

NE 130th St & Shoreline South/148th Stations: Multimodal Access Study

Final Report



ACKNOWLEDGMENTS

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LIST OF ABBREVIATIONS

BMP: Bicycle Master Plan

BPSA: SDOT's Bicycle and Pedestrian Safety Analysis

BRT: Bus Rapid Transit

I-5: Interstate 5

LTS: Bicycle Level of Traffic Stress

OPCD: Office of Planning and Community Development

PMP: Pedestrian Master Plan

PIN: Priority Investment Network

SDOT: Seattle Department of Transportation

SR 99: State Route 99

SR 522: State Route 522

SR 523: State Route 523

ST: Sound Transit

WSDOT: Washington State Department of Transportation



NE 135th St looking west toward the Jackson Park Golf Course

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Seattle Department of Transportation's (SDOT) Vision

Seattle is a thriving, equitable community powered by **dependable** transportation.

Our mission is to deliver a transportation system that provides safe and affordable **access** to places and **opportunities**.

SDOT is guided by the values of Equity, Mobility, Safety, Sustainability, Livability and Excellence.



EQUITY

We believe transportation must meet the needs of communities of color and those of all incomes, abilities, and ages. Our goal is to partner with our communities to build a racially equitable and socially just transportation system.



SUSTAINABILITY

We believe environmental health should be improved for future generations through sustainable transportation. Our goal is to address the climate crisis through a sustainable, resilient transportation system.



SAFETY

We believe everyone should be able to move safely through the city. Our goal is to create safe transportation environments and eliminate serious and fatal crashes in Seattle.



LIVABILITY

We believe transportation is essential to support daily life. Our goal is to manage our streets and sidewalks to enrich public life and improve community health.



MOBILITY

We believe transportation choices are critical to access opportunity. Our goal is to build, operate, and maintain an accessible transportation system that connects people, places, and goods reliably.



EXCELLENCE

We believe in exceeding the expectations of the communities we serve. Our goal is to build an SDOT team committed to excellence and equipped with the skills to meet the challenges of today and tomorrow.

EXECUTIVE SUMMARY

PURPOSE

The purpose of the NE 130th St & Shoreline South/148th Stations: Multimodal Access Study is to propose, analyze, and develop concepts for potential mobility access improvements that enhance the safety and convenience for people walking, bicycling, and taking transit to the future light rail stations. The study presents the benefits, impacts, costs, and constraints of the proposed improvements.

The primary objectives of the study are to:

- Work with the community to understand and identify existing accessibility and mobility challenges to the future stations
- Identify near- and long-term access improvements
- Support the Office of Planning and Community Development's (OPCD) work on the Station Area Plan
- Identify potential funding sources and prioritize proposed projects and implementation actions

The Shoreline South/148th Station is planned to open in 2024, and the NE 130th St Station is scheduled to open in 2031. However, the Sound Transit Board is considering advancing construction and opening of the NE 130th St Station, with a final decision expected in late 2021.

With the stations planned to open in the coming years, the project concepts in this document can be used as a guide for investment decisions to improve multimodal access to the stations.

EXISTING CONDITIONS

Currently, there are critical transportation network upgrades needed to make it easy, safe, and convenient for people of all ages and abilities to walk, bike, and take transit to the future light rail stations. Challenges include disconnected street grids, major barriers such as I-5 and the Jackson Park Golf Course, and a lack of sidewalks. It is expected that more than half the passengers at the future NE 130th St Station will arrive by bus, making frequent and reliable transit connections critical.

Key opportunities identified through our analysis include:

- Improve busy streets for transit, walking, and biking
- Coordinate with partner agency projects
- Leverage local residential streets for walking and bicycling connections

PROJECT DEVELOPMENT AND EVALUATION EXISTING CONDITIONS

Project ideas collected during outreach and through coordination with other multimodal transportation projects generated over 90 potential projects. We reviewed and consolidated projects into cost-effective, implementable improvements, and then applied our evaluation framework to elevate projects that best aligned with our goals: Safety, Equity, Connectivity and Mobility, Livability, and Implementation. This process led to developing 18 proposed projects, which we then shared with community during Phase 3 outreach.

COMMUNITY ENGAGEMENT

We asked community members in the neighborhoods served by the future NE 130th St and Shoreline South/148th Stations to share their ideas and concerns about accessing the stations. SDOT combined outreach efforts with the 130th and 145th Station Area Plan led by OPCD. Our outreach process included public meetings, online surveys, and workshops. We engaged with community members who do not traditionally participate in city processes by collaborating with community-based organizations to hear from youth and people of color that live, work, and play in the study area. Our final phase of engagement (Phase 3) was entirely online because of the COVID-19 pandemic.

Priorities shared by the community included:

- Upgrade sidewalks, bike facilities, and street crossings in the neighborhoods near the future light rail
- Provide safe walking and biking connections along NE 130th St and NE 145th St
- Improve the NE 130th St overpass for walking and biking
- Improve walking connections around the Jackson Park Golf Course

PROPOSED PROJECTS

Together the proposed projects create a complete network to support multimodal access to the future NE 130th St Station and Shoreline South/148th Station, as well as the proposed SR 522 BRT stations along NE 145th St. Proposed projects connect with existing facilities and funded projects to complete connections in the area within a short walk, bike, or transit ride to the future stations.

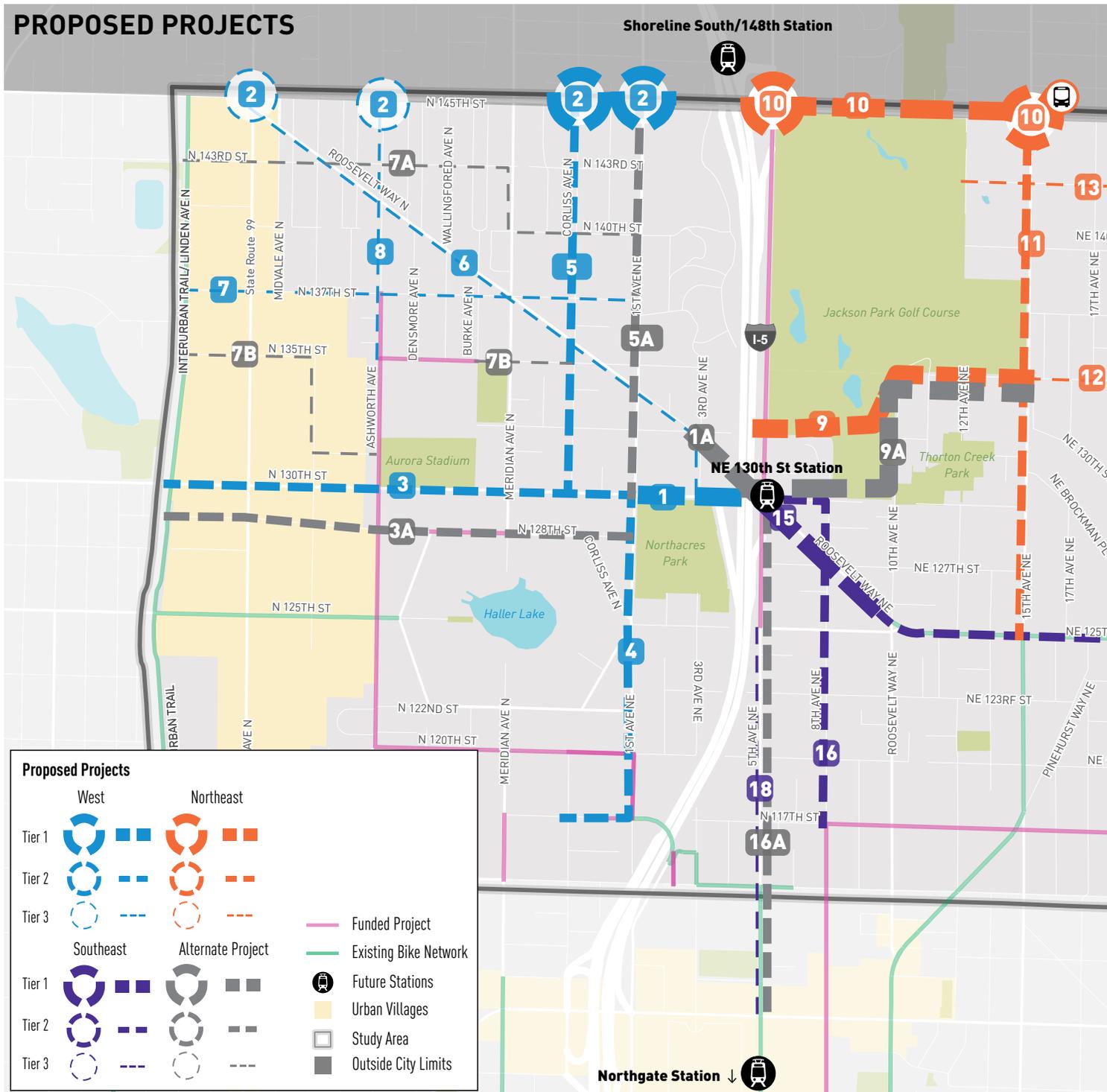
The 18 projects are sorted into three tiers to prioritize those closest to the stations that serve as the basis of the network. Projects are organized by study area sector: west of I-5, east of I-5, and southeast (east of I-5 and south of Roosevelt Way NE and NE 125th St).



Sidewalk with landscaped buffer along Meridian Ave N at N 140th St

FUNDING

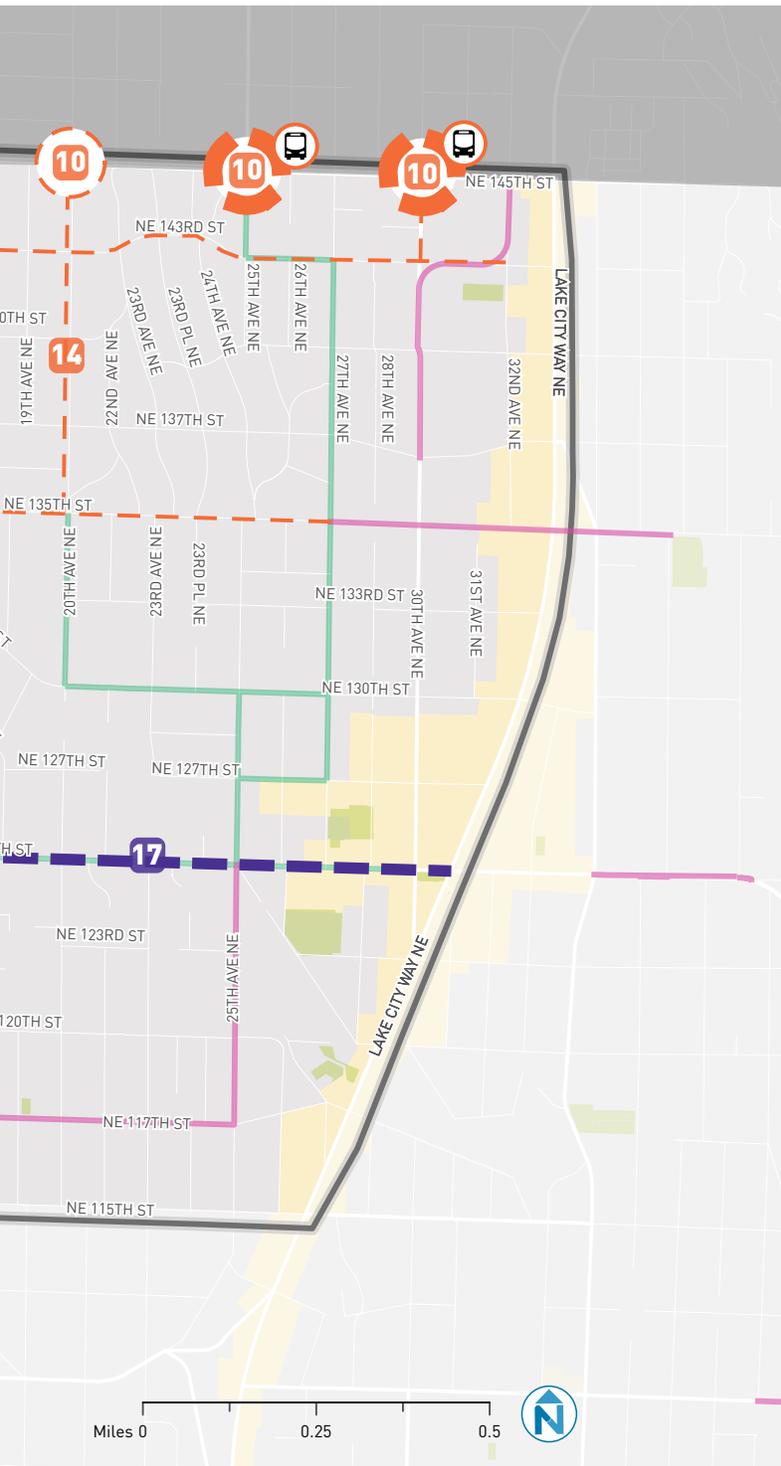
As part of this study, we identified potential funding opportunities for each of the 18 proposed projects. Even though projects have been identified as priorities for this area, these projects will still need to compete for transportation funding resources. In addition to potential transportation resources, we will pursue opportunities to advance the design and construction of projects through funding collaborations with agency partners. Lastly, we encourage the community to pursue other available funding sources identified in the City of Seattle's Community Resource Guide (see Appendix D).



COORDINATION WITH CITY PROJECTS AND PARTNER AGENCIES

We will coordinate project concepts from this study with other city departments and partner agencies in the study area, including:

- OPCD on the development of their 130th St and 145th St Station Area Plan
- Internal coordination with planned and/or funded SDOT projects; see the Project Development and Evaluation section for more information
- Partner agencies including Sound Transit, King County Metro, and WSDOT on projects that support safe and convenient access to the future light rail stations.
- Seattle Public Utilities on the North Thornton Natural Drainage Systems project
- Seattle Parks and Recreation to study potential improvements through and around Jackson Park



West Sector Proposed Projects

1	NE 130th St Overpass and Shared-Use Path
2	N 145th St Crossings (west of I-5)
3	N 130th St Corridor Improvements (SR 99 to NE 130th St Overpass)
4	1st Ave NE Improvements (south of N 130th St)
5	Corliss Ave N Neighborhood Greenway
6	Roosevelt Way N Neighborhood Greenway
7	N 137th St Neighborhood Greenway
8	Ashworth Ave N Neighborhood Greenway

Northeast Sector Proposed Projects

9	Jackson Park Trail Improvements
10	NE 145th St crossings & Sidewalk Improvements (east of I-5)
11	15th Ave NE Street Redesign
12	NE 135th St Neighborhood Greenway (east of I-5)
13	NE 143rd St Neighborhood Greenway
14	20th Ave NE Neighborhood Greenway

Southeast Sector Proposed Projects

15	NE 125th St & Roosevelt Way NE Street Redesign
16	8th Ave NE Neighborhood Greenway
17	NE 125th St Transit & Crossing Improvements
18	5th Ave NE Sidewalk Improvements

Five proposed projects include feasible alternatives considered during project development. More detail on alternate projects can be found in the detailed project overviews in Ch. 5.

1. BACKGROUND

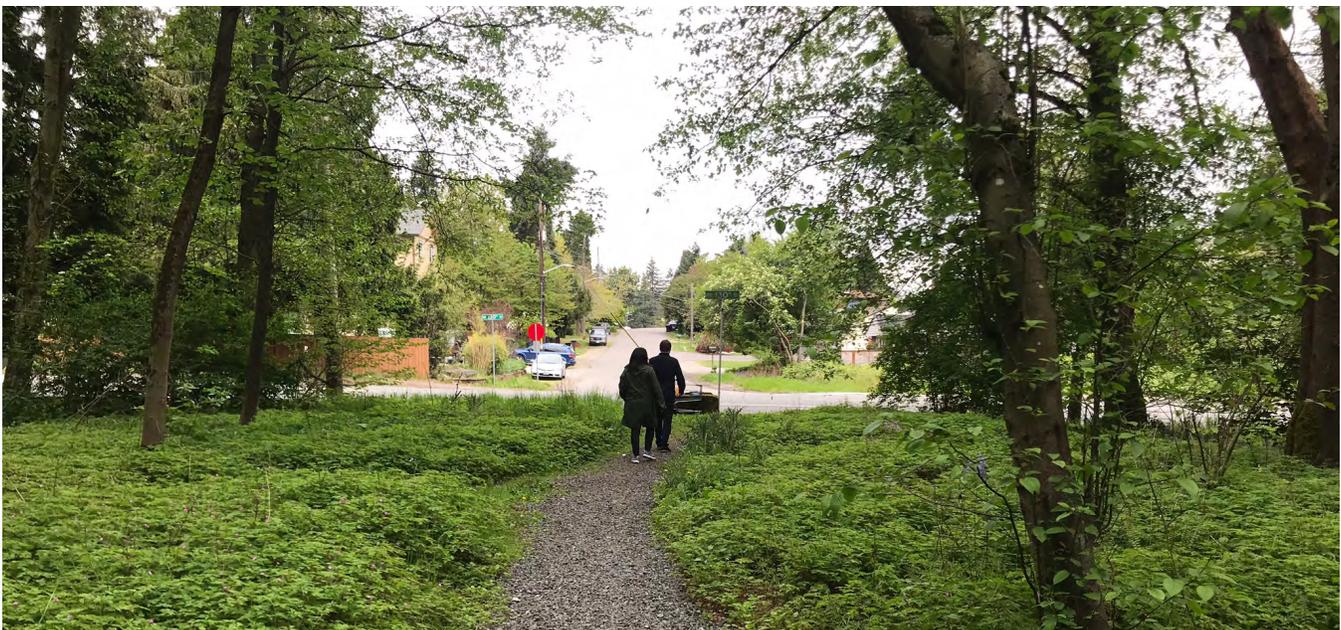
PURPOSE

The purpose of the NE 130th St & Shoreline South/148th Stations: Multimodal Access Study is to propose, analyze, and develop concepts for potential mobility access improvements that enhance the safety and convenience for people accessing the future light rail stations by walking, bicycling, and transit. With a focus on connectivity to create easy, safe connections and optimize transit access to the future light rail stations, the study will leverage community investment in light rail to improve local and regional mobility. The Multimodal Access Study presents the benefits, impacts, costs, and constraints of the proposed projects. The study may also inform updates to Seattle's modal implementation plans and support the identification of funding for prioritized projects through grants or other means.

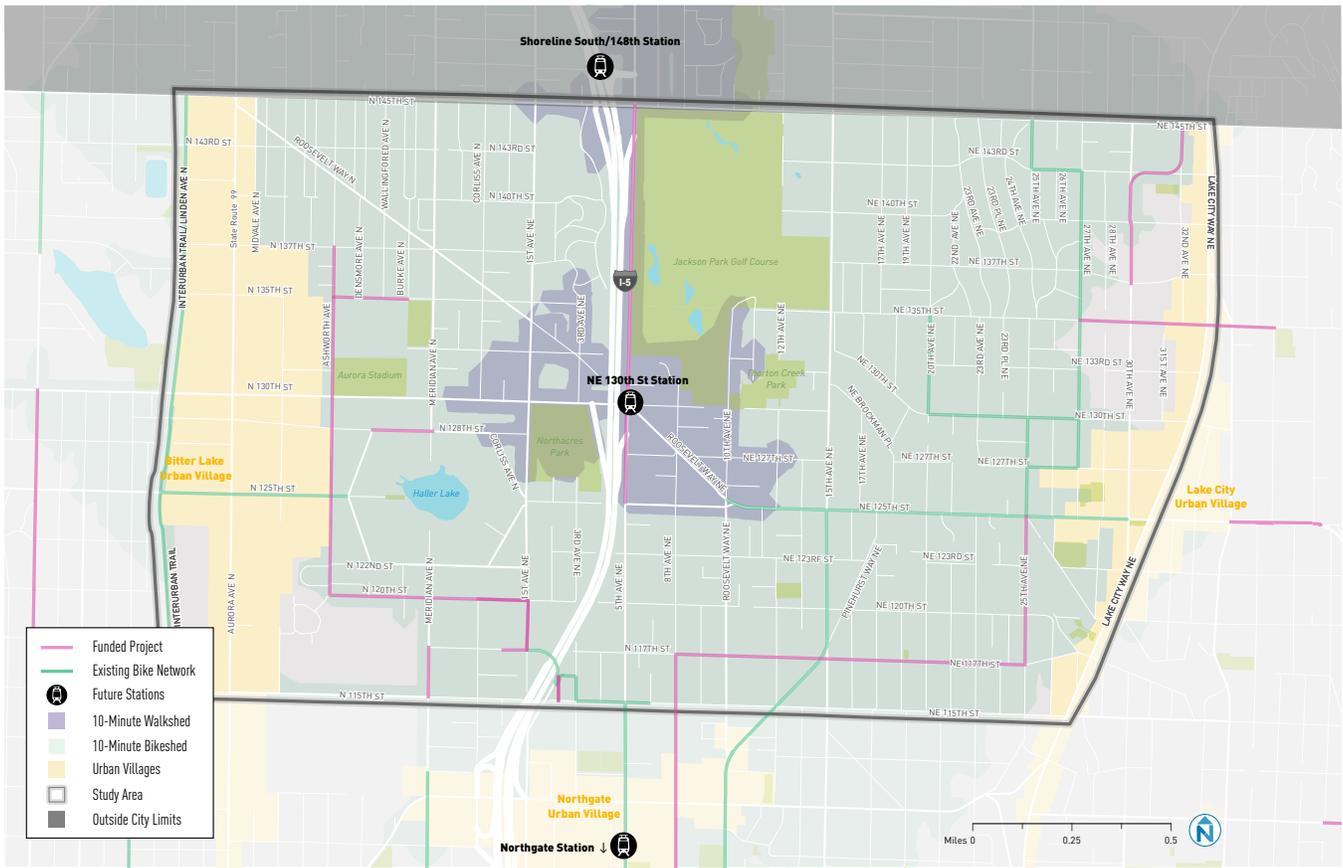
STUDY OBJECTIVES

Primary objectives of the NE 130th St & Shoreline South/148th Stations: Multimodal Access Study are:

- Work with the community to understand and identify existing accessibility and mobility challenges to accessing the future NE 130th St and Shoreline South/148th Stations
- Support the Office of Planning and Community Development's (OPCD) creation of land-use implementation recommendations through the 130th and 145th St Station Area Planning effort
- Identify near- and long-term access improvements that ensure easy and safe multimodal connections to the NE 130th St and Shoreline South/148th Stations to maximize future ridership
- Identify potential funding sources, and prioritize recommended projects and implementation actions



Soft-surface trails through Northacres Park approaching NE 130th St

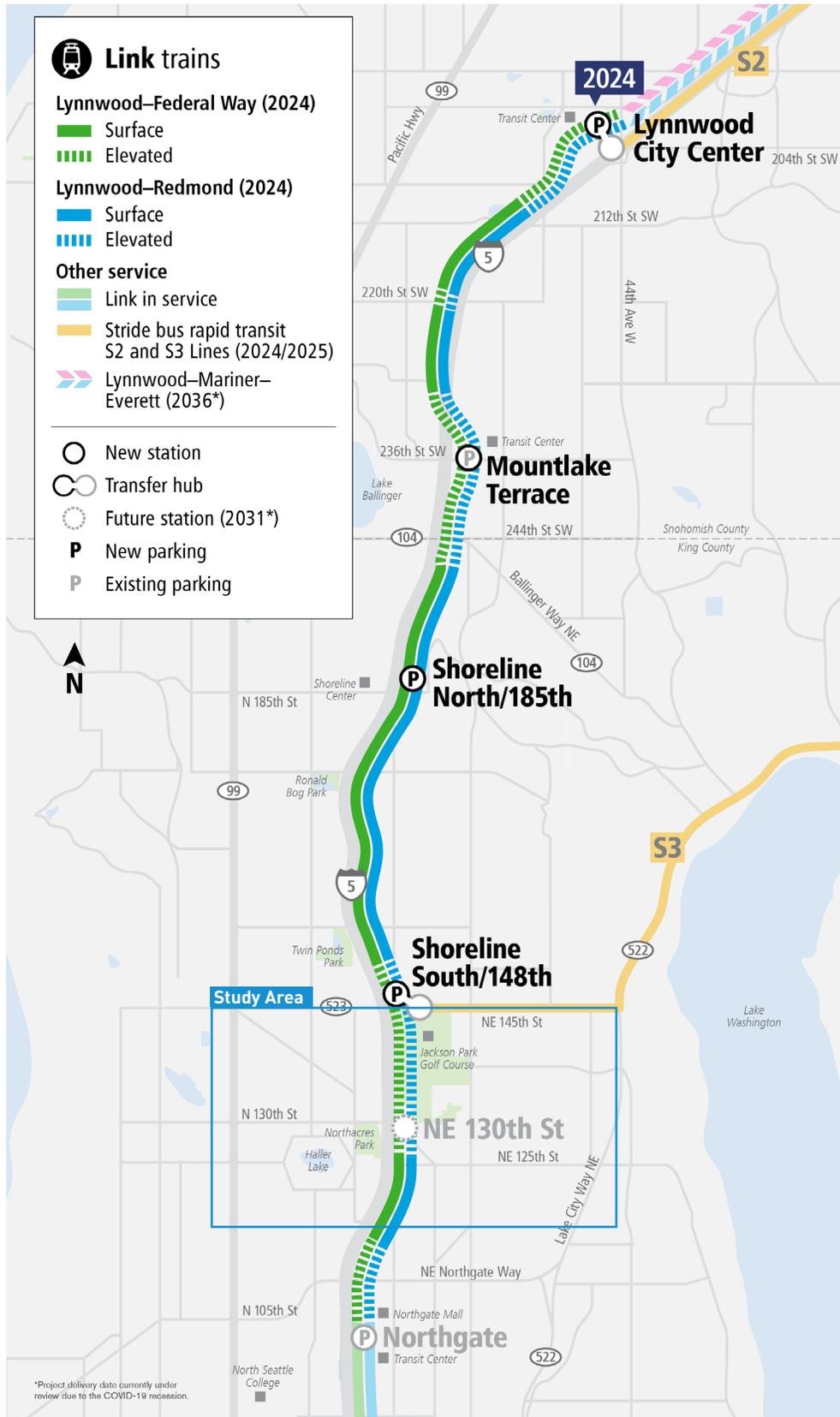


NE 130TH ST & SHORELINE SOUTH/148TH STATIONS: STUDY AREA AND 10-MINUTE WALKSHED AND BIKESHED

The Multimodal Access Study analyzed improvements within a convenient 10-minute walk, bike, and/or transit ride of the future NE 130th St and Shoreline South/148th Stations. The area around the future stations with convenient multimodal access is bounded by the Lake City and Bitter Lake urban villages to the east and west.

The Interurban Trail is a key north/south connection in Seattle's bicycle network, and represents the western boundary of the study area. The study area's northern boundary is NE 145th St, the City of Seattle's northern city limit that borders the City of Shoreline. NE 115th St is the southern boundary of the project study area, and represents the beginning of the Northgate light rail station walkshed.

SOUND TRANSIT LYNNWOOD LINK EXTENSION PROJECT MAP



In 2008, voters approved Sound Transit 2 (ST2), a ballot measure to fund an expanded regional transit system. ST2 includes building light rail to Lynnwood with a station at I-5 and NE 145th St with service starting in 2024.

In 2016, voters approved Sound Transit 3 (ST3), a ballot measure to further expand the regional transit system that includes two projects in the study area: an infill light rail station at I-5 and NE 130th St with service starting in 2031, and the SR 522 and NE 145th St bus rapid transit service.

At the time of this writing, the Sound Transit Board was considering advancing construction and opening of the NE 130th St Station with a final decision expected in late 2021.

Source: Sound Transit, <https://www.soundtransit.org/system-expansion/lynnwood-link-extension>

PROPOSED SOUND TRANSIT LIGHT RAIL STATIONS

NE 130TH ST STATION

The NE 130th St Station is a side platform station that will be built on the elevated light rail track planned to serve Lynnwood City Center to the north. The station will be built on the east side of I-5 at NE 130th St, with planned service every 4 to 6 minutes during peak hours and a travel time of 15 minutes to Westlake Station in Downtown Seattle. Sound Transit anticipates 3,400 average daily boardings at the NE 130th St Station. Almost all of the NE 130th St Station's 3,400 total predicted weekday boardings are anticipated to be from residents walking, biking, and taking transit to the station. There will not be any public parking associated with this station.

