

A photograph of a street intersection in Seattle, Washington. The scene shows a sidewalk with a crosswalk, a stop sign, and street signs for 'N 137th St' and 'Roosevelt Wy N'. Several people are walking on the sidewalk, including a man pushing a blue toy car, a woman pushing a stroller, and other pedestrians. The image is overlaid with a semi-transparent blue rectangle containing white text.

# NE 130th St & Shoreline South/148th St Stations

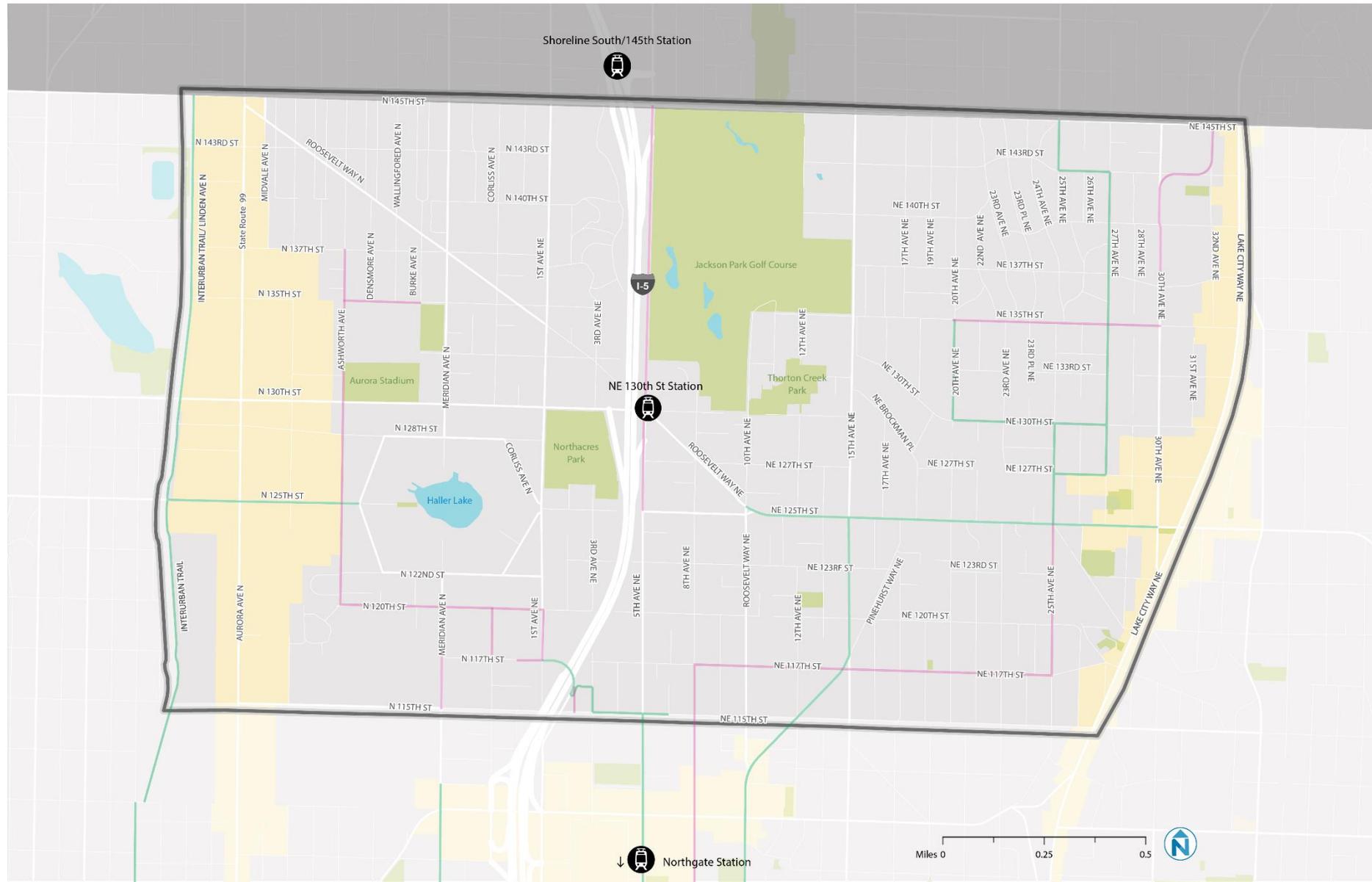
## MULTIMODAL ACCESS STUDY

April 2021

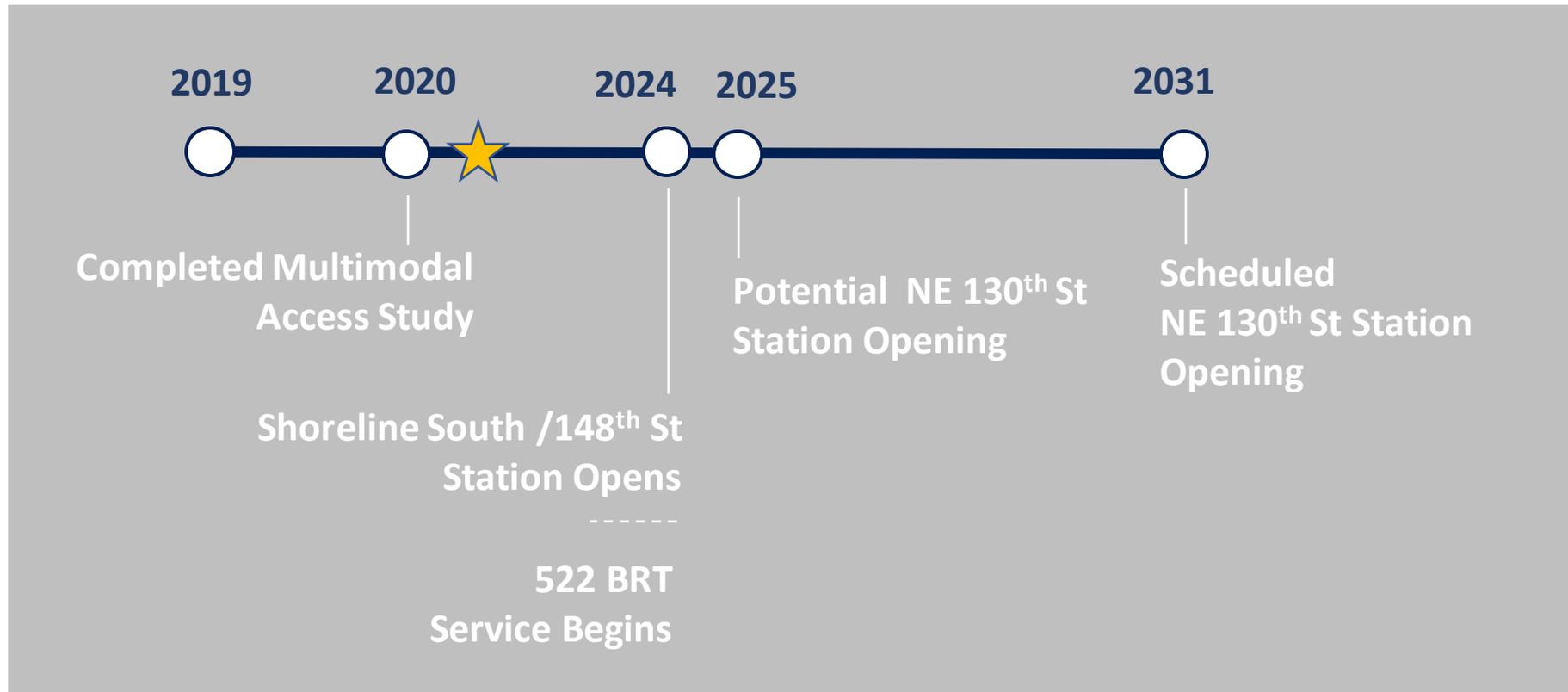
# Agenda

- Overview of the Multimodal Access Study
- 18 Recommended Projects
- Project Examples
- Next Steps
- Discussion

