

Multi-modal Access to Light Rail Stations

City Council Meeting
December 12, 2016



Multi-modal Access to Light Rail Stations

- Trail Along the Rail Feasibility Study
- 147th St/148th St Non-Motorized Bridge Feasibility Study



Relevant Policies

- Shoreline Comprehensive Plan's Transit-Oriented Communities
- Guiding Principles for Light Rail Facilities Design
- 145th Street Station Subarea Plan



Need for Non-Motorized Access

1. Traffic Mitigation

- 145th St. Station: 25% more traffic
- 185th St. Station: more than double the traffic

2. Subarea Population Growth

- 145th St. Station: ~3K to 5K more residents by 2023
- 185th St. Station: ~ 3K to 5K more residents by 2035

3. Pedestrian/Bicyclist Transit Ridership

- 145th St. Station: 360 peds and 30 cyclists per peak hr.
- 185th St. Station: 165 peds and 30 cyclists per peak hr.

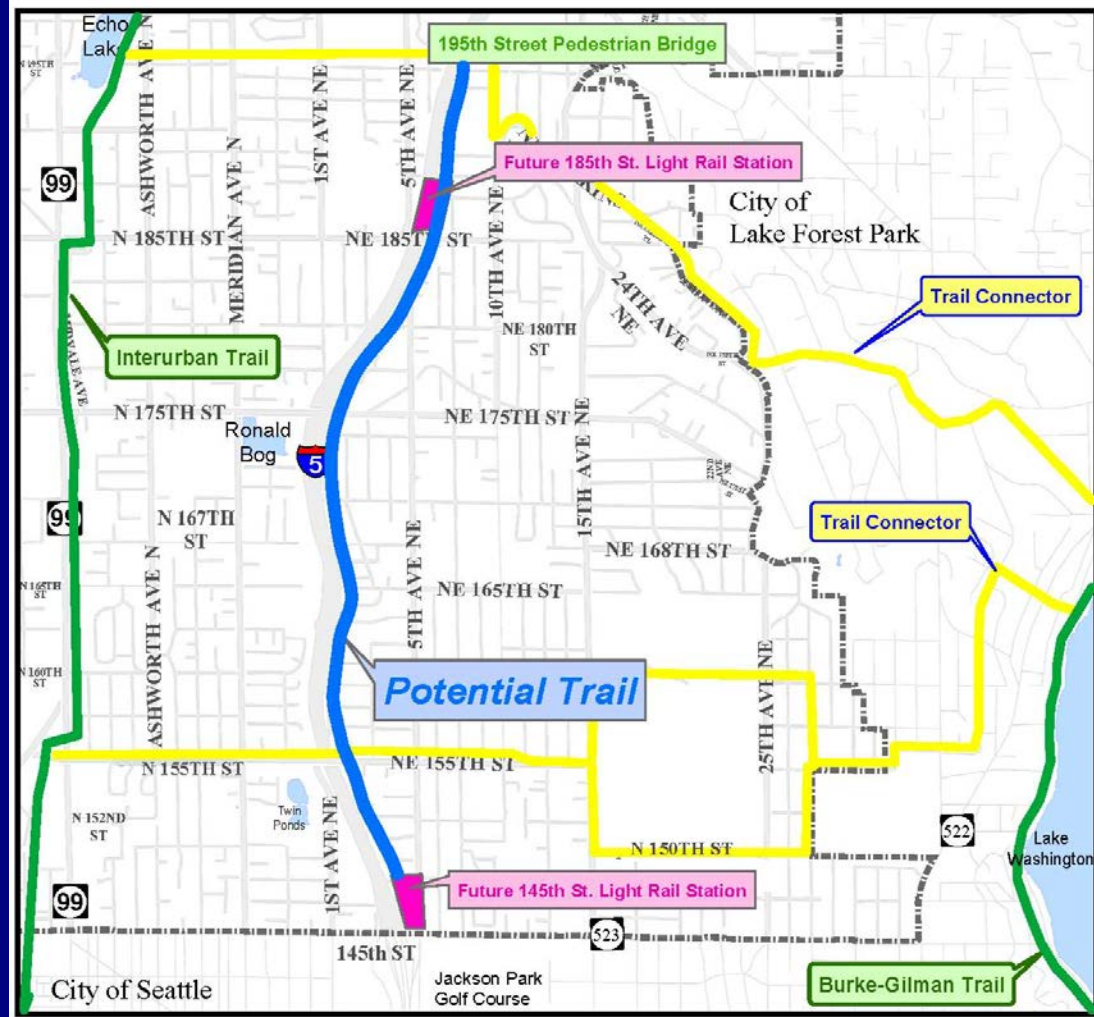
Schedule

	2016	2017	2018
Trail Along the Rail		Feasibility Report (4/2017)	30% Design Grants
147 th /148 th Bridge		Feasibility Report (1/2017)	30% Design Grants
Sound Transit LLE		Special Use Application	Baseline Design