The NE 130th St Station is scheduled to open in 2031, however in February 2020 the Sound Transit Board approved advancing final design by Q2 2021 and may consider opening the station sooner, the earliest being 2025.

SHORELINE SOUTH/148TH STATION

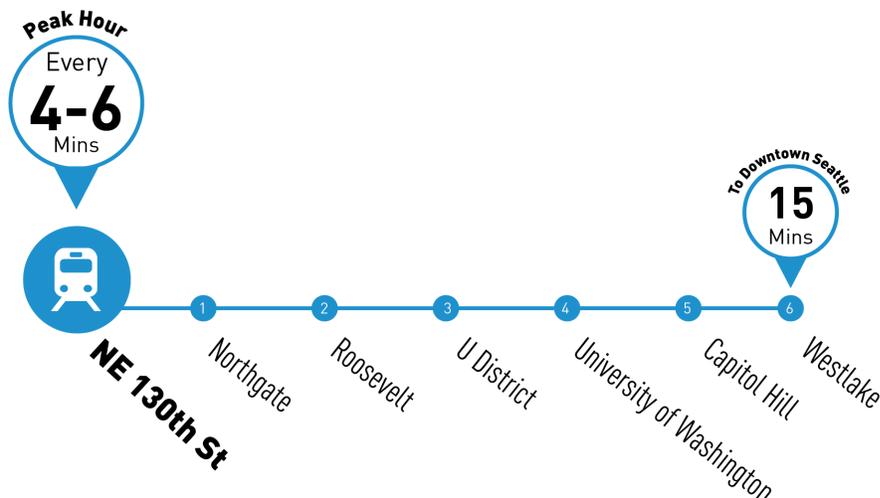
The Shoreline South/148th Station will be built on the planned Lynnwood light rail extension on elevated track. The station will be east of I-5 at NE 148th St within the City of Shoreline city limits. There will be a transfer hub to the SR 522/NE 45th St bus rapid transit route. Planned light rail travel time to downtown Seattle is 17 minutes.

The Shoreline South/148th Station is projected to receive more than triple the total boardings of the NE 130th St Station, totaling 7,200 per average weekday. This level of ridership is supported by the City of Shoreline's future land use plans for higher density at the station, as well as the presence of a 500-space parking garage.

Future Ridership and Mode Split: NE 130th St Station and Shoreline South/148th Station (Average Weekday, 2042)

STATION	AUTO	WALK, BIKE, DROP-OFF	TRANSIT TRANSFER	TOTAL BOARDINGS
NE 130th St Station	0*	1,800	1,600	3,400
Shoreline South/148th Station	800	1,600	4,800	7,200

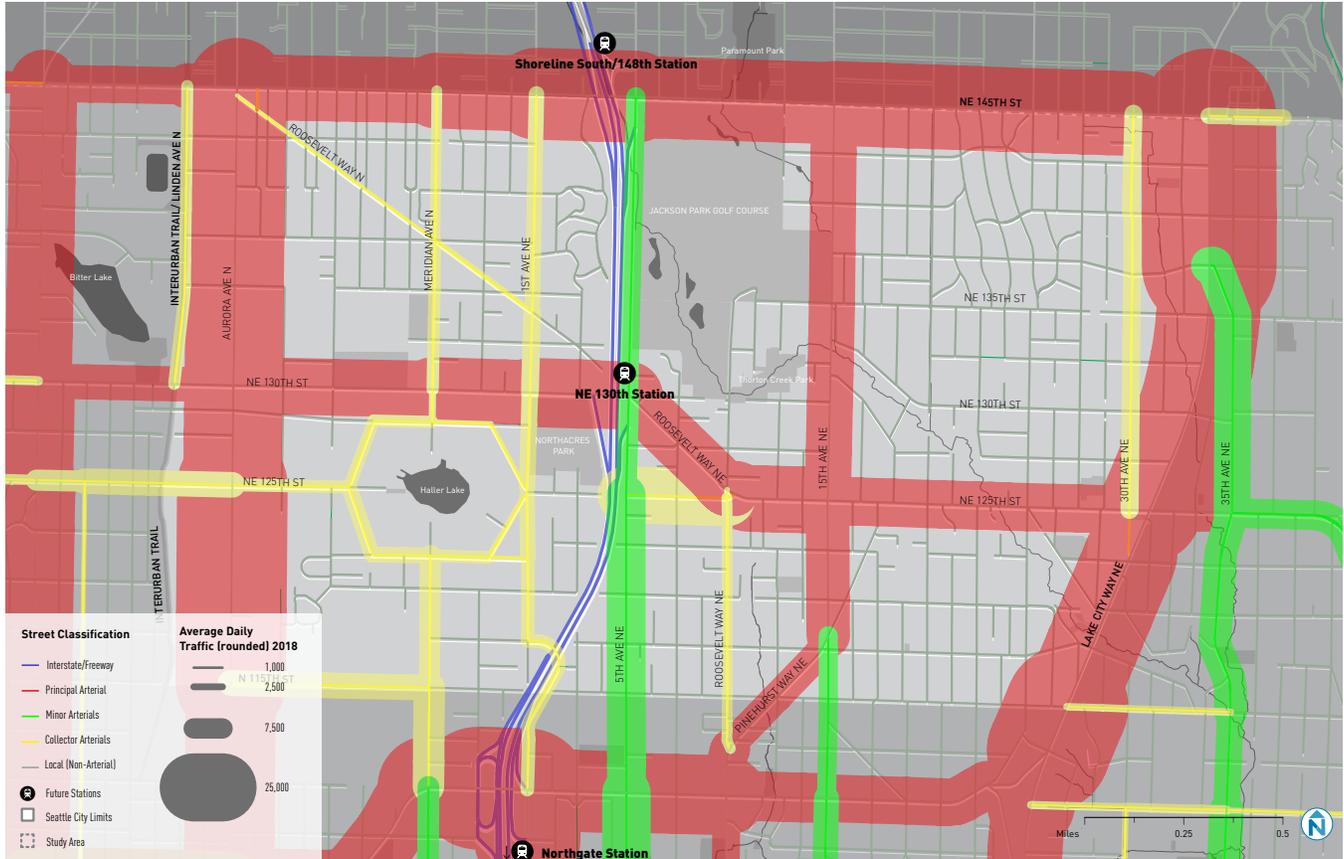
* No parking provided at the station
Source: Sound Transit



Source: Sound Transit

2. EXISTING CONDITIONS

VEHICULAR NETWORK

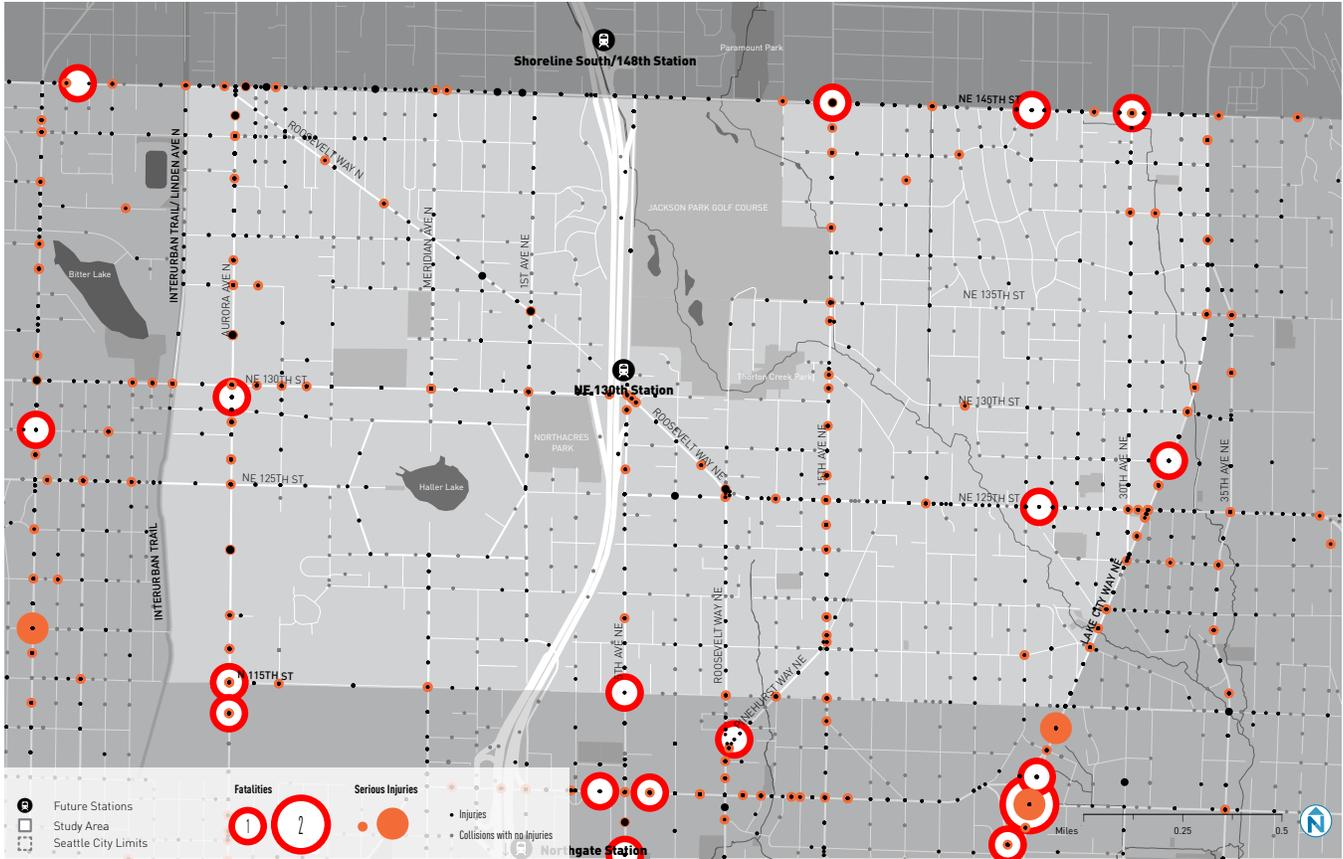


Source: Seattle GeoData, SDOT 2018 Traffic Flow Counts, <https://data-seattlecitygis.opendata.arcgis.com/datasets/2018-traffic-flow-counts>

STREET CLASSIFICATIONS AND AVERAGE WEEKLY DAILY TRAFFIC (2018)

The streets surrounding the future NE 130th St and Shoreline South/148th Stations are a disconnected grid with busy arterials for north-south and east-west connections. I-5 is a defining feature in the study area with only three possible crossings at NE 145th St (SR 523), NE 130th St, and N 117th St. Both Shoreline South/148th St and NE 130th St Stations are near I-5 access ramps, where there are higher traffic volumes, vehicle speeds, and collisions.

The residential streets within the travel sheds to the future NE 130th St and Shoreline South/148th Stations create long north-south blocks, with many lacking sidewalks. These streets have lower traffic volumes, but limited connectivity. Jackson Park Golf Course, Thornton Creek, and Haller Lake present geographic barriers that disconnect the street network. The street grid, with limited connections and crossings of I-5, presents challenges to providing convenient routes for people traveling by foot or bicycle to the future stations.



Source: Seattle GeoData, SDOT 2014 - Present, <https://data-seattlecitygis.opendata.arcgis.com/datasets/collisions>

ALL VEHICLE COLLISIONS (2004 - 2019)

Most collisions throughout the study area occur on principal arterials with high traffic volumes. Aurora Ave N, 15th Ave NE, Lake City Way NE, N 145th St, and NE 130th St are the arterials with the highest number of collisions. A significant number of collisions involving people walking and bicycling occur near the Interurban Trail and Linden Ave N.

I-5 creates a significant barrier for people traveling east-west, funneling all traffic to one of the three crossings. Aurora Ave (SR 99) and Lake City Way (SR 522) bound the study area. These are the streets with the most collisions in the study area.

PEDESTRIAN NETWORK

The streets surrounding the future NE 130th St and Shoreline South/148th Stations have limited walking connections, minimal separation from traffic, and long distances between controlled crossings for people walking along busy roads. Sidewalks are usually only present on principal and collector arterials, such as the NE 130th St I-5 overpass. However, the overpass lacks traffic control for people walking across the I-5 southbound access ramp. Directly in front of the future NE 130th St Station, people walking across 5th Ave N, Roosevelt Way NE, and NE 130th St must cross slip-lanes and four lanes of traffic. Additionally, when sidewalks do exist they are often narrow, incomplete segments that are missing curb ramps or have obstructions that limit accessibility for people using mobility devices.

SDOT Bicycle and Pedestrian Safety Analysis

SDOT's Bicycle and Pedestrian Safety Analysis (BPSA) evaluates bicycle and pedestrian collision trends citywide.

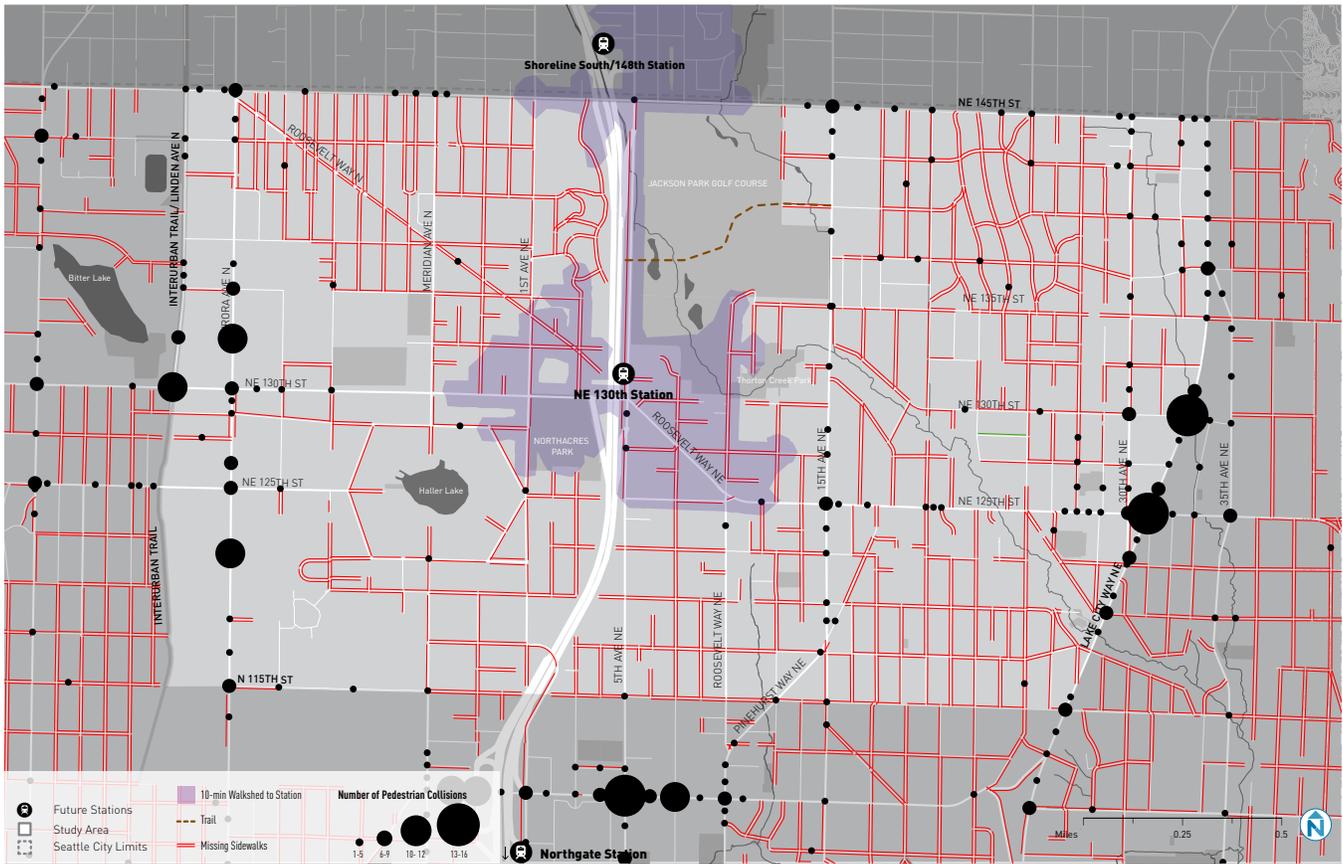
It is a statistical analysis of recent crashes that determines high-risk locations for people walking and bicycling based on several factors. The BPSA's groundbreaking approach helps us anticipate issues, prioritize safety enhancement locations, and make investment decisions informed by data.

The BPSA is used to evaluate projects and provide the rationale for improving safety for select the Multimodal Access Study projects.

For more information, see Appendix A or visit <https://www.seattle.gov/visionzero>



Residential street without sidewalks in the northwest sector of the study area



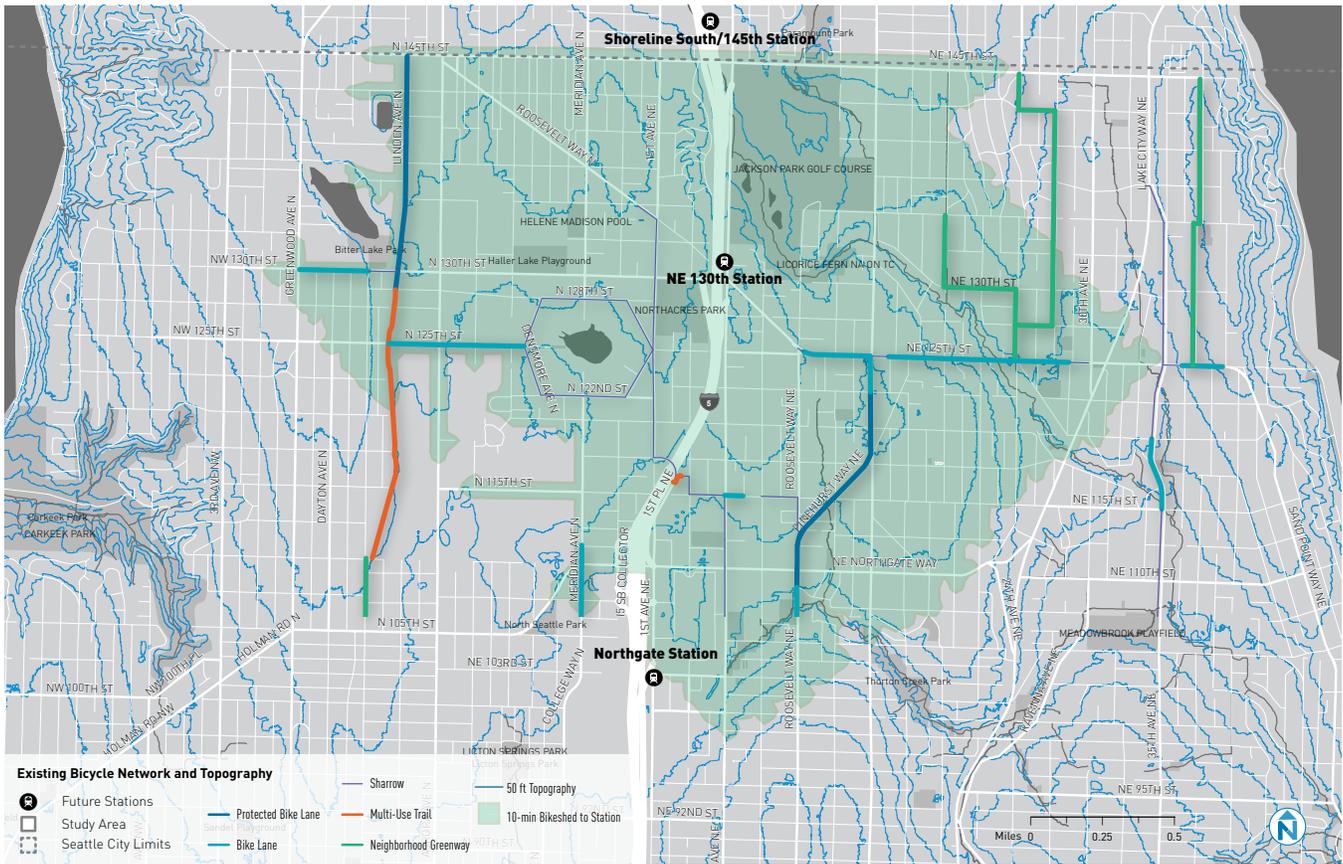
Source: Seattle GeoData, SDOT 2014 - Present, <https://data-seattlecitygis.opendata.arcgis.com/datasets/collisions>

NE 130TH ST & SHORELINE SOUTH/148TH ST STATIONS 10-MINUTE WALKSHED, MISSING SIDEWALKS, AND COLLISIONS INVOLVING PEOPLE WALKING (2014 - 2019)

Most residential streets within a 10-minute walk (shown in purple in the above map) of the future NE 130th St and Shoreline South/148th St Stations do not have sidewalks (shown in red on the map), limiting people's ability to safely walk to the station. The trails through Northacres Park and the perimeter trails around Jackson Park Golf Course provide neighborhood walking connections on soft-surface trails to the future NE 130th St Station. However, these soft-surface trails have limited accessibility for people using mobility devices. The Northacres Park and Jefferson Park recreational trails could connect people living in neighborhoods to the southwest and northeast of the future NE 130th St Station.

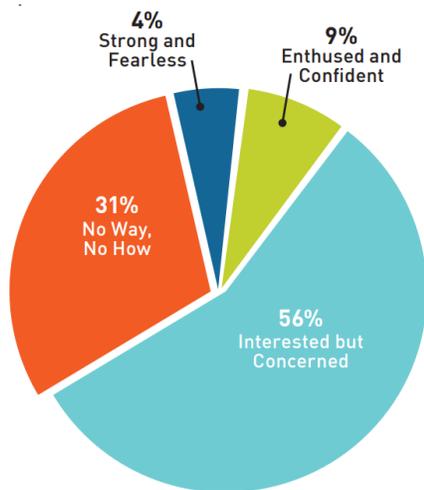
Street segments or intersections with a history of collisions involving people walking can indicate where walking improvements may be needed most. Several collisions involving people walking have occurred along N /NE 145th St, NE 130th St, and 15th Ave NE, with a high concentration of collisions at the intersection of 15th Ave NE and NE 125th St. There have been collisions involving people walking within a 10-minute walk of the future NE 130th St and Shoreline South/148th St Stations along residential streets lacking sidewalks and near the I-5 off-ramps.

BICYCLE NETWORK



NE 130TH ST STATION 10-MINUTE BIKESHED, EXISTING BIKE NETWORK, AND TOPOGRAPHY

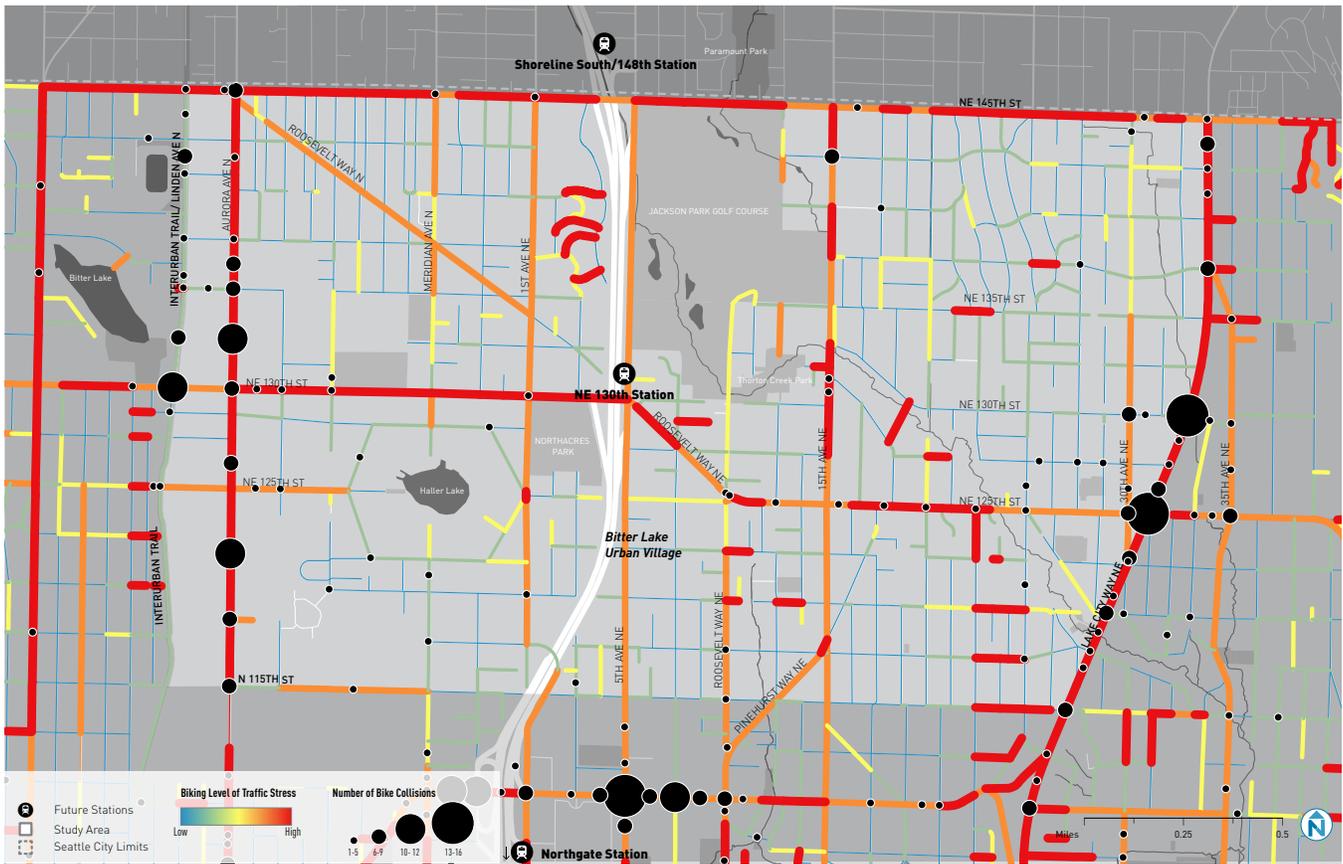
More than 50% of Seattlites say they are "interested but concerned" when it comes to riding a bicycle for transportation



Source: Seattle Department of Transportation, Seattle Bicycle Master Plan (2014). Adapted from J. Dill, N McNeil. *Four Types of Cyclists*. 2012.

Nearly the entire study area is within a 10-minute bicycle ride of the future NE 130th St Station. However, topographic challenges east of I-5 and lack of on-street bicycle facilities drastically limit bicycle access to the future stations. Currently no on-street bike facilities connect directly to the future NE 130th St and Shoreline South/148th Stations. Only people willing to share the lane with traffic can access the future stations by bicycle.

The Interurban Trail bounding the study area to the west is a key north-south bike connection. Bike lanes along N 125th St west of Haller Lake are the only bike facilities in the west sector connecting to the Interurban Trail. Bike lanes along NE 125th St connect the Lake City urban village to Roosevelt Way NE, but not to the future NE 130th St Station.

