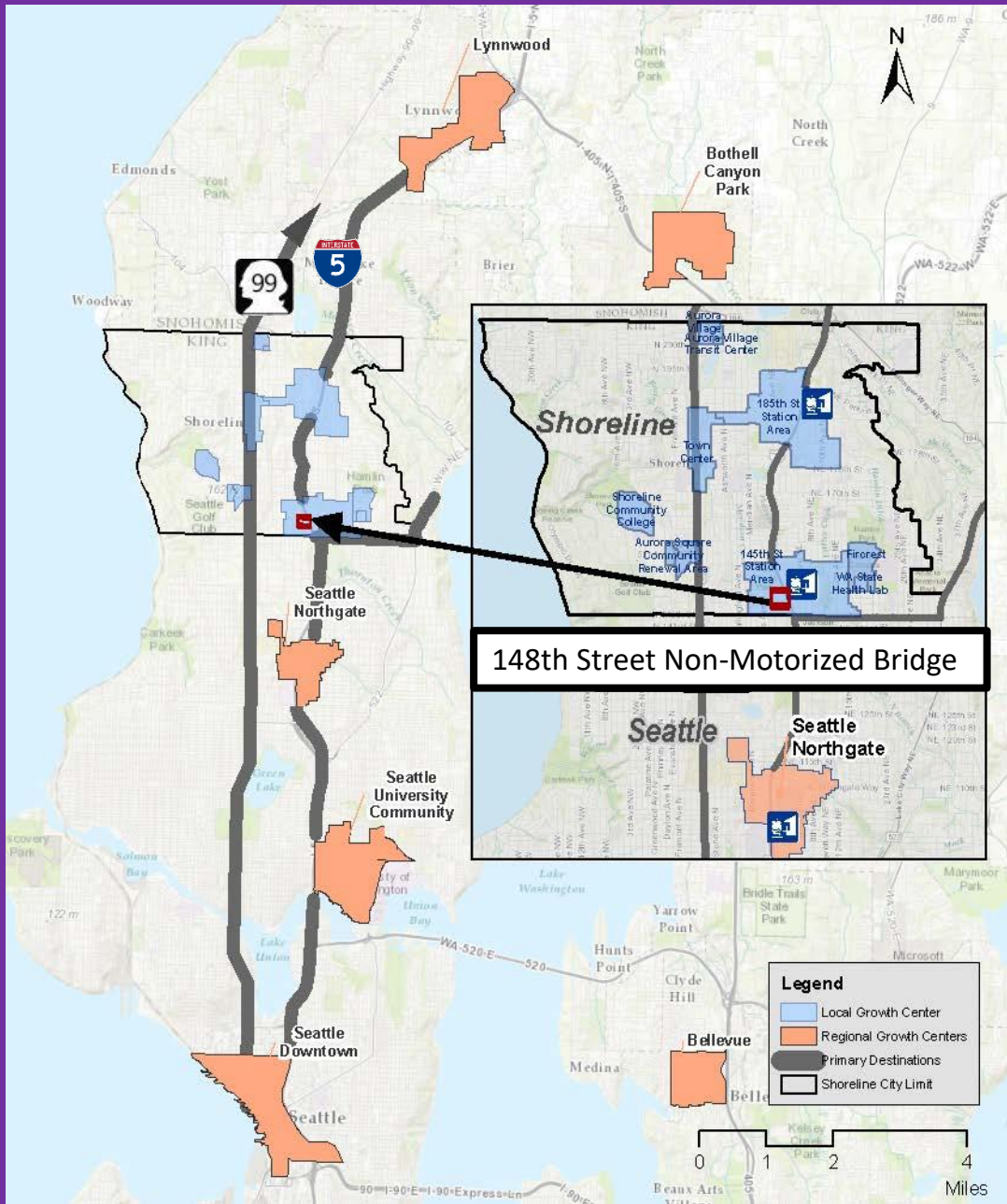


148th Street Non-Motorized Bridge

March 2019



PROJECT DESCRIPTION

The 148th Street Pedestrian and Bicycle Bridge is a non-motorized pedestrian/bicycle bridge spanning Interstate 5 (I-5) in the proximity of 148th Street in Shoreline, Washington.

Design will include a span over I-5 with touch down areas/landings providing neighborhood connections and a structurally integrated connection to the 145th Street light rail station.