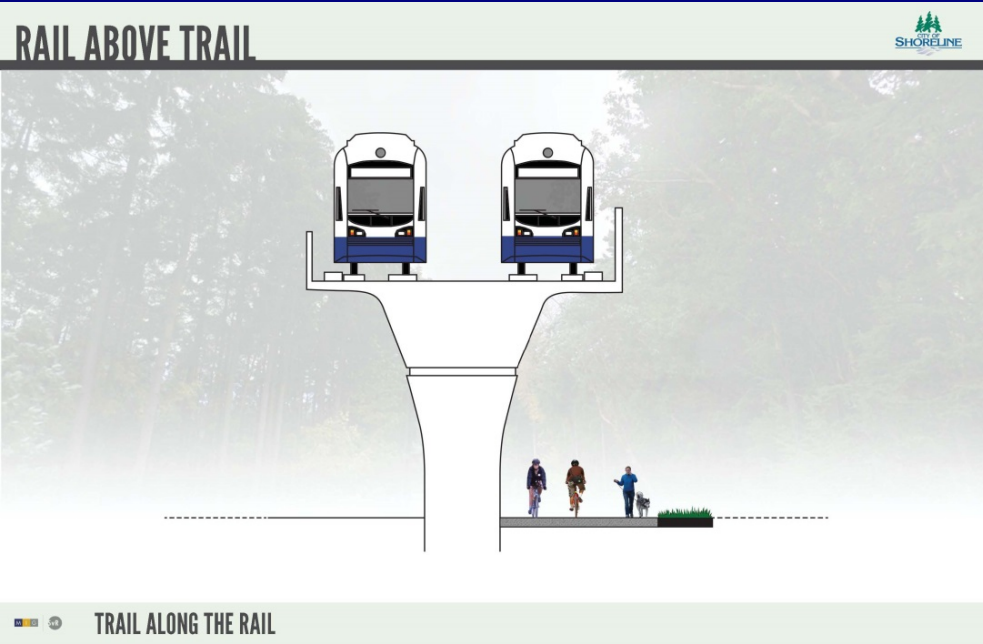


Trail Along the Rail

- 16' multi-use path
- 2.6 miles
- Ped/bike access to:
 - 145th & 185th St. Stations
 - 195th St. Bridge
 - Ridgecrest Park
 - Shoreline Library
 - Interurban/Burke-Gilman Trail Connectors