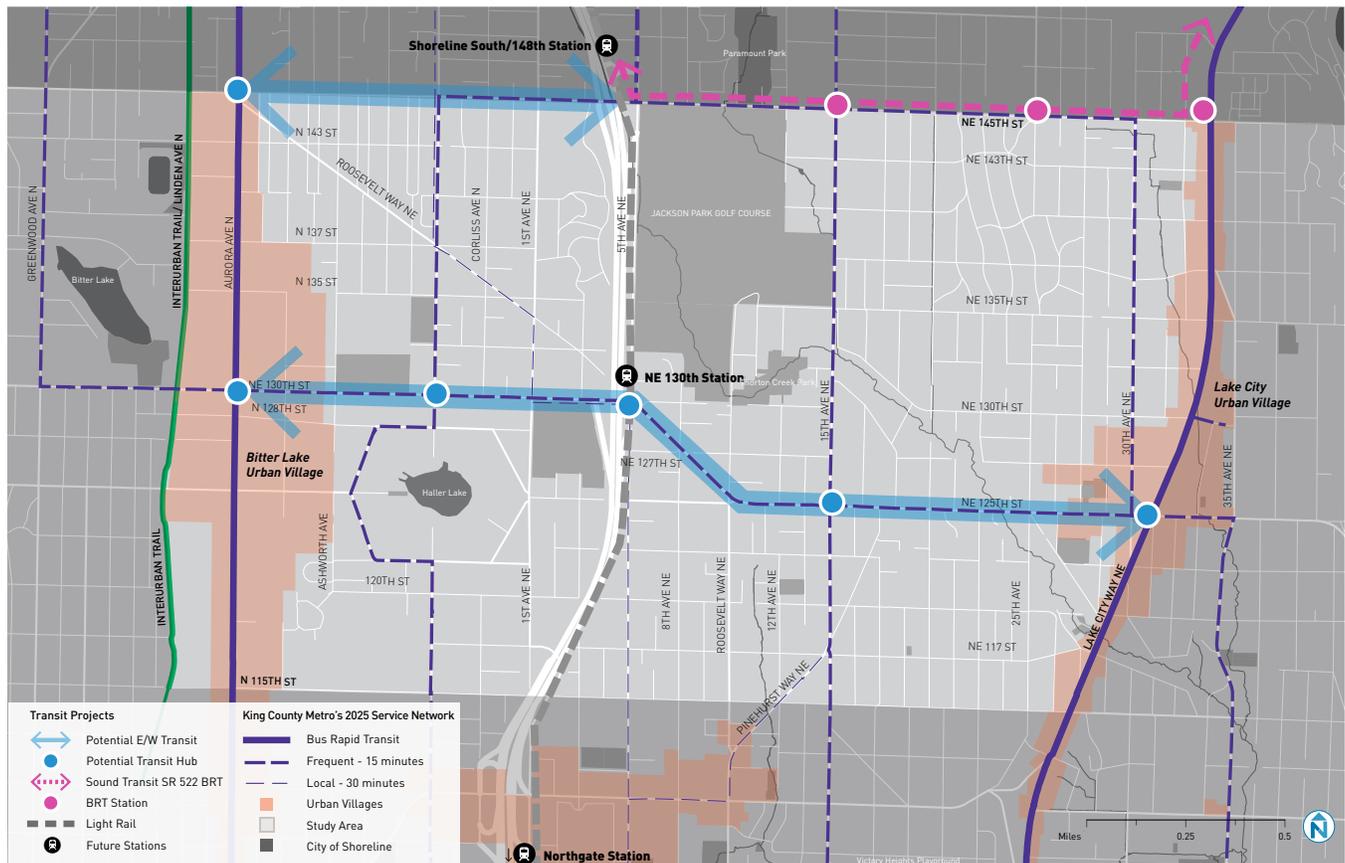


BICYCLE LEVEL OF TRAFFIC STRESS AND COLLISIONS INVOLVING PEOPLE BICYCLING (2014 - 2019)

Bicycle Level of Traffic Stress (LTS) is a methodology used to represent the level of stress, or discomfort, experienced by a person riding a bicycle on a street segment based on street design and environmental factors such as bicycle facility type, speed limit, and traffic volume. Principal and minor arterials including NE 130th St, NE 145th St, and 5th Ave NE have high levels of traffic stress for people bicycling because they lack bike facilities and separation from traffic and have multiple travel lanes and high vehicle speeds. The topographic challenges in the study area are also reflected in the LTS analysis, with the steep streets increasing discomfort for people bicycling.

The lack of street connectivity and limited connectivity across I-5 present barriers to bicycle travel to the future stations. With only three crossings of I-5, people riding bicycles must join traffic on high-speed NE 130th St and NE 145th St, which have no dedicated bicycle facilities to cross I-5. The bicycle connection at 117th St has been recently reconstructed. The Jackson Park Golf Course, Thornton Creek, and Haller Lake disruptions of the regular street grid limit the bicycle connections along residential streets that could be an alternative to riding on the busy NE 130th St and NE 145th St arterial corridors.

TRANSIT NETWORK



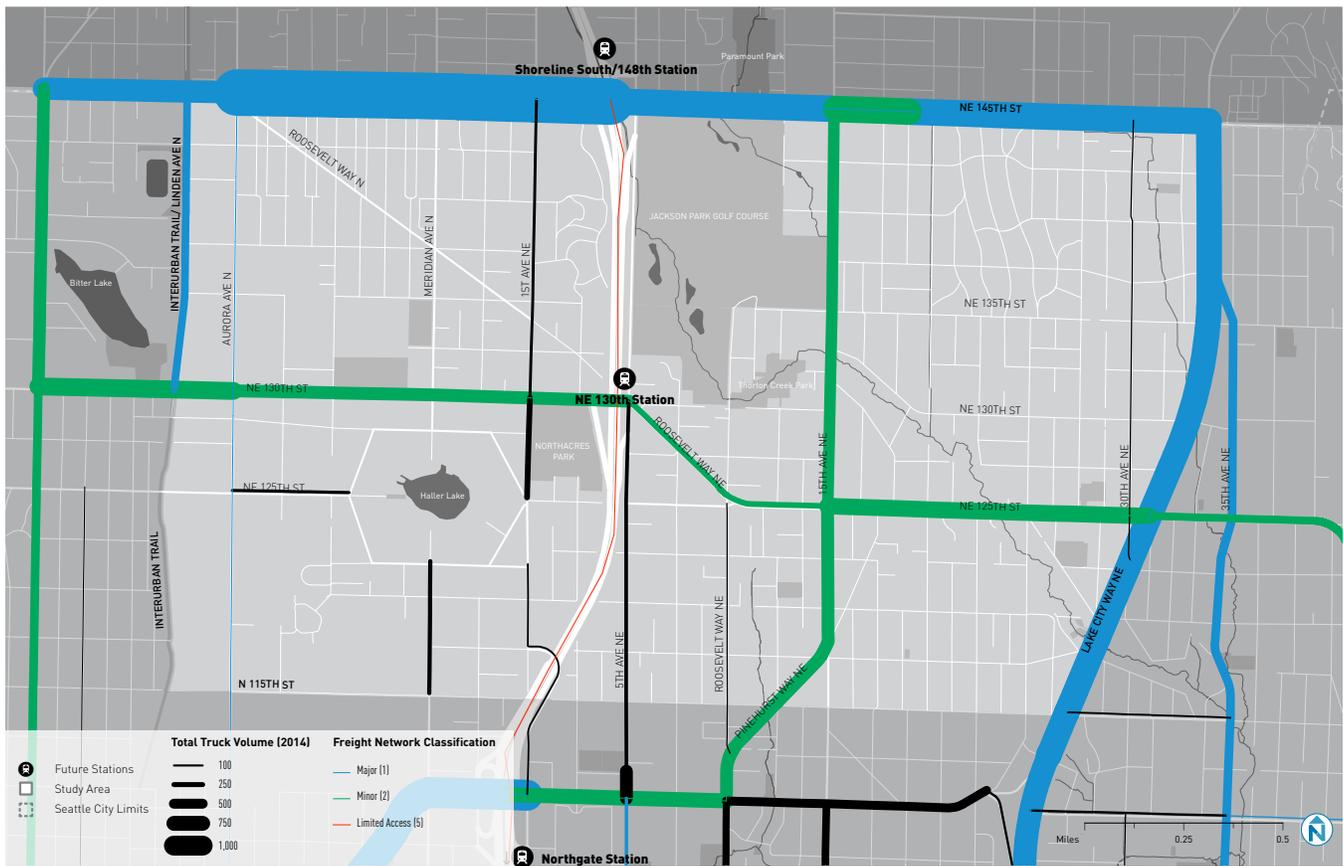
Source: METRO CONNECTS, King County Metro's Long-Range Transit Vision (2017) <http://www.kcmetrovision.org/>

KING COUNTY METRO'S 2025 TRANSIT VISION SERVICE NETWORK AND SOUND TRANSIT SR 522 BRT

More than half of the Sound Transit riders at the future NE 130th St Station are projected to arrive by bus. To complement and connect to the high-capacity light rail service at the future stations, King County Metro plans to restructure bus service in the study area, and Sound Transit is planning for new bus rapid transit service (BRT). The Shoreline South/148th Station will be served by BRT operated by Sound Transit from the east along SR 522/NE 145th St. With service every 10 minutes, people living in the northeast sector of the study area along with people in Shoreline, Lake Forest Park, Kenmore, and Bothell will enjoy a rapid east-west transit connection to the future Shoreline South/148th St Station.

King County Metro's 2025 service network identifies frequent routes with 10-minute service along key arterials in the study area, as indicated in the map above. Final decisions on the transit network will require additional outreach, analysis, engineering, and appropriate council or board approval. Convenient east-west transit connections, as well as safe and convenient walking and bicycling connections from neighborhoods to bus stops, will improve multimodal access between urban villages, residential areas, and the future stations.

FREIGHT NETWORK



Source: SDOT 2014 – 2035 Freight Flow Segments

FREIGHT NETWORK AND TRUCK VOLUMES (2014)

NE 130th St, NE 125th St, and NE 145th St are truck streets that play a significant role in Seattle's freight network. These streets provide vital east-west connections to I-5 between north-south truck streets, including Lake City Way (SR 522), Aurora Ave N (SR 99), and Greenwood Ave N. NE 145th St and NE 130th St support safe and reliable movement of goods and services throughout Seattle and the region.

Freight and delivery vehicles connect people and products. The economic vibrancy of the Bitter Lake and Lake City urban villages along with other commercial nodes in the study area depend on safe and reliable urban goods delivery. Consumers rely on at-home goods and service deliveries in neighborhood residential areas.

Delivery vehicles range from long-haul trucks that are limited to using designated truck streets to 30-foot local delivery vehicles, such as service vehicles or parcel delivery trucks. These vehicles need reliable access to destinations through dedicated space for loading/unloading and street designs that ensure safe operations and prevent conflict with other modes.

Safely accommodating the vehicles that deliver goods and services ensures that people's daily needs for goods and services can be met within their local community.

OPPORTUNITIES AND CONSTRAINTS

Our assessment of existing multimodal network conditions in the study area highlights key opportunities and constraints that inform potential access improvement projects.

OPPORTUNITIES

1 Improve Busy Streets for Transit, Walking, and Biking

Most people will access the future stations along a few major corridors, which form the core routes for people walking, biking, and taking transit. A key opportunity to improve station access is to improve these corridors with comfortable, safe, and seamless multimodal facilities.

2 Connect to Key Destinations

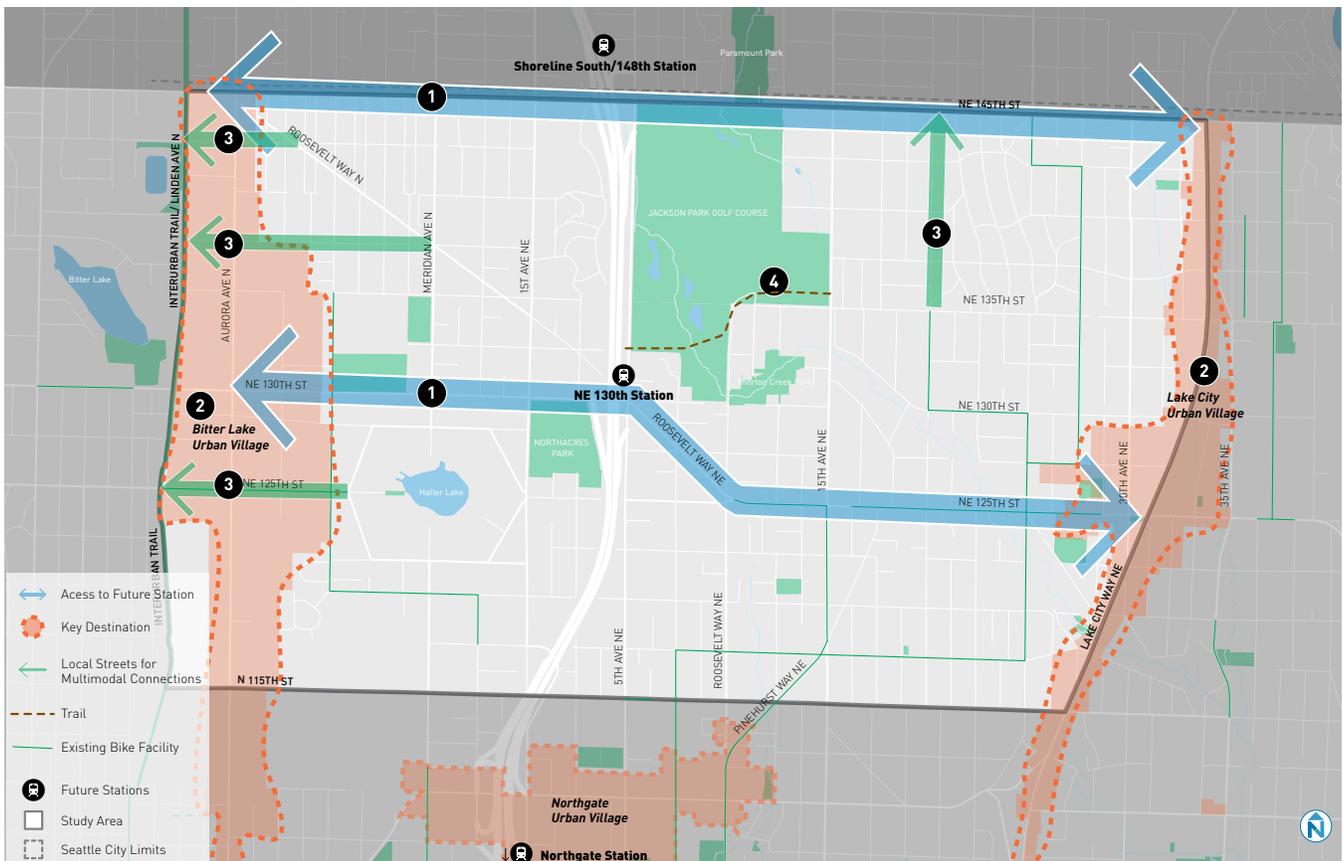
The Bitter Lake and Lake City urban villages, schools, parks, the Interurban Trail, and the future BRT stations are key destinations for people accessing the future light rail stations. We identified potential projects emphasizing first-last mile connections to where people live, play, work, and go to school.

3 Leverage Local Streets for Multimodal Connections

Residential streets in the study area provide alternatives to busy streets. These lower volume, slower speed streets can provide comfortable connections from the stations to key destinations—an opportunity to create a complete network of people-friendly walking and biking connections within the currently disconnected street network surrounding the future stations.

4 Improve Access Through Jackson Park

Within a 10-minute walk of both future light rail stations, improved connections around and through Jackson Park could increase the number of people who can conveniently walk to the future stations.



CONSTRAINTS

1 Busy Streets are Barriers for People Walking and Biking

Lake City Way, Aurora Ave N, NE 145th St, and NE 130th St are important corridors for many different modes, and each has limited right-of-way.

2 3 I-5 Overpasses Limit Access Routes to Future Light Rail Stations and Access Ramps Create Undesirable Walking Conditions Near Future Stations

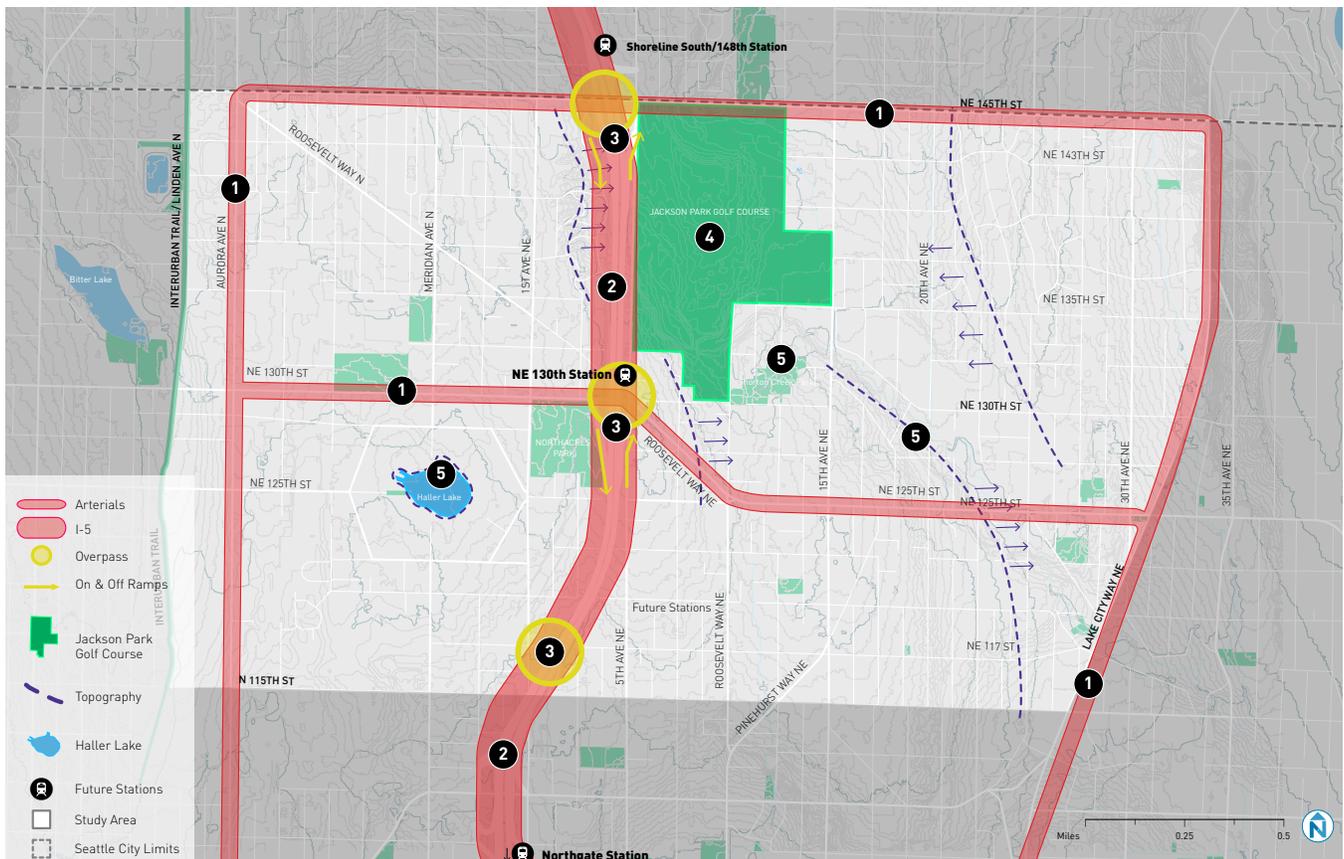
I-5 divides the study area in half and the I-5 overpasses at NE 145th St and NE 130th St are uncomfortable to bike and walk across. The I-5 ramps at NE 145th St, 5th Ave NE, and NE 130th St create large, skewed intersections with uncontrolled right turns that encourage high vehicle speeds. Poorly marked crossings and disconnected sidewalks at these locations create safety risks for people walking and biking.

4 Jackson Park Golf Course Limits East-West Connections Between Lake City and the Future Stations

The fenced perimeter of Jackson Park Golf Course is a barrier for neighbors to the east to access the future light rail stations. Sidewalks and informal paths along the perimeter are narrow, are not ADA-compliant, and lack separation from traffic.

5 Steep Grades, Thornton Creek, and Haller Lake Make for a Challenging Walk or Bike Ride to Stations

The steep grades east of I-5 along with a disjointed street network due to Thornton Creek create a challenging uphill walk along NE 125th St and Roosevelt Way NE from Lake City. West of I-5, Haller Lake limits street connectivity and creates skewed, multi-leg intersections that are difficult to navigate.





1st NE looking south near Lakeside School

3. COMMUNITY ENGAGEMENT

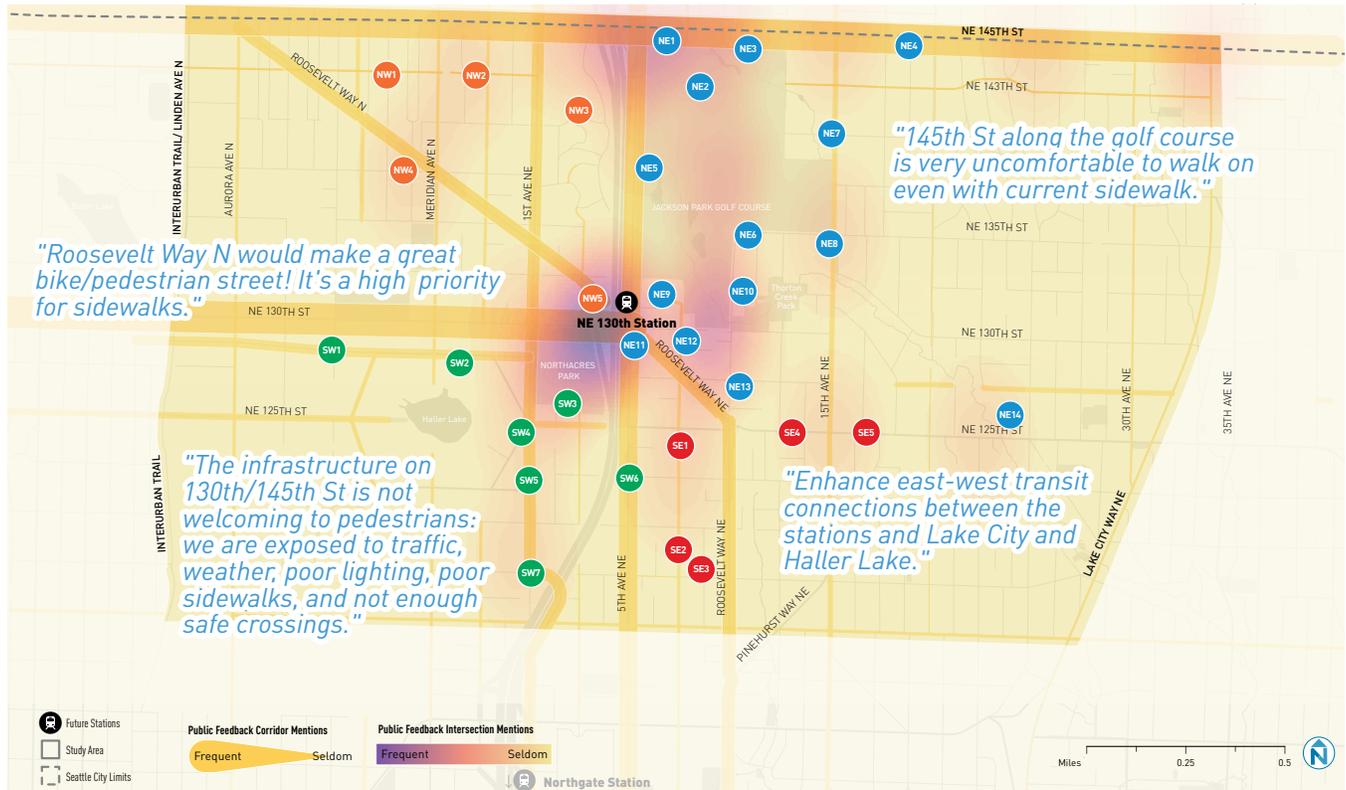
We asked the neighborhood residents served by the future NE 130th St and Shoreline South/148th Stations to share station access ideas and concerns. SDOT combined outreach efforts with the 130th and 145th Station Area Plan led by the Office of Planning and Community Development (OPCD). This approach allowed the departments to combine resources and engage more people. Our outreach process included public meetings, online surveys, and workshops.

We engaged with community members who do not traditionally participate in city processes by collaborating with community-based organizations to hear from youth and people of color that live, work, and play in the study area. Our final phase of engagement (Phase 3) was entirely online because of the COVID-19 pandemic.



We gathered feedback on community mobility challenges and ideas for multimodal improvements during outreach

WE HEARD ABOUT COMMUNITY MOBILITY CHALLENGES AND IDEAS FOR IMPROVEMENTS DURING PHASE 1 OUTREACH



NORTHWEST SECTOR

- NW1** An off corridor route along NE 143rd St would be great
- NW1** Slow traffic at intersections on residential streets, such as Bagley Ave N and NE 143rd St
- NW1** Work with Lakeside to keep cars from parking on sidewalk along 1st NE
- NW1** Roosevelt Way N would make a great bike/pedestrian street; high priority for sidewalks
- NW1** Provide a cut-through for walking and biking at Roosevelt Way N dead end

SOUTHWEST SECTOR

- SW1** NE 128th St corridor from the west to the station would be the best bike route from Bitter Lake
- SW2** NE 128th St north of Haller Lake needs a sidewalk
- SW3** Provide connections through Northacres Park
- SW4** 125th St / 1st Ave needs blinking lights for people walking across intersection

- SW5** Sidewalks needed on 1st NE between NE 117th St and NE 130th St
- SW6** 5th Ave NE needs a protected bike lane and sidewalks
- SW7** Think about Safe Routes to School, especially for a rebuilt Northgate Elementary

NORTHEAST SECTOR

- NE1** We need a good way to cross 5th Ave N to the future South Shoreline/145th Station
- NE2** Extend path fully around the golf course, especially on the north side
- NE3** Very narrow sidewalk on 145th St; uncomfortable to walk on
- NE4** Create safe crossings of NE 145th St to get to BRT
- NE5** Improve the golf course trail along 5th St between 130th and 145th St
- NE6** Provide walking and biking shortcuts to the station through Jackson Park Golf Course
- NE7** Add bike lanes on 15th Ave between 130th and 145th St

- NE8** 135th St and 15th St is a dangerous intersection for pedestrians
- NE9** Create safe crossings at stations
- NE10** Improved foot/bike paths through green space from 10th to 130th
- NE11** Congestion from the eastbound left turn on 130th is a problem
- NE12** Improve bus and bike access at 130th and I-5
- NE13** 127th St between 8th St and 10th St feels unsafe and needs sidewalks
- NE14** Protect Thornton Creek

SOUTHEAST SECTOR

- SE1** 8th St NE needs sidewalks and traffic calming; keep the cool trees at 8th St and 23rd
- SE2** Continue 8th St greenway north between 117th St and 130th
- SE3** Continue greenway on 117th St west of 8th St to I-5 overpass connection
- SE4** NE 125th St needs protected bike lanes and wider sidewalks
- SE5** The road diet along 125th St made it feel safer as a pedestrian

PHASE 1 OUTREACH: INFORMATION GATHERING

During the first phase of outreach, we gathered community input on the barriers people experience when walking, biking, and taking transit in the study area. We collected feedback through a public open house in March 2019, online survey, and meetings with community groups.

The key themes community shared are described below and shown in the map to the left. They included the following:

- Upgrade sidewalks, bike facilities, and street crossings in the neighborhoods near the future light rail stations to make it safer to walk and bike
- Provide safe walking and biking connections along NE 130th St and NE 145th St
- Improve the NE 130th St overpass for walking and biking
- Improve walking connections around the Jackson Park Golf Course

PUBLIC OPEN HOUSE (MARCH 2019)

OPCD and SDOT co-hosted a public open house on March 13, 2019 at Ingraham High School. More than 100 community members participated. We introduced the project and our planning process, shared the findings from our existing conditions assessment, and heard from people about their mobility challenges and ideas for improving access to the future light rail stations.

MEETINGS WITH COMMUNITY GROUPS (SUMMER 2019 & FALL 2019)

We met with local community groups and attended other planned City of Seattle outreach activities to talk with community members. These smaller meetings provided a comfortable setting for community members to learn about the future light rail stations, share their mobility challenges and concerns, and propose specific ideas for improvements that would make it easier to walk, bike, or take transit to the future stations from their neighborhoods.

ONLINE SURVEY (MARCH - JUNE 2019)

We shared the same information and opportunity to provide input with an online survey between March and June 2019. We asked people how they intend to travel to the future stations and what challenges they might experience along the way. The findings from the online survey are available in Appendix B—Survey Results Summary. A snapshot of who responded to the survey is below:

- 753 respondents
- 82% of people who completed the survey live in the area
- Over 50% of survey respondents were between 35-54 years old
- While 524 of the respondents own one or more vehicles, 380 also own one or more bicycles

PHASE 2 OUTREACH: PROJECT IDENTIFICATION

After learning about community's mobility challenges, improvement ideas, and hearing what is most important to the community during Phase 1 outreach, we focused on potential improvements and project ideas during Phase 2 outreach. We shared our technical analysis of possible projects and gathered feedback improve multimodal access to the future light rail stations.

PUBLIC WORKSHOP (SEPTEMBER 2019)

We co-hosted another in-person workshop with OPCD on September 28, 2019 and 90 community members attended. This public workshop included a recap of our findings and community feedback from Phase 1 outreach and an overview of the station area planning process. We shared the potential projects along with our technical analysis on how those projects could improve walking, biking, and transit access to the future stations. Community members shared feedback on these potential improvements that informed project prioritization.

