



148th Street Non-Motorized Bridge Frequently Asked Questions

Where is the project located?

The project will construct a new non-motorized (pedestrian/bike) bridge across Interstate 5 (I-5) at N 148th Street.

In 2017, the City conducted a feasibility analysis to evaluate and recommend alternatives for linking the community on the west side of I-5 to the future Lynnwood Link Extension – Shoreline South/145th Station. Five alternatives were evaluated, and the crossing near N 148th Street was identified by City Council as the preferred alternative due to the favorable balance of lowest cost, shortest travel time, and greatest increase in walkshed.

What is the project timeline?

The project is currently in preliminary design, with the goal of having construction completed by the end of 2022.

Who will use the bridge?

This project will provide pedestrians and bicyclists with a safe and direct multimodal connection between the communities on either side of I-5, and to the future Lynnwood Link Extension Shoreline South/145th Station. The bridge will serve a multitude of users, offering a direct connection for residents, commercial establishments, parks users, church patrons, etc. to and from the future light rail station.

How is it funded?

The project is currently funded through preliminary design with local and federal funds. Additional funding sources are being pursued and will be necessary to complete the project.

Why build a new bridge so close to the existing 145th Street bridge?

The 145th Street bridge will continue to provide safe pedestrian access through 145th corridor, but the new bridge at 148th will provide a safe and direct connection between the communities on either side of I-5, and to the future light rail station, future Trail Along the Rail, and future 3rd Ave NE Woonerf (a slow-paced, curbless street where pedestrian and bicycle movements are prioritized, and vehicles are invited guests). The 148th Street location will encourage mixed-use residential and commercial development, serve more users by increasing the walkshed, and expand the City's Off-Corridor Network of pedestrian and bicycle facilities.

Why a non-motorized bridge?

This project will encourage mixed-use residential and commercial development by maximizing pedestrian and bicycle access to the future light rail station. Components of



the 145th Street Station Subarea Plan include an “Off-Corridor/Green Network” – a network of slow-paced neighborhood streets, which connect users to and from the future Lynnwood Link Extension Shoreline South/145th Station.

What is a walkshed?

A walkshed is defined as the land area within a defined walking range of a specific location. For this project, the walkshed is defined as a half mile walking distance in all directions from the light rail station.