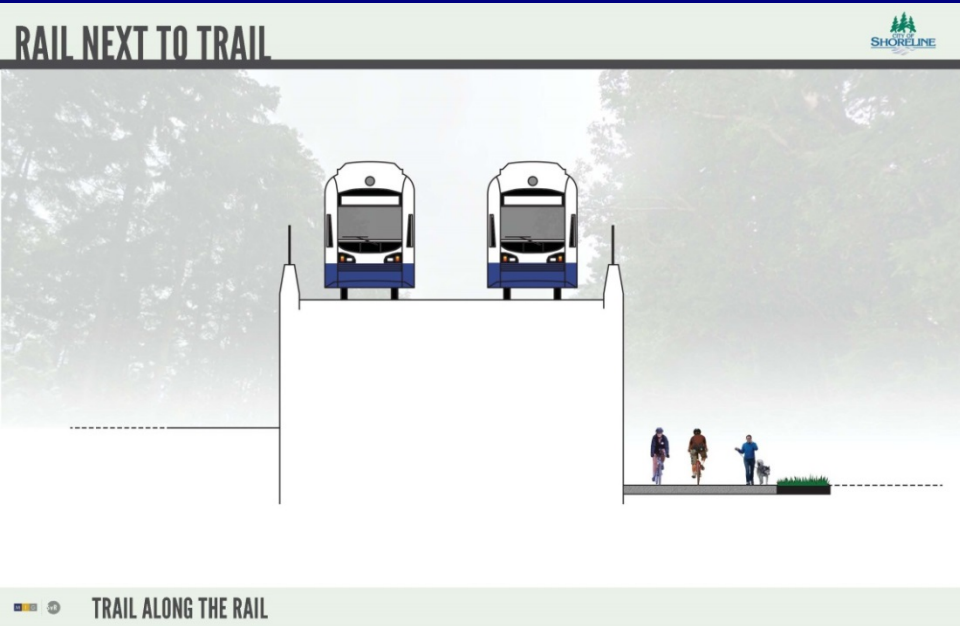
Trail Along the Rail Typical Sections



Trail Under Elevated Track

*Example
Ohlone Trail under the BART
Berkeley, CA*

Trail Along the Rail Typical Sections

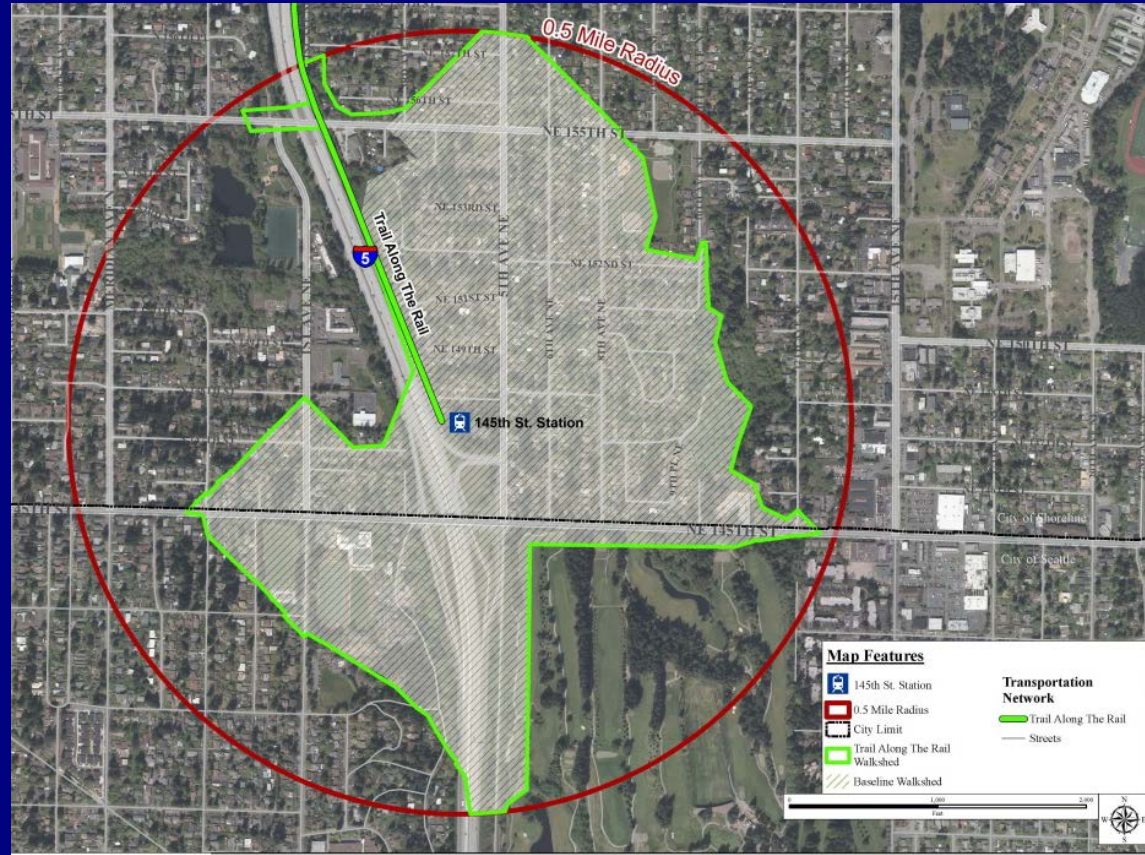


Trail Adjacent to Track

*Example
Ohlone Trail under the BART
Berkeley, CA*

Trail Along the Rail Walkshed

- Expands the 0.5 mile radius walkshed to 155th St.
- Approx. 8 min. walk



Trail Along the Rail Cost Estimate

