



NE 130th Street Infill Station

Fall 2020 online open house Public Involvement Summary

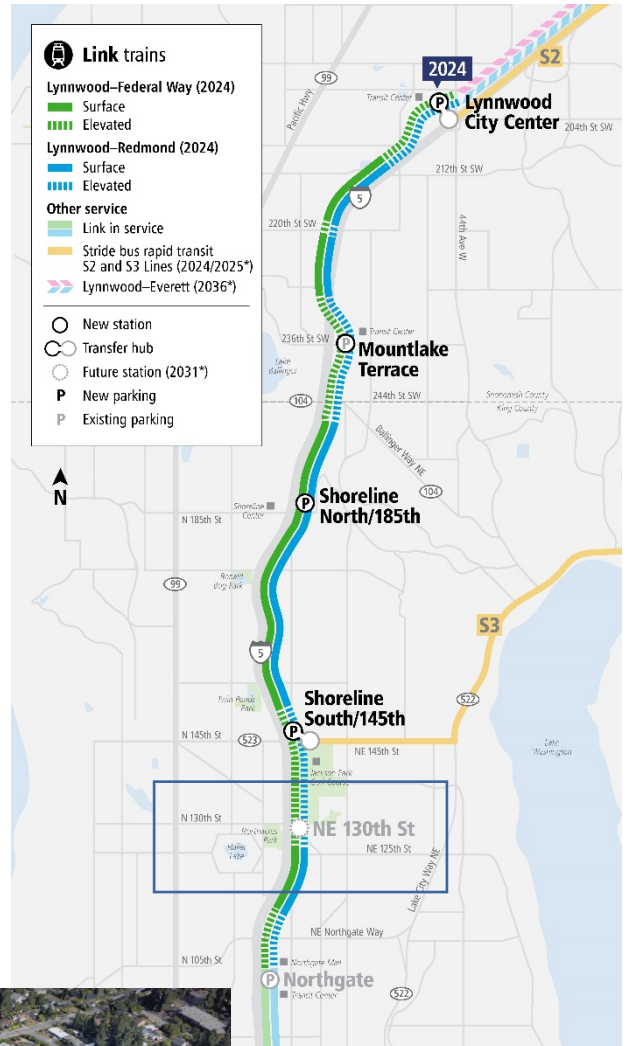
February 2021

Overview

In 2016, as part of the ST3 funding package, voters approved the addition of a light rail station to the Lynnwood Link Extension at NE 130th Street. The new station will serve a growing Seattle residential neighborhood between the Northgate and Shoreline South/148th stations and would be built within the existing Lynnwood Link Extension line. Once complete, it is estimated that the **NE 130th Street Infill Station** will serve approximately 3,400 daily customers with access to Westlake Station in 15 minutes and SeaTac/Airport Station in 53 minutes.

In February 2020, the Sound Transit Board authorized final design of the station to preserve the option of accelerating the construction schedule. Accelerating the schedule helps to minimize impacts to LLE service by constructing portions of the station prior to LLE revenue service. The Sound Transit Board is scheduled to make a decision on whether to accelerate some or all of the station in Q4 2021.

Sound Transit hosted an online open house from Oct. 12 to Nov. 30, 2020 to share station design updates and solicit community input on design options and station art elements. The online open house and surveys were available in English, Simplified Chinese, Spanish, Amharic, Urdu, Arabic, Somali, and Tagalog.



AERIAL VIEW OF 130TH INFILL STATION

Approximately 6,205 people participated in the online open house. In the following sections we outline the engagement approach and share what we heard.

