

# N 148th Street Non-Motorized Bridge

A ped/bike bridge connecting people to neighborhoods and regional transit

ONLINE OPEN HOUSE

MENU

## Welcome to the online open house for the N 148th Street Non-Motorized Bridge!

### JOIN US FOR A WEBINAR

This live online presentation will take place on:

**Thursday, April 23, 2020**  
**12:00–1:00 p.m.**

Click [here](#) to register.

Shoreline is growing and changing. With the coming arrival of Sound Transit light rail, the new Shoreline South/145th Station for light rail and bus transit, and new development, residents need new ways to connect to these growing services and facilities and to an expanding pedestrian and bike network.

To meet these needs, the City of Shoreline will build a new pedestrian and bike bridge crossing over Interstate 5 (I-5) at N 148th Street. The N 148th Street Non-Motorized Bridge will improve safety for everyone and reduce travel times for people walking and biking between the east and west sides of I-5 in Shoreline.

The purpose of this online open house is to provide a chance for you to:

- Learn more about this project.
- Share what’s important to you and give feedback on the key parts of this project.

### How to use this online open house

- To advance through this open house, scroll down to read each page, then click the “Next Page” button at the bottom of the page, or select the tab you want at the top.
- Within this online open house, you will be asked questions and can provide feedback. The online open house and questionnaire will take only a few minutes to complete.

**Thank you for your participation!**

### Stay Connected

Sign up for updates and engagement opportunities about this project and others in the N 145th Street Corridor.

First Name

Last Name

Email \*

\*Email is Required

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### TRANSLATION SERVICES:

If you would like to communicate with the City of Shoreline or review a document in another language, please send your request along with your contact information to [clk@shorelinewa.gov](mailto:clk@shorelinewa.gov) or call 206-801-2700.

Si quisiera comunicarse con la ciudad de Shoreline o revisar un documento en otro idioma, envíe su solicitud junto con su información de contacto a [clk@shorelinewa.gov](mailto:clk@shorelinewa.gov) o llame al 206-801-2700.

如果您想與 City of Shoreline 進行交流或檢視以另一種語言提供的文件，請將您的請求連同您的聯絡資訊發送到 [clk@shorelinewa.gov](mailto:clk@shorelinewa.gov) 或請致電 206-801-2700。

쇼어라인 시에 연락하고 싶거나 다른 언어로 된 문서를 검토하려면 연락처 정보와 함께 요청서를 [clk@shorelinewa.gov](mailto:clk@shorelinewa.gov) 로 제출하거나 206-801-2700번으로 전화해 주십시오.

Nếu quý vị muốn liên hệ với Thành phố Shoreline hoặc đọc tài liệu bằng ngôn ngữ khác, vui lòng gửi yêu cầu cùng với thông tin liên hệ tới địa chỉ [clk@shorelinewa.gov](mailto:clk@shorelinewa.gov) hoặc gọi 206-801-2700.

Kung gusto mong makipag-usap sa Lungsod ng Shoreline o suriin ang isang dokumento sa ibang wika, pakipadala ang iyong kahilingan kasama ng iyong impormasyon sa pakikipag-ugnayan sa [clk@shorelinewa.gov](mailto:clk@shorelinewa.gov) o tumawag sa 206-801-2700.

የሮርላይን ከተማ ጋር ለመገናኘት ከፈለጉ ወይም እንደን ሰነድ በሌላ ቋንቋ ለመከለስ ከፈለጉ ጥያቄዎን ከመገኛ መረጃዎ ጋር በማድረግ በ [clk@shorelinewa.gov](mailto:clk@shorelinewa.gov) ላይ እ.ኤ.አ ያድርጉ ወይም በ 206-801-2700 ላይ ስልክ ይደውሉ ።

ਸ਼ੌਨ ਹਿ-ਟੌਰੀ ਰੋርਲਾਈਨ ਸਿਟੀ ਨਾਲ ਜੁੜੇ ਹੋਣ ਲਈ ਜਾਂ ਹੋਰ ਭਾਸ਼ਾ ਵਿੱਚ ਦਸਤਾਵੇਜ਼ਾਂ ਦੀ ਜਾਂਚ ਕਰਨ ਲਈ, ਸ਼ੌਨ ਨੂੰ ਆਪਣੀ ਸਹਾਇਤਾ ਲਈ [clk@shorelinewa.gov](mailto:clk@shorelinewa.gov) 'ਤੇ ਆਪਣੀ ਸਹਾਇਤਾ ਦੀ ਜਾਣਕਾਰੀ ਨਾਲ ਸਹਾਇਤਾ ਕਰੋ ਜਾਂ 206-801-2700 'ਤੇ ਫੋਨ ਕਰੋ।