Segment	Cost Estimate
145 th St Station Area (w/in ¼ mile)	~\$1,000,000
Trail between Station Areas	~\$5,800,000
185 th St Station Area (w/in ¼ mile)	~\$2,200,000
Total:	~\$9,000,000



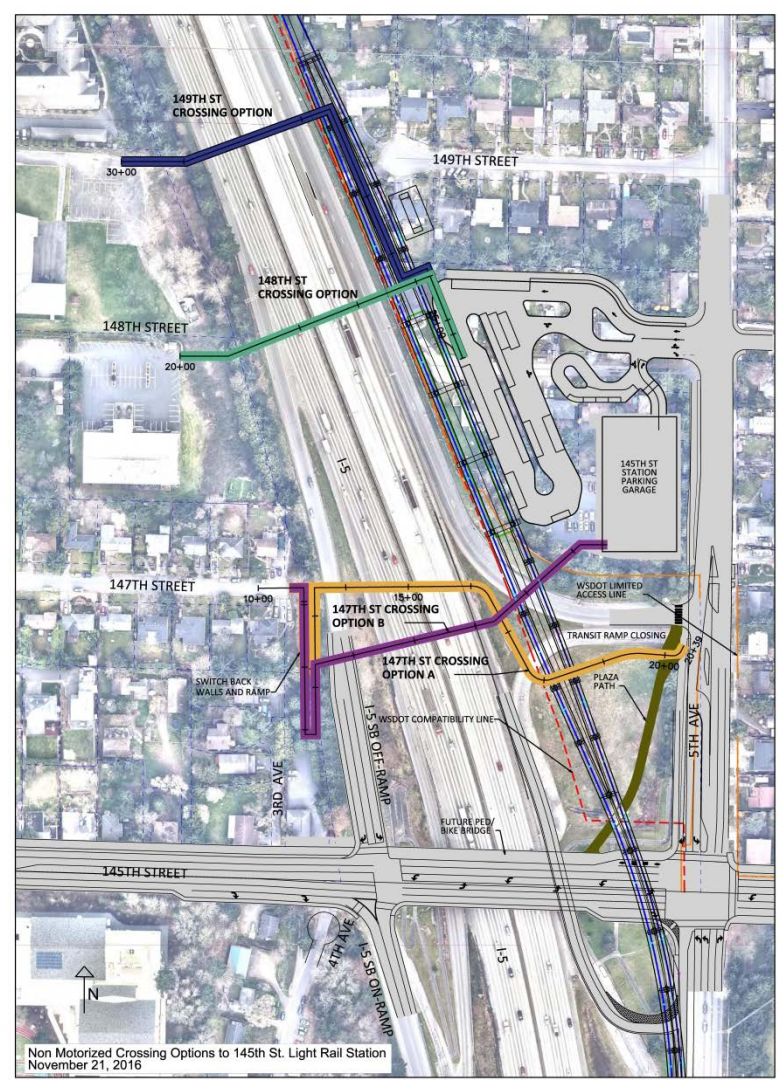
Next Steps

Trail Along the Rail

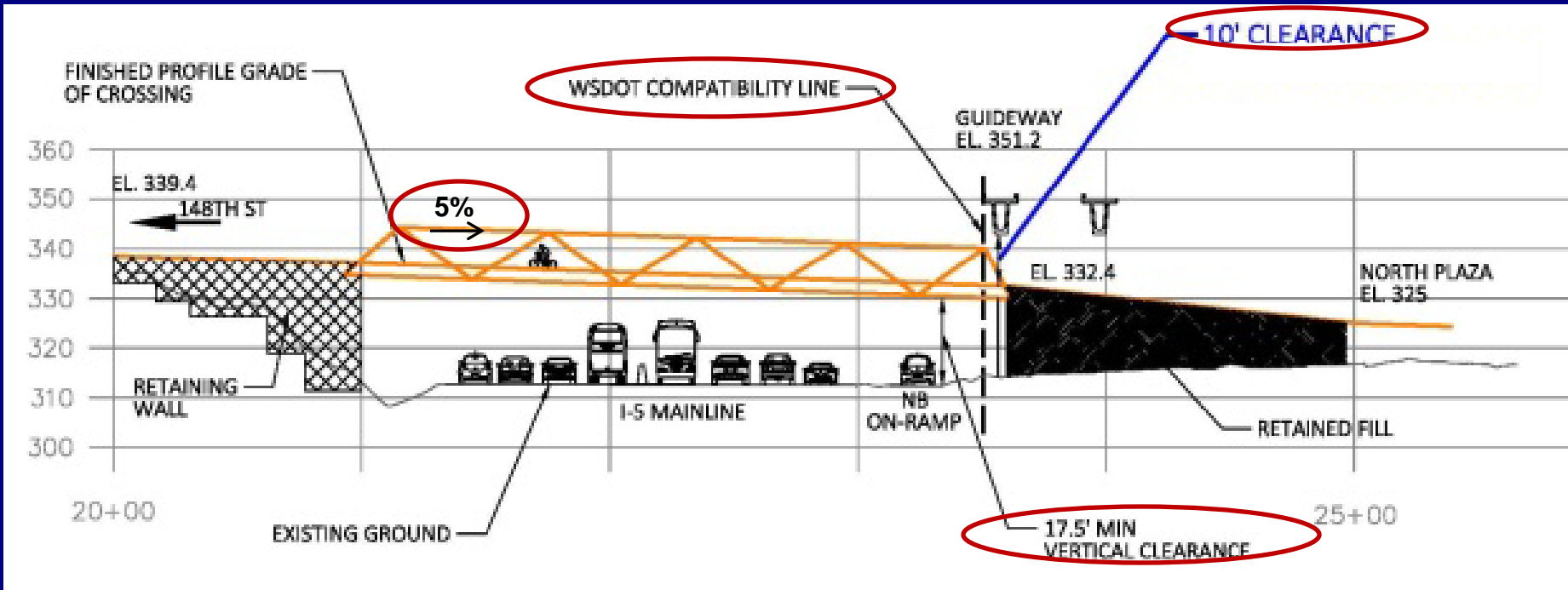
- Stakeholder/Public Outreach – Winter 2017
- Preferred Alignment & Cost Estimate – Spring 2017
- 30% Design and Environment Analysis – 2017/2018