# Study Area



# Timeline of Projects

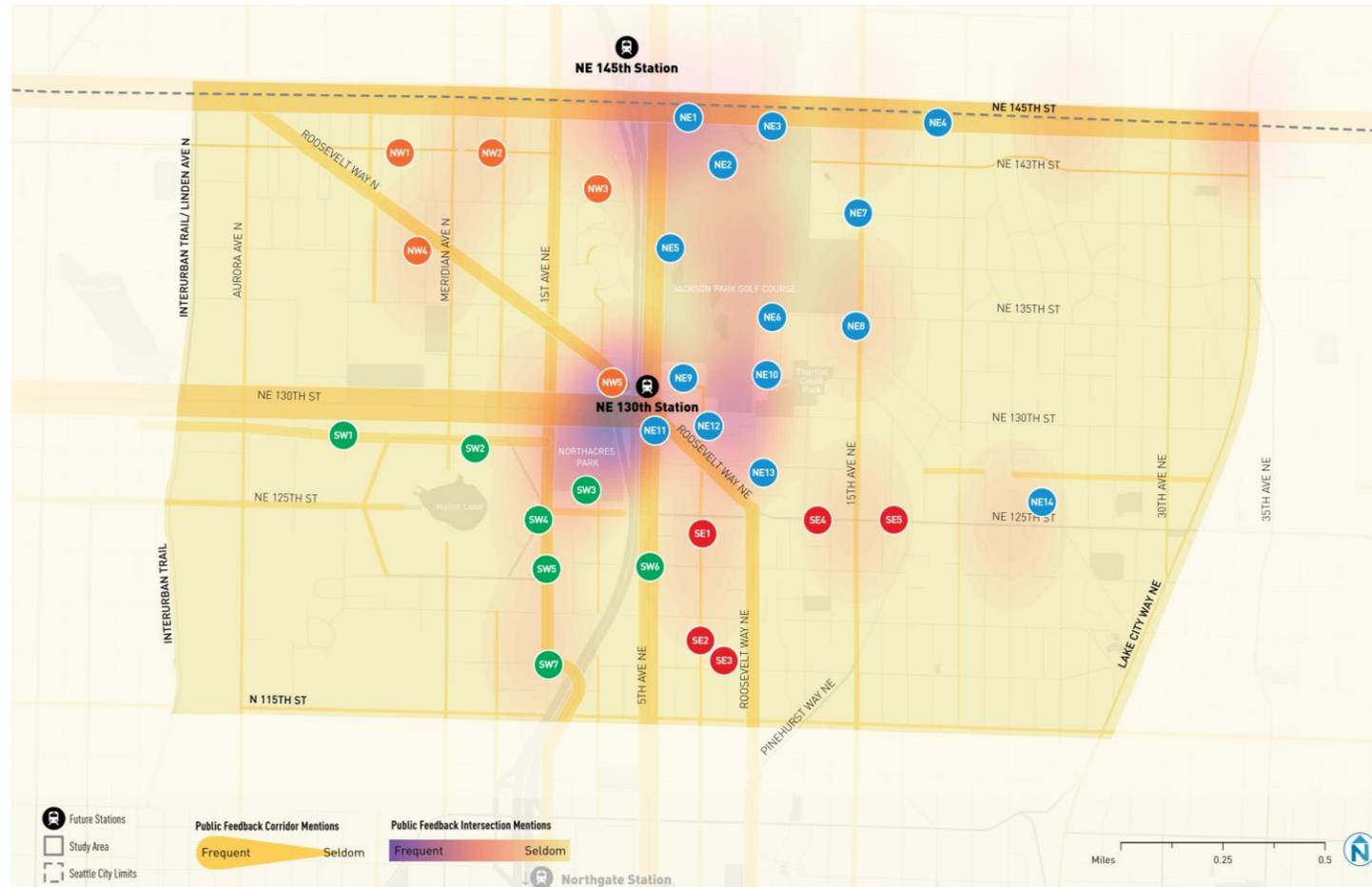


# Community Engagement

- Phase 1 – Information Gathering
  - March 2019: Public Open House
  - Summer & Fall 2019: Meetings with Community Groups
  - March – June 2019: Online Survey
- Phase 2 – Project Identification
  - September 2019: Public Workshop
  - Fall 2019: Online Workshop
  - Fall 2019 & Winter 2020: Intentional Outreach in Communities
- Phase 3 – Recommended Projects
  - July 2020 – August 2020 Online Workshop