Spreading the word

- **11,500 postcards** were mailed to homes, apartments and businesses near the future NE 130th Infill Station
- **Two email update notices** were sent to a total of over 9,100 recipients
- **Digital advertisements** in English, Spanish, and Chinese ran for one month with The Seattle Medium, Tu Decides, La Raza Del Noroeste, and Seattle Chinese Times
- **Two Facebook ads** reached 41,299 viewers and 2,470 clicks
- **A press release** was shared on Oct. 13
- **Distributed 750 folios** translated into **seven languages** in partnership with community-based organizations in north Seattle to reach under-served communities, including:
 - District 5 Neighborhood Council
 - Refugee Women’s Alliance
 - Hunger Intervention Lake City
 - Somali Community Service of Seattle
 - Cascade Bicycle Club
 - Sound Generations/Lake City Seniors
 - Al Farooq Masjid
 - Umer Farooq Masjid Lake Ballinger
 - Islamic Center of North Seattle
 - Taftan Bazaar & Halal Meat
 - Asian Family Market Seattle

Online open house participation by the numbers

- A total of **6,205 users** visited the eight online open houses
- **5,809 users** spent an **average of 3.25 minutes on the English site**
- **396 users** visited the non-English sites, including:
 - **241 users** spent an **average of 1.5 minutes** on the **Simplified Chinese site**
 - **94 users** spent an **average of 29 seconds** on the **Spanish site**
 - **13 users** visited the **Amharic** site
 - **10 users** visited the **Arabic** site
 - **14 users** visited the **Somali** site
 - **13 users** visited the **Tagalog** site
 - **11 users** visited the **Urdu** site
- **960 users participated in the Station Design Feedback survey** on the English and Simplified Chinese sites (no participants completed the survey on the other sites)
- **412 users participated in the Station Art Feedback survey** on the English and Simplified Chinese sites (no participants completed the survey on the other sites)
- **Primary traffic sources** included:
 - In general, Facebook, GovDelivery, direct searches, and soundtransit.org
 - The Seattle Transit Blog for the English site
 - The Seattle Chinese Times for the Chinese site
 - Tu Decides and La Raza Del Noroeste to the Spanish site

What we heard – key takeaways

The online open house shared renderings of the station design and descriptions, as well as pictures of station design elements, including plant palettes, bioretention swales, paving concepts, site furnishings, station finishes. The survey asked for overall feedback on the design. Additional survey questions asked preferences between two options for color, seating and bollards. The online open house also requested feedback on a number of station art-related questions, which can be found in the appendix.

 **Share your thoughts on the look and feel of the station design:**



Most people noted they either liked the station design or thought it was OK. Some of the specific elements they mention appreciating include:

- Use of Thornton Creek as inspiration for the design
- Use of rainwater to water plantings
- Modern look
- Very clean, sleek
- Beautiful and functional
- Utilitarian and safe
- Open and airy
- Like the Seahawk colors
- Consistent with the other stations in operation or being built

Suggestions shared by people include:

- Use of art or landscaping to cover more of the concrete structure
- Add more space for paratransit
- Create protected or improved pedestrian crossing near the station
- Include more elevators and ensure they are large enough for bikes
- Desire for bathrooms
- Request for small business space at the station

Some people expressed dissatisfaction of the station design. Opinions included:

- More of a commercial or industrial feel rather than residential feel
- Lack of color is boring and unattractive; very grey
- Sharp edges
- Tired of the green and blue used in Seattle

Additional feedback:

- There were mixed opinions about the amount of weather protection at the station. Some people said they appreciated the open feeling, while most wanted to see more protection from rain and wind.

- Many people asked about the pedestrian connections across NE 130th Street. Several suggested either protective signal crossings or a pedestrian bridge.
- Several people suggested parking should be included at the station, both for commuters and people picking up/dropping off passengers.
- Some people asked about the ADA accessibility of the station, questioning the long, uncovered ramps and whether more features could be included.
- Many people expressed appreciation of the bike storage available, while others believed there should be more. Several people asked for more secure storage that included protection from the elements.
- Many people commented on the landscaping, noting the use of native plants. Some wished more landscape elements could be added, including evergreen and fruit trees.
- Several people expressed interest in the station being open as soon as possible, noting it would be great if it opened at the same time as the rest of the Lynnwood Link extension.
- Several people noted potential security concerns and asked about lighting and programs to discourage temporary camps at or near the station.