The project significantly benefits the Shoreline 145th Street Station Subarea local center. This center is depending on light rail service to achieve planned Transit-Oriented Development. The new bridge will substantially improve safety and transit accessibility for local center employees and residents.

This project will reduce modal conflicts, increase transit use, and significantly enhance active transportation options within the 145th Street Station Subarea. It will connect users to employment, educational, commercial, and recreational opportunities offered along the Sound Transit light rail corridor.

148th Street Non-Motorized Bridge Concept



I-5 divides Shoreline into east and west segments, with only a few crossings. The 148th Street Pedestrian and Bicycle Bridge will provide a direct connection to the Sound Transit 145th Street light rail station in support of the increased zoning on the west side of I-5.

GOALS

ACCESSING REGIONAL AND LOCAL CENTERS

Non-motorized access to the 145th Street light rail station from the adjacent neighborhoods is significantly restricted by the station's location along Interstate 5. I-5 also splits the City's new local center, 145th Street Station Subarea in half.

The 148th Street bridge provides a vital connection across I-5 and connect people to multiple transit options: west to SR 99 and its connections; east to destinations such as Bothell's growth center and UW Bothell campus; and connections to light rail and the I-5 corridor which services multiple centers.

This project will also be directly connected to the City's bicycle network, including the future Trail Along the Rail. Along the Rail begins at the 145th Street light rail station. The Trail Along the Rail shared-use path in turn will connect users to existing local and potentially regional non-motorized systems.

King County Metro has plans to operate frequent bus service along SR 523 from SR 99 (RapidRide) to the station. Sound Transit also plans to provide BRT service between the 145th Street light rail station and Woodinville.

ENHANCING SAFETY

There is currently limited pedestrian and bicycle travel in this area because most non-motorized facilities are substandard or non-existent. Most pedestrians and bicyclists feel more comfortable when provided a separate facility from vehicles. The 148th Street bridge will be a non-motorized shared-use path providing a high level of comfort.

