



Seattle
Department of
Transportation

Northgate Ped/Bike Bridge Project

August 2017 Open House Summary



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Northgate Ped/Bike Bridge Project



Executive summary

The topics most frequently commented upon by in-person and online open house participants related to safety and security, wayfinding and traffic control, and the experience of people biking and using wheeled devices (e.g., scooters, wheelchairs, strollers, rollerblades, suitcases, etc.). Many individuals also cited the project's cost effectiveness, the bridge's durability, and maintaining vegetation as their main concerns.

The survey asked participants at the in-person and online open houses to review the revised design elements, to share any feedback, questions or concerns, and to tell us whether, how, and how frequently they planned to use the bridge.

Responses showed that 90% of participants plan on using the bridge—either by walking, by biking, by using a mobility device, or in a combination of ways. Of this group, 55% plan on using it every day or at least weekly. The most popular destinations were the King County transit center, the future Sound Transit Link light rail station, retail, and the local bike network (greenways, bike lanes, etc.).

Pavement and lighting options most favored by respondents—colored pavement and lighting mounted on handrails—were described in survey comments as best for bridge users' safety and comfort.

Background

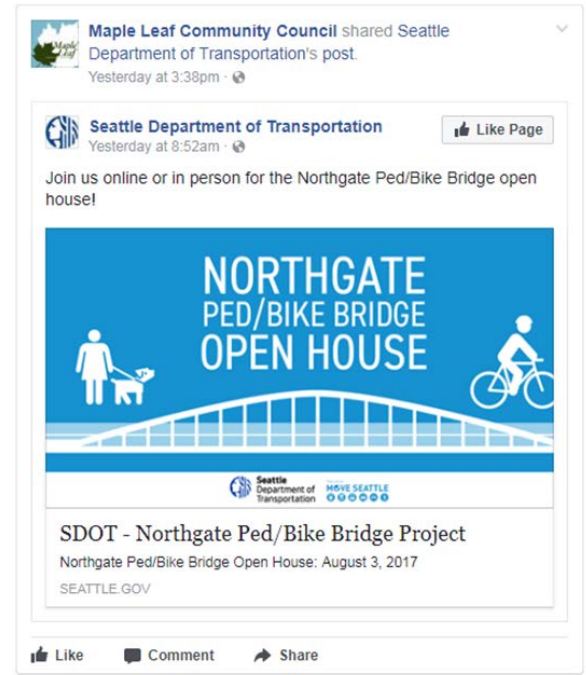
We hosted an in-person open house on Thursday, August 3, 2017, from 5:30 to 7:30 PM, and an online open house that was live from August 3 through August 24. The purpose of the open houses was to share the project's revised bridge design and gather feedback from participants, including how people will use the bridge and preferences for specific elements such as wayfinding and material choices. The open houses also included information on the most promising route for the Northgate Neighborhood Greenway, King County's Transit Oriented Development project, and Sound Transit's future Northgate Link light rail station.

Outreach at a glance

- **32,000 mailers** sent to project area addresses
- **400 invitation emails** sent through project listserv
- **Over 160 attendees** at the in-person open house
- **Over 400** visitors to the online open house
- **197 responses** to survey

Content used for both events included information on the following topics:

- Welcome
- Northgate Today
- Connecting Communities East and West of I-5
- Revised Bridge Design
- User Experience—College Connection
- User Experience—Crossing the Bridge
- User Experience—Station and 1st Ave NE Connections
- Space for All Users
- Environmental Impacts
- Existing Conditions
- Bridge Design Elements
- Project Artist: Charles Sowers
- Public Safety
- Other Walking and Biking Investments
- 1st Ave Walk/Bike Path
- More Ways to be Involved



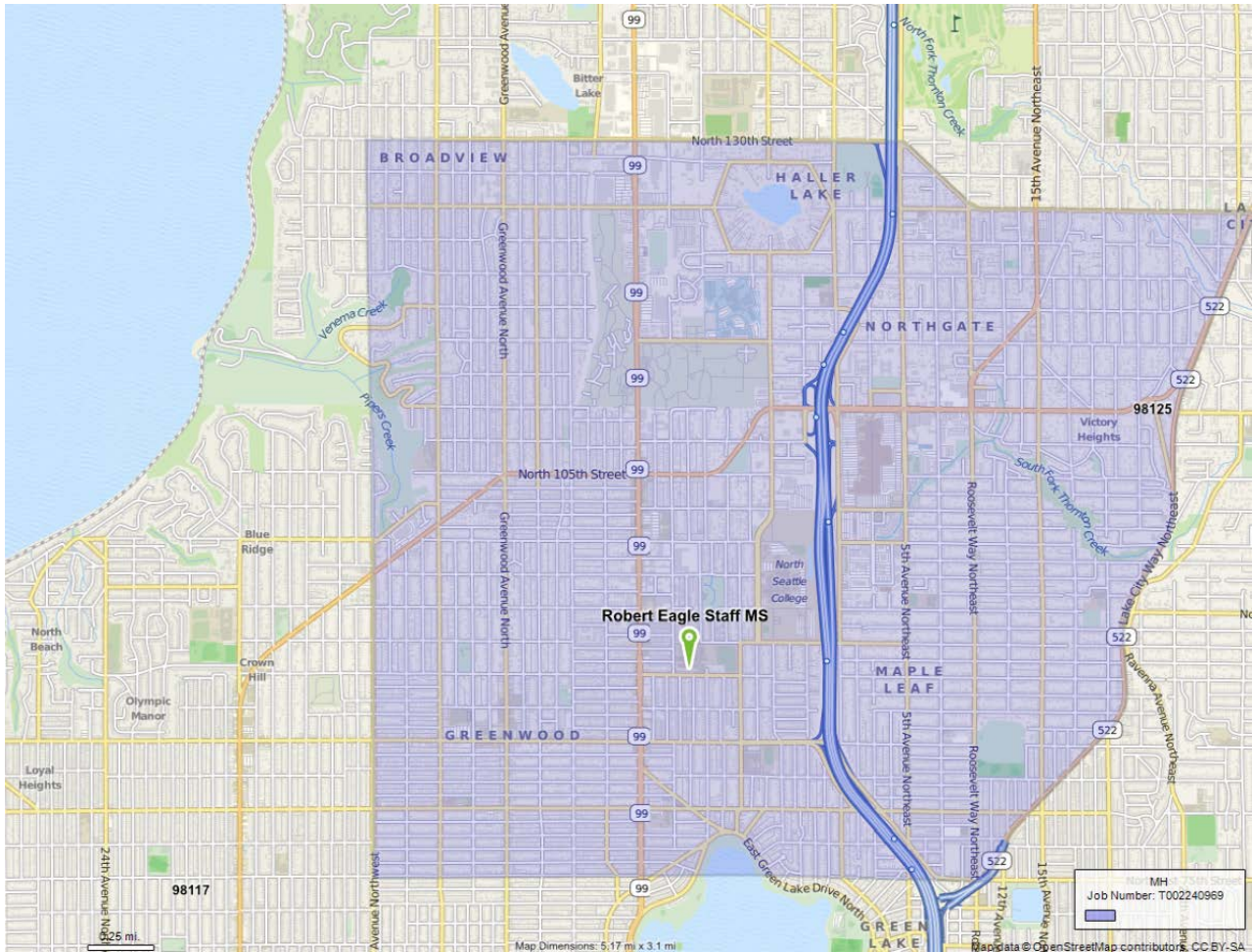
See Appendix C for display boards.