### CONTACT US:

Lea Bonebrake, P.E., City of Shoreline, Project Manager  
[lbonebrake@shorelinewa.gov](mailto:lbonebrake@shorelinewa.gov) | 206-801-2475

For additional project information, visit [shorelinewa.gov/148thbridge](http://shorelinewa.gov/148thbridge)

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## Project Overview

### Need and Benefits

The N 148th Street Non-Motorized Bridge will address several community needs, both current and future, and provide many benefits, including:

**TRANSPORTATION OPTIONS FOR A CHANGING NEIGHBORHOOD.** 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. The bridge is part of the City of Shoreline's greater planning efforts for the N 145th Street corridor and new Sound Transit light rail station. You can learn more about other related projects in the area by visiting the [Destination 2024 website](#).

**LINK LIGHT RAIL ACCESS.** By 2024, the Shoreline South/145th Station will open, bringing light rail and increased bus rapid transit service to Shoreline. Of Shoreline residents who work, more than 80% travel outside of the city to reach their places of employment, with almost two-thirds commuting to Seattle. Traffic in the station area is projected to increase by more than 25%.

**IMPROVED SAFETY AND REDUCED TRAVEL TIMES.** Paths that are separated from the road and designate space for pedestrians and bicyclists increase safety and help reduce the risk of collisions with motor vehicles.

Shoreline is currently divided by a nine-lane interstate (I-5). A new bridge will make it easier to travel through Shoreline and decrease travel times by at least ten minutes for those walking and biking in the area. The new bridge will also improve bike routes to the Interurban Trail, the future Trail along the Rail, the existing Burke-Gilman Trail, and potential future regional bicycle networks.

### Location

The new bridge will go across Interstate 5 (I-5) at N 148th Street. The project consists of three main parts: the bridge span over I-5, West Trail Connection, and East Bridge Landing.



#### KEY

- N 148th Street Non-Motorized Bridge
- Link light rail tracks
- Shoreline South/145th Station (including light rail, bus zone, passenger drop-off, parking garage, and pathways)



### Projected Cost

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

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.

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## Schedule

The design phase of the project started in 2019 and will continue through 2021. Community members will have an opportunity to provide input through both in-person and online open houses during design and environmental review throughout 2020. Construction is scheduled to begin in 2022 and to be complete in 2023 before the new light rail station opens.

Feasibility Study 2017 <i>Completed</i>	Design/Environmental Review 2019–2021			Right-of-Way 2021–2022	Construction 2022–2023
	<b>Alternative Evaluation</b> <i>September 2019– June 2020</i>	<b>Preferred Alternative Selection</b> <i>Summer 2020</i>	<b>30% Design Completion</b> <i>Summer/Fall 2020</i>		
	<b>DECEMBER–MARCH</b> Property owner briefings	Property owner briefings	Property owner briefings		
	Community briefings and presentations	Community briefings and presentations	Possible community briefings and presentations		
	<b>APRIL</b> Online open house, survey, and presentation	Online and in-person open house	Possible online and in-person open house		

## Research and Planning

In 2016 and 2017, the City of Shoreline did a study to evaluate and recommend options for linking the communities on the west side of I-5 to the future Sound Transit 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.

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## Bridge

The bridge will carry pedestrians and bicyclists across I-5 between the Parkwood neighborhood on the west side and the new Shoreline South/N 145th Station on the east. The bridge will be wide enough for pedestrians and bicyclists and built to comply with Americans with Disabilities Act (ADA) standards. All bridge options will be designed to the same safety standards and include pedestrian/bicycle railings, lighting, and screening (throw barrier) to protect drivers on the interstate below from falling objects.

### Option 1: Combined Arch Bridge



- **DESIGN:** The combined arch bridge would have a major arch over I-5 and smaller arch on the short connection to the trail on the west side of the bridge.
- **SIZE:** The arches would have steel support pieces overhead and vertical support pieces that could be cable or steel.
- **SAFETY:** The throw barrier would be attached to the inside of the vertical support pieces to prevent things from falling onto the interstate below.

