

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

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

CONNECTING COMMUNITIES EAST AND WEST OF I-5

Project Goals:

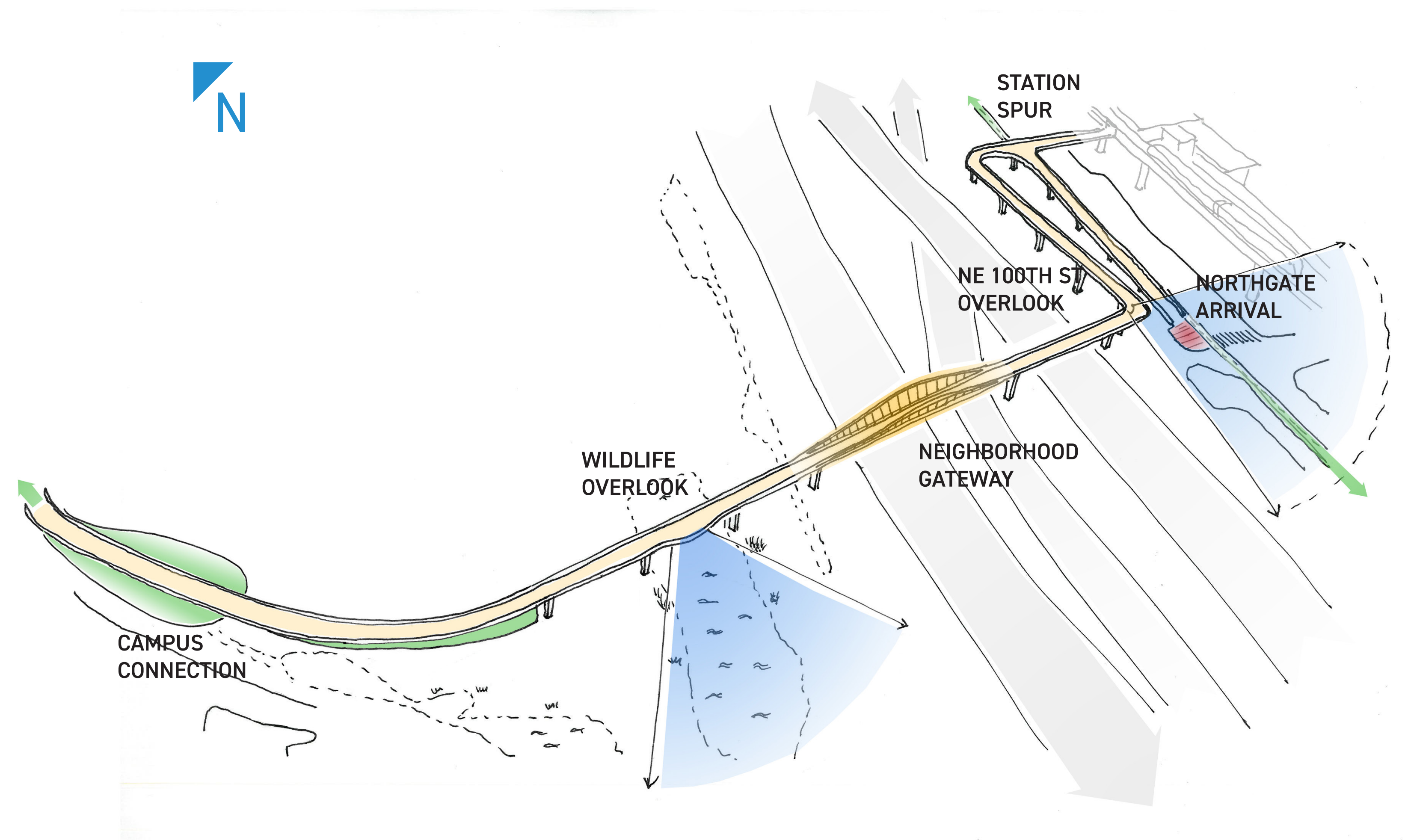
- **Connect services and opportunities** on the east and west sides of I-5
- **Add a new, accessible walking/biking route in Northgate** that connects to the citywide network
- **Provide better access to regional transit**, including the existing transit center and future Link light rail station



REVISED BRIDGE DESIGN

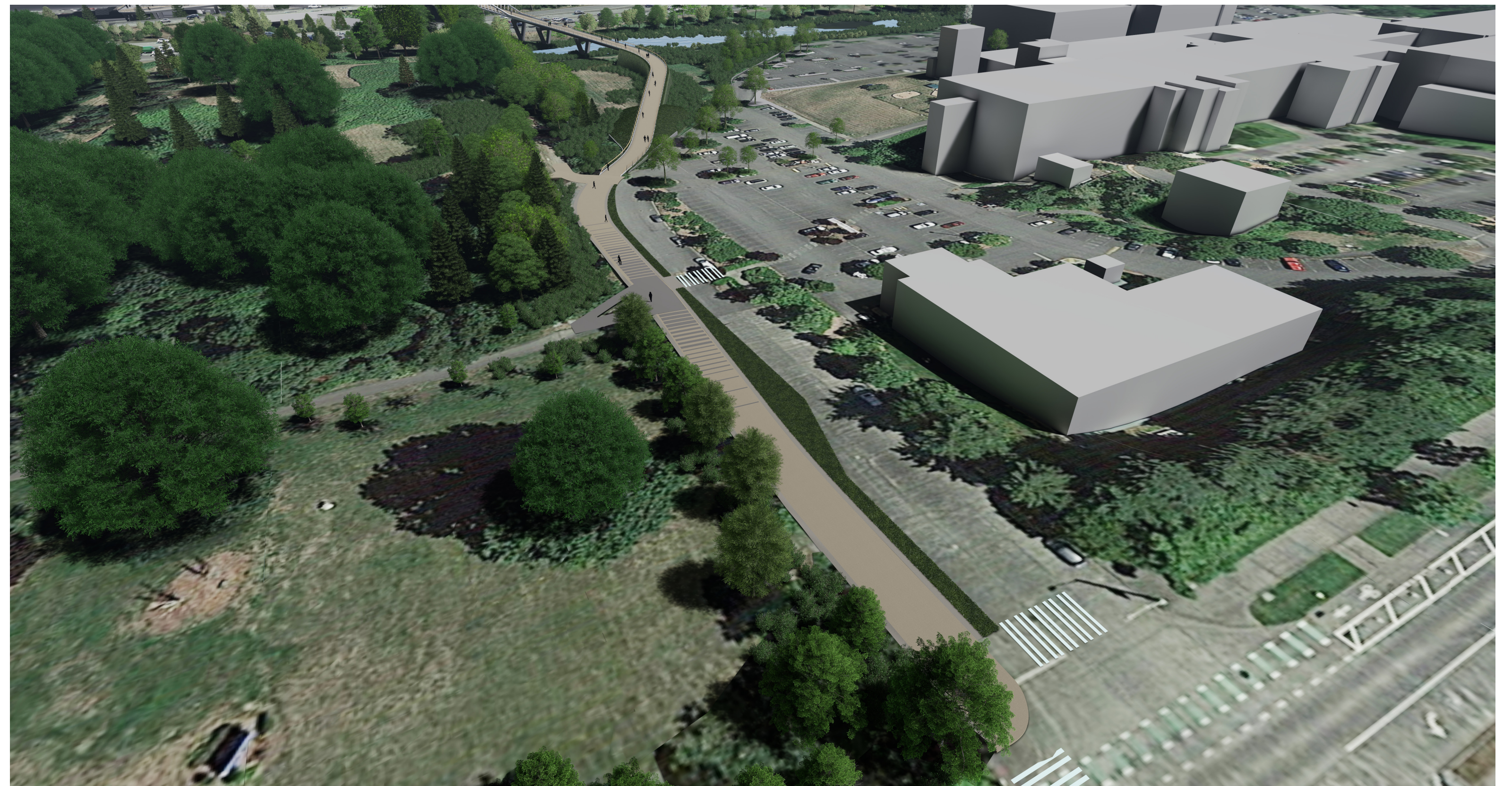
What's New?