Event promotion

We promoted the in-person and online open houses through the following methods:

- Mailers to homes in the North Seattle area (see map below)
- Targeted emails and phone calls to stakeholders
- Social media posts and ads
- Project website updates
- City-sponsored event calendars
- Flyers posted at community gathering spots (e.g., community centers, libraries, colleges, coffee shops, restaurants, apartments, etc.)
- Ethnic media ads
 - Seattle Chinese Post/NW Asian Weekly
 - La Raza del Noroeste
 - Runta Somali/African News
- Blogs
 - Seattle Bike Blog
 - Pinehurst Blog
 - Maple Leaf Life
 - Lake City Live
 - Cascade Blog





The map above shows the mail area used for the event postcard.

We asked survey respondents how they heard about the event. A total of 197 survey participants responded, and our mail and electronic project resources (email and webpage) were cited most. All responses are illustrated in the pie chart on page 17.

Event accommodations

The following accommodations were provided at the in-person open house:

- Americans with Disabilities Act accessible venue
- Arabic-, Chinese-, and Spanish-speaking interpreters
- Translated project folios
- Childcare area staffed by two sitters
- Food and drinks from local vendors
- Wayfinding signs from transit center to the event
- Bike racks directly in front of the event space

The time frame of the event (5:30 – 7:30 PM) allowed people to stop in after work, school, or other daytime activities, or to go home first and stop by later.

Feedback summary and methodology

We provided in-person and online open house participants with multiple options for providing feedback about the revised bridge design:

- Paper and online surveys at the in-person open house
- Paper comment forms at the in-person open house
- Survey incorporated into online open house
- Multiple comment boxes for feedback throughout the online open house

We categorized all feedback (from both events) by topic and conducted a qualitative analysis for key themes, discussed below.

See Appendix A for the survey and Appendix B for detailed survey results and representative comments submitted on surveys.

Key themes

Theme 1: Safety and security

Safety and security was the most common theme to emerge from survey responses. Many respondents expressed concern for ensuring the safety of all types of bridge users (e.g., people biking, people walking, people with disabilities, etc.). The majority of survey participants favored the lighting option that appeared to produce the most light, identifying increased visibility as enhancing bridge users' personal security at night. When choosing between pavements types (i.e., colored versus textured), the majority preferred the colored option for its smoother surface and lower likelihood of hazard during inclement weather.

Representative comment: *"Safety first, always."*

Theme 2: Wayfinding and traffic control

Help navigating the bridge in the form of wayfinding and traffic control was frequently mentioned as a priority by survey participants. Many emphasized the importance of clear and safe separations between people walking and people biking, and many requested wayfinding that catered to multiple user groups, with special attention to people with disabilities. Several participants, including many not themselves members of the disability community, expressed concern for how design choices would affect safety and comfort for those using mobility devices. Some suggested providing tactile guidance and auditory clues to aid people with visual impairments.

Representative comment: *"I think texture or colored pavement would be a good way to separate pedestrians from cyclists to make it safer for both."*

Theme 3: Experience of people biking and using wheeled devices

The desire for a smooth ride was frequently expressed by survey respondents. In discussing pavement preferences, for example, many said non-textured pavement would avoid "bumpy and uncomfortable rides" for bikers and people using strollers, scooters, wheelchairs, and other wheeled devices. The slope and grade of the bridge were also mentioned as concerns, particularly for people using wheelchairs.

Representative comment: *"Texture is really annoying for strollers and bikes. The vibrations in my hands and for my child is uncomfortable...I would consult the blind community about accessibility and texture vs color."*

Other repeated topics and concerns, though less frequently mentioned, include the length of the bridge, parking, homeless encampments, light pollution, and environmental impacts.

Project goal rankings

Survey participants were asked to rank the following project goals from 1 to 4 in order of importance to them, with 1 being the most important and 4 being the least important. The two project goals ranked most highly (i.e., most commonly ranked as 1 and 2) were:

- Connect to regional transit, including the existing transit center and future Link light rail station
- Add a new, accessible walking/biking route in Northgate that connects to citywide network

The two project goals below were ranked lower in priority (i.e., most commonly as 3 and 4):

- Reduce travel times between the east and west sides of I-5
- Connect to North Seattle College

Appendix A: Survey

The following survey was available in hard copy at the in-person open house and online as part of the online open house.

NORTHGATE PED/BIKE BRIDGE PROJECT SURVEY – AUGUST 2017

We're building a new pedestrian and bike bridge over I-5 to improve connections between the east and west sides of the Northgate community. This bridge will connect people to transit facilities and help knit together neighborhoods historically divided by a 10-lane interstate. We're still designing the bridge and are eager to hear your feedback! This survey will be available online through August 24.

1) Which North Seattle neighborhood do you live in?

- Northgate
- Licton Springs
- Maple Leaf
- Haller Lake
- Bitter Lake
- Evergreen
- Lake City
- Olympic Hills
- Pinehurst
- Victory Heights
- Other (please specify) _____

2) What is your home zip code?

- 98125
- 98115
- 98133
- 98103
- 98117
- Other (please specify) _____

3) How do you usually get around your neighborhood? (Choose your top 3)

- Walk (or use mobility device)
- Bike
- Bus, trolley, or train
- Personal car, truck, or van
- Rideshare (taxi, Uber, Lyft, etc.)
- Carshare (Car2Go, Zipcar, etc.)

4) Do you plan on using the bridge?

- Yes, for walking (or using a mobility device)
- Yes, for biking

- Yes, for both biking and walking (or using a mobility device)
- No, I don't plan on using the bridge
- Other _____

5) If yes, what will you use it for? (Check all that apply)

- Commuting to work
- Commuting to school
- Accessing transit
- Making nearby trips in my neighborhood
- Other _____

6) If yes, how often do you think you'll use the bridge? (Check all that apply)

- Daily
- Weekly
- Monthly
- A few times a year

7) If you plan to use the bridge, will you use it to access any of the following locations? (Check all that apply)

- Retail
- Sound Transit Link light rail station
- King County transit center
- North Seattle College
- Area schools and parks
- Local bike network (greenways, bike lanes, etc.)
- Area neighborhoods such as _____
- Other _____

8) How familiar are you with this bridge project? Please circle the option that applies to you.

Very Somewhat Not at all

9) Please rank the following project goals from 1 to 4, in order of importance to you, with 1 being most important and 4 being least important:

Project goals	Ranking
Reduce travel times between the east and west sides of I-5	
Add a new, accessible walking/biking route in Northgate that connects to the citywide network	
Connect to regional transit, including the existing transit center and future Link light rail station	
Connect to North Seattle College	

10) Pavement textures and colors will create wayfinding along the bridge. They also provide visual and tactile guidance to areas of slower travel during times of high traffic.



