



NORTHWEST GREENWAYS
<https://nwgreenways.seattlegreenways.org/>



LISTENING TOUR FOR SDOT DIRECTOR SPOTTS

May 31, 2023

Who is Northwest Greenways?

- We are a coalition of Seattle Neighborhood Greenways groups from the north end of Seattle that includes Greenwood, Phinney Ridge, Licton Springs, Haller Lake, Bitter Lake, and Broadview neighborhoods.
- We are neighbors working together to make our streets safe for all people to walk, bike, play, and live.

Why this walk?

- North Seattle continues to lack ways for people in our communities to connect between the east and the west.
- This lack will become absolutely critical when Sound Transit's 130th Street Station opens in 2026.
- Like most people in the area, we are dissatisfied with the City of Seattle's neglect of our needs, made all the more troubling because on Seattle's own racial and social equity map this area is identified as one of the areas with the highest levels of social and economic disadvantage.
- This walk will show only a few of the many needs to provide access to the station and between our communities.

Our Call to action:

- We call on SDOT to end planning projects in an ad hoc manner and begin a holistic and public planning process.
- In 2020 SDOT produced a very good analysis of the area's multi-modal transportation needs. But SDOT has yet to follow up by working with the public to evaluate, decide on, and prioritize which options to pursue.
- After the holistic outline of intents and priorities is known, then SDOT can seek funding and over time, finalize design and the projects as funding becomes available.
- Complete essential access to the 130th St. Station by the time it opens in 2026 – that's in 3 short years.

Crux Issues:

- People in general often postpone dealing the hardest issues and hope that they will resolve themselves later. The result: often those issues are left hanging and never resolve. If identified earlier, various alternative solutions may either been found, or ways to avoid the problem altogether could have been tried.
- There are 4 crux, hard-to-resolve issues that must be addressed front and center:
(a) Access over the I-5 overpass, (b) the 125th/Roosevelt Way Corridor, (c) the 130th St. corridor west of I-5, and (d) the area around the 130th St. & Aurora intersection and the block each side of that.

Additional multi-modal routes:

- The resolution of the crux issues and their funding and construction may take time to resolve and complete. But the station opens in 3 short years.
We encourage SDOT, while working on those crux issues, to simultaneously work on some quicker and cheaper alternatives, including any of the routes shown on the attached map.
- An immediate improvement that could be done is to close off 3rd Ave. NE at its intersection with 130th Street.

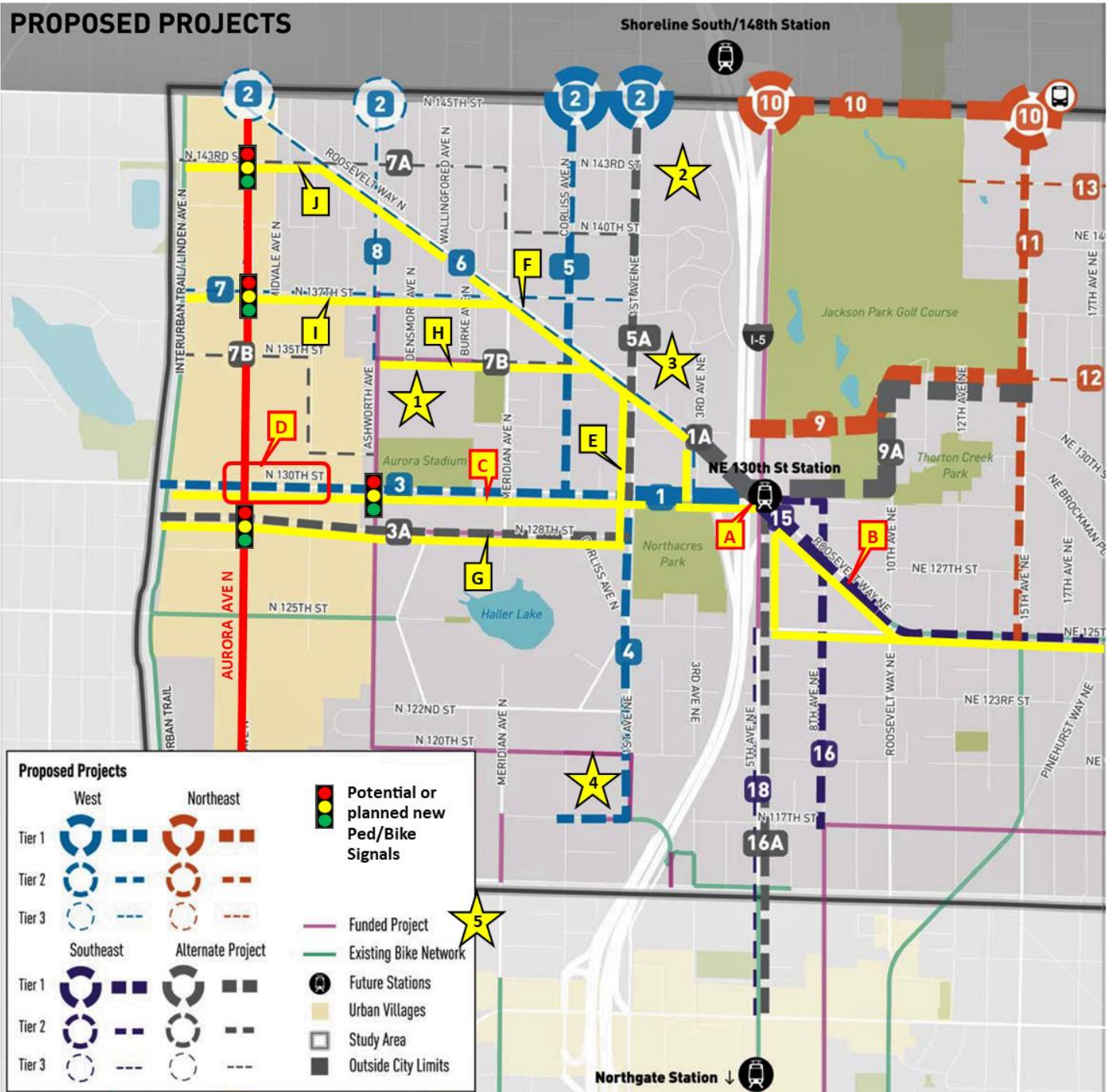
See Northwest Greenways recommendations at:

<https://nwgreenways.seattlegreenways.org/connections-to-light-rail/>



Map of Potential Multi-Modal Routes

from p. 10 of SDOT's 2020 130th St. Station Multi-Modal Access Study with annotation notes and yellow highlights superimposed



CRUX ISSUES

- A** Access over I-5 Overpass
- B** 125th/Roosevelt Way
- C** 130th West of I-5
- D** 130th & Aurora Intersection

ADDITIONAL MULTI-MODAL ROUTES

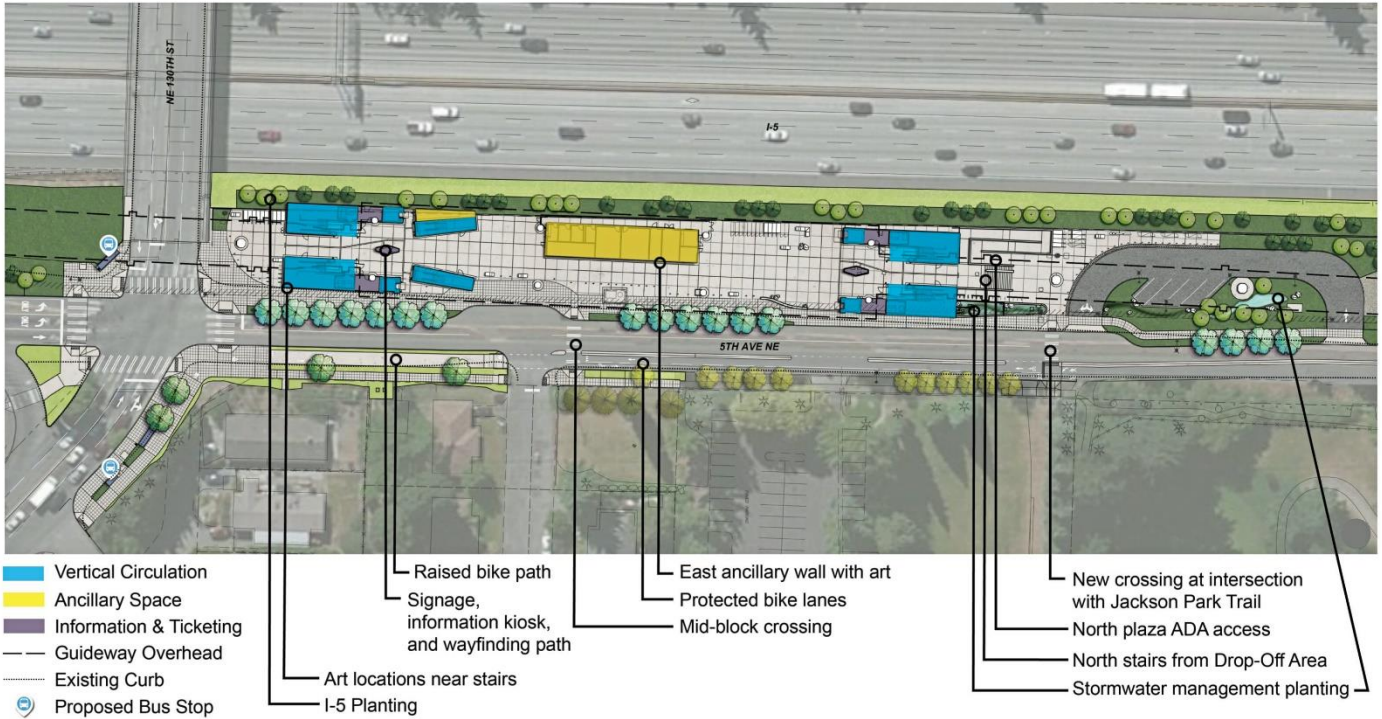
- E** 1st Ave NE
- F** Roosevelt Way west of I-5
- G** N 128th St.
- H** N. 135th St.
- I** N. 137th St.