Comments not related to design:

- Hope that 5th Avenue is open again soon.
- Save the opening ceremony money. Just open it.
- Miss the trees and foliage that used to exist along Interstate 5.
- Doubt about the need for the station given the location near other stations.
- Encouragement to purchase better quality escalators.

"Looks very clean and nice! I am excited!"

"I like it, clean, functional. My only concern is whether it really offers enough protection from the rain/wind."

"It looks pretty nice but is a bit hard-edged and industrial seeming."

"The station is boring and uninspired. Everything is gray with the exception of a couple metallic accents. There's absolutely nothing about this station that draws me in and makes me excited to ride the train."

"Love that it builds upon the many decades of work that has gone into making Thornton Creek a salmon-friendly stream again."



What color do you prefer for the station? Blue or Green? Why do you prefer this color?



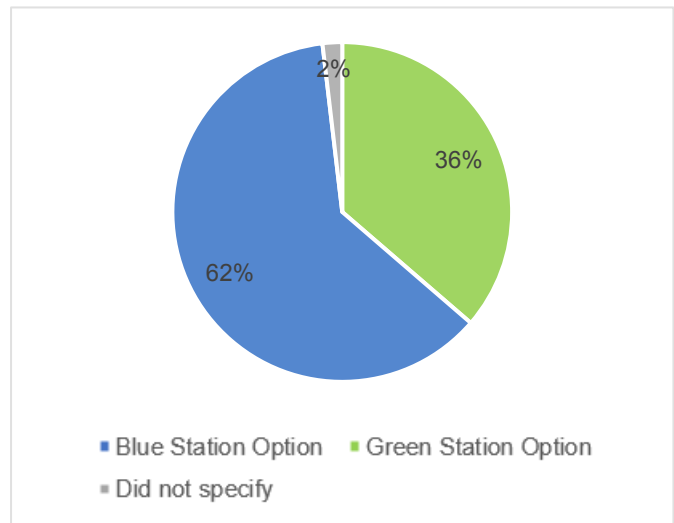
Station Color Preference

911 people provided input on station color preference.

- **62%** of respondents ($n = 563$) preferred the **Blue Station Option**
- **36%** of respondents ($n = 331$) preferred the **Green Station Option**
- **2%** ($n = 17$) did not specify a preference

Those who picked the **Blue Station Option** liked the calmness and subtlety of the color in contrast to the green option, and the similarity to the color of the sky and water. Some themes of the feedback include:

- Reminds respondents of sky, water, Puget Sound, and reflects the Thornton Creek theme
- Blue is calming, more subtle, universal, and easier to look at
- Blue would be welcome and cheery during overcast and rainy weather
- Feels more professional, more refined, and “less like a playground”
- Concern that the green is too bright, jarring, and could be distracting to drivers on I-5
- Recognizes the blue as consistent with existing Sound Transit brand
- Thought blue would fit better with other design features



- Concern that a green station and blue trains will make everything look like a Seahawks/Sounders theme
- Concern that the green color could look dated in the future, whereas the blue seemed long-lasting

Those who picked the **Green Station Option** liked the brightness of the color in contrast to the weather, the contrast to the color of the kiosks, train and the rest of the station, and the similarity to the color of surrounding nature. Some themes of the feedback include:

- Green is seen as an earthy, happy, warmer color
- Green reminds them of Seattle as the “Emerald City”
- Green is tied to the Northwest, mature trees, plants and the surrounding neighborhood
- The green is brighter and has more contrast to the train
- The brightness would be good for visibility for passengers that may have some impairment
- Reminds respondents of Seahawks and Sounders colors
- Green is new fresh and modern
- Blue is overused in other parts of the Link system
- Blue feels more “sterile” and reminds respondents of a hospital
- Some commented that they like green but found this green too neon, and would prefer a more mellow or darker tone of green

Additional comments:

- A few of the neutral comments suggested incorporating both colors.
- Several people, regardless of their color preference, wanted the station to be clearly recognizable as the NE 130th Station so it would be easy to know when it was their stop.
- One person suggested that the color should match the color of the lines that would serve the station in the future.

