Funding Application

Competition: Regional FTA
Application Type: Main Competition
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Project Information

1. **Project Title**
   NE 130th St Infill Station

2. **Regional Transportation Plan ID**
   5679

3. **Sponsoring Agency**
   Sound Transit

4. **Cosponsors**
   N/A

5. **Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
   N/A

6. **If not, which agency will serve as your CA sponsor?**
   N/A

7. **Is your agency a designated recipient for FTA funds?**
   Yes

8. **Designated recipient concurrence**
   N/A

Contact Information

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Project Description

1. **Project Scope**
   This Project will construct a new elevated, side platform light rail station at NE 130th Street and I-5 in north Seattle. This funding request will complete construction of the station platforms and canopies, plaza and other station finishes.

   The NE 130th Street Infill Station will be constructed along with the Lynnwood Link Extension light rail corridor serving the Lynnwood and Northgate Regional Growth Centers and connecting to a total of 5 centers within a 15 minute light rail ride. The 130th St Infill Station includes a street-level plaza, bus and paratransit transfer facilities, sidewalks and bicycle infrastructure. Designers are targeting LEED Transit Silver at minimum.

   Benefits of the NE 130th St Infill Station include:
   • An expected 3,400 daily riders with light rail service every 4-6 minutes.
   • A 15-minute light rail ride from 130th St Infill Station to Westlake Station – saving at least 23
minutes per trip over traveling by bus,
- A 53-minute light rail ride from 130th St Station to SeaTac Airport – a time savings of at least 40 minutes per trip.
- An estimated VMT reduction of 28,900 per day or 9.2 million per year on the I-5 corridor

The NE 130th St infill station project is one of three infill stations in the ST3 plan adopted by voters with a planned start date in 2024 and opening in 2031. As an infill station, NE 130th St Station was planned to be constructed after the start of revenue service along the Lynnwood Link alignment, likely leading to service disruptions affecting up to 61,000 daily riders traveling to and from the north.

In September 2018, the Sound Transit Board authorized completion of Preliminary Engineering to the 30% design level and determine whether it was possible to advance all or part of the NE 130th St Station project and avoid or minimize the service disruptions. In February 2020, the Sound Transit Board further authorized ST staff to complete final design and construction of an initial package of improvements such as the foundation, columns and guideway in the station area. In Q2 2021, the Sound Transit Board will decide whether to advance additional construction of the platform and canopy, and decide the timeline for the final construction package and the opening date for service.

2. Project Justification, Need, or Purpose

The NE 130th St Infill Station was analyzed as part of the Lynnwood Link light rail extension and included in the Lynnwood NEPA ROD. The Lynnwood Link EIS compared transportation conditions anticipated for the year 2035 with and without the light rail. In the Purpose and Need Section of the EIS, it states:
- The I-5 corridor is already highly congested. Travel on I-5 through the corridor currently takes up to three times longer during peak hours than at some other times. Average speeds during peak periods along I-5 now range from 18 mph to 58 mph, which makes travel times highly variable and unpredictable. Vehicles in the HOV lanes move somewhat better, but HOV lanes are not continuous and peak-period travel times for HOV lane users are still double those of the free-flow travel times (see Figure 3-2 in Chapter 3 of the Final EIS).
- By 2035, conditions on I-5 are expected to worsen as more vehicles attempt to use the corridor during peak hours, which is already at 98% or more of its capacity. When demand is over capacity, operations break down even more. Over 19,000 transit riders travel daily north and south on the I-5 corridor between Seattle and Lynnwood. Buses can use HOV lanes in some but not all sections. Travel times are not reliable, which is a major problem for both riders and transit operators.
- Transit travel times to regional destinations will be shorter and much more reliable with light rail. Trips to Northgate from Lynnwood would be up to 12 minutes faster, and trips to downtown Seattle from Lynnwood would be up to 16 minutes faster, than with the No Build Alternative in the morning peak period. In addition, the light rail will be safer and have more frequent service, more passenger capacity, and operate more reliably because the light rail would be separated from traffic.
- By 2035, Lynnwood Link is expected to reduce 270,000 to 290,000 VMT per day, compared with the No Build Alternative, and riders would save up to 25,000 hours in travel time daily.
- Light rail also reduces carbon dioxide by 76,285 metric tons annually and reduces regional daily energy consumption as compared with the No Build Alternative.

Source: Lynnwood Link Extension Final EIS

The 130th St Infill Station will:
- Provide access to light rail in growing communities with 3,400 daily riders estimated to use the Station
- Provide access for all modes of transportation, including pedestrian and bicycle safety improvements
- Minimize construction impacts to Lynnwood Link Extension and its expected 61,000 daily riders
- Provide reliable travel times for transit trips (95% or greater)
- Support population and employment projected in the Station Area, corridor and the region, consistent with PSRC’s VISION 2040 and Transportation 2040, as well as related county and City of Seattle comprehensive plans.
- Support the development of Northgate and Lynnwood designated regional growth centers as well as the potential future 130th St Station Urban Village.

Project Location

1. Project Location
   I-5 and NE 130th St in Seattle

2. Please identify the county(ies) in which the project is located. (Select all that apply.)
   King

3. Crossroad/landmark nearest the beginning of the project
   I-5

4. Crossroad/landmark nearest the end of the project
   NE 130th St in Seattle

5. Map and project graphics
Plan Consistency

1. **Is the project specifically identified in a local comprehensive plan?**
   
   **Yes**

2. **If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.**
   
   Project is included in ST3 approved by voters in 2016.
   
   More details can be found at: https://www.soundtransit.org/st3

   The project is also consistent with the City of Seattle’s Comprehensive Plan.

   **City of Seattle – Seattle 2035 Comprehensive Plan (adopted 2019):**
   
   T 1.2 Improve transportation connections to urban centers and villages from all Seattle neighborhoods, particularly by providing a variety of affordable travel options (pedestrian, transit, and bicycle facilities) and by being attentive to the needs of vulnerable and marginalized communities.
   
