

NE 130th St & NE 125th St Mobility and Safety Project

Project Design Outreach Summary



Seattle
Department of
Transportation

Fall 2024



Community members give feedback on the design plan at an open house, March 2024

Introduction

Sound Transit is opening the [NE 130th St Infill Station](#) in 2026 which will support the growing Haller Lake, Pinehurst, Victory Heights, Olympic Hills, Jackson Park, and Lake City neighborhoods. We've designed a set of improvements to help people get to the new light rail station and around their neighborhoods. These improvements enhance safety and accessibility for people walking, rolling, biking, and taking the bus.

The initial project design was based on early planning efforts for the NE 130th St and NE 148th St light rail stations that identified safer streets and crossings, upgraded walking and biking facilities, and better connections to neighborhood services as priorities. From fall 2023 to summer 2024, we shared the project design, gathered feedback and drew on community expertise, and incorporated community input into the final project design.

Our project design ensures that people can get safely around their neighborhoods and take full advantage of this investment in transit service. Keep reading to learn about what we heard from the community and how we engaged people during project design. You can also get information about the project and schedule, view design materials, and get the latest project news on our website at www.seattle.gov/transportation/NE130thMobilityProject.

Final Design Highlights



Safer street, intersection, and crossing designs to prevent serious and fatal crashes



Sidewalk repairs and new ADA-accessible curb ramps (select locations)



Concrete-protected biking facilities along project corridor (facility types vary by location)



Bus upgrades to support King County Metro and the new Route 77

What We Heard

We engaged with people who live, work, or travel in the communities around NE 130th St and NE 125th St. Through a series of community engagement activities - including open houses, community drop-in sessions, surveys, and meetings - we developed an understanding of community needs and concerns.

“What an improvement. I will be able to safely bike or scoot all the way from the station to Lake City Way. I can’t wait!”

- Comment from Fall 2023 online feedback form

Community priorities we heard during early project planning

Through a series of studies done by the Seattle Department of Transportation (SDOT) and the Office of Planning and Community Development (OPCD), the community identified key priorities for improvements related to the NE 130th St light rail station.¹ These priorities informed our early project design and include:

- Upgrades to sidewalks, bike facilities, and street crossings in neighborhoods near future light rail stations
- New walking and biking connections along NE 130th St and NE 125th St to surrounding neighborhoods and light rail stations
- Improved safety for people walking and biking in the area
- Better east/west bus connections from neighborhoods to the light rail station
- Bus stop upgrades for connecting routes to the light rail station

What we heard during project design outreach

- Being able to safely and easily get around the area is a shared priority. People walking, biking, and rolling want better separation from vehicles and safer ways to get around and cross NE 130th St and NE 125th St.
 - › Concrete-separated bike lanes are preferred over the flex posts that are currently on NE 125th St
 - › Crossing improvements are needed such as flashing beacons, curb bulbs, leading pedestrian intervals that give people crossing a head start, and median islands
- People have differing views on the street redesign with 1 vehicle lane in each direction, a center turn lane, and protected bike lanes:
 - › People who primarily drive shared concerns about congestion related to the safety redesign of the street, especially during peak commute times
 - › People taking the bus shared concerns about congestion as well and how that may impact bus reliability. Overall, they supported the redesign that includes bus improvements to maintain reliability.
 - › People biking liked the concrete-buffered bike lanes and improved crossings. There is a desire to have more consistency in the types of bike facilities being installed rather than transitioning from a shared-use path to a 2-way bike lane and then to directional bike lanes.²
 - › Many people shared that the increased transit services (light rail and new bus service) and protected walking/biking facilities may change how they get around
 - › People walking liked the new crossing signals/beacons at select locations, sidewalk repairs, and upgrades to make crossings safer and more accessible

¹ The Seattle Department of Transportation completed the [NE 130th St & Shoreline South/NE 148th Stations: Multimodal Access Study](#) in 2020. The Office of Planning and Community Development started their work on the [130th and 145th Station Area Planning](#) in 2019 to determine their priorities for the neighborhood and new light rail service through a series of community meetings, workshops, surveys, and open houses.

² To accommodate vehicles and buses on the NE 130th St I-5 overpass, we are installing a shared-use path that transitions to bike lanes east of I-5. To safely get people from the shared-use path to the directional bike lanes (1 lane following the flow of vehicle traffic), we need to first transition them to the 2-way bike lane with new bike crossings.