ONLINE WORKSHOP (FALL 2019)

Similar to Phase 1 outreach, we used an online engagement to reach and gather feedback from community members unable to attend the in-person workshop. We collaborated with OPCD to gather feedback on potential improvements through an online workshop. The results of the online workshop can be found in Appendix C. A snapshot of who responded to the survey is below:

- 99 respondents
- Nearly half of survey respondents were between 35-54 years old
- More than 75% of respondents who shared their racial identity identified as White

INTENTIONAL OUTREACH IN COMMUNITIES (FALL 2019 & WINTER 2020)

We engaged with community groups to hear from people who do not typically attend public meetings. Meetings with the Lake City Young Leaders and Lake City Collective led to invitations to attend other community events. Through these intentional conversations with historically underrepresented community members, we heard specific recommendations from communities of color in the study area. Community members learned about the future light rail stations, voiced their concerns around accessing the stations, and provided feedback on potential access improvement projects.



PHASE 3 OUTREACH: RECOMMENDED PROJECTS

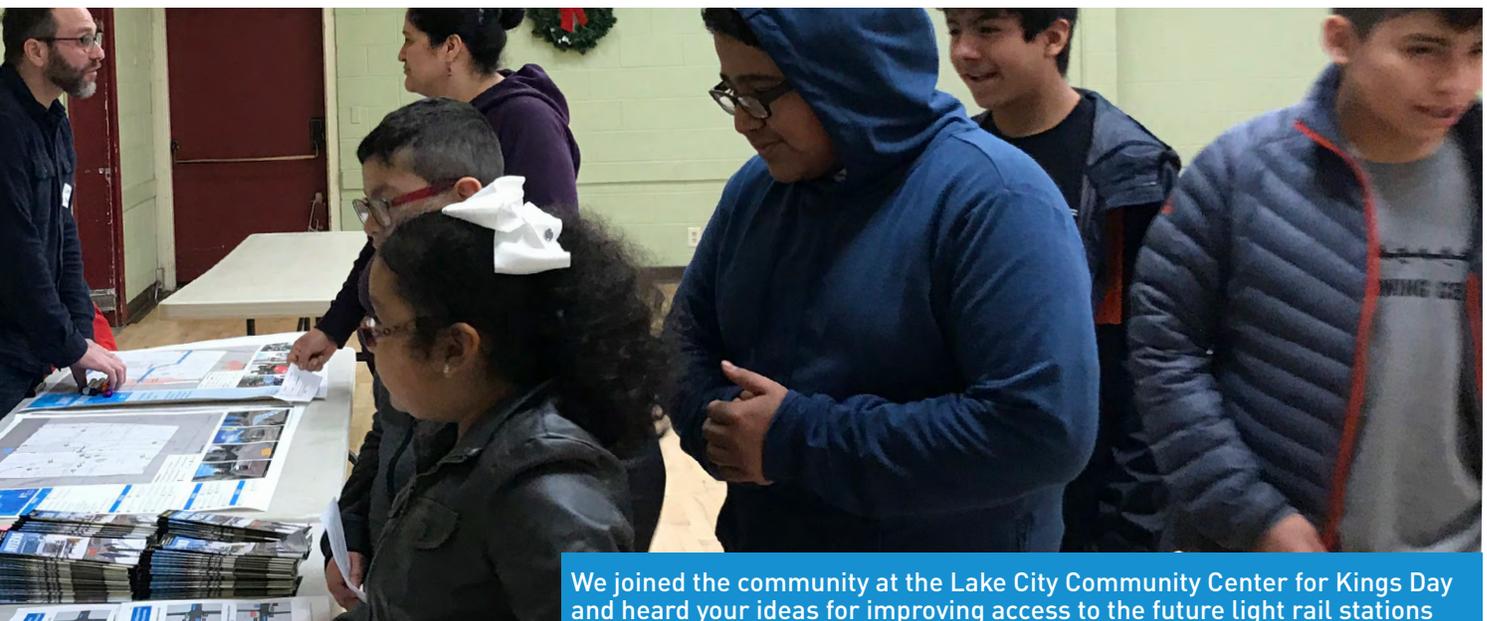
We used community feedback from Phase 2 outreach along with technical analysis to combine projects into 18 recommended multimodal access improvements. We organized projects by geographic area to reflect the opportunities unique to that area. Each of the 18 projects was described in a sheet that included project details, how the recommendation responds to community concerns and feedback, and considerations for implementation. We shared these detailed project sheets with the community during Phase 3 outreach to gather specific feedback on the projects and understand which are most important to implement first.

Phase 3 outreach occurred during Washington state's "Stay Home, Stay Healthy" directive in response to the COVID-19 pandemic. We used online tools to gather community feedback on the recommended projects.

ONLINE WORKSHOP (JULY 2020 - AUGUST 2020)

Together with OPCD, SDOT hosted a digital online community conversation in the summer of 2020. The community conversation involved a "live" portion where we shared information about the planning process to date and how community feedback and technical analysis informed the eighteen recommended projects. A survey component then allowed participants to view and provide feedback on each of the 18 projects.

Participants ranked their support for each project on a sliding scale and provided specific comments by project. The number of people who responded varied by project. Due to the number of recommended projects, the survey was designed to allow participants to select which projects they wanted to provide comments on and not require people to provide input for every project. For example, 79 people responded to question 1 about the NE 130th St Overpass whereas only 24 people responded to question 14 about the 20th Ave NE Neighborhood Greenway.



We joined the community at the Lake City Community Center for Kings Day and heard your ideas for improving access to the future light rail stations



Transit routes serve Meridian Ave N near Haller Lake

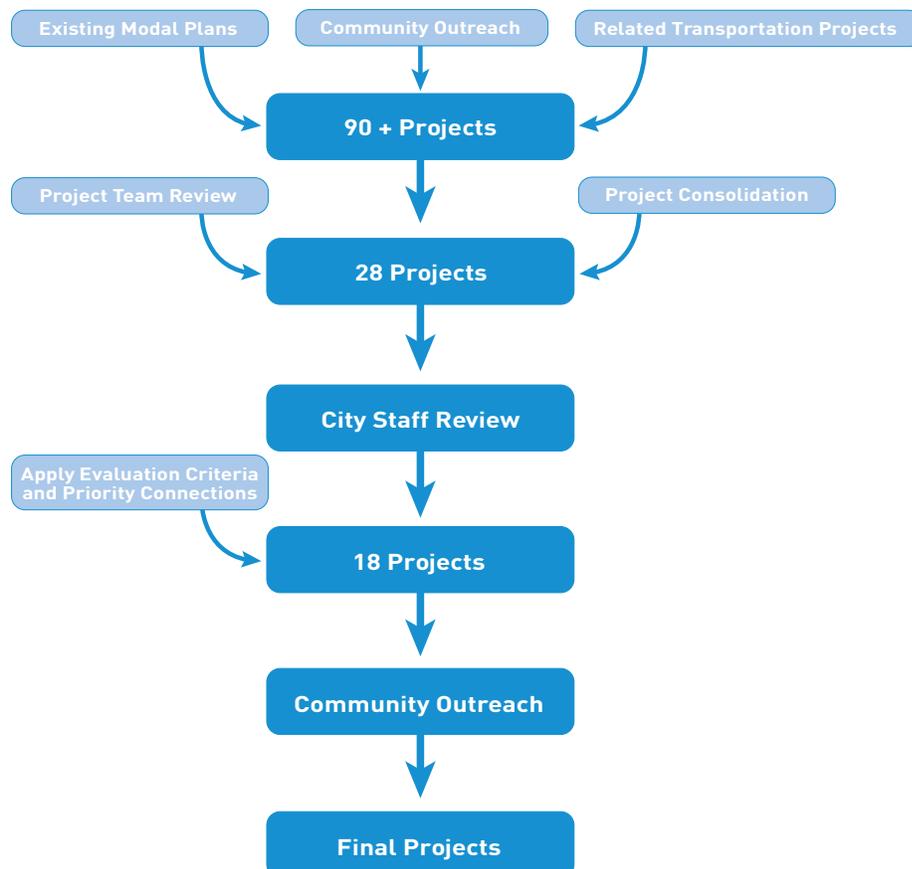
4. PROJECT DEVELOPMENT AND EVALUATION

After hearing about community mobility challenges and improvement ideas during Phase 1 outreach, we coordinated them with other projects in the study area. We aligned potential improvements with the upcoming projects SDOT will implement in the next 5 years through the Bicycle Master Plan (BMP), Pedestrian Master Plan (PMP), and other programs. We also looked closely at the improvements anticipated through the City of Shoreline’s *145th Street Multimodal Corridor Study* and Sound Transit’s work on both the future light rail stations and SR 522 BRT.

Community project ideas and coordination with other multimodal transportation projects resulted in an initial set of over 90 potential projects. We reviewed those projects to consolidate them into cost-effective, implementable improvements, which led us to 28 potential projects for evaluation.

We applied our evaluation framework to elevate projects that most aligned with our goals: Safety, Equity, Connectivity and Mobility, Livability, and Implementation. We emphasize the projects closest to the stations as priority connections, because they are required for all other projects to connect to the stations. We shared the projects that ranked highest during Phase 3 outreach. After factoring in community feedback, we solidified a final set of projects for future funding and implementation.

PROJECT DEVELOPMENT PROCESS



COORDINATION WITH UPCOMING AGENCY PROJECTS

We coordinated with several other transportation projects in the study area to ensure our recommendations are aligned with interagency investments near the future light rail stations.

NE 130TH ST STATION AND SITE DESIGN

NE 130th St Station planning and design includes elements led by different agencies as described below and shown in the figure to the right. Outcomes of station and site design will inform the final design of access improvements proposed by the Multimodal Access Study to ensure seamless, convenient connections for people arriving to the station by walking, bicycling, or transit.

- Sound Transit is leading station design and preliminary engineering. The scope of station design is limited to the footprint of the station site or Zone 1.
- SDOT and Sound Transit are working together to design and implement the station frontage and integration zone that includes the area directly in front of the station along 5th Ave NE, or Zone 2. 5th Ave NE connects the NE 130th St and Shoreline South/148th Stations and links the surrounding neighborhoods to the light rail stations and plazas.
- The City of Seattle is leading the 130th and 145th St Station Area Planning efforts. OPCD is leading the 130th and 145th Station Area Plan, which is the station area long-term land use vision. SDOT is leading the Multimodal Access Study. Both efforts are focused on a study area defined by a convenient walk, bike, or transit ride to the future stations, or Zone 3.



Source: SDOT

5TH AVE NE: NORTHBOUND ONE-WAY AND SHARED-USE PATH

Starting in Summer 2019, 5th Ave NE between NE 130th St and NE 145th St was temporarily closed for staging related to the construction of Sound Transit Lynnwood Link Extension guideways and stations. This closure will last for approximately 3 years, during which Sound Transit will repave the street and implement a new street design. When 5th Ave NE reopens, it will be reconfigured as a 2 lane, two-way street from NE 130th St to approximately the church driveway, and transition to a 10-foot wide northbound-only travel lane with a 10-foot wide two-way shared-use path on

the east side of 5th Ave NE. The shared-use path along the east side of 5th Ave NE is a key access improvement we took in account when identifying and developing access improvement projects in the northeast sector of the study area.



Source: SDOT

SR 522/NE 145TH ST BUS RAPID TRANSIT (BRT)

Sound Transit is planning the SR 522 BRT project that will connect north Lake Washington communities to the future Shoreline South/148th St light rail station. With service planned to begin between 2025 and 2026 (subject to ongoing Capital Realignment), buses will run approximately every 10 minutes. In Seattle, SR 522 BRT will travel on NE 145th St between 5th Ave NE and Lake City Way NE. Sound Transit plans to install new BRT stations that will be shared with King County Metro along NE 145th St and make sidewalk improvements where the road is widened and near station locations on both the Seattle and City of Shoreline sides of the street.

Final SR 522 BRT station locations along NE 145th St were not determined at the time of this writing. Our work planned around the following potential locations to enhance BRT station access for people who will walk to NE 145th St to ride the bus to the future Shoreline South/148th Station:

- 15th Ave NE/NE 145th St
- 25th Ave NE/NE 145th St*
- 30th Ave NE/NE 145th St

* Sound Transit's most recent plans as shown below propose removing the 25th Ave NE BRT station; the bus stop at 25th Ave NE will continue to be served by frequent King County Metro service.

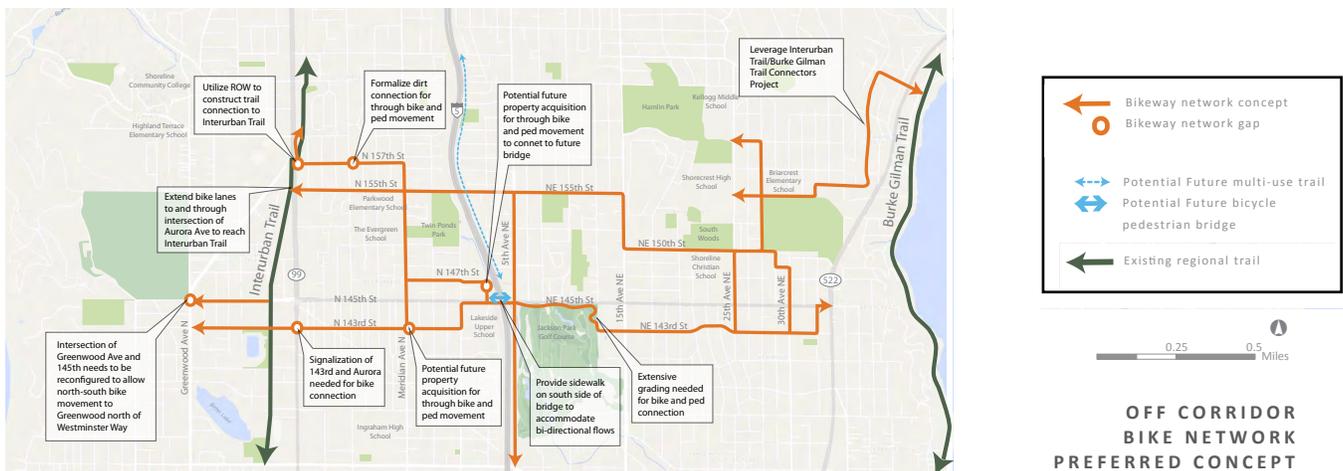


Source: Sound Transit

145TH ST MULTIMODAL CORRIDOR STUDY (CITY OF SHORELINE)

In 2016, the City of Shoreline completed the 145th St Multimodal Corridor Study that determined a preferred street design concept for N 145th St between SR 99 and I-5. The City of Shoreline's preferred concept for N 145th St west of I-5

includes walking and bicycling facilities and an I-5 crossing. Those informed where we proposed improvements for people walking and bicycling from the northwest sector of the study area to the future Shoreline South/148th Station.



Source: City of Shoreline

SDOT PROJECTS IN THE STUDY AREA

Within the NE 130th St/Shoreline South/148th Station areas, SDOT is planning and funding many walking, bicycling, and transit improvements through current programs. We actively coordinated with other SDOT projects to understand the improvements that will be on the ground by the time the future stations are open, building on these networks to plan further station connections. Below we've detailed the project and access improvements to be completed over the next 5 years (2019-2024), as of summer 2020.

PEDESTRIAN MASTER PLAN AND IMPLEMENTATION PROJECTS (2019-2024)

The Seattle Pedestrian Master Plan (PMP) identifies a priority investment network (PIN) that focuses walking improvements on streets connecting to frequent transit, parks, and schools. All the streets, both arterial and residential, within a half mile of the future NE 130th St and Shoreline South/148th Stations are in the PIN. The 2019-2024 PMP Implementation Plan and Progress Report specifies projects (including unsignalized and signalized crossings, crossing evaluations, and sidewalk construction) and improvements for near-term implementation.

NEIGHBORHOOD GREENWAYS AND BICYCLE MASTER PLAN IMPLEMENTATION (2019-2024)

The Seattle Bicycle Master Plan (BMP) identifies bikeway projects needed for a high-quality citywide bicycle network that connects people of all ages and abilities to places they want to go. The BMP 2019-2024 Implementation Plan specifies projects for near-term implementation to advance the BMP vision of making bicycling a comfortable and integral part of daily life in Seattle.

YOUR VOICE, YOUR CHOICE

Seattle Department of Neighborhoods (DON) runs the participatory budgeting initiative, Your Voice, Your Choice. In 2019, the city allocated \$2 million for projects proposed and voted on by neighborhood residents. Three projects in the study area were selected in 2018.

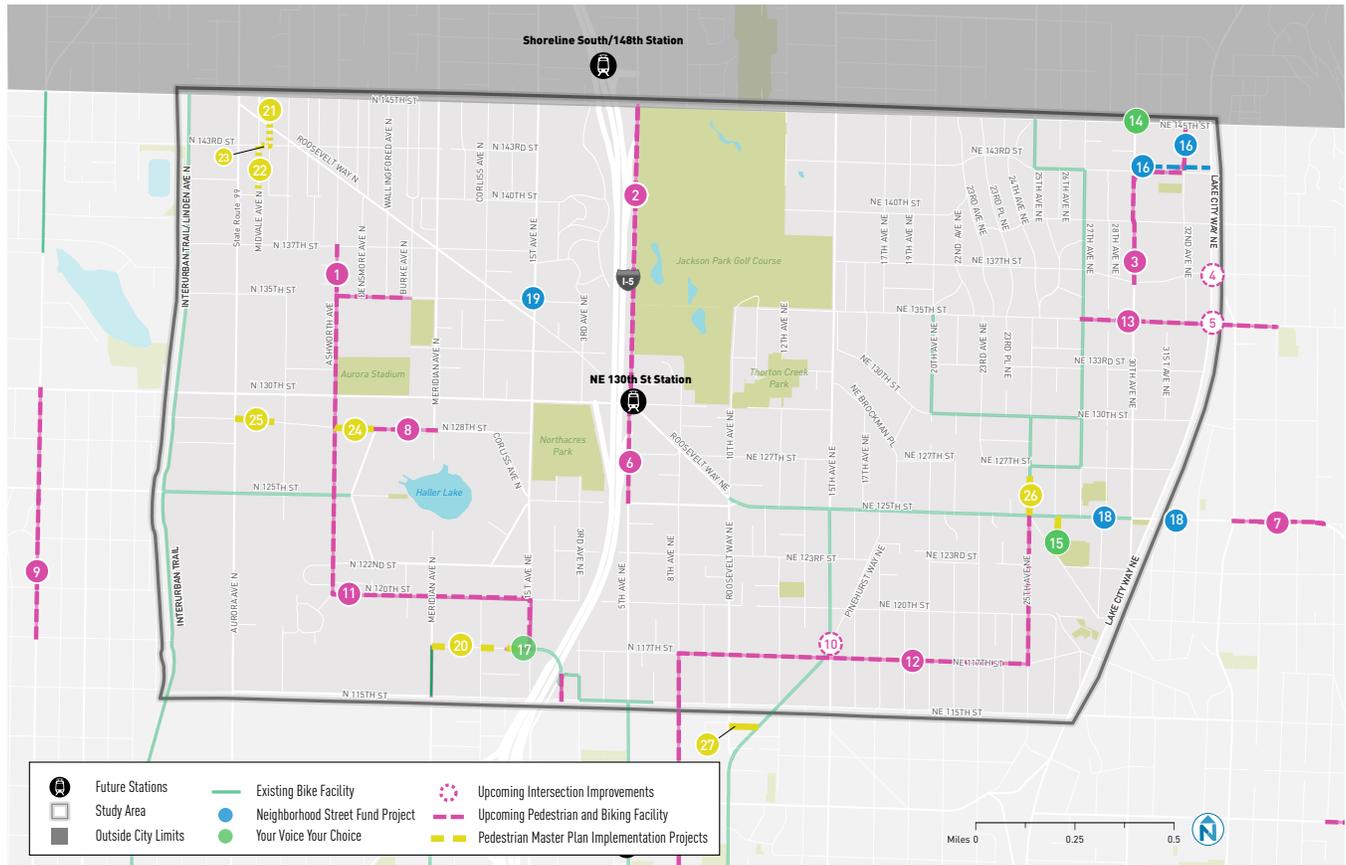
NEIGHBORHOOD STREET FUND

The Neighborhood Street Fund (NSF) is an SDOT program that encourages communities to propose transportation projects. Each proposal must have an anticipated cost between \$100,000 and \$1 million. Typical project proposals include sidewalk repair, bike safety improvements, and pedestrian lighting.

** Funded projects may be subject to change as a result of COVID-19 budget impacts.*

SDOT'S PROJECTS IN THE AREA (2019-2024)

As of September 2020



- 1 Ashworth Ave Pedestrian Walkway (NE 135th St to NE 137th St)
- 2 5th Ave NE Shared-Use Path (NE 130th St to NE 145th St)
- 3 30th Ave NE Sidewalk Improvements (NE 137th St to NE 143rd St)
- 4 Lake City Way NE Crossing Improvements (Lake City Way NE/NE 137th St)
- 5 Lake City Way NE Improvements Crossing (Lake City Way NE/NE 135th St)
- 6 5th Ave NE Sidewalk Improvements (NE 125th St to NE 130th St)
- 7 NE 125th St Sidewalk Improvements (35th Ave NE to 39th Ave NE)
- 8 NE 128th St Sidewalk Improvements (Densmore Ave NE to Meridian Ave NE)
- 9 Greenwood Ave N Sidewalk Improvements (NE 117th St to NE 130th St)
- 10 NE 117th St Greenway Crossing Improvements (15th Ave NE/Pinehurst Way NE)
- 11 Ashworth Ave Greenway (N 120th St to N 135th St)
- 12 Neighborhood Greenway (Northgate Way to Pinehurst Light Rail Connection)
- 13 NE 135th St Greenway (27th Ave NE to 37th Ave NE)
- 14 30th Ave NE Crossing Improvements (30th Ave NE/NE 145th St)
- 15 26th Ave NE Separated Asphalt Walkway (Hiram Place NE to NE 125th St)
- 16 NE 143rd St Low-Cost Walkway (30th Ave NE to Lake City Way NE), 32nd Ave NE Sidewalk Improvements (NE 143rd St to NE 145th St)
- 17 1st Ave NE Crossing Improvements (1st Ave NE/NE 117th St)
- 18 NE 125th St Crossing Improvements (NE 125th St/28th Ave NE to NE 125th St/33rd Ave NE)
- 19 Safe School Crossing Improvement (1st Ave NE/N 135 St)
- 20 N117th St Sidewalk Construction (Meridian Ave to 1st NE)
- 21 Lenora Place N Separated Asphalt Walkway (Midvale Ave N & Lenora Place N)
- 22 Midvale Ave N Painted Walkway (N 140th St to N 143st St)
- 23 N 143rd St Painted Walkway (Midvale Ave N to Lenora Place N)
- 24 N 128th St Separated Asphalt Walkway (Ashworth Ave N to Densmore Ave N)
- 25 N 128th St Painted Walkway (Aurora Ave N to Stone Ave N)
- 26 25th Ave NE Separated Asphalt Walkway (NE 125th St to NE 127th St)
- 27 NE 114th St Separated Asphalt Walkway (Roosevelt Way NE to Pinehurst Way NE)

TYPES OF MULTIMODAL ACCESS IMPROVEMENTS

There are many ways to increase the safety, comfort, and convenience of walking, biking, and taking the bus. We looked for opportunities to enhance access to the future NE 130th St and Shoreline South/148th Stations with the following types of improvements.



POTENTIAL WALKING IMPROVEMENTS



POTENTIAL BIKING IMPROVEMENTS



POTENTIAL TRANSIT IMPROVEMENTS





POTENTIAL WALKING IMPROVEMENTS

Sidewalks and Curb Bulbs



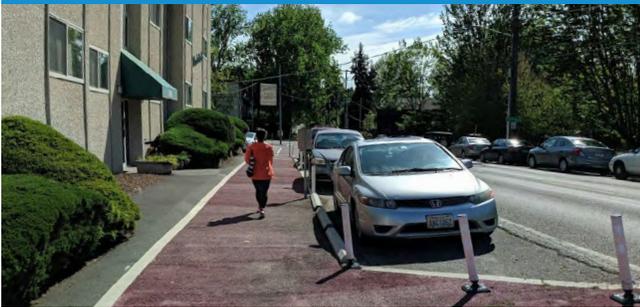
Sidewalks and curb bulbs improve the safety, comfort, and visibility of people walking by providing dedicated space away from traffic for people of all ages and abilities to walk, bike, play, and pause.

Multi-Use Trails



Multi-use trails provide off-street facilities for two-way non-motorized travel. People using mobility devices, including bicycles and micromobility devices such as e-bike share and scooters are welcome as long as they yield to people walking.

Low-Cost Walking Improvements



Low-cost walking improvements create dedicated space for moving along residential streets and are a cost-effective rapid alternative to traditional sidewalks. Paint to permanent intersection improvements are quick and economical treatments that allow us to test improvement concepts and gather feedback before we make permanent improvements. Locations with temporary improvements become candidates for sidewalk or curb bulb construction as funding is available.

Paint to Permanent Intersection Improvements



Pedestrian Half Signals



Signalized crossings provide a safer, more comfortable place to cross a busy street. Signals require people driving to stop completely when it is time for a person walking or biking to cross the street. Pedestrian half signals are mid-block crossings that facilitate crossing for people walking and biking.

Signalized Crossings





POTENTIAL BIKING IMPROVEMENTS

Protected Bike Lanes



Protected bike lanes create dedicated space for people bicycling separated from traffic, sidewalks, and parking lanes.

Neighborhood Greenways



Neighborhood greenways prioritize people walking and biking along safer, calm residential streets.

Intersection Improvements



Intersection improvements provide safer crossings of busy streets by increasing visibility and giving priority to people bicycling. Markings through intersections, which are common conflict points, help reduce collisions.

Shared-Use Paths



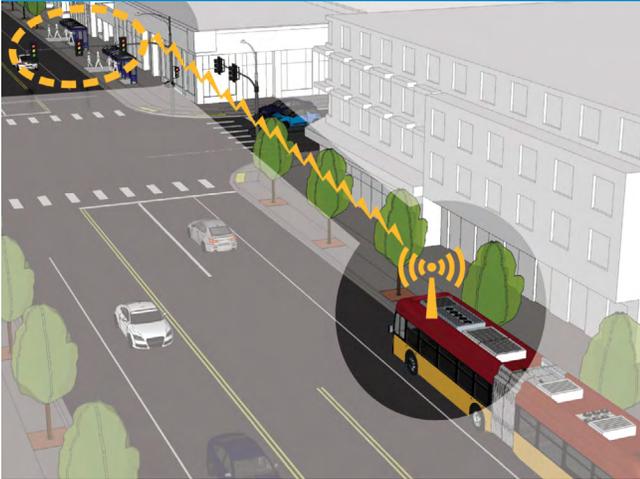
Source: City of Shoreline

Shared-use paths along busy streets provide grade-separated space for two-way walking and biking along corridors where protected bike lanes may not fit within available curb-to-curb street space.



POTENTIAL TRANSIT IMPROVEMENTS

Transit Priority Treatments



Transit treatments and reliability improvements increase the convenience of taking the bus by keeping buses moving. Dedicated bus-only lanes help buses move faster through traffic. Signal queue jumps give buses the green light and allow buses to move through intersections before other vehicles.

Bus Stop Improvements



Bus stops with quality amenities—shelters, lighting, seating, and real-time information—create a safe, secure, and enjoyable experience for people waiting for the bus.

On-Demand Ride to Transit Services



On-demand ride to transit services provide first/last mile connections to light rail stations within a defined area. App-based technology often allows people request a ride to a transit hub and pay with their ORCA card or transit transfer.

NEIGHBORHOOD GREENWAYS

Safer, calm residential streets for you, your family, and neighbors.

People walking and biking are the priority on specific residential streets using design elements described here.

On streets with low car volumes and low speeds a greenway can:

- Improve safety
- Help people cross busy streets
- Discourage cars from using neighborhood streets to avoid main streets
- Get people to where they want to go, including to transit stops, parks, schools, shops, and restaurants

WHAT MAKES A NEIGHBORHOOD GREENWAY?