   T 1.5 Invest in transportation projects and programs that further progress toward meeting Seattle’s mode-share goals, in Transportation Figures 1 and 2, and reduce dependence on personal automobiles, particularly in urban centers.
   
   T 3.9 Expand light rail capacity and bus reliability in corridors where travel capacity is constrained, such as crossing the Lake Washington Ship Canal or the Duwamish River, or through the Center City.
   
   T 7.6 Work with regional transit agency partners to expand and optimize cross-jurisdictional regional light rail and bus transit service investments that function as a single, coordinated system to encourage more trips to, from, and within Seattle on transit.
   
   T 7.7 Work with regional transit agencies to encourage them to provide service that is consistent with this Plan’s growth goals and strategy.

   The project is listed as “Desired Link Infill Station” on the City's Priority Corridors for Transit Investments (Page 79, Figure 4).


3. **If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. In addition, please describe how the project is consistent with a transit agency plan or state plan, if applicable.**
   
   N/A

Federal Functional Classification

1. **Functional class name**
   
   00 Not applicable (transit, enhancements, Etc.)

Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor connecting to the center(s).**

   NE 130th Street Infill Station will be constructed along the Lynnwood Link light rail corridor serving the Lynnwood and Northgate Regional Growth Centers and with connections to a total of 5 regional growth centers within a 15-minute light rail ride.

   The NE 130th St Infill Station is listed as a “Desired Link Infill Station” on the City of Seattle’s Priority Corridors for Transit Investments in their Comprehensive Plan (Page 79, Figure 4). The NE 130th St Infill Station area is an Existing Residential Urban Village and proposed as a potential Urban Village in Seattle’s Comprehensive Plan. In combination with King County Metro’s bus service, as outlined in their Metro Connects plan, customers from Lake City and Bitter Lake neighborhoods would have reliable access to light rail.

Criteria: Benefit to Center

1. **Describe how the project will benefit or support the existing and planned housing and employment development of a center or centers. Does it support multiple centers?**

   The new Station will benefit existing and planned housing and employment development along a high capacity transit corridor connecting the Northgate and Lynnwood regional growth centers.
With a 15-minute ride on light rail, people can access 5 regional urban growth centers: Lynnwood, Northgate, University Community, Capitol Hill and downtown Seattle, and connect to many others centers that light rail serves.

The new 130th St Infill Station is located in an Existing Residential Urban Village and proposed to be a future Urban Village in Seattle’s Comprehensive Plan. The station area and community planning process has already begun planning for higher densities, affordable housing with walkable connections to frequent light rail and bus service.

Housing, Employment and Population
- The Station is adjacent to the Northgate Regional Growth Center, which has 6,000 residents and more than 5,000 jobs and connects to the Lynnwood Regional Growth Center, which has 5,500 residents and 4,300 jobs.
- The Northgate Urban Center is estimated to add 6,000 additional jobs by 2025.
- The Station is a Desired Link Infill Station on the City of Seattle’s Priority Corridors for Transit Investments in Seattle’s Comprehensive Plan.
- In 2010, the NE 130th St Station Area had 4,900 residents and more than 600 jobs (The “Station area” is within a 15-minute walk of NE 130th Street Station.) Station Area Planning efforts by the City of Seattle are underway to plan for higher densities and safe walking/biking/transit access to the Station.
- According to the City of Seattle’s NE 130th & 145th St. Station Area Planning Study (March 2019) the Station Study Area has experienced population growth of 5.9% (1,397 people) between 2010 and 2017.
- The new Station will serve growing urban villages in Lake City and Bitter Lake, as well as neighbors in Pinehurst, Haller Lake and Little Brook. The City expects an additional 14,000 people will make this their home in the next few years. Adding the 130th St Station serves population centers like Lake City and Bitter Lake, which have historically been underserved.
- The nearby Bitter Lake Urban Village is expected to have a Housing Growth Rate of 40% and an expected Job Growth Rate of 50% or ~1,700 new jobs. (Source: Citywide Planning Growth Strategy, Seattle 2035, page 29)

Prominent land uses within the NE 130th St Station Area currently include single-family housing, parks and open space, and institutions and public facilities. There are some concentrations of multifamily housing and commercial/mixed-uses (housing, retail and offices). There are larger concentrations of commercial and mixed-uses located west of the Station Area along Aurora Ave N and to the east along Lake City Way NE. According to records from the City of Seattle Department of Construction and Inspections, new construction added 1,162 housing units in the Study Area. Multifamily housing units accounted for 57.8% of units that were added in the Study Area. (Source: City of Seattle 130th & 145th St. Station Area Planning, page 18)

Seattle’s Comprehensive Plan and Urban Village Strategy concentrates population and job growth in urban villages. According to the Director’s Report 2020 Annual Amendments to the Seattle Comprehensive Plan (Dec 2019), the City of Seattle’s Office of Planning and Community Development is currently engaged in a community planning process in the NE 130th St Station community and is planning for increased density and mix of uses around the future light rail station including potential designation of this area as an Urban Village. Any recommended amendments to land uses or Urban Village designations could be considered in future annual amendment cycles, including 2020-21, or in the major Plan update in 2023.

The new Station promotes more walking and biking to access light rail. The NE 130th Street Infill Station will not have a parking structure and would rely on people walking, biking, riding transit and TNC and personal vehicle drop-off to access the Station. A proposed King County Metro bus route could serve an east-west corridor stretching from Bitter Lake to Lake City while providing direct service to the Station. Protected bike lanes are planned for the area, which would encourage more people on bikes to ride to the Station. Many residents of Haller Lake, Jackson Park and Pinehurst commuters are in the walkshed of a NE 130th Street Infill Station, and would easily be able to walk to the light rail station. This would provide access to Bitter Lake from NE 145th Street stations. The Station includes the following nonmotORIZED access improvements: bike lockers, bicycle racks, widened sidewalks and a mid-block pedestrian crossing as part of the 30% station design. The Station would also serve those who use the Jackson Park Trail, further connecting nonmotorized access to the surrounding neighborhood.