MAJOR INSTITUTIONS

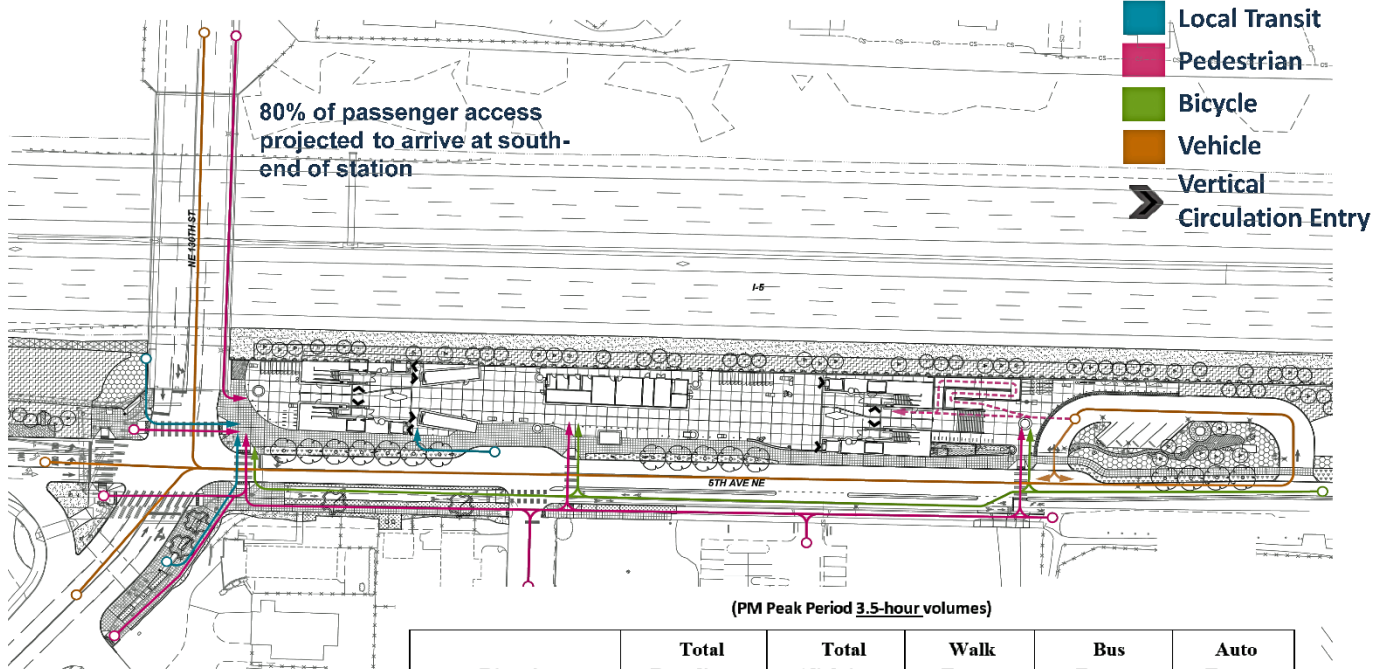
- 1** Ingraham High School
- 2** Lakeside School
- 3** Lakeside Middle School
- 4** Northgate Elementary School
- 5** UW-Northwest Medical Center