Non-Motorized Bridge Options

- 147th Street Option A
- 147th Street Option B
- 148th Street
- 149th Street

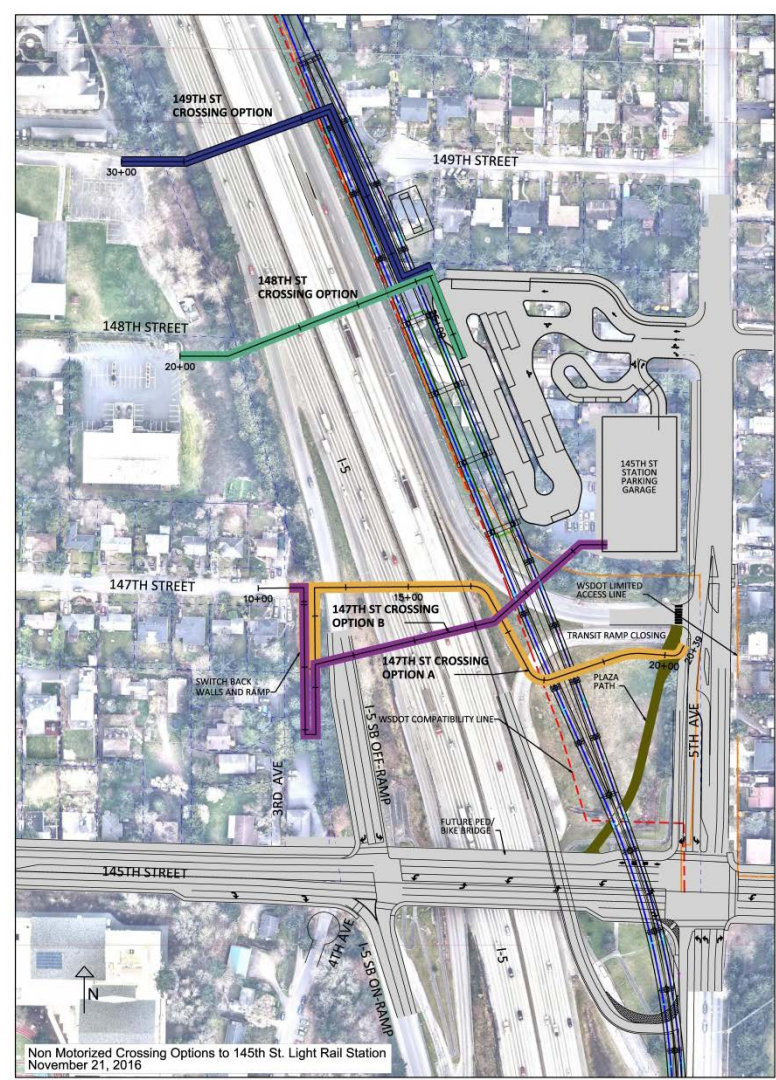


Non-Motorized Bridge Design Constraints



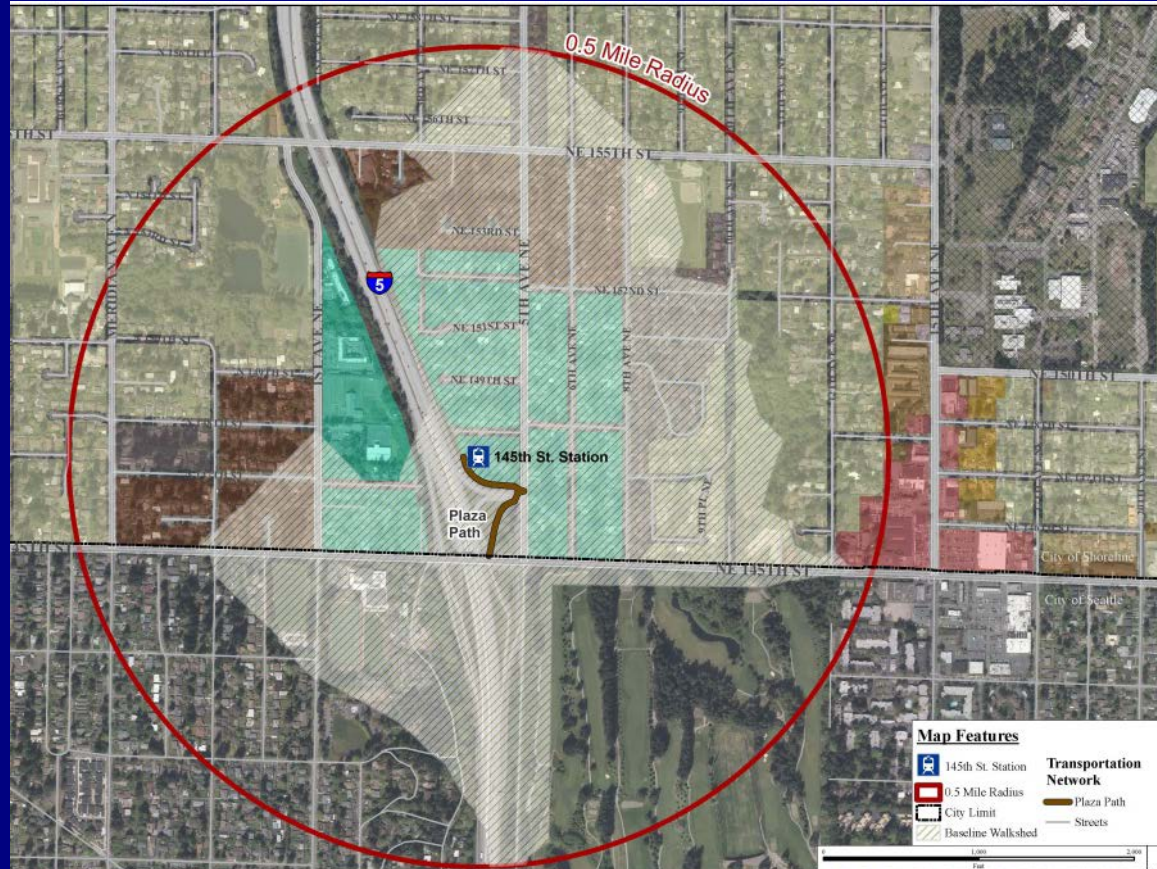
Non-Motorized Bridge Options