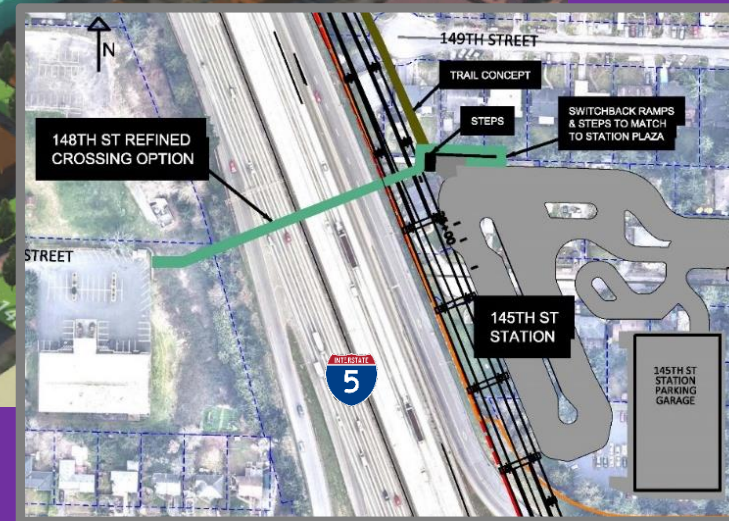
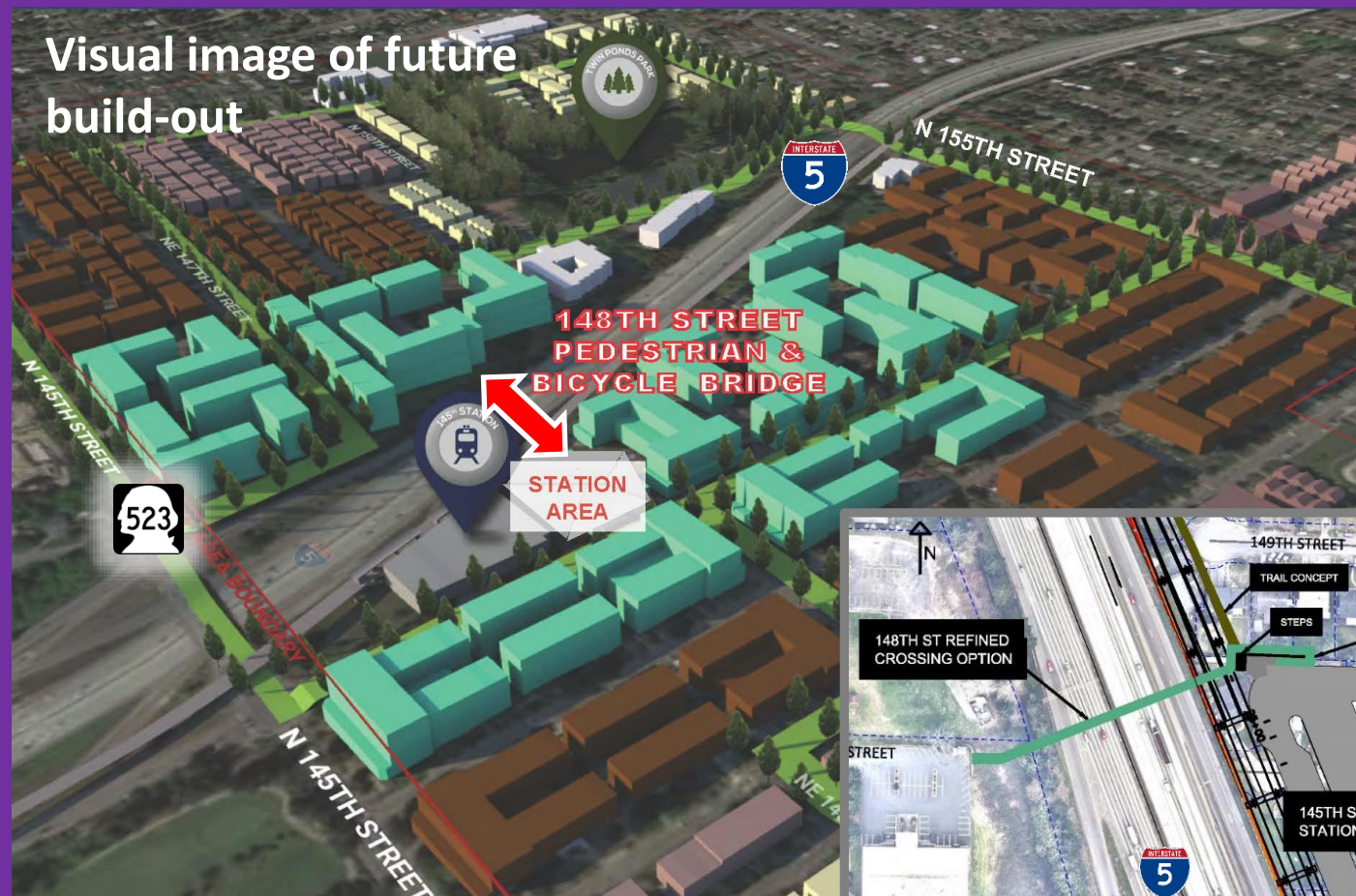
IMPROVING ADA ACCESSIBILITY

Implementation elements will include designing an appropriate width to accommodate both bicycle and pedestrian movement, ADA compliant ramps and facility, appropriate lighting and wayfinding signage, and direct connections to bike/pedestrian facilities currently designed for the light rail station.

This bridge option at 148th Street will be accessible to all non-motorized users including those not comfortable using facilities at 145th Street, and will provide the most direct access to the station and destinations along the I-5 and SR 523 corridors and the centers they serve.

SUPPORTING TOD

The City of Shoreline has adopted increased zoning in areas near the future 145th Street light rail station. A direct connection over I-5 will help promote transit use for these west-side neighborhoods.

