

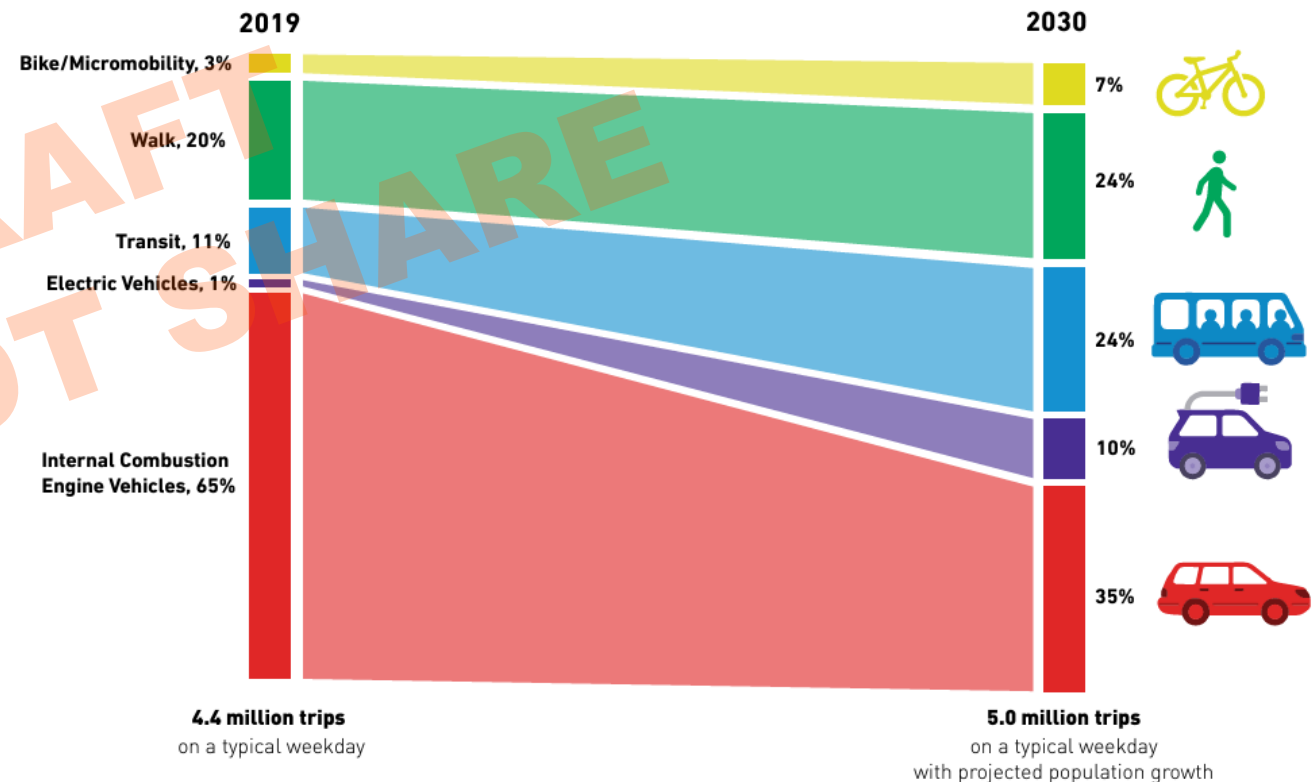


N 130th St Bitter Lake to Haller Lake Mobility Improvements

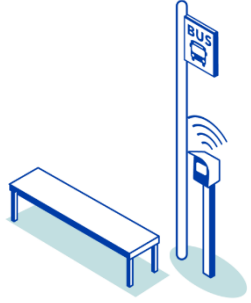
Seattle Bike Advisory Board | June 18, 2024

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.
- **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

- **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**
- 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
 - Metro currently operates **Route 345** along N 130th St, from Meridian Ave N to Greenwood Ave N
 - Average pavement condition index (PCI) across the corridor is 35, meaning that the **roadway is approaching structural failure, and cannot continue to support transit**



History and Past Work

- **2020 Multimodal Access Study** identifies this corridor as critical to improve safe access to the station
 - While the Study recommends improvements up to Linden Ave, further research supports extending to 1st Ave NW based on high equity needs
- **New signal installed at Ashworth Ave** in 2023
 - NGW along Ashworth also planned for 2024 implementation
- **Vision Zero Project** adding paint-and-post protected bike lanes in 2025
 - Stone Ave to 1st Ave NE
 - May continue west to Linden Ave
- **NE 130th/125th St project** to the east (1st Ave to Lake City Way) scheduled for construction in 2026