- 147th Street Option A
- 147th Street Option B
- 148th Street
- 149th Street



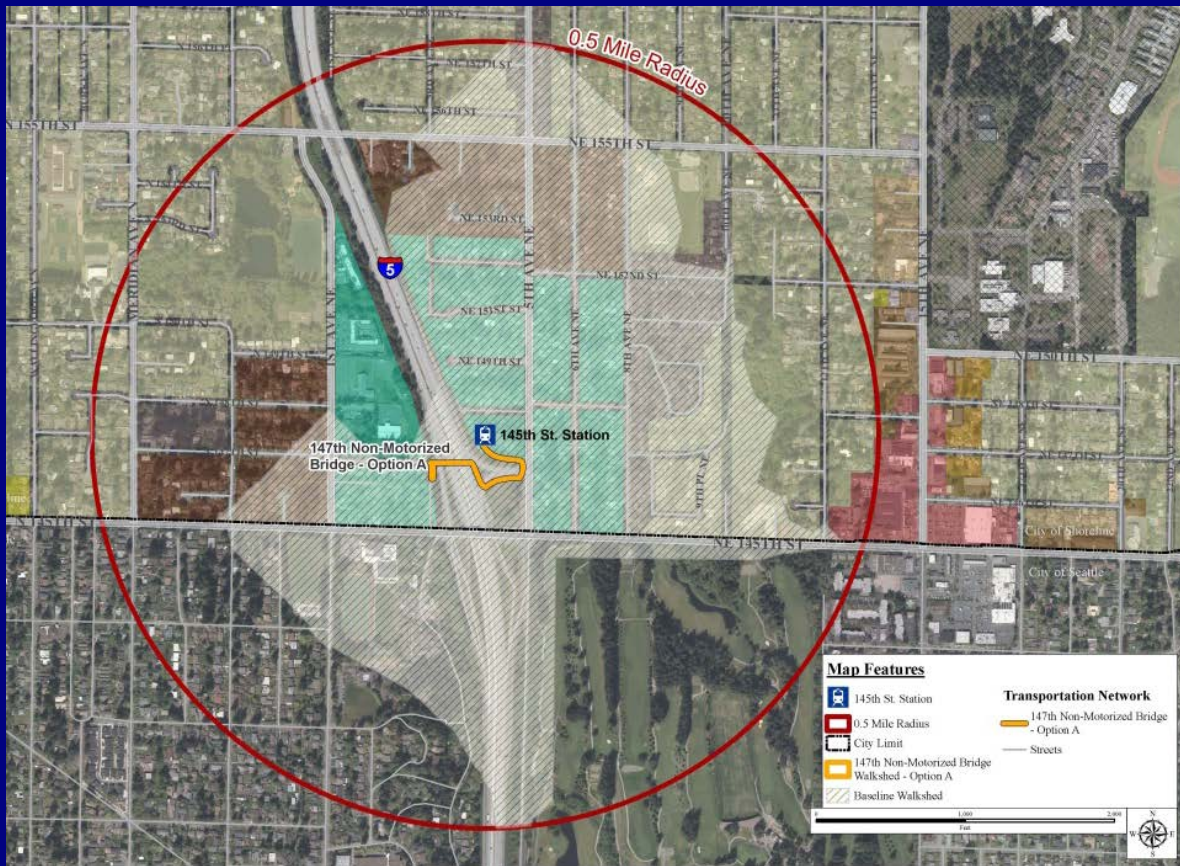
Baseline Walkshed

- 0.5 mile radius around 145th St. Station
- 145th St. Station Subarea Phase 1 Zoning
- 145th St. Ped/Bike Bridge
- Plaza Path



