Question #1: Does the projected increased daily ridership at the NE 130th infill station represent a net increase of ridership on the system? Does this total account for potential decreases in ridership at proximate stations on the Link line after the new station opens?

Answer #1: Sound Transit projects 3,400 daily riders will use the NE 130th St Infill Station. Adding the NE 130th St Infill Station is estimated to have a net increase of less than 1,000 additional daily riders on the Lynnwood Link Extension. If the NE 130th St Infill Station was not built, people who wanted to ride light rail could still access the Link system by traveling to the Northgate Station or Shoreline South/145th stations.

To further boost ridership at the NE 130th St Infill Station, the City of Seattle is interested in denser land use near the station. See answer to question 2 for the status of the City’s efforts regarding urban village designation and higher density zoning.

Question #2: The application notes that the Seattle comprehensive plan supports this area becoming an urban village; what is the status of implementing this through upzones around the station area? What is the current density?

Answer #2: Per the City of Seattle’s Office of Planning and Community Development, the City of Seattle is restarting their community engagement in June with a series of online activities and a plan to issue a Draft Station Area Plan in Sept/ Oct for public review, with a Final Station Area Plan in December. The City anticipates that the implementation of recommendations for an urban village designation and higher density zoning will be completed in March 2022 or March 2023 (part of Comprehensive Plan annual amendments), or possibly in June 2024 (part of the Comprehensive Plan major update). In addition the City is preparing an EIS addendum and legislation for an "early action" recommendation. That would include a rezone of the block just east of the station (32 parcels, 8.3 acres). If that early action moves forward, the zoning would be adopted in March 2021 with the Comprehensive Plan annual amendments. The current gross density is about 4.8 units per acre (excluding the parklands within 1/2 mile). Current criteria for designating a residential urban villages would require for zoning that allows 12 units per acre minimum.

Question #3: Please elaborate on the bicycle/pedestrian improvements and how they will connect to existing facilities.
**Answer #3:** The Station plaza will include an 18'-wide sidewalk that fronts 5th Ave NE, providing ample space for movement of people entering and leaving the station from various modes of transportation. Working with King County Metro and the City of Seattle, new full access bus stops have been included consistent with the planned feeder routes to the station. These stops along Roosevelt/NE 130th on the near sides of the intersection with 5th Ave NE include bulbed corners and widened sidewalks to safely accommodate the pedestrians and station access. At the westbound bus stop, the improvements will be designed to minimize pedestrian and bike mixing, as bicyclists approach the station or turn north onto 5th Ave NE.

For bicyclists, a separated and dedicated bike path on the east side of 5th Ave NE is planned for bikers traveling north and south and if traveling to the station, gain access at the south end or mid-station via the mid-block crosswalk. East/West bicyclists will travel along existing bike routes that will be connected to the station at NE 5th Ave. The NE 130th bridge width limits the ability to build both a full width multiuse path on the north side and ADA compliant bus stop improvements on the south side. Sound Transit is currently collaborating with the City, King County Metro and WSDOT on solutions to provide both improvements.