### Option 2: Tied Arch Bridge



- **DESIGN:** The tied arch bridge would have two side-by-side arches titled toward each other with attached supporting cables.
- **SIZE:** The higher arch and slender cables would create more space and light than the other bridge options.
- **SAFETY:** The throw barrier could be attached on either side of the cables to prevent things from falling onto the interstate below.

### Option 3: Truss Bridge



- **DESIGN:** A truss bridge has connected pieces that form a triangle or "truss."
- **SIZE:** Compared to the other bridge types, the truss bridge would be slightly shorter at its highest point, have more structural pieces overhead, and the outside supports would be wider.
- **SAFETY:** The throw barrier would be attached to the inside of the trusses to prevent things from falling onto the interstate below.

Are you on a shared or public computer? If you see someone else's survey responses, click on the reset button to start your own survey.

RESET

## Share your thoughts on bridge design options:

### Option 1: Combined Arch Bridge

What do you like about this option? *SELECT ALL THAT APPLY.*

- Size
- Overall look and design
- Other *WRITE IN:*

What do you dislike about this option? *SELECT ALL THAT APPLY.*

- Size
- Overall look and design
- Other *WRITE IN:*

### Option 2: Tied Arch Bridge

What do you like about this option? *SELECT ALL THAT APPLY.*

- Size
- Overall look and design
- Other *WRITE IN:*

What do you dislike about this option? *SELECT ALL THAT APPLY.*

- Size
- Overall look and design
- Other *WRITE IN:*

### Option 3: Truss Bridge

What do you like about this option? *SELECT ALL THAT APPLY.*

- Size
- Overall look and design
- Other *WRITE IN:*

What do you dislike about this option? *SELECT ALL THAT APPLY.*

- Size
- Overall look and design
- Other *WRITE IN:*

## Summary

Which bridge option do you prefer?

- Option 1: Combined Arch Bridge
- Option 2: Tied Arch Bridge
- Option 3: Truss Bridge

Is there anything you think we should consider while evaluating these bridge options?

SUBMIT

Please make sure to click on the submit button before you leave the page.

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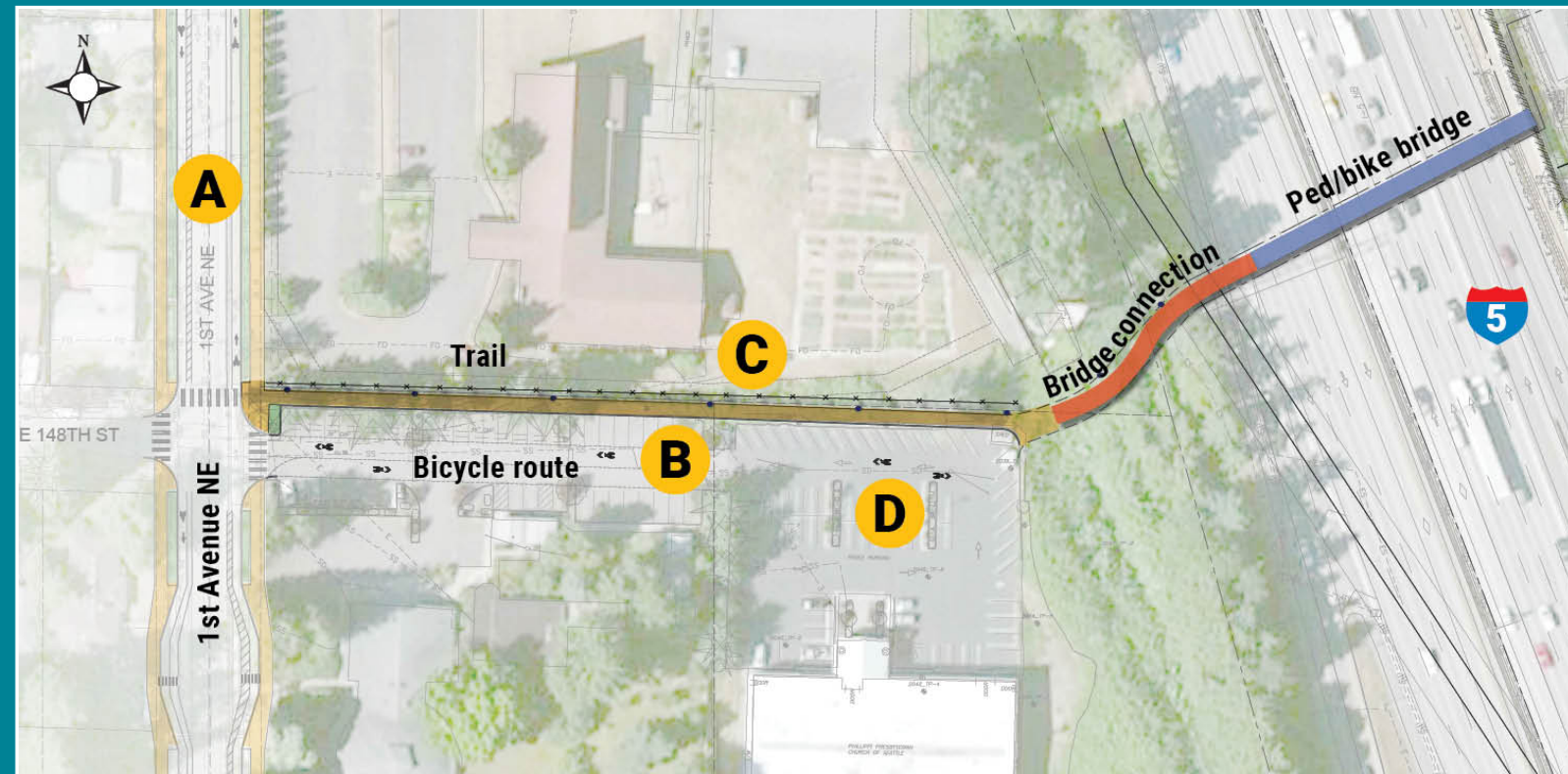
MENU