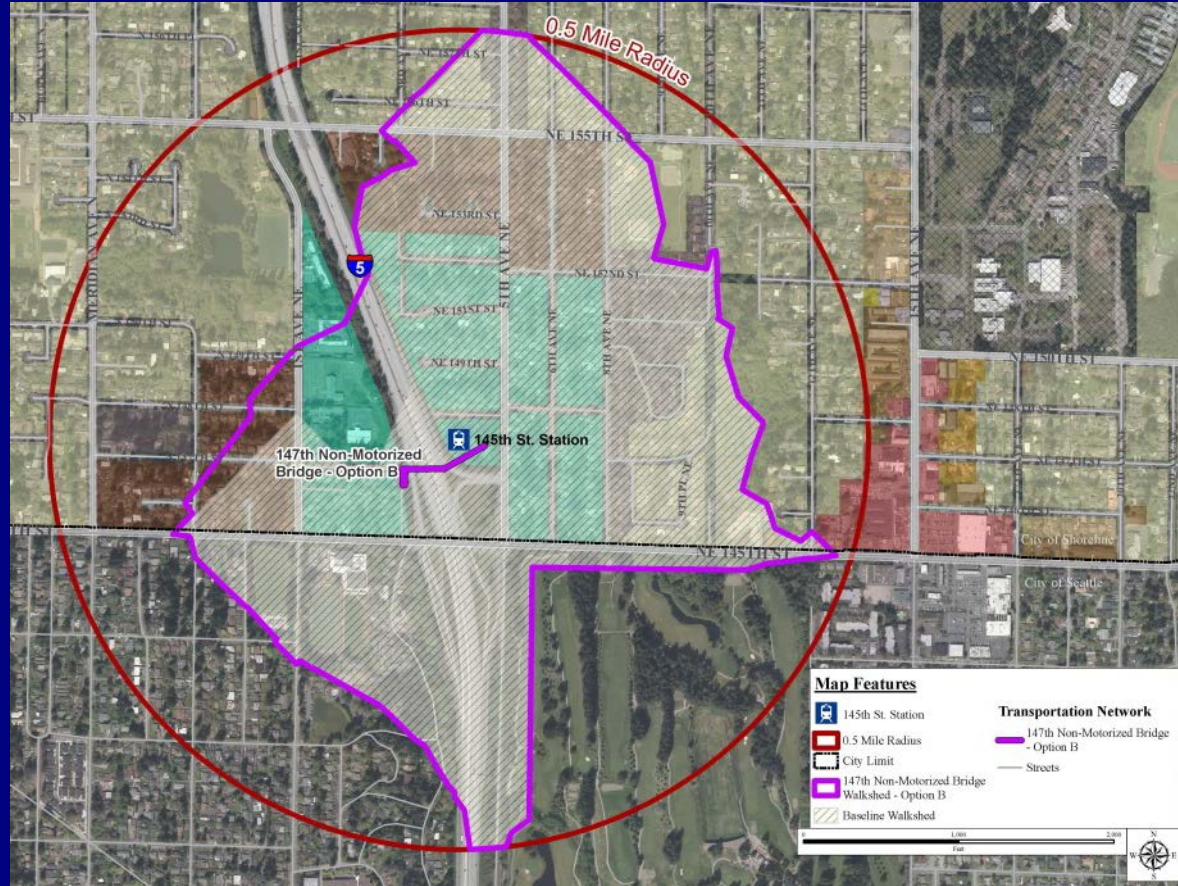
147th St. Non-Motorized Bridge Option A

- No change to walkshed
- Approx. 6 min. walk



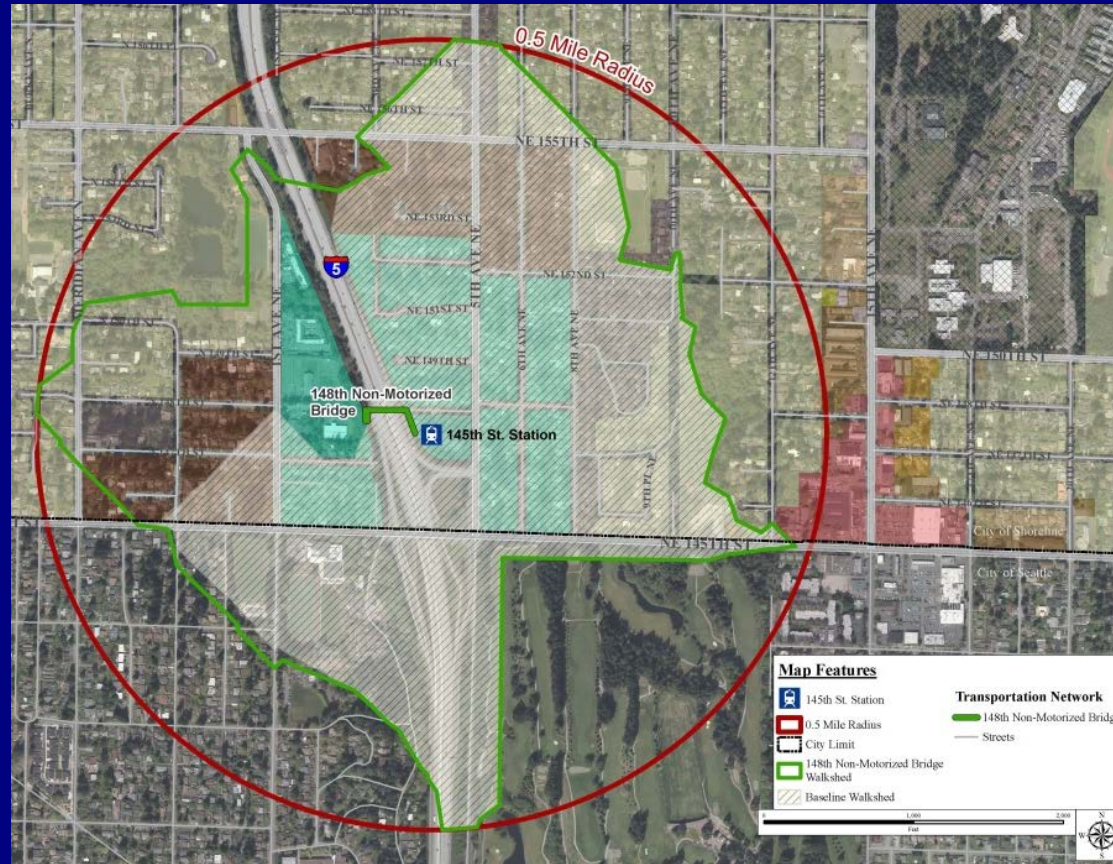
147th St. Non-Motorized Bridge Option B

- Modest increase to walkshed
- Approx. 3 min. walk



148th St. Non-Motorized Bridge

- Greatest increase to walkshed
- Approx. 2.5 min. walk



Non-Motorized Bridge Cost Estimates

Option	Cost Estimate
147 th Street – Option A	\$17,512,000
147 th Street – Option B	\$18,792,000
148 th Street	\$12,707,000
149 th Street (Note: option found to be infeasible)	N/A



Analysis

147th Street Option B

- Modest Increase in Walkshed
- Most Expensive
- Space Efficient Connection to Station Garage

148th Street

- Greatest Increase in Walkshed
- Least Expensive
- Site Circulation needs to be resolved

Next Steps

147th/148th Street Non Motorized Bridge

- Feasibility Study Report – Jan 2017
- Advance 147th St Option B and 148th St for further design study and discussion with WSDOT and Sound Transit
- 30% Design and Environment Analysis – 2017

Resource/Financial Impact

2017 Capital Improvement Projects (CIP) budget includes:

- \$500,000 for 147th/148th Street Non-motorized Bridge – 30% Design and Environmental Analysis
- \$275,000 for Trail Along the Rail – 30% Design and Environmental Analysis



Resource/Financial Impact (*continued*)

Potential Funding Sources

- Sound Transit Multi-Modal Access Improvements
- WA State Recreation & Conservation Office
- WSDOT Pedestrian/Bicycle Program
- STP/CMAQ – Regional
- STP/CMAQ – Countywide
- Federal Transit Admin – FAST – New Starts



