone
- Multi-Use Path
- 2-Way Protected Bike Lane
- Existing Protected Bike Lanes
- Station
- Multi-Use Path

Multi-Use Path Cross-Section, Looking North
- Roadway
- 10’ 2-Way Multi-Use Path
- Fill

Protected Bike Lane Cross-Section, Looking North
- Fill
- 10’ 2-Way PBL
- 2’-4’ Buffer Roadway

www.seattle.gov/transportation/northgatepedbridges.htm
PROJECT ART
Project Artist: Charles Sowers

Charles Sowers is an artist whose practice links art, science, and physical phenomena.

WaveSpan is a kinetic/interactive sculpture that features “pickets” that will line the south side of the bridge’s west approach ramp. Motion sensors will be spaced throughout the artwork and respond to the passing of a person and rotate that picket in towards the bridge and then release it, setting in motion a slowly moving wave that ripples through the 40 to 60 pickets arrayed over 200-300 feet of the west ramp. The wave is real, a so-called torsion wave. It is a product of rotational movement through the medium of cable coupled pickets. The sensor driven picket rotates, dragging along its neighbors who in turn pass the motion along to their neighbors.

See more of Charles’s work at: charlessowers.com

This art installation was commissioned with SDOT 1% for Art funds. 
Appendix 1.2
Mailer and mailing area map
Northgate Ped/Bike Bridge Project
Join us at a drop-in session: March 19, 20, & 21
We’re designing a new accessible, all ages and abilities pedestrian and bike bridge over I-5 in North Seattle. Come learn about:

- Bridge design updates
- 1st Ave NE protected bike lane
- Public art
- Upcoming State Environmental Policy Act (SEPA) environmental review and how to provide feedback during the public comment period

See inside for details!
Drop in anytime to learn more:

Drop-in sessions are open, informal opportunities for you to come and go as fits your schedule and speak with project staff. Information will also be posted on our project webpage.

**Monday, March 19: 12-1:30 PM**
North Seattle College, The Grove 9600 College Way N
- These venues are ADA accessible
- To plan your trip, visit tripplanner.metro.gov
- To request an interpreter or accommodations for persons with disabilities, please contact (206) 615-0925 at least 5 working days before the event

**Tuesday, March 20: 6-9:30 AM**
Aljoya Thornton Place 450 NE 100th St

**Wednesday, March 21: 5-6:30 PM**
Neighborcare Health at Meridian Room 110 10521 Meridian Ave N
- At least 5 working days before the event

Can’t make these events?
Review materials online as soon as March 12 at:
www.seattle.gov/transportation/northgatepedbridge.htm

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State Environmental Policy Act (SEPA) checklist coming soon

We’ll soon complete SEPA environmental review and will issue a Mitigated Determination of Non-Significance (MDNS) and checklist in March. Once issued, there will be a 14-day public comment period followed by a 7-day appeal period on the MDNS and checklist. We’ll notify the community when the documents are issued, including where to find them, what the comment period dates are, and how to comment, on our project webpage and through email updates. To learn more about the project, the SEPA process, and the upcoming comment period, please attend our drop-in sessions, visit our webpage, and sign up for email updates.

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**Proximamente** Sesiones informales sobre el Puente para peatones y ciclistas de Northgate y la lista de verificación y el plazo de comentarios de la Ley Estatal de Política Ambiental (SEPA, State Environmental Policy Act).

Venga a informarse sobre el diseño actualizado del acceso del lado este del puente, una mejora pública, el período de comentarios del público sobre SEPA y cómo dar sus opiniones durante este período.

A través del sitio web del proyecto y de actualizaciones por email, le avisaremos de la comunidad cuando se publiquen los documentos de SEPA, donde encontrará las fechas del período de comentarios del público y cómo hacer sus comentarios.

Antégrese en nuestra página web para recibir actualizaciones por email (use el enlace de más abajo).

**Para cualquier momento durante una de estas sesiones informales**

- **Lunes 15 de marzo:** 12 - 1:30 p.m.
- **Martes 23 de marzo:** 8 - 9:30 a.m.
- **Miércoles 21 de marzo:** 5 - 6:30 p.m.

**North Seattle College, The Grove**
450 NE 100th St at Meridian, 10521 Meridian Ave N

**¿No puede asistir a estas reuniones?**
A partir del 12 de marzo podrá leer los materiales en internet:
www.seattle.gov/transportation/northgatepedbridge.htm

Para solicitar un intérprete o adaptaciones para discapacidades, llame al (206) 615-0925 por lo menos 5 días hábiles antes de la sesión.