2. Describe how the project will support the development or redevelopment plans and activities (objectives and aims) of a center or centers.

The new NE 130th St Infill Station supports Seattle’s development/redevelopment plans. Development plans include light rail and a mix of housing, retail, cultural, educational and employment opportunities. The 130th St Station is the main reason for the area to be considered as a potential new Urban Village in the Seattle Comprehensive Plan. The Seattle 2035 Plan places a greater emphasis on growth near transit. Specifically, housing in urban villages with “very good transit service” is expected to grow at a greater rate than housing within areas with “very good transit service.” (“Very good transit” means either a light rail station or a RapidRide bus stop plus at least one other frequent bus route.)

The City of Seattle has been actively planning for light rail at 130th, including hosting Community & Online Workshops for the 130th St Station area. Sound Transit partnered with the City on this outreach effort and provided information about the station design advancement at the workshops.
- Seattle/Shoreline Open House – February 26, 2019
According to the City of Seattle’s 130th & 145th Street Station Area Planning Community & Online Workshop Summary:
- The two dominant commercial areas—Bitter Lake Hub Urban Village at SR 99 and N 130th Street, and the area around 15th Avenue NE and NE 125th Street—the areas where more development can be expected. The tight street pattern and adequate sidewalks between the stations and higher density housing developments and commercial areas provide moderate access in the station area.
- The Station Area has a fairly dense single-family development pattern with a few small neighborhood commercial areas designed to serve the surrounding neighborhood. The largest commercial area is slightly over 0.5 miles east of the station, at NE 125th Street and 15th Avenue NE and contains a mix of commercial buildings and low-rise multifamily developments. Ingraham High School, serving approximately 1,100 students and faculty, is slightly over 0.5 miles west of the station. Additionally, North Acres Park is located southwest of the station across I-5, and the entrance to Jackson Park Golf Course is located northeast of the station.

The NE 130th Street Infill Station has a moderate number of residents that could access the station within a 15-minute walk, but a limited number of employees within that same walk shed. The compact street grid and relatively small lots increase the single-family density and 4,900 residents are within a 15-minute walk of the station. With little land currently zoned for nonresidential use, the number of employees within the walk shed is limited. Approximately fifty-five percent of existing households are owner-occupied, and the average household size is 2.2 people.

The City of Seattle’s Comprehensive Plan includes an Urban Village strategy intended to “maximize the benefits of public investment in infrastructure and services” in areas that are expected to accommodate growth. There are two comprehensive plan-designated hub urban villages/centers near the Station, both located approximately 1.0 mile away:...
- Bitter Lake Hub Urban Village, where a higher density walkable community is encouraged, is located west of the proposed station at Aurora Avenue North and North 130th Street.
- Northgate Urban Center, centered on NE Northgate Way and 5th Avenue NE, is an area expected to accommodate significant residential and employment growth; its northern portion includes approximately half of the NE 130th Station area.

The Economic Development Element of Seattle’s Comprehensive Plan reiterates the Urban Village Strategy. It includes policies both to accommodate most of the job growth in urban centers and villages and to promote the health of neighborhood commercial districts.

130th St Infill Station is listed in the following plans and policies:
- ST3 approved by voters in 2016
- Sound Transit’s Regional Transit Long-Range Vision
- PSRC’s “Vision 2040” and the Regional Transportation Plan policies that support the project including PDPs-1, 11, 12, 14, 23, 34, 43, 45, MP-En-1, MP-En-2, MP-En-3, MP-En-4, MP-En-5, MP-En-6, MP-DP-43, MPP-T-5, MPP-T-6, MPP-T-7, MPP-T-13, MPP-T-14, MPP-T-16, MPP-T-21, MPP-T-23, MPP-T-24, MPP-T-25
- PSRC’s Transportation 2040 specifically identifies the 130th ST Station. (RTP ID # is 5679)
- Regional Transit Component of the Metropolitan Transportation System
- A “Desired Link Infill Station” on the City of Seattle’s Priority Corridors for Transit Investments in their Comprehensive Plan.
- The City of Seattle is also engaged in Station Area Planning efforts in partnership with Sound Transit to build upon the neighborhood plans, analyze markets for TOD and station area development, provide updates and solicit input on station design to the public.

Sound Transit has a regional equitable TOD strategy to create vibrant, diverse, mixed-use and mixed-income communities adjacent to Sound Transit stations. In 2018, the Sound Transit Board adopted the new Equitable TOD policy. The TOD policy includes a priority to offer surplus land for the affordable housing. Sound Transit will offer 80 percent of its surplus property that is suitable for housing to qualified entities to develop affordable to families at 80 percent of area median income or less. To date, over 1,300 housing units have been built or are planned for Sound Transit surplus property, with over 80 percent of them affordable to those earning 80 percent of area median income or below.

Sound Transit is also contributing $20 million into a revolving loan fund to create affordable housing near high-capacity transit stations. Source: Sound Transit’s TOD program, see https://bit.ly/2GO7vrZ

3. Describe how the project improves access to major destinations within the center, including enhanced opportunities for active transportation that can provide public health benefits through the following relevant areas: walkability, public transit access, public transit speed and reliability, bicycle mobility and facilities, streetscape improvements, etc.

The new 130th St Infill Station will provide fast and frequent service to major destinations for the 3,400 daily riders expected to use the station. Within a 15-minute ride on light rail, people can access 5 regional urban growth centers: Lynnwood, Northgate, University Community, Capitol Hill and downtown Seattle. In 53 minutes, a rider can access SeaTac Airport.

The NE 130th St Station will be true intermodal/multimodal facility. The Station promotes more walking and biking to access light rail. The new NE 130th Street Station will not have a parking
structure and would rely on people walking, biking, riding transit and drop-off using personal and TNC vehicles to access the station.