# What We Heard

- 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
- Improve pedestrian safety along and crossing busy roads



# Developing the Project List



# Project Evaluation

## Safety



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

## Community Input



Aligns with Seattle's modal plans and addresses issues identified during community engagement process

## Livability



Serves urban villages and improves access to neighborhood amenities including parks, schools, libraries, community centers, and grocery stores

## Connectivity & Mobility



Improves walking and bicycling connectivity to and from the future 130th and 145th St Stations by filling missing links, and improving ADA accessibility with station walksheds and bikesheds

## Equity



Addresses the needs of people who are underserved, including communities of color and non-English speakers and the needs of vulnerable travelers, including people with disabilities, people with low-incomes, seniors, and children

## Implementation



High-level project feasibility based on estimated project cost, complexity, and anticipated interagency coordination

# 18 Projects

## West Sector

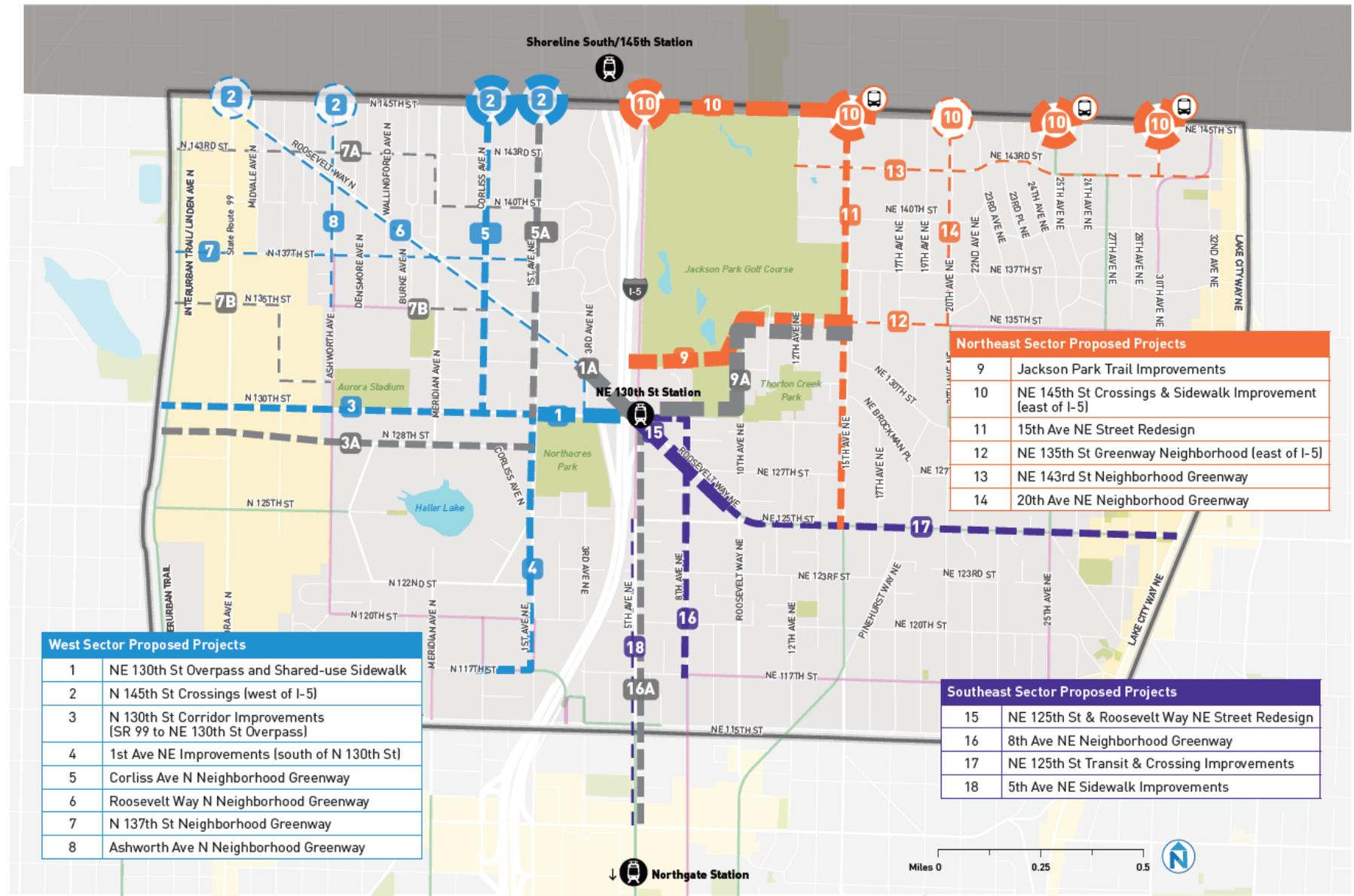
Area west of I-5 that includes the Haller Lake neighborhood and Bitter Lake urban village with the Interurban Trail as the western boundary.