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For more information
NorthgateBridge@seattle.gov, (206) 615-0925
www.seattle.gov/transportation/northgatepedbridge.htm
Appendix 1.3
Comment card and full-text written comments
<table>
<thead>
<tr>
<th>Name (optional):</th>
</tr>
</thead>
<tbody>
<tr>
<td>Email (optional):</td>
</tr>
</tbody>
</table>

Please write your comments and questions below and on the back:

<table>
<thead>
<tr>
<th>Comment 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comment 2</td>
</tr>
<tr>
<td>Comment 3</td>
</tr>
<tr>
<td>Comment 4</td>
</tr>
</tbody>
</table>
More info on expanding the RP2 on the west side of the pedestrian bridge? People will park in this neighborhood and use the bridge, what/who will help with the RP2?

Concerned about lighting and sidewalks in the surrounding area (specifically Haller Lake) with the increased traffic and population with the construction.

We need efficient transit shuttle short routes to service the neighborhoods west of I-5 to the Sound, 105N/125N/130W etc. Shuttles to connect neighborhoods to the W. side of pedestrian bridge vs traffic jams or Lyft/Uber congesting the area around the college.

(over)
| ALSO NEED MANY BIKE LOCKERS ON BOTH SIDES OF THE BRIDGE. MORE USE OF ELECTRIC BIKES SHOULD BE ANTICIPATED WITH THIS PLAN. |

This bridge is essential!

Thanks!

Please write your comments and questions below and on the back:

The bridge will provide a great connection to light rail from the west side of I-5—avoiding the transit center congestion.

Please consider a good (circular?) drop off at NE 108th + Meridian. Bus riders can use it, too. Consider a shuttle from Aurora Ave too.
This cat project is a huge disappointment. It requires motors and electricity to function properly. There is no solar use or wind power. It will require continual maintenance to operate properly and we all know maintenance is the last thing we need. The "spikeness" is off putting and certainly not inviting nor imparting a sense of security. There is no "natural phenomena" here. It is all mechanical and fake. No color, no love.

Again, a huge disappointment!! huge disappointment!!
Can North Seattle College get advertising space on the bridge?

Please write your comments and questions below and on the back:

METRO - Please enable frequent-reliable bus transit to the Northgate station. Add bus only lanes. Whatever other means. We cannot all drive to the station. EAST/WEST connections.

Please write your comments and questions below and on the back:

The greatest environmental impact on the natural area by the bridge is from I-5 - tire dust, oil, etc. Any environmental plan needs to address remediation of this problem, which
is by far larger than the impact of the bridge.
The areas around the bridge need substantial
work—removal of invasives, planting of
native species — both for environmental
restoration and for security.

Please write your comments and questions below and on the back:

What are the plans for sidewalks
on either/both NE 115 + NE 117, between
Pinehurst and 5 1/2 Ave NE? Both 115 + 117
on 5 1/2 have bus stops. Thank you, Sel.

Please write your comments and questions below and on the back:

1. Signal 103rd/5th Ave — turning right hand
turn — on north side
Bus turn on nd — cuts into walk - tight
time — Difficult to cross street (Recommend
4-way stop walk light)
Cuts down on time to cross the street
<table>
<thead>
<tr>
<th>2</th>
<th>5th Ave Sidewalks - West Side (103 to 86th)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>overgrown with ivy</td>
</tr>
<tr>
<td></td>
<td>lots of buses - go too fast</td>
</tr>
<tr>
<td></td>
<td>don't feel safe</td>
</tr>
<tr>
<td></td>
<td>need improvements (on east side too)</td>
</tr>
<tr>
<td></td>
<td>(103rd to community center)</td>
</tr>
</tbody>
</table>

Please write your comments and questions below and on the back:

Please keep us posted on progress, public reviews, etc.
We would welcome project reps to speak to us at our meetings.
Thanks!

Please write your comments and questions below and on the back:

video cameras on the bridge?
Please write your comments and questions below and on the back:

Use of bike lane on 100th especially corner of 5th E and 7th E (for the rest of business area)

Please write your comments and questions below and on the back:

Concerned about PBI on 100th Street and Aljoya residents conflict w/ bikes crossing the bike lane, volume of traffic, concern also about frequency of buses and safety of people walking.

Please write your comments and questions below and on the back:

Is 3rd Ave NE (tree-lined meridian & quieter) being considered as an alternative to 1st Ave NE? It would need an easement & ramp but would be much more pleasant.
For Northgate neighborhood greenway, why was the option to connect Olympic View Elementary to Maple Leaf Reservoir Park not selected?