Discussion

- No action is required tonight
- Council feedback is requested

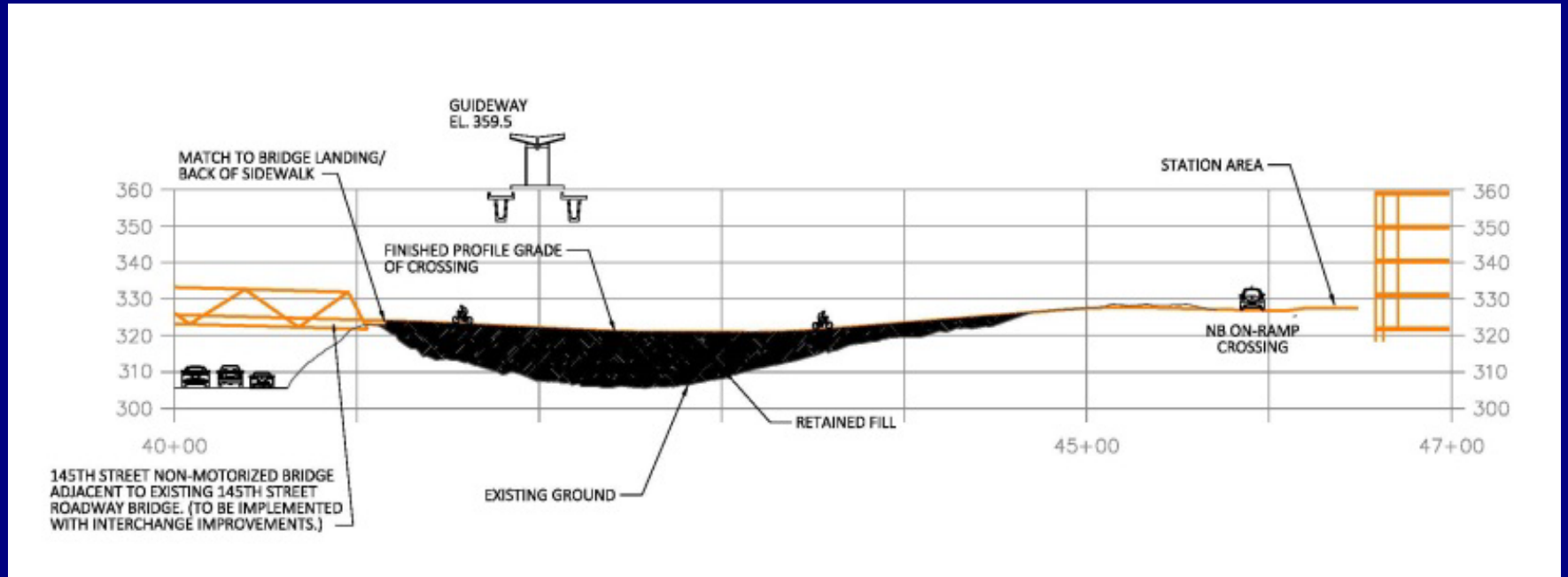




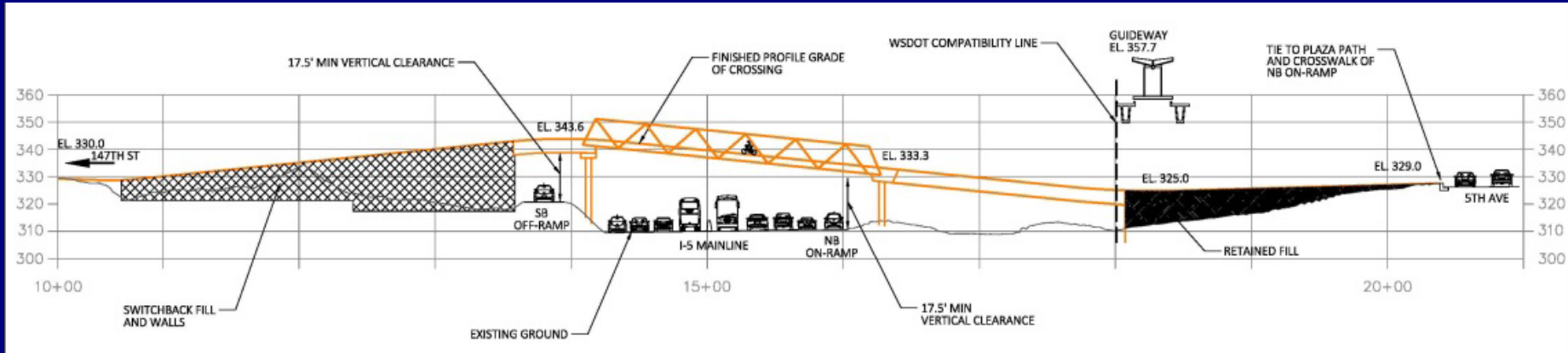
Additional Slides



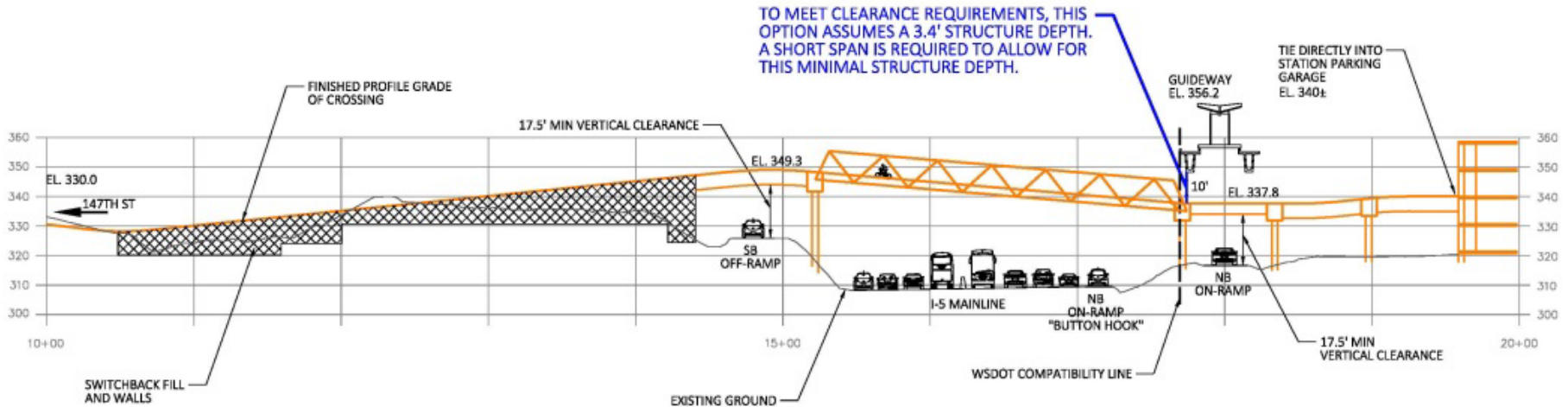
145th St. Non-Motorized Bridge & Plaza Path



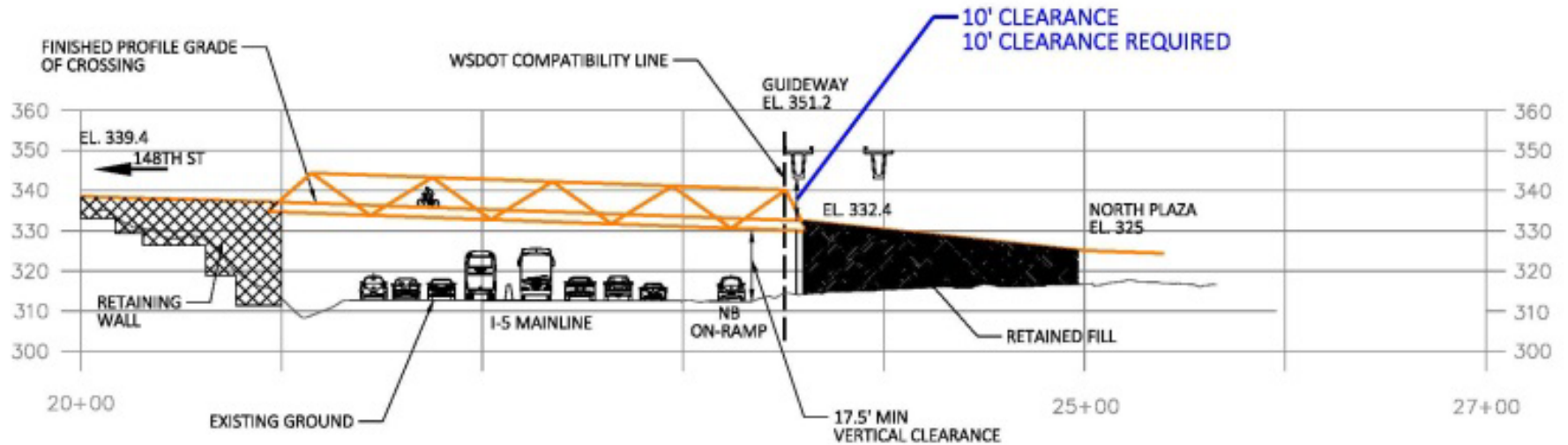
147th St. Non-Motorized Bridge Option A



147th St. Non-Motorized Bridge Option B



148th St. Non-Motorized Bridge



149th St. Non-Motorized Bridge

GEOMETRICS ARE NOT FEASIBLE.
THIS ONLY PROVIDES A 4'
CLEARANCE FROM THE FINISHED
GRADE OF THE PROFILE.