Seattle Department of Transportation

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

Final Report



December 2020



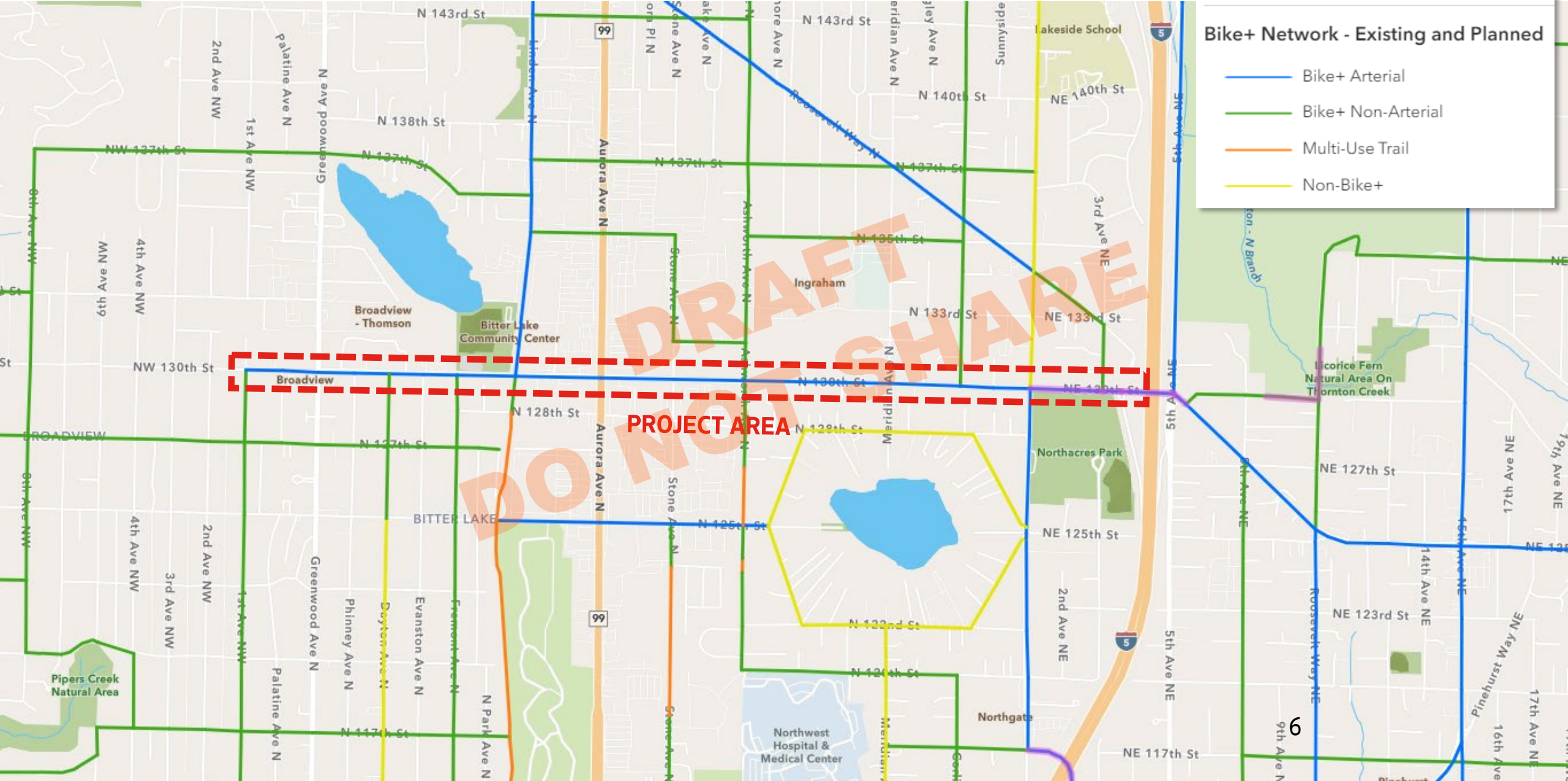
Project Area

Catalyst Projects



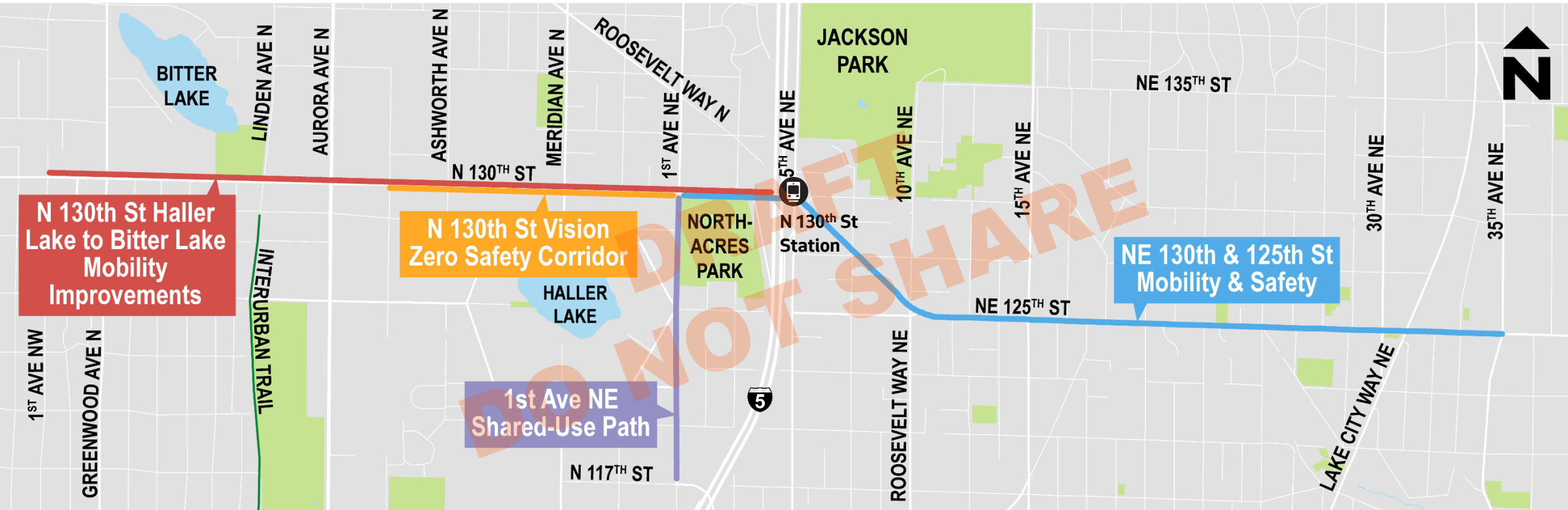
Bike+ Network - Existing and Planned