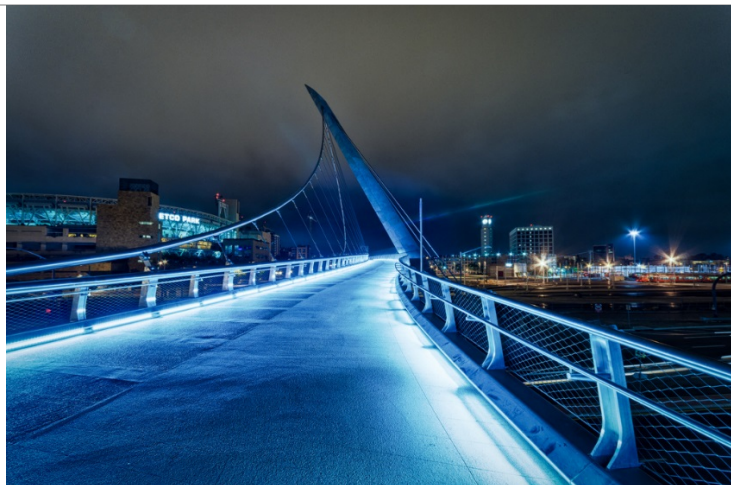
Tell us what you think.

11) Lighting will increase visibility and create a more comfortable experience for people crossing the bridge at night. Tell us what you think in the space to the right of the examples:

Lighting mounted on sides (poles)



Lighting mounted on curb



Lighting mounted on handrail



12) The bridge landings, where the bridge connects with at-grade connections, are supported by short walls. Below are descriptions of treatments for the east and west landings:

On the east landing, where the bridge connects with 1st Ave NE, a textured concrete wall will support the approach structure, and allow for plants to cover the surface.



On the west landing, the bridge rests on a planted berm and vegetated wall structure to help connect the structure to the at-grade path.



Is there additional feedback you'd like to share? Please write it in the box below:

OPTIONAL - Please tell us a little bit more about yourself so that we can understand how inclusive our outreach has been.

What is your age?

- 19 or younger
- 20-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65 or older
- I'd rather not say

Do you have a disability? (Check all that apply)

- Mobility
- Vision
- Hearing
- Cognitive
- None
- Other (please specify) _____

What race/ethnicity best describes you?

- American Indian or Alaska Native
- Asian or Pacific Islander
- Black or African-American
- Hispanic or Latino
- White or Caucasian
- Two or more races
- I'd rather not say
- Other (please specify) _____

What gender do you identify with?

- Female
- Male
- Transgender or genderqueer
- I'd rather not say
- Optional self-identification _____

What is your current housing situation?

- Rent single-family home
- Rent apartment, room, duplex, or dorm
- Own single family home
- Own condominium, co-op, duplex
- Stay with friends or family
- Homeless

What is your annual household income?

- \$7,500 or less
- \$7,501 to \$15,000
- \$15,001 to \$25,000
- \$25,501 to \$35,000
- \$35,001 to \$55,000
- \$55,001 to \$75,000
- \$75,001 to \$100,000
- \$100,001 to \$150,000
- \$150,001 to \$200,000
- More than \$200,000
- I don't know
- I'd rather not say

How did you learn about this open house? (Check all that apply)

- City of Seattle/SDOT mailer
- City of Seattle/SDOT email
- Web
- Poster
- Social media (Facebook, blogs, etc.)
- My employer
- An organization I'm involved with
- Friend
- Other _____

Thank you for participating in our survey! Visit our project website to learn more:

www.seattle.gov/transportation/northgatepedbridge.htm

Appendix B: Survey results

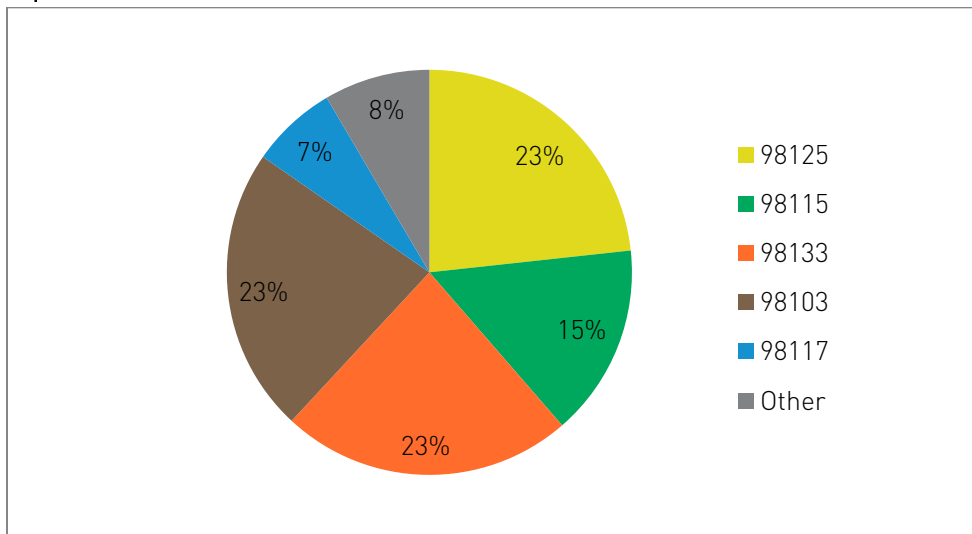
Survey results

Thirty-five people at the in-person open house and 162 participants in the online open house completed the survey. Results and graphics in this section illustrate combined survey feedback from both open houses.

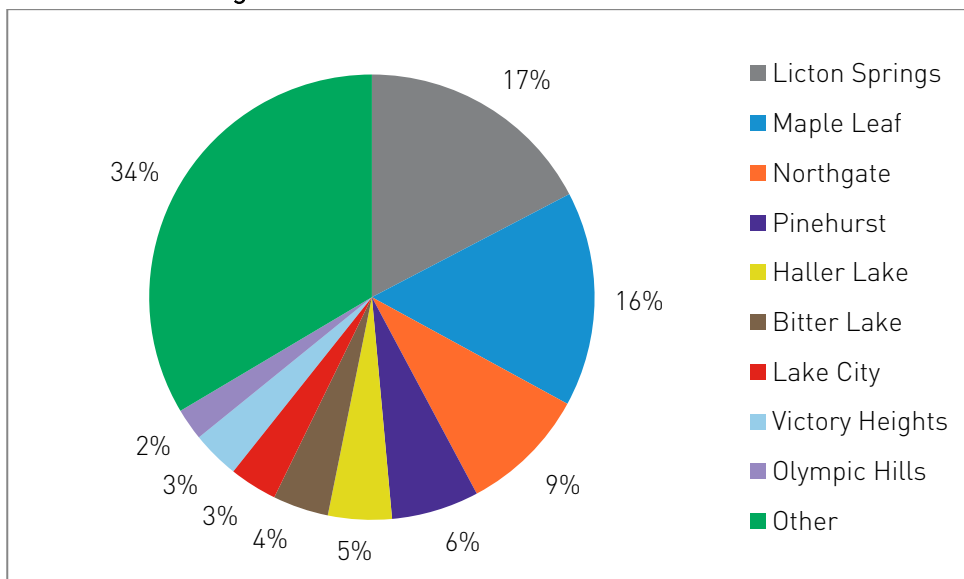
Where survey participants live

Survey participants reported home zip codes and neighborhoods as shown in the pie charts below:

Zip codes



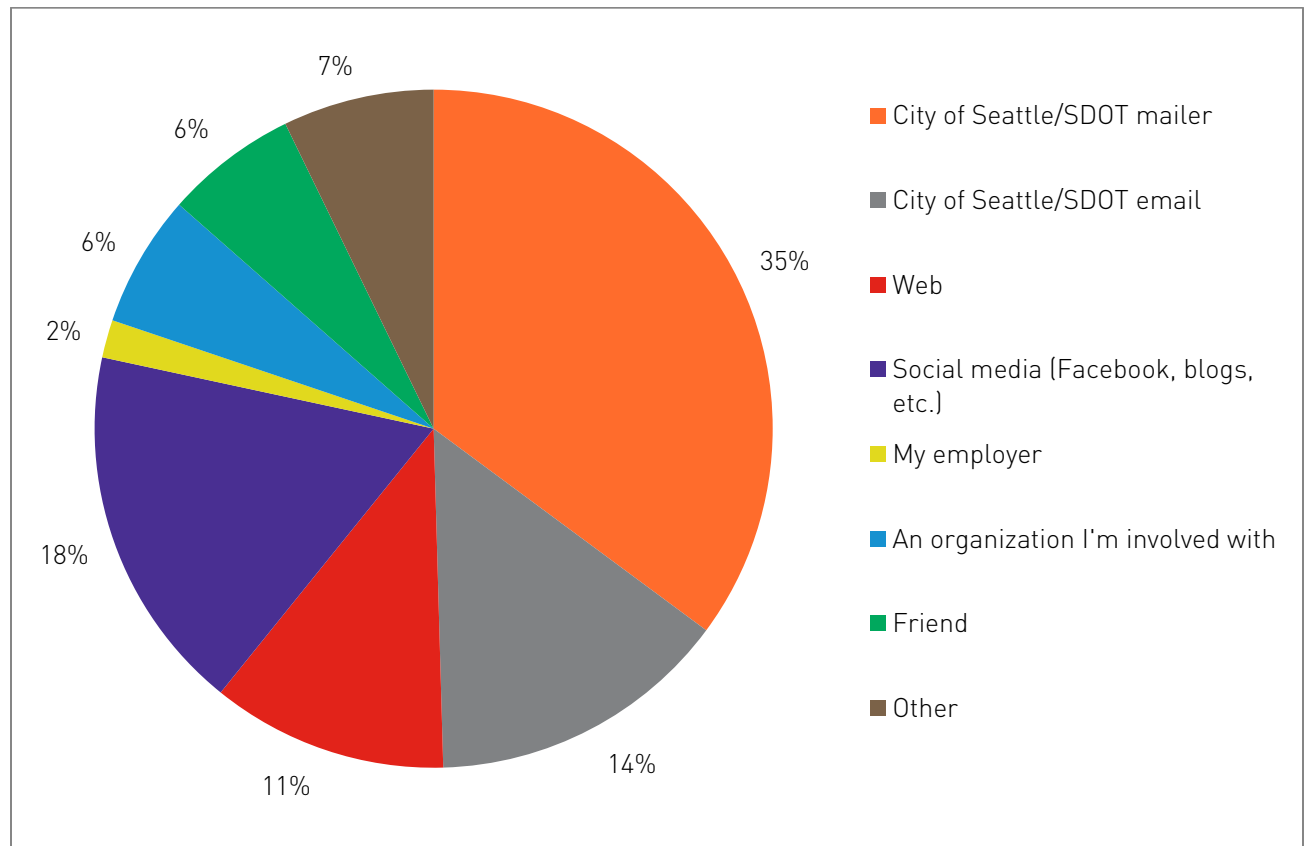
North Seattle neighborhoods



Neighborhoods listed under "Other" include Broadview, Greenwood, Green Lake, Crown Hill, Capitol Hill, Ballard, Wallingford, Phinney Ridge, Wedgwood, Oaktree, Beacon Hill, Blue Ridge, Whittier Heights, Meadowbrook, Roosevelt, Lake Forest Park, and University District.

How'd you hear about this open house?

Roughly half of participants found out about the event through an SDOT mailer or email. Social media was the third most effective form of outreach. Participants were asked to choose all options that applied to them.

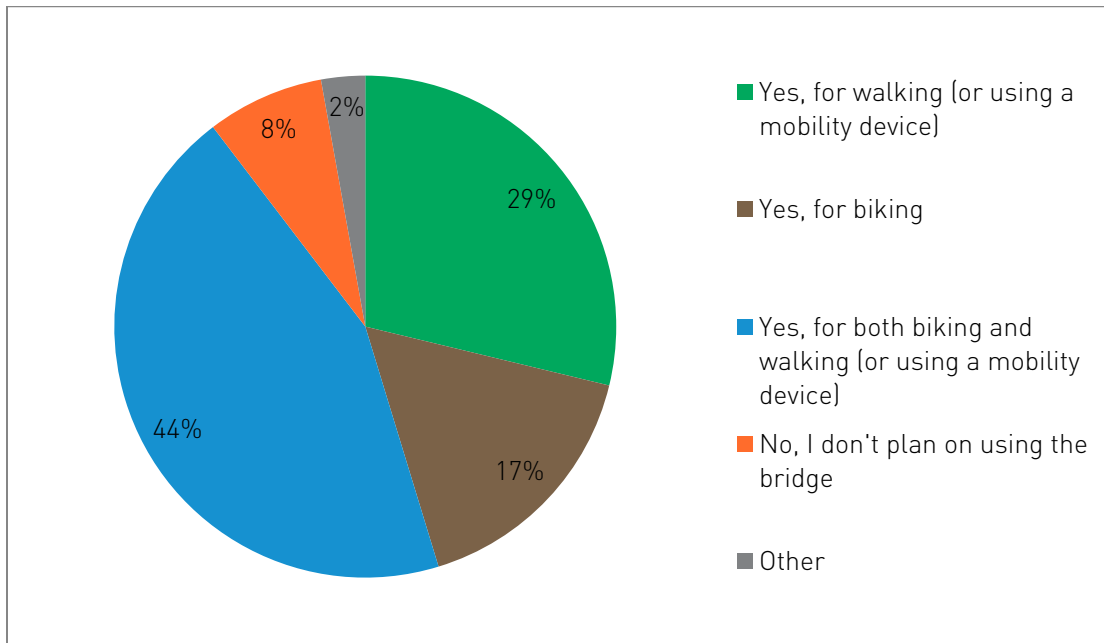


How familiar are you with this bridge project?