NE 130th Station Overview



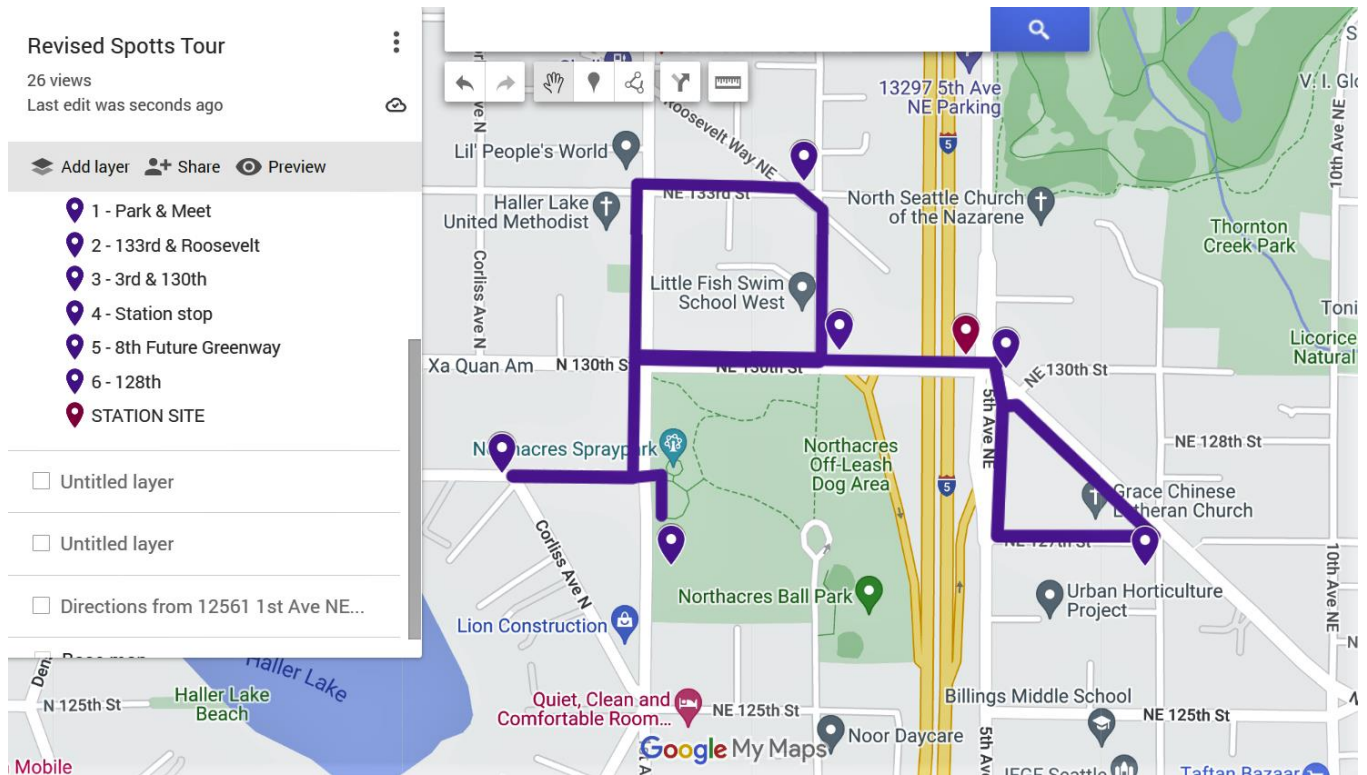
NE 130th Station Access



Direction	Total Boardings	Total Alighting	Walk Egress	Bus Egress	Auto Egress
Northbound	250	1160	640	450	70
Southbound	800	110	60	40	10



Tour Map:



Stop 1, Start, & Finish: Northacres Park parking lot on 1st Ave NE south of 128th St.

Stop 2: 133th at Roosevelt

Stop 3: 3rd Ave. NE at NE 130th St.

Stop 4: NE 130th St. at 5th Ave. NE (130th St. Station Site)

Stop 5: Roosevelt Way at 8th Ave NE

Stop 6: N 128th St. at Corliss Ave.

https://www.google.com/maps/d/edit?mid=1rm1Zj4nINYa_CCi2HdD1ligHiJf-E&usp=sharing



Presenters:

At stop 1: Lee Bruch is a retired major construction program manager. He helped found both Licton-Haller Greenways (now Northwest Greenways) and the Aurora Reimagined Coalition.

At stop 2: Lucca Howard is a recent Ingraham High School graduate, current Seattle City Council candidate, and community advocate for Aurora and safer streets in the Haller Lake neighborhood.

At stop 2 Jan Peterson lives in the Haller Lake neighborhood. Prior to her retirement she taught English to international students at Edmonds College. She is involved with NW Greenways to make Seattle a better place to live, bike, and walk.

At Stop 3: Mark Hammarlund is a retired Clinical Psychologist. As a youth his family lived awhile in Denmark. It taught him what Seattle's streets should be. He joined Seattle Neighborhood Greenways to advocate for safer streets.

At stop 4: Andrea Burnett is Sound Transit's Community Engagement Manager for North Corridor and Bus Rapid Transit.

At stop 4: Ross Bleakney is a writer for the Seattle Transit Blog. His writings instrumental in getting the ORCA card accepted on the Seattle monorail.

At Stop 5: Dai Toyama is the president of Pinehurst Community Council. He is also a board member of Seattle Neighborhood Greenways and a strong advocate for safe streets for everyone.

At stop 6: Brent McFarlane is a Broadview - Bitter Lake Community Council member; MLK County Labor Council delegate; and community advocate for safe streets, more transit and regional rail solutions.