## Northeast Sector

Area northeast of the future NE 130th St Station that includes Jackson Park, NE 145th St/State Route-523, the Little Brook neighborhood, and the north part of the Lake City urban village with Lake City Way NE/State Route 522 as the eastern boundary.

## Southeast Sector

Area southeast of the future NE 130th St Station including Roosevelt Way NE/NE 125th St, the Pinehurst neighborhood, and the southern part of the Lake City urban village with Lake City Way NE/State Route 522 as the eastern boundary and NE 115th St as the southern boundary.



# Priority Connections

## Tier 1 Proposed Projects

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



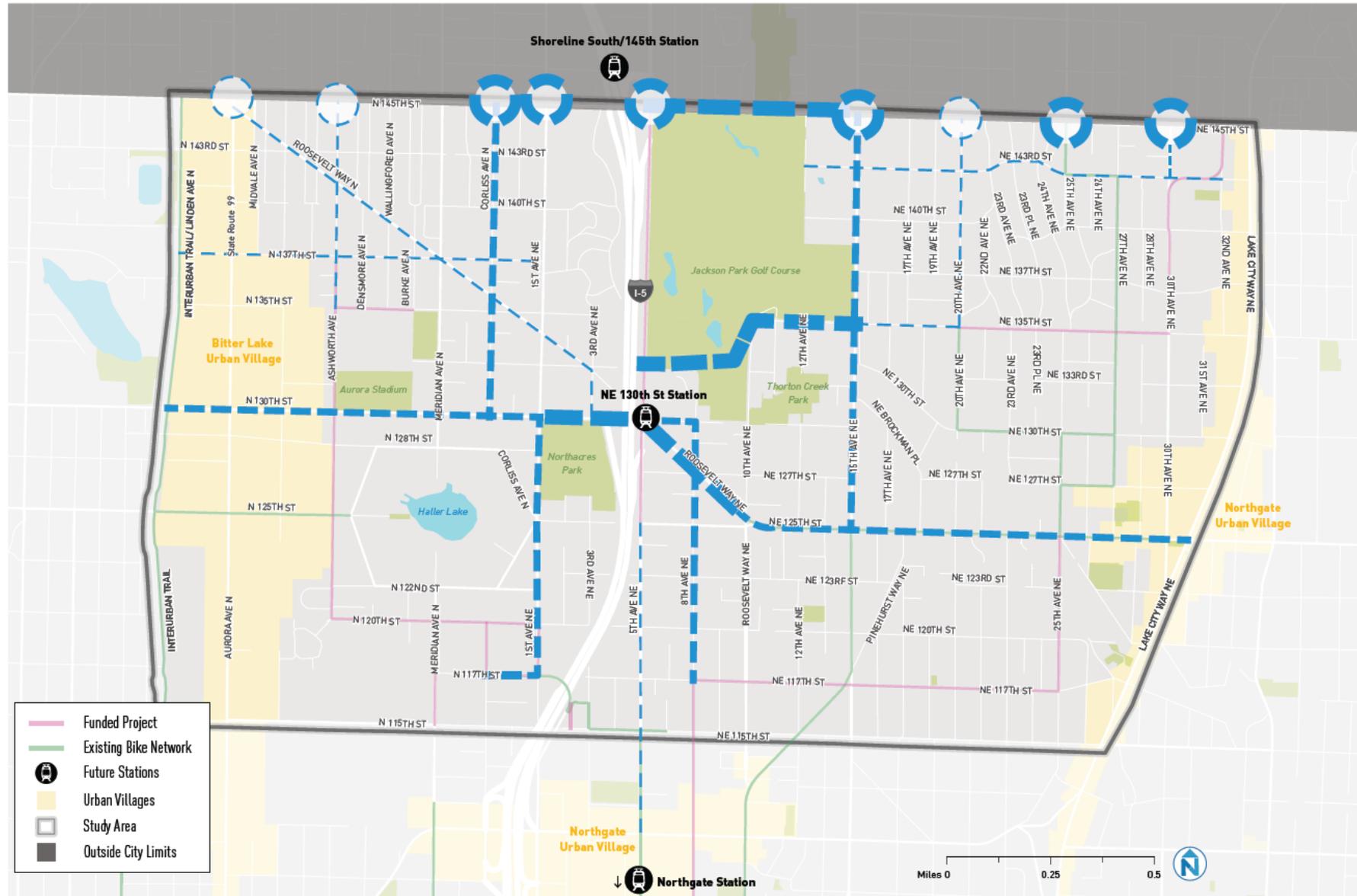