Traffic Calming and Access Management



Source: Diverter on SE Clinton St in Portland OR
(Photo Credit: J.Maus/Bikeportland)

- 20 MPH speed limit signs
- Diverters, median islands, or treatments that can help reduce cut-through traffic and keep vehicle volumes low

Wayfinding



- Identifies the street as a Neighborhood Greenway so people know what to expect
- Signs and pavement markings to help people walking and biking find their way

Safer Crossings



- Easier crossings of busy streets with crosswalks, flashing beacons, or traffic signals
- Treatments to make drivers more aware of people walking and biking

Walking and Biking Priority



- Speed humps to calm traffic
- Stop signs for side streets crossing the greenway
- Improved facilities for people walking and biking such as sidewalks, low-cost walking improvements, or sharrows

PROJECT EVALUATION

During Phase 1 outreach, we heard about the barriers and challenges community experience when walking, biking, and taking transit around the future NE 130th Street and Shoreline South/148th Stations. We compiled community improvement ideas and combined them into projects to help overcome barriers and improve access.

We want to make the best use of limited time and resources by prioritizing improvements that deliver the biggest positive difference first. Our goal is to implement the most beneficial projects, making it easier to walk, bike, and take transit to the future light rail stations.

To elevate the improvements that best align with community priorities for safe, comfortable, and connected ways to walk, bike, and take transit to the future stations, we developed an evaluation framework to score projects.

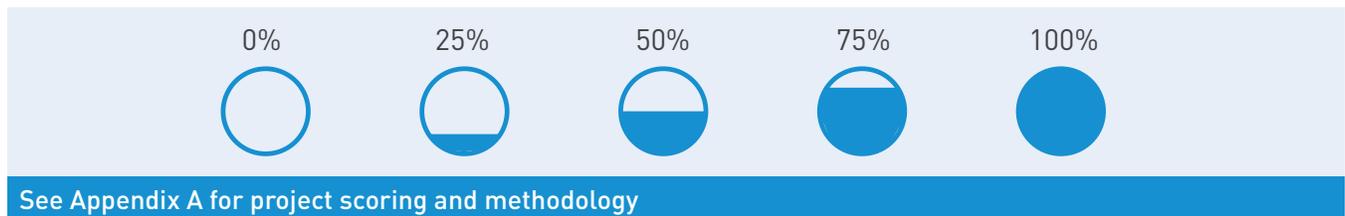
EVALUATION MEASURES

Highly recommended projects are those that most improve safety and mobility for people walking and biking, connect to the places people want to go, leverage partnership opportunities for implementation, and address the needs of people who rely on mobility choices the most, particularly people with lower incomes and communities of color. The project evaluation measures are safety, connectivity and mobility, equity, community input, livability, and implementation.

EVALUATION CRITERIA

We used 2 to 4 criteria per measure to evaluate each project based on the proposed project description or design. Each project's score by measure was based on alignment with the criteria shown in the table to the right and is indicated by the fill levels depicted in the circles below. More detail on each project's score by criterion can be found in Appendix A Project Evaluation Scores.

EVALUATION SCORING APPROACH



EVALUATION MEASURES

EVALUATION CRITERIA

 <p>Safety</p>	<p>Improves safety for people walking, bicycling, taking transit, and/or driving by: improving locations with a history of collisions, calming traffic, and creating dedicated space for people walking and bicycling</p>	<ul style="list-style-type: none"> Improves a location with a history of collisions involving people walking and biking Creates dedicated space for people walking and biking Provides in-street traffic calming
 <p>Connectivity & Mobility</p>	<p>Improves walking and bicycling connectivity to and from the future NE 130th St and Shoreline South/148th Stations by filling missing links and improving accessibility within station walksheds and bikesheds</p>	<ul style="list-style-type: none"> Improves walking and bicycling connectivity to a future station Improves connectivity within a 5-minute walk of transit stop in an urban village Extends the area within a 10-minute walk or bike ride of a future station by connecting a missing link Improves accessibility for people with mobility challenges
 <p>Equity</p>	<p>Addresses the needs of people who are underserved, including communities of color and non-English speakers; vulnerable travelers, including people with disabilities; people with low incomes; seniors; and children</p>	<ul style="list-style-type: none"> Incorporates improvements for vulnerable travelers, including all ages and abilities bicycle facilities or fully accessible walkways or crossings Improves access to services, including senior or subsidized housing, public schools, community centers, and other service providers Improves an area with a high Racial and Social Equity Index score, indicating areas where people experience socioeconomic and health disadvantages
 <p>Community Input</p>	<p>Aligns with Seattle's modal plans and addresses issues identified during the community engagement process</p>	<ul style="list-style-type: none"> Addresses mobility barriers and concerns expressed by community members during project outreach Aligns with City of Seattle's modal plans (Bicycle, Pedestrian, Freight, and Transit Master Plans)
 <p>Livability</p>	<p>Serves urban villages and improves access to neighborhood amenities, including parks, schools, libraries, community centers, and grocery stores</p>	<ul style="list-style-type: none"> Improves an area within a 5-minute walk to a current or future urban village Improves access to neighborhood amenities, including parks, grocery stores, libraries, and commercial centers
 <p>Implementation</p>	<p>Assesses project feasibility based on estimated project cost, complexity, and anticipated interagency coordination</p>	<ul style="list-style-type: none"> Estimated project cost Project complexity

5. PROPOSED PROJECTS

The purpose of the NE 130th St & Shoreline South/148th Stations: Multimodal Access Study is to propose, analyze, and develop concepts for potential mobility access improvements that enhance the safety and convenience for people accessing the future light rail stations by walking, bicycling, and transit. With a focus on creating easy safe connections and optimizing transit access to the future light rail stations, the Multimodal Access Study leverages community investment in light rail to improve local and regional mobility. The study presents the benefits, impacts, costs, and constraints of the improvements to inform phased implementation.

Priority Connections

The proposed projects for the Multimodal Access Study will help to create a complete network to support multimodal access to the future NE 130th St Station and Shoreline South/148th Station and proposed SR 522 BRT stations along NE 145th St. Proposed projects are grouped into 3 tiers based on network function. This approach emphasizes the projects closest to the stations as the basis of the network because they are required for all other projects to connect to the stations.

Streets Illustrated

Streets Illustrated is Seattle's Right-of-Way Improvement Manual that provides design guidance and standards for street improvements. Proposed Station Area Access projects will apply Streets Illustrated design standards for all recommended street, sidewalk, and bicycle facility improvements.

For more information on Seattle's right-of-way standards, visit <https://streetsillustrated.seattle.gov/>



25th Ave NE/Hiram Pl NE

Modes Addressed

The following symbols indicate the modes addressed by a proposed project:



Bike
Improves bicycle connectivity to stations



Transit
Improves transit access to stations



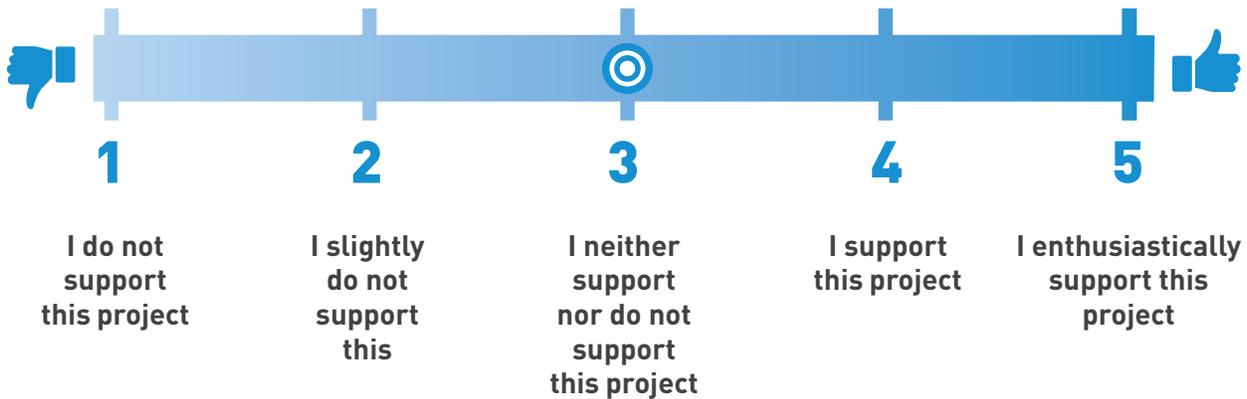
Walk
Improves walking access to stations



Auto
Improves vehicular safety within project study area

Community Support

We used Phase 3 online engagement to measure community support for every project. Participants rated their support for the project recommendations using the scale below.



Cost Estimates

We developed planning-level cost estimates to support future project development, agency coordination, and implementation. Proposed projects were categorized into the following cost ranges based on project type and complexity:



PRIORITY CONNECTIONS

Together the proposed projects create a complete network to support multimodal access to the future NE 130th St Station and Shoreline South/148th Station, as well as the proposed SR 522 BRT stations along NE 145th St. Proposed projects connect with existing facilities and funded projects to complete connections in the area within a short walk, bike, or transit ride to the future stations.

Proposed projects closest to the stations are required for all other projects to connect to the stations. Projects are sorted into three tiers to prioritize those closest to the stations that serve as the basis of the network.

Tier 1 Proposed Projects

Provide direct access to the future stations; the rest of the network builds on these projects



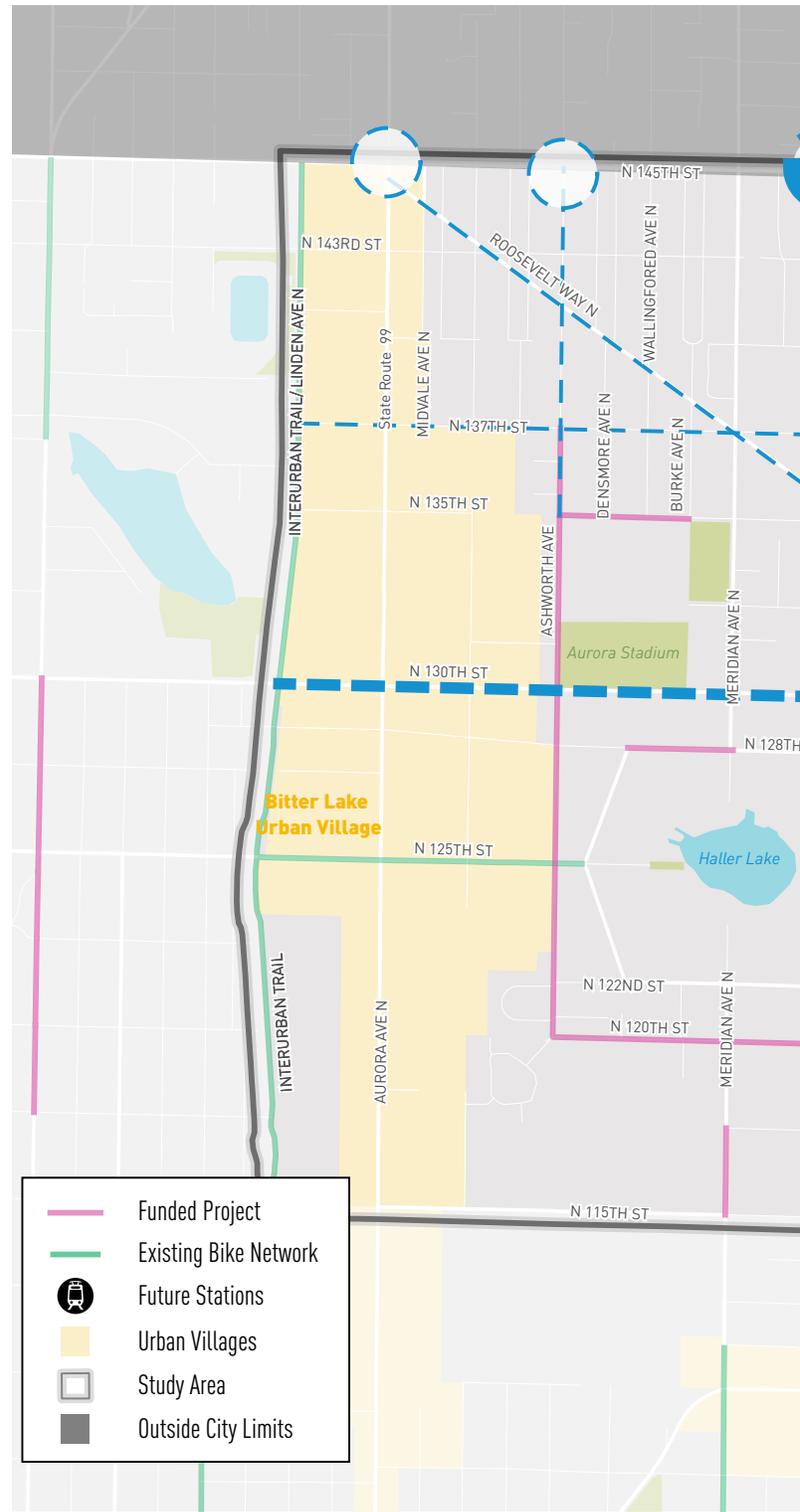
Tier 2 Proposed Projects

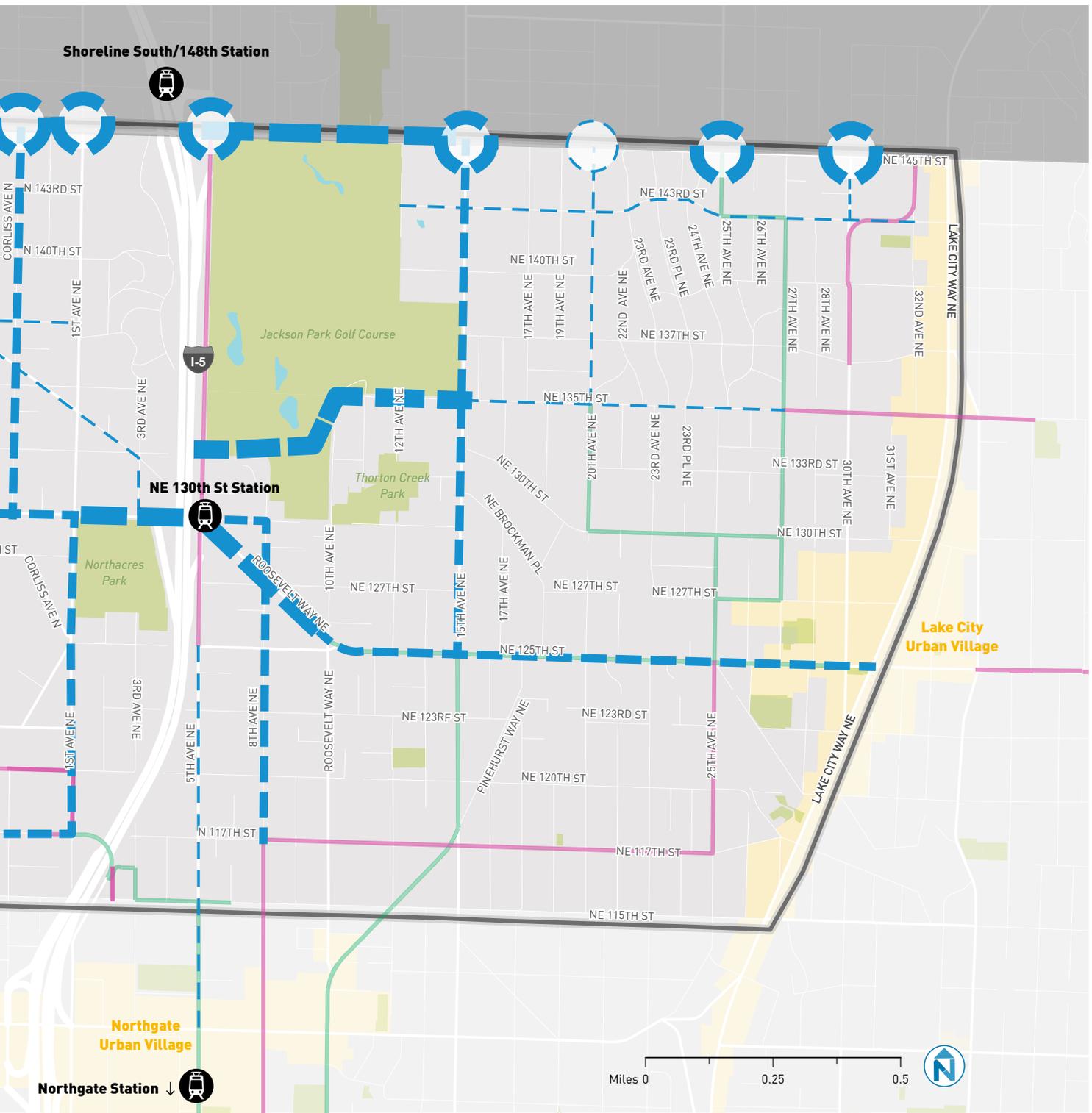
Connect the Tier 1 projects to the surrounding neighborhoods



Tier 3 Proposed Projects

Complete connections to the Lake City and Bitter Lake urban villages, and connect to existing facilities, such as the Interurban Trail, in the outer portions of the project study area





PROPOSED PROJECTS OVERVIEW

Proposed projects improve multimodal access to the future NE 130th St & Shoreline South/148th Stations by creating a connected network in the 3 sectors of the project study area.

West Sector

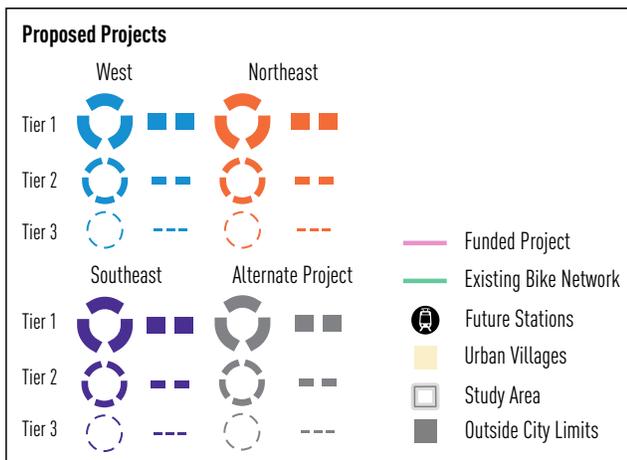
This area west of I-5 includes the Haller Lake neighborhood and Bitter Lake urban village. The Interurban Trail forms the western boundary.

Northeast Sector

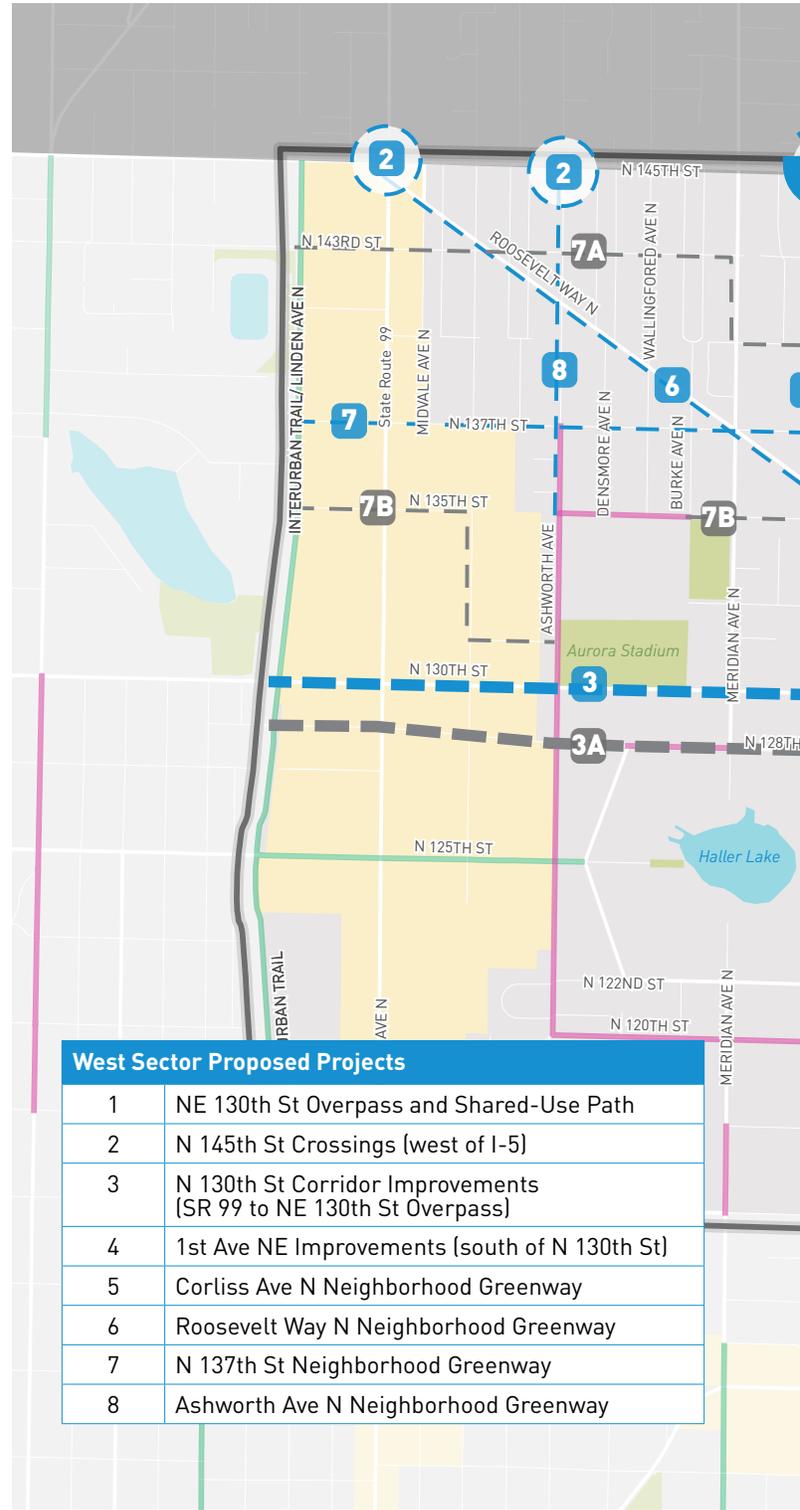
The area northeast of the future NE 130th St Station includes Jackson Park, NE 145th St/SR 523, the Little Brook neighborhood, and the north part of the Lake City urban village. Lake City Way NE/SR 522 is the eastern boundary.

Southeast Sector

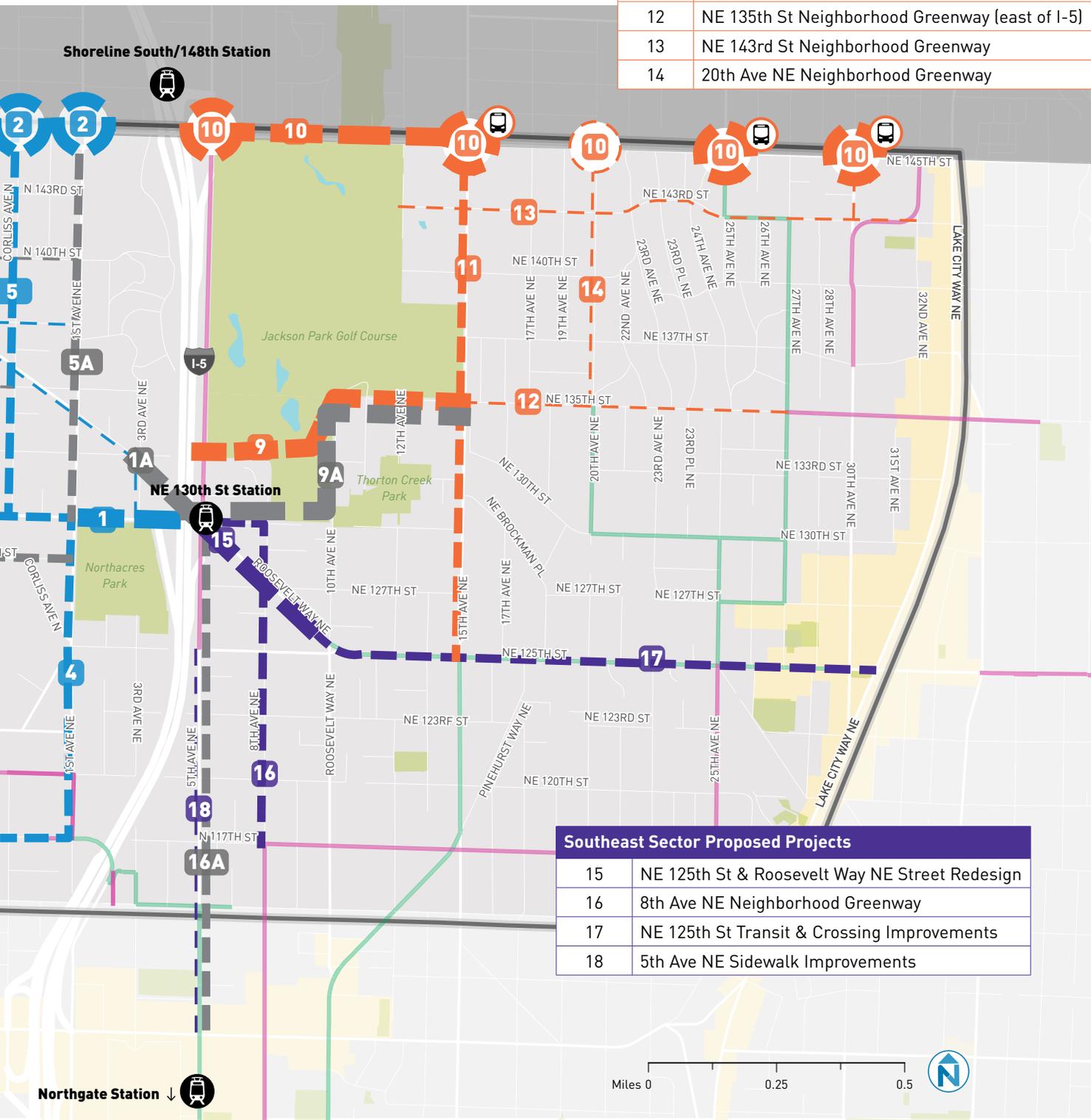
The area southeast of the future NE 130th St Station includes Roosevelt Way NE/NE 125th St, the Pinehurst neighborhood, and the southern part of the Lake City urban village. Lake City Way NE/SR 522 is the eastern boundary, and NE 115th St is the southern boundary.



Five proposed projects include feasible alternatives considered during project development. More detail on alternate projects can be found in the detailed project overviews in Ch. 5.