- 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



USER EXPERIENCE COLLEGE CONNECTION

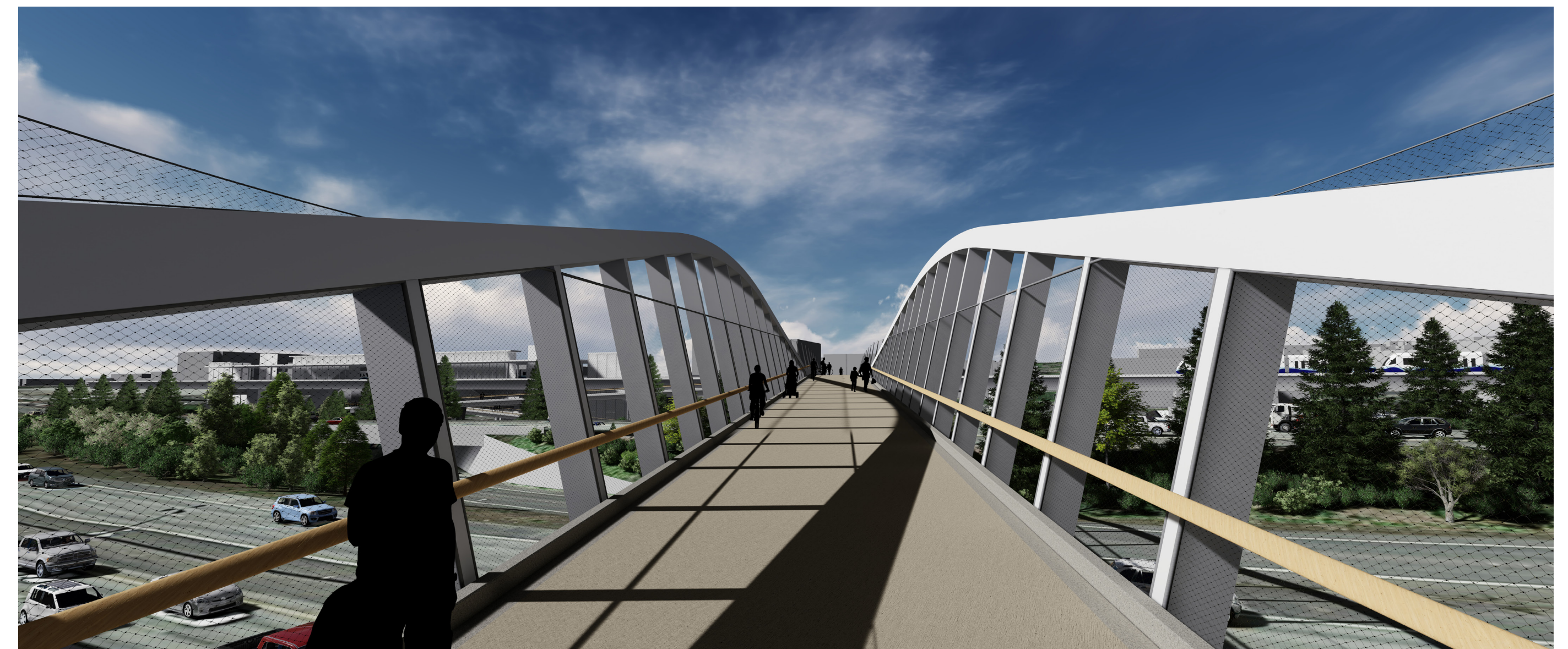
- Excellent views across bridge
- Multi-use path from bridge to College Way N at N 100th St
- Bridge slope: 0–4.9%
- Connects to North Seattle Neighborhood Greenway and existing protected bike lane on College Way N



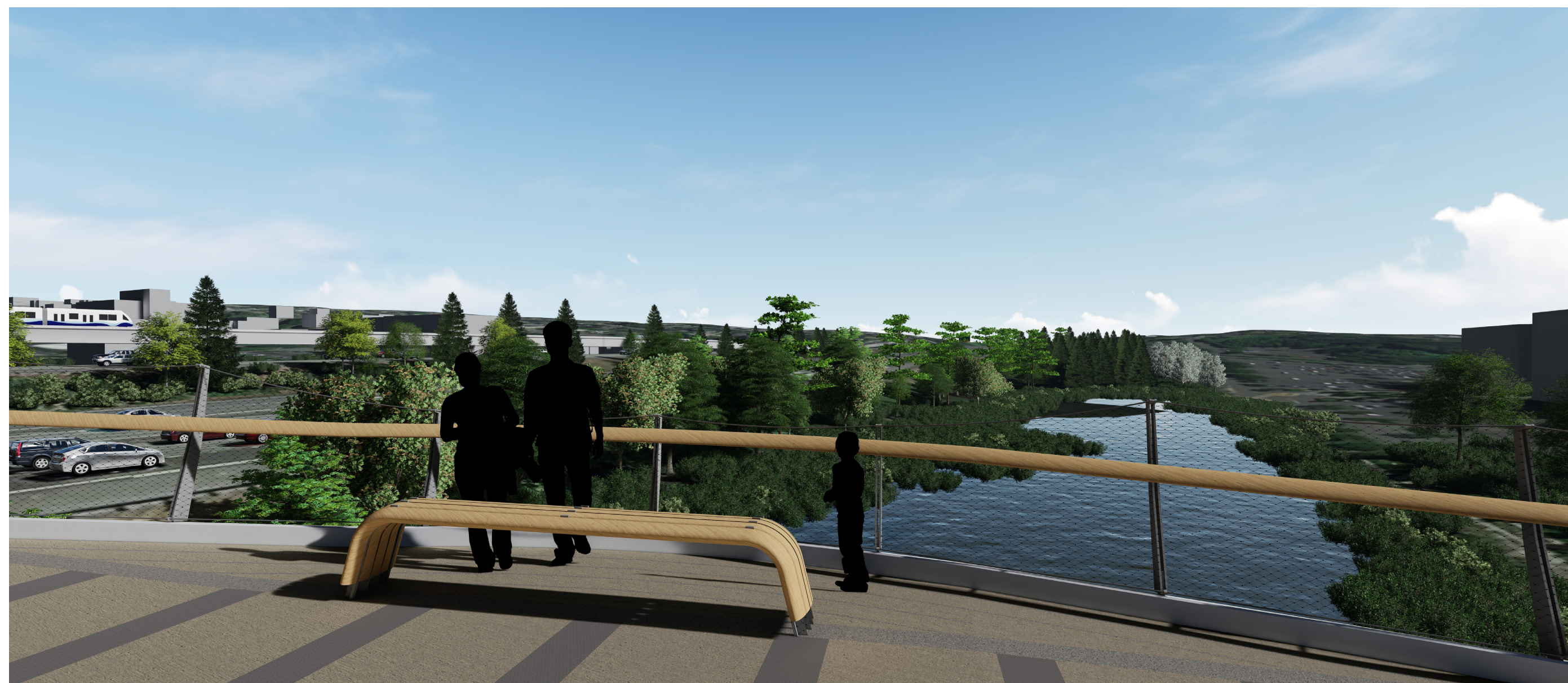
Aerial looking east at multi-use path and North Seattle College