## Tier 2 Proposed Projects

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 outlying areas of the project study area



# PROPOSED PROJECTS: NORTHEAST SECTOR



### Northeast Proposed Projects



# 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 crosswalks at those intersections

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

## 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



## 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

# 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

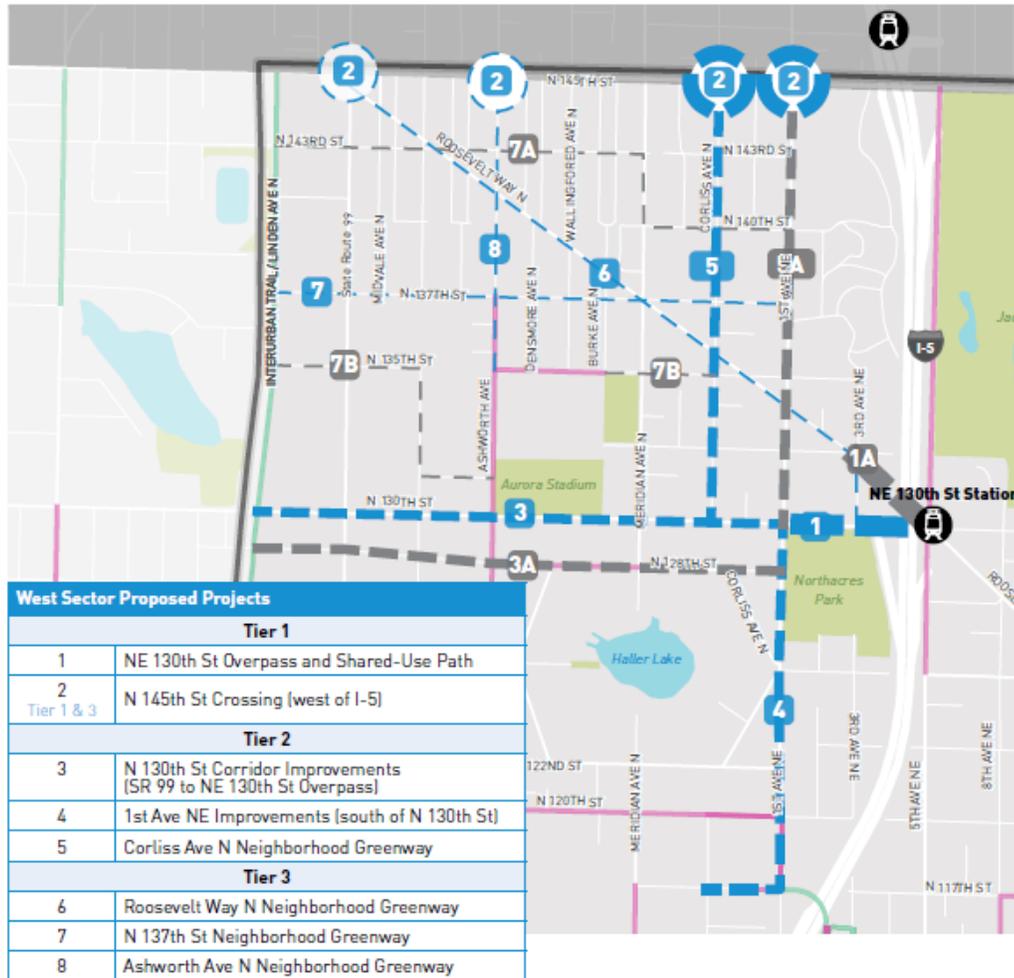
Evaluation Criteria	Priority Connection
 Safety	
 Connectivity and Mobility	
 Equity	
 Livability	
 Implementation	
 Community Input	
	<b>Modes Addressed</b>
	   
