



**130<sup>TH</sup> & 145<sup>TH</sup> STREET  
STATION AREA PLANNING**

# Survey #1 Results Summary

September 2019



**City of Seattle**  
Station Area Planning

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# Project Background

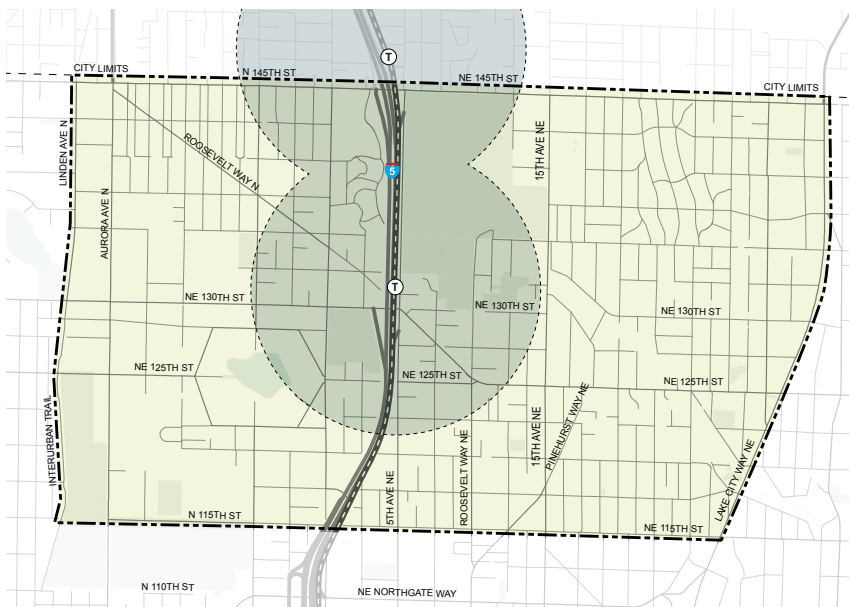
## Overview




Light rail and bus rapid transit are coming to North Seattle. Over the next year the City will engage the community and agencies in 130th & 145th Station Area Planning. This planning process will consider options for future development and investment to create a vision for the area within a 10-minute walk of a station. Major topics to be explored include:

- **Thoughtful Growth** – what types of housing, retail and other uses are best for the station area?
- **Getting Around** – how will people of all ages and abilities get to/from the station easily and safely?
- **Livable Community** – what makes the station area a place with great spaces and strong connections that meet the needs of the community?
- **Community Engagement and Equity** – how do we elevate the voices of underrepresented groups and those at-risk of displacement in the planning process?

## Planning Areas

The 130th & 145th Station Area Planning, led by the City of Seattle, will include a smaller “Station Area”, and a larger “Study Area”. Sound Transit leads the planning, design and construction of the light rail station, alignment and other required facilities. The City and Sound Transit work closely together to ensure the overall planning is coordinated, especially around improvements in the public right of way immediately adjacent to the light rail project area.



- 
**Station Area**  
 Smaller area accessible within a 10- minute walk of the light rail station. Planning led by City of Seattle.
- 
**Study Area**  
 Larger area accessible to the light rail station by a short bus, bike or car trip. Planning led by City of Seattle.
- 
**Light Rail Project Area**  
 Area where light rail alignment, station and other required facilities are designed, built and maintained by Sound Transit.

## Survey Background

OPCD asked for your input and ideas through an online survey to help understand community interests and priorities for the 130th and 145th Station Area Planning effort. This input, in addition to feedback we've heard from other community engagement efforts such as our March 2019 open house, will help shape the planning process and key issues that are addressed in a station area plan. This survey also serves as a tool to gather voices from people who could not attend our March open house.

## Questions We Asked

### Demographics

- Age
- Race/Ethnicity
- Housing Status

### Important and Favorite Places

- What places are most important to you?
- What would you like to see more of?

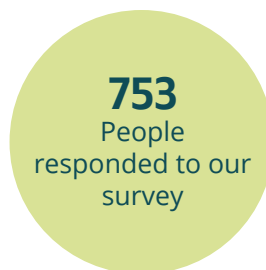
### Moving Around

- How do you get around today?
- When light rail comes to the 130th and 145th Street Stations, how will you get around in the future?
- How much do you anticipate using future light rail at the 130th or 145th stations?
- If you plan to use light rail, how will you get to the station?
- When thinking about walking or biking to the 130th or 145th Street Stations, what concerns you?
- Other concerns for walking or biking to the 130th or 145th Street Stations

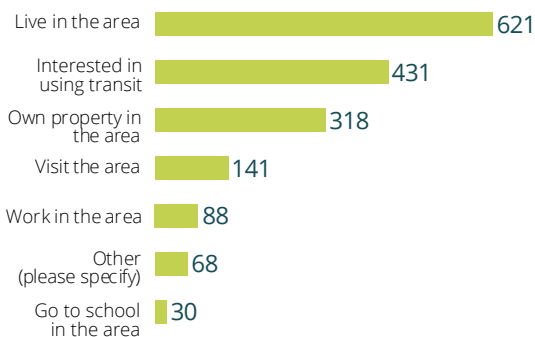
### Ideas and Concerns

- What are your big ideas for the 130th and 145th Street Station Areas?
- Other concerns for the 130th or 145th Street Station Areas

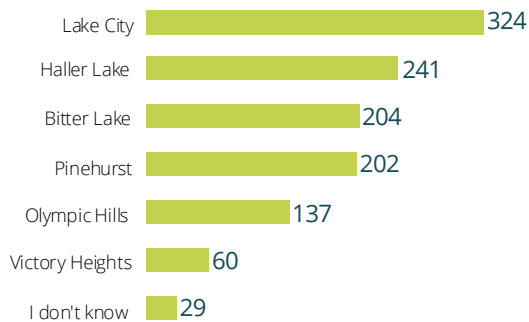
## Who Did We Hear From?



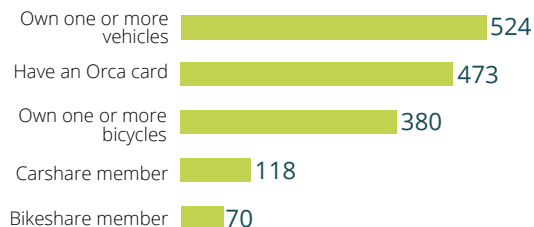
### Connection to the 130th & 145th Station Area



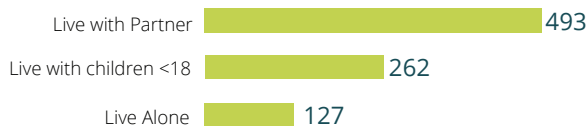
### Neighborhood Affiliation



### Transportation Status



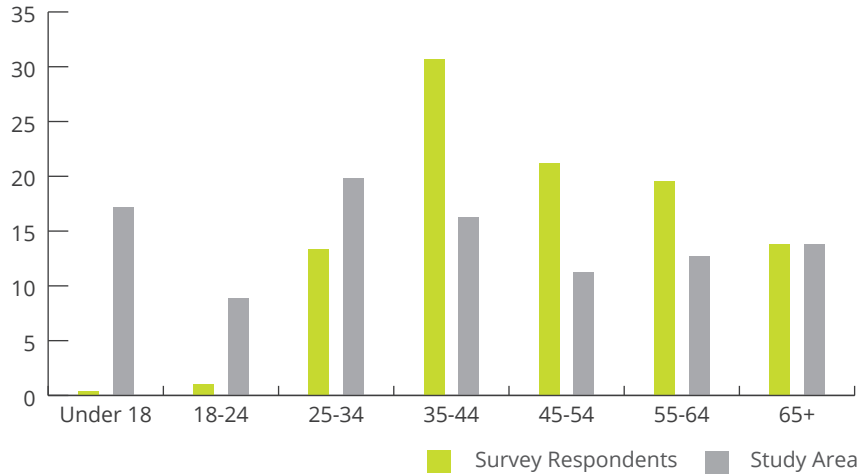
### Household Status



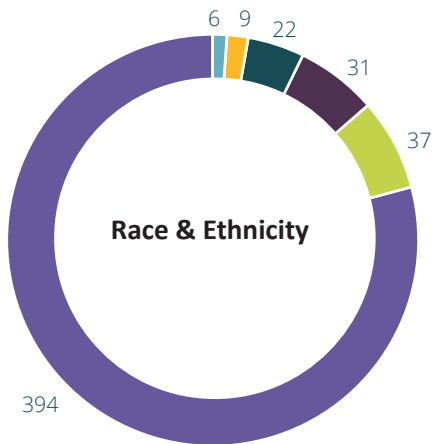
## Survey Background

### Who Did We Hear From?

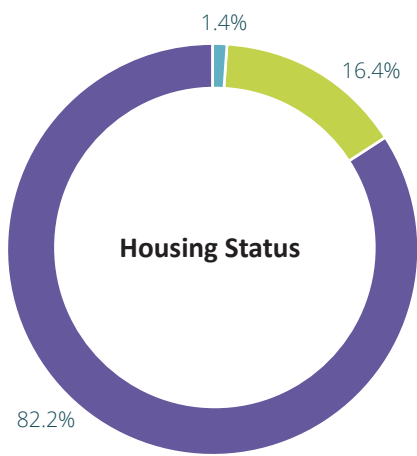
#### Age



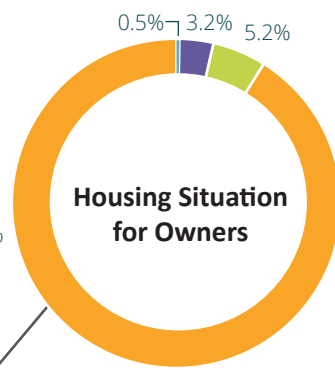
**31%** of respondents are between **35-44 years old**. This survey indicates a need to provide different engagement opportunities for young people.



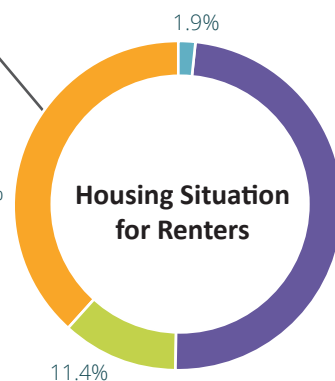
- White
- Asian/Pacific Islander
- Multi-race/other
- Hispanic or Latino
- Black or African American
- American Indian or Native



- Owner
- Renter
- Other



- Single family house
- Townhouse/Rowhouse
- Apartment
- Currently lack a stable place to live



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## Important Community Spaces

What places are most important?

Rank	Important Places	Average Score
1	Café and restaurants	7.5
2	Grocery store	7.3
3	Parks, recreation and natural areas	7.3
4	Retail shops	6.0
5	Artist and craft spaces	4.6
6	Child care facilities	3.8
7	Senior care facilities	3.7
8	Religious or cultural institution	3.4
9	Other	2.5

We asked respondents to rank places that are important to them from 1 (least important) - 10 (most important)

- Out of all places, respondents noted that cafés and restaurants are the most important
- Grocery stores and parks, recreation and natural areas are also important places for participants

### Other Important Places

- Respondents were also given the option to note specific places that are important to them. Some of these places are listed and displayed on a map on page 5.

NOTE: See pages 12-25 for all open ended responses to this question.

What would you like to see more of?

Rank	Important Places	Average Score
1	Café and restaurants	7.6
2	Parks, recreation and natural areas	7.0
3	Retail shops	6.1
4	Grocery store	6.1
5	Artist and craft spaces	4.8
6	Housing	4.7
7	Child care facilities	3.7
8	Senior care facilities	3.6
9	Religious or cultural institution	3.1

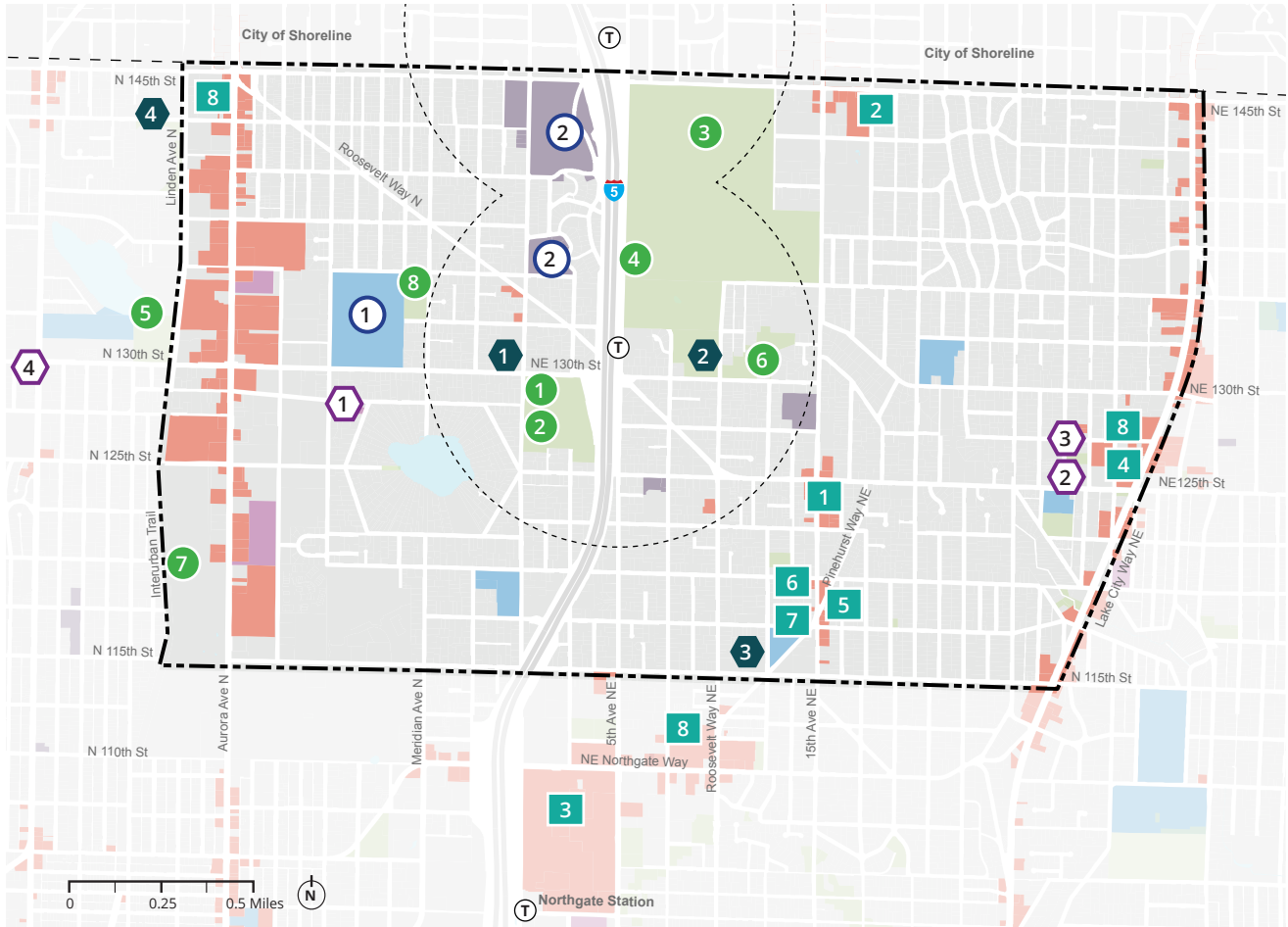
We asked respondents to rank important amenities and services they would like to see more of from 1 (least important) - 10 (most important)

- In addition to more cafés and restaurants, respondents would like to see more parks, recreation and natural areas.
- Retail shops and grocery stores are also amenities that respondents would like to see more of.

# Important Community Spaces

What places are most important to you?

Below is a map of the most common responses we received when asking what specific places are important to the respondents.



■ Retail/Service    
 ■ Public Schools    
 T Future 130th & 145th Station  
■ Private Schools    
 - - - - Station Area    
 - - - - Study Area

### Parks, Open Space, Recreation

- 1 Northacres Park
- 2 Northacres Splash Pad
- 3 Jackson Park Golf Course
- 4 Jackson Park Perimeter Trail
- 5 Bitter Lake Community Center
- 6 Thornton Creek
- 7 Interurban Trail
- 8 Helene Madison Pool

### P-Patches

- 1 Haller Lake P-Patch
- 2 Jackson Park P-Patch
- 3 Pinehurst P-Patch
- 4 Bitter Lake P-Patch

### Retail & Services

- 1 Safeway
- 2 QFC
- 3 Northgate Mall
- 4 Kaffeeklatsch
- 5 Zylberschein's
- 6 Pinehurst Pub
- 7 Chaiyo Thai Restaurant
- 8 Post Office

### Schools

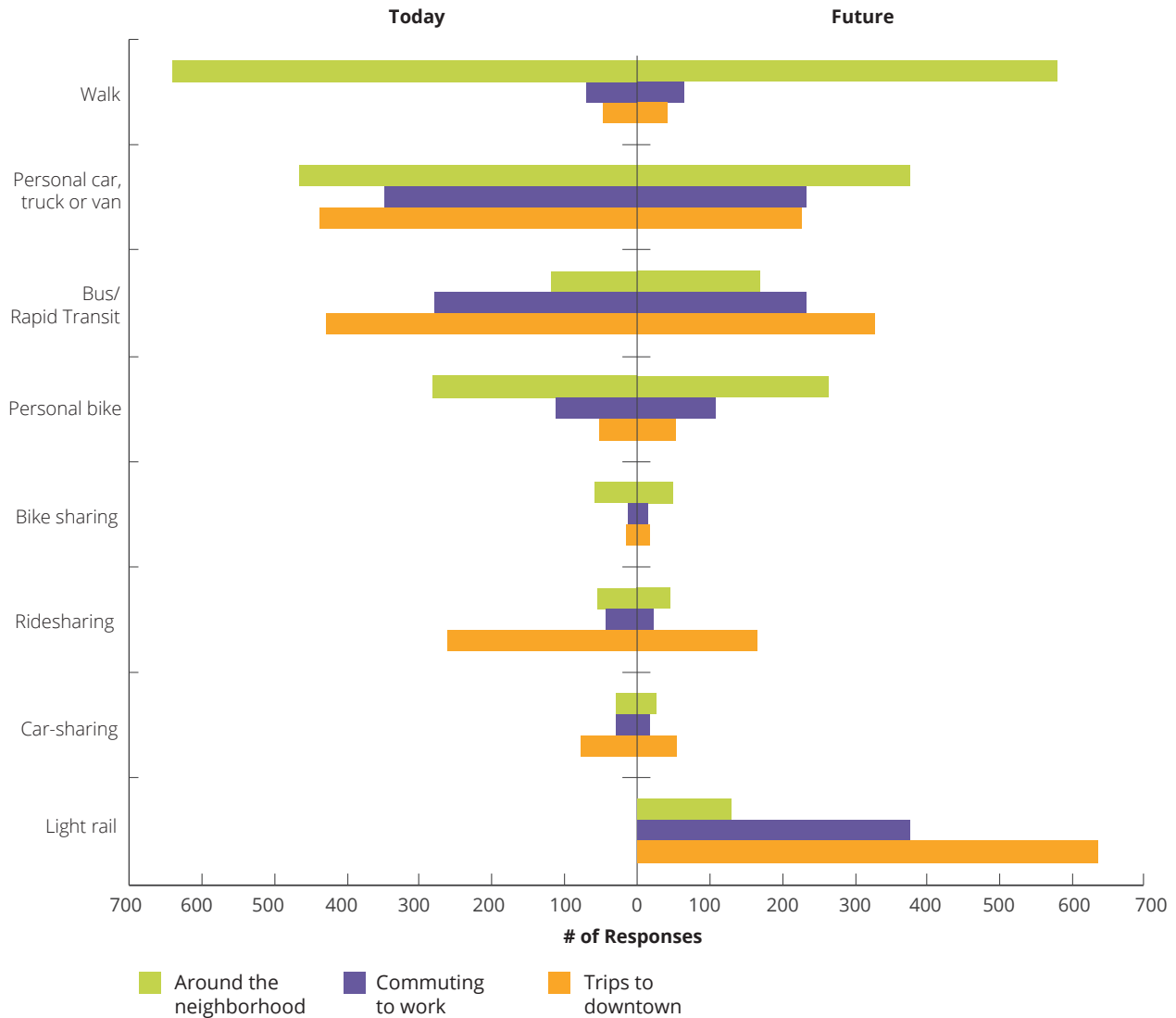
- 1 Ingraham High School
- 2 Lakeside Middle & High School

### Community Centers & Libraries

- 1 Haller Lake Community Club
- 2 Lake City Library
- 3 Lake City Community Center
- 4 Bitter Lake Library

# Moving Around

How do you get around **today** & how will you get around in the **future** when light rail comes to 130th and 145th street?