USER EXPERIENCE CROSSING THE BRIDGE

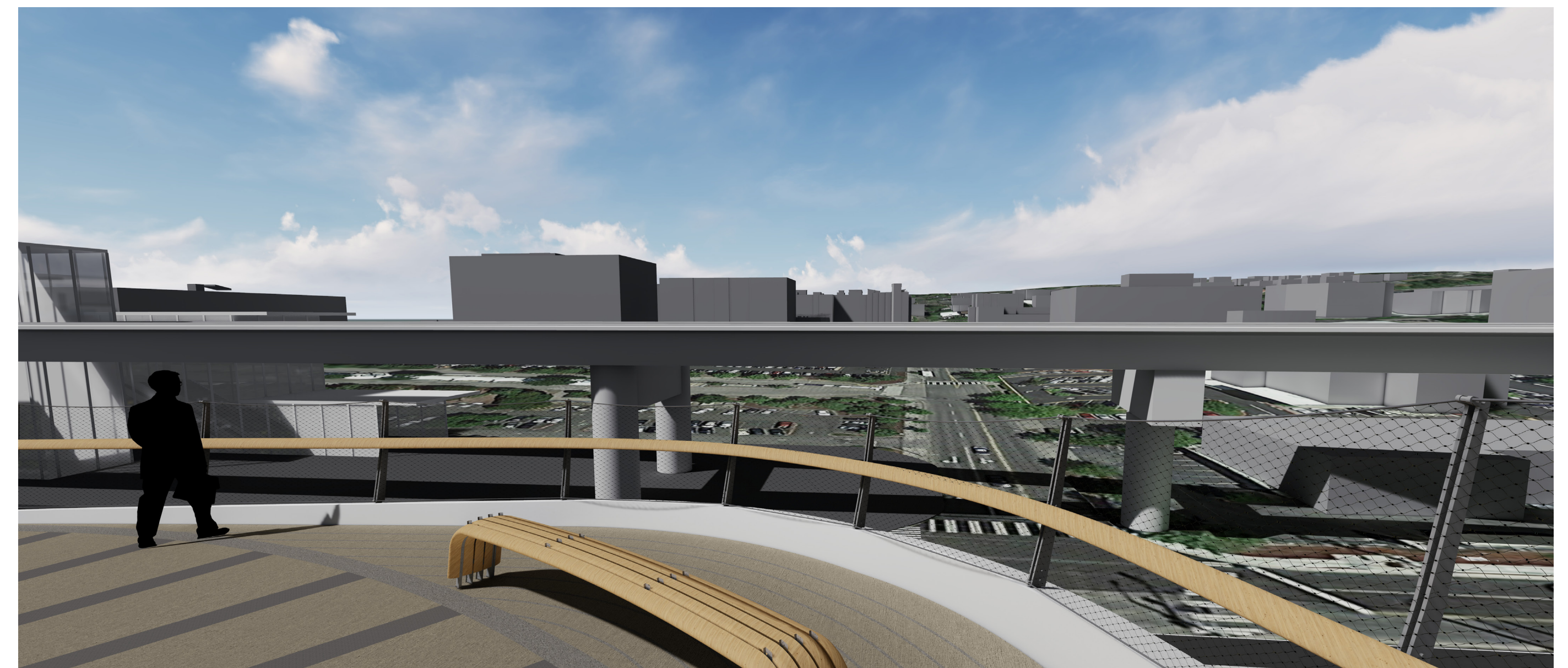
- Open bridge structure with protective railings and throw barriers
- Points of rest
 - Wildlife lookout
 - NE 100th St overlook



The primary bridge span over southbound I-5



Wildlife lookout on west side of I-5



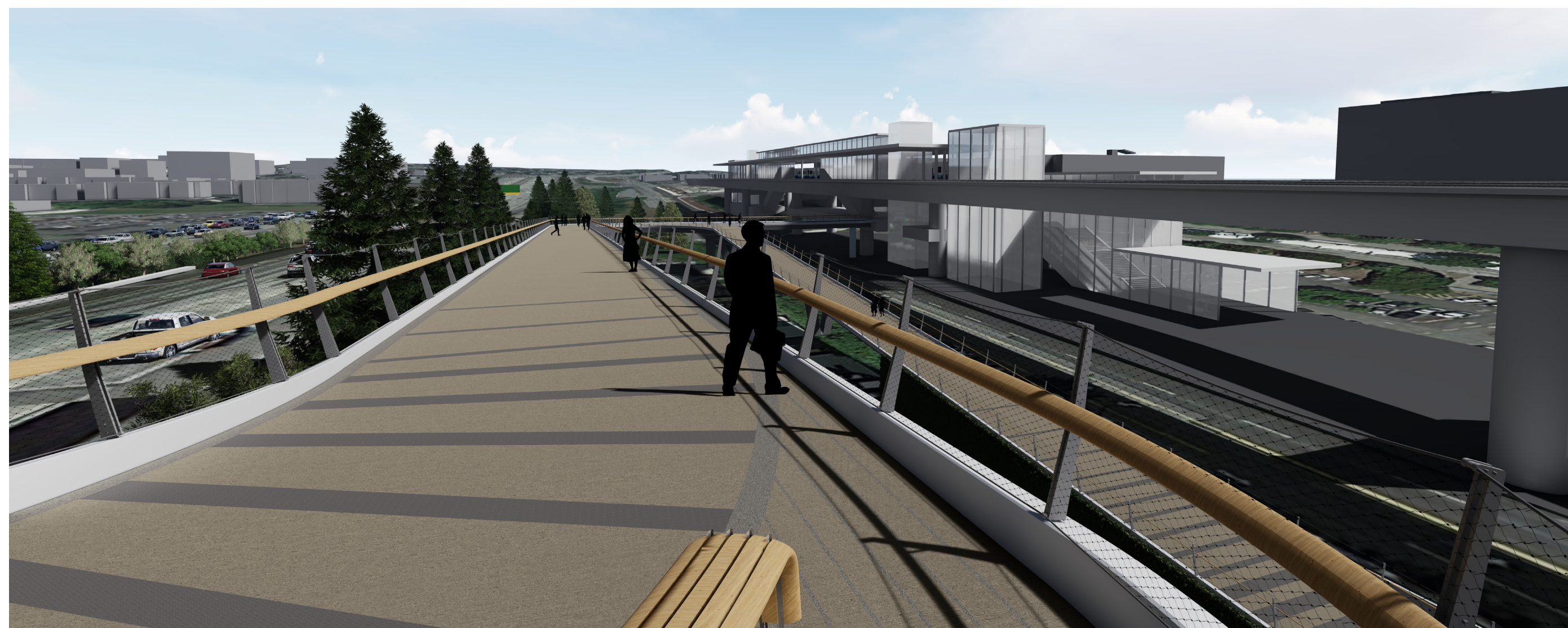
NE 100th St overlook on east side of I-5