### West Trail Connection

The western ramp and approach to the bridge will be on the west side of I-5 in the Parkwood neighborhood. The project team is working with immediate neighborhoods, including three places of worship, to identify their priorities and ensure that the design and construction of the bridge will limit disruption. With all options, the City aims to preserve existing mature trees in the project area, wherever possible.

#### Option 1: Minimal Build-Out

##### OVERHEAD VIEW

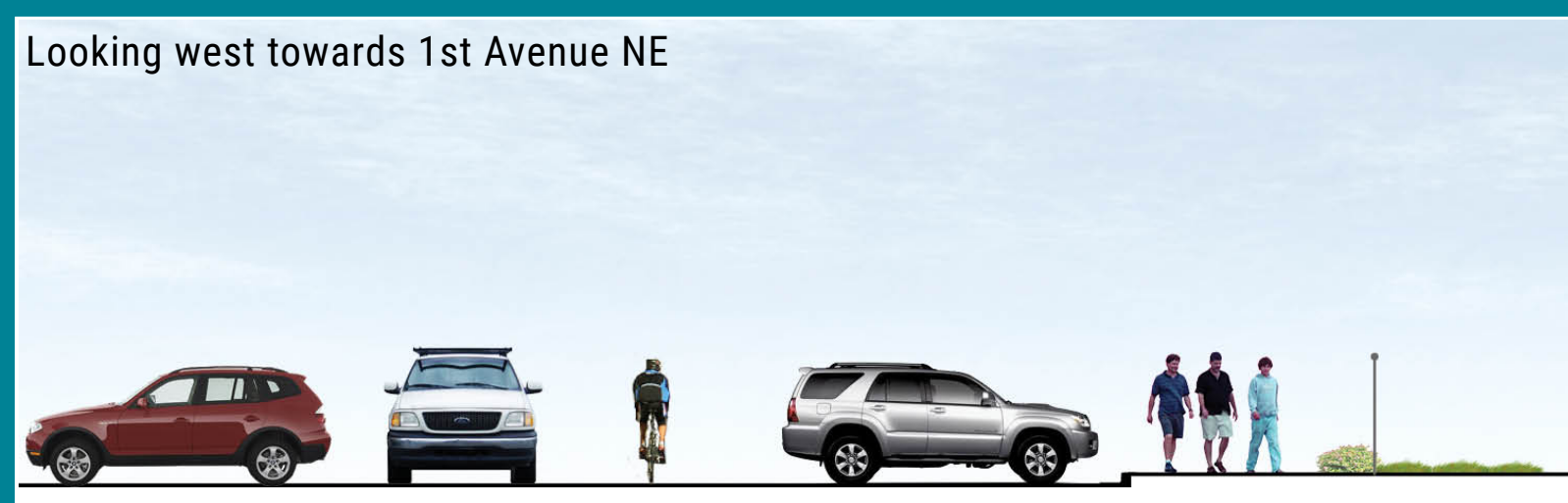


##### KEY

- A 1ST AVENUE NE:** Improvements to 1st Avenue NE might be built as a separate future project.
- B BICYCLES:** Bicycles will share the parking lot with vehicles and then connect to the bridge.
- C TRAIL:** Trail will be an 8-foot-wide pedestrian sidewalk between 1st Avenue NE and the bridge and will include lighting.
- D PARKING:** Parking in church lots will not change.