- 65% of participants are **somewhat familiar**
- 30% of participants are **very familiar**
- 5% of participants are **not at all familiar**

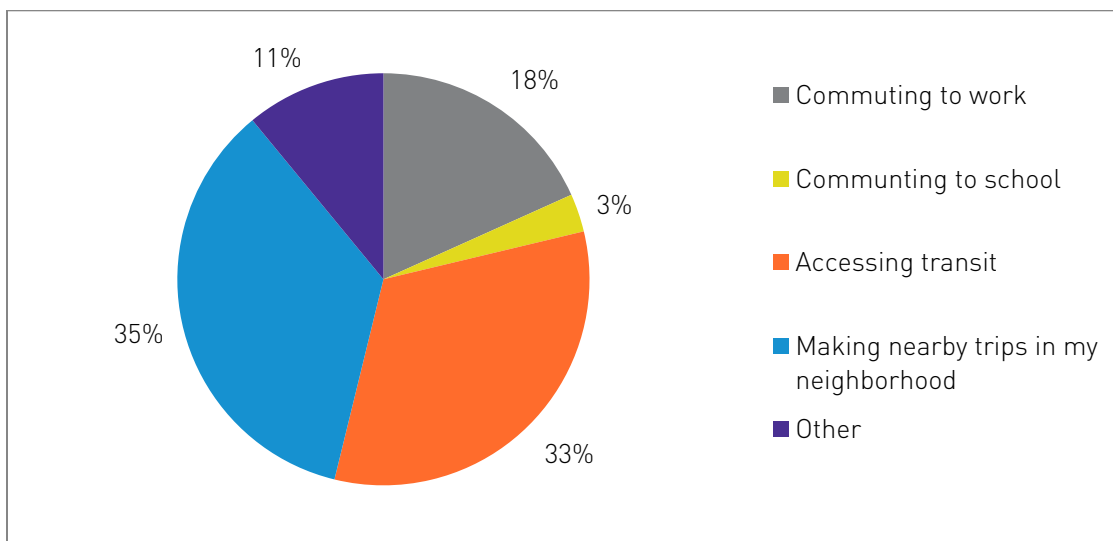
Do you plan on using the bridge?

All but 10% of participants plan to use the bridge—either by walking, by biking, by using a mobility device, or a combination. The pie chart below shows the percentages for each category.



What will you use it for?

Of those who plan on using the bridge, 35% will use it for making nearby trips in their neighborhoods, and 33% will use it for accessing transit. Participants were asked to choose all options that applied to them.

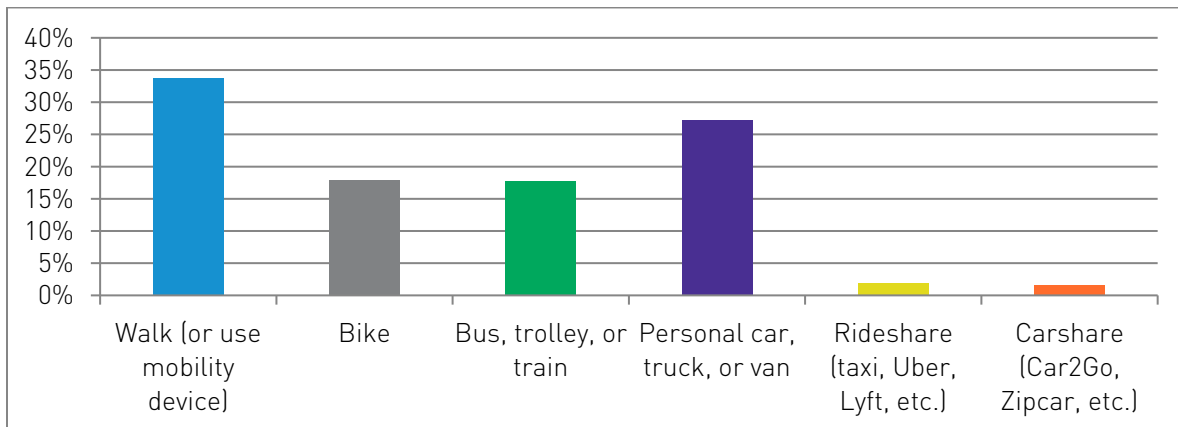


Which locations will you access?

The most popular destinations were King County transit center, Sound Transit Link light rail station, retail, and local bike network (greenways, bike lanes, etc.). Area neighborhoods listed include Greenwood, Oak Tree, Licton Springs, West Shoreline, Ballard, Maple Leaf, Lake City, Butter Lake, Northgate, Phinney Ridge, University of Washington Medical Center, Green Lake, Victory Heights, Pinehurst, North Seattle College area, Aurora Avenue, and University District. Participants were asked to choose all options that applied to them.

How do you usually get around your neighborhood?

Participants were asked to choose the top three options for how they usually get around their neighborhood. Walking was the most popular choice with 34%, and using a personal car, truck, or van was the second most popular choice with 27%.



How often do you think you'll use the bridge?

More than half of participants who plan to use the bridge say they'll use it at least once a week.

- 35% plan to use the bridge **weekly**
- 23% plan to use the bridge **few times year**
- 22% plan to use the bridge **monthly**
- 20% plan to use the bridge **daily**

Narrative feedback on design elements

Survey questions 10 through 13 asked respondents to comment on various design elements. These questions explored pavement options, lighting options, and landing treatments, and provided the opportunity to give general feedback. The following verbatim comments provide representative samples of feedback shared by survey participants.

Question 10: Pavement textures and colors will create wayfinding along the bridge. They also provide visual and tactile guidance to areas of slower travel during times of high traffic. Tell us what you think.

"I appreciate visual cues. However, I would caution to not include texture that would create for bumpy/awkward wheel travel."

"I think texture or colored pavement would be a good way to separate pedestrians from cyclists to make it safer for both."

"Whichever is best for various modes of transportation including wheelchairs."

"For bikers and ADA I think I would prefer colored pavement. As a pedestrian, either would be good."

"Colored pavements to distinguish bike and ped paths from each other...to enhance safety."

"Tactile guidance is very important for those with accessibility needs."

"May be useful to have colored pavement delineate bike path vs. pedestrian path on the bridge and emphasize keep right aspect."

Question 11: Lighting will increase visibility and create a more comfortable experience for people crossing the bridge at night. Tell us what you think in the space to the right of the examples:

Lighting mounted on the poles—least favored option

"Not bright enough to feel safe."

"Too much light pollution."

"Okay but could be too dim."

"...makes too many shadows..."

"Seems dark..."

Lighting mounted on the handrail—most favored option

"I most prefer the lighting on the handrail as it will not only light up the sidewalk, but illuminate near head/eye level. This, in my opinion, increases visibility during night hours."

"Handrail appears to have the best visibility. Safety will be important in this area, especially for people who are walking or biking alone."

"It appears that lighting on the handrail provides a brighter path. I like the look of that best."

Question 12: The bridge landings, where the bridge connects with at-grade connections, are supported by short walls. Below are descriptions of treatments for the east and west landings:

On the east landing, where the bridge connects with 1st Ave NE, a textured concrete wall will support the approach structure, and allow for plants to cover the surface.

"I hope plants will be introduced to cover the concrete walls. They'll be a graffiti magnet otherwise."

"The textured concrete look is cleaner (harder to hide trash than in the bushes) and easier to maintain..."