Northeast Sector Proposed Projects	
9	Jackson Park Trail Improvements
10	NE 145th St crossings & Sidewalk Improvements (east of I-5)
11	15th Ave NE Street Redesign
12	NE 135th St Neighborhood Greenway (east of I-5)
13	NE 143rd St Neighborhood Greenway
14	20th Ave NE Neighborhood Greenway



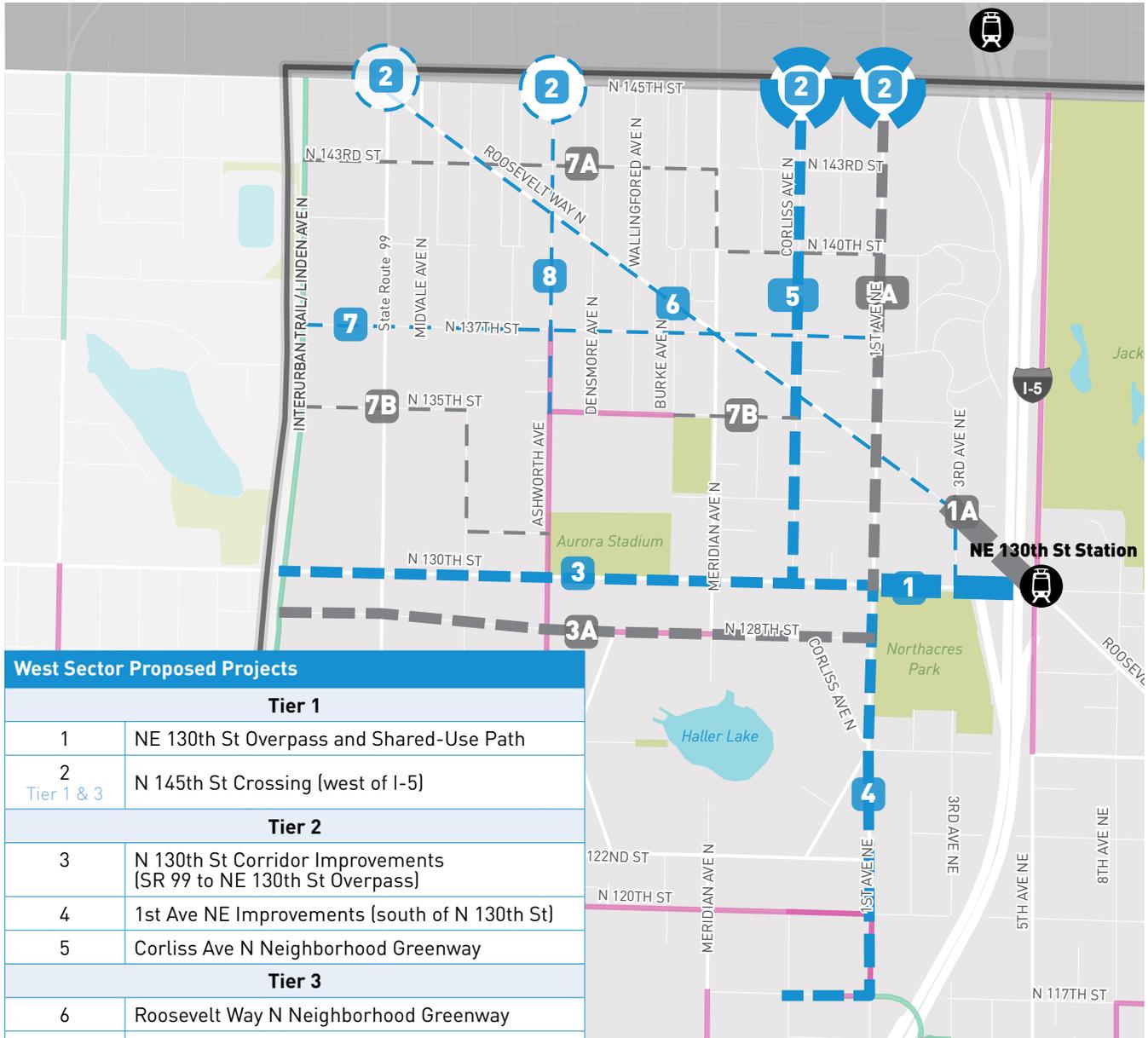
Southeast Sector Proposed Projects	
15	NE 125th St & Roosevelt Way NE Street Redesign
16	8th Ave NE Neighborhood Greenway
17	NE 125th St Transit & Crossing Improvements
18	5th Ave NE Sidewalk Improvements





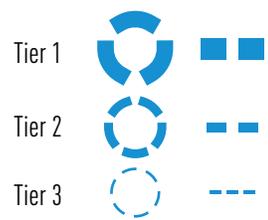
N 137th St/Roosevelt Way N/Meridian Ave N

PROPOSED PROJECTS: WEST SECTOR

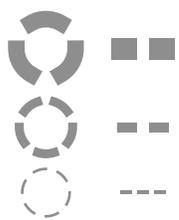


West Sector Proposed Projects	
Tier 1	
1	NE 130th St Overpass and Shared-Use Path
2 Tier 1 & 3	N 145th St Crossing (west of I-5)
Tier 2	
3	N 130th St Corridor Improvements (SR 99 to NE 130th St Overpass)
4	1st Ave NE Improvements (south of N 130th St)
5	Corliss Ave N Neighborhood Greenway
Tier 3	
6	Roosevelt Way N Neighborhood Greenway
7	N 137th St Neighborhood Greenway
8	Ashworth Ave N Neighborhood Greenway

West Proposed Projects



Alternate Projects



1 NE 130TH ST OVERPASS & SHARED-USE PATH

Background

The proposed redesign of the NE 130th St Overpass will create a wide shared-use path along the north side of NE 130th St from 1st Ave NE to the NE 130th St Station. The project provides a critical connection across I-5 to the NE 130th St Station for people walking and biking from neighborhoods on the west side of I-5. All other Tier 2 and 3 projects identified in the west sector are dependent on the project for access to the NE 130th St Station.

The community identified crossing the NE 130th St Overpass as one of the top barriers to walking and biking to the future NE 130th St Station. NE 130th St intersections at 1st Ave N and 5th Ave NE are hot spots for collisions resulting in serious injuries for people walking and bicycling. Two intersections along NE 130th St ranked within the Bicycle and Pedestrian Safety Analysis (BPSA) top 1,000 high-risk intersections: NE 130th St/1st Ave NE and NE 130th St/5th Ave NE.

The proposed shared-use path offers a connection for people biking that aligns with the City of Seattle's Bicycle Master Plan and also proposes improving sidewalks identified in the Pedestrian Master Plan Priority Investment Network. The project also provides improved access for people walking and biking to Northacres Park.

Potential Funding Source(s) and Partner(s)

- Sound Transit Station Access Allowance
- SDOT Arterial Asphalt and Concrete (AAC) Paving Program
- State Transportation Improvement Board (TIB), Urban Sidewalk Program

Recommendations

Reduce lane widths on N 130th St to provide space for a shared-use path on the north side of NE 130th from 1st Ave NE to 5th Ave NE while also accommodating transit needs, such as bus stops

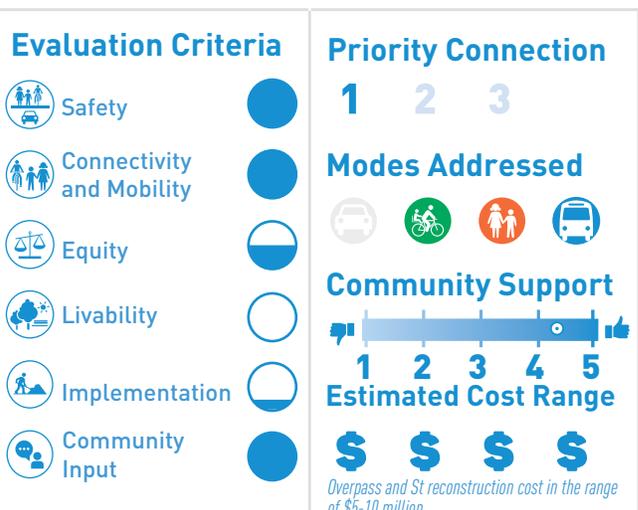
Make crossing improvements for people walking and biking at NE 130th St/1st Ave NE and connect to proposed bike facilities west of 1st Ave NE

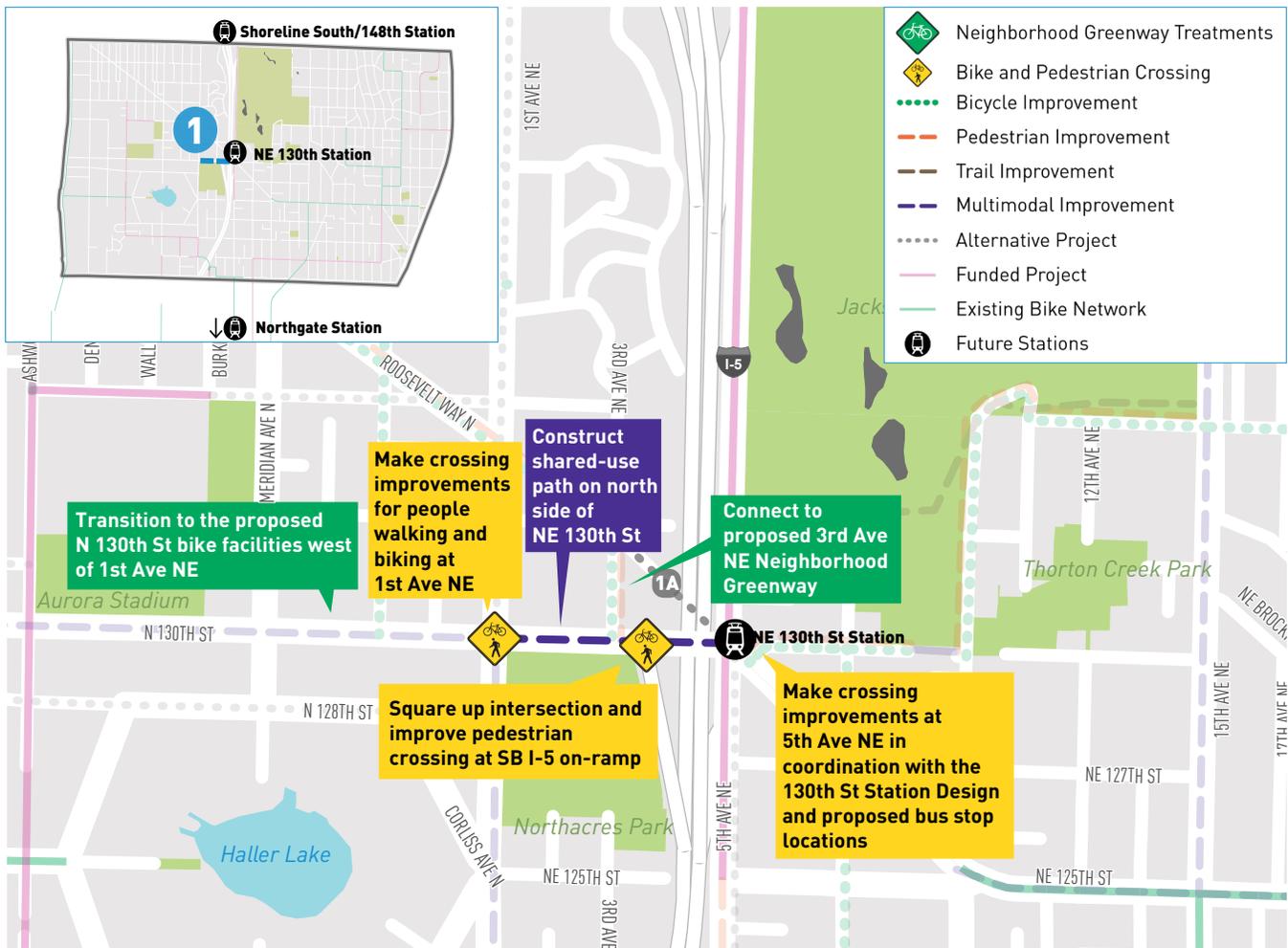
Make crossing improvements at 5th Ave NE in coordination with the NE 130th St Station Design and in coordination with proposed bus stop locations

Connect to proposed Neighborhood Greenway on 3rd Ave NE

Square up the intersection and improve pedestrian crossing southbound at I-5 on-ramp

Coordinate with King County Metro to identify where pavement improvements are required to accommodate transit





Considerations

- **Alternative: #1A:** Depending on the final project construction schedule, coordinate with Sound Transit to explore study of a bicycle and pedestrian overpass spanning I-5
- If sidewalk improvements are made on the south side of the NE 130th St Overpass, improve pedestrian crossing at the southbound I-5 on-ramp
- If space is available between 1st Ave NE and the west side of NE 130th overpass build a shared-use path with planting strip
- Improve pedestrian lighting on N 130th St
- Coordinate with WSDOT to potentially utilize WSDOT right-of-way between 3rd Ave NE and west side of the overpass
- Coordinate with SDOT Sidewalk Repair Program and Americans with Disabilities Act (ADA) Ramp Program to assess where repairs (or new sidewalks) are needed within one-quarter mile of the station
- Coordinate with Sound Transit to identify station and access improvements
- Coordinate with King County Metro to identify bus stop locations and associated improvements for east and west bound stops. Coordinate with WSDOT on potential changes to channelization on the I-5 over pass and NE 130th/5th Ave intersection.

2 N 145TH ST CROSSINGS (WEST OF I-5)

Background

N 145th St is the northern city boundary between the City of Seattle and City of Shoreline.

The City of Shoreline is in the process of redesigning N 145th St between Linden Ave N and the west side of I-5 to improve safety, build bike and pedestrian facilities, and implement operational improvements. As part of the design process, the City of Shoreline is coordinating with the City of Seattle and WSDOT.

Shoreline is proposing a 13-foot shared-use path on the north side of N 145th St between 1st Ave NE and 5th Ave NE. Shoreline is also considering expanding its bike network, north of N 145th St along adjacent residential streets. With the proposed crossing of N 145th St, Seattle has the opportunity to seamlessly connect its future bike network with Shoreline's planned facilities to provide continuous access for people walking and biking to the 145th St Station.

The N 145th St Crossing improvements address community requests for better walking and biking facilities along N 145th St.

Recommendations

1st Ave NE/N145th St Crossing:

Coordinate with Shoreline's N 145th St redesign and WSDOT to incorporate intersection upgrades and crossing improvements for people walking and biking; crossing provides connection to the City of Shoreline's proposed shared-use path on the north side of N 145th St and beyond to proposed 1st Ave NE buffered bike lanes and sidewalks

Corliss Ave N/N145th St Crossing:

Coordinate with City of Shoreline's N 145th St redesign to install new signalized crossing for bikes and pedestrians to connect the proposed Corliss Ave N Neighborhood Greenway with the City of Shoreline's proposed Off-Corridor Bike Network

Ashworth Ave N/N145th St Crossing:

Coordinate with City of Shoreline's N 145th St redesign to install new signalized crossing for bikes and pedestrians to connect the existing Ashworth Ave N Neighborhood Greenway with the City of Shoreline's proposed Off-Corridor Bike Network

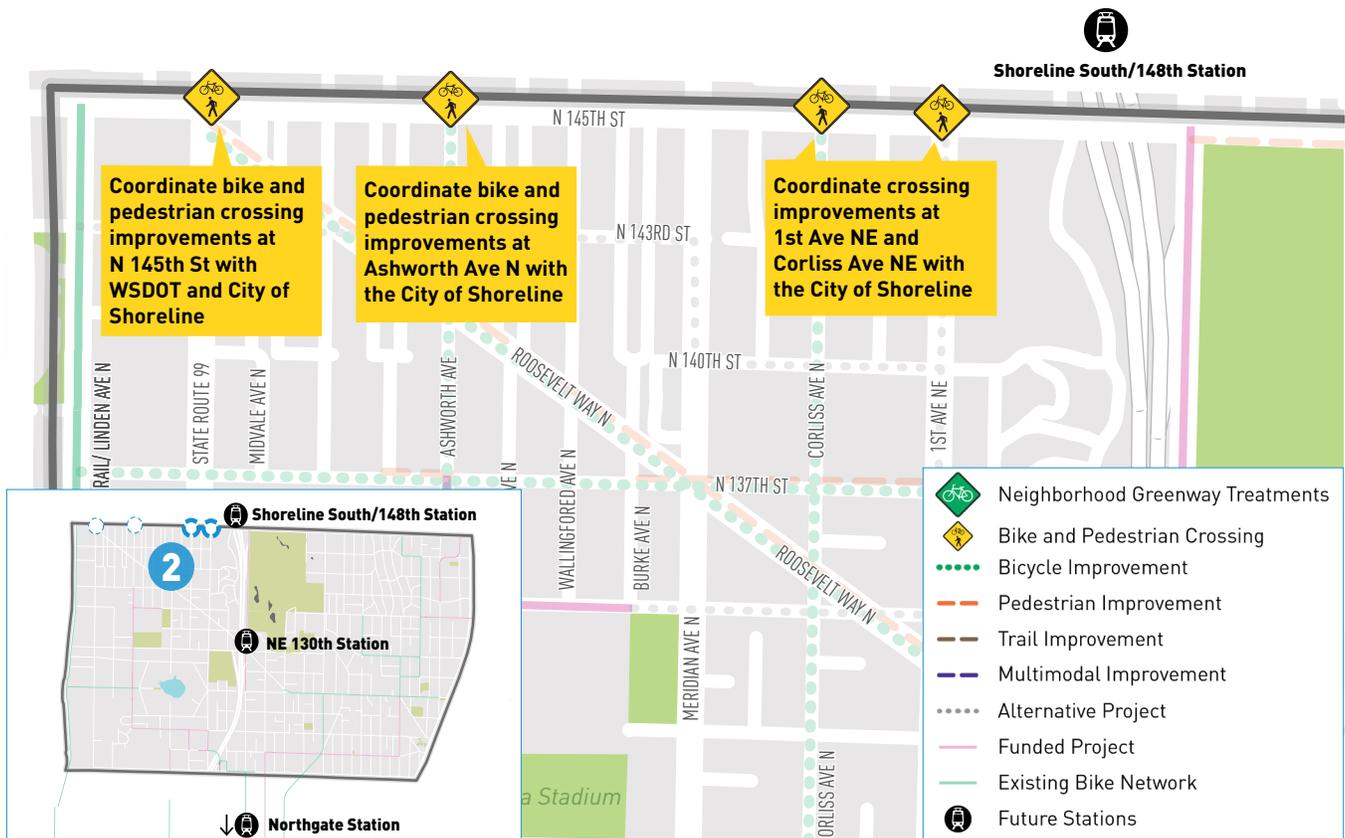
State Route 99/145th St Crossing:

Coordinate with City of Shoreline's N 145th St redesign and WSDOT to incorporate intersection upgrades and crossing improvements for people walking and biking

Evaluation Criteria	Priority Connection
Safety	1 2 3
Connectivity and Mobility	Modes Addressed
Equity	
Livability	Community Support
Implementation	1 2 3 4 5
Community Input	Estimated Cost Range
	\$ \$ \$ \$

Potential Funding Source(s) and Partner(s)

- Future Seattle Transportation Levy
- Seattle Neighborhood Street Fund
- SDOT Vision Zero Program
- WSDOT Pedestrian-Bicycle Program
- City of Shoreline



Considerations

- Coordinate with City of Shoreline design reviews of the 145th St Street Corridor Project (2020-2022)
- Coordinate with City of Shoreline on proposed location of curbs at N145th/1st Ave NE as not to preclude bike facilities on 1st Ave NE
- Coordinate with King County Metro about their recommended relocation of the westbound stop on N145th St/NE 1st Ave (75320) from nearside to farside
- Providing safe crossings at NE 145th St at Corliss Ave N and 1st Ave NE are essential to connect to the potential 148th St Non-Motorized Bridge. The City of Shoreline received System Access Funds for the 148th St Non-motorized Bridge to complete the design phase and contribute to partial construction funding for a pedestrian/bicycle bridge spanning I-5 and connecting west side neighborhoods to the north end of the Shoreline South/148th St Station plaza area.
- Coordinate crossing improvement locations with the City of Shoreline's Off-Corridor Bike Network.
- At the time of publication, the City of Shoreline proposes new pedestrian activated signals at N145th and Corliss Ave N and N145th and Ashworth Ave N
- The project should ensure safe access to the crossing improvements for people walking and biking when coming from both north and south of NE 145th St
- Consider the timing of making crossing improvements at Ashworth Ave N and Corliss Ave N with the implementation of City of Shoreline's Off-Corridor Bike Network and proposed 148th St Non-motorized Bridge

3 N 130TH CORRIDOR IMPROVEMENTS (SR 99 TO NE 130TH ST OVERPASS)

Background

The N 130th St Corridor Improvements create a central east-west connection between the Bitter Lake urban village and the NE 130th St Station. Improvements would create high-quality facilities for transit, people walking and biking and addressing a Bicycle and Pedestrian Safety Analysis (BPSA)-identified intersection at N 130th St/1st Ave NE. NE 130th St between I-5 and SR 99 is a high collision corridor with a history of collisions resulting in serious injuries for people walking and bicycling. Improvements are focused on reducing bicycle level of traffic stress, vehicle speeds and collisions along the corridor.

N 130th St Corridor Improvements proposes implementing an all ages and abilities bicycle facility identified in the Seattle Bicycle Master Plan (BMP) and improving sidewalks identified in the Pedestrian Master Plan Priority Investment Network.

In addition to providing access to the NE 130th St Station, the project provides improved bike and pedestrian access to Ingraham High School, Granite Curling Club, Haller Lake Playground, and Northacres Park.

The N 130th St Corridor Improvements address community requests for safe bike and walking along N 130th St to the NE 130th St Station.

Recommendations

Construct grade-separated shared-use path on the north side of N 130th St

Widen sidewalks on the south side of N 130th St

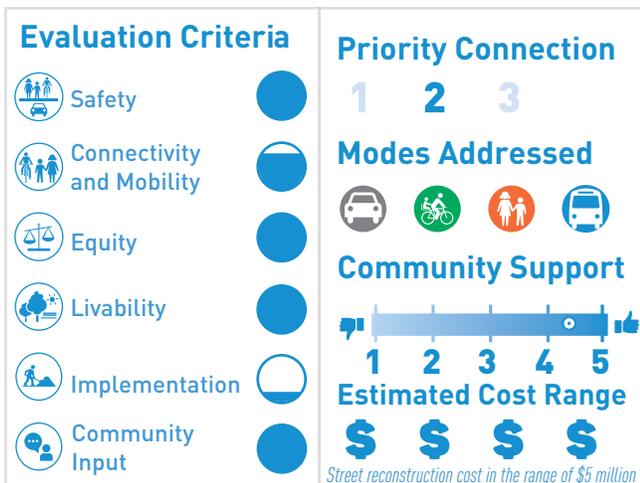
Construct Americans with Disabilities Act (ADA) improvements through the corridor

Make crossing improvements at N 130th St/ State Route 99 and N 130th St/1st Ave NE for people walking and biking

Improve transit stops and amenities to support frequent bus service

Potential options to consider:

- Redesign street as 3 lanes with shared-use path on north side
- 2 lanes (vehicle), 2 lanes transit priority, shared-use path on north side
- Designate segments in both directions for transit lanes that allow buses to avoid traffic in the most congested direction



Potential Funding Source(s) and Partner(s)

- Sound Transit Station Access Allowance
- SDOT Vision Zero Program
- Future Seattle Transportation Levy
- WSDOT Pedestrian-Bicycle Program
- Puget Sound Regional Council (PSRC) Non-Motorized Set-Aside



Considerations

- Future King County Metro plans identify N 130th St as a transit priority corridor; with limited right-of-way there will be trade-offs required between transit priority and protected bike lanes
- Requires coordination with WSDOT to improve signalized crossing for people walking and biking at N 130th St/State Route 99
- A shared-use path was identified because it is a continuation of the proposed shared-use facility on the N 130th St Overpass, reduces potential conflicts at intersections, ties in with the Corliss Ave N Neighborhood Greenway, achieves BMP goal of an all ages an abilities facility, and avoids potential conflict with the I-5 southbound on-ramp
- Coordinate with King County Metro on potential partnership stop improvements.
- SDOT is considering an interim design to re-channelize N 130th St from 4 vehicle lanes to 3 and add bike lanes between Linden Ave N and 5th Ave NE

An alternative was considered as a potential off-corridor central east-west connection for people biking:

- **Alternative #3A: N 128th St Neighborhood Greenway**
 - » N 128th St is classified as a collector arterial along some segments, which conflicts with the low speed, low traffic volume characteristics of a neighborhood greenway
 - » Land use close to State Route 99 is zoned for commercial/mixed use, and the resulting large truck traffic, unstructured street parking, and other back-of-house business makes the street less appropriate for an all ages and abilities bike facility
 - » This option would reduce conflicts between transit and bikes on N 130th St

4 1ST AVE NE IMPROVEMENTS (SOUTH OF N 130TH ST)

Background

The 1st Ave NE Improvements (south of N 130th St) provide a key north-south connection within a walkable and bikeable distance to the NE 130th St Station. These improvements connect to the NE 130th St Station via the N 130th St Corridor Improvements and the NE 130th St Overpass.

The 1st Ave NE Improvements address community requests for walking and biking improvements along 1st Ave NE. At the south end of 1st Ave NE, the project completes a connection between the funded Ashworth Ave neighborhood greenway and the N 117th St bridge over I-5. Additionally, the project builds on funded sidewalk construction along N 117th St between Meridian Ave N and 1st Ave NE.

The segment is shown in the Seattle Bicycle Master Plan as a shared street; however, this designation is not considered an all ages and abilities facility. Upgrading the bicycle facility to a shared-use path would accommodate people of all ages and abilities and lower traffic stress along this segment, especially at the NE 125th St/Corliss Ave N intersection. The project also proposes improving sidewalks identified in the Pedestrian Master Plan Priority Investment Network.

Recommendations

Reclaim right-of-way along 1st Ave NE to construct a shared-use path along east side of 1st Ave NE

Connect the 1st Ave NE shared-use path to the proposed shared-use path on the north side of NE 130th St

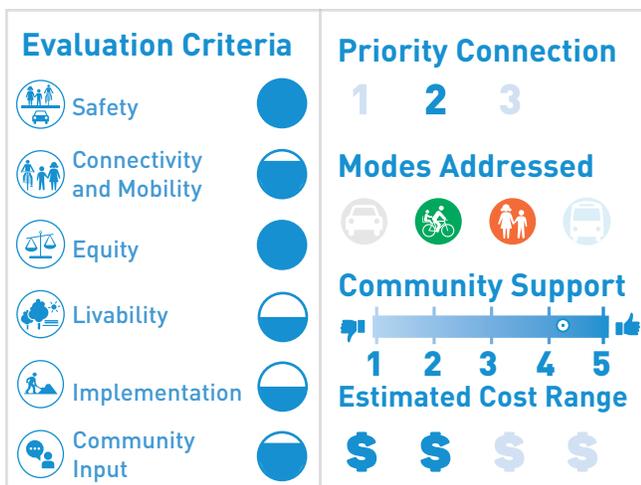
Make crossing improvements at 1st Ave N/ Corliss Ave N/NE 125th St

Install neighborhood greenway treatments along N 117th St to connect the funded Ashworth Ave neighborhood greenway to the N 117th St overpass

The project provides improved access for people walking and biking to Ingraham High School, Northgate Elementary School, Northgate Boys & Girls Club, Peace of Christ Korean Community Church, and Northacres Park.

Potential Funding Source(s) and Partner(s)

- Future Seattle Transportation Levy
- WSDOT Pedestrian-Bicycle Program



Current pedestrian condition along 1st Ave NE in front of Northacres Park



Considerations

- Coordinate improvements along the west side of Northacres Park with Seattle Parks and Recreation
- Weigh competing demands for space to include existing drainage, vehicular lanes, parking, and sidewalks
- A shared-use path will impact the existing retaining walls and drainage ditch between NE 117th St and NE 120th St
- 1st Ave NE Improvements (south of N NE 130th St) provide a continuous north-south connection from N 117th St to N 145th St when combined with 1st Ave NE Improvements— north of N 130th St
- If funding becomes available, consider reconstructing the entire street utilizing full right-of-way to accommodate protected bike lanes, sidewalks, and landscape buffer

5 CORLISS AVE N NEIGHBORHOOD GREENWAY

Background

The Corliss Ave Neighborhood Greenway provides a north-south connection within a walkable and bikeable distance to both the NE 130th St and 145th St Stations. Seattle’s Bicycle Master Plan identifies a neighborhood greenway on Corliss Ave N between N 130th St and N 145th St.

The proposed Corliss Ave N Neighborhood Greenway connects with the City of Shoreline’s plans to build a neighborhood greenway between N 145th St and N 150th St. The City of Shoreline also is in the process of planning a new bike and pedestrian bridge over I-5 at N 148th St, and the Corliss Ave Greenway provides a direct connection to the proposed bridge.

The Corliss Ave N Neighborhood Greenway provides a north-south connection to the proposed N 130th St shared-use path. The project also provides improved access for people walking and biking to Haller Lake United Methodist, Lakeside Middle School, Lakeside Upper School, and Northacres Park.

 For an overview of typical neighborhood greenway treatments, see *Neighborhood Greenways* on pages 37 and 38

Recommendations
Along Corliss Ave N from N 130th St to N 145th St install neighborhood greenway treatments
Coordinate signalized crossing at Corliss Ave N/N145th St for people walking and biking with City of Shoreline
Connect to the proposed shared-use path on the north side of NE 130th St

Potential Funding Source(s) and Partner(s)

- Sound Transit Station Access Allowance
- Seattle Neighborhood Street Fund
- Future Seattle Transportation Levy
- SDOT Vision Zero Program
- WSDOT Pedestrian-Bicycle Program
- City of Shoreline (signal and crossing improvements)

Evaluation Criteria	Priority Connection
 Safety 	1 2 3
 Connectivity and Mobility 	Modes Addressed
 Equity 	   
 Livability 	Community Support
 Implementation 	
 Community Input 	Estimated Cost Range
	\$ \$ \$ \$

Considerations
<ul style="list-style-type: none"> • Consider an option with a neighborhood greenway connection on N 143rd between Corliss Ave N and 1st Ave NE, and a shared-use path on the east side of 1st Ave NE between N 143rd and N 145th St • Consider the timing of making crossing improvements at Corliss Ave N with the implementation of City of Shoreline’s Off-Corridor Bike Network and proposed 148th St Non-motorized Bridge



Considerations (continued)

An alternative was considered as a potential off-corridor central north-south connection for people biking:

- **Alternative #5A:** Multimodal improvements along 1st Ave NE including a shared-use path on the east side of the street, and offers an opportunity to have a continuous north/south connection between N 117th St and N 145th St; However, this street is an arterial with higher speeds, construction would be more expensive, and there are potential conflicts student with drop-off and pick-up at Lakeside Upper School
 - » Consider school use of roadway shoulder at Lakeside School
 - » Connect with Shoreline’s proposed shared-use path on the north side of NE

145th St between 1st Ave NE to 5th Ave NE for access to the 145th St Station

- » If funding becomes available, consider reconstructing the entire street utilizing full right-of-way to accommodate protected bike lanes, sidewalks, and landscape buffers
- » Coordinate with Safe School Crossings planned along 1st Ave NE and N 135th St
- » Coordinate with SDOT paving program to consider potential cost sharing, design approach, and scheduling
- » Coordinate with City of Shoreline on proposed location of curbs at N145th/1st Ave NE as not to preclude bike facilities on 1st Ave NE

6 ROOSEVELT WAY N NEIGHBORHOOD GREENWAY & SHARED-USE PATH

Background

The proposed Roosevelt Way N Neighborhood Greenway can provide a low-stress, all ages and abilities walking and biking connection from the neighborhood northwest of the NE 130th St Station. With gentle grades, and low average daily vehicle volumes, Roosevelt Way N is a good candidate for an in-street bikeway.