Through a collaborative process, the major elements of Station design have been completed. Sound Transit, City of Seattle, WSDOT and King County Metro have been working together this last year on an accelerated timeline. Work on station access improvements and improvements to accommodate the bus stops serving this station continues and includes:

- Parking for 72 bikes - 44 bike lockers and 14 bike racks; with room for an additional 72 more bikes in the future - 44 lockers and 14 bike racks
- Station area bus stops have been determined in close coordination with King County Metro and their Metro Connects 2040 plan. The stops are located on the near side of Roosevelt Way NE and NE 130th St for west and east bound directions respectively.
- Street improvements are planned with curb bulbs around the bus stops to accommodate the number of people cueing up to arrive/leave the station. The curb bulbs also serve to improve safety by shortening the travel distance across traffic lanes.
- Bike lanes will be accommodated within the curb bulbs for a continuous path to their ultimate destination. Sound Transit and Seattle Department of Transportation have collaborated to develop traffic configurations that allow for a future dedicated bike path on the east side of 5th Ave NE for bikers traveling past the station.
- A pickup/drop off turn around loop on the north end of the Station for personal and TNC vehicles (Lyft, Uber, etc). This location serves to minimize interactions between cars and pedestrians and eliminate street crossings.
- A paratransit stop that was selected with close coordination with King County Metro and chosen based on proximity to the station elevators. Sound Transit plans to incorporate curbside vegetation and rain gardens to discourage personal vehicle drop off near the paratransit site to preserve this area for paratransit patrons only.

The Jackson Park Golf course is adjacent to the Station. Northacres Park, Thornton Creek Park and Haller Lake are near the Station. The Jackson Park Trail is nearby and the City of Shoreline is also developing plans for a trail, known as the “Trail Along The Rail”, that would follow along the east side of the light rail corridor. The trail could run from NE 145th St to NE 195th St, linking neighborhoods in between Shoreline’s two future light rail stations. Similar to the Interurban Trail, the “Trail Along The Rail” could serve as Shoreline’s segment of a potential regional pedestrian/bicycle network that could ultimately connect cities along the Lynnwood Link Extension light rail alignment from Seattle all the way to Everett. Seattle will build a bike lane on 5th Ave NE that would link to the Shoreline Trail at 145th St.


4. Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.

The new Station benefits at least five modes and provides a missing mode (light rail) to the NE 130th St community.

- Light Rail: a new light rail station will be built with service up to 20 hrs/day with 4-6-minute headways, providing more reliable, faster transit service.
- Bus Connections: Bus stops at the Station were determined in close coordination with King County Metro and their Metro Connects 2040 plan.
- Rideshare: the Station include passenger drop-off facilities for carpools and vanpools as well as Paratransit Drop off and TNCs
- Pedestrian: new/widened sidewalks and amenities for pedestrian safety/accessibility. The draft plan includes a widened sidewalk along 5th Ave NE.
- Bicyclists: bicycle parking for 72 bikes (with room for expansion to add 72 more), plus bike lanes around the Station
- Carpool/vanpool/TNC riders will benefit from the safe and convenient drop off areas at the Station

Designers of the station are targeting LEED Transit Silver at minimum.

5. Describe how the project will benefit a variety of users, including commuters, residents, and commercial users).

The NE 130th St Infill Station serves a variety of users:

- Commuters – 3,400 riders are expected to use the station daily. Commuters will benefit from light rail service every 4-6 minutes. Travel times from 130th St Station to Westlake Station in downtown Seattle is 15 minutes – a significant reduction in travel time. Taking light rail is faster and much less expensive than driving and parking in downtown Seattle.
- Residents -- the City expects an additional 14,000 people will make the 130th St Station area their home in the next few years. Light rail service will be provided 20 hours per day, not just commute hours. Service is planned from 5:00AM to 1:00AM on weekdays and Saturdays, and from 6:00AM to midnight on Sundays.
- Students –several K-12 Schools are located within 1-mile radius of 130th St Station: Ingraham High School, Lakeside School, Lakeside Middle School, Seattle Jewish Community School and Pinehurst K-8 School. Students benefit from the new Station and the reliable service.
- Park and trail users –can access the Jackson Park Golf course, which is adjacent to the Station. Northacres Park, Thornton Creek Park and Haller Lake are also nearby. And the Granite Curling Club is nearby too.
- Local and Express bus riders – safe and convenient bus stops at the Station have already been determined with King County Metro, consistent with the Metro Connects 2040 plan.
6. **Describe how the project will benefit those groups identified in the President's Order for Environmental Justice, seniors, people with disabilities, those located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.**

According to City of Seattle’s 130th & 145th St. Station Area Planning Study (March 2019, page 9):

- The Study Area has experienced population growth of 5.9% (1,397 people) between 2010 and 2017.
- 17.2% of the Study Area population is under 18 years (higher than the Seattle average)
- 13.8% of the Study Area population is Over 65 years (higher than the Seattle average)
- 37.9% of the Study Area population are People of Color (higher than the Seattle average)
- When comparing educational attainment and proportion of people speaking a language other than English at home, we can see notable differences between the Study Area and Seattle at large. In the Study Area, 50.1% of the population have a bachelor’s degree or higher, which is 11.6% less than Seattle.
- The median household income in the Study Area is 16.2% less than Seattle as a whole.
- In the Study Area, 37.7% of households are cost burdened. A household is considered cost burdened when 30% or more of its monthly gross income is dedicated to housing (rent or mortgage, plus utility costs).
- “Access to opportunity” refers to services, amenities, and other key determinants of social, economic, and physical well-being. The Access to Opportunity Index considers a number of indicators, including proximity to jobs, transit, civic services, health care, fresh food, and good schools. The Urban Villages surrounding the study area (Bitter Lake, Lake City, and Northgate) have moderate to higher access to opportunity. Overall, the Study Area has a moderate to lower access to opportunity.
- People in the Study Area have a higher average commute time to work compared to Seattle as a whole. People who live in the Study Area predominantly drive to work (approximately 60%), while approximately 20% of people who live here take transit to get to work.