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

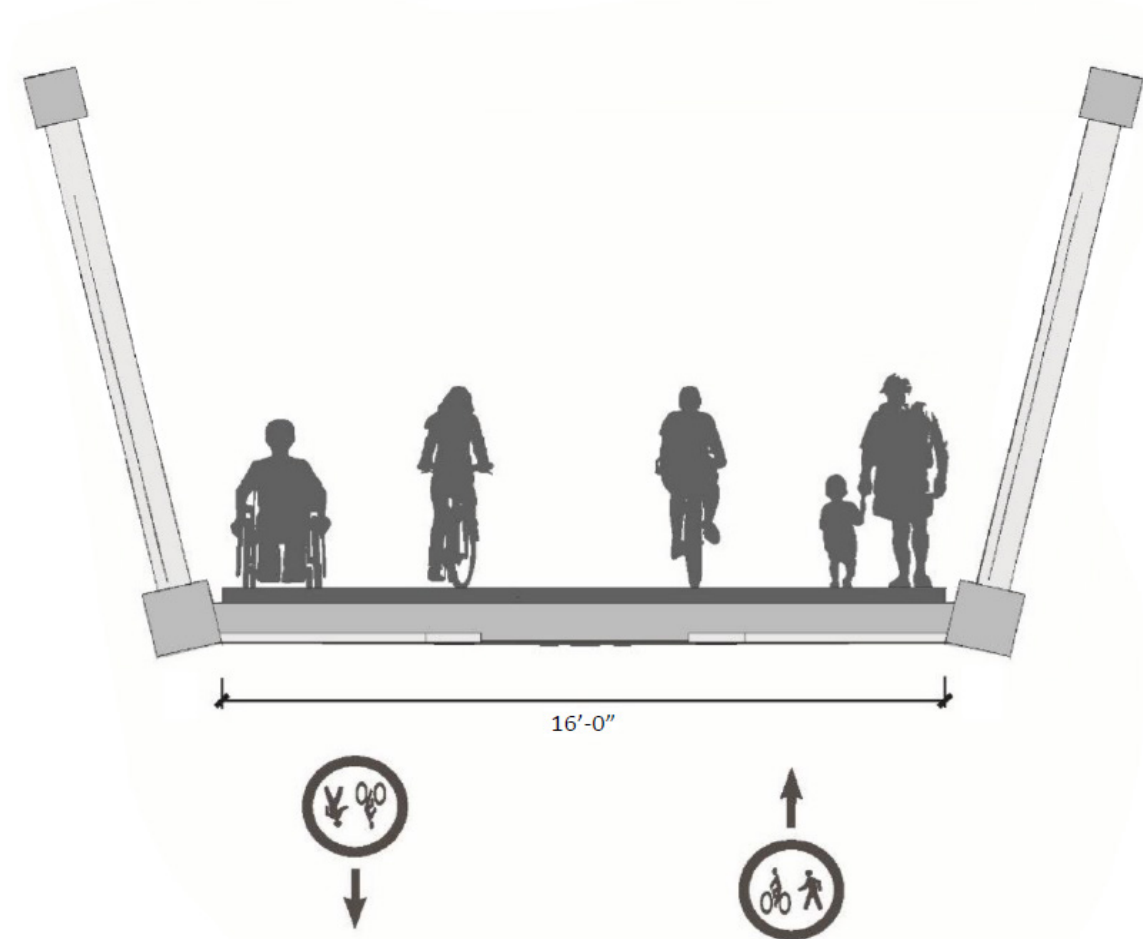
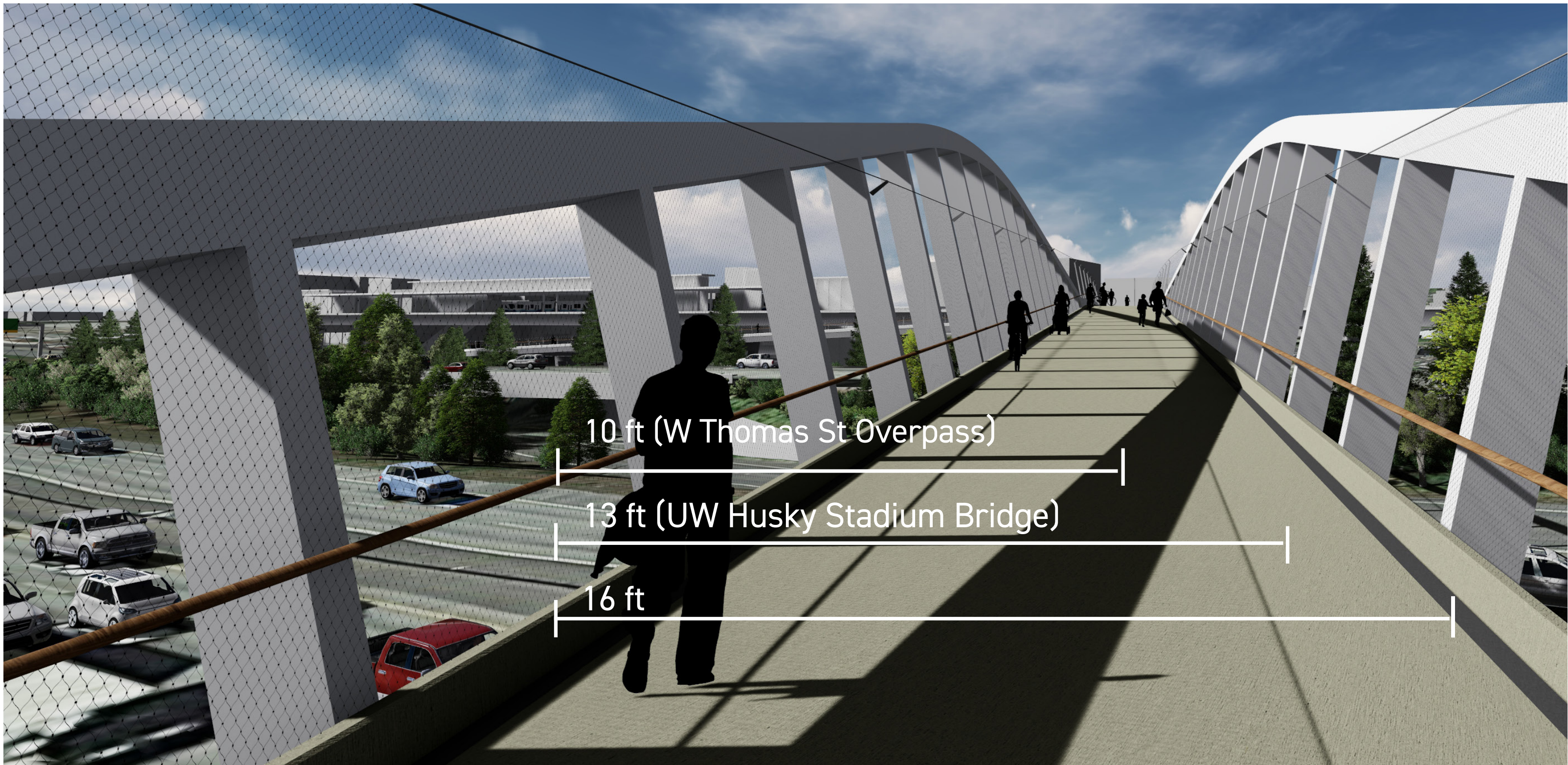


Looking north as bridge descends to station and 1st Ave NE



Looking west at bridge from 1st Ave NE

SPACE FOR ALL USERS



- Northgate Ped/Bike Bridge
- 16 feet wide, 1900 feet long
 - All users keep right