Almost everyone who participated in responding to the survey answered this question.

- To get around the **neighborhood** most respondents walk, drive their personal vehicle, or use their personal bike
- To get to **work** most respondents drive their personal vehicle, ride the bus, or use their personal bike
- For social trips to **downtown**, most respondents will ride the bus, drive their personal vehicle, or use ridesharing (Taxi, Uber, Lyft, etc)
- After light rail service has begun at 130th and 145th street stations, many respondents consider it an option for how to get around. Traveling by light rail becomes the most popular way to commute to work or travel downtown.

## Other Comments

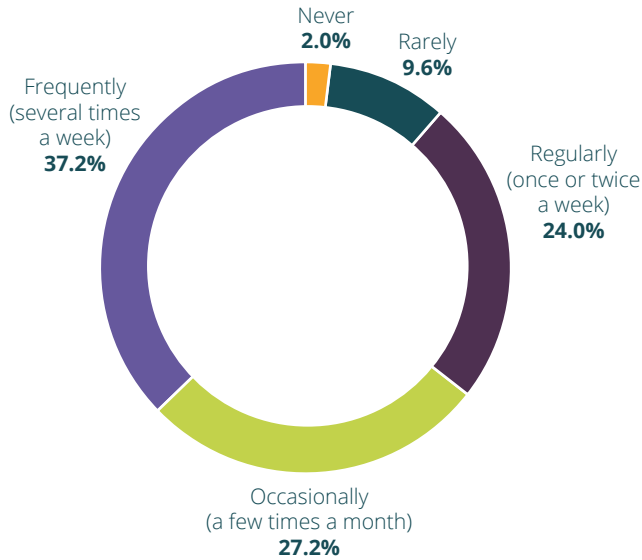
Respondents were given the option to add other options for how they get around. Some other responses included carpooling to work or biking or busing to the light rail at the University of Washington to get to downtown Seattle.

NOTE: See pages 26 -30 for all open ended responses to this question.



## Moving Around

How much do you anticipate using future light rail from the 130th or 145th stations?



**87%**  
respondents anticipate taking light rail more than a few times per month

**86%**  
respondents will use light rail to get downtown

**Walking**  
is the most popular way respondents get around the neighborhood both before and after anticipated stations open

If you plan to use light rail, how will you get to the station?

Rank	Way of travel	Average Score
1	Bus	3.5
2	Walk (or use mobility device)	3.2
3	Get dropped off	3.2
4	Personal car, truck, or van	2.9
5	Personal Bike	2.6
6	Ridesharing (Taxi, Uber, Lyft)	2.0
7	Bikesharing (Lime, Jump)	1.8
8	Carsharing (Car2Go, Zipcar)	1.4

We asked respondents to rank how they anticipate getting to the station from 1 (least likely) - 5 (most likely)

NOTE: See pages 31-32 for all open ended responses to this question.



## Ideas and Concerns

Do you have a BIG IDEA for the future station area? What one thing would you change, build, create, etc.?

NOTE: See pages 44-73 for all open ended responses to this question.



### Walking and biking to the station

- Improve pedestrian safety and connections for surrounding neighborhoods
- Improve connections to adjacent neighborhoods and trails
- Provide bicycle storage and parking at the station



### Bus connections to the station

- Strengthen east/west connections from adjacent neighborhoods to the station
- Connect frequent transit and Rapid Ride to 130th/145th stations



### Station design

- Program the station with art and music
- Safe and comfortable environment
- Provide pick-up and drop-off areas
- Access and amenities such as restrooms for families and people of all abilities



### New development near the station

- Affordable housing
- Increase density and transit-oriented development around the station



### Roads and Parking

- Opportunity to improve connections to and across I-5
- Parking and park-and-ride is needed to support people getting to the station



### Parks and Open Spaces

- Improve connections to and between parks and open spaces
- Improve utilization of Jackson Park Golf Course for community benefit
- Preserve trees and green spaces

**Question: What are some of your other favorite places in the neighborhood?**

Open-ended Responses

#	Responses
1	Bike Trails
2	The UNCROWDED park around Bitter Lake
3	Yoga studio Bakery Jewish delicatessen Great Dog day care
4	Jackson Park Golf Course
5	Flickerhaven natural area and Pinehurst pea patch
6	North Acres Park Jackson Park
7	Splash park, dog park, community center, library
8	Jackson park golf course
9	St Matthew School, St Matthew Church, chaiyo Thai restaurant, standard Bakery, Jackson Park, Safeway, Pinehurst Pub
10	library
11	Jackson Park GC, Licorice Fern NA,
12	Bike trails and walking paths
13	library Meadowbrook Community Center
14	Meadowbrook Pond, Magnuson Park
15	Magnuson Park, Mathews Beach, Two Dog Yoga
16	Jackson Park Golf Course and walking path around the course
17	Jackson Park Golf Course
18	Jackson Golf course
19	I use Jackson Park both to golf (weekly) and to walk on the trail around it (2x/wk). I adamantly opposed using this space for anything other than a park even if you shut down the golfing.
20	Jackson Golf Course, Madison Pool, Haller Lake
21	Jackson Park Golf Course All park space in each community (including Shoreline)
22	Interurban (bike) trail, Meadowbrook Park (dog park!)
23	Library
24	Kaffeeklatsch, Goodies' market, Jackson Park Trail, Lake City Library
25	North acres park
26	La Boheme cafe, KoffeeKlatsch, Library, Northgate Mall,
27	Jackson Park golf course is most important for me in this area and must stay a golf course. It serves all the community.
28	Northgate mall
29	Parks, Community Centers, Schools and their playgrounds.

30	Northacres park, golf course
31	Bitterlake Community center, north acres park, shoreline farmers market.
32	Il Punto Italian Cultural Center of Seattle, Caffè Musica Art & Event Space, Rare Earth Music Studio for music lessons, Central Market Grocery Store.
33	Local businesses. Library. Farmers market. I want the city to promote and support local, family, and immigrant businesses. Stop gentrifying.
34	Bitter Lake community center, Llandover Woods,
35	My home
36	Bike trail on Lynden, Bitterlake Community Center & playfields, Broadview Library
37	Homes, homes, homes
38	Shopping and access to the light rail for getting around the region are really the most important. There needs to be better parking available at the light rail stops so that I can go there and leave my car
39	The library, walking paths.
40	Central Market, Carkeek Park, and the few paved roads that won't break my vehicle's suspension.
41	Jackson Park Trail, Flicker Haven, and Licorice Fern Park.
42	Single family homes
43	Library, BECU, LC Community Center, Post Office, Bitter Lake Home Depot, Maple Leaf Ace Hardware
44	Jackson park golf course. One of the only North Seattle amenities providing inexpensive family fun for all.
45	Carkeek
46	grocery store (Safeway) gyms
47	Interurban trail
48	Bitterlake Reservoir Park and P-patch, Kidd Valley, Las Margaritas, Safeway, Joann Fabrics, Burk-Gilman Trail.
49	Central Market. Farmers Market there during summer. Parks for walking. Greenspace. Coffee / bakery shops. Local restaurants.
50	Cash and Carry grocery store
51	Library, movie theater
52	Jackson Park golf course
53	I-5
54	Diva Espresso, Grocery Outlet, Ross store, Post Office, Interurban Trail, N 130th St for walking, Lowe's, Rite-Aid, other retail shops
55	Pool and schools
56	Na
57	LA Fitness

58	Zilbersteins (bakery) Great Dogs 24 hour fitness Thornton Creek Ravine
59	Park, grocery, bus service
60	Bike lanes and Jackson Park Golf Course
61	Carkeek Park
62	Streets that have sidewalks on them so they are safer to walk. We have a lot of drive-through traffic on our side streets now that SDOTs "war on cars" has eliminated lanes of traffic on 15 Ave NE and also on NE 125th Street!
63	Broadview Library
64	Maple Leaf Reservoir Park Ace Hardware The Bead Store
65	Library
66	Jackson Park Golf Course
67	Parks and Green Space to appreciate and enjoy outdoor activities.
68	Haller Lake P-Patch
69	Northacres, Northgate library, Northgate Mall, Northacres splash park
70	Northacres Park, Jackson Park Golf Course, Haller Lake
71	Broadview library , Bitter Lake park and community center. Linden trail. Bus 5, 355, 345, E line
72	Farmers market. Library. Gym/fitness centers.
73	Shopping, lake, Community center
74	It would be tennis courts, but the Bitterlake Park tennis courts have not been maintained, since the 1950s?
75	North Acres Park and Off-leash area Goodwill store Library Food Banks
76	Public libraries
77	Ingraham HS, Bitter Lake
78	Jackson Park Golf course, a home away from home where everybody knows your name.
79	Jackson park golf course and trail, Northacres park, Haller Lake, Madison pool
80	my bank
81	Jackson Golf Course
82	Meadowbrook park, shops at 125th and lake city way, farmers market
83	Community centers, medical offices
84	Jackson Park Golf Course
85	Library, farmers market
86	Outdoor public pool Performing arts center



- 
- 87 I live in the East Maple Leaf district where we have no facilities, not even a grocery store. I have to depend on bus service for every place I go. This includes the University District and Lake City. I don't go downtown anymore ever since the Metro bus stopped going downtown.
- 
- 88 Safeway, Starbucks, Restaurants around 115th and 15th. Bank of America. BECU.
- 
- 89 Carkeek Park, Interurban Trail, Krispy Kreme
- 
- 90 Jackson Park Golf Course, Northgate
- 
- 91 Home depot
- 
- 92 Ingraham high school, Madison pool, the parks
- 
- 93 Jackson Park golf course
- 
- 94 I love having Jackson Park in my backyard! It's nice to actually be able to hit a few balls, drink a few beers and not break the bank.
- 
- 95 Matthews Beach
- 
- 96 Jackson Golf Course
- 
- 97 Jackson Park Golf Course
- 
- 98 I wouldn't call this a favorite, but I really see Park and Rides as very important to include with the new stations.
- 
- 99 Local Parks and open space
- 
- 100 Library, gym, coffee stores.
- 
- 101 Standard bakery
- 
- 102 Bitter Lake and Haller Lake
- 
- 103 kaffeeklatsch, farmers market, goodwill, asian markets and restaurants,
- 
- 104 Hempfest Central
- 
- 105 Public library
- 
- 106 Community center  
The inter urban trail
- 
- 107 This where my home is. We enjoy walking around Haller Lake even though you can't actually see the lake.
- 
- 108 Northacres Park, Haller Lake Park, Ingraham HS, Haller Lake Community Center
- 
- 109 The retain shops are northgate which are going, going, gone and a grocery.
- 
- 110 X
- 
- 111 North Acres Park. Pinehurst playfield. Bark Espresso. Safeway. Little Nest Preschool.
- 
- 112 The downtown restaurants
- 
- 113 Beer authority  
Fred Meyer  
Virgil flame park  
Library
- 
- 114 Lake City library  
Lake City Farmers Market (in season)
- 
- 115 the park was wonderful until the city decided to give it to the addicted homeless folks
- 
- 116 Library, farmers market, downtown lake city restaurants
- 
- 117 Jackson Park Golf Course
- 
- 118 Library
-

119	Central Market, retail shops, local hikes
120	Northacres Park
121	Chaiyo Thai, Elliot Bay, Lake City Library, Northacres Park, Northgate Community Center
122	North Acres Park
123	I like running on the streets and along the trail by the golf course
124	Ingraham High School - the kids here will need better transit! Northwest Hospital - needs to be better connected by transit
125	Having walkable areas is critical. Jackson Park trail used to be amazing, but now it is unsafe.
126	Pinehurst park, target,
127	The trees and green spaces, sense of community, diversity of the community
128	North Acres Park Haller Lake Haller Lake Community Center
129	Coffee shops, ice cream/dessert, restaurant
130	The different restaurants and shops
131	North Seattle Family Resource Center
132	Parks, library
133	The areas on the main road with trees. So pretty.
134	Dog park
135	Pinehurst playfield, Pinehurst pocket park
136	Jackson Park Golf Course
137	Pinehurst playfield,
138	Haller Lake and Northacres Parks, Asian Grocery on Aurora
139	Perimeter Trail, forest near p-patch, Golf course in the winter.
140	Pea patch garden
141	Tree walks
142	Hubbard park, shopping
143	Paramount Parks
144	Haller Lake, Ingraham tennis courts, Lakeside School play fields, North Acres Park
145	Lakes
146	Meadowbrook pond, other parks, the retail along Lake City Way.
147	Haller Lake, Northacres Park, Northgate Mall, Northgate Transit Center
148	Golf course and the trail around the golf course. Thornton Creek, Littles Creek, Licorice Fern and Flicker Haven Natural areas. The Jackson Park P-Patch on 10th Ave NE,
149	Lake City library, Jackson Park
150	Housing!
151	Areas near Thornton Creek
152	Northacres Park and the Jackson Park Golf Course
153	Jackson park golf course
154	Northacres Spray Park, Ingraham High School, Lakeside Middle/High School, Haller Lake pocket park
155	Library

156	Pho AM, Elliot Bay Brewing, Starbucks x 3, walk trail around outside of golf course, mini woods and pea patch on 10th Ave NE b/n 133rd & 135th, Licorice Fern natural area, Chaiyo and 2C and Thai-one-on Thai restaurants
157	Northacres Park
158	Jackson Park, North Acres Park, The Watershed Restaurant,
159	Jackson Park Golf course
160	Thornton Creek Goodies
161	Anywhere with trees!
162	Public Library Lake City.
163	schools K-12 and North Seattle College
164	movie theatre
165	Costco, Winco, Parks
166	Breweries
167	Jackson Park golf course
168	We don't really have much of anything of interest in this area and I've been here 21 years. I wouldn't want to see North acres park leave.
169	Needs housing!
170	Lake City Library, with the small park near by, and access to restaurants cafes and bars.
171	Parks, green spaces, activity areas like the splash water park.
172	Library, services - different than retail - such as banks, gas stations. Cultural institutions, that is not lumped in with religious institutions.
173	The clubhouse, the lake access, north acres, p patch, twin ponds, all the tall trees, the Asian food mall, curling club
174	The Bridge coffee shop
175	Movie theatres and restaurants. I love the North Acres park by I-5 and hope it stays. I am already deeply saddened by the loss of trees for track.
176	Schools and library
177	Northacres Park, Haller Lake, Central Market
178	I enjoy the bike trails and greenways in my neighborhood.
179	The mall, movie theater, community center.
180	Community center
181	Victor Flaim Park Hellbent Brewing, 2CThai Bistro
182	Public library
183	Olympic hills Elementary school, lake City library
184	Restaurants on lake City way. I'd love more parks for my kids.
185	Olympic Hills Elementary Lake City Library
186	accessibility to shopping for goods ie. groceries, household items, clothing, library, auto repair, drug store, restaurants, fire station. NEED police station
187	it is walkable without the traffic
188	Dog parks, community space for events

189	North Acres Park, Bridge Coffee Shop
190	Northgate Transit Center
191	Haller Lake, Northacres Park
192	Community Center
193	Gyms
194	Yoga. Gym.
195	Library
196	Post Office, Papa Murphy's Pizza, BECU, in Lake City. Goodwill, Chuck's Auto in Shoreline. Same easy access to I-5 & NE 130th Street, same easy access to NE145th Street, to Aurora Avenue North from Olympic Hills.
197	Kaffeeklatsch bakery, the trail around Jackson golf course
198	Jackson Park
199	Interurban Bike Trail;
200	Skate park, Library, community center, Value Village, Grocery outlet, Kaffeeklatsch,
201	Kaffeeklatsch, Starbucks
202	the lake, library walking to pub and Teriyaki, Post office, coffee and pizza
203	We really need a bike repair shop and an ice cream parlor in this area. We love the Farmer's Market in Lake City and parks, as well as the trail around Jackson Park golf course.
204	The Jackson Park Public Golf Course
205	Parks and outdoor spaces. P patch. Playgrounds.
206	Northgate Library, Crest Theater, Seattle Drum School, Kaffeeklatsch, Safeway, Chaiyo Thai Restaurant, Pinehurst Park, Westlake Dance. Wish there was a new rec center (they have remodeled the Library 3 x!)
207	Farmers market, yoga studio, library (is that a cultural institution?)
208	Northacres Park Asian market on Aurora
209	Community Center/library/outdoor markets/
210	Northacres park
211	Moma Statories, Target, Borders Books, St. Matthew's, QFC, Brunello's, Starbucks
212	My family spends quite a bit of time at the Farmers Market every year, the Lake City library, Virgil Flaim Park and we live near Thornton Creek.
213	Library
214	Seattle parks community centers, libraries, Haller Lake Community Club, gardening stores/depts, Northgate School.
215	Haller Lake Street End Park, Northacres Park, The Bridge Coffee House
216	Small business owned coffee shops
217	Library, post office
218	Bitter lake. haller lake. interurban trail. Central market. Jackson park golf course.
219	Jackson Park Golf Course Trail
220	Local breweries. Lantern, etc Pedestrian bridge at Oak tree village, Evanston P-Patch and Bitter Lake.
221	Restaurants
222	Library. Retail stores

223	Thornton Creek walks, Evergreen/Washelli Cemetery, Interurban Trail, NW Hospital, just walking in the neighborhood of single family homes
224	Library, Exercise facility, movie & drama theater, better space for the Farmers' Market & more often
225	Bitter Lake Community Center
226	Banks of America, Fred Meyer, Library, Community Center
227	We love the library and any good public meeting space. Especially the parks, when they aren't filled with people sleeping or cursing in them. Perhaps more housing spaces for those struggling with housing would help?
228	None
229	Kaffeeklatsch, Suenos de Salsa, Toyoda sushi, aloharamen, library, farmers market, karochka tavern
230	Fred Meyer, Beer authority Ace hardware
231	Lake City skatespot
232	The large public park on the west side of I-5 and south of 130th, and the public golf course green space.
233	Other from above - Post Office
234	SENIOR CENTER S.P.Dept. ,Library
235	Farmers market Community center Library Movie theater
236	Libraries! Home.
237	Lake City Library & Community Center
238	My backyard.
239	Library, Dicks, Bartell, Kaffeeklatch
240	Elliot Bay Brewery, Kaffeeklatch, Brother Barrel, Korotchka, Thai One On, 2C Thai,
241	Sidewalks and bike Lanes.
242	Library, community center
243	Lamb of God Lutheran Church on 125th, Kaffeeklatsch on Lake City Way, Le Jardin Child Care at 145th
244	Elliott Bay Brewery / Brother Barrel, Kaffeeklatsch, Beyond the Bowl
245	The parks, the single family neighborhood homes
246	Library
247	Parks and bike trails
248	Elliot Bay Brewery
249	Zylberstein's, the Lake City Library, Brother Barrel, Hellbent Brewing, Korochka Tavern, parks!
250	Interurban trail; Central Market area and Shoreline Farmers Market.
251	library
252	Lake City Library, Lake City Community Center
253	North acre park, bitter lake playground and coffee shops and restaurants along aurora.
254	North Acres Park