This Project will also:
- provide 95% on time and reliable light rail service and reduces the commute / travel time for groups identified in the President’s Order for Environmental Justice, seniors, people with disabilities, those located in highly impacted communities. reduce the financial burden of commuting. Public transit users can save approximately $10,000 annually, according to the American Public Transportation Association’s (APTA). The savings are based on the cost of commuting by public transport, compared to the cost of owning and driving a vehicle.
- For people with low income, Sound Transit provides a fare discount to all riders who pay with ORCA LIFT cards. The eligibility threshold for a person to qualify for the low-income fare is 200% of the Federal Poverty Level. A person using ORCA LIFT can travel anywhere on light rail for only $1.50.
- Senior/disabled fares are only $1.00 on Link light rail, no matter how far a person travels. By 2024, over 50 miles of light rail will be complete, stretching from Lynnwood to Federal Way and out to downtown Redmond.

Groups identified in the President’s Order for Environmental Justice, will benefit from light rail service every 4-6 minutes. Travel on light rail will be significantly faster and more reliable than bus service and driving during congestion periods. Travel on light rail to downtown Seattle’s Westlake Station will only take 15 minutes, while taking the bus can take at least 23 minutes longer even in uncongested conditions and if the bus is on time. Light rail has an on time performance rate of 95%, while bus service and driving are dependent on congestion levels.

7. **Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy.**

This project supports the retention or establishment of new jobs/businesses by providing connections from housing / residential areas to major employment centers. The project also strongly supports the Region’s Economic Strategy initiative to “Improve the links between housing and employment centers by delivering reliable transit connections.” (page 39).

More Equitable Access to Jobs - This project decreases costs and improves access for people with transportation disadvantages through reliable and timely access to employment centers, education and training opportunities, and other basic needs of workers. Light rail serves areas of “low” on the “Opportunity Index.” Additional light rail service is expected to improve opportunity to jobs and services, improving safety, providing additional modes and reducing emissions of air pollutants. This project connects communities to educational resources, career training resources, and healthy sources of food and living-wage jobs (Source: PSRC, Growing Transit Communities, “Equity, Opportunity, And Sustainability in the Central Puget Sound Region”).
Light rail investments in the 130th and 145th Station Areas will provide better access for employees who currently work in the Station area. Light rail also has the potential of promoting development in the station area, resulting in more job opportunities.
- In the Study Area, the majority of workers are in the service employment sector at 59.3%. Jobs in the service sector may include: health care and social assistance; arts, entertainment and recreation; and accommodation and food services. Additionally, 54.5% of licensed businesses in the Study Area are in the service employment sector.
- Covered Employment* - Study Area (2017) - 10,001 workers

Major employers/destinations located near the 130th St Station /Northgate area:
- North Seattle College (14,000 students and 478 faculty/staff)
- Northwest Hospital has 1,900 employees, 647 medical staff and had 415,279 outpatient visits
- NHL Seattle training facility and community ice rink will open around the same time as light rail and a new pedestrian overpass comes to Northgate Mall. That site will house headquarters, a new park, and a Virginia Mason clinic. One rink will include 1,000 seats for special events or games.
- It will only take 15-minutes to ride from 130th ST Station to the thousands of jobs in downtown Seattle.

There is potential for TOD at NE 130th Station. Several market studies have considered the potential for new TOD along the Lynnwood Link Extension, including the 130th and 145th station areas:
- Central Puget Sound Region Transit-Oriented Development Study (2012)
- City of Shorelines Market Study for 145 St. Station
- Lynnwood Link Extension Station Area Transit Oriented Development Potential (April 2013)

While these market studies differed in their approach and focus, they include findings relevant for the 130th and 145th station area.

The community has provided input about future land use and transportation in the area through previous projects. Some community members organized the 130th Light Rail Station Community Conversations in October 2015 and May 2016. Several major citywide/regional projects also touched on this area:
- Seattle 2035 Comprehensive Plan (2014-2016)
- Mandatory Housing Affordability/HALA (2016-2017)
- ST3 Voter Initiative (2016)
- Community Conversations about 130th Station Area (2 sessions organized by community residents in October 2015 and May 2016)

Both Seattle 2035 and HALA gathered specific input about the idea of a potential urban village at the 130th Station.

The 130th St Infill Station could open by 2025, some six years earlier than the 2031 goal in ST3. Under the early timeline, the station platforms, stairs, curbs and escalators can be built at about the same time contractors are erecting the concrete track beds and rails, during the 2024 Northgate-Lynnwood extension project already underway. Full construction for 130th Street Station requires $144 million, some $30 million cheaper than waiting until almost 2031 and tearing up the area a second time. A final vote to build the station is expected in spring 2021.

8. **Does the project promote Commute Trip Reduction (CTR) opportunities?**

The new 130th St Infill Station promotes CTR opportunities because it connects a predominantly residential area to light rail and light rail serves major employment areas such as Northgate, U District and downtown Seattle and other regional centers. Light rail supports CTR because it promotes the use of regional transit, reducing dependence on SOVs and improving quality of life by reducing traffic congestion, air pollution, and fuel consumption.

Sound Transit works with other transit agencies to provide ORCA cards and other transit passes through employers. The region has 2,226 ORCA Business Accounts – where employers provide ORCA cards to employees/students. Approximately 50% of light rail riders use an ORCA card provided by their employer to ride light rail. As stated earlier, taking light rail reduces the financial burden of commuting. As compared to driving and parking, transit riders can save ~$10,000 annually (APTA).

Light rail riders also have significant travel time savings as compared to driving or taking the bus. Travel on light rail to downtown Seattle can save at least 23 minutes per trip (or ~46 minutes of time savings per day).

The current Link system is 20 miles and the average trip length is 6.5 miles. In 2024, the Link system will be over 50 miles. At that time, the average trip length will likely be higher. With 3,400 daily riders, this project reduces an estimated 9.2 million VMT annually from the congested I-5 corridor.

**Criteria: System Continuity/Long Term Benefit-Sustainability**

1. **Describe how this project provides a "logical segment" that serves a center, or allows users to access the system.**
This project provides long-term improvements along a regional high capacity transit corridor. Per FTA guidelines (Circular 5010 and 9030), light rail stations have a useful life of at least 50 years and can last much longer.