Other local bridges



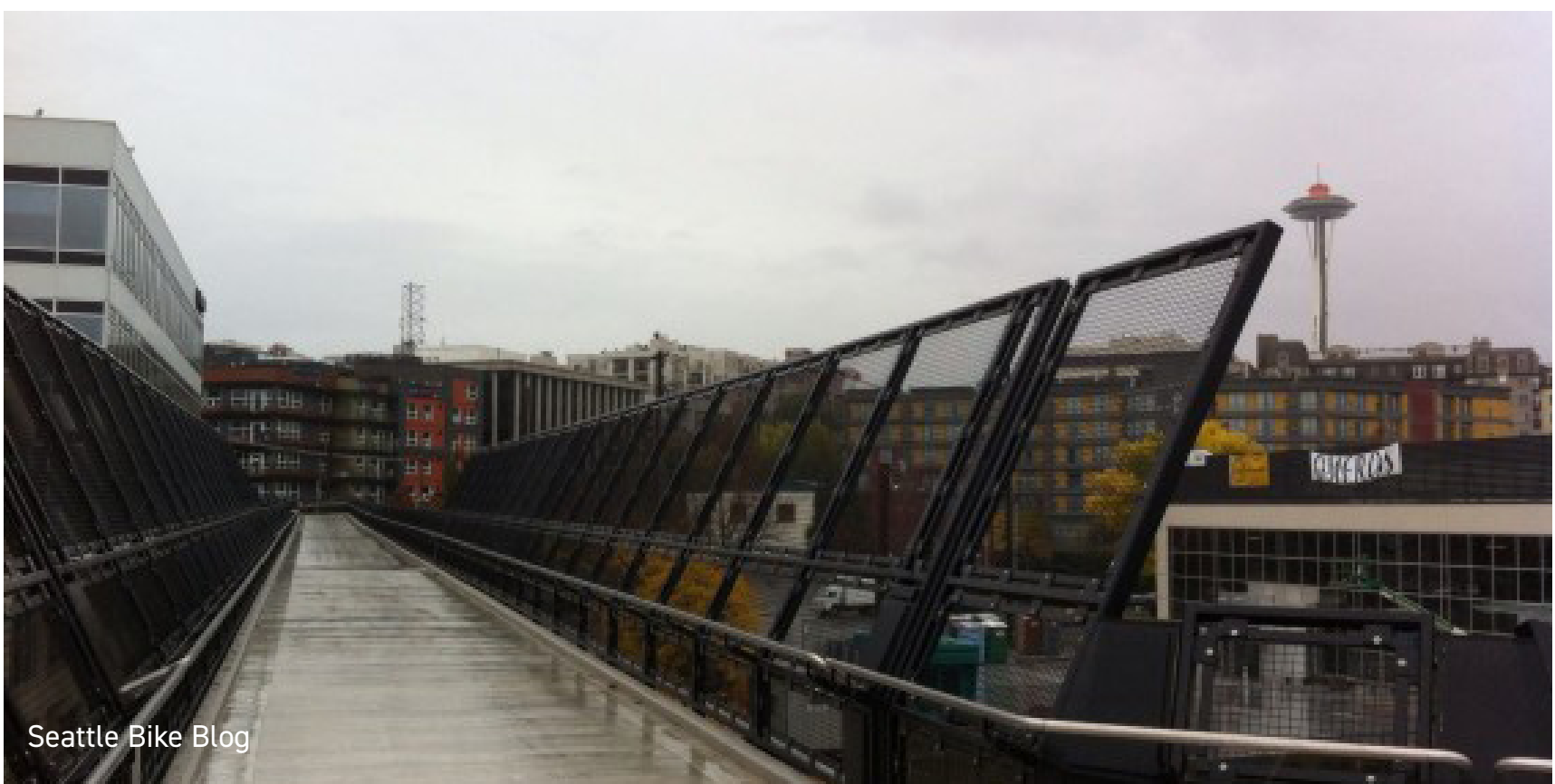
Boeing Museum of Flight Bridge

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

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

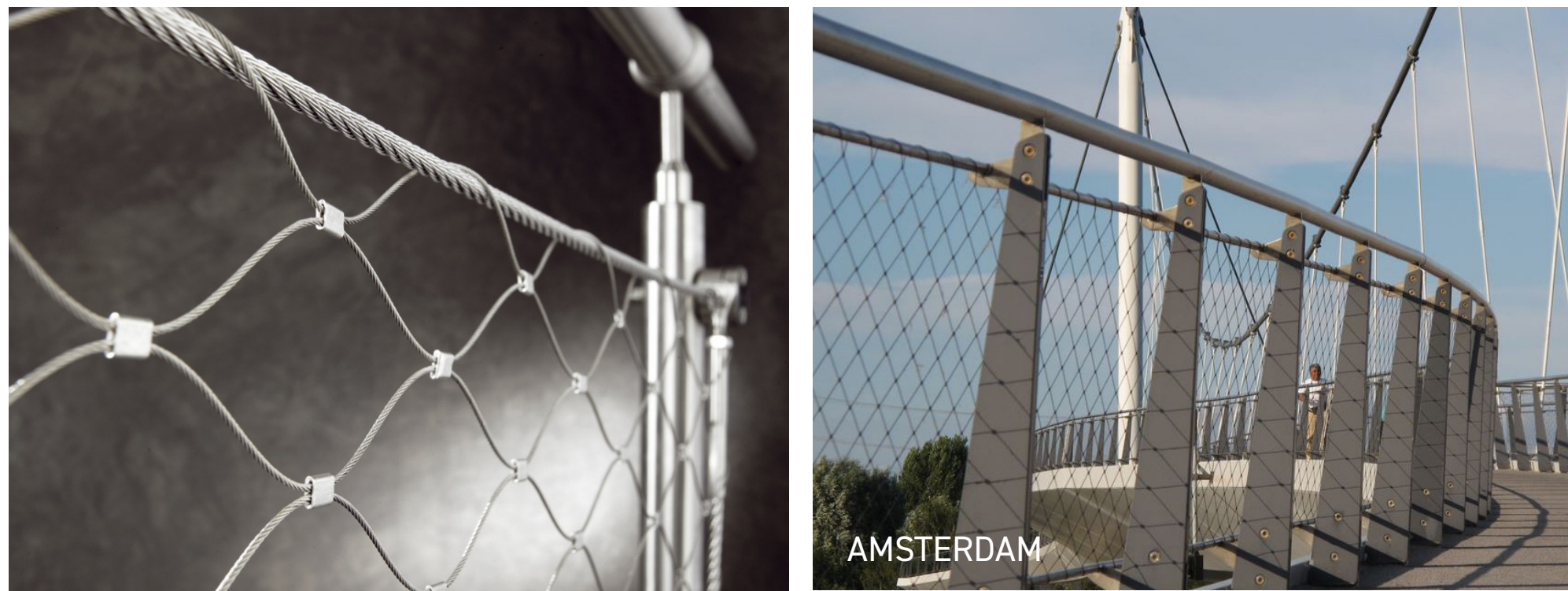
- Wetland/watercourse
- Wildlife (Pacific tree frog)
- Native and planted vegetation

EXISTING CONDITIONS



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.

LIGHTING



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

PAVEMENT



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.

WALLS AT BRIDGE 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.



