



N 148th Street Non-Motorized Bridge Project

A pedestrian/bicycle bridge connecting people to neighborhoods and regional transit

Frequently Asked Questions

Where is the project located?

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

Background

Why is a new bridge needed?

In 2024, the Shoreline South/145th Station will open, bringing light rail and increased bus rapid transit service to Shoreline. It will transform travel from Shoreline to downtown Seattle, the eastside, the airport, and beyond. Vehicle traffic in the station area is projected to increase by more than 25%, meaning walkers, bicyclists, and drivers need safer connections.

In 2016, the City developed the 145th Street Station Subarea Plan to address future land use and transportation needs near the new light rail and transit station. As the area changes, the bridge will help serve residents, business owners, retail customers, and commuters to reach new transit options and amenities.

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

The new bridge at N 148th increases the area that is walkable from the station significantly and aligns with the off-corridor bike network. Both the N 148th Street Non-Motorized Bridge and the planned improvements to the 145th Interchange will improve access for pedestrians and bicyclists. Based on a traveler's location, either the N 148th Street Non-Motorized Bridge or the 145th intersection improvements may offer a faster travel time to the Shoreline South/145th Station.

The new bridge at N 148th will provide a safe and direct connection between the neighborhoods on either side of I-5, and to the future light rail station and the Trail Along the Rail.

How was it decided to place the bridge at N 148th St?

In 2016 and 2017, the City did a feasibility analysis to evaluate and recommend alternatives for linking the communities on the west side of I-5 to the future Shoreline South/145th Station. City of Shoreline staff, Shoreline City Council, and consulting

engineers evaluated five options. Public comment was provided at Shoreline City Council meetings. The City estimated the location at N 148th Street would cost the least to construct, likely draw the most users, and of the routes possible provide the shortest and most direct access to the Shoreline South/145th Station. The City also reviewed WSDOT and Sound Transit regulations in order to address safety needs around and across I-5. Shoreline City Council approved this location in February 2017.

What are the benefits of a pedestrian/bicycle bridge?

VITAL NEW CONNECTION OVER I-5. The proposed bridge is in the heart of the 145th Street Station Subarea. It will link neighborhoods to the west of I-5 more efficiently and safely to the Shoreline South/145th Station transit center.

REDUCED TRAVEL TIMES. Shoreline is currently divided by a nine-lane interstate (I-5). A new bridge will strengthen east-west connections and decrease travel times for those walking and biking in the area. Once constructed, the bridge is expected to save up to ten minutes of travel time for pedestrians traveling from 1st Avenue NE to the Shoreline South/145th Station, when compared to current pedestrian routes. The new bridge will also improve bike connections to the Interurban Trail, the future Trail Along the Rail, and the existing Burke-Gilman Trail.

IMPROVED SAFETY. This bridge will provide a path that is separated from motor vehicles. Separated paths are among the safest facilities for walkers and bicyclists, increasing comfort and helping to reduce the risk of collisions with motor vehicles.

IMPROVED ACCESS TO REGIONAL TRANSIT AT THE FUTURE LINK LIGHT RAIL STATION. Of Shoreline residents who work, more than 80% must travel outside the city to reach their places of employment, with almost two-thirds commuting to Seattle. The new bridge will connect a growing workforce to the transit options they need.

What is the project timeline?

The project is currently in preliminary design, with the goal of having final design completed by the end of 2022. The City is continuing to seek funding to construct the bridge. If anticipated funding is secured, construction will begin in 2022 before Sound Transit begins light rail testing on the east side of I-5. Final construction will wrap up during 2023, when light rail will go through one year of testing. New light rail service is planned to begin in 2024.

Project costs and funding

How much will the project cost?

Though the specific project design is not yet finalized, we estimate that the total project will cost \$23 – 30.2 million from design through construction.

Design	\$2.8 – 3.8 million
Right-of-Way	\$1.5 – 2.1 million
Construction	\$18.1 – 24.9 million
TOTAL PROJECT COST	\$23 – 30.2 million

How is the project funded?

The City has secured \$10 million in federal, regional and county funding. With a total project cost currently estimated at \$23 – 30.2 million (costs will be further refined during the design process), the City continues to actively seek funding to complete construction.

Who will use the bridge?

This project will provide pedestrians and bicyclists with a safe and direct multimodal connection between the neighborhoods on either side of I-5 and to the future Shoreline South/145th Station. The bridge will serve a multitude of users, offering a direct connection for residents, shoppers, park users, churchgoers, etc., to and from the future light rail station.

How will you control the interaction of people biking and walking on the bridge? Will there be signs to address this?

The bridge will have a 16-foot shared-use path that people walking, rolling, and biking will share. By providing enough room for everyone to safely coexist, the bridge will serve all users without the need for signage or striping separating them.

