



Northgate Station Access Study – Preliminary Results

The Sound Transit Board approved Motion No. M2012-42 in June 2012, which committed \$5 million towards the cost of completing the I-5 bridge project and \$5 million towards other pedestrian and bicycle improvements (and matched by the City of Seattle) to improve access to the future Northgate light rail station. The Motion also directed Sound Transit staff to conduct a station access study to help evaluate and prioritize potential ped and bike improvement projects in the Northgate area, in collaboration with the City of Seattle and King County Metro staff. Sound Transit retained Kittelson and Associates, a Portland based consultant firm, to conduct the study.

The scope of this access study was two-fold; first, conduct a connectivity analysis to assess the 15 minute walk and bike sheds around the Northgate Station area and second, assess the access mode share of the station and identify how future improvements within the station area could benefit station access for bicyclists and pedestrians. This is a summary of the preliminary results of the access study.

The 15 minute travel sheds for pedestrians and bike riders accessing the Northgate Station are shown on the attached map. Potential ped and bike improvement projects identified by the City of Seattle and local communities are also identified on the map.

The expected mode share of riders that will access Northgate Station in 2030 and weekday boardings by mode are summarized in Table 1 below. With the construction of the I-5 pedestrian/bicycle bridge, the bike and pedestrian travel sheds expand and the number of walkers increase by 13% and the number of bicycle trips to the station increase by 4%. The increase in station ridership due to other candidate improvement projects is also summarized in Table 1. The number of new walkers and bikers who would travel to the station due to the addition of these combined projects is expected to increase by 870 boardings each weekday, a 6% increase in total new weekday station boardings.

Table 1						
Northgate Station Access Mode Share and Station Ridership Benefits (2030)						
	Park-and-Ride	Drop-off	Feeder Bus	Bicycle	Walk	TOTAL
Expected Mode Share	20%	11%	28%	4%	37%	100%
Weekday Boardings	3,000	1,650	4,200	600	5,550	15,000
Boarding Increase due to Ped/Bike Bridge				25	740	765
Boarding Increase due to Other Improvements				25	80	105
TOTAL Weekday Boardings				650	6,370	15,870
Percent Change				+8%	+15%	+6%

In addition to creating new station ridership, these candidate ped and bike improvement projects would also improve access to the station for other expected station users. Table 2 summarizes the expected



number station riders who would use and benefit from individual proposed bike improvement projects. Table 3 summarizes the number or expected station riders who would benefit from potential pedestrian improvement projects.

Table 2	Local Bike Improvements	2030 Northgate Station Bikers Benefited
	1st Ave NE Cycle Track - NE 92nd St to Northgate Way	447
	Buffered bicycle lanes on 5th Ave NE between NE 80th and NE 115th St	293
	Bicycle lanes on NE 92nd between Wallingford Ave and 5th Ave NE	241
	I-5 Bicycle and Pedestrian Bridge	149
	Protected or buffered bicycle facilities on NE 103rd St between 1st Ave NE and 5th Ave NE	82
	Protected or buffered bicycle facilities on NE 100th St between 1st Ave NE and 5th Ave NE	67

Table 3	Local Pedestrian Improvements	2030 Northgate Station Walkers Benefited
	I-5 Bicycle and Pedestrian Bridge	1,169
	Sidewalk upgrades on 5th Ave between NE 100th St and NE 103rd St	130
	Pedestrian Enhancements - NE Northgate way between Corliss Ave N and 1st Ave NE (CTIP Project, C-12)	56
	Construct sidewalks on NE 103rd St. between 5th and 8th Ave	53
	Curb, gutters and sidewalks both sides of NE 92nd between 1st Ave NE and 5th Ave	46
	Construct sidewalks on NE 95th St between 1st and 3rd Ave	37
	Construct sidewalks on NE 98th St between 5th and 8th Ave	19
	Construct sidewalks on NE 95th St between 4th and 5th Ave	14
	Extend walkway along 8th Ave NE to 92nd St	9
	Intersection and crossing improvements on 5th Ave and NE 94th St	8

Data Limitations: This analysis is based on light rail ridership forecasts and is limited to only estimating the number of ped and bike users traveling to or from the Northgate Station. This ridership assessment tool is not able to predict the number of non-station users who would also use and benefit from these improvements, once built.