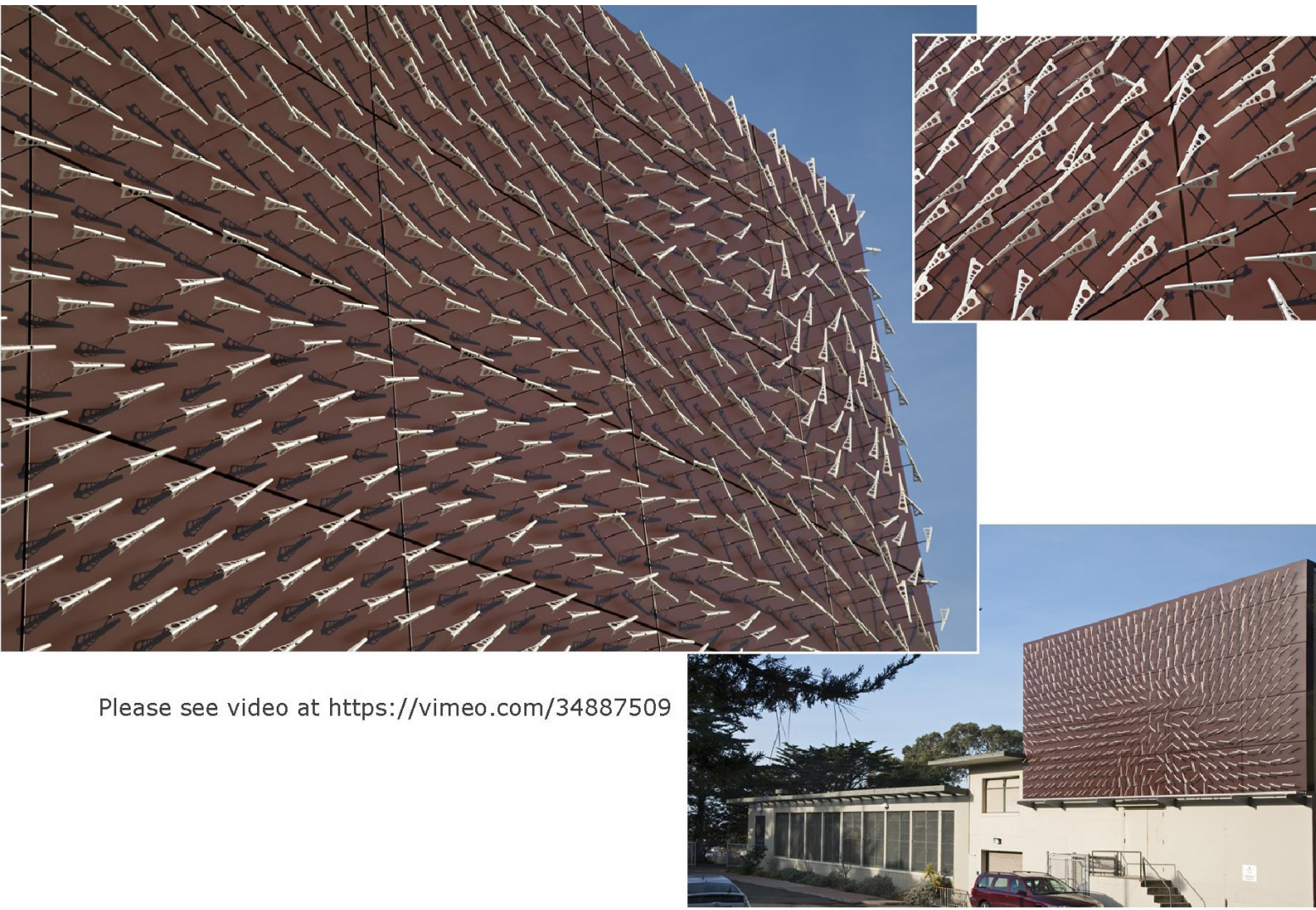
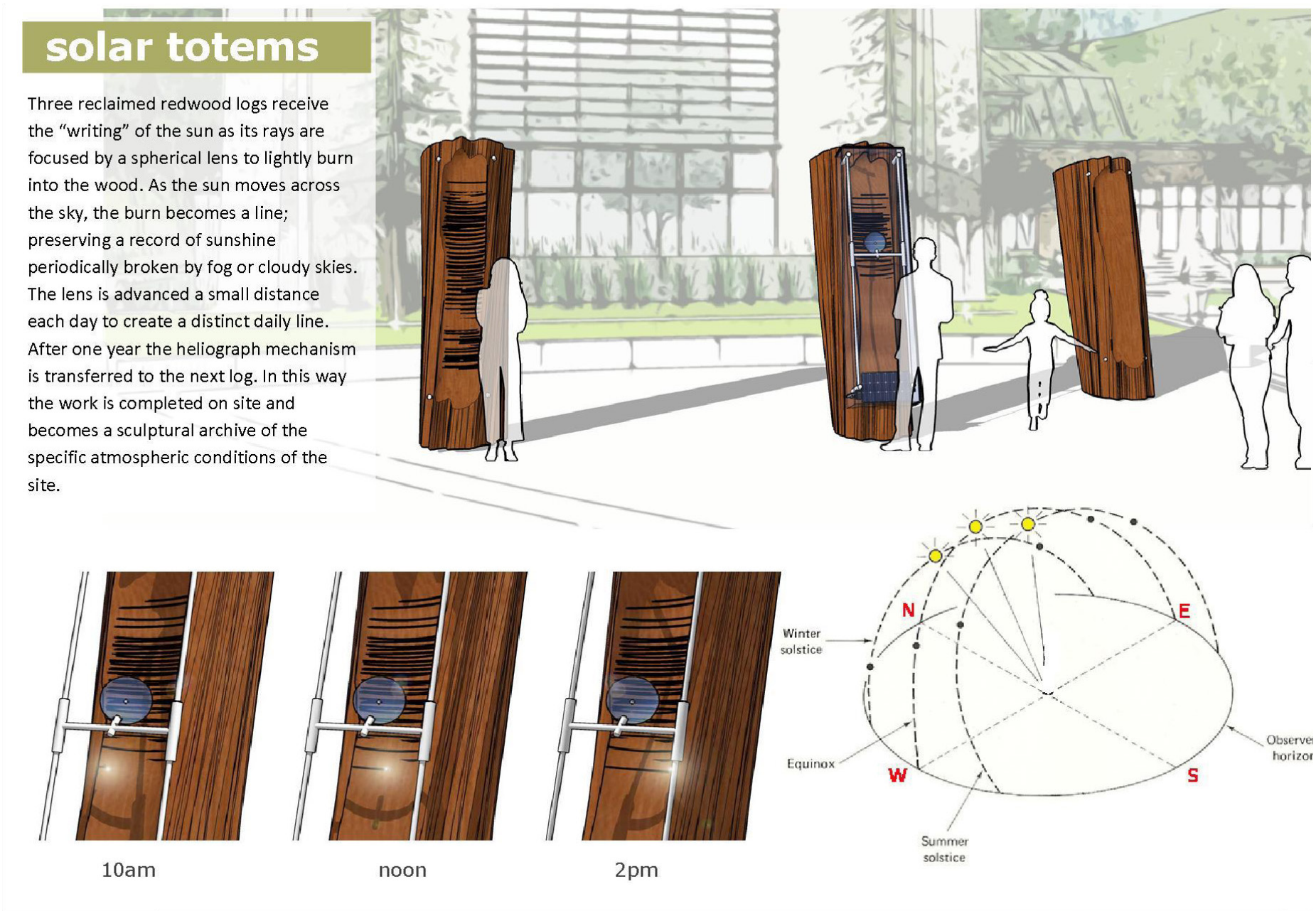
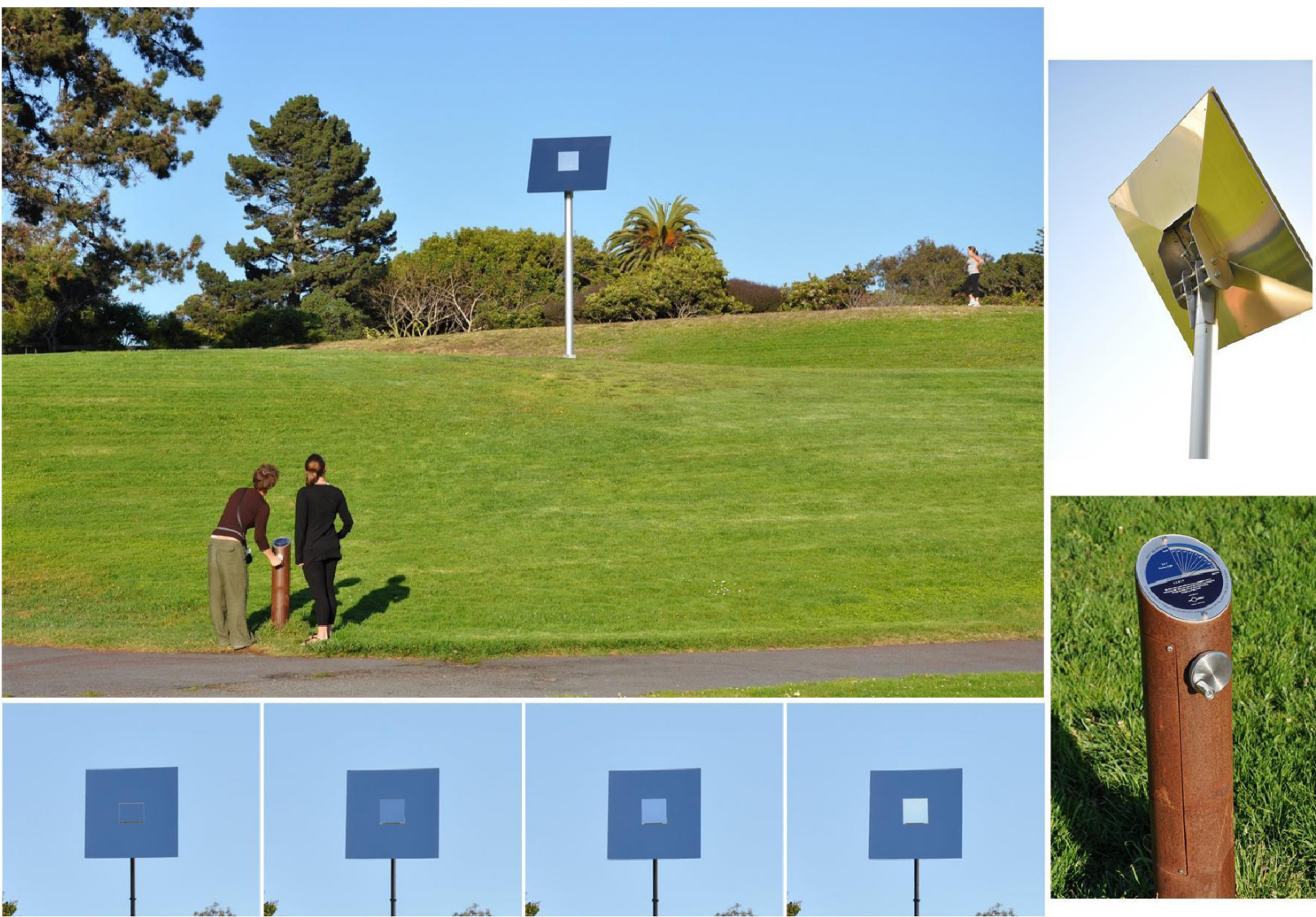
On the west landing, the bridge rests on a planted berm and vegetated wall structure to help connect the structure to the at-grade path.