255	Thornton Creek watershed Northgate Mall Crest Theater
256	Family lives in Lake City
257	Doctor offices, banks, dry cleaners, hospitals
258	bus stops
259	Victory Heights is mostly housing. There are already plenty services at N. Gate or across the street.
260	Spray park, dance center, pool, affordable retail spaces and community spaces
261	Burke Gilman Trail, 125th and Lake City way urban village
262	Our neighborhood has been decimated--no grocery stores, the crime and drugs make it unpleasant to go out after dark, and there isn't anything to DO up here!!
263	Housing
264	Elliot Bay Public House, Lake City Library, Dicks Drive In, Playgrounds,
265	standard bakery, Elliot bay, brother barrel, Kaffeeklatsch Seattle, Korochka Tavern, Dick's Drive-In
266	Responding to this and most of the other questions below is probably unnecessary given my purpose for taking this survey (see response to Q. 14).
267	sports bars for playing pool and darts
268	Lake City skatepark
269	Carkeek Park, Bitter Lake Community Center
270	Bitterlake community center
271	Bitter Lake Community Center, Broadview Tap House
272	Saltoro, Broadview Tap House
273	Green space on N 143rd Bitter Lake Community Center Carkeek Park Interurban Trail
274	Mosque, Standard Bakery, Jebena Cafe
275	Trails around Jackson Park and natural areas around Thornton Creek.
276	Lake city small businesses around 125th
277	My favorite places in the neighborhood are the ones that haven't been built yet.
278	Goodies on Lake City Way
279	That very cool Russian bar in Lake City, and the very divey bar right next to it. Goodies is also a timeless delight.
280	Hellbent Brewing, Elliot Bay Brewery, Korochka Tavern, 2C Thai, Aloha Ramen, Ace Hardware (Tweedy and Pop), Fred Meyer, The Fish Store, Bartell's, Dick's Drive-in, MINI Dealership, Meadowbrook Pond, Tubb's Subs, Growler Guys, Mojito restaurant, The Shambles restaurant, Briley's BBQ, Central Market (155th Shoreline)
281	gym, friends' homes, access to other transit lines/bike trails
282	Bakery
283	Parks, quiet streets for walking
284	Community gathering space
285	Jackson Park



286	Bike path, walking path, Bitter Lake Park and Community Center
287	Patty's Egg Nest
288	South Woods Park, Eastside Off-leash Dog Park, Matthews Beach Park, Hellbent and Elliot Bay Breweries, Little Brook Park, Goodies Market,
289	Restaurants
290	Lake city and 125th area
291	Library,
292	PUBS or Microbrewery! DUH!
293	Parks, cafes, pharmacy, grocery store
294	Bike path,library
295	Events or performances at schools or at Magnuson community center, and library
296	Lake Washington access
297	Pony Express, Fedex, Bartell's, Kaffee Klatsch, parks
298	librarys, theater
299	Fred Meyer
300	Thorton Creek
301	Cedar Park, Matthew's Beach, Fred Myer (when they renovate it), Lake City corridor between 120th and 145th
302	Parks
303	Parking
304	The Lake City Library! and seasonal Farmers' Market
305	The amazing nonprofits and city agencies in the neighborhood, Lake City Library, Lake City Community Center, Literacy Source, North Seattle Family Center, North Helpline, Hunger Intervention Program, and more!
306	brew pub, restaurants
307	Elliott bay brewing co/brother barrell restaurants
308	Healthcare.
309	Schools, QFC, Starbucks, dollar tree
310	Korochka bar
311	Jewelbox Cafe The Watershed Thornton Place outdoor area
312	Transit & development changes will also affect 5th Ave up to Crest Theater (165th).
313	benches to sit and rest
314	library, post office, farmers' market
315	restaurants, cafes, walgreens, little brook park, fred meyer, library, farmers market
316	the golf course and the natural area
317	North acres park, the bridge coffee shop, Helene Madison Pool
318	Creek & green spaces
319	Dog park, community center, library
320	Lake City central area (125th and Lake City Way)
321	Parks and green spaces.
322	Leave the neighborhood buildings and houses as is, no apartmention or ugly town homes
323	movies theaters

- 
- 324 Bartell, Office Depot, Asian Market, northacres dog park, groceries
- 
- 325 Previous question is very confusing. I assume it meant what places are important to me in the study area? If so, the answer is not much as there is a serious lack of services and things to do in the study area. This is a huge shortcoming with living up here and I hope this planning effort can help address it.
- 
- 326 NE 130th Street Beach - if we ever get it back from the private owners who stole it from the city!
- 
- Lake City Branch Library  
Cedar Park Elementary School and adjacent park
- 
- 327 Bitter Lake community center, the bitter lake reservoir park/p patch
- 
- 328 North acres dog park, interurban trail, Seattle parks,
- 
- 329 The Lake City Library! Bartell's is useful.
- 
- 330 Parks
- 
- 331 I-5 entrance and off-ramp
- 
- 332 Urban Trail, should be tied in well with the new stations, either by connecting through other parks or via a raised and separate bike connection along 130th
- 
- 333 dog park  
schools  
community market  
library
- 
- 334 The Jackson Park Perimeter Trail, Hamlin Park and Fir Crest, Lake City
- 
- 335 Trail around Jackson Park, Northacres Park
- 
- 336 Community centers, Haller Lake Community Club, 24 Hour Fitness, Northgate Library
- 
- 337 Lakeside School property, Haller Lake street end park, coffee shop at Haller Lake church, Rain City cafe, Jackson Park trail (but less so now that there are homeless camping along it)
- 
- 338 The brewery, community center., Recreation center.
- 
- 339 The future light rail stations.
- 
- 340 North acres off leash dog park!
- 
- 341 Transit hubs, public schools, affordable housing
- 
- 342 Interurban Trail
- 
- 343 Home
- 
- 344 Pubs and bars
- 
- 345 Ridgecrest (Crest theater, Ridgecrest Pub)  
Paramount park
- 
- 346 The QFC plaza
- 
- 347 I love jewel cafe, dogwood, brother barrel, the parks the dog parks
- 
- 348 Northgate, Library
- 
- 349 New to North Seattle
- 
- 350 Event centers, sports areas, offices, denser development, housing
- 
- 351 Interurban Trail
- 
- 352 The Valero gas station is the only store in our neighborhood.
- 
- 353 Northacres park
- 
- 354 my home
- 
- 355 North acres park, nothgate mall area, inter urban trail,
-

- 
- 356 Boeing Creek Park  
Businesses by Central Market  
Restuarants/bar on Greenwood 145th
- 
- 357 Schools
- 
- 358 Hazel Wolf K8 school
- 
- 359 HK dimsum, Thai one on, Maytag laundry, Bartells, Safeway, Nori teriyaki, standard bakery,
- 
- 360 Parks
- 
- 361 Jackson park golf and walking trail.
- 
- 362 I like the small family owned international food stores in the Bitter Lake area up and down Aurora and am concerned they will be priced or pushed out by developers and investors, or expensive stores. My #1 interest is how affordable rentals will be created. We have lost most already and what is called affordable now, really is not.
- 
- 363 Community Centers and spaces available for community use: Lake City Library, Shoreline (King County) Library, the Latvian Center, Lake City Community Center, the Bitterlake community center
- 
- 364 Bitter lake community center and park, Broadview Thomson library
- 
- 365 Broadview Library! (is that cultural?)
- 
- 366 Jackson Park green space, but it is not very accessible and the walk over there isn't very attractive.
- 
- 367 Standard Bakery, Bark Espresso,
- 
- 368 Pinehurst playground, love how the community comes together on snow days there. Wish there were more sidewalks walking there from 125th.
- 
- 369 Anywhere nice for walking. The trail around Jackson Park has become unsafe for solo female walking, which is a shame.
- 
- 370 Schools
- 
- 371 Trees/green space
- 
- 372 safe walk ways with plants and trees, and pedestrian overpasses since it is a busy traffic area. it helps to have overpasses for pedestrians such as a few seen over Aurora and for walking safely to link rail areas.
- 
- 373 Library
- 
- 374 I want more space for storefronts and businesses along greenwood Ave, more sidewalks and a grocery store within walking distance.
- 
- 375 I need bus service to the U. District and the U.W. where I take classes as a senior citizen and depend on the #73. I need to get to Lake City to the community center where I take a class and miss the #72 bus.
- 
- 376 Places to do things or activities
- 
- 377 #1 Other = Residential (the neighbors & neighborhood) WITHOUT all that other noisy, busy stuff (items 5-9 above)
- 
- 378 Coffee shops!
- 
- 379 Jackson Park trail, Northacres, LA Fitness, Asian Food Center, Phoenix Club,
- 
- 380 My home!
-

381	Bitter Lake Community Center Bitter Lake Park Interurban trail
382	Northacres Park LA Fitness Ingraham High School Haller Lake Market
383	North acres
384	p patch jackson park
385	Carkeek, Geo's, Broadview Library,
386	Safeway and QFC grocery store, Bartells, Pacific Fabrics, pocket parks, little free libraries, Lake City Library
387	Haller Lake, The Bridge Cafe
388	Jackson Park Golf Course
389	schools, dog parks, coffee shops, specialty/full-service department stores (grocery plus, like Fred Meyer or the Asian groceries)
390	Jackson Park Golf course driving range & P-Patch
391	Along Aurora would be if we cleaned it up
392	Protect the watershed, do not upzone areas with mature trees on a slope that drains into the creek.
393	Madison pool
394	Twin Ponds park which is actually in Shoreline. Interurban trail. Central Market which also is actually in Shoreline
395	the trail around Jackson golf course, Helene Madison Pool, Caroline Tavern
396	Haller Lake. North Acres Park and dog park.
397	Community gathering places, such as Haller Lake Community Center/Creative Dance
398	It would be great if there was a Costco
399	I visit friends who live off of 125th and Sand Point Way regularly.
400	Northacres park
401	Shoreline - Central Market area.
402	Schools - Ingraham HS
403	Broadview library/125-145th commercial strip on Greenwood; Diva Espresso, Broadview Taphouse
404	Community Center, Coffee Shops, Parks (including dog parks)
405	The Bridge Coffee House
406	modest single family housing zones
407	The neighborhood coffee shop. North acres park.
408	Some of the restaurants
409	Individual (not chain) coffee houses, restaurants, gathering places
410	The bridge coffee shop, North Acres Park, Seattle Public Library
411	The library in Bitter Lake. Northacres Park. The Interurban Trail.
412	Home

- 
- 413 Haller Lake Community Center  
Northacres Park  
125th Street End Park
- 
- 414 There aren't very many nice places in the neighborhood right now. Jackson park is nice, but it's such a huge space that is almost entirely dedicated to being a golf course. It'd be nice for it to have some family friendly/public park space.
- 
- 415 I'd like to see smaller grocery and fresh markets. I'd also like to see more traffic calming on 35th between 145th and 137th ne and 145th ne - we get up to 100 cars PER HOUR down our residential side street morning and evening, most going well over the speed limit. It is dangerous for the kids in our neighborhood. I would like to see pocket parks and shared greenspaces or pea patches.
- 
- 416 Pool
- 
- 417 community club
- 
- 418 There is not a lot I love up here - very excited about being more connected to other parts of the city!
- 
- 419 Asian Food Center + Rain Cafe  
Pop pop Thai Food  
Northacres park  
Jackson Park (but NOT for golfing, just for running + snow day frolicking)
- 
- 420 Bakery
- 
- 421 Asian food center, pop pop Thai, north acres park
- 
- 422 Lake City Library, Lake City Community Center, Literacy Source, Lake City Post Office
- 
- 423 Northacres park, Haller lake food store, Pinehurst shopping area, along 15th and Roosevelt
- 
- 424 Amante's Pizza and Pasta, Standard Bakery, Boud's Pinehurst Pub, Pinehurst Playfield, the Pinehurst Shelterhouse
- 
- 425 Libraries!
-

### Question: How do you get around TODAY?

Open-ended Responses

#	Responses
1	Light Rail
2	Carpool
3	Carpool
4	Car sharing to light rail
5	Carpool to work
6	There needs to be better parking available at the light rail stops so that I can go there and leave my car
7	Light rail from UW to and from the airport.
8	Light rail
9	My building van for shopping etc. family, friends, Sound Generation.
10	PU light rail at U of W to get to Seatac airport
11	Light Rail to Sea-Tac International Airport
12	i work from home
13	Share rides with friend/neighbor
14	drive to u dist, bus or walk to lightrail, light rail to city
15	Airport
16	Light rail from the UW station.
17	Light rail
18	I have to depend on bus service for everywhere I go. I don't drive and I won't use Sound Transit. Sound Transit has ruined Metro bus service.
19	car to park-and-ride for bus
20	I drive my own car to run errands for others and for round-trips of 20 or more miles.
21	The E Bus is horrible; crammed with many undesirable folks.
22	Light rail to the airport and back.
23	Running, for recreation and commute trips
24	Carpool
25	Need sidewalks within the 10 min walk radius of the 130th Station. Especially 10th Ave NE, 12th Ave NE and NE 125th and 127th
26	Employer provided connector bus
27	Retired. I don't go downtown unless it's a matter of life or death anymore. Downtown is a disgrace that isn't getting proper attention.
28	Uber to light rail
29	Sometimes I use a combination of walking and ride shares will be
30	ride share with friends or family
31	east-west bus service is non-existent
32	uber to light rail for trips downtown
33	I'm 70 and could no longer ride a bike.



- 
- 34 Bus to UW Stadium to catch light rail. Bus alone takes 45 minutes just to get to the stadium!!!!
- 
- 35 Carpool service (Scoop)
- 
- 36 Ride with a friend
- 
- 37 carpool with friends
- 
- 38 ParaTransit
- 
- 39 life exists beyond downtown - airport, South end neighborhoods/culture
- 
- 40 Light rail to other neighborhoods and airport
- 
- 41 I drive my car to a PARK AND RIDE and use it to commute to work. But they are normally full.
- 
- 42 downtown light rail from u-district
- 
- 43 Light rail to work and downtown and ballgames from UW station
- 
- 44 We use UW light rail to go downtown
- 
- 45 I wish there's bus route straight from 145 QFC through Roosevelt way to u district rather than through 15th Ave
- 
- 46 I use bike sharing for trips within downtown.
- 
- 47 carpool with my friend
- 
- 48 Light rail from UW to downtown
- 
- 49 (we use our personal truck for errands to costco, home depot, lowes)
- 
- 50 for out of town trips for work Uber to train station or airport
- 
- 51 trips away from the area
- 
- 52 Metro or personal car
- 
- 53 Car for trips out of town.
- 
- 54 Not always going downtown for social events. Please plan transit connections so that they don't always require a downtown transfer. East-west connections are especially needed
- 
- 55 Motorcycle
- 
- 56 Carpool
- 
- 57 Bike and Bus to University of Washington
- 
- 58 light rail
- 
- 59 It is very difficult to bus in Seattle because developers get to take away bus stops and sidewalks.
- 
- 60 carpool
- 
- 61 carpool (personal car)
- 
- 62 Motorcycle to commute, around the neighborhood, and go downtown for work and non-work
- 
- 63 bus to go downtown
- 
- 64 I would bus but it gets stuck in the same traffic that I do in my car. Also transponders get turned off when buses are not on schedule.
- 
- 65 LINK/LR
- 
- 66 Light rail will be a primary mode of transportation once it arrives!
- 
- 67 Bus to light rail
- 
- 68 Getting rides from friends/colleagues
-



**Question: When light rail comes to the 130th and 145th Street Stations, how will you get around in the FUTURE?**

Open-ended Responses

#	Responses
1	Carpool
2	Carpooling
3	I'm a rep, and need my car to make a living. Will there be adequate parking at the light-rail stations? Otherwise, how are people going to use it, unless they're in walking distance?
4	carpool to work
5	There needs to be better parking available at the light rail stops so that I can go there and leave my car
6	Light rail is #1 option.
7	My building van or light rail if it is convenient. Family, friends, Sound Generations.
8	Light Rail to Sea-Tac International Airport
9	I cannot go to Costco (or other large item shopping) & return on public transport
10	Bus service
11	Car - drive to light rail station
12	Car, car-sharing, bus to park-and-ride for rail
13	WE NEED SIDEWALKS TO WALK TO LIGHTRAIL SAFELY
14	But ONLY if there is sufficient parking at the station.
15	I have no idea; I will have to wait and see.
16	Carpool
17	Carpooling
18	Need sidewalks within the 10 min walk radius of the 130th Station. Especially 10th Ave NE, 12th Ave NE and NE 125th and 127th
19	electric shared scooters
20	To the airport
21	i dont know, as your office hasnt cant tell me how to get from greenwood ave to light rail
22	I prefer to drive myself or carpool w/friends if meeting socially. I do not foresee using the light rail; most of my driving is out of the neighborhood where the rail won't take me.
23	Light rail to the airport
24	so stupid most Seattle traffic is going between neighborhoods and travelto nearby and across town. Your question is highly sqweeddt
25	It would be easier to use light rail if it routed to SLU
26	I'll start biking walking and busing to light rail depending on weather
27	Bike to rail station at N 130th if possible - safe.
28	Wil use light rail for any trips to the airport!
29	ride share with friends or family
30	hope bus service gets better
31	Bike to Carkeek Park
32	to the airport!
33	Light rail & bike trips from U District Station to Lake City
34	When light rail comes I will take it downtown if route 77 goes away as it stops 2 blocks away.

35	Probably avoid the area as much as possible.
36	Ride with a friend
37	ParaTransit
38	It would be great if light rail allows me to commute solely by that option, but I won't know that until I understand timing of the trip and transfers required
39	lightrail beyond downtown, South-end neighborhoods, parks, events & airport. Car/Rideshare to park&ride/transit centers
40	Will drive to light rail and need to park there to use.
41	I will only use light rail at these stations if there is a PARK AND RIDE. Otherwise, I will drive to Bellevue / Seattle in a single occupancy vehicle.
42	carpool
43	carpool with my friend
44	To Airport
45	Light rail
46	depends on the frequency of feeder bus service and cost
47	Motorcycl
48	Might walk if there are things to walk to. Right now there's nothing.
49	depends on bus connections to the lightrail
50	Carpool
51	personal car to other destinations that are not in downtown...
52	Light rail to airport and U District, International District
53	I don't go downtown anymore because the bus on 15th NE does not go downtown anymore, and I don't want to have to transfer. Accessing the huge Light Rail station by Husky Stadium is too much bother and takes too much time (10 min from that station to the bus stop coming home, and even worse in bad weather or after dark). Transferring always takes too much time. And It takes time to access the rail station. It is a very clumsy system.
54	carpool
55	carpool (personal car)
56	Motorcycle - around the neighborhood
57	Commute to Ingraham High School from UW light rail station
58	a guess above- not sure which cross street ( 15? 15th?)
59	Taking light rail to other places NOT downtown for non-work events (capitol hill, U-District, Lynnwood, Shoreline, ALL THE PLACES)
60	Occasional far trips

**Question: If you plan to use light rail, how will you get to the station?**

Open-ended Responses

#	Responses
1	We have baby/young children so are limited in choices
2	I don't know as the bus routes don't get there directly and there isn't any parking for cars when you want to go downtown for a cultural event.
3	There needs to be better parking available at the light rail stops so that I can go there and leave my car
4	Possibly use this to SeaTac Airport, or Paine Field in Everett, or to Edmonds Amtrak station.
5	Need more shuttle from local places to light rail station.
6	I will walk to 130th, but not Northgate or 145th
7	I won't use light rail.
8	Bus - only if there is a route running east-west on N 130th
9	WE NEED SIDEWALKS TO WALK TO LIGHTRAIL SAFELY
10	Walk if there is 130th station, otherwise may not use light rail if only a 145th station.
11	If there is a bus that runs frequently to the station then I would take the bus. Otherwise I would park in the surrounding neighborhood.
12	shared scooters
13	I will drive to Northgate if there is no 130th street station
14	On connecting light rail
15	Without parking light rail will be a failure. our area us hilly and not suitable for most people to walk out bike
16	I dont know as your office hasnt published how to get there from greenwood ave
17	It totally depends. There are currently no E-W bus routes nor safe bicycle access. Sidewalks are scary and unpleasant. My answers are based on the assumption that nothing improves (which is sadly very likely). :(
18	only if microroute shuttle is set up
19	I will in my 70's when it's finished so I am concerned about safety and easy patches to the stations
20	frequent shuttles to light rail station
21	I would be most likely to use bike if there is secure bike storage at the 130th light rail station.
22	if I can get there from where I live
23	My hubby
24	a mile to light rail means driving. Keep bus 77 and I will walk 2 blocks to bus and not use light rail.
25	Drive. You MUST provide parking.
26	running - fairly likely
27	Bus moves into "Most likely" if there is a direct line to the station - east/west transit isn't the greatest in Seattle
28	Need parking at rail station to be able to use.
29	I will only be able to use light rail if there is parking. Using a bus to get there will add >30 minute to my journey time with walking, waiting, travel.
30	assuming there is no station near Lake City

- 
- 31 there currently is no feasible bus service. our bus on sandpoint way only runs every 30 minutes on weekdays except during commute and is worse on weekends
- 
- 32 Would like to see bus route from 145 QFC to the light rail station
- 
- 33 BRT at both stations going west-east from bay to lake and Link in between
- 
- 34 i do not ever plan to use it
- 
- 35 Run
- 
- 36 I live very close to the station
- 
- 37 I won't use light rail.
- 
- 38 disabled - hoping to use handicap parking spots
- 
- 39 As above, not sure where station will be- if on 15th and 130th, will use lightrail alot
- 
- 40 Electric Unicycle (Airwheel)
-

**Question: When thinking about walking or biking to the 130th or 145th Street Stations, what concerns you?**

Open Ended Responses

#	Responses
1	145th is a death trap for bikes and walking
2	lack of a restroom, no coffee shop
3	lack of sidewalks
4	Bicycling at our age is not an option, balance being one issue. Also, is there to be an all weather shelter?
5	Safety Safety Safety
6	Plans should include well lit and safe ways for people to walk to stations.
7	no designated bike lane on 145th
8	pedestrian and bike friendly ways to cross Aurora and I-5 are my biggest concerns
9	There needs to be better parking available at the light rail stops so that I can go there and leave my car
10	Treacherous pot holed and mangled city streets, crappy sidewalks
11	No sidewalks in neighborhood.
12	NE 130th is just too close to N-gate station! It's unreasonable to start up just to slow down with barely 2 miles between these 2 stations. I strongly object to the upheaval of NE 130 for no good reason.
13	No current bus route from my location at 300 N. 130th.
14	live farther, in Broadview, with NO sidewalks
15	too far from home
16	Difficult, uphill walk back from station.
17	I do not bike or use bikes.
18	It will not be closest station to my residence
19	No safe bike path or shoulder. Need better marking of side streets
20	Trail through north acres park should be improved for better connections to 130th
21	Sidewalks absence on some of my route!
22	LACK OF SIDEWALKS!!!!
23	130th crosswalk across SB onramp to I-5 is hard to get across
24	carrying things, i.e. luggage to airport, shopping ...
25	most people walk in middle of street(no sidewalks) increased traffic
26	Too far from my home in Bitter Lake
27	This is not where I live. This is not where most people live. We need Metro for residential neighborhoods.
28	Lack of sidewalks
29	Crime potential
30	There are no good bus route options in the area the travel east-west from the 130th station and Bitterlake
31	Sidewalks! This neighborhood has none and walking is unsafe without them. Drivers zoom around side streets at 30mph
32	Distance
33	Safety at night

34	Personal safety
35	WE NEED PARKING NEAR STATION
36	The LACK of a Park and Ride. Why didn't you include this as an option!
37	SIDEWALKS
38	Rain
39	Thanks to one persons's voice, this side of Aurora was not renovated as the Shoreline side was. As a result, it is rife with crime, prostitution and drug use, no sidewalks, poor lighting. All of this must be improved if the area is to be safe for pedestrians, especially for the children and many elderly to use light rail.
40	lack of routes that are comfortable. Neither 125th/130th or 145th are pleasant walks or bike rides. would like to see an intermediate route like 135th/130th on the east side of the trains station. Involves carving a viable path through the golf course and making connections through the Olympic Hills and Jackson Park Neighborhoods at street ends.
41	i use light rail to airport mostly
42	We have no sidewalks in our neighborhood!! We can't have more density until we have
43	bus not frequent enough
44	unable physically to ride a bike
45	Safety and security around the station especially in the dark
46	Theft of bike at station & lack of Sidewalks in neighborhoods
47	SAFETY! GARBAGE! Homeless encampments and no city and transportation response to safety, garbage, & homelessness well being.
48	Please don't focus on making the station most accomodating to bike riders. Many more of us don't ride bikes.
49	weather
50	Safety concerns riding bikes to and from the station along 145th. Where would the bike route go?
51	Qn# 10 - All of the above, the 130th area is totally unprepared.
52	more pedestrian crossings on 145th & 130th
53	Don't need a station at 130th Too expensive
54	The station is super far away
55	Lack of sidewalks, lack of easy car drop-off & uber waiting areas
56	Bike lines to the 130th station on Roosevelt don't yet exist
57	Lack of sidewalks along busy streets
58	There is no bus, and it will be serveral miles. So, unreasonable to walk or ride that distance. P&R is needed at one of the stops.
59	Bus frequency going East/West on 145.
60	Width and condition of sidewalks on 15th Ave Be and 145th street
61	no sidewalks!
62	seattle seniors need to be included in planning, as how to accomodate us, as most of us do not ride bikes any longer, how about mini van shuttles from greenwood ave
63	lack of sidewalks to walk to the lightrail! Local bus route is not direct route to station
64	I believe the station at Northgate is too close to NE 130th for a valid choice for a stop; it would make more sense to continue w/o stopping from Northgate to NE 145th, which is regarded & treated as a major north, south, east & west arterial Whereas NE 130th is totally residential, NE 145th is more commercially oriented.



65	Lack of sidewalks, and obstruction of right of way for pedestrians by parked cars, open ditches and obstructions, overgrown hedges on private property obstructing right of way, fast traffic.
66	I don't worry about the homeless, but I do worry about the drug use in the area
67	Safety. Homeless and crime rate is up in the neighborhood. Drug use is of particular concern.
68	Homeless, crime, lack of sidewalks!!!
69	hills and pollution and aggressive drivers when walking or biking
70	No sidewalks, few crosswalks, no traffic calming
71	Depends on bus route changes to get to station from Lake City
72	Safety (personal)
73	Speed of cars on roads, combined with narrow sidewalks, especially on 145th Ave NE
74	Safety at night
75	Lack of sidewalks in the neighborhood
76	No vehicle parking or park & ride
77	The distance of the 130th street station from the core of lake City is my biggest concern for connecting to light rail for commuting.
78	Street design around on ramps of I-5 are unsafe for biking. No bike land on 145th and sidewalk has no buffer zone. The I-5 exit to 130th is also now safe for pedestrian and bicyclists
79	While walking, crossing I5 exits
80	Poor bike Lanes, and a big hill to get over from lake city
81	lack of sidewalks-very high concern
82	Needs sidewalks !
83	Frequency of connector bus
84	Professional dress for work. Not gonna bike or walk in heels a mile to light rail in dark, rain and carry all my stuff. Work is 7am to 6pm long hours too much time. Crazy people in greenbelts not safe to be out in the dark.
85	frequency of local buses to the light rail
86	personal safety is number one concern. currently do not feel safe walking in my neighborhood
87	Not enough sidewalks
88	Crime
89	Safety in waiting area, and safety in walking certain times of day
90	I would not walk or bike to the station.
91	lack of dedicated bike lanes, ideally protected. Sharrows at the least. If at-grade tracks, make sure they have flange fillers so bike tires don't get caught.
92	unsafe walking/biking routes to station
93	NO SIDEWALKS!!!!!!!!!!!!
94	Lack of secure bike parking near station
95	Need parking at station and direct bus line from LCW and 125th to station.
96	Parking area
97	Too far to walk from Lake City, no place to store bicycle. Probably walk to nearest bus stop and take bus.
98	too far to walk from Lake City with bags especially in a timely way.
99	a long way to walk

100	Do not cancel 522 or 312 bus routes
101	Safety in this neighborhood particulalry at night
102	Safety, lots of homeless who knows where.
103	145th is a very busy street, not enough pedestrian sideway to walk. Not enough lighting at night.
104	Bus not running frequently enough from my area
105	street lighting should be cowl shielded yellow spectrum, 2-3K oper. temp.
106	I've nearly been hit multiple times crossing the onramp to northbound I-5, despite signage and crosswalks. Design will need to give priority to pedestrian safety both at and near the station.
107	Metro/sound transit need to plan a bus route along 125th/130th from Lake City to Carkeek that can provide access to the new station.
108	Secure bike storage at station
109	I cannot physically walk to the stations all of which are more than a mile away
110	High volumes of fast traffic are all too common on the primary routes to the station areas and we lack sidewalks and/or space to bike adjacent to these roads for comfortable biking or walking. Not sure how local bus stops plays into the choice to walk or bike to the station
111	too far from where I live
112	bike lanes
113	It is too far from my home to walk, and I do not cycle.
114	Distance of walk to the bus stop and frequency of the bus along with reliability
115	I am concerned the new LRT station at 130th will not come with improved and safe bicycle connections that reach to adjacent neighborhoods, like Broadview and Bitterlake. The improvements need to reach all the way down to 130th into Broadview to become a safe option to ride my bike to the 130th station. 130th is a very unsafe corridor with few people even walking along side because it is so unpleasant. Significant improvement is necessary to upgrade this street to an urban street that can accommodate all travel modes in a safe manner
116	handicap spaces parking, HOV access
117	No or Limited bus routes from Broadview to 130th or 145th
118	Need a bus route from 130th or 145th & Aurora to light rail station.
119	Unsafe walking conditions in Bitter Lake and Haller Lake.
120	Lack of protected bike lanes. Neighborhood presently NOT walkable -- need denser housing, corner stores, pubs, sidewalks, sidewalks, sidewalks.
121	We need sidewalks! Plus, traffic calming and other pedestrian infrastructure
122	No place to ride a bike on 145th
123	No or narrow sidewalks in some areas.
124	getting from home to bus up a steep hill, frequency of bus and connections
125	Lack of safe bike lanes!!!
126	Please add east/west bus routes feeding to stations!
127	Crime is a problem
128	Lack of protected route, lack of connected route
129	Lack of sidewalks in the neighborhood
130	personal safety
131	Nearly 2 miles from home to closest station

- 
- 132 what does high traffic or congestion around the station mean? Instead of lack of traffic signals, I read it as lack of safe intersection controls..
- 
- 133 Please consider adding bike lanes around the 5th and 120th-145th area. Along with Roosevelt and 125th.
- 
- 134 Homeless
- 
- 135 WE DON'T HAVE SIDEWALKS!!!!!!!!!!!!
- 
- 136 lack of sidewalks
- 
- 137 overpasses over busy streets help in high traffic areas. Van rides could help if the bus does not pass close enough to the light rail area.
- 
- 138 Safety of locking up my bike and leaving it - very high concern it'll get stolen/messed with
- 
- 139 Crime against me from homeless and others
- 
- 140 increase in crime, transients, crowds, traffic; decreased safety
- 
- 141 walking distance on both ends of light rail stations to destination/origin
- 
- 142 Safety walking at night
- 
- 143 Ped and bike access on 145th is an abomination. 15th Ave NE is not much better - imagine being in a wheelchair! ADA accessibility - which is also a good measure of overall pedestrian access, is pretty much nonexistent in the whole neighborhood
- 
- 144 Crime increasing in the area
- 
- 145 Proximity to Ingraham High School
- 
- 146 Safety! Homeless encampments, RVs, drug dealers, prostitutes
- 
- 147 I'd be using walking path that is unlit.
- 
- 148 Carrying bags or luggage, too much time taken walking
- 
- 149 lack of sidewalks
- 
- 150 not enough bike racks
- 
- 151 Lack of sidewalks in the neighborhoods.
- 
- 152 Safety is most important
- 
- 153 Sidewalks are nonexistent or in horrible condition
- 
- 154 No enough side walks and bike routes
- 
- 155 Distance - I'm a bit outside of the reasonable walk area
- 
- 156 No sidewalks on Third Ave north of 110th makes walking to/from bus stop treacherous!
- 
- 157 No sidewalks in the neighborhood. Sidewalks are currently on 130th only.
- 
- 158 "local bus stops ARE too far from the station" (not is)
- 
- 159 Safe connections between the Interurban Trail and the stations.
- 
- 160 Could only walk to 130th St, station, otherwise bus to Northgate station.
- 
- 161 Traffic on roads too fast, too high volume
- 
- 162 Drivers not watching for pedestrians
- 
- 163 People driving very fast on the E-W streets.
- 
- 164 I worry most about the speeds of traffic on 130th (well above the speed limit) and lack of safe crossings.
- 
- 165 need to have safe pedestrian and bike routes to new stations.
- 
- 166 Lack of sidewalks
-

**Question: If you plan to walk to the light rail station, what streets are most important to improve for pedestrians?**

Open-ended Responses

#	Responses
1	Live too far away to walk
2	5th ave NE
3	these are fine.
4	1sy ave ne needs REAL SIDEWALKS TO PROTECT FROM TRAFFIC
5	Crosswalk light needed @ N 128th by park
6	5th avenue NE
7	It's too far for me to walk! I work, and carry samples in my car.
8	5th AVE NE
9	Not planning to walk to any of the transit stations. if I use light rail, I'll be carrying luggage for an out of state trip. But rail would have to get me point to point.
10	Aurora Av. N between N 130th and N 143rd.
11	North acres park
12	What about areas West of Aurora/Greenwood Ave?
13	Any route that is more peaceful than walking along NE 125th st/Roosevelt to the 130th station
14	Lake City Way
15	Light Rail does not service Seattle neighborhoods. Where do you get off thinking that everyone lives by light rail? Bring back the bus service.
16	Side streets connecting the arterials need sidewalks. Pedestrians do not enjoy walking along 5th, especially now that it has no trees - it is busy, loud, and unsafe
17	Meridian Ave N
18	145th Ave in general. It's almost too dangerous to walk on right now!
19	Sidewalks from the elementary, middle, and high school to and through all adjacent neighborhoods
20	Densmore, 128th, Meridian, 1st
21	SIDESTREETS NEED SIDEWALKS ESPECIALLY IN THE WINTER WHEN IT'S DARK
22	5th Ave NE
23	use the side streets and leave arterials for cars
24	Build parking garages!!!
25	I have no idea.
26	135th
27	1st Ave NE
28	5th Ave NE
29	Can we just make everything safe for pedestrians? Why the hunger games approach?
30	We don't have sidewalks on our streets!
31	128th
32	5th Ave
33	All of these streets will be busy, so it's the sidestreets that are the most dangerous because they don't have sidewalks.
34	Jackson park trail

35	NE 155th
36	5th Ave NE, a walking trail through the golf course to the 130th and 145th St stations
37	127th for people walking from Jackson Park
38	Walking is way too far. Provide parking!
39	5Th Ave NE south of 130th
40	NE 127th street (west of Roosevelt Way)--NEEDS SIDEWALKS.
41	NE 127th Str including its sketchy pedestrian stairs to Roosevelt Way NE, 12th Ave NE
42	The connection to Lake City from 130th station needs to be fully safe and accessible for walking, biking, and buses.
43	Meridian Ave is another busy, heavy bus transit road
44	130th Aurora East to I5
45	N 122nd St, 1st Ave NE, Densmore Ave. N.
46	15th Ave NE
47	5th Avenue
48	5th Ave NE
49	Greenwood Ave N between N 117th and N 137th lack sidewalks, unsafe to walk to bus
50	I live near 130th & 15th Ave. it would be great to have a path from 15th to 130th that was separate from all the cars on Roosevelt, and not to have to go south to 125th to get to 130th again.
51	5th Ave NE, north of Northgate Way through 145th + .
52	Densmore Ave N, all streets in Haller Lake circle
53	1st ave NE N and S of N 130th st.
54	15th Ave NE, from 125th NE all the way to 145th Ave NE
55	Safe pedestrian routes to N. 130th for East West Transit are needed. Protected right of way or sidewalks.
56	I will not walk to the station
57	I honestly get confused by the 125th to 130th to Roosevelt. What needs fixed is the spaghetti near the I 5 exchanges and the bridge over I 5 and the section of 145 along Jackson Park.
58	5th has no sidewalks at all
59	Generally improve all crosswalks. Drivers are not attentive.
60	Northgate way. 15th.
61	Aurora
62	Greenwood and Aurora
63	Greenwood Ave N, Aurora Ave N
64	Lake City Way
65	I'm disabled and walking would be impossible
66	Trail around Jackson Park will be an essential connector
67	I would not walk to the station.
68	5th Ave NE
69	115th Ave NE from 15th to 5th
70	Lake City Way near 145th (south and north)
71	Lake City Way
72	This survey is very focused on people walking. This is a biased survey. The way it is written pre biases answers.

73	5th Ave NE
74	Please do not put 145th or 130th on a "road diet" to build bike lanes, this will make it so that I can no longer commute to work on these streets. Seattle is spread out, we need smooth car travel, support it with park and rides.
75	NE 145th and NE 140th east of Lake City Way
76	Safe access to cross walks without turning vehicles at the stations and easy access to bike parking/locked storage
77	Safety is the biggest concern with too many dark areas
78	Not sure, don't the area that specifically.
79	The bridges over I-5 are both inadequate for bike/ped congestion; NE 145th has a very narrow sidewalk, and the freeway onramp by Northacres and onramp/offramp by Lakeside School are highly problematic for pedestrians as currently (minimally) signaled & signed.
80	30th ave ne
81	Walking from Northgate Elementary to the station
82	1st Avenue it's self needs improvements.
83	15th ave
84	What about parking for personal use autos
85	128th north of Haller Lake needs a sidewalk and could be part of a nice route via 125th from the Interurban
86	145th Street both sides of the road way from I-5 to Lake City Way
87	the infrastructure on 130/145 is not welcoming to pedestrians - to exposed to traffic, weather, poor lighting, poor sidewalks, not enough safe crossings, etc.
88	8th Ave NE needs sidewalks and traffic calming
89	5th Ave NE near 145th
90	aurora ave
91	1st Ave NE
92	1st ave
93	most are not even accessible right now for folks who use mobility aids
94	Would walk from Broadview if 130th could be made better
95	An off-corridor route such as 143rd or 125th/128th
96	Roosevelt all the way to its intersection with Aurora at 145th
97	5th Ave NE
98	Meridian Ave
99	A good way to cross 5th Ave NE for the 145th Street station
100	5th Ave. NE between 130th and 145th
101	all could be improved for walking
102	improved foot/bike paths through green space from 10th & 130th
103	NE 135th
104	1st Ave NE, between Northgate Elem and 145 needs sidewalks
105	Light Rail does not service Seattle neighborhoods. Where do you get off thinking that everyone lives by light rail? Bring back the bus service.
106	5th Ave NE between 130th & 145th. Also, put bike lanes on main arterials, e.g., 5th, not narrow streets like Roosevelt. Think about whose parking & access you take away to make room for a small number of bicyclists.
107	ped & bike improvements should not be exclusive

108	1st Ave NE
109	Meridian
110	weird question, odd format: unable to select 5 each
111	No sidewalks to get there safely
112	How about sidewalks on the side streets?
113	10th Ave. NE
114	N. 128th St. and 1st Ave. NE (south of 130th)
115	5th avenue from 130th to 145th
116	For some reason it is not possible to select the same categories for both the pedestrian and bicycle improvements. I would have selected the first 4 and Roosevelt way west of 1st for both bicycle and pedestrian improvements.
117	Need a good safe bike route from Lake City to Bitter Lake through station
118	this widget isn't working properly. it won't let me select the same location for a ped and a bike improvement.
119	Walking or biking along 145th currently does not feel safe. Narrow sidewalks with speeding cars, poorly lit
120	3rd getting from Holman road to 130th
121	Third Ave
122	Densmore Ave N (between N 122nd St and N. 130th St)
123	This is weird, why are we choosing bicycles OR pedestrians??? So many features would benefit both. The sidewalks are very narrow and dangerous along 130th and 145th, traffic speeds are ridiculous on 130th.
124	N 128th St west of 1st Ave NE
125	Improvements on 35th ave ne between 137th and 145th
126	Your survey format forces an either or (can't select both Bicycle and pedestrian for the same location)
127	1st Avenue NE
128	We really need this accessible for everyone. Selfishly I want to routes that I would take, but I want all my neighbors to be able to get there easily.
129	sidewalks on all arterials approaching the station
130	this part of the survey is not working. it's not allowing me to pick 5 pedestrian and 5 bicycle
131	All are also very important for pedestrians.
132	145th for both bikes and peds

**Question: If you plan to bicycle to the light rail station, what corridors are most important to improve?**

Open-ended Responses

#	Responses
1	N/A
2	Add a bike lane on 130th from Aurora to I-5
3	right now I wouldn't ride my bike on either of those streets, even though they are the most direct. Better, more protective bike infrastructure either on or parallel to those streets is very important.
4	There needs to be better parking available at the light rail stops so that I can go there and leave my car - I will not be able to ride my bike there given the distance from my home and the bad weather in the winter
5	All bike infrastructure needs significant improvement
6	I am adamantly opposed to bikes using major arterials. Create a greenway route to the station..
7	Greenwood Ave N
8	I do not plan to bike at all
9	Or maybe just a good east/west route on neighborhood streets vs Roosevelt Way ne which is pretty congested. DON'T WANT THE CITY TO ELIMINATE THE TWO LANES TO ONE GOING WEST TO I-5 TO MAKE A BIKE LANE. THAT WOULD FURTHER INCREASE CONGESTION FOR CARS. BETTER TO PUT BIKE LANE ON LEASS TRAVELED NEIGHBORHOOD STREETS
10	DO NOT SPEND ANYMORE MORE MONEY ON BICYCLES, THERE IS NO IMPROVEMENT TO TRAFFIC!! LOOK AT RESULTS SO FAR! BEEN AN ACTUAL HINDERANCE.
11	I don't bicycle.
12	Do Not Bike
13	No one bikes in the pouring rain and snow but I still see walkers in adverse weather
14	none
15	Build Parking garages!!!! The new parking garage at Northgate is less than half what the demand will be.
16	Will not be biking.
17	135th east of I-5, Roosevelt Way west of I-5 for 130th Station.
18	128th
19	cannot bike
20	I don't bike
21	5th ne
22	Densmore Ave N, all streets in Haller Lake circle
23	I will not bike to the station
24	the 125th existing bike lanes east of I-5 is a great existing bike corridor when 130th stations goes in
25	Bike path through Jackson park golf course.
26	Greenwood - west side especially.
27	20th NE
28	Lake City Way



- 
- 29 Disabled.
- 
- 30 I would not bike in Seattle, period!
- 
- 31 I do not intend to use a bike
- 
- 32 No bike lanes please
- 
- 33 115th NE and Northgate Way
- 
- 34 Bike parking near stations (safe to leave bikes at without renting a locker))
- 
- 35 Biased. Why is it not asking about big concerns for drivers?
- 
- 36 I would never bike in a hilly city in the rain. I rarely see anyone doing this. In the summer, for fun, people do. Please do not focus our 12 month a year transportation plan on what works for the "Summer" months.
- 
- 37 Not going to bike. Too far and too hilly
- 
- 38 Hello- no one bikes!
- 
- 39 8th Ave NE
- 
- 40 30th Ave. NE
- 
- 41 145th N, but 145th NE is too unfriendly for bikes. They should use neighborhood streets ("green corridor").
- 
- 42 Please don't put bikes on the same piece of pavement used by cars & busses & light cargo. We are cyclists and rarely use a bike lanes on 1/25 because it's too busy. Please make smarter choices and alternate pathways for bicycles. People shouldn't have to die because you can't find separation between large massive vehicles and humans.
- 
- 43 I cannot physically ride a bike anymore
- 
- 44 125th and/or 128th corridor from the west to the station would be the best bike route from Bitter Lake south of 130th.
- 
- 45 I would use interurban trail and head west on quickest (and hopefully safest) road.
- 
- 46 Not sure which streets, but need E-W and N-S connectivity (i.e. protected bike lanes) on both sides of the city. 130th for sure, to safely connect to Ingraham High School.
- 
- 47 An off-corridor route such as 143rd or 125th/128th
- 
- 48 Better connectivity to Shoreline!!!!
- 
- 49 improved foot/bike paths through green space from 10th & 130th
-

**Question: Do you have a BIG IDEA for the future station area? What one thing would you change, build, create, etc.?**

Open-ended Responses

#	Responses
1	Widen 145th Street to accommodate walkers, bikers and left hand turning cars. Lower the speed limit on 145th!!
2	Plenty of parking to accommodate commuters
3	Improve the trail around Jackson Park golf course that is on 145th st
4	I'd love to see the opportunity for musicians to perform at the stations
5	Big art and live music in the station
6	I think the 130th station is a stupid idea. We have a station 15 blocks away at 145th. Why increase costs and slow down travel by adding one at 130th. What a waste of taxpayer money.
7	Parking. You still need parking. and bus routes to the station. That seems to be the reason people don't use them, there is t a convenient way to get there.
8	Make it pleasant, welcoming, comfortable seats, plants, light
9	Small bus drop off and return station at Meadowbrook Community Center
10	Lots of bike lockers and parking spots
11	More trees on LCW between 130th St. and 145th St.--for shade and beauty
12	Make it and transit cars golf walking cart friendly, so can leave car at home when using Jackson Golf course
13	Affordable housing + park with reforestation on present golf course site.
14	We should convert the Jackson golf course into parks and transit oriented development and connect it to the Northacres park with a new foliage-covered bridge. We should then put protected bike lanes on as much of the 125th/130th corridor as possible to make it easier to access.
15	Your current light rail and buses are family unfriendly. Need to make room for strollers. Also need restrooms. If a kid has to go to the bathroom where does one go? Same for the elderly rider. I CONSIDER SOUND TRANSIT AND KING COUNTY METRO THE WORST TRANSIT PLANNERS IN THE WORLD. I have done considerable of travel in the US and other countries. Your lack of space for strollers and restrooms, as well as room for retail/coffee shops stands out as your lack of planning. Downtown in the transit tunnels if you need a bathroom you have to make a run for one of the stores like Nordstrom or Macy. Doing that with a child is difficult. Or is your goal not to have families with children and the elderly use the buses or light rail?
16	Connect green spaces—and protect Thornton and other watercourses. Preserve natural areas inside and around golf course. Preserve character of neighborhood—existing mature trees, esp madronas
17	Make it a community hub with grocery store, bike parking, retail, live work lofts, public open space
18	Parking facilities for those wanting to go downtown or SeaTac (to meet someone and then drive them home).
19	I would KEEP JACKSON PARK GOLF COURSE!
20	Cover to protect from rain , wind and snow

- 
- 21 Include pre-school child care option in the station area. Have mixed use with grocery store and light retail.
- 
- 22 Secure bike lockers
- 
- 23 Safety Safety Safety
- 
- 24 Precinct Transportation Captains (PTCs). These are people that can help the city transportation department keep a pulse on how transportation is working for their area. The city is growing too fast and the trans dept is overwhelmed. PTCs could be much like "get-out-the vote" precinct captains for elections. They could be a neighbor(s) or business owner(s) possibly on neighborhood councils even that could help flush out problems and help implement a world-class green transportation system for Seattle
- 
- 25 Make sure there are trees and greenery around the station and along the street. Also, pick up and drop off places.
- 
- 26 why did you annihilate the urban corridor by taking down all of the beautiful trees? I'd be fined heavily for doing what you did. I thought Seattle prided itself as being at the forefront of the environmental movement.
- 
- 27 Putting the station adjacent to I-5 is a huge signal that this station is only for auto-users to drive to the station and park and ride in (as opposed to putting the light rail station on Aurora, where people already travel). To make up for this inconvenience, PLEASE improve the bicycle and pedestrian and bus grids around the station so that people who live in the neighborhood can access the light rail, too. Please examine the connectivity currently available in those networks and make sure that existing connectivity to the stations is not cut off, but rather is improved thoughtfully. Please aim to attract women, children, and mobility-impaired users to the light rail, that way the system will be as inclusive as possible. Please include truly affordable housing within walking distance to the light rail, but outside of the freeway air pollution shed.
- 
- 28 don't remove mature trees
- 
- 29 There needs to be better parking available at the light rail stops so that I can go there and leave my car - there is no way I will be able to access the light rail by bike, walking, or bus from where I live. If there is no parking I will just continue to drive to work.
- 
- 30 Allow for commercial zoning so that there can be offices in more places that just downtown and so not everyone has to be crowding on the trains to go the same direction at the same time
- 
- 31 Repave the streets and improve and install sidewalks in this neighborhood. You should be ashamed of the state of the streets riddled with pot holes and cracks. It is also a mistake to have demanded a light rail stop at 125th. The light rail is not a local line. To many stops will slow that system down. Bad idea.
- 
- 32 Parking for city residents to get to the line.
- 
- 33 Maintain and expand the green space in my neighborhood! The formerly Emerald City is losing trees and green space at a reasonable rate. This station should include plenty of greenery and a pollinator pathway.
- 
- 34 Co-ordinate bus arrivals with the rail schedule. What's the sense of driving a personal vehicle to the station to get the rail? May as well drive all the way to your destination. Minimize the parking availability. Minimize the impact on the area. Don't encourage parking.
-

- 
- 35 A bus heading east from Greenwood and 130th would be ideal. A stop at Four Seasons where would also assist seniors in getting to the train.
- 
- 36 Construct lid over i5 at 130th and 145th similar to what were condtruced for mercer island (I90) and medina (SR520). Reconfigure the 145th off ramp to use the cloverleaf on and off ramps on the north bound side.
- 
- 37 plenty of parking
- 
- 38 More green space!!!!
- 
- 39 Repurpose land along Roosevelt between 130th and 125th for high density development
- 
- 40 Bike path down 145th.
- 
- 41 A community meeting place with outdoor and indoor space and seating where people can plan or drop in for a friendly chat or event. The area seems lacking in such a place.
- 
- 42 Connecting more neighborhoods to 130th through parks and other shortcuts
- 
- 43 Local bus service to the station that is frequent.
- 
- 44 Not at this time....
- 
- 45 A little bit more high density housing in the area
- 
- 46 What about folks coming from the Northwest? Bus route serving Areas west of Greenwood Ave?
- 
- 47 I would recommend consolidating the 130th and 145th stations - and investing in commuter parking at 145th St.
- 
- 48 NE 130th is a critical location. Northgate and NE 145th are already under-building park & ride capacity far short of demand, so we need a closer station to walk to.
- 
- 49 plan that folks will be getting dropped off!
- 
- 50 Bus from Greenwood Ave / 145 to station
- 
- 51 Protect & respect the environment.
- 
- 52 It needs to feel safe, without people camping and begging in areas. I won't use it if it is disgusting and dangerous.
- 
- 53 Park, open space around the area to make it feel less like a concrete obstruction.
- 
- 54 have a green belt with benches and rain shelters around the station for pedestrians. ( park and ride will take a lot of space, so lets not forget those who have chosen ( or not chosen) to be car free .
- 
- 55 I like how the UW station has a drop off/pick up area for cars/ride share. I hope these two neighborhood stations get build because people will use them!
- 
- 56 Parking!
- 
- 57 Free neighborhood 24 hour, rapid shuttle to and fro trains.
- 
- 58 Immediate access to the train car. Escalator, elevator & sidewalk ramps.
- 
- 59 NA
- 
- 60 Add more parks and open space as the area gets denser. The bigger idea is have only one station.
- 
- 61 free lockers for bicycles at station
- 
- 62 Good bike routes to the station!
- 
- 63 Apartment buildings--preferably affordable.
- 
- 64 Would much accelerate the timeline for completion!
- 
- 65 Don't build it! Bus service doesn't require all these tax funded stations.
-

- 
- 66 Modify links through and usage of Jackson Park to allow better pedestrian thru access to station and community use of space.
- 
- 67 Secure, covered bicycle parking/storage for daily commuters. Ideally that you could pay for with an ORCA card.
- 
- 68 A bus route from 130th westward to 8th Ave NW would be so great.
- 
- 69 A mixed-use facility with restaurants, retail, a decent bar, and open public spaces. Oh, and a sufficient amount of parking and bus routes that actually make the station accessible to our community!
- 
- 70 ADD PARKING and SIDEWALKS and run the 522 bus more frequently
- 
- 71 Jackson Park Golf improvements and enhancements
- 
- 72 Use the lid of the station as the base of a building to serve the community as a truly PUBLIC (ie not commercial) gathering space. I'd even be okay with the N Precinct thing - including the community center functions - going here, but would prefer arts, performance, etc. Let's make a there there.
- 
- 73 I'm in favor of building housing in the area but I am 100% against using any parklands to do so.
- 
- 74 Park and Rides to go with each station. This is REALLY IMPORTANT! Also, one should be able to feel safe at these P&R.
- 
- 75 SIDEWALKS IN OUR AREA
- 
- 76 If you want people to use the light rail, you really need to provision (not UNDERPROVISION the way Seattle does everything) for parking and ride.
- 
- 77 retail outlet/ coffee/ food/ cigarettes/ sandwiches  
Convenience that adds security
- 
- 78 Well, in response to question 13, it would be most helpful to have a west/east bus going from Greenwood/130th N. to the 130th St. Station. BTW, NE 130th is not in the bitter lake/broadview neighborhood :).
- 
- 79 Multi purpose co/location near the transit with housing, senior options, child care (pre and school age) medical services and some retail!!!
- 
- 80 Plenty of frequent east/west buses on 45th
- 
- 81 Retail and housing around N. 130th Street Station.
- 
- 82 Incorporate nature into design
- 
- 83 Build over I5 rather than clean sweep the trees. Make a green path over I5 for walkers and bikers.
- 
- 84 Kiss and go Uber lot
- 
- 85 Easy access; easy parking. Follow the Montlake Terrace model. They provide excellent parking for in town bus service.
- 
- 86 The 130th station is not required since it is only a few blocks from the main hub at what was once Northgate mall which is now being dismantled. STUPID!
- 
- 87 Raised pedestrian and bike bridge with tram through southern aspect of Jackson Park Golf Course across Thornton Creek. Re-activation/conversion of Golf Course to park space/arboretum/community center/pedestrian path with wayfinding and creek education/outdoor performance space/museum/wetlands.
- 
- 88 must have frequent shuttles from Broadview to 145th st Station
- 
- 89 the 130th station needs to be really really close to 130th Ave, not hundreds of feet north of the intersection
-

- 
- 90 Housing, as well as public drinking fountains and public restrooms
- 
- 91 Better bus connections to Broadview. If I have to walk for an hour, I'm going to just give up and drive, and I don't want that. I want to take transit! It's just twice as time consuming and quite expensive, so I don't, but I promise I feel super guilty about it.
- 
- 92 Oh my goodness, we NEED to improve crosswalks (Roosevelt Ave north of 115th; 5th Ave, etc.) and install sidewalks on our busy residential streets so that we can walk to the station safely. Our streets are so scary right now.
- 
- 93 Do not take away Jackson Park for housing. Instead, rezone SF.
- 
- 94 Business, retail shops
- 
- 95 OPEN 130th when the train opens.
- 
- 96 A safe way for walkers and bikers to cross I-5 and get to the station without having to navigate car traffic. Same goes for bus drop off.
- 
- 97 BATHROOMS AND WATER FAUCETS
- 
- 98 No big idea, just everything they did at Baker station, do the opposite
- 
- 99 I would love to see Jackson park converted into a natural area (take out golf) and preserve all the space but for more people to use. Bulid a trail thru so more people can walk/bike to the stations from all directions.
- 
- 100 Bus transfer station, HUGE amount of SECURE BIKE LOCKERS
- 
- 101 LOTS of housing.
- 
- 102 Great bike infrastructure. The 130th station would be heavily used.
- 
- 103 Build the 130th station ASAP, not as an in-fill station later.
- 
- 104 ideally, there should be some sort of redevelopment of Jackson Park golf course to include other public park uses or housing
- 
- 105 Very low-income housing for seniors and people with disabilities would make displacement more popular.
- 
- 106 I would make sure the infrastructure around the station can handle the traffic of all vehicles and pedestrians in the area. Having pedestrians walking on active streets is unconscionable. If there is a push to increase the density of these areas make sure all of the cities amenities are aware of the increases of population like the schools.
- 
- 107 A hub of shopping, parking, services and childcare at each station
- 
- 108 Concerned over how people will get there and traffic and parking on 5th Ave
- 
- 109 Protect Parks. Replace culverts required by law!
- 
- 110 Improve the club house at the golf course to be more of a community center with spaces for youth and senior activities not too unlike the Bitterlake Community Center and not just a golf center, walking links to stations from golf clubhouse/community center, better restaurant at golf clubhouse
- 
- 111 Zoning should be altered to allow multifamily housing and some commercial of a decent height along all arterials and within three blocks of the station.
- 
- 112 Provide parking! Would most likely be driving to the Northgate park n ride if not.
-

- 
- 113 UpZoning in the area to allow for more and better housing. Crappy townhouses with no feasible parking (garages you can't get the car into don't count) just make the neighborhood a mess of parked cars. We need good quality apartments and condos with parking (and charging for electric cars).
- 
- 114 Connectivity between the downtown core of Lake City and the 130th street station, as well as 145th street station, is CRITICAL. Lake City is home to a diverse community including low income population, refugees, and young families. The light rail threatens to further cut off this neighborhood from the benefits of a growing city and economy. Anything that provides ease of accessibility to the intersection of 125th Ave and Lake City Way is top priority for this project in my mind, as a resident of Lake City. Even considering a large parking structure with prioritized permits for neighborhood residents should be on the table in my opinion.
- 
- 115 I would restore Thornton Creek and add to the Natural Area restoration.
- 
- 116 Sidewalks up and down Aurora and relocating the north precinct to 130 and Aurora
- 
- 117 Make 130th St station the 'hub' for North Seattle bicycle commuters. Build ample bike lane access, install bike storage lockers, build retail space for bike shop.
- 
- 118 If the zoning in the area serviced by the station hasn't already been changed to accomodate more apartment buildings then it should be. Best idea (in my opinion) would be to concentrate more density around Roosevelt & 125th, where there are already several buildings, 2 restaurants & a halal market. Make this a small CBD!
- 
- 119 Objective is practical walking distance from multi-family condos, apts, SFRs etc along and east of 15th Ave NE and north of NE 130th Str. Problem is that NE 130th Street does not go through at 10th Ave NE. Idea is to build a pedestrian walkway structure, west bound beginning at Licorice Fern natural area where NE 130th Street stops, passing over the Thornton Creek area and over 10th Ave NE and connecting to NE 130th where it resumes east of 8th Ave NE.
- 
- 120 gardens, covenant drop-off-help with luggage
- 
- 121 I'd like to see more secured bike storage options
- 
- 122 Don't build at 130th, too close to 145th and Northgate and too expensive.
- 
- 123 coordinated arrivals and departures of trains with buses. Make sure a good small local coffee shop can be part of the services in the station.
- 
- 124 Get businesses to sponsor the site(s) such as adding a food or coffee shop at the station and charge them a fee for the location. Other cities do this and it seems like it could help pay for some of the costs.
- 
- 125 Two big ideas: (1 develop the Jackson Park golf course as a large mixed-use neighborhood, and (2 rezone the station areas to midrise (MR) or LR3 or NC with a moderately high height limit such as 85'. The stations areas are currently extremely low density and inaccessible to those not driving.
- 
- 126 Lid I-5 near the station areas and create park space or build housing on top to maximize the access of new LINK Light Rail stations!
- 
- 127 Intergenerational hangout cafe
- 
- 128 more east - west bus routes feeding into light rail station, higher frequency service  
more frequent light rail trains
- 
- 129 Parking for the riders
-

- 
- 130 Better weather protection for people waiting for the train. I rode light rail to the airport and it was cold & windy between the platform and airport check in
- 
- 131 Safe, covered, and clean places to sit and wait. Add back trees and green spaces!
- 
- 132 An attractive path for PDFs and bikes connecting the S of 130th and N of 130th parts of the neighborhood together while also providing access to the new stations and other neighborhood highlights
- 
- 133 It would be great if it had shopping close at hand for convenience on the way home from the station. Really good drop off and pick up space for commuters.
- 
- 134 Include art
- 
- 135 I would like to see the station areas densify dramatically. Highrises there are a good idea in order to maximize Link's investment in light rail. Just look north to Vancouver to see how every train station has densified over the past few years.
- 
- 136 Parking will actually promote usage of these stations beyond the privileged few that are lucky to be in walking distance.
- 
- 137 Sidewalks; hard to walk to a train station for use without them.
- 
- 138 parking for autos with NO charge, seattle needs to cease charging for EVERYTHING and taxing for EVERYTHING. we are becoming a city for the rich
- 
- 139 greenspace and lighting!
- 
- 140 Including a play area for kids helps parents who have to include kids in their commute plans and makes it a more family friendly travel option, especially in an area with so many families.
- 
- 141 Sound-to-Lake east-west bus service along both NE 145th and 125th/130th. If you look at mode splits in the census blocks on the margins of these corridors, there is very high SOV.....and HUGE opportunity to tap into .... IF transit routes would extend further and cross all the way. This would make not only light rail accessible, but also other N-S routes (LCW, 15th Ave NE, Rapid Ride, Greenwood Ave.) This is an opportunity to make a huge improvement in creating a truly connected transit system
- 
- 142 Plant and nurture trees!
- 
- 143 Nearby public parks, denser housing, art sculptures
- 
- 144 Connections to other modes of transport.
- 
- 145 How about a huge 'camo' screening so we wouldn't have to see the huge hulk of concrete stripping the view of the sky from Northgate to NE 130th?? Please Do Not plan anything that will attract street walkers, homeless camps, or drug sellers/buyers, & miscreants. I was to live here happily before the rail was even planned. Now I'm not sure.
- 
- 146 Our area needs more restaurants, cafes, parks, etc where people can gather. Building space for this around the light rail station would make it more welcoming, and seems like it would keep up safety at the station.
- 
- 147 Keep the bus stops, crosswalks, pedestrian right of ways CLEAR of for hire cars, bikes and scooters.
- 
- 148 Covered Bike racks, stroller/wheelchair/bike accessible.
- 
- 149 Something similar to The Hangar in downtown Kenmore for people to hang out at and sit and have coffee.
- 
- 150 A "third place" space for people to meet at.
- 
- 151 Add sufficient P&R spots and Electric Vehicle charging!!
-



- 
- 152 A bikable path through Thornton Creek Park and Licorice Fern Natural Area would provide access from the East that avoids busy Roosevelt Way NE.
- 
- 153 We'd like to see something similar to the Hangar in downtown Kenmore, and completely separate bike/pedestrian paths to the station. Bikers and pedestrians shouldn't be at the mercy of car traffic. Please build these stations fast! Commutes to downtown have become really untenable and unpleasant.
- 
- 154 More east west bus service
- 
- 155 Model after train stations in Switzerland. Clean lines, well lit, a cafe/coffee shop, and a small grocery store.
- 
- 156 Route to south lake union. Add mixed use a e.g Grocery - to station. SAFETY.
- 
- 157 A new community center with a gym, a dance floor and a theater/meeting space for 400 people!
- 
- 158 Widen 145th
- 
- 159 make it a destination that people from out of the area will want to come to and engage with to reduce crime such as prostitution and theft in the area. Such as a park or something interactive like a The Hangar in Kenmore with food cart or vendor, free comfortable indoor outdoor seating, water feature... a place people will want to come and hang out (for non-nefarious purposes) and which will not become a place where those needing social services claim the area
- 
- 160 East to west/west to east bus access to stations
- 
- 161 Station at 130th with refreshments
- 
- 162 Parking at the station
- 
- 163 Use of solar power, rain gardens or creative re-use of rain water, inclusiveness for low income folks, accessibility for all
- 
- 164 improved bike paths around the station, evaluation of I5 on/off ramp locations.
- 
- 165 East west raised gondolas that run from neighborhood hubs to the stations.
- 
- 166 safe and wide pedestrian and bike lanes getting to/from the stations
- 
- 167 Green space near and around stations. Keep the design and art installation nonintrusive and allow more room for greenspace. Do not allow Uber and Lyft to crowd drop off spaces or bus stops access to the stations.
- 
- 168 A large public park as an amenity for all!
- 
- 169 Lots of bike racks and public art!
- 
- 170 A bus shuttle running along 145th from 3rd NW to Lake city way
- 
- 171 Add 6 or so very small, locking door cubby-type rooms with a bed that may be opened with a key code and any seller of Real Change who operates within a certain radius of each station may use. Perhaps they could "check out" a key code on a weekly or monthly basis. Essentially, give the sellers a safe, warm place to crash that's near where they sell the paper.
- 
- 172 I wish.
-

- 
- 173 Station design made for easy transfer to/from buses - 145th (actually 148th) fails miserably at this but 130th is more important. Make it so that the bus stops at the station directly and you can walk into the station without crossing the street (i.e. entrances at both sides of 130th). Dramatically upzone Lake City and Bitter Lake and make the proposed east/west bus route frequent 7 days a week so that people can live in those neighborhoods without needing a car. These areas close to rail should no longer be filled with car lots and giant parking lots.
- 
- 174 Street car connecting Lake City and Bitter Lake urban villages
- 
- 175 Turn Jackson Park into a proper park with high density multifamily/mixed income housing and retail around the edges -- could be the jewel of NE Seattle (current golf course serves too few people at too high a cost)
- 
- 176 no
- 
- 177 I really hope that sound transit prioritizes connectivity to the lake City core, since the light rail is bypassing the area. It will be critical to businesses and services in the area to have easily accessible light rail connections in order to thrive once light rail diverts traffic from SR 522.
- 
- 178 Keep the green space. Good bus links to neighborhood, bike friendly access with secure bike racks
- 
- 179 Shrink some of Jackson park for development.  
Future light rail spit to lake city core
- 
- 180 Vertical gardening space. Could the facilities not just function for transportation, but also for agriculture?
- 
- 181 Outdoor seating area for conversation and coffee/drinks so it can also be a destination place for entertainment
- 
- 182 Retail space in the station
- 
- 183 Parking and an easy drop off/pick up area.
- 
- 184 I'd build the station above 130th at I5 so buses traversing 130th/125th can stop underneath it.
- 
- 185 Free Bus loop...130th to 125th to Lake City Way, north left on 145th left on 5th.
- 
- 186 Housing
- 
- 187 LOTS of affordable housing (with co-located services) near the station area.
- 
- 188 low income housing
- 
- 189 Drop off areas and bike parking
- 
- 190 Bike Lockers
- 
- 191 Use art and plants to beautify and calm the area. Make sure there's a designated space for bike shares but stop them being left all over.
- 
- 192 Include a restroom, a coffee shop, an ice cream shop or bakery, flower stall...
- 
- 193 2030 is too far out. Build it sooner.
- 
- 194 Bicycle/Motorcycle parking
- 
- 195 Connection and respect for the plant and animal life that benefit from the drainage area around the station.
- 
- 196 High density multi-use structures and affordable housing. Delete 9 holes from Jackson golf course to make space.
- 
- 197 LOTS of housing --
-

- 
- 198 Build a new aquatic center. The city pools are obsolete and too small for the population they are trying to serve. Maybe they were big enough 50 years ago when they were built but that is no longer the case.
- 
- 199 No high rises
- 
- 200 Affordable housing
- 
- 201 adequate parking
- 
- 202 Connecting north and south seattle and getting less cars off the road
- 
- 203 Constant growth is not sustainable. How many people can live in the Puget Sound area without destroying it?
- 
- 204 High density, transit-oriented development. Eliminate apartment/townhouse bans (i.e. single family zoning) near light rail lines.
- 
- 205 More restaurants/shops near 130th st station, most likely on ne 125th
- 
- 206 Bike paths
- 
- 207 Light rail express schedule
- 
- 208 Don't build 130th Street Station. It's too close to the station at 145th, and the neighborhoods adjacent to the 130th station are fine and becoming more desirable the way they are today. Leave well enough alone. Light rail tracks themselves will already bring some negative impacts, so just move on through and do the upzoning somewhere else.
- 
- 209 Focus upzoning near the existing commercial area near 1st Ave NE & Roosevelt Wy NE and extend that along Roosevelt Wy NE towards the future NE 130th St station.
- 
- 210 -High density, pedestrian-oriented, complete neighborhoods (everything residents need on a day-to-day basis within walking distance) to help further reduce car dependence in North Seattle
- 
- 211 Buildings built around the trains so they go through tunnels inside the buildings.
- 
- 212 We need BAT lanes, boarding islands, and fully protected cycle facilities planted medians between traffic pedestrians and bicycles. The current plan still reflects the conditions when ST2 passed, and a reanalysis of priorities needs to be done in light of the massive population growth and decreased use of personal vehicles. Please place more emphasis on great bus/ped/bike connections to the station and more housing/commercial closer. Reduce the space used by cars wherever possible! They're a waste of space and hurt many to the benefit of few
- 
- 213 I don't have an idea
- 
- 214 Dedicated street car line between Bitter Lake and Lake City that serves the light rail station.
- 
- 215 Make sure there are many areas for shopping, food, play, and other activities near the stations. Many transit stations in other countries (like Japan) have grocery stores, food, and shopping built into the stations, with schools and other buildings nearby. This makes them a center of the community instead of only a transit station and greatly increases their value.
- 
- 216 Wide, pedestrian friendly sidewalks with trees, bike lane with buffer from traffic.
- 
- 217 Want north precinct on 130th and Aurora
-

- 
- 218 Make it beautiful (art)  
 Make it comfortable and covered  
 Make it safe
- 
- 219 Pedestrian and Public Transit Only Areas
- 
- 220 If there were handicapped parking at the stations, I would be happy to pay for the space.
- 
- 221 Connecting Roosevelt Way to the station from both sides of I-5 and completing Jackson Park Trail loop on 145th. Both are needed for safe bike/ped access to each station by avoiding busy arterials.
- 
- 222 PARKING!
- 
- 223 Rezone the neighborhood to allow a lot more people to live here: housing and amenities to support them.
- 
- 224 I would like to think about how to activate the public space around the station. For instance, Jackson Golf could be used in various ways that would better serve the community. I don't value the Golf course provides. Urban ag, learning center, trails, parks all could go there.
- 
- 225 Not big idea could fit in a box, this comment box to be precise
- 
- 226 adequate traffic calming for increased pedestrian use of what is currently automobile-heavy area
- 
- 227 long-term park n ride options - taking light rail to airport is ideal, but unless there's somewhere to park the car, especially for red eye flights when other options are very limited, we will continue to drive and park at airport.
- 
- 228 make it clean and efficient, safe and comfortable to access at all hours
- 
- 229 Parking for autos
- 
- 230 Make it as "green" as possible! Solar panels, lots of light, maybe something to capture water...
- 
- 231 SIDEWALKS ON ALL STREETS. More important to way more people than bike lanes.
- 
- 232 Functional and affordable
- 
- 233 Bike parking so I can easily bike from my home near 145th and Lake City Way to the station and leave my bike to go downtown or the airport without additional cost.
- 
- 234 Low Income Housing!
- 
- 235 ignore the 130th station. not needed as 145th is close enough
- 
- 236 Parking
- 
- 237 Park and ride.
- 
- 238 Add a water fountain/water bottle filling station
- 
- 239 Parking, well designed drop off pick up areas, bathroom
- 
- 240 Have a Bartell drug store or similar and grocery store so I can pick up dinner items, meds and health needs on way home from light rail and before boarding bus to get home.
- 
- 241 PARK AND RIDE. It will get me off the street 100%. I will happily take transit and read a book instead of sit in traffic. Every car parked in a park and ride is at least 1 car/commuter off the street. The same cannot be said for only encouraging higher density/townhomes near stations. Those people might still drive to work!
- 
- 242 Keep it clean - in downtown Seattle, I am afraid and disgusted to use the elevators and stairways - they often stink of urine, and there are wet spots of same. I am a single woman and usually travel alone.
-

- 
- 243 Daylight the north fork of Thornton Creek. It is currently in a culvert under I-5 at this location. Impact on the creek should be mitigated at the freeway, and not at an alternate location.
- 
- 244 Locked bike storage with very good lighting for safety. Somehow making these stations not a haven for the homeless to use as shelter and toilets/garbage dumps (more accessible housing? An overnight shelter nearby?)
- 
- 245 Pedestrian overpasses at 145th so people can safely get to the lightrail station
- 
- 246 just get it built
- 
- 247 make sure there is adequate seating available for people waiting for a train or bus
- 
- 248 No. I emphatically don't want a fancy light rail station or lots of changes to the neighborhood! I don't want fancy additions, high end retail/restaurants, nor gentrification. We just need light rail and bus access period! And more ~truly low-income and middle-income housing to decrease displacement! And support of local service organizations and basic infrastructure (community center, sidewalks, bus stops, traffic lights, street lighting, crosswalks). Support for local businesses and residents who are already here and trying to stay.
- 
- 249 Public art installation and coffee magazine stand
- 
- 250 Dropoff zone that doesn't impact traffic flow
- 
- 251 Parking
- 
- 252 More car lanes, eliminate unused bicycle lanes
- 
- 253 For both 130 and 145, it will be nice to have a cafe shop next to it so it's not like just a station in the middle of no where that's kind of spooky. Nice to have crowd around.
- 
- 254 Create an urban area around the station with multi-story residential units, restaurants, retail shops and a community space.
- 
- 255 space for Farmers' Market!
- 
- 256 MORE HOUSING PLEASE, UPZONE THAT SHIT
- 
- 257 accommodate BRT and local nabe shuttle buses at both stations for easy multimodal transfer
- 
- 258 A big challenge will be preventing the parking structure at the 145th station from dominating the neighborhood. Making 5th Ave pleasant is key to that station's success.
- 
- 259 Include enough affordable housing
- 
- 260 it would be nice for our stations to have an era of life. coffee shops, sandwich shops, etc along with a local artist gallery would be very cool. I think we need to create a sense of community around these stations to connect us more to each other.
- 
- 261 preserve the golf course and open space. Add more open space.
- 
- 262 Coffee shop overlooking North acres park.
- 
- 263 SDOT needs to have an environmental plan to replace the large older evergreens taken out, on an equitable level. We are seen faster and more dramatic impacts from climate change and are cutting too many trees in our city! Why aren't ecological standards being followed and enforced? We are creating a hotter, drier, noisier environment by removing large evergreens and they need to be replaced ASAP. Large old evergreens store water and mitigate drought heat and noise. What is the plan for restoring our beautiful green cathedral that used to exist along our highways?
- 
- 264 Need busses from aurora to 145th st station!
-

- 
- 265 Easy ways to get us seniors there and back...neighborhood shuttles? Tuk-tuks?
- 
- 266 Don't make it a full Urban Village. Something less would better suit the scale and the needs of surrounding areas.
- 
- 267 Hopefully it does not change the neighborhood
- 
- 268 Affordable housing with an integrated daycare and senior center. That way seniors get a child garden and children get someone to read to them.
- 
- 269 Jackson Park Golf Course needs to be reinvented. Golf is an incredibly wasteful and elitist sport and calling this golf course "public" seems like a misnomer to those of us who don't play golf and can't even effectively cross through this space. At the barest of minimums there needs to be excellent pathways for pedestrians and bicyclists to traverse through this huge open space to reach the stations. Transforming this into a more useful park beyond golf by shrinking the golf course and allowing for other uses including affordable housing in the corners by the stations ~~should absolutely be on the table~~
- 
- 270 Park and housing at the current golf course
- 
- 271 parking garage
- 
- 272 I would love to see high density housing and limited parking. I want to see a walkable, bikeable, liveable neighborhood!
- 
- 273 Bike lanes that light up a certain color to direct you to the station. These could be solar lights that give bike path protection, provide light, and direction.
- 
- 274 Nope
- 
- 275 Without density in the near future, this station will be severely underused. More mixed-use, transit-oriented housing and commerce development needs to be added around the station.
- 
- 276 Build condo with grocery and community space. Childcare facility would be a plus along with assisted living.
- 
- 277 Enough secure bicycle parking + sound screens or glass panels that diminish the noise of I5.
- 
- 278 accessible waiting areas-- covered, seating
- 
- 279 There needs to be good bus connection from the station to outlying neighborhoods. The current east/west bus connections are terrible and the current infrastructure is not pedestrian friendly.
- 
- 280 Get rid of Jackson Park golf course. It is ridiculous to have that much publicly owned empty land in such close proximity to expensive light rails Stations. It should become a family park, with high density apartments and condos close to the station, as well as shopping etc on the first floor of those apartments.
- 
- 281 130th and 145th need dedicated bike lanes and bus routes that go to Greenwood Ave in Broadview. The west side of the area is very underserved with sidewalks, bike lanes, and buses. I would make a free shuttle that runs just along those corridors - Greenwood Ave to Lake City - during the commute times, with stops at Greenwood, Aurora, the station, 15th, and Lake City.
- 
- 282 SLOW the traffic on 1st Ave NE and make the whole neighborhood walkable. Change the zoning on the Seattle side of 145th so we can start building housing up and commercial properties!
- 
- 283 Mixed market/affordable, PUBLICLY OWNED housing, plus Olmstead-style park on present site of Jackson Park Golf Course, with child care/pubs/restaurants/groceries/services on the ground floor.
-

- 
- 284 Rezone the half-mile radius around each station to LR3, and within a quarter-mile radius, zone to NC2-85'.
- 
- 285 Roosevelt, west of I-5 is a diagonal street, and low traffic. Ideally suited for pedestrians/bicycles.
- 
- A pedestrian bridge from the 130th Station, connected to Roosevelt across I-5.
- 
- 286 Someplace to grab a quick bite of decent food/drink while waiting for the train.
- 
- 287 More park and ride space or commute bus
- 
- 288 Build NE 130th Street Station in 2024, not 2031! Add sidewalks and bike lanes to Roosevelt Way N. Extend Shoreline's "Trail along the Rail" south to NE 130th and Northgate.
- 
- 289 Keep as many trees as possible please!
- 
- 290 High density mixed use development of Jackson Park with pedestrian improvements and retail along 145th, and a large public park instead of existing golf course.
- 
- 291 I would make sure that both of the stations have a combination of community space that is public (small park, seating, etc.) and private (retail, cafe, etc.) Also, I think it would be wonderful to integrate childcare facilities into one of the stations so that parents could drop-off their kids before heading to work.
- 
- 292 i'd love it to connect to the lake city retail strip
- 
- 293 Denser housing in the area.
- 
- 294 Bike-only parking, possibly ride-share vehicle parking, but no personal vehicle parking at or around the station.
- 
- 295 New greenway/sidewalks along Roosevelt Way leading to the 130th St Station.
- 
- 296 Secure bike storage
- 
- 297 Bring multi-family, mixed use housing to the area around the station
- 
- 298 Green or solar roof!
- 
- 299 Pedestrian-only and shared streets in the immediate station vicinity, mixed with high-density development to create vibrant new communities.
- 
- 300 Secure long term parking and bike storage for airport commuters. Retail and restaurants on or adjacent to site.
- 
- 301 Playground. MORE SIDEWALKS. There is nowhere to walk in this neighborhood— even 7-11 closed. Any cafes, coffee shops, bars, food truck area would be so welcome.
- 
- 302 accessible sidewalks
- 
- 303 cafes and small retail shops in vicinity to incentivise commuters to use the station. Apps to approximate number of parking spots left to help plan morning commute - (will i show up to the P&R only to have to commute via car vs just planning to commute via car?). Provide access to station from multiple roads if not already planning so traffic on 145th doesn't become a deterrent to use the station.
- 
- 304 Parking. I think Sound Transit has underestimated the need for this everywhere.
- 
- 305 Commuter parking and bike parking.
- 
- 306 Housing.
- 
- 307 Please have public restrooms available.
- 
- 308 If there will be no parking, have a feeder route that will bring people from the parking areas (otherwise the local resedents will be frustrated, or else the Northgate P&R lots will be overfilled,
-

- 
- 309 There are TONS of people of all demographics in Broadview that want lots of good access too light rail via express bus routes.
- 
- 310 Parking for cars
- 
- 311 Secure bike area with charging capability and repair stand, attached to a possible repair shop.
- 
- 312 parking parking parking
- 
- 313 Locking bike storage
- 
- 314 Turn Jackson Park Golf Course into a public park with kids-friendly amenities. Re-evaluate TOD potential at station area.
- 
- 315 You gonna have to fix 145th Ave between I-5 and Aurora, folks. Its gonna be packed with traffic, and you need a east-west periodic bus route along it too.
- 
- 316 You can't increase density in our neighborhood until people can walk safely. We just can't handle more cars until we have the infrastructure. My kid walks to school in the street with cars. WE NEED SIDEWALKS and safe pedestrian routes before more cars and people are introduced to live here.
- 
- 317 Improvements to the bike network that connect existing bike facilities (Interurban, 15th, 155th, Roosevelt) to ALL the stations (including Northgate).
- 
- 318 Really, just make it not terrifying to be a person getting there on foot or via bus: actual sidewalks, good lighting, regular east/west transit, general improvements along the Aurora corridor so that it is safe to be a pedestrian after dark.
- 
- 319 options for getting out of the station if the escalator is out of service; dedicated/separate drop off areas for personal vehicles/ride-share
- 
- 320 Add bus lanes on 125/130th. Add bike lanes on 5th Ave. NE (between Northgate Way and 130th).
- 
- 321 Parking, public art
- 
- 322 There is a lot of concrete going up now at Northgate and big signs 15 to 20 feet high indicating what the areas are and directing arrows can help, if painted on the concrete, which is pretty grey and dull looking as is. Spring colors. Maybe hire artists to do nice graphics signs
- 
- 323 I'd love to see a tasteful but dense development created by the station, with living units above retail in a very people friendly format that is integrated with/doesn't destroy the wonderful natural habitat of the neighborhood.
- 
- 324 Elevated walkway through Jackson Park golf course around NE 135th that serves both pedestrian and bicycle travel and links from the heart of Lake City, and Olympic Hills to a N-S pedestrian path under light rail so both 130th and 145th street stations are accessible without walking on 145th or 125/130th from the NE corner of the city.
- 
- 325 Secure/monitored bike parking would HIGHLY incentivize my use of the light rail.
- 
- 326 Stop spending money on light rail and improve bus service in Seattle's neighborhoods. All the govt cares about is downtown and Northgate. Put buses where the people live. I was born here many decades ago and the public transportation just keeps getting worse in Seattle.
- 
- 327 A parking garage. People need park & ride lots, otherwise all the side streets will fill up with commuter cars.
-



- 
- 328 Dense affordable housing ON the station site and nearby. Bus stops at the station. Bike share bike corrals at the station and wayfinding in all directions
- 
- 329 farmer's market/ pop-up retail space at 130th station as neighborhood amenity
- 
- 330 Get rid of the bike Lanes
- 
- 331 Integrated shopping, housing, Entertainment like Thornton creek
- 
- 332 Would love to have SECURITY 24/7 at all Light Rail stations. If there is a natural/open space, PLEASE don't let it become a haven for junkies.
- 
- 333 Think outside the box, maximize space without compromising on traffic flow
- 
- 334 Improve the west-east bus connections to and from the station to Greenwood, Aurora, Lake City Way and Sand Point Way
- 
- 335 \*Make sure you build the N. 130th Station at the same time as the rest of the Lynnwood Link.  
\*Make the 130th and 145th I5 bridge sidewalks more safe and user friendly.
- 
- 336 Fish ponds  
Walking trails
- 
- 337 Open with lighting and someone to monitor the creeps
- 
- 338 musical sculpture (!?)
- 
- 339 Free bike storage, cafe in station for those waiting
- 
- 340 integrate pedestrian and disabled access, making an accessible, friendly and art-adorned place to walk and come. not just for transit, but for enjoyment! Maybe an onsite café too.
- 
- 341 Safety, ease of getting around and family friendly establishments and parks. Mixed use is of high importance with parks and playgrounds mixed in. Restroom access and public trash and recycling to keep areas clean.
- 
- 342 Well lit with alternatives to escalators and elevators. In an emergency it would be good to leave these for those who need it most.
- 
- 343 Kiosks selling food and other items
- 
- 344 Transform Jackson Park Golf Course to an area into a more usable area for everyone, with safe and well-maintained public space. A playground, a dog park, there are so many great potential uses of this space.
- 
- 345 lots of bike racks, not the artsy ones, real ones, like rei has with rubber bumpers
- 
- 346 AFFORDABLE HOUSING!!! PARKING, SIDEWALKS, PARKS/GREENERY, NEARBY RESTAURANTS AND SHOPS
- 
- 347 Preserve mature trees, preserve existing homes on lots with mature trees, retain natural areas that drain into the creek. Upzone level clearcut areas and leave sloped, treed lots as single family, as is. 130th - 145th comprises a wildlife corridor from Sound to Lake.
- 
- 348 Change the lane arrangement on 130th from Linden to I-5 so there is one car lane in each direction with turn lane in the middle and bike lanes and nicer sidewalks.
- 
- 349 Park and ride areas for light rail. Sidewalks in the neighborhoods.
- 
- 350 Focus on pedestrian, bike and bus access, even if it inconveniences auto traffic.
- 
- 351 Make it a very safe place for pedestrians of all ages, bicyclists. Have adequate pick up and drop off space, much more than provided at UW station for instance.
- 
- 352 Higher density housing
- 
- 353 Covered bike lockers.
- 
- 354 Include art, cool design. Comfortable place to wait out of the rain (the Northgate bus terminal is wet and miserable when it's raining)
-

- 
- 355 There needs to be dedicated lanes on 3rd ave
- 
- 356 Sidewalks within 1/4 mile of stations and bike routes within 1 mile of the two stations
- 
- 357 Density and walk ability lots of greenway amenities such as parks, playgrounds for children in low rise buildings. High density zoning from 145th to Northgate & from Merdian to I-5 all low rise & townhouses
- 
- 358 I would love to see stations as a hub. A place that includes space for small businesses (non-corporate); barber shop, coffee, deli, etc.
- 
- 359 Make it work fir students (Ingraham, Evergreen, Lakeside) as well as adults.
- 
- 360 Sidewalks on every street.
- 
- 361 Restaurants! Coffee shops! Any amenity and non-chain restaurant would be appreciated.
- 
- 362 Busses running from 130th to station and safer sidewalks and cleaner, safer neighborhood and walkability for pedestrians. Parking lot at light rail station.
- 
- 363 Use 130th to build the neighborhood connections. Connecting the Link station to Aurora Ave. In between, have zoning for commercial district with a block or two of desirable businesses (cafes, shop, restaurants) that can benefit the neighbors. Look at any other large city like Chicago with commercial districts along main arterial streets that are connected by light rail as an example.
- 
- 364 Please connect any E-W bus routes to the 5 on Greenwood. Also as mentioned above, safe connection between interurban trail and the stations!!!!
- 
- 365 Change the golf course to a park (maybe use some of the land for housing as well). It will make it a lot easier to cut through to get to the 145th st station.  
Improve the SW portion of the Jackson Perimeter trail to make it easier to get to the station.
- 
- 366 More housing, especially more affordable housing
- 
- 367 Given the proximity to Jackson Park, it would be wonderful to have a more useful, family/public friendly open park space there. That location is too central to justify an 18 hole golf course anymore. It would be nice to keep the 9 hole course, and convert at least some of the area of the 18 hole course into more useful park.
- 
- 368 A hyper local neighborhood shuttle to pickup and drop off from Lake City neighborhood to lightrail during peak times to reduce parking congestion at the station.
- 
- 369 indoor bicycle storage with rest room/changing room
- 
- 370 Trails through and around Jackson Park would improve access to the station for the Olympic Hills neighborhood (though close to 125th, the steep hill makes walking/biking difficult). Would love to see more inclusive uses for Jackson Park - maybe it could serve as a large multi purpose park instead of a golf course.
- 
- 371 I think Jackson Park could become a real destination park for people in Seattle. It will be on two light rail stations, and it's probably the green space that close to light rail. It'd be great if half the course could be converted to a general purpose park. Let's not waste it on a golf course.
- In general though, I don't think we need big ideas. I think we need upzoning so more housing and retail can come into the neighborhood, we need sidewalks, bike lanes, and bus access.
- 
- 372 Higher taxes for faster construction.
-

- 
- 373 Crosswalks and traffic calming on 130th and 145th to make the area safe for those walking to the station. Public transportation doesn't work if people can't easily and safely access it.
- 
- 374 Upzone the area around the 130th St station
- 
- 375 Bring more coffee shops, restaurants, and places to hang out in the station areas. There is nothing currently within walking distance for this neighborhood (Haller Lake and up to 145th between Aurora and I-5)
- 
- 376 Prioritize community outreach and engagement
- 
- 377 Improve pedestrian / bicycle infrastructure around stations. Make it safer, less car dominant. Too many aggressive drivers on 130th and 145th.
- 
- 378 There should be an area for cars to pull off the road and drop off riders - a 'kiss and ride'
- 
- 379 Use the ghost portion of Roosevelt Way as a bike route connecting the Interurban Trail to the 130th st  
Station and to the 145th St. station via a bike route on 5th NE connecting the two station, thereby creating a safe, gradually-sloped route to the 145th St station.
- 
- 380 Land swap parts of Jackson Park Golf course. Use that land for the things we'd want to see more of near the light rail stations. And swap it to expand neighborhood parks (so still keeping park land but making it more public) throughout the neighborhoods in the north end. Our parks are very small compared to other parts of the city. And this more valuable land near light rail should be able to buy and improve lots near parks to make them bigger.
-

**Question: Do you have any other questions, comments or concerns?**

Open-ended Responses

#	Responses
1	An East - West bus route on 145h, given that students at Lakeside School might use such a route and that there are multiple condos & apartment buildings lining 15th Ave. NE JUST south of 145th Street
2	Very concerned that Jackson park golf course will be no longer
3	What year is the open house where is it and what time? Can I use the orca card for everything? Are you going to expand the south bound stops to service Tukwila Interurban business park
4	noise of the light rail
5	Want to preserve the golf course for use by all ages and abilities
6	Hire some real transit planners and get rid of the current group who is discouraging elderly and families from using the metro system. This is a system for the long term and to have family unfriendly buses and lit rail cars, and no provision for restrooms will kill the use of these groups.
7	Preserve golf course if possible—maybe adding to non-golf uses.  I am filling this out in June! Is it too late?
8	The loss of trees parallel to I-5 - will they be replaced with a mix of native conifers and trees and shrubs? Wildlife used that habitat.
9	KEEP JACKSON PARK GOLF COURSE
10	Question refers to 'NE 130th in Bitter Lake and Broadview'. There is no such street in Bitter Lake and Broadview, it is N 130th. Carelessness that makes the question irritating and confusing.
11	Sidewalks
12	We want the 130th at the same time as the others. Why would you postpone it so much later than the others? When will we know when it will open?
13	While the concept of car-share and bike-share programs is thinking in the right direction. It is very messy and dangerous. It puts inexperienced and unsafe bikers and drivers on the road and bike paths. If this program is to be ongoing the city should require driver training and etiquette classes for car-share people, and should require rider training, biking etiquette & safety classes for riders to be paid for at their own expense, but still affordable just like a Food Handlers Permit. Think of it as a Car Handlers and Bike Handlers Permit. Right now these programs make our traffic situation less safe.  Also, make downtown a no-car Zone like they do in Florence, Italy. We have two non-publicly mandated stadiums that were built with no traffic control plan in mind.
14	I will rarely use the light rail system. We removed urban transit over a hundred years ago when cars clearly showed their superiority as a means of efficient transport. Why are we spending ourselves into oblivion to go backward?
15	I'm completing this survey on July 1, so I wasn't aware of the March 13 open house.

- 
- 16 The tree murder is horrific
- 
- 17 There needs to be better parking available at the light rail stops so that I can go there and leave my car - there is no way I will be able to access the light rail by bike, walking, or bus from where I live. If there is no parking I will just continue to drive to work.
- 
- 18 There needs to be adequate parking besides street parking in the neighborhood.
- 
- 19 You continuing to conduct an unfocused administration subject to the whims of extreme politics and spurious causes. You are wasting precious time and resources.
- 
- 20 Worried that NW seattle will continue to excludes from effective mass transit.
- 
- 21 For those of us with children or nonstandard working hours, attending the public meetings is nearly impossible. Consider hosting virtual meetings or finding other digital ways to allow others to participate.
- 
- 22 I was the sole Seattle resident attending the public meeting in Shoreline City to discuss the 145th & 185th proposed stations. I involved myself as I had read the complete proposal & was distressed at the proximity of my house to the NE 130th project. No neighbor was aware of this plan. I spoke up then re. my concern about your NE 130th St Station being totally unnecessary between Northgate (NE 105th ) & NE 145th St . Station. Evidently my presence & concern was a waste of time & effort.
- 
- 23 Yes please leave Jackson Park Golf Course alone. Or move the club house to the northwest side for access from the station.
- 
- 24 if there is not any parking available at either of the stations, I think it will be difficult to get from Broadview or Lakecity to the stations. thanks
- 
- 25 Living just outside of the Plan Area at N143rd and Linden Av. N, I am very concerned about the construction phase for the bus station. Parking is already at a premium, and the noise level his already high. Linden is a high population density area from N 130th to N 145th. Construction at both stops is going to create a high amount of stress to an area already stressed.
- 
- 26 Try to complete the stations much faster. We have been waiting for the Northgate station a long long time.
- 
- 27 Will a bus go from Aurora to the station?
- 
- 28 Very concerned about retaining Jackson Park as a golf course that protects Thornton Creek and provides the ONLY golf service for N. Seattle. (It is also a very fine facility with more interesting problems to solve than the other Seattle municipal courses.)
- 
- 29 Will the existing bus stops, including the one at Aurora Ave N and N 135th St remain in the new plan?
- 
- 30 Seems sort of stupid to not build 130th at exactly the same time as 145th. Retrofits are always more expensive than new construction. Why would you want to waste taxpayer dollars that way?
- 
- 31 PROVIDE PARKING AT THE STATIONS!!!!
- 
- 32 I hope the decision about 130th station will be made soon because I will be affected by the likely upcoming. I am also concerned that green space and tree canopy will be negatively affected.
-

- 
- 33 I love the Jackson Park perimeter trail, but there currently 5 tent encampments around the trail. These stations cannot attract even more campers. There are too many isolated areas for this park to be a safe walking area with people living in the forest.
- 
- 34 finish sidewalks on Aurora/130th, finish sidewalks up and down Greenwood on both sides.
- 
- 35 Yes. Unless you plan to build another public golf course in the vicinity of the Jackson Course, leave it be.
- 
- 36 Leave the golf course alone. It's a public park and no housing should be built on it. Given the current laws it is actually illegal to convert it to housing, built housing in aurora.
- 
- 37 Sidewalks are needed for safety on 145th(wider)
- 
- 38 It seems like you're ignoring the people who live on Lake City Way between 80th and 130th. Currently, bus service is spotty, and taking a bus from 95th to 130th or 145th and transferring to light rail would add at least 30 minutes to the trip. I may as well drive. The south end of Lake Way always gets the shaft — don't forget us!!!
- 
- 39 My concern is additional traffic congestion that would come with adding housing density. I do not want Jackson Park golf course developed into housing as it would create a worse gridlock nightmare during rush hour commutes. This part of town was not built for the number of people that are now living here & it would be even worse squeezing in more people with more housing density as is evident by the traffic on 15th Ave NE, NE 125th, NE 145th, & Lake City Way.
- 
- 40 Keep the current park space--particularly Jackson Golf Course.
- 
- 41 Glad that the light rail will be happening, and that community input is being requested.
- 
- 42 Restore our Metro bus service.
- 
- 43 What is the March 13 Open House?
- 
- 44 Lot of low to middle income renters in area, communities of color...concerned about impacts of station related development on their ability to continue to live in area given likely increase in rents that will occur.
- 
- 45 Please do not put a bike route on N 130th west of I-5, unless it is a protected lane. There is way too much high speed traffic on N 130th.
- 
- 46 This area of the city is short on park and open spaces. What we have today needs to be preserved/enhanced/expanded for future needs, especially with increased density in the city.
- 
- 47 More people - young, old, in-between, walk than ride bikes. Please focus on making Seattle a city that's safe to walk in. And the 522 needs to run more frequently. Often it can't stop to pick up passengers because it's packed.
- 
- 48 Jackson Park Golf Course protected
- 
- 49 I'm in favor of building housing in the area but I am 100% against using any parklands to do so.
-

- 
- 50 I am concerned that no park and rides have been included. This are really important to include and help when one combines trips (for example, leaving transit, getting into the car, picking up someone, going grocery shopping, etc.) all in one trip. I'm also concerned about the large amount of money that Seattle spends on bike routes when a very small percentage of the population uses these (it almost seems discriminatory and not the best use of funds). It's way more important to improve sidewalks and lighting and get rid of the pot holes!
- 
- 51 Mar 13?? Too far in advance.
- 
- 52 Why does Seattle want to be famous for under-provisioning its services? This is SO frustrating for such an enormous-potential city.
- 
- 53 Bike lane on Roosevelt from 10th NE to Meridian
- 
- 54 In response to question 15, do you mean March 13, 2020? I just got this survey and it's June 2019.
- 
- 55 Suggest you find a way to do outreach to communities of color in the region
- 
- 56 no
- 
- 57 Make sure the N. 130th Street Station goes in now for 2024 ridership.
- 
- 58 It is June 29 . . . are you taking about March 13, 2020?
- 
- 59 No
- 
- 60 130th bus not often enough keep the 41 Asia from Fred Meyer
- 
- 61 DON'T DESTROY OUR NORTH END NEIGHBORHOODS WITH NOISY BUS TRAFFIC
- 
- 62 must have convenient drop off area for drive thru.
- 
- 63 Please build it in 2024!
- 
- 64 OPEN 130th station when train opens
- 
- 65 PLEASE HAVE NO MORE THEN 20 MIN TURN AROUND ON BUS ROUTES TO THE STATION
- 
- 66 Thank you all for your hard work and dedication
- 
- 67 why are social service agencies not included in the list of places important to people?
- 
- 68 Save the park but make it more usable for all and more people will ride the train.
- 
- 69 City Council is deaf to the voices of the community
- 
- 70 My guess is that a huge factor in the success of the light rail stations will be frequency of E/W transit - and secondarily the frequency of the LR trains themselves. If people know they can walk a few blocks to 125th, or to 145th, and in <5 minutes a bus will come by to take them to the LR, that will make it vastly easier for them to try it, and to keep doing it. "Commuter" busses like the 308, 309, or even the 312 just don't come often enough for most people to feel comfortable with the idea of transit.
- 
- 71 Honestly, I'm not really that interested in the 145th station. It's too far away and definitely not a bike friendly area. Not that helpful for my neighborhood.
- 
- 72 Please keep the 41 bus route. Very needed.
- 
- 73 I think 130th was a horrible idea
- 
- 74 Please help us preserve our sunshine and coniferous treescape by not building tall buildings west of 1st by 145th.
- 
- 75 Didn't the March 13th open house already happen? Or is this date in March 2020?
-

- 
- 76 Only concern is that attention will be focused on accommodating bikers. Also, it would be great to have an express bus to the lightrail. Commuting via bus on the E line may be quicker if I have to drive to 130th, take a bus then go to the lightrail station. Not preferable as the E line is overcrowded and quite frankly gross with the passengers that are high, drunk and threatening to others.
- 
- 77 Don't waste money by delaying the 130th St. Station. Get it done to save money and provide community benefit.
- 
- 78 Don't cut any more of our trees down.
- 
- 79 Please do not discount the importance of the Jackson Park Golf Course to our neighborhood.
- 
- 80 Land use will be the biggest lift; land near the 130th St stop has historically been a single family area and the loudest voices may be from the NIMBYs. The younger generation is concerned about being able to afford Seattle in the future, and they'll only be able to do so through diversifying housing options and densifying formerly single family zones.
- 
- 81 The practical least costly time to build the NE 130 Steet station is to build it, same time as the rail bed is built.
- 
- 82 cannot come in June-please keep me informed
- 
- 83 Keep up the good work and let's get this moving even faster then planned!
- 
- 84 Please build the stop at 130th!!!
- 
- 85 I like some features of my neighborhood the way it is - more affordable, quiet, lots of trees. Is there a way to add some density and some nice amenities without being overrun by them?
- 
- 86 Yes. WHAT WILL BE DONE TO PREVENT CRIMINAL DRUG USERS FROM DEFECATING IN FRONT OF OUR FAMILIES, LEAVING USED NEEDLES AND IN GENERAL MAKING EVERYONE FEEL UNSAFE AS THE BUILD ENCAMPMENTS AND TERRORIZE LAW ABIDING RESIDENTS.
- 
- 87 Sidewalks; hard to walk to a train station for use without them.
- 
- 88 seattle is creating density which has a severe impact on quality of life. I believe seattle govt. is mainly interest in revenue forcing many of us out
- 
- 89 no matter which station I go it is uphill and not good for me.
- 
- 90 Please provide adequate covered bike parking for personal and bikeshare bikes at stations.
- 
- 91 I would like to see all way stops and crosswalks at all intersections around the Haller Lake loop to protect pedestrians that will be walking to the station. Right now it is dangerous with the high card speeds. It is only going to get more congested and heavy with traffic when the town homes are build on Aurora near 125th St.
- 
- 92 I cannot believe this destruction is legal. Displacing people from their longtime homes, slicing down full-grown trees in a city that prides its greenery & its name: the Emerald City. This is not progress PNW style. I am not alone in my distaste of what seems inevitable by out-of-state planners.
- 
- 93 In #13 above you mistakenly term in NE 130th in Broadview and Bitter Lake but it is N 130th. Really disappointing you can't get that right.
- 
- 94 what the March 13 date has passed!
-



- 
- 95 Don't want to lose our open space and public golf course
- 
- 96 145th Street is unpleasant/noisy/hazardous for pedestrians and wheelchairs as well as bicycles. Power poles are in some places inches from the road and block access for walkers/wheelchairs. That corridor really needs upgrades in order to encourage usage of light rail
- 
- 97 Concerned about maintaining green space, bike lanes, walkability. See comments about safety, crime and drug use.
- 
- 98 I can't wait for it to happen
- 
- 99 I did attend last March, I believe.
- 
- 100 There should be a direct east west bus route near ALL of the train stops.
- 
- 101 Can someone come talk about this at the Haller Lake Community Club? I'll be President as of 7/1/19. I can be reached at 206-898-4085 or writetosheryl@gmail.com. Thank you!
- 
- 102 Do not allow Uber and Lyft to crowd drop off spaces or bus stops access to the stations.
- 
- 103 So excited for these light rail stations! This is a game changer for getting to the airport and I have a work meeting once a week in the International District - these stations will make it so easy to attend that work meeting. Would love to see VERY safe bike lanes (separate from traffic if possible) in all directions to the stations, for me personally I would be biking on 130th (east bound). Thank you!
- 
- 104 Getting from Lake City to either of the lightrail stations looks difficult from current busing-- especially because certain bus routes don't run on the weekends, when we would more likely actually use them. We live right on LCW & 145th, so the 312 and 522 are our best buses. The 372 is great, but never runs on the weekend all the way up to us. Improve the bus routes for getting to lightrail and the whole neighborhood would be more easily accessible.
- 
- 105 Make the street improvements primarily for transit and pedestrians - modes everybody can use - not bikes and cars.
- 
- 106 no
- 
- 107 No but don't cut bus service down town or to u district. With all the new housing construction in this district we will need the current bus capacity AND the light rail.
- 
- 108 We need high frequency bus to Lake City center
- 
- 109 Getting to the light rail stations is the key to using light rail. Since it is such a meandering route to get downtown, cutting bus service, from the Northgate transit center to downtown (specifically, routes 41 and 303) would have a massive detrimental impact on daily commuters. Light rail is great, but due to its slow speeds, many stops and wandering route, please maintain robust bus service from north Seattle to downtown and back.
- 
- 110 Let's get it built along with Lynnwood Link.
- 
- 111 Travel East to west in Seattle had never been adequately addressed. Please take the time now to do so.
- 
- 112 residents east of lake city way will need significantly improved east/west transit in order for the light rail to a viable mode of transportation.
- 
- 113 We really need the 130th street station!
- 
- 114 Please expedite the 130th Street Station. It will make a huge difference.
-

- 
- 115 PLEASE have connecting buses that are accessible and have frequent service to the light rail stations!
- 
- 116 Will there be ample park and ride space available for occasional users
- 
- 117 The whole thing is a waste of tax money. My property values will drop and as a senior, this is my most important asset.
- 
- 118 Good luck.
- 
- 119 Do not use or take parkland for station area improvements. Create open spaces around station areas
- 
- 120 Get rid of the Jackson Park golf course and convert into accessible park space and affordable housing.
- 
- 121 Thanks for your consideration.
- 
- 122 no
- 
- 123 With the city sprawling to the North end, I'm concerned about our infrastructure, safety of pedestrians and bicyclists, and traffic congestion and lack of traffic calming. Watching how the city has ignored these concerns with the current level of building in this area, I have no confidence that the changes will enhance our environment, in fact, I am quite concerned that this will become a part of town I no longer wish to live in.
- 
- 124 PARKING!
- 
- 125 N/A
- 
- 126 no
- 
- 127 Glad to know that you are seeking input!
- 
- 128 I hope this help north Lake City, lots of developments farther south/west. Thanks!
- 
- 129 Will there be parking?
- 
- 130 got this survey today 4/4/19 so is the 3/13 open house in the year 2020? get it?
- 
- 131 must keep express bus service from Lake City to downtown because traversing west to the train stop, then transferring, will add significant time. express bus service from LCW is excellent and we all love it.
- 
- 132 Park and ride at station with large capacity so I can count on it for a space and then I can stop driving to work.
- 
- 133 No
- 
- 134 Bus from sand point way to station would help.
- 
- 135 Keep the area pedestrian friendly around station and bus connections including trees and plantings, and plenty of trash receptacles.
- 
- 136 Please think of comprehensive transportation and plans that includes all of Seattle's residents. Not everyone is young and can bike, or close who can walk. But you should try to provide solutions to get as many cars off the street as possible. In whatever way possible. If putting park and rides at these stations gets thousands of cars off the street and thousands of new people on light rail, that is a great success. And there has to be enough capacity at park and rides that people can be sure to get a space, otherwise, it isn't reliable, and isn't a true form of transportation for working people. Every full park and ride should be considered a failure, because being full means there are people driving who wanted to use the transportation system, but couldn't, and have to drive instead.
-

- 
- 137 Thanks for asking our opinions.  
I have a commitment on the 13th but will be interested in reading about the meeting.
- 
- 138 Parking at the lightrail will be critical!
- 
- 139 increase bus service on sand point way
- 
- 140 Buses from urban villages to light rail are essential for everyone but particularly people with mobility issues, seniors, unaccompanied youth, and more! A bus stop even 2 or 3 blocks from light rail can be too far for access for a disabled person, an elderly person, or for the safety of youth by themselves at night. Also frequent bus routes from urban village to urban village are of great importance along with light rail! Many bus routes were cut when the rapid rides started several years ago. (Example 72 bus from Lake City to U-District). Also a reminder that light rail and buses are not just for downtown commuters although they are many. Many people without cars rely on public transit exclusively for all essential life functions: going to work, groceries, doctor's appointments, school, social interaction, social services, and more!
- 
- 141 Today is April 2. Why are you asking me about March 13 Open House?
- 
- 142 HOUSING
- 
- 143 The city should publicly address the future of Jackson Park GC. It occupies a major proportion of the prime walkshed of both stations, but its current use seems out of place with this level of transit investment.
- 
- 144 I'm excited this is finally happening. I love my neighborhood and I want to see this kind of development come without displacing the people who make the neighborhood great.
- 
- 145 I would like to make sure that there's lots of garbage cans one, two even 3 blocks from the light rail station so that the heavy foot traffic doesn't flood residential areas in litter.
- 
- 146 Build both 130th and 145th stations at the same time. Don't build 145th first.
- 
- 147 Crowding up the Haller Lake neighborhood
- 
- 148 Lots of housing with not much parking and the parking should accommodate electric car charging.
- 
- 149 I consider the whole project a rip off. being as it will be another ten to fifteen years Our tax money will be paying for it. and I would rather drive to a normal bus Stop if I had to use it.
- 
- 150 Please ensure that we get more "there" there. Right now I tend to go south for all of my family's needs and I would love to have more options for places to go east and west. I am more interested in how we can get more businesses, urban density and walkability in the station areas than I am in accessing light rail here as I will be a well seasoned Northgate user by the time these stations open. Accessing childcare that doesn't force us to cross town is the biggest mobility issue we face so please make abundant free childcare near the stations a priority. The Displacement index scores around the station should allay concerns about rezoning and encouraging more urban density here. These stations will not be in high displacement areas and there will be some residents who are angered by change, but many more like myself who would gladly welcome it and feel that the excessive single family zoning in North Seattle hinders community, encourages isolation and kills walkability.
- 
- 151 North Seattle was promised sidewalks and storm drainage when we were annexed in 1954-55. We are still waiting.
-

- 
- 152 I am concerned that this station may mean no express buses will run straight downtown from Lake City center. That is the fastest way for me to commute. I worry that my commute will be much longer and less convenient if I am forced to transfer to light rail. Please keep express buses running from Lake City Center to downtown!
- 
- 153 I would like to be notified of future open houses at joyluck75@yahoo.com
- 
- 154 traffic is VERY dangerous in this area. We need SAFETY improvements!
- 
- 155 Build the 130th station earlier than 2030 if possible.
- 
- 156 My concern is that they will build these stations but not add any way to get there. These neighborhoods need more buses that get from major areas to the stations in a timely manner. The 345 is the only bus in the area that goes from Greenwood to Northgate but is so slow that it is not a reasonable commute option, leading many people to have to drive to Northgate. Without additional bus routes, people will not be able to utilize the light rail effectively.
- 
- 157 On Question 13, it should be N 130th in Bitter Lake and Broadview, NOT NE.
- 
- 158 Why is the alignment of the track right next to I5? Doesn't this cut the walk shed?
- It would be great if in the future we could go as fast as possible and maybe just to cut and cover tunnels PS I understand this is outside the scope of this questionnaire.
- 
- 159 These two stops are insanely close together, in an area that is way less dense than served by many other stations, so the stops will be for the benefit of relatively few. The public expense can be justified only by adding WAY more housing to these neighborhoods pronto.
- 
- 160 Construction impacts have been poorly planned for pedestrians and cyclists. Please improve safety on alternate routes BEFORE shutting down 5th Ave NE for 3 years
- 
- 161 Thank you, we need this 130th St station
- 
- 162 Add the 130th St. bus route immediately, don't wait until the station opens.
- 
- 163 I didn't know about the open house but would have loved to attend. More outreach please.
- 
- 164 na
- 
- 165 Build faster!!
- 
- 166 Concerns about connecting forms of transportation, ie lack of bike lanes to bike to station or getting off light rail and having it be far from a connecting bus stop
- 
- 167 I'm really concerned about the environmental impact of the additional people and traffic. There are few sidewalks in this neighborhood. I live and work here and I walk daily and already have trouble navigating all the no sidewalk, uncontrolled, blind intersections. We need a lot of street improvements and also transit improvements to make this safe and workable.
- 
- 168 As I am a disabled person, walking to light rail is not an option. Scared that there will. It be parking to use light rail. We currently have park and ride lots for metro, but none for light rail
- 
- 169 Are you actively recruiting the right percentage of renters and folks who have less than median household or individual income? Is it mostly home owners?!?!
- 
- 170 How will the KC Metro's long-range plan be able to affect encouraging businesses or other resources for the community to engage?
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- 171 A big concern is walking and biking accessibility during construction (and after - please work hard to get it right!), along with ensuring that routes connect safely the whole way to the stations. Finally, I've heard of BRT to the east of 145th, and am hoping more transit service connects to the west as well. Thank you!
- 
- 172 parking please, safer streets for peds/bikes, sidewalks, lights
- 
- 173 Homeless and drugs are my concern
- 
- 174 Very excited about having more transit options in Pinehurst! The 41 metro bus doesn't come often enough for the amount of people that commute into the city from this neighborhood.
- 
- 175 The safe pedestrian question is much larger than just the streets around the station. Increase housing and density will put more cars on the roads throughout our neighborhood. Children are walking to school in the street with cars because there are no sidewalks. Many of our crosswalks aren't safe. You can't believe the times I've seen school kids almost get hit. It's just a matter of time, and increased traffic (from housing density) will make it less safe. PLEASE address pedestrian safety throughout our neighborhood.
- 
- 176 Thank you! I am looking forward to having an option for rapid transit coming to the neighborhood.
- 
- 177 Not at this time
- 
- 178 I didn't know about the open house on 3/13 yet live on 1st Ave NE near 130 (prime affected). How do I get in the loop?
- 
- 179 Stop allowing developers to remove bus stops and sidewalks.
- 
- 180 Every meeting I've been to, there are those in charge and involved who have their own agenda and don't listen to those who have different desires. The notes from meetings reflect this, i.e., myriad voices and views are NOT officially recorded or represented and a select group's agenda gets pushed through as if it's a majority agenda and it's not. It's disgusting.
- 
- 181 130th station and proposed bus route on 130th/125th are critical
- 
- 182 Dont half-ass the ped and bike access on 145th and 130th! Those areas are just horrible. Those stations are worthless without true ped and bike improvements! Take 30 feet on the south side of 145th and make a good sidewalk and trail!
- 
- 183 \*Make sure that N. 130th Street station gets built along with the rest of the Lynnwood link.  
\*Zoning needs to be updated. Shoreline was finished years ago and Seattle is just now getting started? Review what they have done for the N. 145 Street (er N. 155 St) Station to start to glean best practices.  
\*I offered to be on the community advisory committee for zoning. Now it sounds like (Seattle Times Reported) it was done behind closed doors. It would be great to hear about the thinking on the closed door meetings.  
\*Thank you! I am really excited/passionate about light rail! :)
- 
- 184 Homeless and tents
- 
- 185 Left turn going east on 130th and then north onto 5th may bog down/become more congested than it already is.
- 
- 186 personal safety is my top concern
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- 187 You ask a lot of questions without giving context: like where is Victory Heights or Pinehurst and where is the mar. 13 open house?!?!?
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- 188 The sidewalks on 145th west of station need to be fixed.
- 
- 189 Thank you for offering the open houses and this survey. I'm primarily concerned with SAFETY and ACCESS for all people.
- 
- 190 Jackson park walking path will be heavily used for both stations will there be discussions on improving the conditions on the path. I do not feel safe on the path. It needs better lighting.
- 
- 191 I particularly want to voice support for accelerating the timeline on the 130th st. station, to be built on the same schedule as the 145th st. station. I would also love to see sidewalks and better lighting on 10th Ave. NE. I see so many people walking their dogs along this street and it really could benefit from sidewalks.
- 
- 192 AFFORDABLE HOUSING AND ACCESSIBLE (FOR SENIORS AND DISABLED) TRANSPORTATION ARE SO NEEDED IN SEATTLE - ADD TO THE TRANSIT PLAN!
- 
- 193 Very, very much in support of the bus from Broadview to Lake City on 130th/125th. Would be very useful even if the light rail station weren't going to be built. No good east west transit in the area. Needed for high school students and others.
- 
- 194 Questions #11 and #12 had glitches and therefore answers were not reflective of true opinions.
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- 195 Would like to see 28X bus routed up to station and run all day.  
It would be even better to see light rail routed down Aurora, closer to where people live and the historic interurban
- 
- 196 Build it sooner!
- 
- 197 Most importantly I would love to be able to walk to the stations from the west side of I5.  
Ensuring the routes are well lit and accessible is key. Thank you!
- 
- 198 Yes there needs to be light rail from 85th and Northgate. It passed one time. That area has so much increased growth it really needs light rail to downtown
- 
- 199 I'm concerned that with rezoning there will be new apartments whose developers build sidewalks but the city and sound transit won't connect the network of sidewalks and bike routes prior to the station opening.
- 
- 200 Density should occur around transportation. No more Seattle NIMBY sprawl
- 
- 201 I hope that plans include a diverse community from all demographics.
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- 202 Sidewalks on Third Ave North, north of 110th, are a necessity to allow neighbors on 112th, 115, 116, 117th to access bus lines and safely walk or bike.
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- 203 Currently, there is a lot of prostitution and drug activity in the Haller Lake Neighborhood and all along Aurora. The police seem to be doing little to address this because I see it happening every day as I drive kids to school or to/from work. What is being done to address this? Also, the whole area of Aurora between 80th to 145 is just depressing with buildings boarded up, huge stores sitting vacant. There is a lot of economic depression in the area.
- 
- 204 Unable to attend the open house. On vacation.. concerns about improving the safety and walkability in the neighborhoods. The areas have a uninviting atmosphere which is why people drive.
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- 205 Thanks for soliciting our opinions
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- 206 Can you build it faster? It would be nice to have it in operation as soon as possible!
- 
- 207 Build 130th St station as part of Lynnwood Link Extension to open in 2022.
- 
- 208 Please add greenspace to all stations and a micro retail space (e.g. coffee/flowershop/bakery stop)
- 
- 209 I hope the south sidewalk on 145th west of I-5 will be made safe for all users
- 
- 210 I am excited for light rail in the neighborhood, but am concerned about maintaining open space and tree canopy with increased development pressures.
- 
- 211 So excited for this project!
- 
- 212 Shoreline has been working hard on their station areas for 4 or 5 years, and completed rezoning around the 145th station 2 years ago. Why has Seattle neglected planning for the stations so long?
- 
- 213 no
- 
- 214 Cultural and religious institutions are very dissimilar. These should've be separated in question 3 & 5.
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- 215 Section 11 of the survey seems like it's missing information.
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- 216 So excited for this!!!
- 
- 217 Thank for for hosting this planning session.
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- 218 The ranking of streets to improve was kinda confusing. It might have been easier as one of those actual ranking widgets. But it would also be helpful to see more on those streets in the survey without having to go do research to remember.
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