“I like the idea of serenity that [blue] imposes. The green would be nice as an accent color, but overall use would be too much. Commuters need calmness! It would counterbalance the energy of the street & highway traffic as well as the trains themselves. The landscaping would provide enough green.”

“I live across the highway and will have to see this station every time I look out my window. I really miss the tree line that was over there that was eradicated when construction began. I would rather see blue to match the skyline than a jarring lime green. A deeper darker green would be nicer to look at, more reminiscent of all the trees that were there before.”

“The vibrant [green] color will help provide contrast with a lot of the cement in the area from the freeway, parking, and light rail infrastructure.”

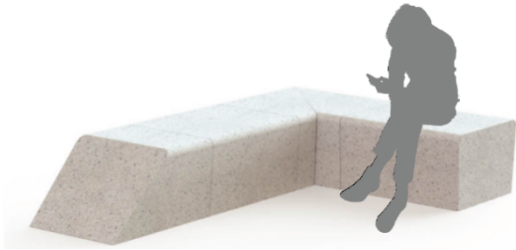
“I like the vibrancy and earthiness of the green, but would caution against having it too neon which can be obnoxious. I like a little bit of olive/avocado tone to make it a mellow earthy vibe rather than electric.”

“Want it to be different from Northgate and 145th so it's easy to know I am at 130th.”

“One thought, have NORTH bound side be one color and SOUTH bound side be the other color, or would that be too much busyness and cause confusion?”



Which plaza-level seating option do you prefer? Why do you prefer this seating option?



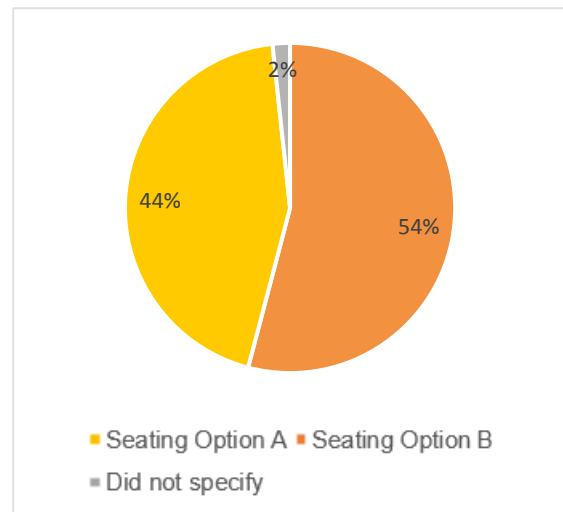
Seating Option A

Seating Option B

Seating Option Preference

941 people provided input on seating option preference.

- **44%** of respondents ($n = 416$) preferred **Seating Option A**
- **54%** of respondents ($n = 509$) preferred the **Seating Option B**
- **2%** ($n = 16$) did not specify a preference



People who preferred **Seating Option A** had the following feedback:

- Better use of space
- Seats more people
- Looks more comfortable
- Fits better with station design
- Easier to keep an eye on your belongings
- Water won't puddle up
- Serves multiple purposes – seating and retaining wall for planting
- Creates space for more plants
- More accessible (option B would be hard for visually impaired users, hard to get up from for older or physically-challenged people)
- Simple/practical; option B looks like public art, not seating
- Can safely rest a beverage on it
- More freedom to choose where to sit, more seating options
- Easier to clean/maintain
- Allows people to gather and interact with each other, families to sit together, fosters community
- Cheaper
- Provide sleeping space for unhoused people

People who preferred **Seating Option B** had the following feedback:

- Better looking, looks like art, unique
- Looks more comfortable and inviting
- Less susceptible to skateboarders, people sleeping
- More distance between sitters, promotes social distancing
- Natural, organic, park-like
- Goes with Thornton Creek theme
- Kid-friendly, no sharp corners
- Easier to maintain

Other feedback themes included:

- Comments supporting both options that would provide places where unhoused people could sleep, and support for design elements that would discourage sleeping or camping
- Prefer traditional benches
- Prefer seating with back support

“This seating fits more people and as more flexible in terms where one can sit. It also has a dual purpose, acting as a boundary around planters. The solid geometry of the concrete bench fits well with the modernistic style of the rest of the architecture.”