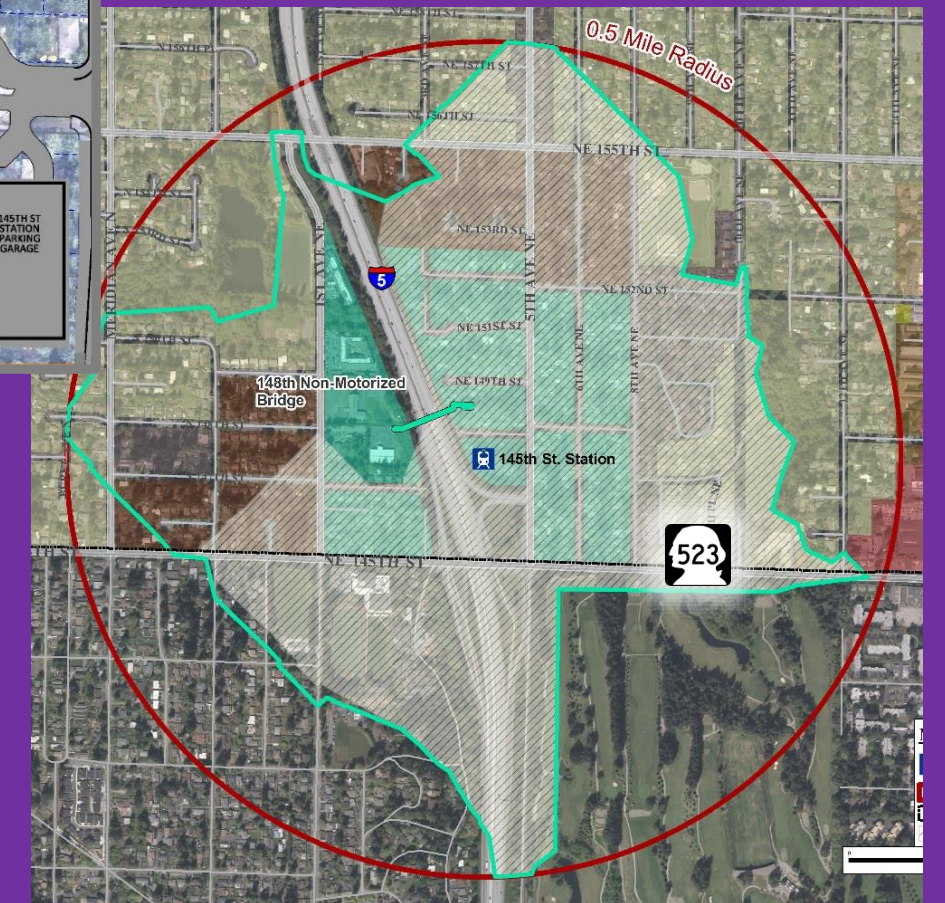


BRIDGES THE HEART OF LOCAL CENTER

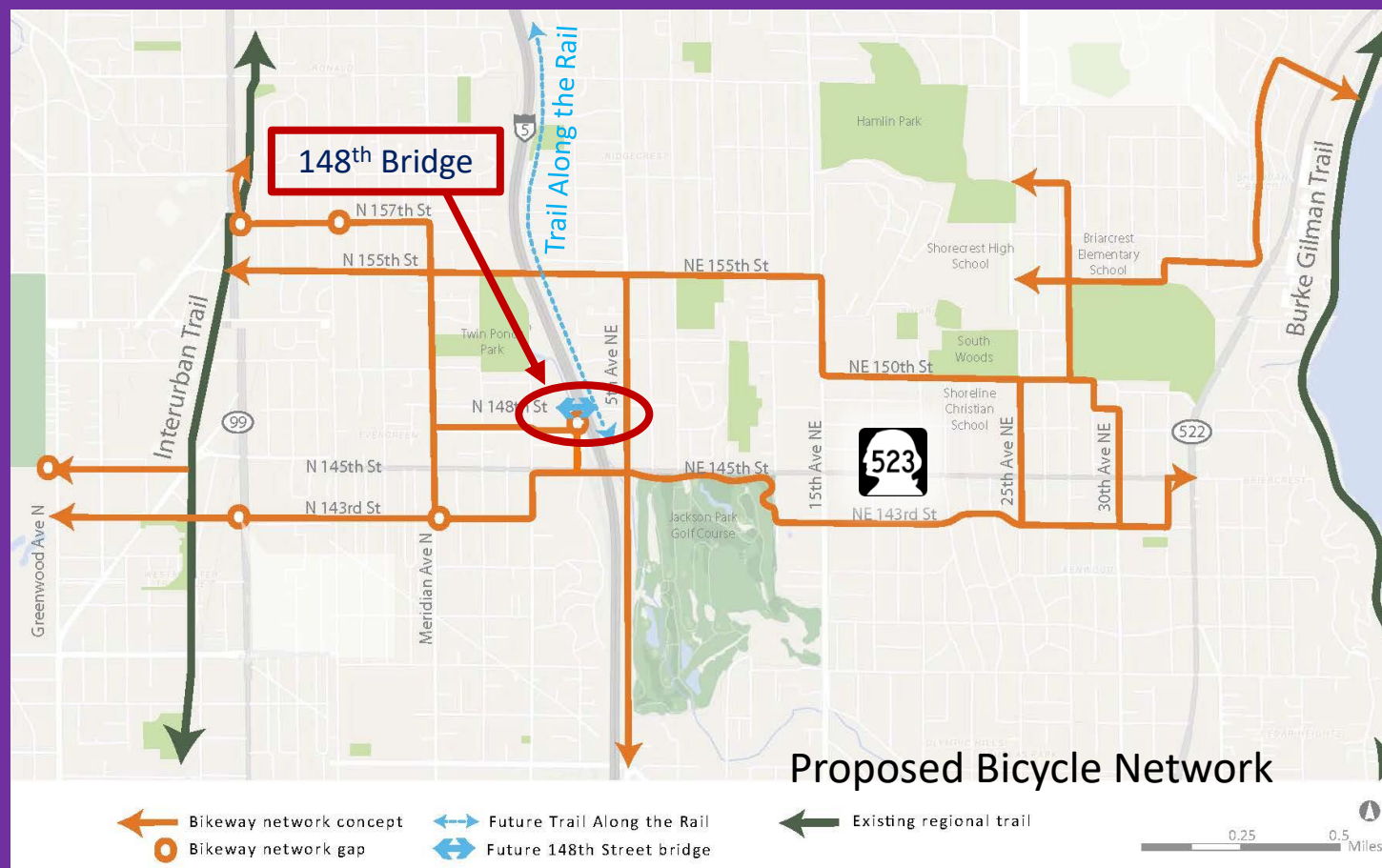
Council approved re-zoning in the 145th Street Station Subarea with an emphasis on mixed-use multi-family transit-oriented development. The 148th Street project bridges the heart of this local center.