PROJECT ARTIST: CHARLES SOWERS

Previous Work



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



Please see video at <https://vimeo.com/34887509>

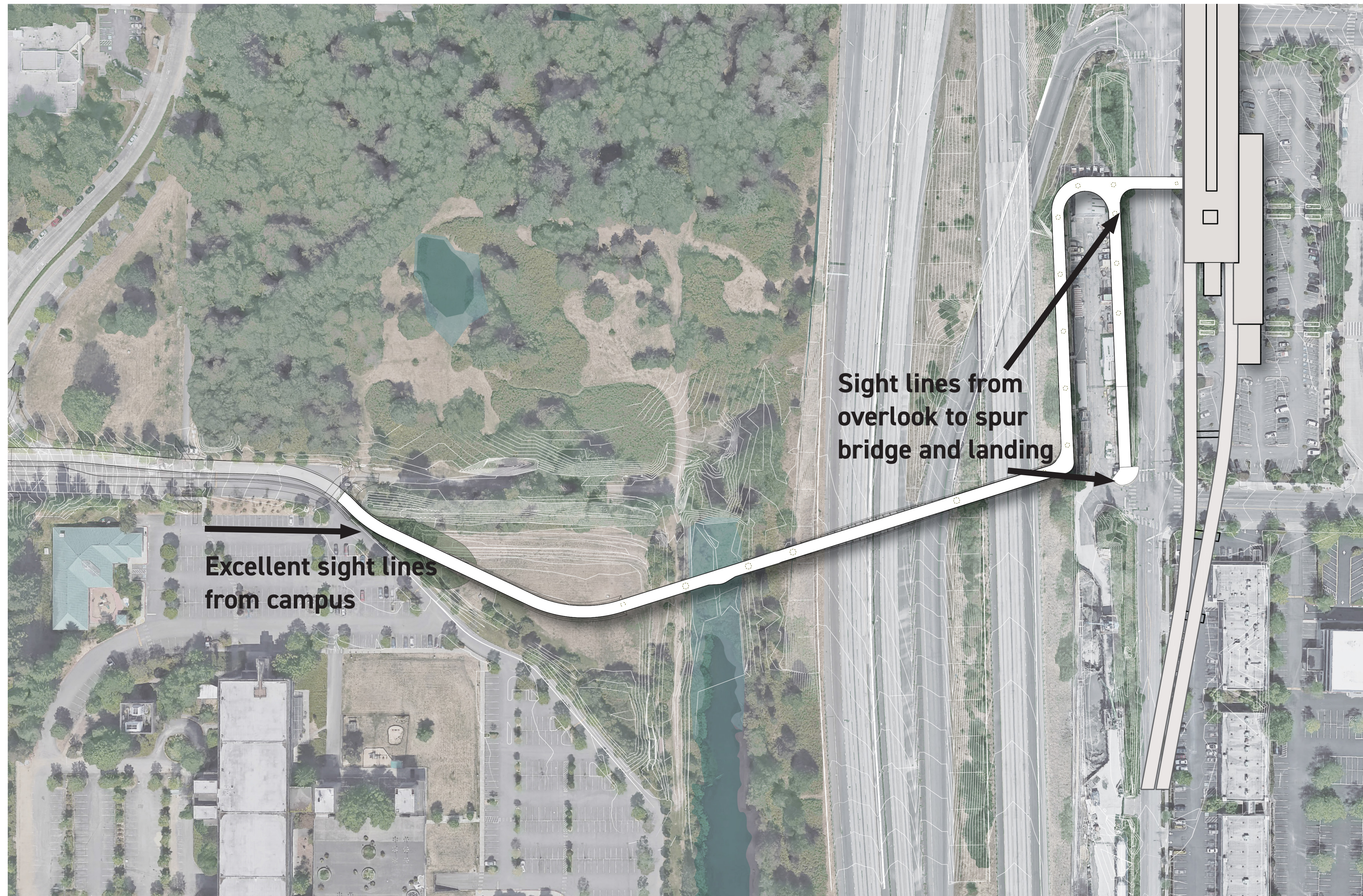
Biography

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.