Roosevelt Way NE and 10th Ave Roundabout

- People generally liked the roundabout at Roosevelt Way NE and 10th Ave NE
 - › Of those who responded to our survey, the majority supported the roundabout and thought it would help address safety issues such as speeding and other dangerous behavior
 - › Those opposed to the roundabout shared that it would make the intersection more confusing and lead to more dangerous behavior, or it would not be able to manage the high traffic volume that goes through this area
 - › Many identified a need for driver education about the roundabout before it is installed so that people know how to get through it safely
 - › People who live north of 10th Ave NE/ Roosevelt Way NE are concerned that the left turn restriction will create hardship trying to get around their neighborhood and to destinations east of 10th Ave NE
 - › People biking shared concerns about safety through the roundabout and about being seen by cars. The combination of extending the concrete-barriers through the roundabout and flashing crossing beacons helped ease those concerns.
- Parking removal east of Lake City Way is a concern for area businesses
- People shared concerns about and asked for solutions to potential cut-through traffic and commuter parking on neighborhood streets when light rail opens and the vehicle lanes are reduced.

Roundabout

“I’m really excited about both the roundabout at Roosevelt and the protected bike lanes. I appreciate the safety for bikes and the improvement for the intersection at Roosevelt.”

- Comment card from March 2024 in-person open house

“I love the traffic circle idea, but as someone who lives near Jackson Park, I find myself frequently driving south on 10th and crossing straight to Roosevelt. The right turn only from 10th (going south) will make daily trips more difficult. Please consider alternatives to the right turn only.”

- Comment card from March 2024 in-person open house

NE 130th St from 1st Ave NE - 3rd Ave NE

3rd Ave NE redesign

“I love this solution, and feel that it will make it SO much safer and more comfortable for me to walk my two small children to daycare.”

- Comment from December 2023 online survey about 3rd Ave NE and NE 130th St safety redesign

“Don’t approve. Means the people who live on the corner of 130th & 3rd have to drive all the way around to get in or out of our houses. Add a light instead.”

- Comment from December 2023 online survey about 3rd Ave NE and NE 130th St safety redesign

In response to community feedback, we added the following features to our final project design:

- Safety redesign of 3rd Ave NE & NE 130th St
- Traffic calming with speed cushions (select locations)
- Center turn lane medians to prevent passing (select locations)

Who We Engaged

This project impacts thousands of people who live, work, play, and travel through this area. We engaged the general public with attention to historically underrepresented groups. As a result, we developed an equity-based approach with the goal of meeting people where they already are, providing information in a way that is easy to understand, and partnering with trusted community members. We also partnered with Lake City Collective to extend our reach to BIPOC and non-English speaking neighbors.

In addition to outreach to the broader community, we also engaged:

- Small businesses in the project area
- Community-based organizations, including those serving elders, immigrants, refugees, and people experiencing homelessness
- Neighborhood and community councils (e.g., Haller Lake Community Club)
- Religious organizations

Outreach Snapshot

7 tabling events
at community locations

7 community partner briefings

4 door-to-door outreach sessions
with businesses and neighbors

3 surveys
to gather design input

2 open houses
(in-person and virtual)

How We Engaged the Community

We reached out to the community in a variety of ways to make sure everyone had a chance to give their feedback and meet with the project team.

Informing People About the Project

- **We created a project website** to share project design/elements, opportunities to engage with project staff, schedule and budget information, and a project documents library.

- **We started a project email list** for people to sign up to get the latest project news and updates including upcoming events and project milestones. Approximately 520 people are subscribed to the email list.
- **We sent postcard mailings** to neighbors, businesses, and property owners within the project area to inform people about the project and ask for input on the proposed design. A postcard was sent in August 2023 to announce the project starting, share a project overview, and request feedback on our initial project design. A second postcard was sent in March 2024 to share an updated project design and gather additional community feedback. Each postcard was sent to more than 6,000 addresses within ¼ of a mile of the project area.
- **We ran a multicultural media and digital ad campaign** from June 28 to July 15, 2024, to inform people about the project and direct them to the website to learn more and give feedback. The campaign used a mix of multicultural media and digital ads to reach community members who speak English, Chinese, Somali, Spanish, Vietnamese, and Korean. Ads were placed in the NW Asian Weekly, Runta News, Se Habla, El Siete Dias, Seattle Chinese Times, NW Vietnamese News, La Raza, and Korea Times. In total, the ad campaign generated more than 1,700 website clicks.³



³ The campaign targeted people by project area zip code to capture residents, businesses, and commuters. Digital Media Ads: 2,807,625 impressions; 1,541 clicks. Multicultural Media Ads: 125,925 impressions; 178 clicks

- **We posted to our blog and social media channels** to share the project background, overview and design, and request community feedback. We published our [first blog post](#) on August 31, 2023, to let people know about our initial project design and scope. Our [second blog](#) was published on July 26, 2024 to share updated project designs and update people on project progress. Each blog post was accompanied by social media posts to X (formerly Twitter), Instagram, and Facebook.
- **We went door-to-door to neighbors and businesses** to share project information and gather feedback on specific proposals such as the roundabout at Roosevelt Way NE and 10th Ave NE
- **We partnered with Lake City Collective** to share project information with historically underrepresented communities

Engaging with People About the Project

- **We partnered with Lake City Collective** to engage people through community and cultural events, as well as door-to-door outreach to schools, churches & small businesses
- **We hosted 2 open houses** to share detailed project information/design, give the community a chance to engage directly with the project team, and gather feedback on the project. We held an in-person and virtual open house to ensure people were able to participate in a way that best served them.
 - › **An in-person open house was held on March 19, 2024**, at the Lake City Library to share our 30% design. The project team was available to answer questions, take feedback, and explain project elements. Approximately 32 people attended.