"While I like greenery, my fear is that it will become overgrown and interfere with the walking/cycling surface..."

"I believe using extra materials like the textured concrete will add to the overall value of the bridge."

On the west landing, the bridge rests on a planted berm and vegetated wall structure to help connect the structure to the at-grade path.

"Greenery would really enhance these spaces."

"As long as plants are involved, I am grateful."

"Please provide as much green as possible!"

"Has the potential to be visually appealing or terrible depending on care/upkeep."

"Maintenance will be important. The potential for vegetation overgrowth might be problematic for safety and aesthetics."

Question 13 (additional feedback): A third of the comments in the open feedback section expressed support for the project.

"This is a much overdue necessity for N Seattle and I am thrilled for its arrival..."

"Thank you for this design!"

"Very excited for this project to be completed!"

"So happy about this bridge. I would use it every day to walk/to from home..."

"Thanks for improving our city and my neighborhood..."

"I can't wait for this [bridge] to open!"

"This project is absolutely necessary for the neighborhood. I want to walk as much as I can, and being able to walk to the retail at the mall from our house would be amazing. My husband could walk to the Park & Ride instead of parking his car. We want this bridge!"

"This is a great project and I believe it is very important that the West side of I-5 has direct access to the station to maximize Link ridership."

"The city has done a great job with the process."

Appendix C:

Display boards

The following display boards were featured at the in-person open house, and the same content was also available through the online open house.

NORTHGATE PED/BIKE BRIDGE

WELCOME! OPEN HOUSE

Northgate Ped/Bike Bridge
with the Northgate Neighborhood Greenway

5:30 – 7:30 PM



The purpose of tonight's open house is to update you on the revised Northgate Ped/Bike bridge design, get your feedback, and talk with you about other transportation projects in Northgate. Inside you will find information on the:

- Northgate Neighborhood Greenway and other walking and biking improvements in the area
- Sound Transit Link light rail Northgate Station
- King County Transit Oriented Development

www.seattle.gov/transportation/northgatepedbridge.htm



NORTHGATE PED/BIKE BRIDGE

NORTHGATE TODAY



- A major residential and employment hub
- 1 of 6 “urban centers” in Seattle’s Comprehensive Plan
- Listed as a regional growth center in the Puget Sound Regional Council’s regional growth management plan
- With the completion of Sound Transit’s Link light rail station in 2021, it’s poised to become one of the region’s most active transit hubs

NORTHGATE PED/BIKE BRIDGE

CONNECTING COMMUNITIES EAST AND WEST OF I-5

Project Goals:

- Connect services and opportunities on the east and west sides of I-5
- Add a new, accessible walking/biking route in Northgate that connects to the citywide network
- Provide better access to regional transit, including the existing transit center and future Link light rail station



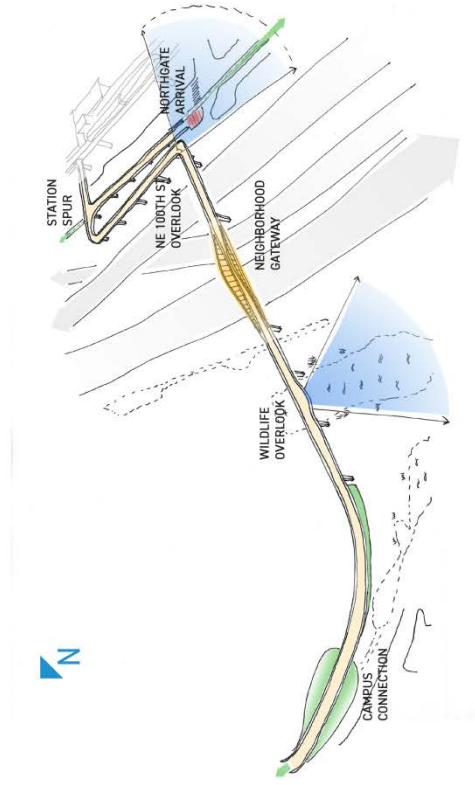
www.seattle.gov/transportation/northgatepedbridge.htm

The City of
MOVE SEATTLE
Seattle Department of
Transportation

REVISED BRIDGE DESIGN

What's New?

- Improved sight lines
- New points of rest at overlooks, with extra bridge width for users to pause
- Reduced conflicts at east landing
- Open structure with graceful design
- Simpler construction approach



NORTHGATE PED/BIKE BRIDGE

USER EXPERIENCE COLLEGE CONNECTION

- Excellent views across bridge
- Multi-use path from bridge to College Way N at N 100th St
- Bridge slope: 0–4.9%
- Connects to North Seattle Neighborhood Greenway and existing protected bike lane on College Way N



Aerial looking east at multi-use path and North Seattle College

NORTHGATE PED/BIKE BRIDGE

USER EXPERIENCE CROSSING THE BRIDGE

- Open bridge structure with protective railings and throw barriers
- Points of rest
 - Wildlife lookout
 - NE 100th St overlook



Wildlife lookout on west side of I-5



The primary bridge span over southbound I-5



NE 100th St overlook on east side of I-5

NORTHGATE PED/BIKE BRIDGE

USER EXPERIENCE STATION AND 1ST AVE NE CONNECTIONS

- Sweeping sight lines in all directions
- Large area where bridge meets station
- Direct landing at grade at 1st Ave NE and NE 100th St crosswalk
- Bridge slope: 4.9% between the landing on the west and the Link station on the east. East ramp to 1st Ave NE is 8.3%



Large area where spur bridge meets main bridge



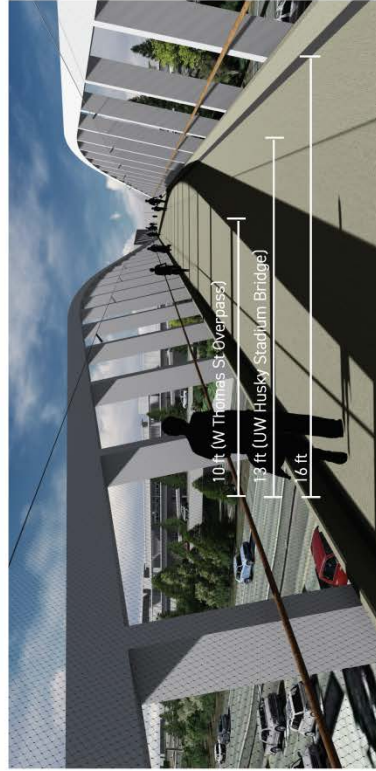
Looking north as bridge descends to station and 1st Ave NE



Looking west at bridge from 1st Ave NE

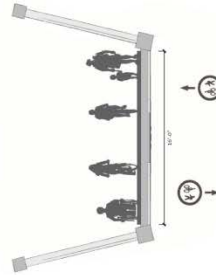
NORTHGATE PED/BIKE BRIDGE

SPACE FOR ALL USERS



Northgate Ped/Bike Bridge

- 16 feet wide, 1900 feet long
- All users keep right



Other local bridges



Boeing Museum of Flight Bridge

Width: 10 ft
Length: 340 ft



University of Washington Husky Stadium Bridge

Width: 13 ft
Length: 378 ft



W Thomas St Pedestrian Overpass

Width: 10 feet
Length: 1009 ft

NORTHGATE PED/BIKE BRIDGE

ENVIRONMENTAL IMPACTS

We're examining the environmental impacts of constructing and operating the Northgate Ped/Bike Bridge. Upon completion, we'll submit National Environmental Policy Act (NEPA) documents to the Washington State Department of Transportation and Federal Highway Administration for approval. Once approved, we'll issue a Determination of Non-Significance to satisfy the State Environmental Policy Act (SEPA). We will then issue a SEPA checklist or adopt the NEPA document in lieu of a checklist, which we'll make available for public review and comment.