The NE 130th St Infill Station is part of a logical segment in the region’s transportation network connecting Regional Growth Centers (Northgate and Lynnwood) and locally defined centers (the future 130th St Urban Village).

This project was approved as part of ST3 Plan approved by voters in 2016. This Station is also part of the Public Transportation Investment of the Metropolitan Transportation Plan - Transportation 2040 and is shown on the Metropolitan Transportation System as displayed on the map on page 70 of the plan.

Within a 15-minute ride on light rail, riders from NE 130th St Station can access 5 regional urban growth centers: Lynnwood, Northgate, University Community, Capitol Hill and downtown Seattle, and connect to many others centers that light rail serves.

2. Describe how the project fills in a missing link or removes barriers to a center (e.g. congestion, inadequate transit service/facilities.). Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System.

The heavy congestion on I-5 (described in the Purpose and Need) is a barrier to/from designated regional growth centers and urban villages. By constructing the 130th St Infill Station, 3,400 daily riders will have light rail service every 4-6 minutes during peak hours.

Riders from the Station will have substantial travel time benefits:
- Currently taking the bus from NE 130th St to Westlake Station, without any traffic, takes 38 minutes and during congestion times, can take much longer. Travel on light rail between NE 130th St Station to Westlake Station will be 15 minutes. Travel on light rail to downtown can save 23 minutes per trip.
- Currently travel from NE 130th St Station to SeaTac Airport takes 1 hour and 33 minutes on buses and light rail. With the new NE 130th St Station, travel on light rail the whole way to SeaTac Airport will take 53 minutes – a travel time savings of 40 minutes per trip.

The Project will positively impact system performance by providing additional access to the light rail system in a growing community. The Station provides access to light rail without adding parking – all access will be done by walking, biking and using transit. Also, by constructing the station at the same time as the Lynnwood Link extension, systemwide construction impacts can be minimized or avoided.

3. Describe how this project addresses safety and security.

The top priority of Sound Transit is the safety and security of customers and drivers. In previous community engagement efforts, 130th St Station area community members have raised concerns over pedestrian and traffic safety. Per SDOT (cumulative data between 2014 and 2018), there have been 486 collisions in the 130th St Station area and 2,359 collisions in the study area. Improvements to pedestrian, bicycle and transit access at/around the Station area will improve safety. The Project includes the following safety and security improvements:

- Platform and pathway lighting, CCTV security cameras and call boxes that connect directly with the system operator and/or police.
- Street improvements planned with curb bulbs around the bus stops to shorten the distance travel across traffic – improving pedestrian safety.
- Pedestrian and bicycle safety by constructing widened sidewalks to access the station, bike lanes and mid block crossings.
- All Sound Transit stations are patrolled by security and transit police. Sound Transit has 220 Transit Security Officers and 88 Transit Police Officers (contracted Sheriff’s Deputies).
- Includes safety and security features including CCTV security cameras and passenger emergency buttons.
- Seismic safety: The design of the NE 130th St Station conforms with all structural codes to withstand seismic activities.
- Safety Related Performance Measures: On an on-going basis, Sound Transit uses Board-adopted Service Standard and Performance Measures to monitor and manage the performance and service quality of the Sound Transit system. Quarterly, Sound Transit reports service including ride times, accidents per 100,000 miles.
- The NE 130th station undergoes a Threats and Vulnerability Analysis and Potential Hazards Analysis which reviews and recommends design modifications to minimize safety and crime hazards.

In general, public transportation is a safer way to travel than by automobile:
- A person can reduce his or her chance of being in an accident by more than 90% simply by taking public transit as opposed to commuting by car.
- Traveling by public transportation is 10 times safer per mile than traveling by automobile.
- Transit is a key strategy in advancing Vision Zero and eliminating traffic fatalities.
- Cities with higher public transit use can cut their road traffic death rate in half.
- Urban teens take 5 times as many public transit trips and experience half the per capita auto death rate.


Minimizing impacts to light rail riders: As an infill station in the ST3 plan, the NE 130th St Station is planned to be constructed after the start of revenue service on Lynnwood Link.
Construction of an infill station over and around an active railway would be a challenge and would create adverse effects on riders and customer service. Sound Transit is projecting direct impacts of service disruption could affect over 60,000 daily riders on the Lynnwood Link alignment itself. System-wide effects are also projected. The disruption would be caused by the need to single-track trains through the construction area, like what happened with Connect 2020, but over a much longer period. Also, under the ST3 plan timing, station construction would adversely affect the local neighborhood, not long after construction of Lynnwood Link Extension is completed. Sound Transit would of course seek to minimize and mitigate these effects and doing so likely would add cost and time. Constructing and potentially opening the station earlier (2025) as opposed to the currently scheduled 2031 opening would mitigate risks due to construction of an infill station over and around an active railway.

4. Describe how the project improves intermodal connections (e.g. between autos, ferries, commuter rail, high capacity transit, bus, carpool, bicycle, etc.), or facilities connections between separate operators of a single mode (e.g., two transit operators).

Sound Transit, City of Seattle, WSDOT and King County Metro are closely collaborating on the station design and meeting the accelerated timeline objective. Work on station access improvements and improvements to accommodate the bus stops serving this station continues.

Intermodal connections as a result of the Project include:
- There will be parking for 72 bikes; with room for an additional 72 more bikes in the future.
- Station area bus stops have been determined in close coordination with King County Metro and their Metro Connects 2040 plan. The stops are located on the near side of Roosevelt Way NE and NE 130th St for west and east bound directions respectively.
- Street improvements are planned with curb bulbs around the bus stops to accommodate the number of people cueing up to arrive/leave the station. The curb bulbs serve to improve safety by shortening the distance traveled across traffic.
- Bike lanes will be accommodated within the curb bulbs for a continuous path to their ultimate destination. Sound Transit and Seattle Department of Transportation have collaborated to develop traffic configurations that allow for a future dedicated bike path on the east side of 5th Ave NE for bikers traveling past the station.
- On the north end of the Station is a pickup/drop off turn around loop for personal and TNC vehicles (Lyft, Uber, etc.). This location serves to minimize interactions between cars and pedestrians and eliminate street crossings.
- The paratransit stop was selected with close coordination with King County Metro and chosen based on proximity to the station elevators. Sound Transit plans to incorporate curbside vegetation and rain gardens to discourage personal vehicle drop off near the paratransit site to preserve this area for paratransit patrons only.