- Bike+ Arterial
- Bike+ Non-Arterial
- Multi-Use Trail
- Non-Bike+

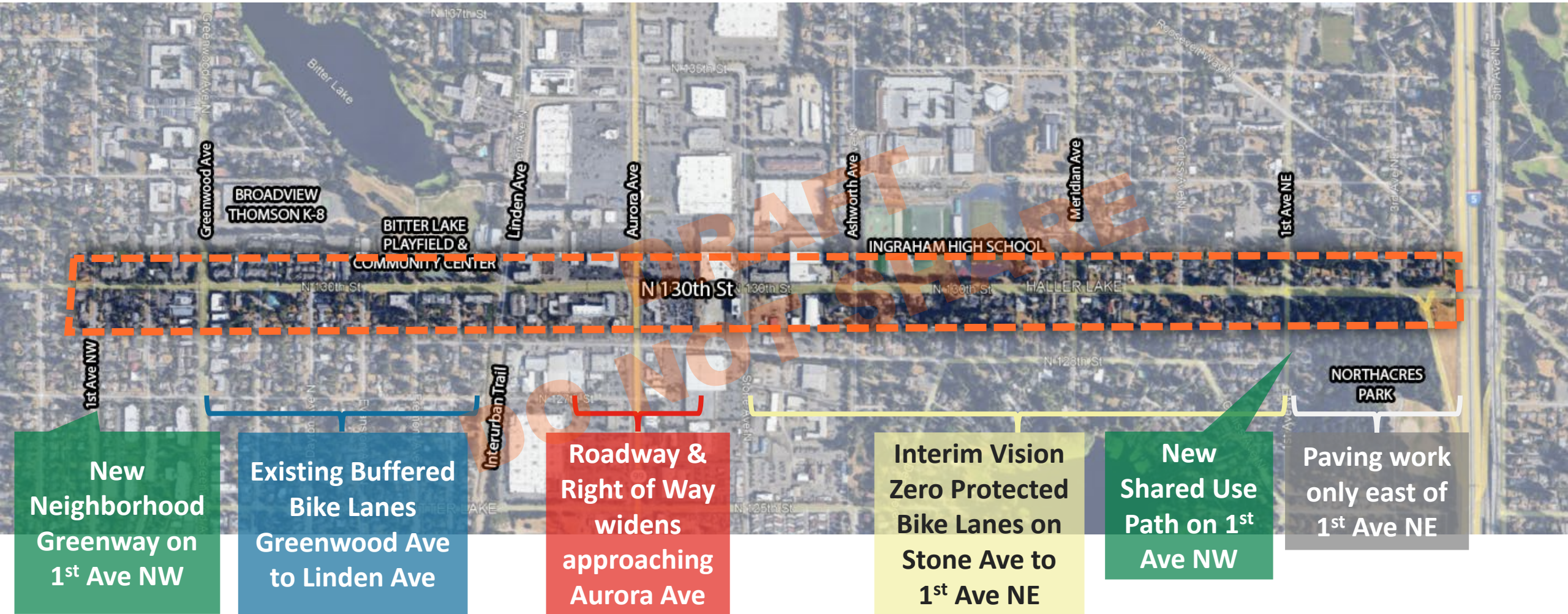


PROJECT AREA

Adjacent Projects



Project Limits: N 130th St, 1st Ave NW to 1st Ave NE

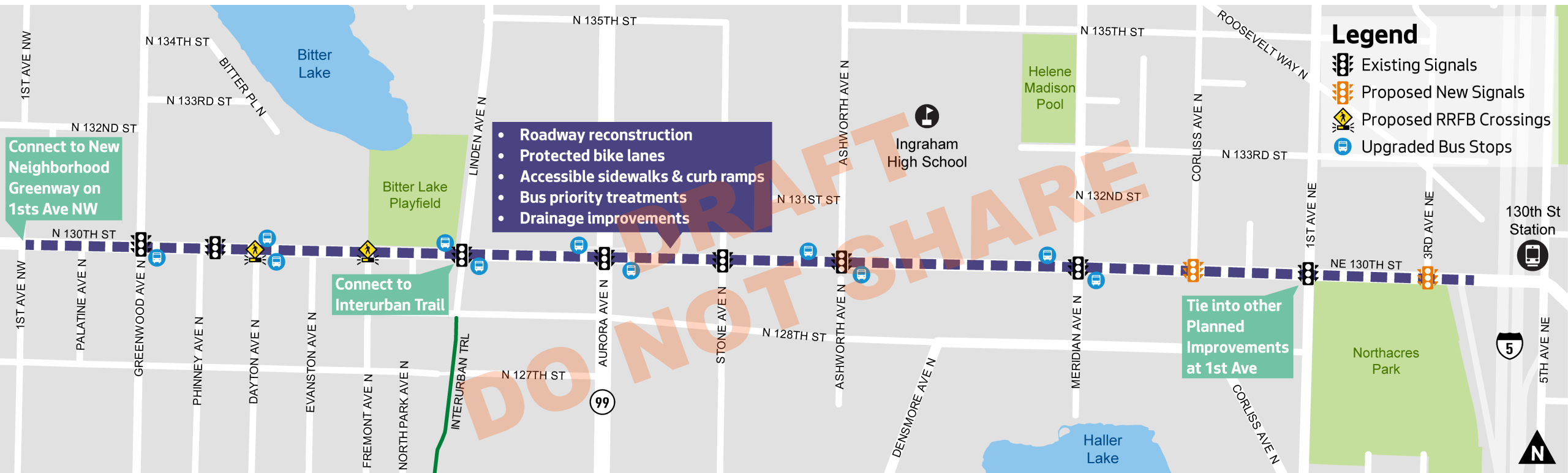


Project Scope

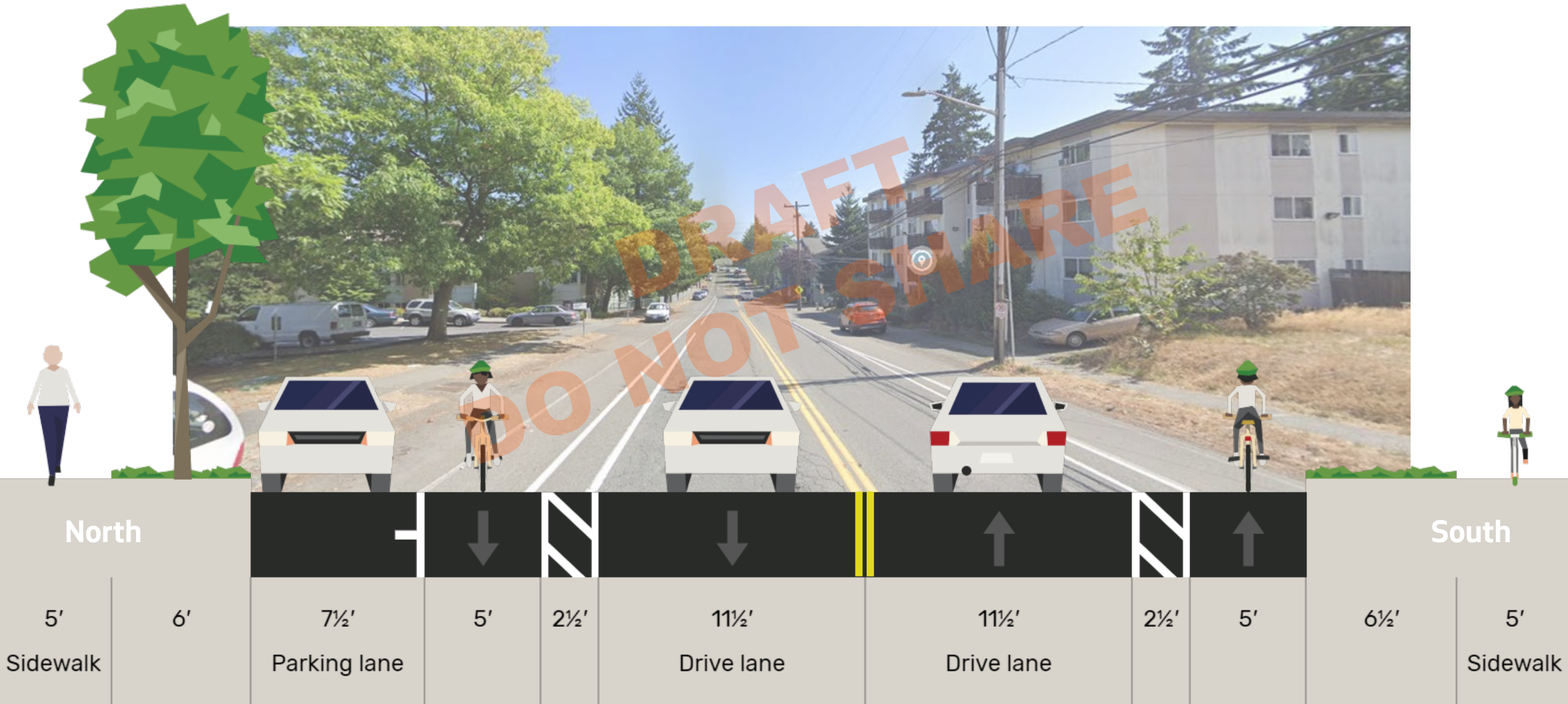
- **Full-depth pavement reconstruction**
 - ADA accessible sidewalks and curb ramps
- **Upgraded and relocated bus stops** to improve transit operations and passenger experience
 - Bus shelters with lighting
 - Benches
 - Real Time Information Signs
- **Pedestrian / Neighborhood Greenway Crossings**
 - 1st Ave NW, Dayton Ave, Fremont Ave, and Corliss Ave
- **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** along N 130th St, from Greenwood Ave N to 1st Ave NE
- **Plantings strips with street trees**
- **Upgraded drainage** facilities