INCREASES WALKSHED

The 148th Street location crossing provides the greatest increase in walkshed (increased by 72 acres over the baseline conditions which is the existing 145th St Bridge) and depending on location can save over 10 minutes in walk time to the 145th Street light rail station.



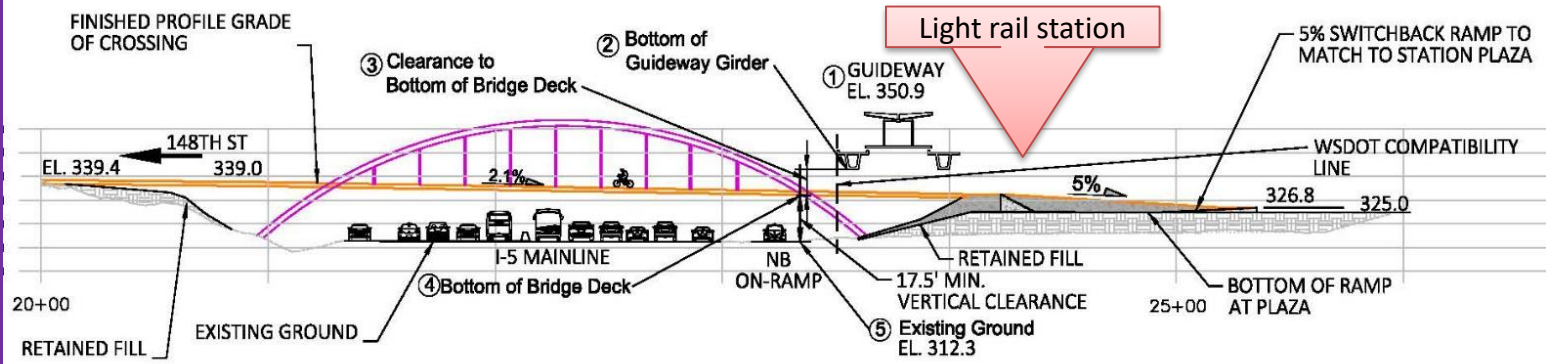
A Multi-Modal Connector



CONNECTS LOCAL & REGIONAL SYSTEMS

The 148th Street bridge would provide one of the few connections over I-5, bridging neighborhoods with connections to the local bicycle network including the Interurban Trail and future Trail Along the Rail, and to existing (Burke Gilman Trail) and potential future (Seattle 5th Ave ped/bike facilities) regional bicycle networks.

