

PROJECT SCHEDULE

	2017	2018	2019	2020	2021
Planning and design	█	█			
Environmental review and approval	█	█			
Bridge construction			█	█	

Bridge opens! (at start of 2020)

Sound Transit Link light rail station opens (at start of 2021)

OTHER WALKING AND BIKING INVESTMENTS

The Northgate Ped/Bike Bridge is one of many improvements planned for the area. We will create a more walkable and bikeable Northgate through investments that benefit all ages and abilities. This map highlights bike and pedestrian improvements in the area.

- 1 Northgate Ped/Bike Bridge
- 2 Multi-use path
- 3 Safe Routes to School Neighborhood Greenway
- 4 Protected bike lanes
- 5 Crossing improvements
- 6 Streetscape & bike improvements
- 7 Sidewalk
- 8 Sidewalk
- 9 Crossing improvements
- 10 North Seattle Neighborhood Greenway (west to Crown Hill)
- 11 Northgate Neighborhood Greenway
- 12 Street concept plan (will inform private development street frontage improvements)
- 13 Northgate Neighborhood Greenway—Phase 2



NORTHGATE PED/BIKE BRIDGE PROJECT

Connecting communities east and west of I-5 in Northgate

SUMMER 2017



A NORTHGATE TRANSIT HUB

The Northgate neighborhood is a major residential and employment hub. With the completion of Sound Transit's Link light rail station in 2021, the neighborhood is poised to become one of the region's most active transit hubs.

PROJECT OVERVIEW

The Seattle Department of Transportation (SDOT) plans to build a new pedestrian and bicycle bridge over Interstate 5 (I-5) in Northgate. The Northgate Ped/Bike Bridge will improve connections between the east and west sides of the Northgate community, helping knit together a neighborhood historically divided by a 10-lane interstate and maximizing the use of transit facilities. The King County Transit Center currently serves over 6,000 passengers a day, and the future light rail station is expected to serve over 15,000 passengers per day. When complete, the bridge will help connect the

neighborhood's thriving job and retail centers with the rest of the city and region.

The new bridge will span roughly 1,900 ft over I-5, landing at North Seattle College on the west side and at 1st Ave NE and NE 100th St, near the future light rail station, on the east side.

WHAT'S HAPPENING NOW?

- A new design team has developed a bridge design that includes cost-saving changes. See inside for more! We're confident these modifications will help reduce the project cost while still addressing the community's priorities.
- You can expect to see the project's outreach team out in the community this summer!
- Learn more about the project and share your feedback with us: (206) 615-0925 or NorthgateBridge@seattle.gov

PROJECT INFORMATION & CONTACT

NorthgateBridge@seattle.gov, (206) 615-0925
www.seattle.gov/transportation/northgatepedbridge.htm



Seattle Department of Transportation



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UPDATED NORTHGATE PED/BIKE BRIDGE DESIGN

RECENT COST-SAVING CHANGES

The project paused in 2016 to conduct an independent cost validation and found that the existing design exceeded the project budget. In response, we decided to form a new design team to get a fresh set of eyes and reduce project costs.

The new design team has developed a bridge design that includes the cost-saving changes shown in the table at right.

An added benefit of the revised design is enhanced user experience with features such as a wetland wildlife overlook and a view of arriving light rail trains at NE 100th St (see graphic on page 3).

ORIGINAL DESIGN	REVISED DESIGN
20-foot-wide walkway on bridge	→ 16-foot-wide walkway on bridge
2,100-foot bridge length	→ Shortened bridge length to 1,900 feet, also reducing travel time
East approach conflicted with WSDOT Park-and-Ride at 1st Ave NE	→ East approach modified where it touches down near 1st Ave NE, simplifying the connection and preserving the WSDOT Park-and-Ride lot
West approach included stairs at North Seattle College, with limited sight distance	→ West approach modified to improve sight distances and make a more direct connection
Complicated construction approach	→ Standard construction approach, reducing project duration
Tube/truss design (enclosed)	→ More open structure and more graceful bridge transition

WHAT WE'VE HEARD

We value the community input provided to date, and we're continuing to incorporate community goals and priorities into the revised design where feasible.



From community feedback received to date, we know there is interest in:

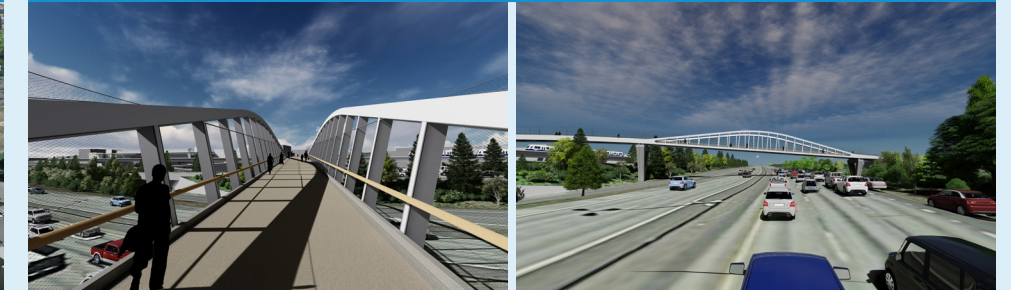
- Environmental impacts of the bridge
- Ensuring safety of all bridge travelers
- Understanding how the project is funded and what it will cost
- How the bridge connects to other infrastructure, including neighborhood bike routes
- Managing modes of traffic on the bridge