Any chance for a bike lane on 92nd between 1st Ave & 5th? Would nicely connect 2 bike routes!

Please put a physical barrier between PBOT's and traffic on 1st. Traffic moves very fast.

Thank you.
I want crossings for people walking +
bikes on E/W streets at 1st Ave NE.
For example, 95th, 94th to access west
side PBL.

Why not change the "protected bike lane"
to the multi-use - allow walkers/runners on the same
side. Pedestrians first, bikers second, cars last.
Thank you.

Will we get more street
parking back? This project will
only make parking + traffic worse.
What addresses this?
Appendix 1.4

Environmental review handout
NORTHGATE PED/BIKE BRIDGE

ENVIRONMENTAL REVIEW

Environmental review for the Northgate Ped/Bike Bridge project will meet federal requirements of the National Environmental Policy Act (NEPA) and state requirements of the State Environmental Policy Act (SEPA). NEPA review is required for projects with federal funding and SEPA review is required for City capital projects.

We're completing environmental reports that evaluate impacts to:
- Transportation
- Open space and trails
- Wetlands
- Fish and wildlife
- Cultural resources
- Endangered species

What is the SEPA process and when will SEPA be completed?
SEPA is a process that identifies and analyzes environmental impacts associated with governmental decisions. These decisions may be related to issuing permits for private projects, adopting regulations or policies, or constructing public facilities. The SEPA review process helps agency decision-makers, applicants, and the public understand how the entire proposal will affect the environment. SEPA review also gives the public a chance to provide official comments for consideration. SDOT and the North Seattle College (NSC) have determined that impacts associated with the pedestrian/bike bridge can be mitigated. We'll issue a Mitigated Determination of Non-Significance in late March, which will begin SEPA review. This includes a 14-day public comment period followed by a 7-day public appeal period. Unless appealed, SEPA will then be complete.

What is the NEPA process and when will NEPA be completed?
The NEPA process is similar to the SEPA process, and documentation is similar to a SEPA checklist. We expect NEPA review to be completed later this year.

Understanding the project site
On the west side of the project, the North Seattle College (NSC) campus’s unique environmental features include a wetland complex, a natural area, open space, and a historic site. Some of these areas are used for passive recreation, including woods and wetlands that contain trails with numerous points of interest, a greenbelt surrounding the campus, and an abandoned ballfield.

At the east end of the project, the bridge meets grade east of I-5 near NE 100th St and 1st Ave NE, using land owned by the Washington State Department of Transportation (a Park and Ride lot) and City of Seattle right of way.

Environmental features in this area include 4 wetlands and 2 watercourses (i.e., brooks, streams or channels).

PROJECT INFORMATION & CONTACT
Northgatebride@seattle.gov, (206) 615-0975
www.seattle.gov/transportation/northgatepedbridge.htm

Seattle Department of Transportation

The Levy • MOVE SEATTLE

Wright State Department of Ecology, 2010
Impacts to wetlands and recreational resources

The wetlands complex on NSC’s campus is made up of a series of 7 wetlands. A small portion of one wetland on campus will be permanently impacted during the bridge construction and will be realigned after project completion. The buffers of other wetlands will be temporarily impacted during construction. The North Watercourse that runs along NE 1st Ave will be filled to make way for a protected bike lane. There will be no direct impacts to Thornton Creek downstream as a result of the project.

Some recreational resources will also be affected. The bridge will be built on top of an existing trail running through the NSC campus, referred to as the North Berm Trail. This trail will be relocated south of the bridge and continue to serve as a pathway for people moving through the campus. The project will also temporarily impact some trails and an abandoned ballfield during construction, but these will be restored after construction is complete.

What are the mitigation efforts we’re proposing?

Mitigation measures include:

- Relocating the North Berm Trail, which will be displaced by the bridge
- Wetland and watercourse enhancement/ on- and off-site mitigation
- Safety improvements including security call boxes on the bridge and bridge lighting that provides facial recognition
- Future parking improvements for North Seattle College

SEPA REVIEW AND HOW TO COMMENT

We’ll notify the community on our project website and through email updates when the SEPA documents are issued, where to find them, comment period dates, and how to comment.

Please check the project website at:
www.seattle.gov/transportation/NorthgatePedBridge.htm

PROJECT INFORMATION & CONTACT
NorthgateBridge@seattle.gov, (206) 615-6925
www.seattle.gov/transportation/northgatepedbridge.htm
Photos
Drop-in session #1 at North Seattle College on March 19, 2018

Drop-in session #2 at Aljoya Thornton Place on March 20, 2018
Drop-in session #3 at Neighborcare Health at Meridian on March 21, 2018