5. If applicable, describe how the project provides an improvement in travel time and/or reliability for transit users traveling to and/or within centers.

This project provides a significant improvement in travel time and reliability for 3,400 average weekday riders expected at NE 130th St Station.
- Light rail service will be every 4-6 minutes during peak hours.
- Travel between NE 130th Station to Westlake Station will be 15 minutes.
- Light rail operates 95% or better reliability.

Light rail is faster than driving during congested conditions on I-5.
- Driving times from NE 130th St Station to Westlake Station in downtown Seattle are typically 30 minutes, but can take much longer in peak periods (and driving times do not count the time to park). Light rail will take 15 minutes to go from 130th St Station to Westlake Station.
- Taking light rail will be at least 15 minutes faster than driving.

Riders from 130th St Station will have substantial travel time benefits as compared to riding buses.
- Travel on light rail between NE 130th St Station to Westlake Station will be 15 minutes. Currently taking the bus from NE 130th St to Westlake Station, without any traffic, takes 38 minutes. Travel on light rail to downtown can save 23 minutes per trip as compared to riding express buses.
- Currently travel from NE 130th St Station to SeaTac Airport takes 1 hour and 33 minutes on buses and light rail. With the new NE 130th St Station, travel on light rail the whole way to SeaTac Airport will take 53 minutes – a travel time savings of 40 minutes per trip.

6. If applicable, describe how the project increases transit use to or within centers.

The new NE 130th St Infill Station is expected to have 3,400 daily riders. Within a 15- minute ride on light rail, people can access 5 regional urban growth centers: Lynnwood, Northgate, University Community, Capitol Hill and downtown Seattle, and connect to many others centers that light rail serves.

7. Describe how this project supports a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will remedy it.

The NE 130th St Infill Station is a long-term strategy to maximize the efficiency of the I-5 and regional light rail corridor by providing a new light rail station where it currently does not exist. Light rail stations have a useful life of at least 50 years and can last much longer. Constructing this station with the Lynnwood Link is all about efficiency. It is more efficient to construct the
The project with the Lynnwood Link extension than to construct the project at a later date and have to disrupt the neighborhood and light rail riders for a second time.

The NE 130th St Station provides multimodal access to light rail in growing community, supporting PSRC’s VISION 2040 and Transportation 2040, as well as related county and City of Seattle comprehensive plans. The project is also voter-approved in the ST3 plan and strongly supported by the community.

Criteria: Air Quality and Climate Change

1. Please select one or more elements in the list below that are included in the project’s scope of work, and provide the requested information in the pages to follow.
   Transit and Ferry Service

Air Quality and Climate Change: Transit and Ferry Service

1. What is the current transit ridership for the affected transit stops or routes?
   There is no current light rail service in the NE 130th St Station area.

2. What is the average transit trip length for the affected routes?
   The average transit trip length for riders using the NE 130th ST Station is 8.5 miles.
   Per ST operations, the majority of riders using the NE 130th St Station will likely be traveling to downtown Seattle. The distance from NE 130th St Station to Westlake Station (the first station serving downtown Seattle) is 8.5 miles.

3. What is the average transit trip length of the entire system?
   Currently the Link light rail system is 20 miles in length and the average trip length for a Link passenger is 6.5 miles (2019). In 2024, there will be over 50 miles of light rail and the average trip length will likely be higher.

4. If the project includes a park and ride, how many new stalls are being provided?
   0

5. Are there other amenities included to encourage new transit ridership? If so, please describe.
   Intermodal connections as a result of the Project include:
   • There will be parking for 72 bikes; with room for an additional 72 more bikes in the future.
   • Station area bus stops have been determined in close coordination with King County Metro and their Metro Connects 2040 plan. The stops are located on the near side of Roosevelt Way NE and NE 130th St for west and east bound directions respectively.
   • Street improvements are planned with curb bulbs around the bus stops to accommodate the number of people cueing up to arrive/leave the station. The curb bulbs serve to improve safety by shortening the distance traveled across traffic.
   • Bike lanes will be accommodated within the curb bulbs for a continuous path to their ultimate destination. Sound Transit and Seattle Department of Transportation have collaborated to develop traffic configurations that allow for a future dedicated bike path on the east side of 5th Ave NE for bikers traveling past the station.
   • On the north end of the Station is a pickup/drop off turn around loop for personal and TNC vehicles (Lyft, Uber, etc). This location serves to minimize interactions between cars and pedestrians and eliminate street crossings.
   • The paratransit stop was selected with close coordination with King County Metro and chosen based on proximity to the station elevators. Sound Transit plans to incorporate curbside vegetation and rain gardens to discourage personal vehicle drop off near the paratransit site to preserve this area for paratransit patrons only.

6. What is the expected increase in transit ridership from the project?
   The NE 130th Street Infill Station is expected to have 3,400 daily riders.

   Calculations of VMT Reduction:
   3,400 daily riders x 8.5 average trip length = 28,900 VMT reduced per day.
   28,900 x 320 days = 9,248,000 VMT reduced per year (annualized using 320 days)

7. If a new or expanded ferry service, what is the length of the driving route being replaced?
   N/A

8. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).
   Source: Lynnwood Link EIS and ST modeling and NTD reports
Criteria: Project Readiness and Financial Plan

1. **What is the PSRC funding source being requested?**
   N/A

2. **Has this project received PSRC funds previously?**
   No

3. **If yes, please provide the project's PSRC TIP ID**
   N/A

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Total Request: $7,300,000.00

Total Estimated Project Cost and Schedule

**PE**

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**Expected year of completion for this phase:** 2020

**ROW**

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**Expected year of completion for this phase:** 2021

**Construction**

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**Expected year of completion for this phase:** 2025

**Other**

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**Expected year of completion for this phase:** 2025

**Summary**

1. **Estimated project completion date**
   May 2025 (accelerated) or Dec 2031 (scheduled)

2. **Pretty total project cost**
   $144,060,000.00

**Funding Documentation**

1. **Documents**
   N/A

2. **Please enter your description of your financial documentation in the text box**
Funding for the project is affordable within the Sound Transit financial plan and budget. Local match is available to obligate the Section 5307 funding request.