“Option A would be easier to sweep and clean around; with Option B, litter and leaves would get caught up in that tight space where it sits on the ground.”

“I like the aesthetics of Option B more, but functionality of Option A. I think Option A is less likely to retain soggy leaves, and wet spots after rain, than the bowl-like shapes of Option B. Also, Option A seems to be more space efficient, can put closer together i.e. a line of blocks, and seat more people per square foot. I guess people could lean on the round ones but not necessarily sit all around. If you choose to do the more organic round shape, maybe less of a bowl so more people can sit and it doesn't attract falling leaves etc.?”



Which bollard style do you like most? Why do you prefer this style?



Bollard Option A

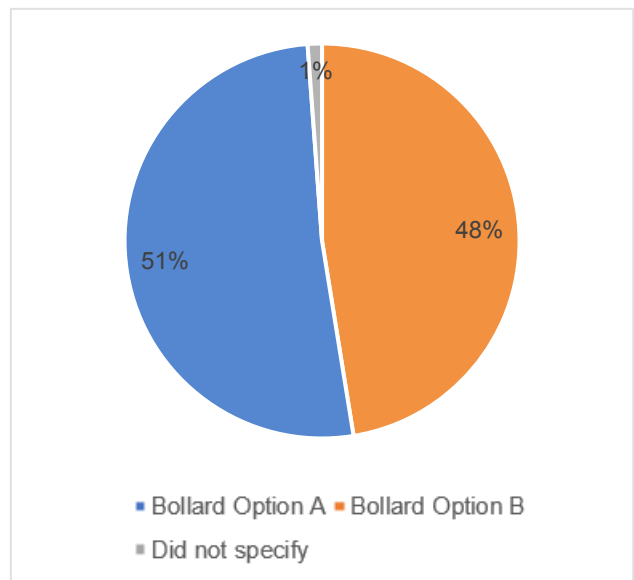


Bollard Option B

Bollard Option Preference

940 people provided input on seating option preference.

- 51% of respondents ($n = 483$) preferred **Bollard Option A**
- 48% of respondents ($n = 446$) preferred the **Bollard Option**
- 1% ($n = 11$) did not specify a preference



People who preferred **Bollard Option A** provided the following feedback:

- 35% of this group ($n=170$) preferred the clean, modern, sleek, streamlined look of Option A
- Option A is more visible and easier to see
- Preferred taller height, which helped with visibility
- Option A seemed the safer option – would be better at blocking vehicles and concerned that Option B was a tripping hazard
- Wouldn't get as dirty, and would be easier to clean, maintain, and replace if damaged
- Concerned that Option B would be more likely to be vandalized with graffiti
- Seems like Option A would be removable when needed
- The sleek, modern look fits with the station design
- Take up less space and are more streamlined
- The metal of the bollards would positively contrast with the stone and concrete
- Concern that people would sit on Bollard B, and that would put them in the way of vehicle and bicycle traffic
- Concern that kids would play on Option B, which would be a safety risk
- Feedback that Option B was ugly or looked like gravestones

- Appreciate that Option A looks like a bollard
- Curious if lighting could be added to Option A
- Thought this bollard would work well with Seating Option B

People who preferred **Bollard Option B** provided the following feedback:

- 41% of this group (n=183) preferred the natural, organic look of Option B
- The natural style of this bollard would fit better in the wooded neighborhood and landscape
- Appreciation for the way the stone material connects to the Thornton Creek design inspiration
- Seems more “Pacific Northwest”
- This style seems more welcoming and less threatening
- Option B is unusual for a bollard, which made it more interesting and attractive
- Appreciation that Option B would provide more seating
- More fun for kids to enjoy playing, standing, and interacting with
- Preference for rocks and stone over metal
- Option B seemed like the safer option – would be better at blocking vehicles and less pointy if people were to fall against them
- Looks more durable and less likely to damage
- Seems like the stone would like nice for longer

Additional feedback included:

- Would like a third option, something that is modern but also natural, or something that is stone but in a different shape
- Would prefer use of columnar basalt over either of the options presented
- Suggestion that bollards be made dual purpose and provide more seating, or be replaced by more seating
- Preference for whichever option cost less, or was more durable
- Did not know what bollards were, or how they would be used in the station

“There's already a lot of concrete / stone, a brushed metal look will be a nice contrast and tie to the modern-ness of light rail.”

“The pieces in Option A are taller, narrower, and closer together, which would make them more effective as barriers. They would be easier to keep clean and sleek-looking. Option B pieces look like graffiti magnets, and dirt and litter would collect on top. Kids would be likely to climb on Option B pieces, which could lead to falls and legal issues.”

“[Option A] looks more clean and modern, fitting the rest of the station design.”

“[Option B] might provide alternative perch if needed. Also, (you might not like this) I can imagine kids climbing/jumping, and I'd enjoy that.”

Next steps

Feedback from this online open house will be shared with the Sound Transit design team and taken into consideration as they continue to develop designs for the NE 130th Street Infill Station, and the Sound Transit Art (STArt) team as they plan for future art at the station. As the NE 130th Street Infill Station design approaches 90% in 2021, the refined design will be shared with local residents and community members and the Seattle Design Commission as coordination continues on station planning.

The COVID-19 crisis is greatly reducing the revenues Sound Transit relies on to expand our regional transit system. Through a process called realignment, the Sound Transit Board of Directors is working to determine which plans, including the NE 130th Station, and timelines for voter-approved projects will need to change due to lower revenue projections. Information about the project will be shared with the Sound Transit Board as it works to realign system-wide project delivery based on depleted revenue due to the COVID pandemic.

There are multiple ways for the public to stay involved in the project as the design progresses:

Visit the project website:

www.soundtransit.org/system-expansion/ne-130th-st-infill-station

Contact the Community Outreach team:

(206) 370-5690 or my.nguyen@soundtransit.org

Sign up for project updates by email:

soundtransit.org/subscribe

Public involvement

Public involvement goals

Community input and support help the project move forward and reach important decision milestone. Sound Transit implemented strategic public outreach to ensure an equitable and effective engagement process to set community expectations for involvement during the design process, and to maximize public awareness and support on the project.

Public involvement goals during outreach for the NE 130th Infill Station:

- Inform and involve the public in the development of station design in the communities along the project corridor.
- Engage a broad audience of people to strengthen collaboration between the project area community and the project team.
- Encourage positive and open communications with partners and stakeholders that will help foster mutual trust within the working relationships.
- Ensure diverse populations are engaged in the planning and development process by making materials in different formats and providing meeting and project information to underserved populations.
- Use information obtained through the ongoing public outreach efforts to enhance the project team's knowledge of the area, key stakeholders and community leaders.
- Provide opportunities for the public to affect major decisions before they are finalized.
- Communicate key project milestones and progress; ensure transparency of the process by communicating the needs, potential solutions, schedules and budget information.

Key audiences

The outreach effort for NE 130th Street Infill Station is geographically focused, targeting future riders at the proposed station, with the overall goal of equitably engaging future riders along the project alignment. Key audiences for this outreach effort include, but are not limited to:

- Local businesses and residences

- Traveling public
- Neighborhood and community groups
- Historically under-represented populations
- Local jurisdictions and partner agencies

Outreach methods and tools

The project outreach team used several public outreach and notification methods to maximize awareness of the project and invite the public to participate in the online open houses. The outreach methods included:

- Project website
- Postcards
- Advertisements
- Social media
- Email updates
- Press release and earned media
- Online open house
- Community-based organization (CBO) outreach
- Multi-language outreach
- Folio distribution

Project website

Public invitation to the online open house was posted on the project website (<https://www.soundtransit.org/system-expansion/ne-130th-st-infill-station>) prior to the launch of the online open house.