1 | CAMPUS CONNECTION

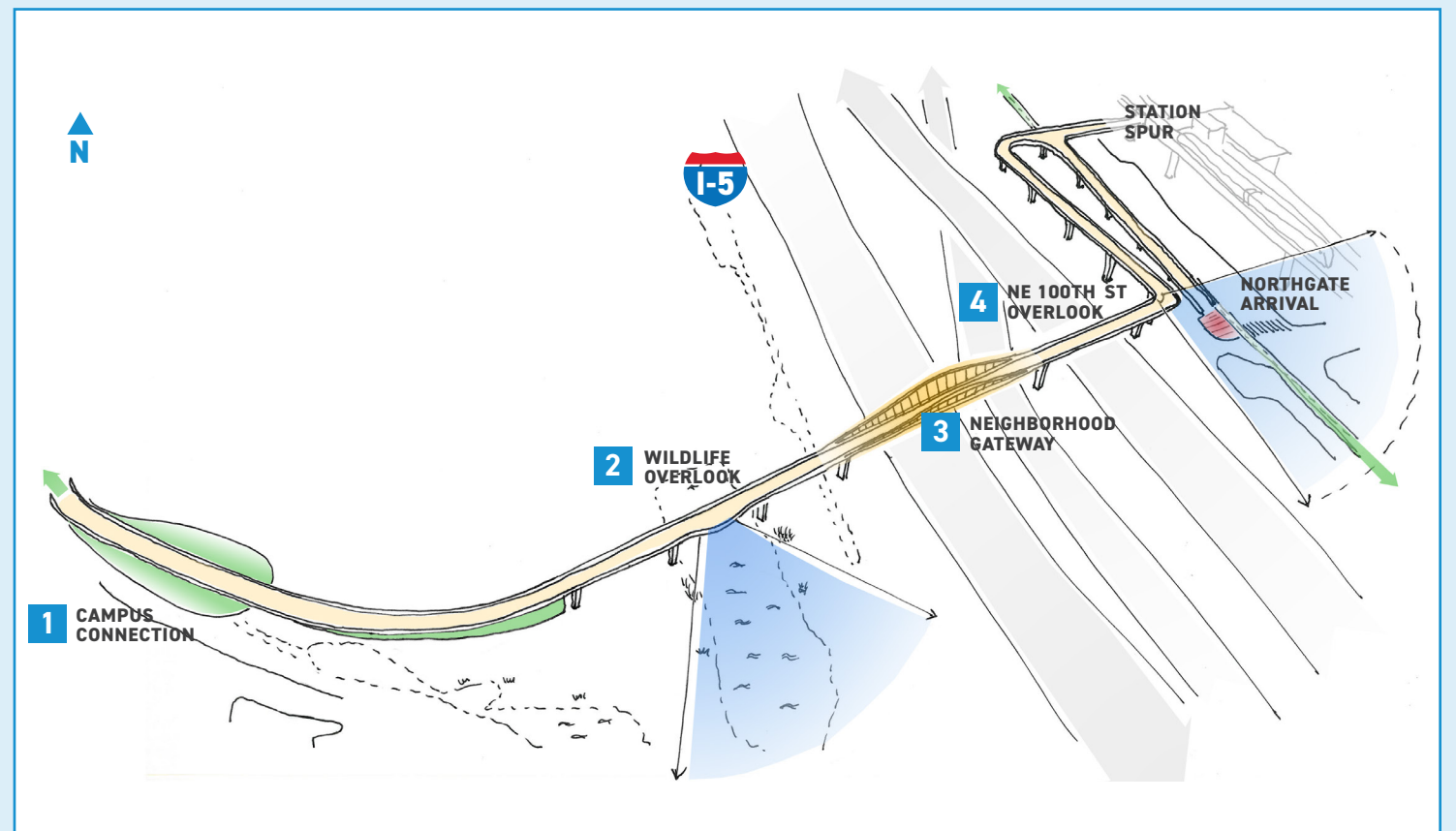


Direct connection at grade allows for better sightlines across the bridge

3 | NEIGHBORHOOD GATEWAY



The sweeping lines of the bridge where it crosses over southbound I-5 create a memorable point of passage between communities

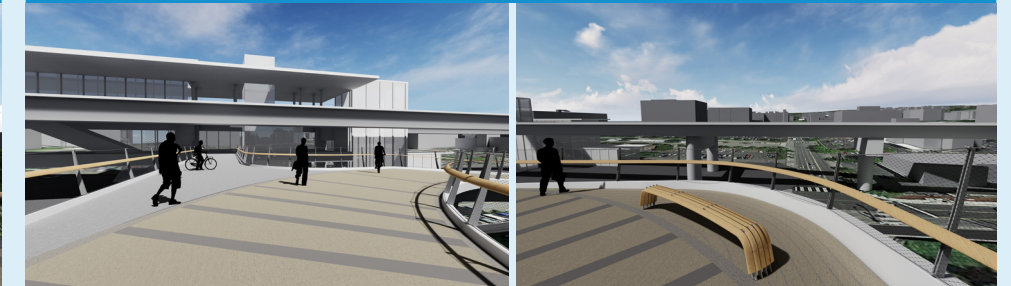


2 | WILDLIFE OVERLOOK



The wildlife overlook offers bridge users a resting spot and a view of the pond and wetland

4 | NE 100TH ST AND NORTHGATE STATION OVERLOOK



From the sloping eastern approach, the NE 100th St overlook provides views of arriving and departing trains at the light rail station