Sound Transit Board Resolution No. R2020-01 approved a Budget Amendment for the NE 130th Street Station. The Board Resolution stated that "A decision to advance incrementally or advance fully construction of the NE 130th Street Infill Station is affordable within the ST 3 Financial Plan and will not delay or render other projects unaffordable."


Board Motion No. M2020-13 "Identifying an implementation approach for the NE 130th Street Infill Station" was also approved. The Board motion stated that a decision to advance progressively or advance fully construction of the NE 130th Street Infill Station is affordable within the ST 3 Financial Plan and will not delay or render other projects unaffordable."


The Sound Transit Board will decide in Q2 2021 whether to fast track remaining station construction for the potential to open for service in 2025 or to continue on the original voter-approved timeline for service opening in 2031.

This project can be found on page 99 the 2020 ST Financial Plan and budget. These documents can be found at the following link:

This project is included in the voter approved ST 3 Plan and can be found at the following link:
https://www.soundtransit.org/system-expansion/ne-130th-st-infill-station

Project Readiness: PE

1. Are you requesting funds for ONLY a planning study or preliminary engineering?
   No

2. What is the actual or estimated start date for preliminary engineering/design?
   N/A

3. Is preliminary engineering complete?
   Yes

4. What was the date of completion (month and year)?
   2/1/2020

5. Have preliminary plans been submitted to WSDOT for approval?
   N/A

6. Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.
   N/A

7. When are preliminary plans expected to be complete?
   N/A

Project Readiness: NEPA

1. What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
   Environmental Impact statement (EIS)

2. Has the NEPA documentation been approved?
   Yes

3. Please provide the date of NEPA approval, or the anticipated date of completion (month and year).
   7/1/2015 (The NE 130th St Station was included in the Lynnwood Link Final EIS.)

Project Readiness: Right of Way

1. Will Right of Way be required for this project?
   No

2. What is the actual or estimated start date for right of way?
3. What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?
N/A

4. Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.
N/A

5. What is the zoning in the project area?
N/A

6. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.
N/A

7. Does your agency have experience in conducting right of way acquisitions of similar size and complexity?
N/A

8. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?
N/A

9. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.
N/A

**Project Readiness: Construction**

1. Are funds being requested for construction?
   Yes

2. Do you have an engineer's estimate?
   Yes

3. Engineers estimate document
   N/A

4. Identify the environmental permits needed for the project and when they are scheduled to be acquired.
   The project has an approved NEPA ROD.
   ST has acquired all the ROW needed for the Station. It is located within WSDOT and SDOT ROW. There is a small amount of budget for ROW just in case a ROW cost arose that we didn’t account for, however, all ROW has been secured for the Station. Construction permits will be obtained prior to the construction station finishes work.

5. Are Plans, Specifications & Estimates (PS&E) approved?
   N/A

6. Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).
   N/A

7. When is the project scheduled to go to ad (month and year)?
   5/1/2021

**Other Considerations**

1. Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.
   N/A

2. Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.
   N/A

3. Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.
   This project is part of the ST3 plan. A full benefit-cost (B/C) analysis was conducted on the ST3 investment package. Sound Transit's planning assumptions align closely with Puget Sound Regional Council plans. For more details, see link to ST3 Benefit-Cost analysis here: https://st32.blob.core.windows.net/media/Default/Document%20Library%20Featured/8-22-16/ST3_Appendix-C_2016_web.pdf
4. **Final documents**

N/A
Overview

Infill Station

- Preferred alternative in LLE final EIS
- Infill station on Lynnwood Link Extension
- Timing in ST3 Plan - start 2024, open 2031
- $144M project Estimate
- Challenges with building as infill
  - Sept. 2018 accelerated PE
  - Feb. 2020 accelerated final design

- **Board decision in Q2 2021 on construction and opening**
Project Phasing

C1: Foundation for a Guideway Supported Station
- Shafts, Columns, Cap-Beam, Guideway Superstructure

C2: Reduce impacts to ILE service
- Platform girders, slab, and canopy

C3: Station Opening
- Stairs, escalators, elevators, MSE wall, Back of House structure, Utilities, MEP, landscape, and street and access improvements

SIDEWALK (VARIES)
COMPLETE IN 2031
Zoning Information & Neighborhood Context

Neighborhood
- Single Family Residential SF-7200
- Multi-Family Residential NC1-55 (M)
- Residential / Commercial LR3 (M)

Location & Access
- WSDOT Right of Way
- Parallel to 1-5
- Lynnwood Link Light Rail
  - South Northgate Station
  - North 145th Station
- Route to Nearby Urban Villages
- Local Bus Routes
  - Relocation of bus stop 242 & 243 adjacent to station

Local Amenities
- K-12 Schools located with 1 mile radius
  - Ingraham High School
  - Lakeside School
  - Lakeside Middle School
  - Seattle Jewish Community School
  - Pinehurst K-8 School

- Parks and Recreation
Station Components
Site Improvements

- Proposed Eastbound Bus Stop
- South Station Bicycle Facilities
  - 28 Lockers, 8 Racks
- Para-Transit
- Precast Concrete Benches
- Proposed Westbound Bus Stop

Guideway Overhead

Existing Curb

North Station Bicycle Facilities
- 16 Lockers & 44 Future Lockers
- 6 Bike Racks & 14 Future Racks

Mid-Block Crossing to serve Jackson Park Trail, local church and future development
- Site Furniture, Depressed Planters & Lighting Fixtures serve as Vehicular Barriers

Widened Sidewalk along 5th Ave NE
View from 5th Avenue NE
View from NE 130th Street Bridge