	<b>Community Support</b>
	
	<b>Estimated Cost Range</b>
	



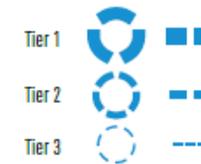
## Considerations

- 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

# PROPOSED PROJECTS: WEST SECTOR



### West Proposed Projects



### Alternate Projects



- Funded Project
- Existing Bike Network
- Future Stations
- Study Area
- Seattle City Limits

# 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.

# 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:	
<ul style="list-style-type: none"> <li>Redesign street as 3 lanes with shared-use path on north side</li> <li>2 lanes (vehicle), 2 lanes transit priority, shared-use path on north side</li> <li>Designate segments in both directions for transit lanes that allow buses to avoid traffic in the most congested direction</li> </ul>	

## 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

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

Street reconstruction cost in the range of \$5 million



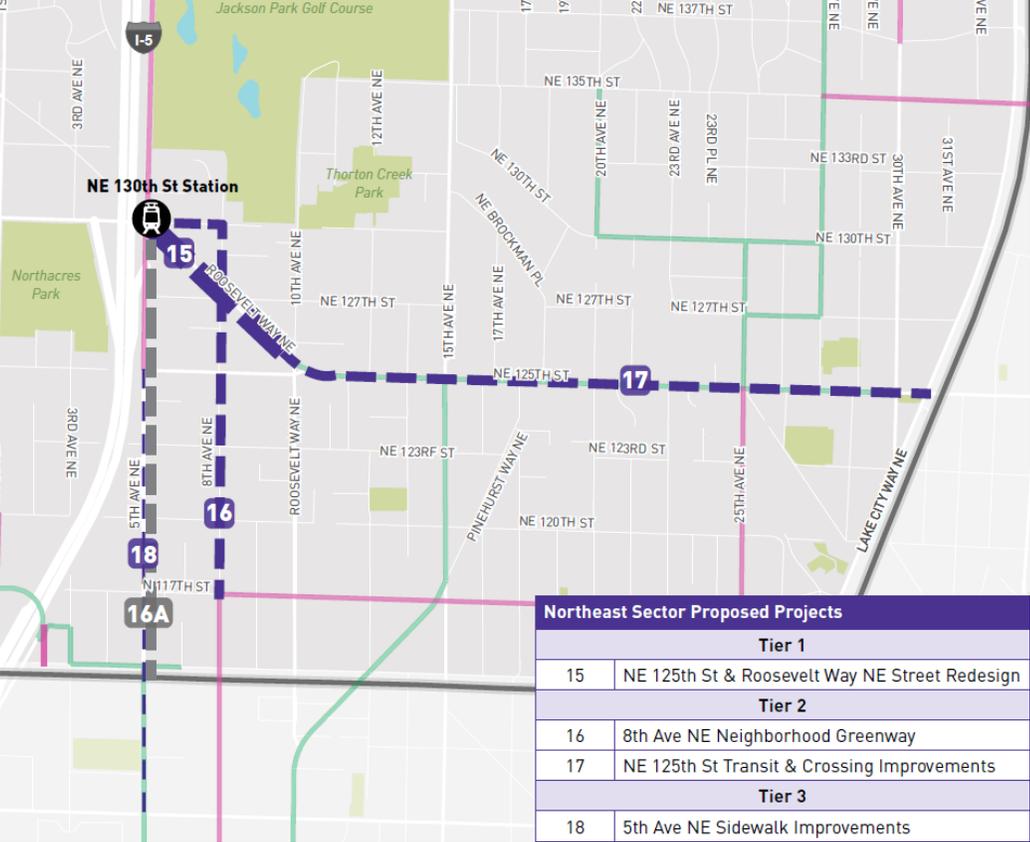
## Considerations

- 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 and 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

# 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.

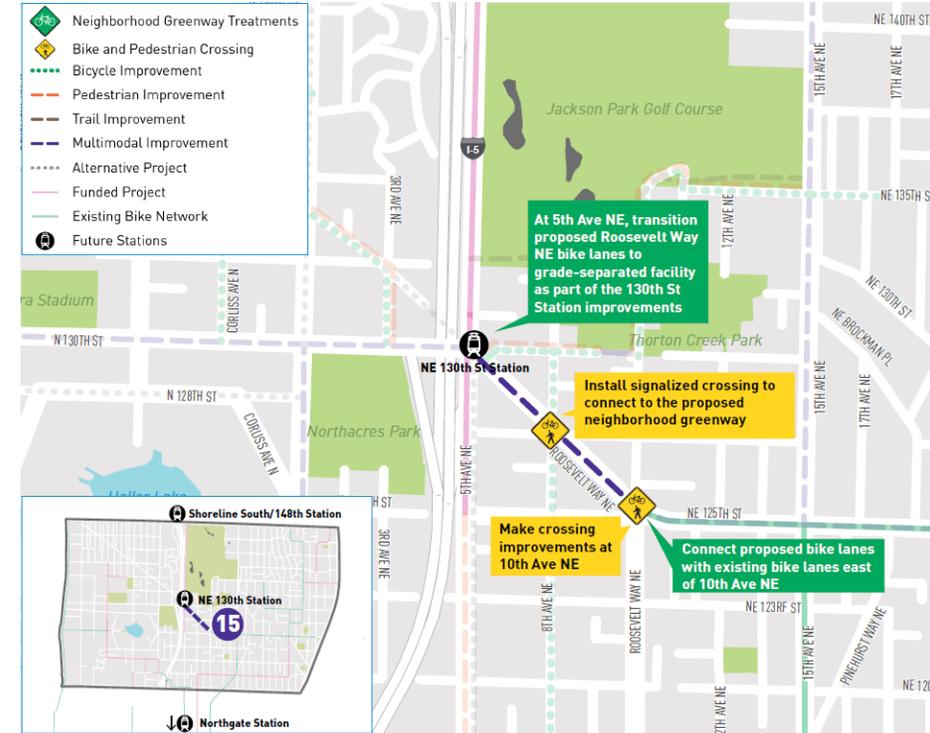
The NE 125th St and Roosevelt Way NE Street Redesign proposes protected bike lanes identified in the Seattle Bicycle Master Plan and sidewalk improvements identified in the Pedestrian Master Plan Priority Investment Network. This segment connects to the existing bike lane along NE 125th St from Roosevelt 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

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
	● \$ \$ \$ \$

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



## Considerations

- Coordinate with King County Metro regarding transit needs and improvements along the corridor and through the intersection of NE 125th St and 5th Ave N
- A signalized crossing at 8th Ave NE and Roosevelt Way NE would create connections to a stairway to NE 127th St, directly southeast of the intersection
- Coordinate with Sound Transit regarding improvements near the NE 130th St
- Coordinate with Sound Transit to determine feasibility of project to be part of the NE 130th St Station improvements Station
- Coordinate with King County Metro on the bus stop design and channelization for the nearside bus stop at 5th Ave NE

# Next Steps

- 130<sup>th</sup> and 145<sup>th</sup> St Station Area Planning
- Funding
- Bus Network
- Coordination with City Projects
- Coordination with Partner Agencies
- Parking and Curbside Management

# THANK YOU!

## Contact

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