Community members give feedback on the design plan at an open house, March 2024

- › **A virtual open house was held on June 25, 2024** to share the 60% design. The project team gave a project overview and took questions from virtual attendees. Approximately 11 people attended.
- **We held 7 pop-up tabling events** at community locations to share project information and gather feedback at each design milestone. We varied times, days, and locations to ensure we maximized opportunities for people to connect with us at a time that worked for them.
 - › **We tabled in September 2023 to announce the project start and our initial (10%) project design** at the Like City Library and the Safeway at 15th Ave NE and NE 125th St. Approximately 55 people (combined) stopped by the events.
 - › **We tabled in April 2024 to share our 30% project design and collect feedback** at the Lake City Library. Approximately 30 people stopped by our 2 tabling events.
 - › **We tabled in June 2024 to share our 60% project design** at the Lake City Farmers Market and outside of Pizza Twist restaurant on Roosevelt Way NE. Approximately 30 people came to the 3 events.
 - › **We also joined existing community events** to share project information, including “Shred Day” at Haller Lake United Methodist Church, Sound Transit outreach events, and events hosted by Lake City Collective.
 - › **We have several tabling events planned** to share the final project design in late 2024/early 2025 - stay tuned!
- **We launched 3 online feedback forms** (surveys) during design outreach to get targeted project feedback. In addition to project/design-specific questions, we also asked questions to better understand how people travel through and use this area today and how they may change their travel behavior when light rail opens.
 - › Feedback form to collect input on our initial (10%) project design was live from August 31 to October 27, 2023. The survey included diagrams of each project section and asked people what they liked about the design and what they would change. We received 202 responses, with 60% of responses coming from people in the Pinehurst, Lake City, and Haller Lake neighborhoods. The form was offered in English, Spanish, Tagalog, Vietnamese, Amharic, Somali, Korean, and Chinese (Traditional and Simplified).

- › Feedback form to gather input on a proposed safety redesign of 3rd Ave NE and NE 130th St was launched in January 2024. This feedback form was advertised to residents and businesses near the intersection during door-to-door outreach that included a factsheet with project information, the proposed intersection design, and a link to the feedback form. We received 8 responses to the feedback form.
- › Feedback form about the Roosevelt Way NE Roundabout launched in March 2024. We did outreach to nearby residences and businesses to encourage them to let us know what they thought of the proposed roundabout and sought feedback from the broader community. 257 people responded to the survey.

- **We met with community and advisory groups** to share project information and gathered feedback, including:

- › Haller Lake Community Club: We joined the March 7, 2024 HLCC regular meeting to share project information and answer questions. Approximately 44 people attended the meeting.
- › City of Seattle community transportation boards⁴: We presented to the Pedestrian Advisory Board, the Transit Advisory Board, the Bicycle Advisory Board, and the Freight Advisory Board. Board members shared their feedback and priorities for the project with the project team.
- › Lakeside Schools: We met with school leadership to give a project overview and discuss the proposed 3rd Ave NE redesign and its impacts on school bus routing.

- **We met with people 1:1** to hear their feedback and learn more about their neighborhoods. These meetings helped us identify and address design challenges directly with neighbors.

- **We created a project email inbox and hotline** for people to send their feedback, ask questions, and engage with the project team. We received approximately 40 emails with questions and/or project feedback from fall 2023 – summer 2024. We also used the email inbox to reach out to approximately 50 community groups with project information and updates.



Community members give feedback on the design plan at the Lake City Farmer's Market, August 2023

What's Next?

Preparing for construction:

- In mid 2025, we will start getting ready for construction. We will:
 - › Advertise the project for construction contractors
 - › Select and onboard a construction contractor, and begin pre-construction outreach. Pre-construction outreach includes identifying community needs and sharing our expected construction schedule and impacts
 - › Work with the community during construction to inform them of upcoming construction activities and impacts and address issues that may come up

To find this summary in Spanish, please [visit our website](#).

For translated information about the NE 130th St and NE 125th St Mobility and Safety Project and our outreach, please call (206) 400-7515.

To stay up to date on this project as we get ready to begin construction, [sign up for email updates](#) and [visit our website](#). If you have questions or comment, please contact us at (206) 400-7515 or NE130thSt_NE125thSt_Project@seattle.gov

⁴ Advisory boards are made up of community and business members who use their expertise to advise project staff on impacts, needs, and priorities for their respective subject area. ⁶

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