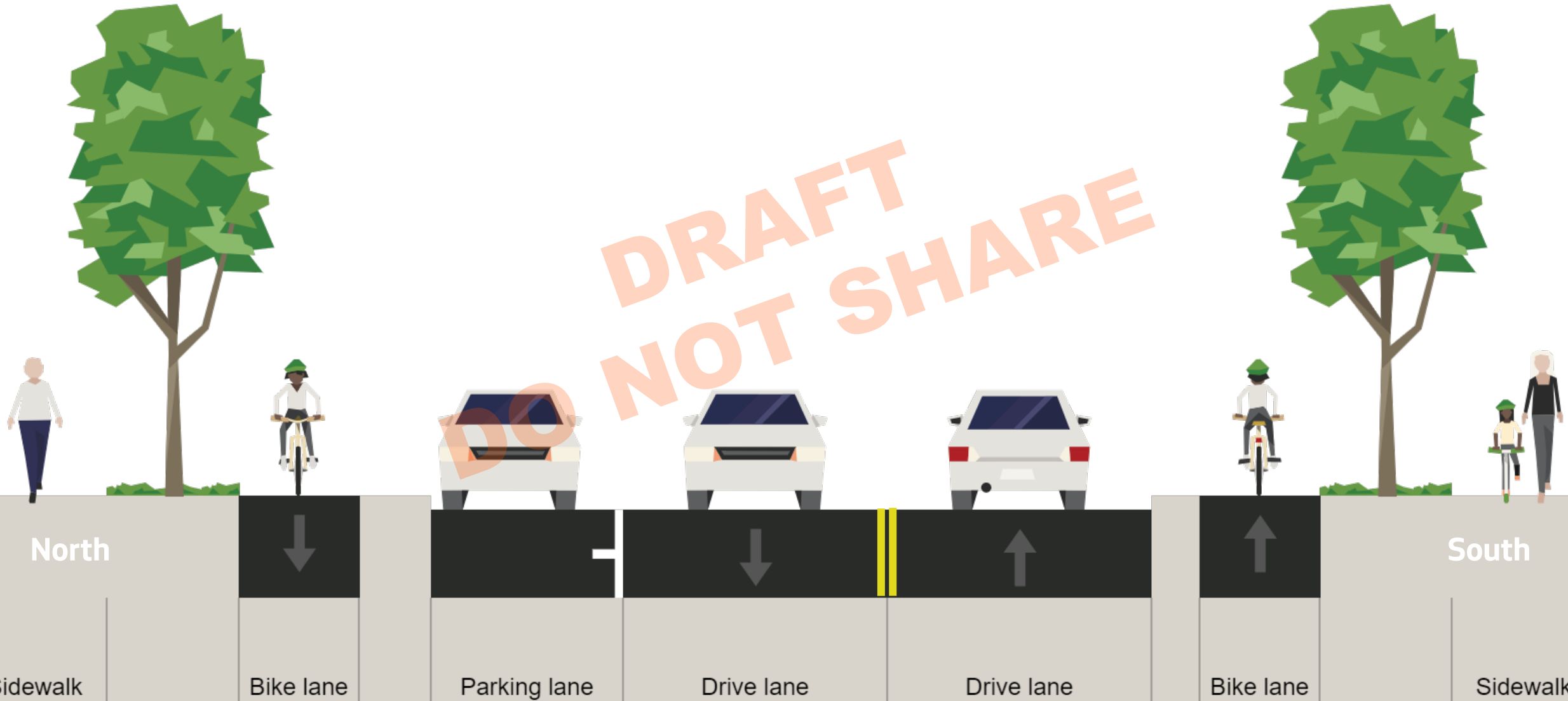
Project Scope



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

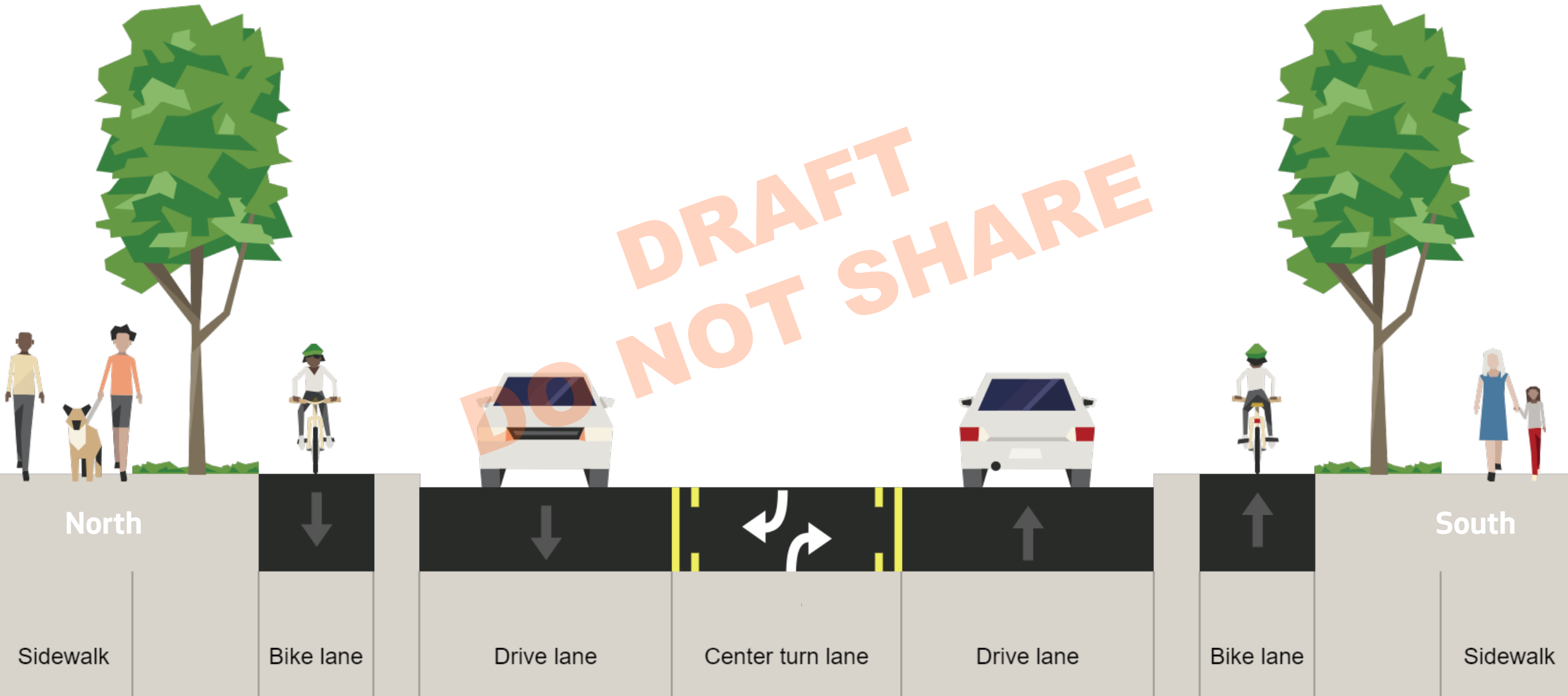
Drive lane

Drive lane

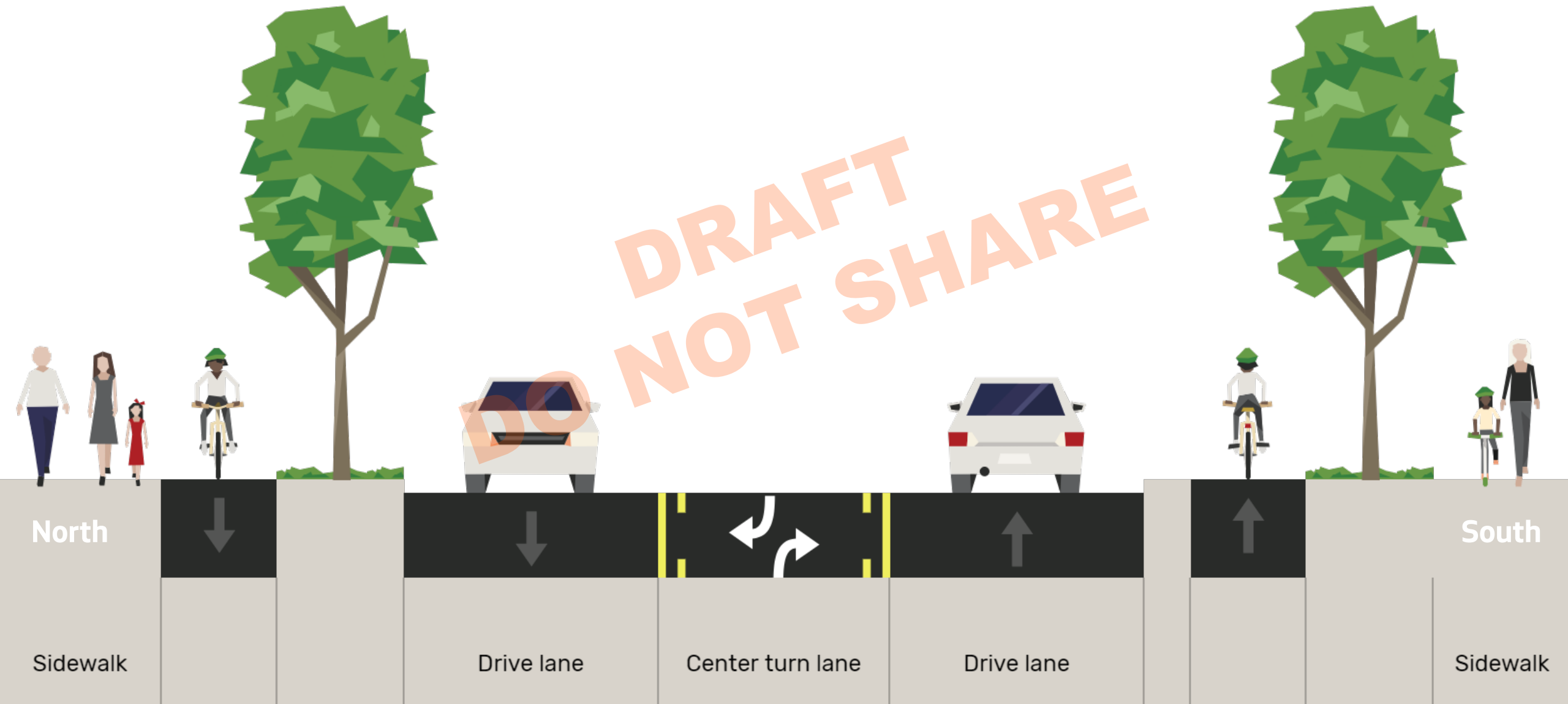
Drive lane

Sidewalk

Proposed: 130th St, Linden Ave to Aurora Ave



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



Crossings

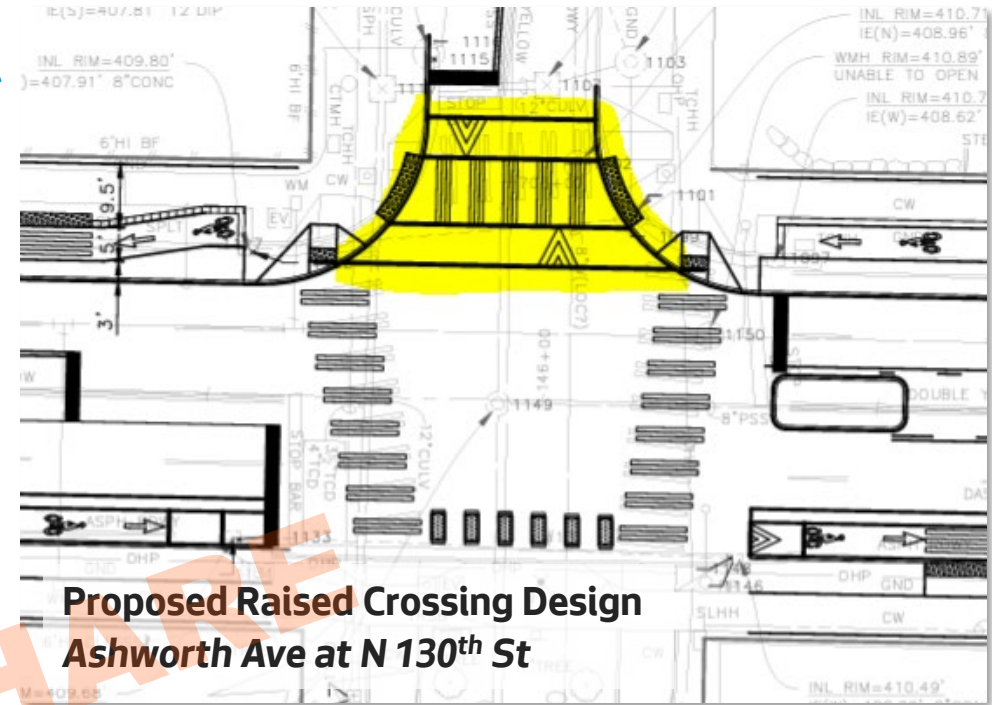
Proposed New Crossings



- **1st Ave**
 - Broadview Thompson Neighborhood Greenway (under construction)
- **Dayton Ave**
 - Future Neighborhood Greenway on Dayton Ave
- **Fremont Ave**
 - Connects north into Bitter Lake Park
- **Corliss Ave**
 - Planned Neighborhood Greenway to the north
 - 600' from Meridian Ave and 1st Ave NE
- **3rd Ave NE**
 - Entrance to Northacres Park



Proposed Raised Crossings*

- Improve visibility of people walking and biking
- Reduce vehicle turning speeds
- Signal to turning cars that through-moving bikes and pedestrians have the right of way
- Locations dependent on drainage/feasibility



-  Potential Raised Crossing Locations
-  Potential Raised Intersection Location

*Pending drainage feasibility and interagency review 17

Project Status & Timeline

- Recently completed **10% design**
 - Public launch in May
- 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

DRAFT
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Questions?

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