148th Street Non-Motorized Bridge



Opportunities Created by the 148th Street Non-Motorized Bridge Project

Center Development	<ul style="list-style-type: none"> ✓ ● The proposed bridge is in the heart of the recently up-zoned 145th Street Station Subarea - a future key local center in Shoreline for mixed-use, Transit-Oriented Development (TOD). The Subarea Plan with up-zoning was amended to the Comprehensive Plan by Ordinance 750 (September 2016). Chapter 5 of the Subarea Plan calls for the exploration of a non-motorized bridge crossing at 147th or 148th Street. ● The 148th Bridge would provide a non-motorized crossing of I-5 in the heart of this subarea, divided by the interstate, connecting pedestrians and bicycles directly with the future light rail station and Trail Along the Rail (a non-motorized shared-use path parallel to light rail alignment on the east side of I-5). ● Projected net increases in this local center by 2035 (145th Street Station Subarea Plan page 5-7) are up to 5,314 in population (full build-out 24,046), up to 2,214 housing units (full build-out 10,019), and up to 1,083 additional employees (9,416 at full build-out). ● According to Census data included in the City's 2011 Transportation Master Plan, over 80% of employed residents in Shoreline travel outside of the city boundaries to reach work, with almost two-thirds of people commuting to the City of Seattle. The 148th Bridge will provide non-motorized access to transit options that a growing workforce will rely on. Mixed use zoning will also promote small business in this local center.
Connectivity	<ul style="list-style-type: none"> ✓ ● Provides one of the few crossings of I-5 in Shoreline, connecting non-motorized users to neighborhoods in the 145th Street Station Subarea, and would have a direct connection to the City's bike path network and future Trail Along the Rail. A reduction in travel time helps increase the mode shift to non-motorized travel options. ● The 148th Street bridge would provide a direct community link to the 145th Street light rail station. The Lynnwood Link light rail extension will open in 2024 linking the regional growth centers of Northgate, the University Community, and downtown Seattle, and north to Lynnwood. ● Both King County Metro and Sound Transit plan to provide new BRT service on SR 523/SR 522 with direct link to the 145th light rail station. Access from the 148th Street bridge to the light rail station provides a direct connection to bus and light rail service supporting the sustainability and growth to regional growth centers.
Safety	<ul style="list-style-type: none"> ✓ ● I-5 forms a barrier to direct access to the future 145th Street light rail station from west side neighborhoods. Separated shared-use paths (a bridge in this circumstance) are considered one of the safest facilities for pedestrians and bicyclists and capable of reducing all conflicts with motor vehicles. ● Project will study and design multimodal access improvements from 1st Ave NE to the westside bridge landing, including a potential new pick-up/drop-off site.
Project Readiness	<ul style="list-style-type: none"> ✓ At the conclusion of a non-motorized crossing options feasibility analysis, Council approved the 148th Bridge concept as the approved option. The City is currently progressing the project to 30% design with environmental documentation.
Community Support	<ul style="list-style-type: none"> ✓ ● The 145th Street Station Subarea Plan went through an extensive public process with public outreach and comment, and followed protocol for Comprehensive Plan amendment. The 148th Bridge is a part of this vision. ● The 148th Bridge will be wide enough to accommodate pedestrians and bicyclists, be built to ADA compliance, and connect people to several transit options and improve economic competitiveness through reliable and timely access to employment centers, education opportunities, services and other basic needs by workers, students, and residents as well as expanded business access to markets and recreational opportunities.
Air Quality (Mode Shift)	<ul style="list-style-type: none"> ✓ ● TOD in this local center promotes a walkable, bike-able community. Creating a direct link to the 145th Street light rail station via the 148th Bridge and the various transit options and connections to centers this offers will encourage and allow this growing population to make needed connections without the use of a motor vehicle.

Feasibility Study
2017

PE/Environmental
2019 - 2021

ROW
2021 - 2022

Construction
2022 - 2023

Project Costs

- Design: \$ 4,000,000
- Right-of-Way: \$ 1,500,000
- Construction: \$11,000,000
- TOTAL PROJECT COST \$16,500,000