The neighborhood greenway addresses community requests for traffic calming and improved walking and biking facilities along Roosevelt Way N. Roosevelt Way N has a history of collisions resulting in serious injuries at the following intersections: 1st Ave NE, Corliss Ave N, Wallingford Ave N, and Ashworth Ave N. This project would lower the level of traffic stress experienced by people bicycling along Roosevelt Way N and improve several collision hot spots at key intersections.

The proposed project connects the Rapid Ride E Line station at N 145th St/State Route 99 Northacres Park (at 3rd Ave NE) and the NE 130th St Station (at N 130th St/5th Ave NE).

The City's Pedestrian Master Plan identifies some segments of Roosevelt Way N as part of the Priority Investment Network (PIN).

Recommendations
Along Roosevelt Way N (from State Route 99 to 3rd Ave NE) and along 3rd Ave NE (from Roosevelt Way NE to N 130th St) install neighborhood greenway treatments
Construct shared-use path along east side of State Route 99 from Roosevelt Way N to N 145th St
Make crossing improvements at State Route 99/N 145th St for people walking and biking; coordinate with WSDOT and City of Shoreline
Construct sidewalk along north side of Roosevelt Way N from State Route 99 to 3rd Ave NE and along east side of 3rd Ave NE to N 130th St
Make crossing improvements at Roosevelt Way N/N 137th St/Meridian Ave N
Install traffic calming elements along the corridor to reduce traffic speed and volume; remove center line

 For an overview of typical neighborhood greenway treatments, see *Neighborhood Greenways* on pages 37 and 38

Evaluation Criteria	Priority Connection
 Safety 	1 2 3
 Connectivity and Mobility 	Modes Addressed
 Equity 	   
 Livability 	Community Support
 Implementation 	
 Community Input 	Estimated Cost Range
	\$ \$ \$ \$

Potential Funding Source(s) and Partner(s)

- Sound Transit Station Access Allowance
- Seattle Neighborhood Street Fund
- Seattle Your Voice Your Choice Program
- Future Seattle Transportation Levy
- City of Shoreline (crossing improvements)



Considerations

- Connect neighborhood greenway with 1st Ave NE or 3rd Ave NE or both; if 3rd Ave NE, explore improved crossing to connect with Northacres Park
- Coordinate crossing improvements at N 145th St/State Route 99 with WSDOT and City of Shoreline
- Coordinate Roosevelt Way N drainage improvements with Seattle Public Utilities
- Coordinate connection at SR99 & N145th with City of Shoreline's 145th St Corridor Project, Phase 3 Design (2023-2024)
- Consider installing diverters, if traffic volumes increase
- Connect neighborhood greenway to proposed shared-use path on N 130th St
- Consider de-classifying street as an arterial
- If street remains an arterial, bike facility will need to be separated from traffic (e.g., sidepath, painted bike lanes, or protected bike lanes)

7 N 137TH ST NEIGHBORHOOD GREENWAY

Background

The proposed N 137th St Neighborhood Greenway is the preferred neighborhood greenway route to provide an essential east-west bike connection from the Interurban Trail to 1st Ave NE.

The proposed project offers a direct east-west route with low average daily traffic volumes and low vehicle speeds. N 137th St is located between N 145th St and N 130th St and provides access to both future light rail stations.

The City's Pedestrian Master Plan identifies segments of N 137th St as part of the Priority Investment Network (PIN). The project also provides improved access for people walking and biking to Ingraham High School and Lakeside Middle School.

Potential Funding Source(s) and Partner(s)

- Seattle Neighborhood Street Fund
- Seattle Your Voice Your Choice Program
- Future Seattle Transportation Levy

Recommendations

Along N 137th St from the Interurban Trail to 1st Ave NE, install neighborhood greenway treatments

Install signalized crossing at State Route 99/N 137th St for people walking and biking; coordinate with WSDOT

Make crossing improvements at Roosevelt Way N/N 137th St/Meridian Ave N for people walking and biking

Fill in missing sidewalks along N 137th St at the following locations:

- Interlake Ave N to Ashworth Ave N
- Burke Ave N to 1st Ave N

Install a crosswalk at N 137th St/1st Ave NE to connect to the proposed shared-use path on the east side of 1st Ave NE



For an overview of typical neighborhood greenway treatments, see *Neighborhood Greenways* on pages 37 and 38

Evaluation Criteria	Priority Connection
Safety	1 2 3
Connectivity and Mobility	Modes Addressed
Equity	
Livability	Community Support
Implementation	
Community Input	Estimated Cost Range
	\$ \$ \$ \$



Example of a signalized crossing for neighborhood greenway at State Route 99/N 92nd St



Considerations

Two streets were considered as alternative east-west neighborhood greenways:

- **Alternative #7A:** N 143rd St
- **Alternative #7B:** N 135th St

Challenges with alternatives include disconnected street grids, higher vehicle volumes, varied land use, steep topography, and unsignalized crossings at State Route 99

- Coordinate with WSDOT to study installing new signalized pedestrian and bike crossing at N 137th St/State Route 99

8 ASHWORTH AVE N NEIGHBORHOOD GREENWAY

Background

The Ashworth Ave N Neighborhood Greenway is identified as a project in the Seattle Bicycle Master Plan. The project extends the funded Ashworth Ave N Neighborhood Greenway beyond its planned terminus at NE 135th St north to N 145th St.

The project connects to the proposed N 137th St Neighborhood Greenway and proposed Roosevelt Way NE Neighborhood Greenway.

Potential Funding Source(s) and Partner(s)

- Seattle Neighborhood Street Fund
- Future Seattle Transportation Levy
- City of Shoreline (crossing improvements)

 For an overview of typical neighborhood greenway treatments, see *Neighborhood Greenways* on pages 37 and 38

Recommendations

Install neighborhood greenway treatments along Ashworth Ave N from N 135th St to N 145th St

Coordinate signalized crossing at Ashworth Ave N/N 145th St for people walking and biking with the City of Shoreline and WSDOT



Trail at Ashworth Ave N/N 125th St connecting the Ashworth Ave N neighborhood greenway

Evaluation Criteria		Priority Connection	
 Safety		1	2 3
 Connectivity and Mobility		Modes Addressed	
 Equity			  
 Livability		Community Support	
 Implementation			
 Community Input		Estimated Cost Range	
		\$	\$ \$ \$ \$



Considerations

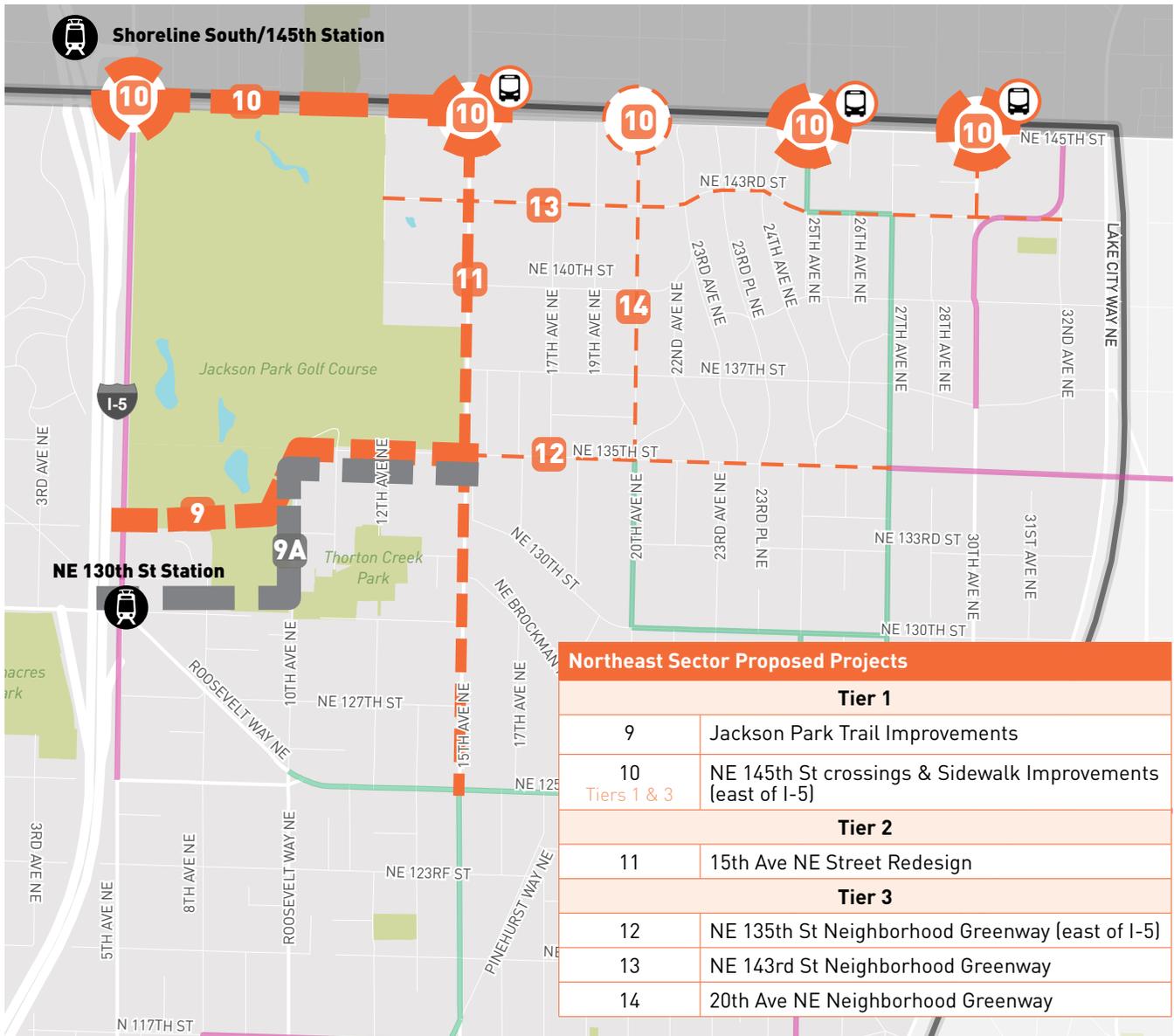
- Coordinate with City of Shoreline and WSDOT to provide a crossing at N 145th St
- Coordinate neighborhood greenway design and wayfinding with the City of Shoreline
- Consider the timing of making crossing improvements at Ashworth Ave N with the implementation of City of Shoreline's Off-Corridor Bike Network and proposed 148th St Non-motorized Bridge



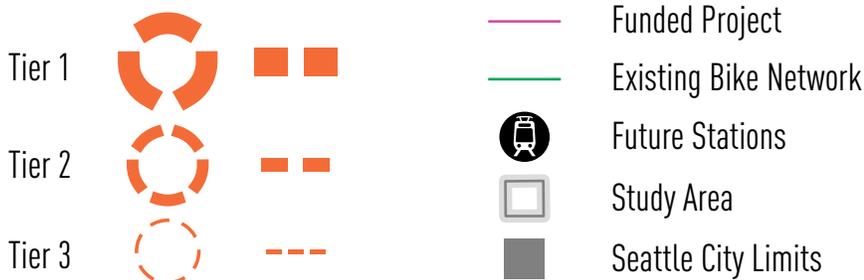


Jackson Park Trail along NE 135th St

PROPOSED PROJECTS: NORTHEAST SECTOR



Northeast Proposed Projects



9 JACKSON PARK TRAIL IMPROVEMENTS

Background

Through the community engagement process, community members expressed a strong desire to improve connections for people walking and biking from neighborhoods on the east side of Jackson Park to the NE 130th St Station.

Improving connections along the south side of Jackson Park enhances equitable access to the NE 130th St Station. The east side of the Jackson Park is home to more low-income residents and residents of color than other neighborhoods in the study area. Although everyone benefits from public transportation, transportation costs can create disproportionate cost burden for people with lower incomes.

Additionally, improving the Jackson Park Trail provides improved access for people walking and biking to the North Seattle Church of Nazarene, Jackson Park Golf Course, and Thornton Creek Park.

Recommendations

(Design options are not mutually exclusive)

Option 9-1: Clear and widen existing trail along south side of Jackson Park between 15th Ave NE and 5th Ave NE. Improve sight lines, and add lighting and wayfinding. Coordinate with Seattle Parks and Recreation to conduct a study of potential trail improvements.

Option 9-2: In-street improvements for people walking and biking, including low-cost sidewalks, wayfinding, and street lighting improvements.

Along NE 135th St formalize parking and construct a pathway.

Along 10th Ave NE:

- Reclaim right-of-way and construct a pathway on the east side for people walking
- Install street lighting and wayfinding
- Install neighborhood greenway treatments

Construct structure for people walking and biking over Thornton Creek Ravine.

Along NE 130th St:

- Construct a pathway on the north side
- Install street lighting and wayfinding
- Install neighborhood greenway elements

Evaluation Criteria	Priority Connection
Safety	1
Connectivity and Mobility	2
Equity	3
Livability	
Implementation	
Community Input	
	Modes Addressed
	Community Support
	Estimated Cost Range
	\$ \$ \$ \$



Jackson Park Trail along NE 135th St



Potential Funding Source(s) and Partner(s)

- Future Seattle Transportation Levy
- Seattle Your Voice Your Choice Program
- Seattle Neighborhood Street Fund
- WSDOT Pedestrian-Bicycle Program
- Sound Transit Station Access Allowance
- Seattle Parks and Recreation

Considerations

- Coordinate potential access improvements with Seattle Parks and Recreation
- Whether or not the Jackson Park Trail is improved, people will use the trail to access the NE 130th St Station. Improving the trail either as a partnership between SDOT and Seattle Parks and Recreation, or as smaller spot improvements will be important for neighborhood safety.

10 NE 145TH ST CROSSINGS & SIDEWALK IMPROVEMENTS (EAST OF I-5)

Background

There are two significant projects planned for NE 145th St (east of I-5) by other agencies:

Sound Transit is planning the SR 522 bus rapid transit (BRT) project that will connect North Lake Washington communities to the 145th St Station. Buses will run approximately every 10 minutes. In Seattle, SR 522 BRT will run along NE 145th St between 5th Ave NE and Lake City Way NE. Sound Transit plans to install new bus stops along NE 145th St (final stop locations have not been determined at this time) and will make sidewalk improvements near station locations on both the Seattle and Shoreline sides of NE 145th St.

The City of Shoreline is planning to construct a roundabout at NE 145th St and 5th Ave NE and will include crossing improvements for bikes and pedestrians.

SDOT will coordinate improvements at these intersections with partner agencies as well as the City of Shoreline's proposed off-street bike and pedestrian network to provide safe access for people walking and biking both to the new BRT and light rail stations, and across NE 145th St. NE 145th St intersections at 15th Ave NE and 30th Ave NE have a history of serious and fatal collisions.

Recommendations

Coordinate crossing improvements with proposed SR 522 BRT stations along NE 145th St at the following intersections:

- 15th Ave NE/NE 145th St
- 25th Ave NE/NE 145th St
- 30th Ave NE/NE 145th St

Coordinate bike/pedestrian crossing improvements at 5th Ave NE with intersection improvements

Make bike/pedestrian crossing improvements at 20th Ave NE to connect the proposed greenway

Plan for sidewalk improvements between 5th Ave NE and 15th Ave NE in coordination with Seattle Parks and Recreation

Coordinate crossing improvements at 25th Ave NE to connect with City of Shoreline's proposed Neighborhood Greenway

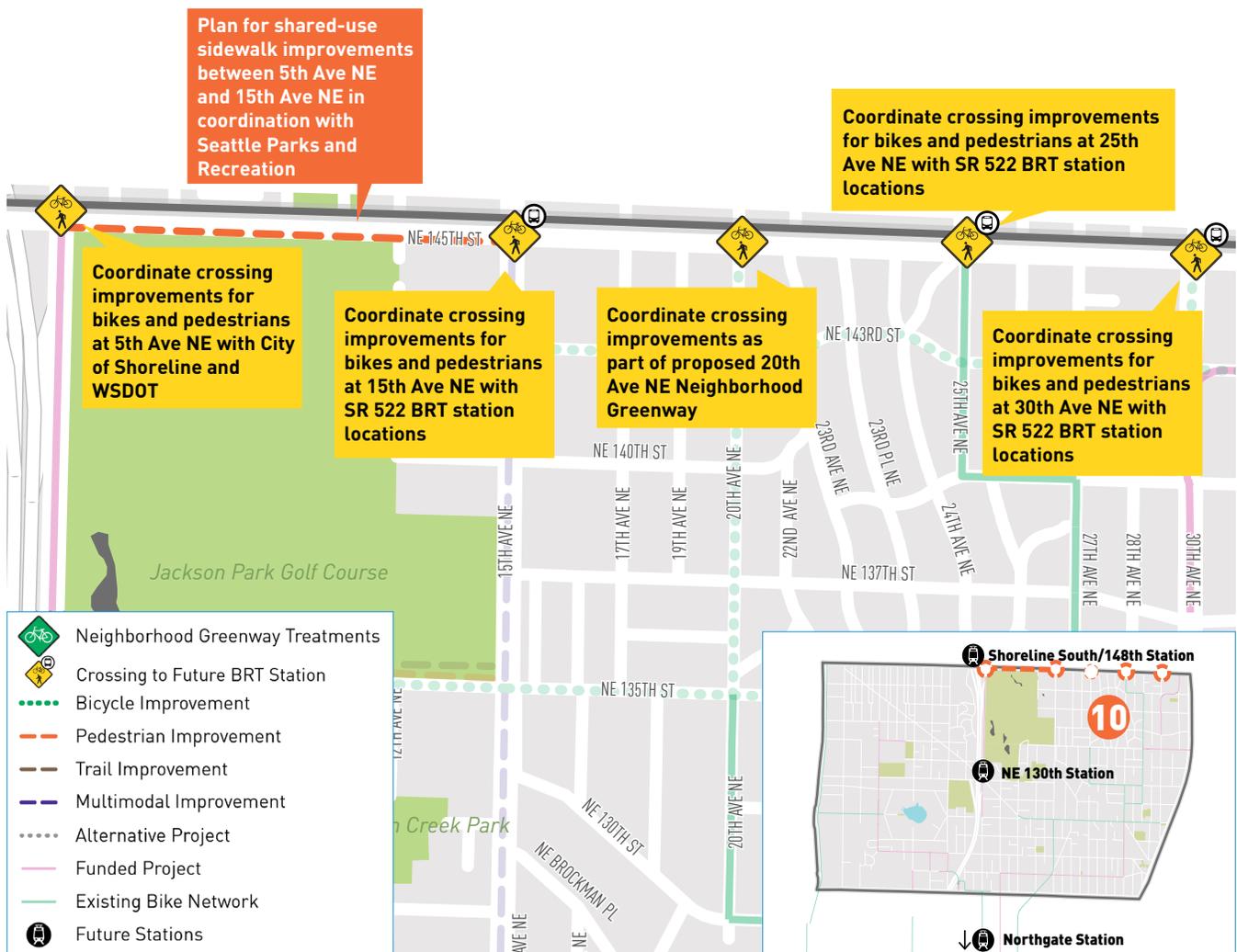
The project also recommends planning sidewalk improvements along the south side of NE 145th St between 5th Ave NE and 15th Ave NE along the northern perimeter of Jackson Park Golf Course.

Currently, this stretch of sidewalk is too narrow, overgrown with vegetation, and there are obstructions like utility poles in some locations. The sidewalk also serves as a segment of the Jackson Park Loop Trail.

Potential Funding Source(s) and Partner(s)

- Future Seattle Transportation Levy
- SDOT Vision Zero Program
- Sound Transit Station Access Allowance
- WSDOT Pedestrian-Bicycle Program

Evaluation Criteria		Priority Connection	
Safety	●	1	2 3
Connectivity and Mobility	●	Modes Addressed	
Equity	●		
Livability	●	Community Support	
Implementation	●		
Community Input	●	Estimated Cost Range	
		Sidewalk construction cost range \$1-5 million	



Considerations

- Sound Transit has not yet finalized the station locations for the proposed SR 522 BRT stations along NE 145th St; proposed locations include 15th Ave NE, 25th Ave NE, and 30th Ave NE or Lake City Way NE; locating BRT station locations has been an interagency process and is still ongoing
- Coordinate with Shoreline, Sound Transit, and WSDOT to determine preferred crossing improvements
- 25th Ave NE is identified as a segment of the Olympic Hills Stay Healthy Streets (Phase 3)
- Coordinate crossing improvement locations with the City of Shoreline's Off-Corridor Bike Network
- Coordinate with Seattle Parks and Recreation to improve the Jackson Park perimeter trail as part of the NE 145th shared-use sidewalk improvement
- Along the area proposed for sidewalk improvements on NE 145th there are challenges with steep topography, existing trees, and golf course operations
- Coordinate crossing improvements with proposed SR 522 BRT stations and/or Metro bus stops along NE 145th St

11 15TH AVE NE STREET REDESIGN

Background

The 15th Ave NE Street Redesign provides a critical north-south connection for people biking to access both the NE 130th St Station and the 145th St Station. The project serves as a key north-south connector between the NE 125th St and Pinehurst Way/15th Ave NE bike facilities to the south and City of Shoreline's bike network north of NE 145th St.

The project addresses a Bicycle and Pedestrian Safety Analysis-identified intersection at 15th Ave NE/NE 125th St by providing dedicated facilities for people biking, improving pedestrian facilities, and reducing the number of vehicle lanes. Additionally, the intersection of NE 145th St/15th Ave NE has a history of serious and fatal collisions. The project lowers traffic stress experienced by people biking along 15th Ave NE and improves collision hotspots.

The 15th Ave NE Street Redesign will implement buffered bike lanes identified in the Seattle Bicycle Master Plan. The project improves access for people walking and biking to the St. Matthews Catholic Church, Pinehurst Court, St. Matthew School, and Safeway.

Recommendations

Redesign the street to reduce the vehicular lanes from 4 to 3 within the existing curb-to-curb along 15th Ave NE from NE 125th St to NE 145th St. Proposed design includes:

- Single vehicle lane in each direction with a continuous turn lane
- Protected bike lanes
- In-lane bus stops with bike through lane

Make crossing improvements for people walking and biking, and connections to other bike facilities at the intersections of 15th Ave NE/NE 125th St (existing bike lanes) and 15th Ave NE/NE 135th St

Connect bike facilities to the proposed SR 522 BRT stations along NE 145th St; coordinate crossing improvements for pedestrians and bikes with BRT plans

Make sidewalk repairs at new or relocated bus stops and install marked/signalized cross walks at those intersections

Evaluation Criteria	Priority Connection
Safety	1 2 3
Connectivity and Mobility	Modes Addressed
Equity	
Livability	Community Support
Implementation	
Community Input	Estimated Cost Range
	\$ \$ \$ \$

Potential Funding Source(s) and Partner(s)

- Future Seattle Transportation Levy
- Sound Transit Station Access Allowance
- SDOT Arterial Asphalt and Concrete (AAC) Paving Program
- King County Metro
- City of Shoreline



15th Ave NE existing cross section, south of NE 125th St

Considerations

- Coordinate with King County Metro regarding transit needs and improvements and to locate potential bus stop locations
- This corridor is classified as a Minor Truck Street in Seattle's freight network
- Consider sidewalk spot improvements to upgrade substandard sidewalks along 15th Ave NE
- Study potential pedestrian crossing at 15th Ave NE and NE 140th St

12 NE 135TH ST NEIGHBORHOOD GREENWAY (EAST OF I-5)

Background

The NE 135th St Neighborhood Greenway provides an important link for the communities east of I-5 to connect in a larger neighborhood bike and pedestrian network. This network includes access to the future light rail stations and transit service along 15th Ave NE.

The NE 135th St Neighborhood Greenway extends the funded neighborhood greenway that will run along NE 135th St from 37th Ave NE to 27th Ave NE. This extended segment would connect to proposed Jackson Park Trail Improvements and to the proposed 15th Ave NE protected bike lane that extends north to NE 145th St and south to NE 125th St.

Potential Funding Source(s) and Partner(s)

- Seattle Neighborhood Street Fund
- Future Seattle Transportation Levy

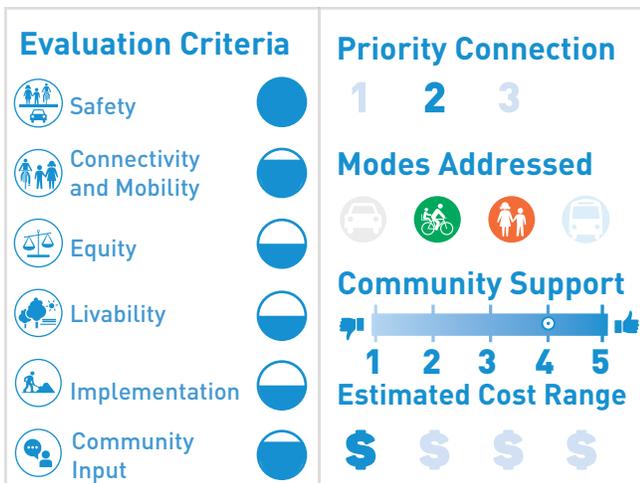
Recommendations

Install neighborhood greenway treatments along NE 135th St from 15th Ave NE to 27th Ave NE

Make crossing improvements at NE 135th St/15th Ave NE to connect to the Jackson Park Trail and the 15th Ave NE bike lanes



For an overview of typical neighborhood greenway treatments, see *Neighborhood Greenways* on pages 37 and 38



Intersection of 15th Ave NE/NE 135th St facing Jackson Park looking west

13 NE 143RD ST NEIGHBORHOOD GREENWAY

Background

The NE 143rd St Neighborhood Greenway provides an off-corridor option to NE 145th St for people walking and biking. The project provides a key east-west connection for the northeast sector of the study area. The NE 143rd St Neighborhood Greenway connects the existing 25th Ave NE neighborhood greenway to the proposed 15th Ave NE protected bike lanes that provide access to the 145th St Station.

The project provides improved access for people walking and biking to the 145th St Station, Northgate Gospel Chapel, and QFC.

Potential Funding Source(s) and Partner(s)

- Seattle Neighborhood Street Fund
- Future Seattle Transportation Levy
- Sound Transit Station Access Allowance
- City of Shoreline

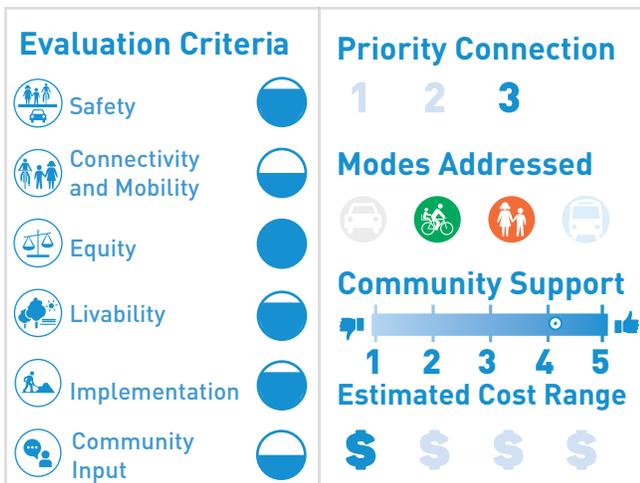
Recommendations

Install neighborhood greenway treatments along NE 143rd St from 12th Ave NE to 32nd Ave NE

Make crossing improvements for transit riders, people walking and biking and connections to the 15th Ave NE bike lanes at NE 143rd St/ 15th Ave NE



For an overview of typical neighborhood greenway treatments, see *Neighborhood Greenways* on pages 37 and 38



Intersection of NE 143rd St/25th Ave NE



Intersection of NE 143rd St/15th Ave NE

Considerations

- Consider clearing and paving Jackson Park Trail along 12th Ave NE between NE 143rd St and NE 145th St to connect the proposed 143rd Neighborhood Greenway to NE 145th St improvements and the 145th St Station
- Evaluate bike connection, make sidewalk repairs, and fill in missing sidewalk gaps on 30th Ave NE between NE 143rd St and NE 145th St
- Coordinate with King County Metro about design of neighborhood greenway with existing bus stop and layover on the north side of NE 143rd St between 15th Ave NE and 17th Ave NE

14 20TH AVE NE NEIGHBORHOOD GREENWAY

Background

The 20th Ave NE Neighborhood Greenway extends the limits of the 20th Ave NE greenway from its existing terminus at NE 135th St to NE 145th St. The crossing of NE 145th St will be coordinated with City of Shoreline.