PUBLIC SAFETY

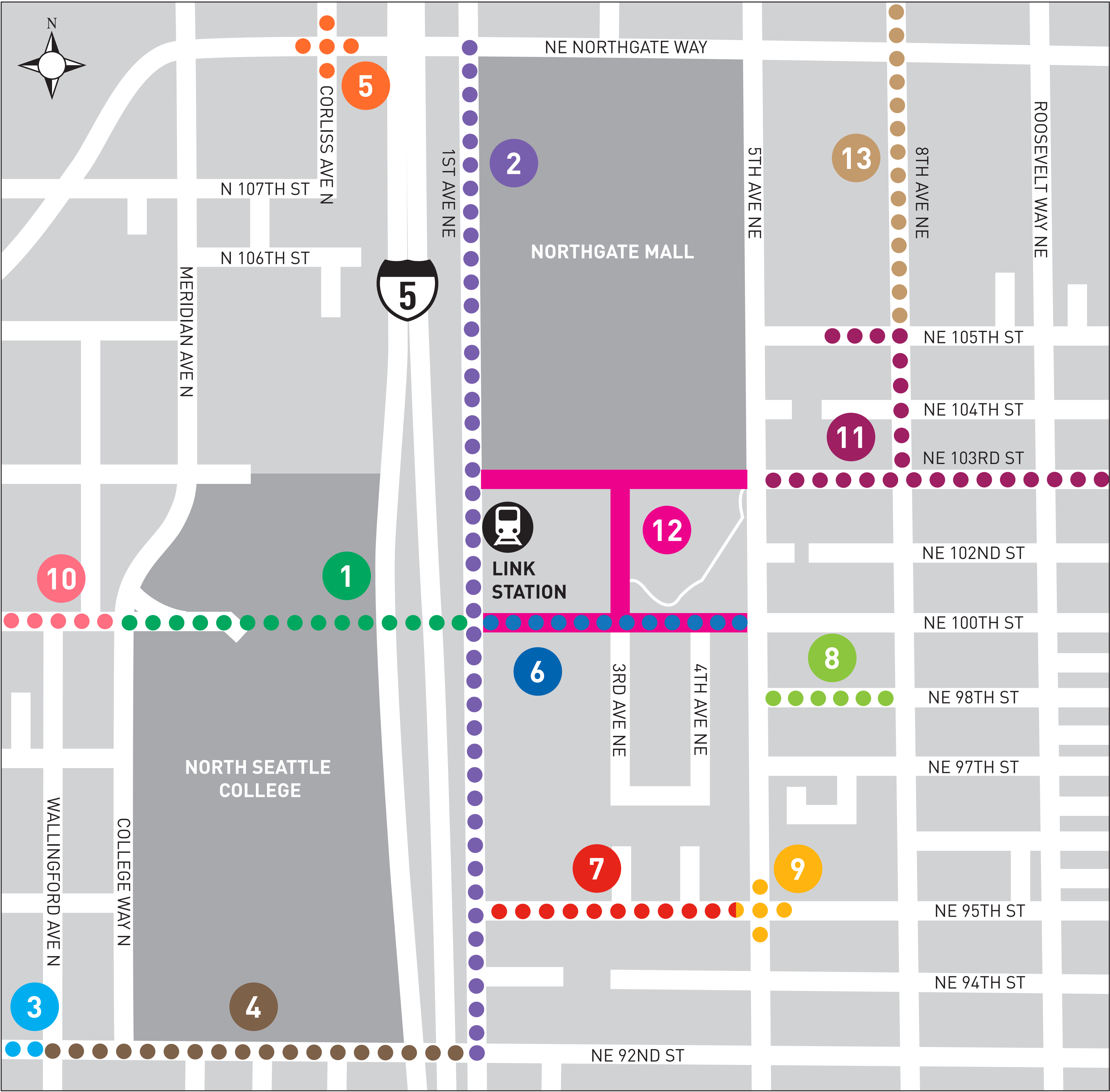


As we design the bridge, we're using a multi-disciplinary approach called Crime Prevention Through Environmental Design (CPTED). CPTED strategies aim to deter crime and are based on the idea that people's behavior in an urban environment is influenced by the environmental design.

CPTED strategies include:

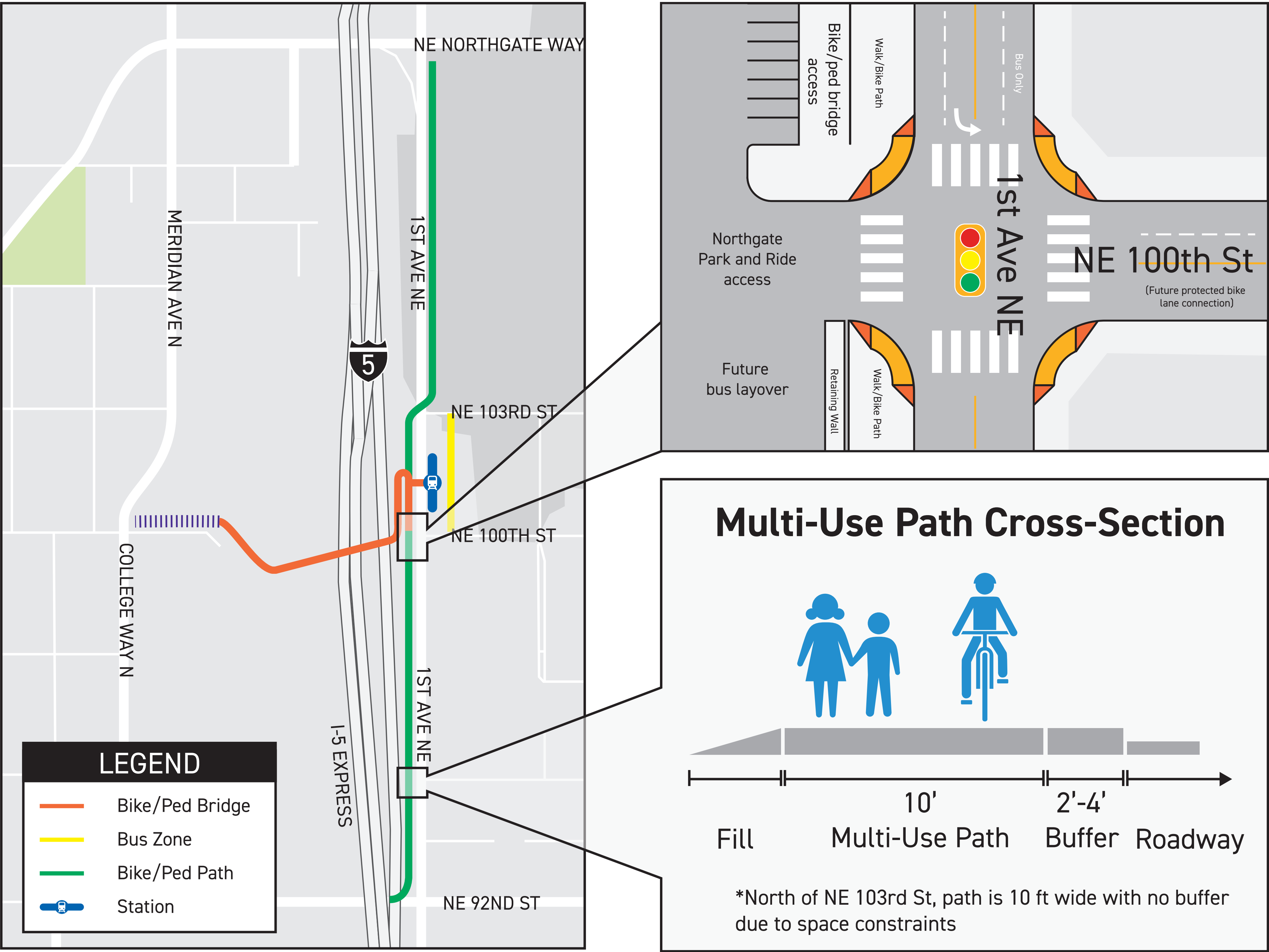
- Ample lighting to avoid blind spots
- Maximizing sight distance and visibility
- Using materials that promote easy maintenance of aesthetic and functional qualities

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

1ST AVE NE WALK/BIKE PATH



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:

