

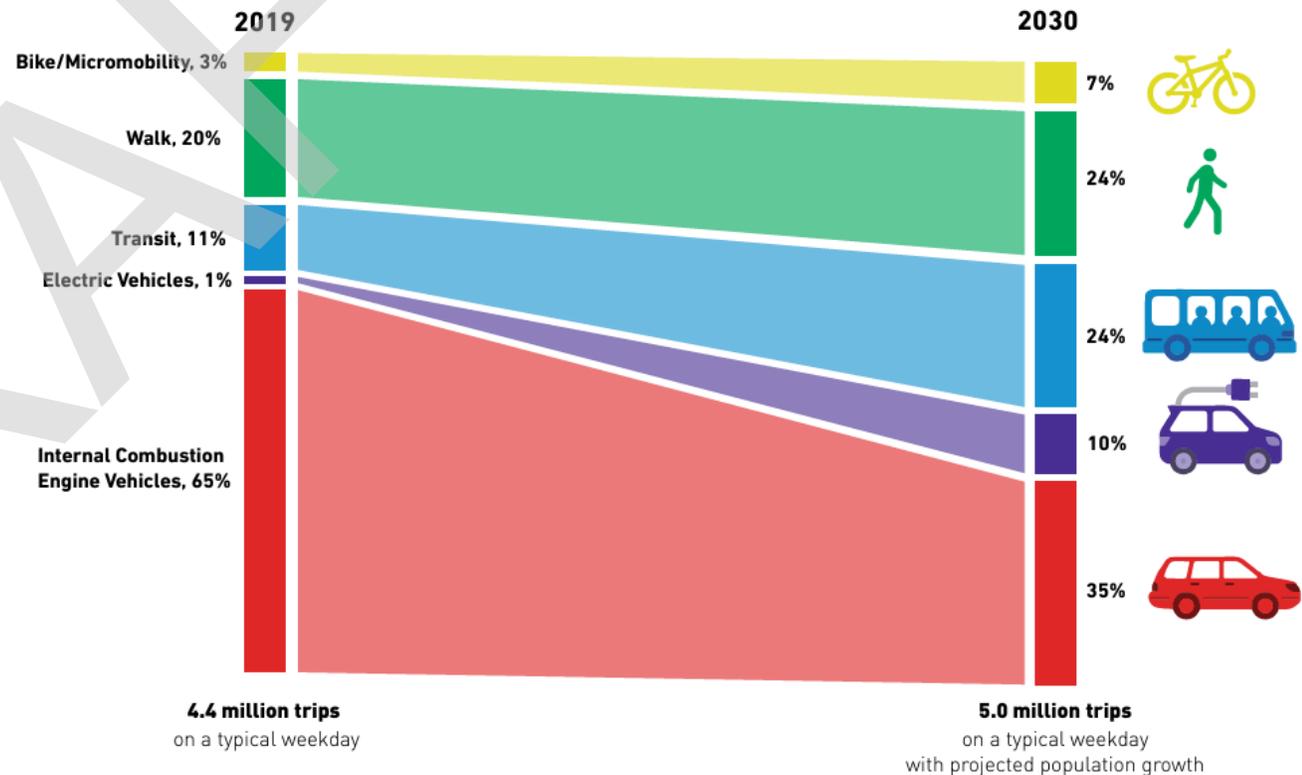


N 130th St Bitter Lake to Haller Lake Mobility Improvements

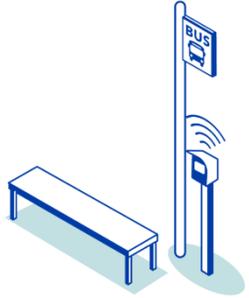
Seattle Transit Advisory Board | June 26, 2024

SDOT Policies to Guide Work

- **STP vision statement:** Seattle is an equitable, vibrant, and diverse city where moving around is safe, fair, and sustainable. All people and businesses can access their daily needs and feel connected to their community.
- **Vision Zero:** Create streets that encourage safe travel behavior, promote safer speeds, and protect the most vulnerable users.
- **Climate Change Response Framework (CCRF)**
 - By 2030, increase:
 - Increase bike share to 7% (from 3%)
 - Increase walk share to 24% (from 20%)
 - Increase transit share to 24% (from 11%)
 - Reduce gas vehicles to 35% (from 65%)
- **Mayor's One Seattle Transportation & Climate Justice Executive Order**
 - More walkable, bikeable, transit-friendly, and climate-resilient city



Project Objectives



Improve **transit reliability, passenger experience,** and **pavement quality** to support new bus service



Create **safe and comfortable facilities for walking, biking, and rolling** to the 130th St Station and around the neighborhood



Reduce serious injury and fatal crashes and **make it easier for people to share the road**

Context and Past Work

- **130th St Station** opening in 2026
 - Sound Transit anticipates **90% of light rail riders will arrive at the station by walking, biking, or riding transit**
- **2020 Multimodal Access Study** identifies this corridor as critical to improve safe access to the station
- In preparation for the station opening, Metro is planning a service restructure, including the **Route 77**, a new proposed route providing E-W service on N 130th St
 - Average pavement condition index (PCI) across the corridor is 35, meaning that the roadway is approaching structural failure and cannot continue to support transit
- **New signal** installed at Ashworth Ave in 2023

Seattle Department of Transportation

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

Final Report

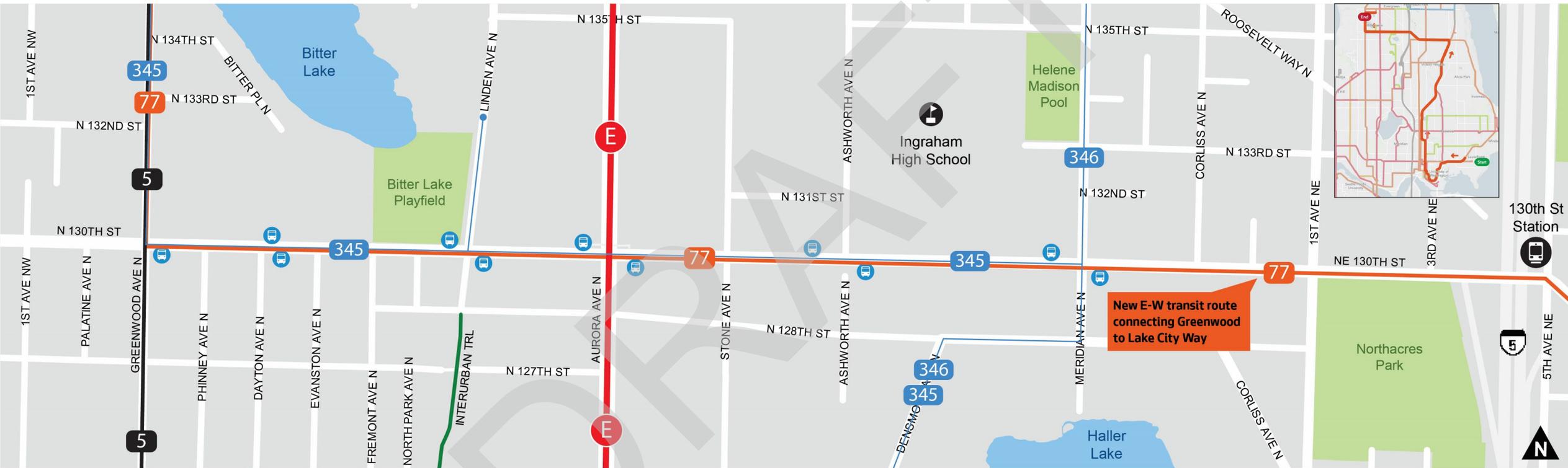


December 2020

 Seattle
Department of
Transportation

 Seattle
Department of
Transportation

New Transit Pathway

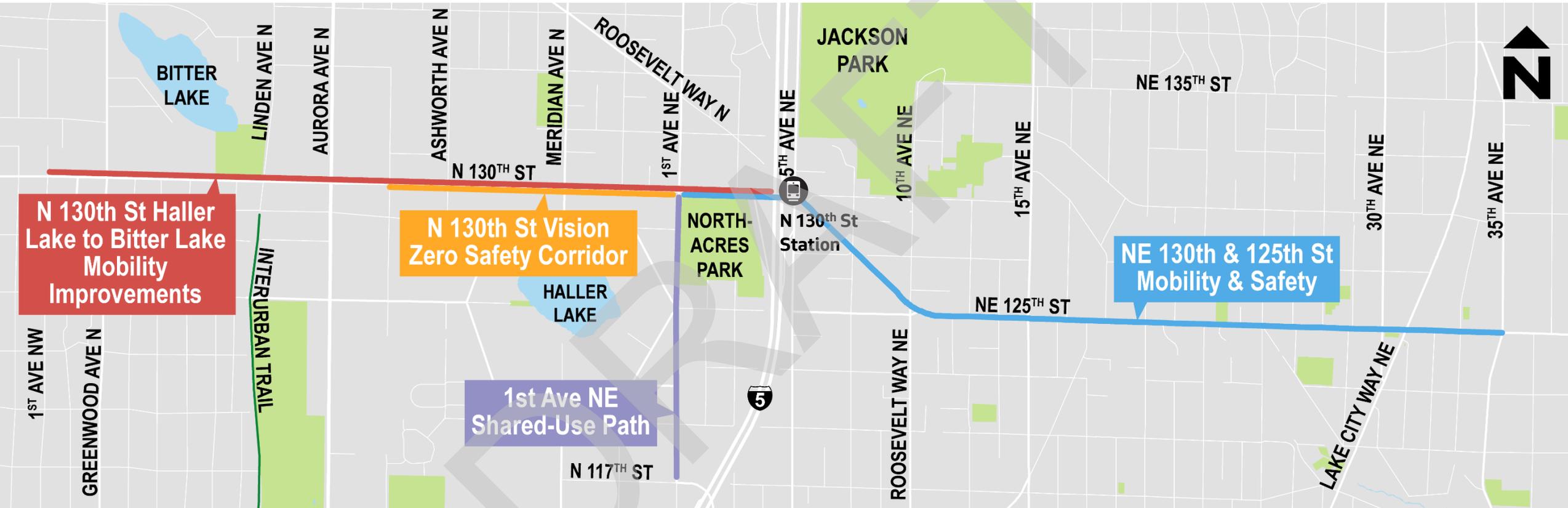


Benefits to Transit

- **Full-depth pavement reconstruction** to support a new frequent transit pathway
- **Upgraded and relocated bus stops** to improve transit operations and passenger experience
 - Benches and bus shelters with lighting
 - Real Time Information Signs
 - In lane bus stops to remove conflict with bikes
- **Pedestrian crossings all bus stops**
- **Transit Signal Priority and signal synchronization** being explored at all signalized intersections
- **First mile-last mile connections via:**
 - Protected bike lanes
 - Raised crossings on side streets
 - Connections to new Neighborhood Greenways
- **Plantings strips with street trees** to enhance the pedestrian experience connecting to transit



Adjacent Projects

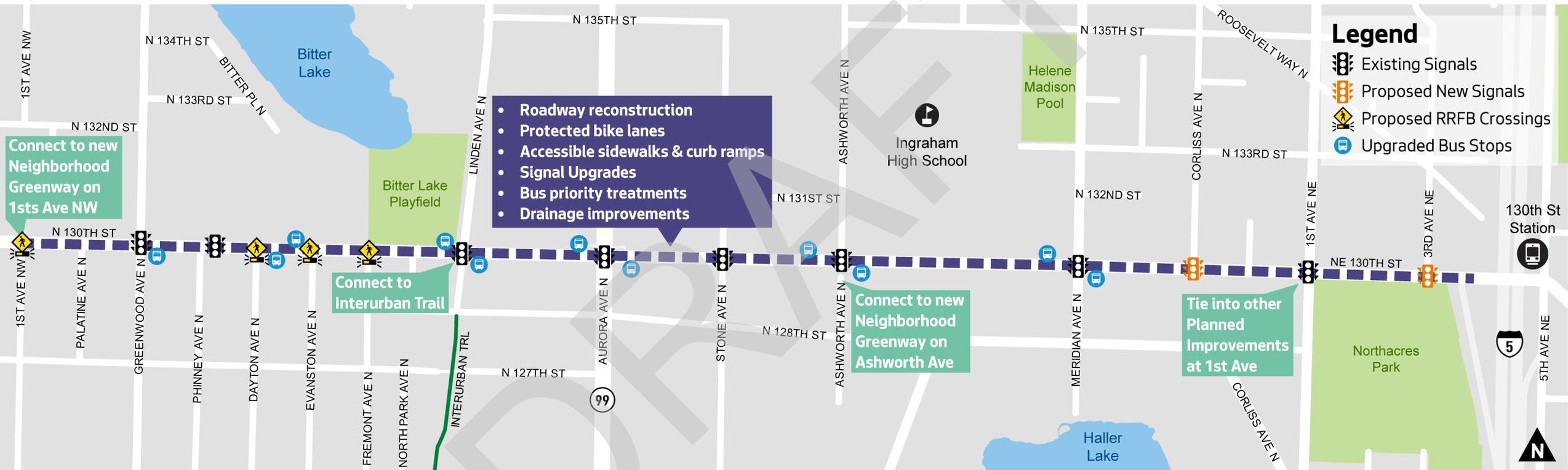


Project Scope

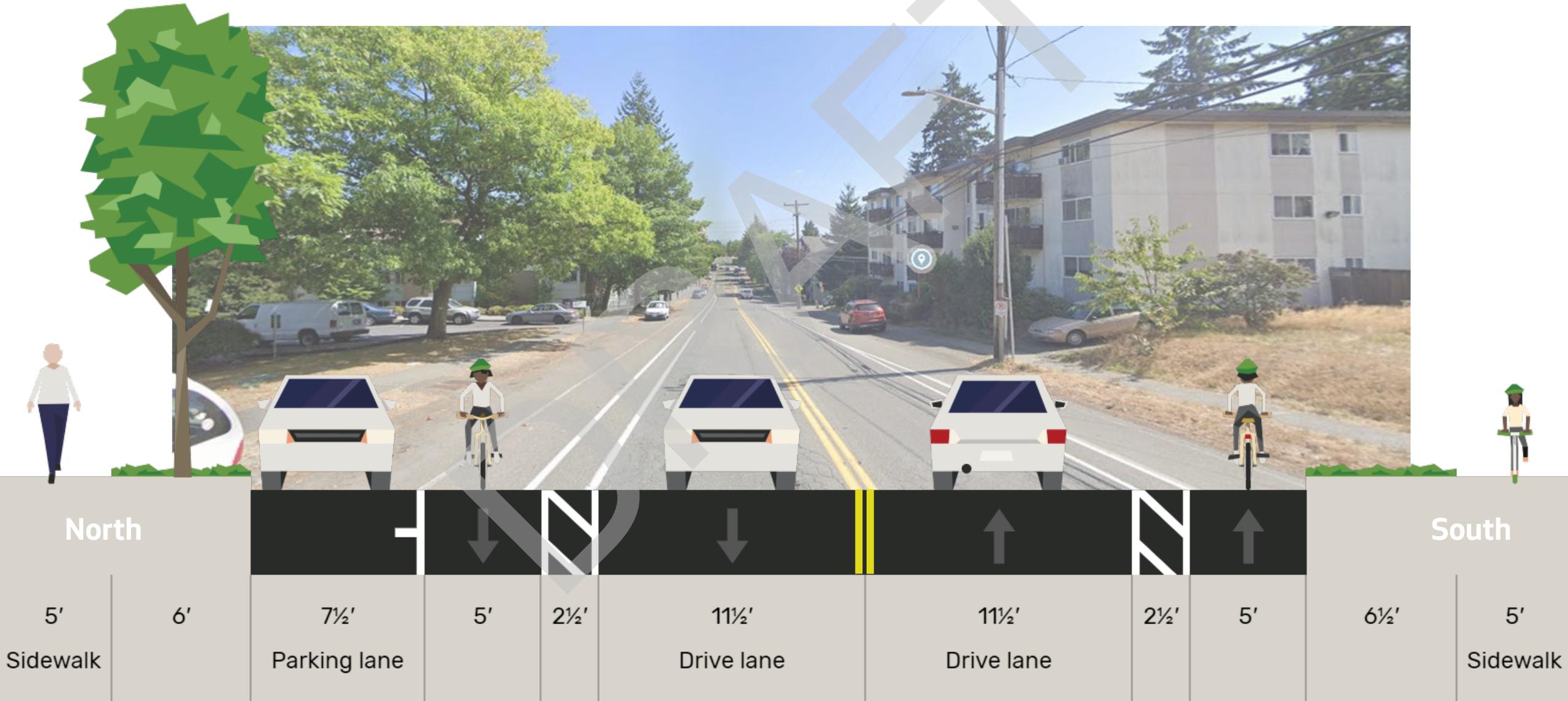
- **Full-depth pavement reconstruction**
 - ADA accessible sidewalks and curb ramps
- **Upgraded and relocated bus stops**
- **Pedestrian / Neighborhood Greenway Crossings**
 - 1st Ave NW, Dayton Ave, Fremont Ave, Corliss Ave, & 3rd Ave NE
- **Roadway reconfiguration** from two lanes in each direction to one lane in each direction with a center turn lane (Linden Ave to 1st Ave NE)
- **Protected bike lanes**
 - Primarily at sidewalk level
- **Raised crossings** on side streets
- Potential **raised intersection** at Linden Ave
- **Plantings strips with street trees**
- **Upgraded drainage** facilities



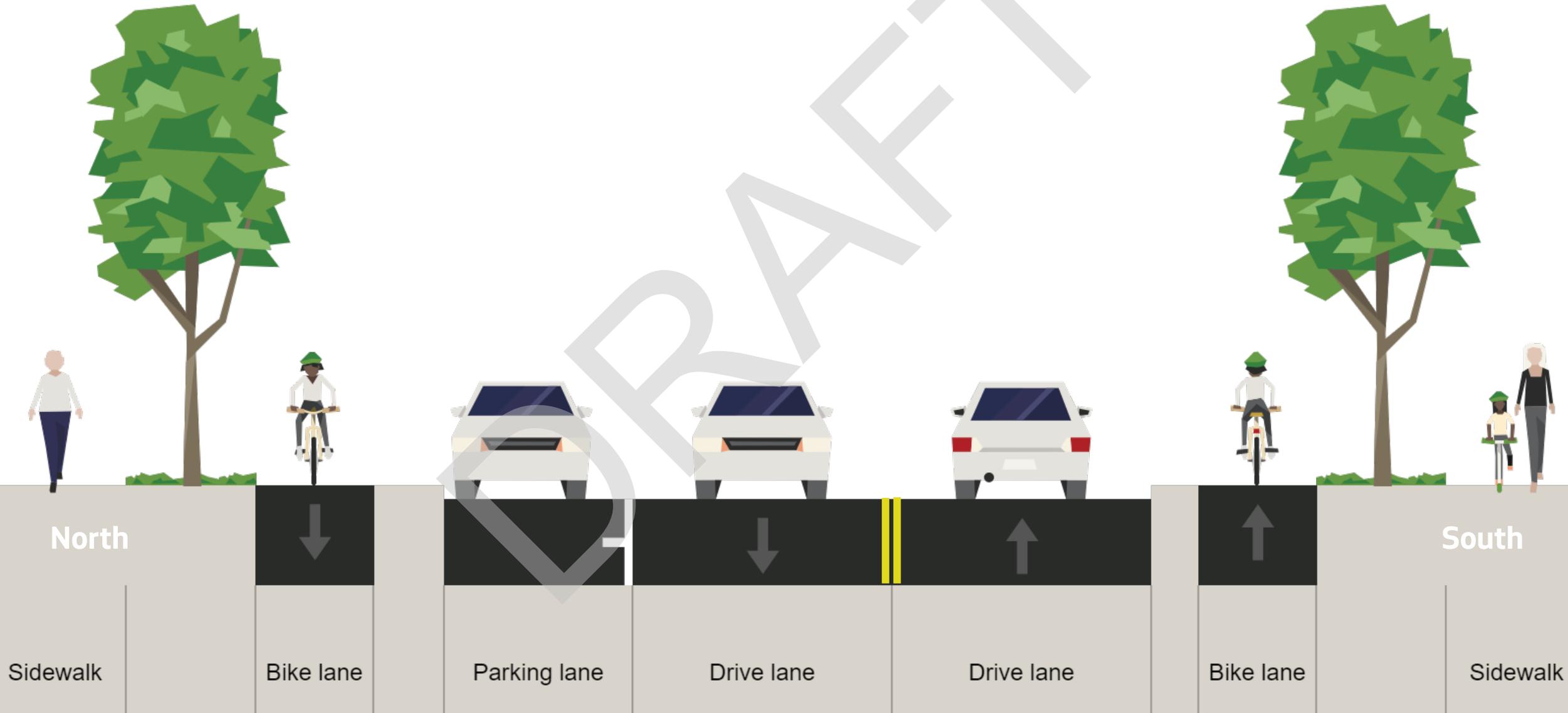
Project Scope



Existing: 130th St, Greenwood Ave to Linden Ave



Proposed: 130th St, Greenwood Ave to Linden Ave



Existing: 130th St, Linden Ave to 1st Ave NE



North

South

5'

6'

12½'

10½'

10½'

12½'

6'

5'

Sidewalk

Drive lane

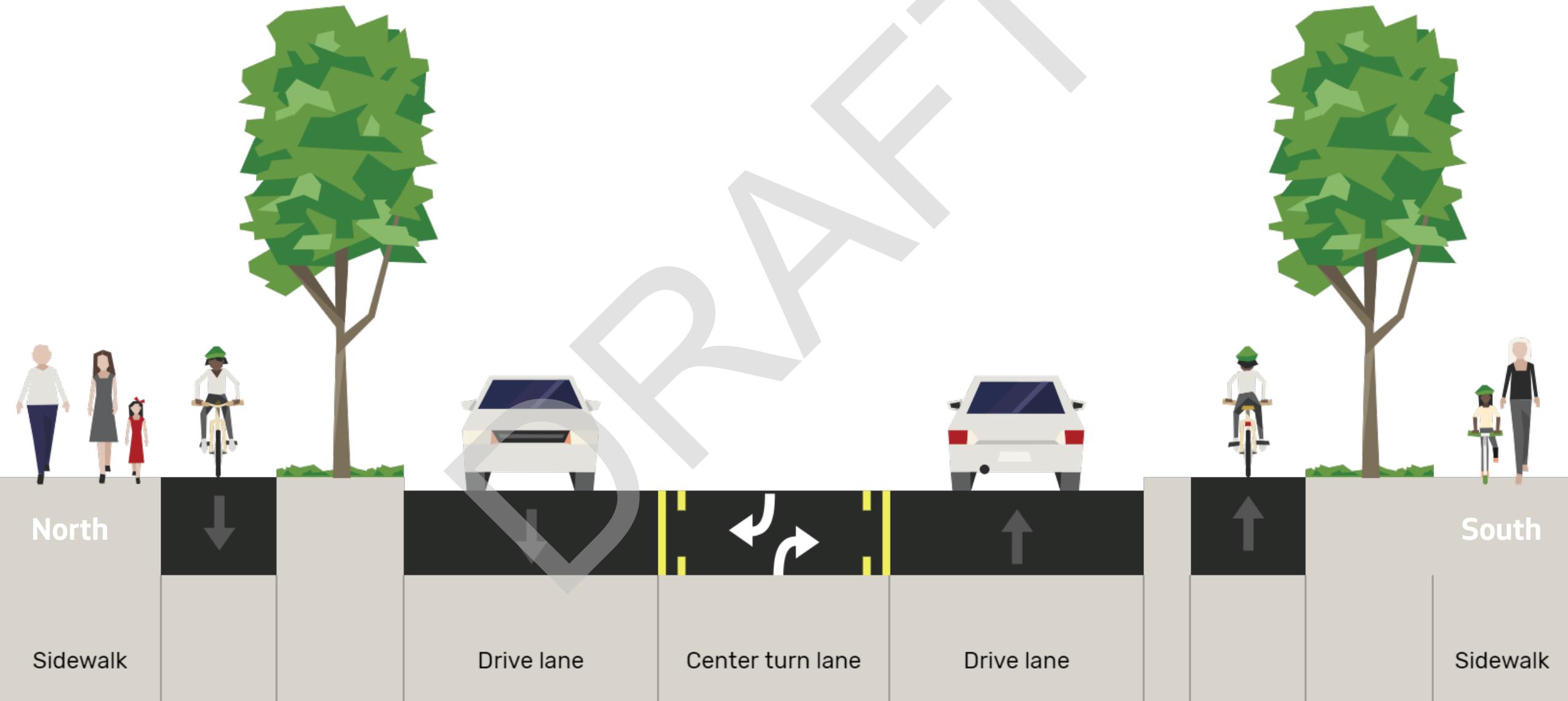
Drive lane

Drive lane

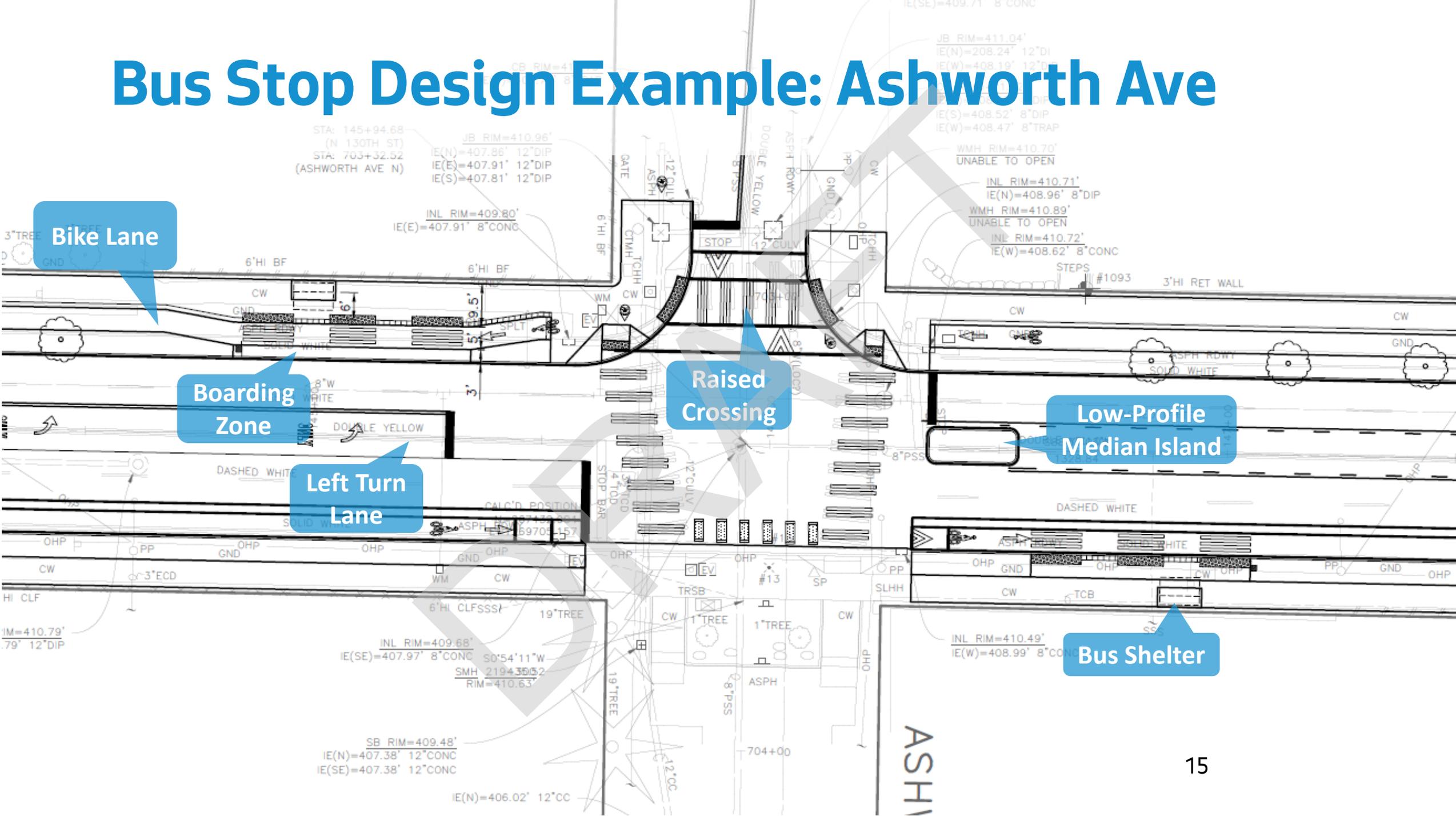
Drive lane

Sidewalk

Proposed: 130th St, Linden Ave to 1st Ave NE



Bus Stop Design Example: Ashworth Ave



Bike Lane

Boarding Zone

Left Turn Lane

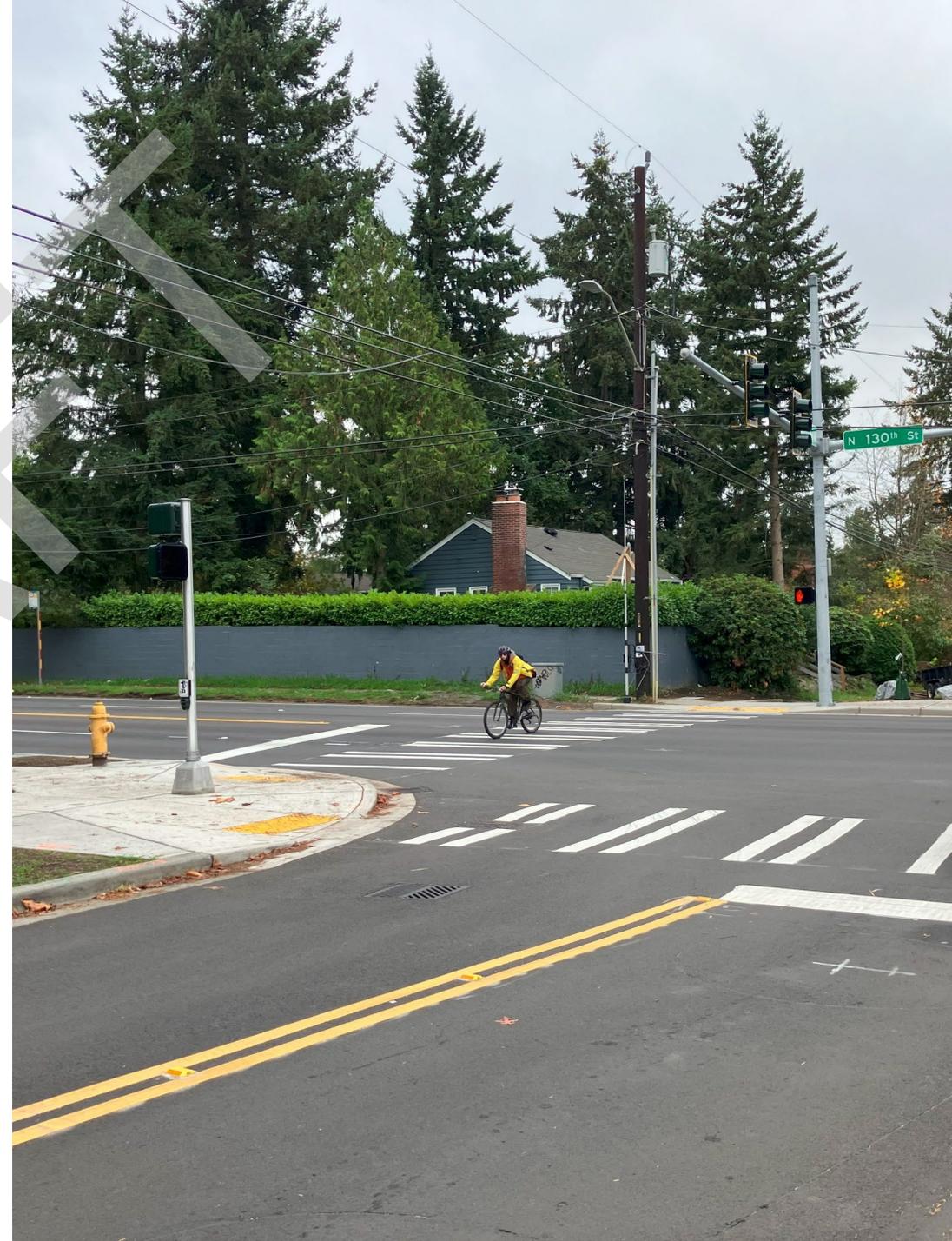
Raised Crossing

Low-Profile Median Island

Bus Shelter

Project Status & Timeline

- Recently completed **10% design**
 - Public launch in June
- Funded through **30% design**
 - Scheduled for completion by the end of 2024
- Applied for **grant funding** from Puget Sound Regional Council to fund 30-100% design
- Project identified as **Highest Tier priority in Seattle Transportation Plan** and included in the **Transportation Levy** that Seattle residents will vote on in November 2024



Questions?

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