The 20th Ave NE Neighborhood Greenway will implement a project identified in the Seattle Bicycle Master Plan. The project also provides improved access for people walking and biking to the 145th St Station and Olympic Hills Elementary School.

Potential Funding Source(s) and Partner(s)

- Seattle Neighborhood Street Fund
- Future Seattle Transportation Levy
- City of Shoreline

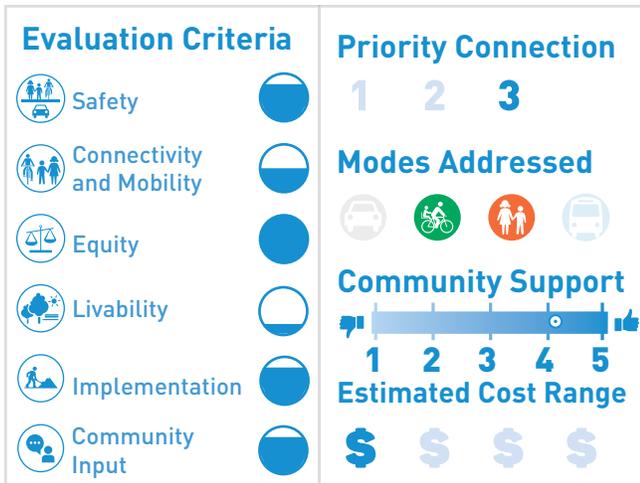
Recommendations

Install neighborhood greenway treatments along 20th Ave NE from NE 135th St to NE 145th St

Coordinate crossing improvements at the intersection of 20th Ave NE/NE 145th St for people walking and biking



For an overview of typical neighborhood greenway treatments, see *Neighborhood Greenways* on pages 37 and 38



20th Ave NE neighborhood greenway south of NE 135th St



Considerations

- Coordinate with City of Shoreline to potentially add 20th Ave NE north of NE 145th St to their Off-Corridor Bike Network

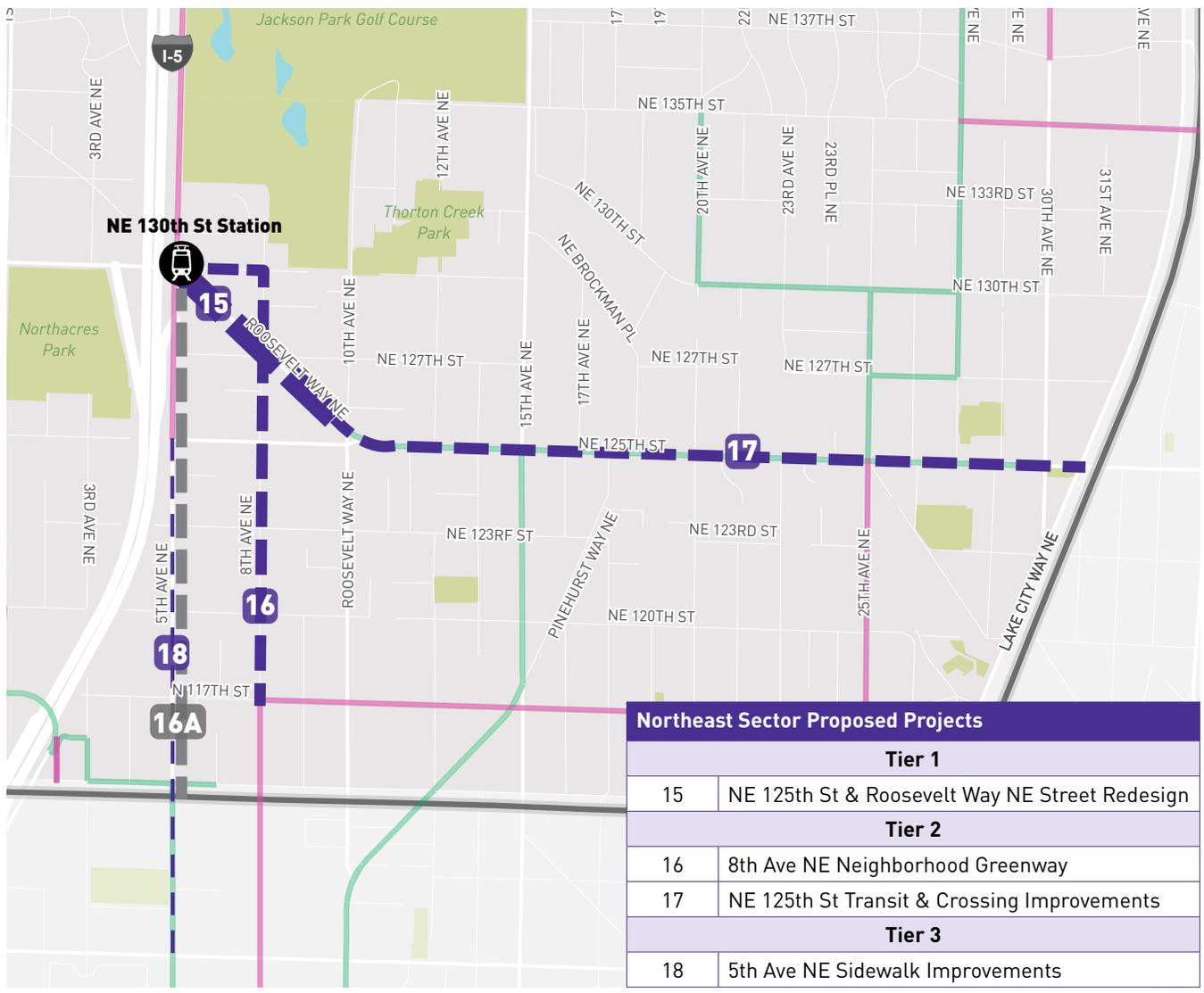


Intersection of 20th Ave NE/NE 145th St

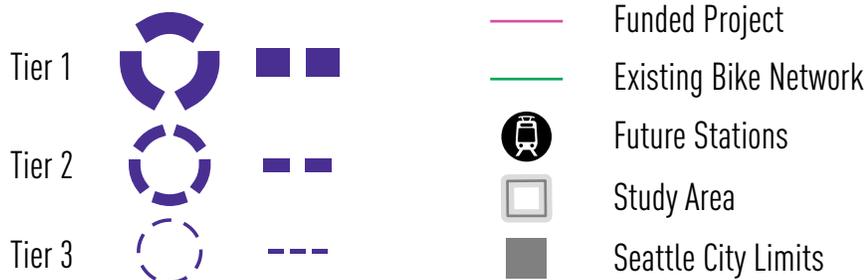


25th Ave NE Greenway

PROPOSED PROJECTS: SOUTHEAST SECTOR



Southeast Proposed Projects



15 NE 125TH ST & ROOSEVELT WAY NE STREET REDESIGN

Background

The NE 125th St and Roosevelt Way NE Street Redesign provides a critical link along NE 125th St to the NE 130th St Station.

The NE 125th St and Roosevelt Way NE Street Redesign proposes protected bike lanes identified in the Seattle Bicycle Master Plan and sidewalk improvements identified in the Pedestrian Master Plan Priority Investment Network. This segment connects to the existing bike lane along NE 125th St from Roosevelt Way NE to Lake City Way. Improvements along this segment will improve collision hotspots, especially Roosevelt Way NW/NE 125th St and lower the level of traffic stress experienced by people biking along Roosevelt Way NE. The project provides improved access for people walking and biking to the NE 130th St Station, Grace Chinese Lutheran Church, Washington International School, and local grocery stores.

Potential Funding Source(s) and Partner(s)

- Future Seattle Transportation Levy
- Sound Transit Station Access Allowance
- Sound Transit 130th Construction Budget
- SDOT Arterial Asphalt and Concrete (AAC) Paving Program

Recommendations

Redesign the street between 10th Ave NE and 5th Ave NE, reducing the vehicular lanes from 4 to 3 to meet the existing roadway cross section along NE 125th St east of 10th Ave NE

Install signalized crossing at Roosevelt Way NE/8th Ave NE to connect to the proposed 8th Ave NE Neighborhood Greenway

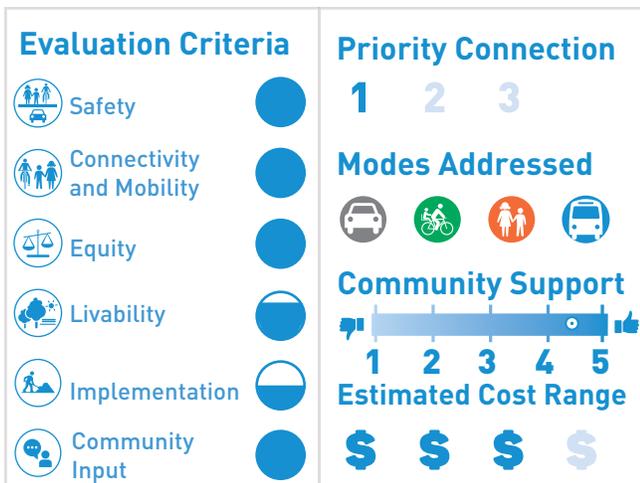
Make crossing improvements at Roosevelt Way NE/10th Ave NE for people walking and biking

Improve transit stops and amenities to support frequent east-west bus service

At 5th Ave NE, transition proposed Roosevelt Way NE bike lanes to grade-separated facility as part of the NE 130th St Station improvements

Connect proposed protected bike lanes (at street level with physical separation) with existing bike lanes east of 10th Ave NE

Coordinate stop design /channelization at 5th Ave NE/NE 145th St



NE 125th St/10 Ave NE

16 8TH AVE NE NEIGHBORHOOD GREENWAY

Background

The 8th Ave NE Neighborhood Greenway extends the funded Northgate neighborhood greenway along 8th Ave NE north to Roosevelt Way NE.

The 8th Ave NE Greenway will implement a neighborhood greenway identified in the Seattle Bicycle Master Plan.

The project provides improved access for people walking and biking to the NE 130th St Station and International Full Gospel Fellowship Church.

Potential Funding Source(s) and Partner(s)

- Sound Transit Station Access Allowance
- Seattle Neighborhood Street Fund
- Future Seattle Transportation Levy

Recommendations

Install neighborhood greenway treatments along 8th Ave NE from NE 117th St to NE 130th St

Connect to proposed signalized crossing at Roosevelt Way NE/8th Ave NE

Install signalized crossing at 8th Ave NE/NE 125th St



For an overview of typical neighborhood greenway treatments, see *Neighborhood Greenways* on pages 37 and 38

Evaluation Criteria	Priority Connection
Safety <div style="float: right;"> <input checked="" type="radio"/> </div>	1 2 3
Connectivity and Mobility <div style="float: right;"> <input type="radio"/> </div>	Modes Addressed
Equity <div style="float: right;"> <input checked="" type="radio"/> </div>	Community Support
Livability <div style="float: right;"> <input type="radio"/> </div>	Estimated Cost Range \$ \$ \$ \$
Implementation <div style="float: right;"> <input checked="" type="radio"/> </div>	
Community Input <div style="float: right;"> <input type="radio"/> </div>	



17 NE 125TH ST TRANSIT & CROSSING IMPROVEMENTS

Background

The NE 125th St Transit & Crossing Improvements include intersection upgrades to improve access for people walking and taking transit. The project is coordinated with the funded crossing improvements at 28th Ave NE/NE 125th St, funded sidewalk improvements along NE 125th St at 33rd Ave NE and from 35th Ave NE to 39th Ave NE.

The NE 125th St Transit and Crossing Improvements lower the level of traffic stress experienced by people biking along NE 125th St by improving intersections and addressing collision hotspots. NE 125th St intersections with a history of serious and fatal collisions include: Roosevelt Way NE, 12th Ave NE, 15th Ave NE, 20th Ave NE, 26th Ave NE (two fatalities), 30th Ave NE, and Lake City Way NE.

The project provides improved access for people walking and biking to the Lake City urban village, Lamb of God Lutheran Church, and the Children's Home Society of Washington.

NE 125th St Transit and Crossing Improvements is the highest scoring project in our equity analysis because it serves a census tract with a high concentration of people with low-incomes, non-English speakers, and people of color in the project study area.

Recommendations

Coordinate with King County Metro to install transit queue jumps along NE 125th St at 10th Ave NE, 15th Ave NE, 30th Ave NE, and Lake City Way

Improve transit stops and amenities to support frequent east-west bus service

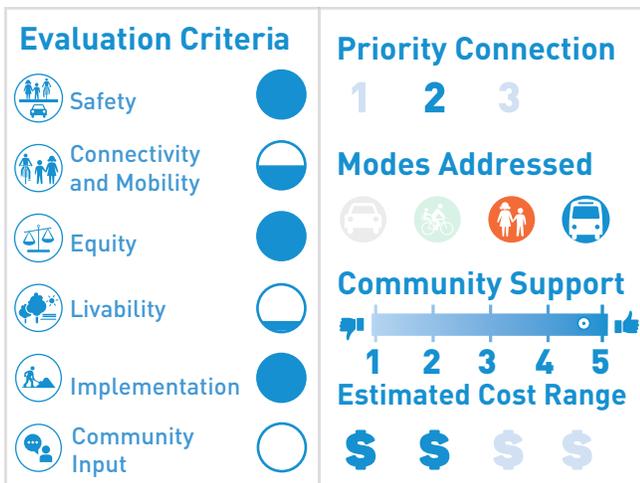
Make crossing improvements at Roosevelt Way NE/10th Ave NE, NE 125th St/NE 15th St, NE 125th Ave/25th Ave NE for people walking and biking

Considerations

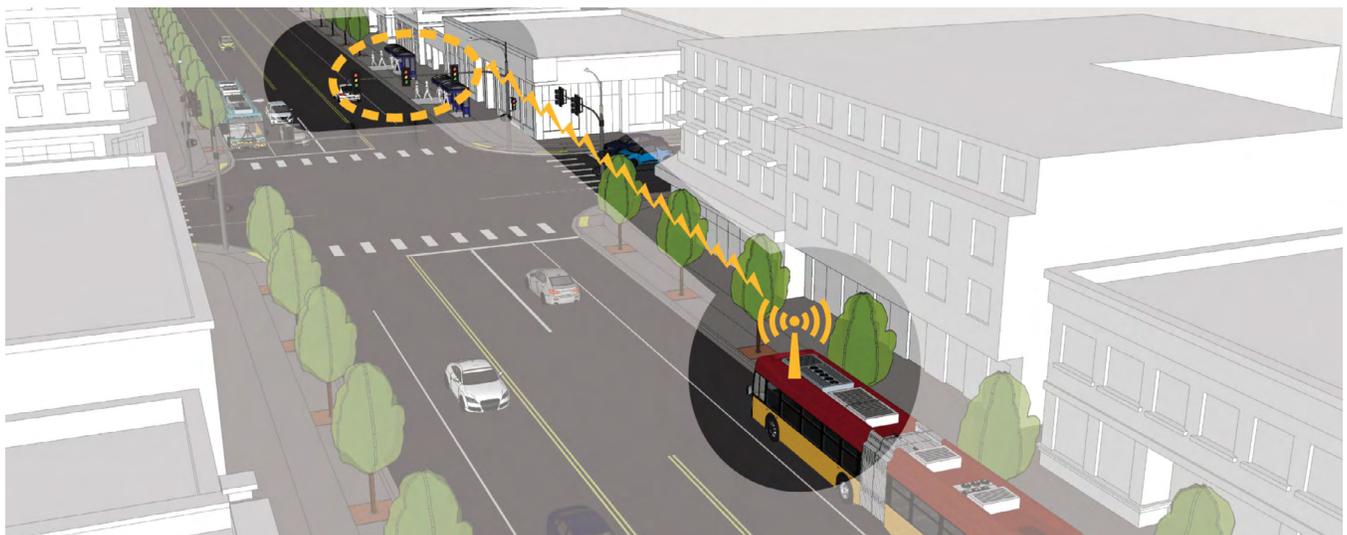
- Coordinate with King County Metro regarding transit needs and improvements

Potential Funding Source(s) and Partner(s)

- SDOT Vision Zero Program
- Seattle Neighborhood Street Fund
- King County Metro



Existing bus stop along NE 125th St



Transit Signal Priority (Source: King County Metro, Rapid Ride Program)

18 5TH AVE NE SIDEWALK IMPROVEMENTS

Background

The 5th Ave NE Sidewalk Improvements extend funded sidewalk improvements along 5th Ave NE (NE 125th St to NE 130th St) south to NE Northgate Way.

The 5th Ave NE project will implement sidewalk improvements along a corridor identified in the Pedestrian Master Plan Priority Investment Network.

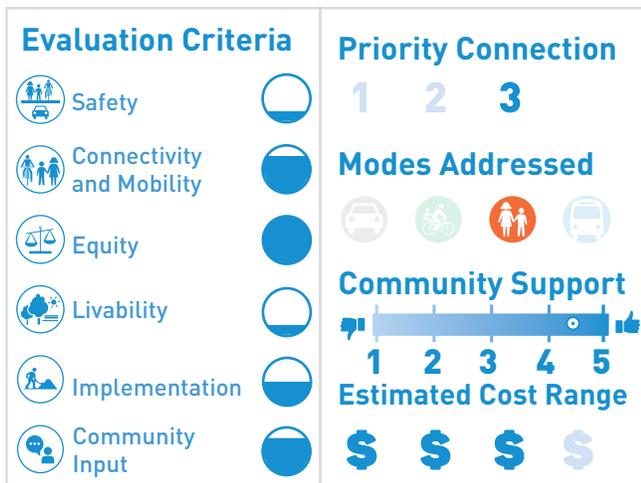
The project provides improved access for people walking and biking to the NE 130th St Station, Latvian Community Center and the International Full Gospel Fellowship Church.

Potential Funding Source(s) and Partner(s)

- Future Seattle Transportation Levy

Recommendations

Widen existing sidewalks and provide a landscape buffer along east side of 5th Ave NE between NE Northgate Way and NE 125th St



Sidewalk along east side of 5th Ave NE



Considerations

- Coordinate with King County Metro regarding transit needs and pedestrian enhancements at bus stops



Sidewalk improvements with landscape buffer along NE 95th St

6. NEXT STEPS

In the coming years to improve access to the future NE 130th St and Shoreline South/148th Stations, we will seek opportunities for funding for the 18 proposed projects, coordinate with City and agency partners to advance planning and design of the proposed projects, and carry forward recommendations from this study to inform mobility recommendations for the Station Area Plan being led by the Office of Planning and Community Development (OPCD).

Below describes additional key next steps and activities:

130TH ST & 145TH ST STATION AREA PLANNING

SDOT will continue coordination with OPCD on the development of 130th St and 145th St Station Area Plan. The planning process will consider options for future development and investment for the area within a 10-minute walk of the future stations. We will work with OPCD and the community to further refine and identify needed mobility improvements. Currently, OPCD plans to publish a draft plan in early 2021.

The draft plan developed with the community will include recommendations to advance and implement the community vision:

- Plan for equitable land use changes, services, and other opportunities near the stations
- Design sidewalks, bikeways, and street improvements to make it easy to walk or bike to the future stations
- Coordinate and prioritize City investments to achieve multiple benefits
- Improve the capacity of the neighborhood to advocate for community goals

FUNDING

As part of this study, we identified potential funding opportunities for each the 18 proposed projects. However, it is important to note that these projects are not currently funded. Moreover, even though these projects have been identified as priorities for this area, these projects will still need to compete for citywide resources. In addition to pursuing potential citywide resources, we will pursue opportunities to advance the design and construction of projects through funding collaboration with agency partners. Lastly, we encourage the community to pursue other available funding sources. Please check out The City of Seattle's Community Resource Guide (see Appendix D), the guide is a toolkit to help you access City resources, local programs, and funding opportunities to enhance your community.

BUS NETWORK

SDOT will work with King County Metro to identify and improve transit access to the future NE 130th St and Shoreline South/148th Stations and along corridors of the routes serving the stations. Prior to station opening, King County Metro, in coordination with Sound Transit, will plan the restructure of bus service in advance of station opening in the area to complement and connect to the light rail service.

COORDINATION WITH CITY PROJECTS

We will coordinate project concepts from this study with other city projects in the study area, including:

- Stay Healthy Streets
- Other planned and/or funded SDOT projects; see "SDOT Projects in the Study Area" (pages 31-32) for more information
- North Thornton Natural Drainage Systems project being led by Seattle Public Utilities
- Potential improvements through and around Jackson Park to be studied in partnership with Seattle Parks and Recreation

COORDINATION WITH PARTNER AGENCY PROJECTS

SDOT will continue coordination with partner agencies on projects that support safe and convenient access to the future light rail stations. These projects include the NE 130th Station site design, SR-522/NE 145th St Stride S3 BRT project led by Sound Transit, and the 145th St Multimodal Corridor project led by the City of Shoreline.

PARKING AND CURBSIDE MANAGEMENT

Sound Transit and SDOT will work together to study on-street parking within approximately one-half mile of the future light rail stations. Studies begin approximately two years in advance of station opening.

The study involves 3-4 counts of vehicles as well as an estimate of the parking supply.

We will use the results of these parking studies, as well as public input, to develop curbside management plans

Potential curbside strategies could include:

- Time limited parking in commercial areas, which support business access by preventing long-term parking and facilitating parking turnover.
- Restricted parking zones (RPZs) in residential areas, which prevent long-term parking except for residents of the area.
- Load zones for passengers and/or goods



Sidewalk with landscaped buffer along Meridian Ave N at N 140th St

APPENDIX A: PROPOSED PROJECT EVALUATION AND CRITERIA SCORES

Max	ID	Project Name	Safety				Connectivity and Mobility								
			2	2	4		2	2	2	6			2	2	
			Improves Bicycle and Pedestrian Bike Safety Analysis (BPSA) locations	Improves delineation of space for people walking and/or biking	Provides in-street traffic calming	25%	Bubbles	Improves pedestrian or bike connectivity to future station or improves pedestrian connectivity within ¼ mile to bus stops in urban villages	Extends the walkshed or bikeshed surrounding the station by connecting missing links to the station or within the walk/bike network.	Improves ADA accessibility	25%	Adjusted 4-Scale	Bubbles	Incorporates improvements for vulnerable travelers such as all ages and abilities bicycle and/or pedestrian facilities	Improves access to social services including senior housing, public schools, or low-income housing
1	1	NE 130th Overpass & Shared-Use Sidewalk	0	2	2	4	●	2	2	2	6	4	●	2	0
2	2	N 145th St Crossings (West of I-5)	0	2	0	2	◐	1	1	2	4	3	◐	2	0
3	3	N 130th St Corridor Improvements (SR 99 to NE 130th St Overpass)	Y	2	2	4	●	2	1	2	5	3	●	2	2
4	4	1st Ave NE Improvements (South of N 130th St)	0	2	2	4	●	1	1	2	4	3	●	2	2
5	5	Corliss Ave N Neighborhood Greenway	0	1	2	3	◐	1	1	2	4	3	◐	2	0
6	6	Roosevelt Way N Neighborhood Greenway	0	2	2	4	●	1	1	2	4	3	◐	2	0
7	7	N 137th St Neighborhood Greenway	0	2	2	4	●	1	1	2	4	3	◐	2	0
8	8	Ashworth Ave N Neighborhood Greenway	0	1	2	3	◐	1	0	2	3	2	◐	2	0
9	9	Jackson Park Trail Improvements	0	2	2	4	●	2	2	0	4	3	◐	2	2
10	10	NE 145th St crossings & Sidewalk Improvements (east of I-5)	0	2	0	2	◐	1	1	2	4	3	◐	2	2
11	11	15th Ave NE Street Redesign	Y	2	2	4	●	1	1	0	2	1	◐	2	2
12	12	NE 135th St Neighborhood Greenway (East of I-5)	0	2	2	4	●	1	1	2	4	3	◐	2	0
13	13	NE 143rd St Neighborhood Greenway	0	1	2	3	◐	1	0	2	3	2	◐	2	2
14	14	20th Ave NE Neighborhood Greenway	0	1	2	3	◐	1	0	2	3	2	◐	2	2
15	15	NE 125th St & Roosevelt Way NE Street Redesign	0	2	2	4	●	2	2	2	6	4	●	2	2
16	16	8th Ave NE Neighborhood Greenway	0	1	2	3	◐	1	1	0	2	1	◐	2	2
17	17	NE 125th St Transit & Crossing Improvements	0	2	2	4	●	0	1	2	3	2	◐	0	2
18	18	5th Ave NE Sidewalk Improvements	Y	1	0	1	◐	1	1	2	4	3	◐	2	2
1A	1A	Bicycle and Pedestrian Bridge over I-5	0	2	0	2	◐	2	2	2	6	4	●	2	0
3A	3A	N 128th St Neighborhood Greenway	0	1	2	3	◐	1	1	2	4	3	◐	2	2
5A	5A	1st Ave NE Improvements (North of N 130th St)	0	2	2	4	◐	1	1	2	4	3	◐	2	2
7A	7A	N 143rd St Neighborhood Greenway	0	1	2	3	●	1	1	2	4	3	◐	2	2
7B	7B	N 135th St Neighborhood Greenway (West of I-5)	0	2	2	4	◐	1	1	2	4	3	◐	2	2

Equity			Livability				Implementation				Community Input							
2	6		2	2	4		2	2	4		2	2	4			1.00		
Racial and Social Equity Composite Index score (projects in census tract 1)	20%	Bubbles	Improvement in a high or moderate density zone	Improves access to neighborhood amenities including parks, grocery stores, and libraries	5%	Bubbles	Estimated Cost (High, medium, low)	Project complexity	5%	Bubbles	Addresses concerns expressed by the community	Aligns with City's modal plans	20%	Bubbles	Total Unweighted	Total Weighted Score	Sector	Tier
0	2		0	0	0		1	0	1		2	2	4		17	0.78	W	1
0	2		2	0	2		1	0	1		2	1	3		14	0.55	W	1
0	4		2	2	4		1	0	1		2	2	4		22	0.85	W	2
0	4		0	2	2		1	1	2		2	1	3		19	0.75	W	2
0	2		0	0	0		2	1	3		2	1	3		15	0.61	W	2
0	2		2	0	2		1	1	2		2	1	3		17	0.68	W	3
0	2		2	2	4		1	1	2		2	1	3		19	0.71	W	3
0	2		0	0	0		2	1	3		2	1	3		14	0.57	W	3
0	4		1	2	3		1	1	2		2	0	2		19	0.71	NE	1
0	4		2	2	4		1	0	1		2	1	3		18	0.64	NE	1
0	4		1	2	3		1	1	2		2	1	3		18	0.68	NE	2
0	2		2	0	2		1	1	2		2	1	3		17	0.68	W	2
0	4		1	2	3		2	1	3		2	0	2		18	0.62	W	3
0	4		1	0	1		2	1	3		2	1	3		17	0.65	NE	3
0	4		1	2	3		1	1	2		2	2	4		23	0.90	SE	1
0	4		0	0	0		2	1	3		2	1	3		15	0.59	S	2
2	4		1	0	1		2	2	4		0	0	0		16	0.57	SE	2
0	4		1	0	1		1	1	2		2	1	3		15	0.55	SE	3
0	2		0	0	0		0	0	0		2	0	2		12	0.54	W	1
0	4		2	2	4		1	1	2		2	1	3		20	0.71	W	1
0	4		1	2	3		1	1	2		2	1	3		20	0.76	W	2
0	4		2	0	2		2	1	3		2	0	2		18	0.65	NE	3
0	4		2	2	4		1	1	2		0	2	2		20	0.73	NE	3

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