Postcards

A postcard was distributed to a total of approximately 11,378 individual homes, apartments, and businesses near the project area in Seattle and Shoreline in September 2020 in advance of the online open house. The postcard included online open house details. A translated information block was shown in the postcard in Spanish, Chinese, Amharic, Urdu, Arabic, Vietnamese, Somali and Tagalog (noted in Appendix). Postcards were mailed to addresses within the following area: North - 145th St, South - 105th/110th, East - Lake City Way, West - Greenwood Ave.

Advertisements

Display ads advertising the station design online open house were featured in online newspapers, blogs and e-newsletters during the outreach and event period from September to October 2020. Several online ads were translated into Chinese and Spanish to better communicate the project information and public engagement opportunities (more details in Appendix).

Social media

Social media announcements on Sound Transit's Facebook and Twitter pages publicized the online open house. The October notifications received 49,792 impressions, reached 23,551 people and was clicked on 1,408 times. November notifications received 40,703 impressions, reached 17,748 people and was clicked on 1,062 times. A tweet about the open house received 7,029 impressions and 845 engagements. A story on Instagram mentioned the online open house had 800 impressions.

Email updates

Two electronic project updates were sent to the project listserv of approximately 9,100 recipients on October 13 and November 24 to notify interested stakeholders about the NE 130th Street Infill Station design updates and online open house. All email updates included links to the in-language sites, which include Simplified Chinese, Spanish, Amharic, Arabic, Somali, Tagalog and Urdu (see Appendix).

Press release and earned media

Sound Transit issued one news releases on October 13 to announce the online open house (see Appendix).

Online open house

An online open house was open to community members to review and provide feedback on key design features from October 12 to November 30, 2020. Visitors could comment on specific station designs and artwork using the electronic survey forms. More than 6,205 unique visitors were recorded at the online open house.

CBO outreach

A number of community organizations were reached out to during the engagement period. Sound Transit was able to partner with organizations that serve a diversity of community members, including elders, refugees, low-income residents and other under-served communities. Organizations within Bitter Lake and Lake City neighborhoods were targeted for this engagement. Engagement to these organizations included briefing them via phone and/or stopping by in person to deliver in-language folios.

The project folio was distributed in language to target communities near the station. Languages include: Simplified Chinese, Spanish, Amharic, Arabic, Somali, Tagalog, and Urdu (see Appendix).

The table below shows the organizations that Sound Transit partnered with.

Organization (contact name)	Communities served	Outreach efforts
District 5 Neighborhood Council	Aurora Licton, Bitter Lake, Broadview, Cedar Park, Greenwood, Haller Lake, Lake City, Licton Springs, Little Brook, Maple Leaf, Matthews Beach, Meadowbrook, North Park, Northgate, Olympic Hills, Pinehurst, Victory Heights, Wedgwood	Distributions to district neighborhoods and community leaders
Refugee Women Alliances	Lake City and North Seattle, serving mainly Latinx, Chinese and Arab	Distributed email alerts and translated folios/information to community members. Staff who speak the language on site as well.
Hunger Intervention Lake City	Under-served communities, senior citizens, low-income families in Lake City; mainly targeting Latinx, Chinese and Arab	Distributing translated folios/information to community members. Potential ad with food distributed.
Somali Community Service of Seattle	North Seattle Somali community	Distributing translated folios/information to community members
Cascade Bicyclist Club	Bicyclist community advocate group for Seattle.	Distributing translated folios/information to community members.
Sound Generation/ Lake City Seniors	Works with senior citizens to provide resources.	Distributing translated folios/information to community members.