Resources we are looking at



- Visual**
- View of neighborhood and Bartonwood from bridge and east approach
 - View of bridge from 1st Ave, I-5 and North Seattle College



- Recreation/Natural Areas**
- Triangle/grass area (passive recreation)
 - Campus trail system/Green Nature Trail
 - Bartonwood/greenbelt



- Historical/Cultural**
- Potential to find historic artifacts
 - Potential to find/disturb Native American artifacts



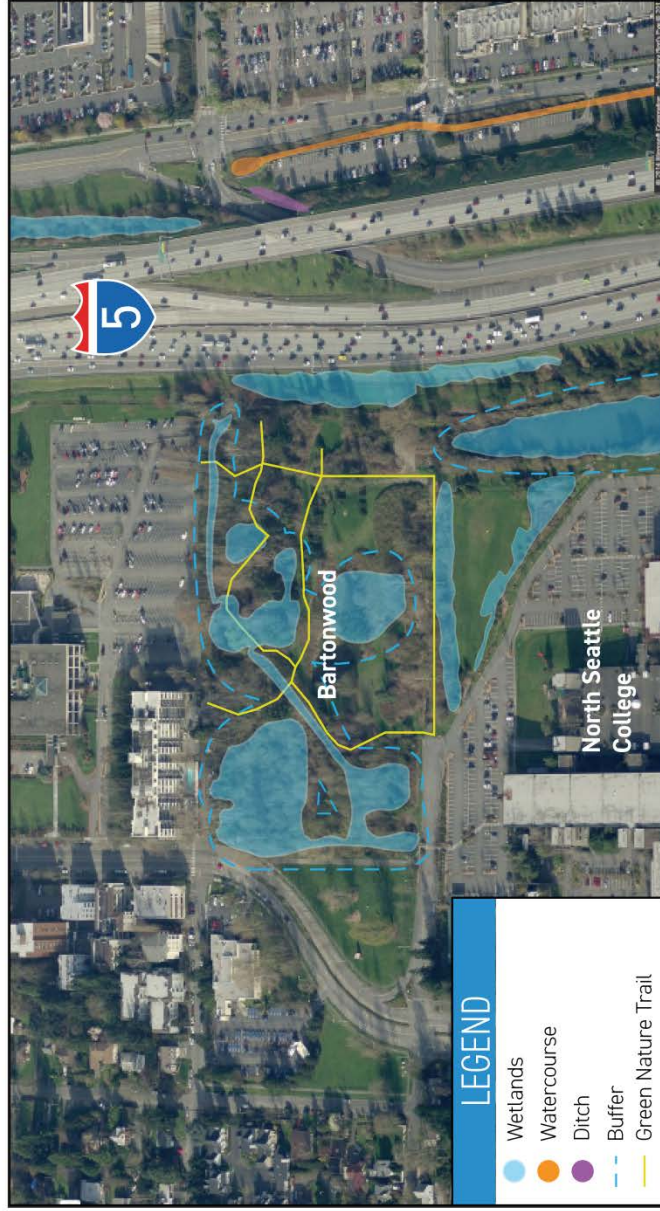
- Transportation**
- Bicycle/pedestrian connections
 - Parking



- Natural Resources**
- Wetland/watercourse
 - Wildlife (Pacific tree frog)
 - Native and planted vegetation

NORTHGATE PED/BIKE BRIDGE

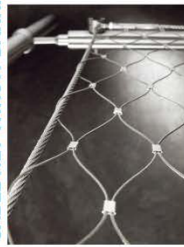
EXISTING CONDITIONS



NORTHGATE PED/BIKE BRIDGE

BRIDGE DESIGN ELEMENTS

CABLE NET THROW BARRIER



Highly transparent and durable stainless steel cable net for the guardrail and throw barrier will prevent people from climbing or throwing things over the side.



AMSTERDAM

LIGHTING



AMSTERDAM

Lighting will increase visibility and create a more comfortable experience for people crossing the bridge at night.



SAN DIEGO



PARIS

PAVEMENT



MINNEAPOLIS

Pavement textures and colors can create wayfinding and distinct places along the bridge. They also provide visual and tactile clues for areas of slower travel.



SEATTLE

WALLS AT BRIDGE LANDINGS



CONCRETE

On the east landing, where the bridge connects with 1st Ave NE, a textured concrete wall will support the approach structure and allow for plants to cover the surface.



VEGETATIVE WALL

On the west landing, the bridge rests on a planted berm and vegetated wall structure to help connect the structure to the at-grade path.

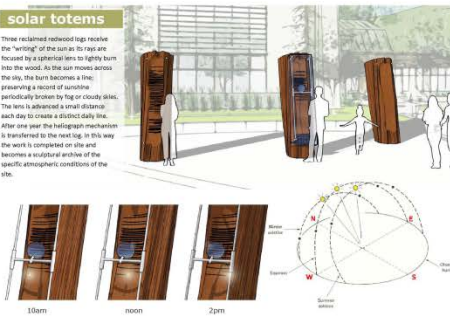
NORTHGATE PED/BIKE BRIDGE

PROJECT ARTIST: CHARLES SOWERS

Previous Work



Please see video at <https://vimeo.com/35043476>



Please see video at <https://vimeo.com/34887501>

Biography

Charles Sowers is an artist whose practice links art, science, and physical phenomena. An exhibit developer at the Exploratorium in San Francisco since 1998, he has created numerous works that directly engage the viewer. This has led to the creation of a kind of aesthetic/scientific instrumentation that reacts to a site and allows us insight into normally invisible or unnoticed phenomena. Through such work he hopes to engage people in an unexpected dialogue with their locale and provoke a desire to take notice of the beauty and curiousness of the world around them.

This artwork project is commissioned with SDOT 1% for Art funds.