What is a walkshed?

A walkshed looks at the destinations within walking distance 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.

Parking

How will parking in the adjacent neighborhoods be impacted by the project?

As part of this project, the City is conducting a parking study to assess how the new bridge will impact parking in the neighborhood. The City is also conducting a broader parking study to address how to manage parking in the future. The City plans to have resources in place to address potential parking impacts once the new bridge opens.

Will the Philippi Church parking lot continue to be used for commuter parking?

Currently, Sound Transit is leasing the Philippi Church parking lot for use by transit riders. Once the parking garage is open as part of the new light rail station, the Philippi lot will no longer be needed.

How does this project connect with other projects?

This project is one of eight different transportation projects linked to the opening of the Shoreline South/145th Station in 2024. The goal for all of these projects is to ensure pedestrians, bicyclists, transit, and auto traffic can get to and from the station as safely and efficiently as possible. For project specific information and a big picture of how all of these projects are interrelated, please visit the City’s Destination 2024 site:

<http://www.shorelinewa.gov/government/projects-initiatives/destination-2024>

Is King County Metro planning to increase bus service in the area?

Additional bus service is being evaluated for this area. For more specific information on King County Metro’s long-range vision, please visit:

- King County Metro’s Long Range Plan: <http://www.kcmetrovision.org/view-plan/>
- King County Metro’s interactive service network map: <http://www.kcmetrovision.org/plan/service-map/>

Does the passage of I-976 impact funding for this project?

I-976, a bill that limits the City’s ability to raise funds from vehicle license tabs, does not directly impact funding for the bridge project.

What type of environmental analysis will be completed?

In order to understand the potential impacts of the project on the surrounding environment, the City will conduct analysis in compliance with local, state, and federal regulations. Permitting will follow the State Environmental Policy Act (SEPA) and National Environmental Policy Act (NEPA) processes.

Will Thornton Creek be impacted?

Thornton Creek comes through the sloped area in an underground pipe on the west side of I-5. The pipe has been identified by WSDOT as a location for a future fish passage project; however, the specifics of such a project are still unknown and are not directly connected with the bridge design and construction.

Will any trees be removed to build the bridge and its connections on either side of I-5?

We know that Shoreline’s mature tree canopy is important to many residents. Throughout the process, we will strive to protect trees from the impacts of construction and minimize tree removal wherever possible. When a tree does have to be removed, it will be replaced with one to three trees, depending on the type and size of the removed tree. Tree replacement and site restoration is defined in section 20.50.360 of the Shoreline Municipal Code

(www.codepublishing.com/WA/Shoreline/html/Shoreline20/Shoreline2050.html#20.50.360)

How will safety be incorporated into the design?

Safety is a high priority for the City of Shoreline. The design of the bridge will consider lighting, landscaping, and structural connection options to provide as safe as possible an environment for all bridge users and neighbors. Bridge design features will be developed to help deter crime on and around the structure.

Community involvement

How have community members been involved with the design of the bridge?

We are committed to meaningful and collaborative public participation and will provide

multiple opportunities for early and continuous feedback throughout the design process. Since October 2019, we have been meeting with adjacent property owners and neighborhood groups. In early April 2020, we will host an online webinar, online open house, and public opinion survey. In those sessions, we will share information and gather input on the options for the bridge, east bridge station access, and west trail connection to 1st Avenue NE. The information that we collect will inform the design of the bridge. We will continue to coordinate with adjacent property owners throughout the process. When a preferred design is selected, we will seek further input from the community to ensure that the details of the project align with community vision and need.

What elements will the public be able to provide input on?

We want to make sure the bridge planning process addresses community priorities while also meeting the technical needs of the project. In the April in-person and online open houses, we look forward to your input on the following project elements:

- Bridge type
- Lighting design
- Landscape elements
- Connections with trails and station access points
- Design of some features of pedestrian/bike trails

Will the City need to purchase property to build the project?

We are in the early stages of bridge design, and the final design will determine whether we need to purchase or lease property. If we do need to acquire property in order to construct a safe and cost-effective bridge and create connections to amenities on each side, we will work closely with property owners to negotiate fair compensation.

Bridge design

How long will the bridge be?

Though the design process is still in a preliminary stage, the bridge span, not including the east bridge landing and the west trail connection, is likely to be 250-275 feet long in order to extend across I-5.

How wide will the bridge be?

To adequately serve walkers, rollers, and bicyclists, the bridge will be at least 16 feet wide.

How steep will the bridge be?

The type of bridge, bridge length, and station access points will all influence the slope of the bridge. However, the bridge approaches on both sides will meet Americans with Disabilities Act (ADA) requirements and will likely be less than 5% grade.