OFFICE OF ARTS & CULTURE
SEATTLE

PUBLIC SAFETY



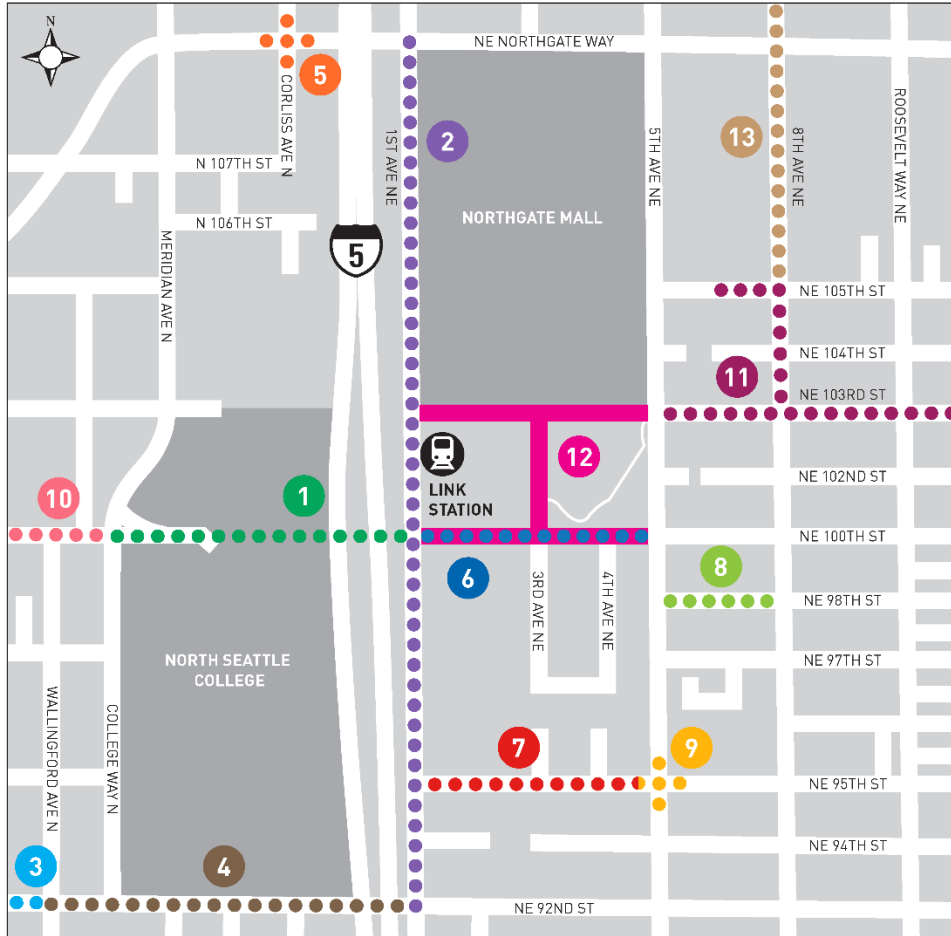
As we design the bridge, we're using a multi-disciplinary approach called Crime Prevention Through Environmental Design (CPTED). CPTED strategies aim to deter crime and are based on the idea that people's behavior in an urban environment is influenced by the environmental design.

CPTED strategies include:

- Ample lighting to avoid blind spots
- Maximizing sight distance and visibility
- Using materials that promote easy maintenance of aesthetic and functional qualities

NORTHGATE PED/BIKE BRIDGE

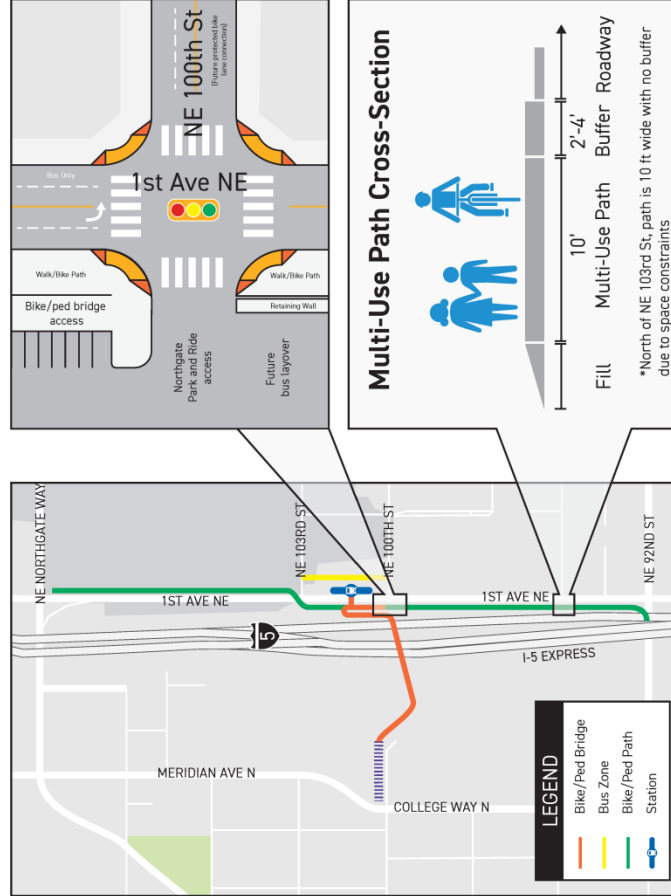
OTHER WALKING AND BIKING INVESTMENTS



- 1 Northgate Ped/Bike Bridge
- 2 Multi-use path
- 3 Safe Routes to School Neighborhood Greenway
- 4 Protected bike lanes
- 5 Crossing improvements
- 6 Streetscape improvements & protected bike lanes
- 7 Sidewalk
- 8 Sidewalk
- 9 Crossing improvements
- 10 North Seattle Neighborhood Greenway (west to Crown Hill)
- 11 Northgate Neighborhood Greenway
- 12 Street concept plan (will inform private development street frontage improvements)
- 13 Northgate Neighborhood Greenway - Phase 2

www.seattle.gov/transportation/northgatepedbridge.htm

1ST AVE NE WALK/BIKE PATH

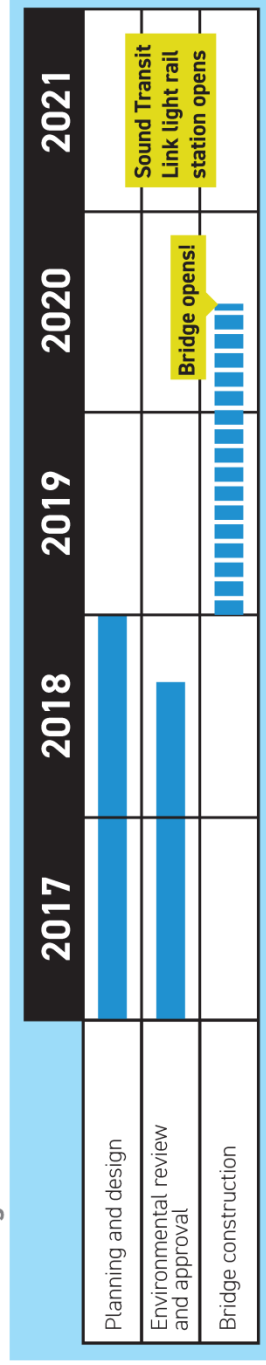


NORTHGATE PED/BIKE BRIDGE

MORE WAYS TO BE INVOLVED

- Know someone who couldn't make it tonight? Invite them to visit our online open house: www.NorthgateBridge.infocommunity.org
- Attend an interest group roundtable. Ask how to sign up!
- Learn more and sign up for email updates: www.seattle.gov/transportation/northgatepedbridge.htm
- Stay in touch: NorthgateBridge@seattle.gov

Follow along:



www.seattle.gov/transportation/northgatepedbridge.htm

Photos