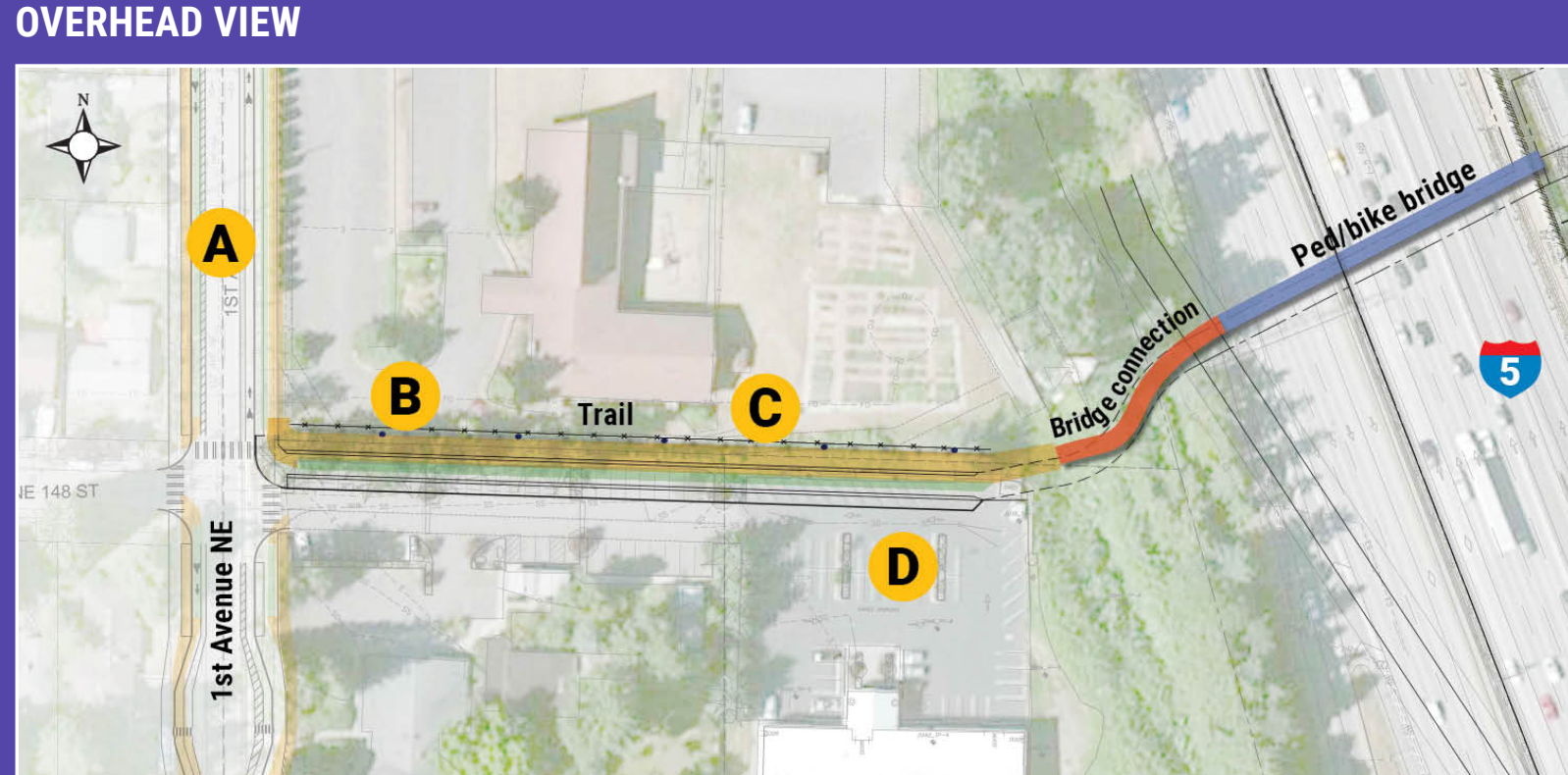
##### TYPICAL CROSS-SECTION

Looking west towards 1st Avenue NE



#### Option 2: Full Build-Out

##### OVERHEAD VIEW

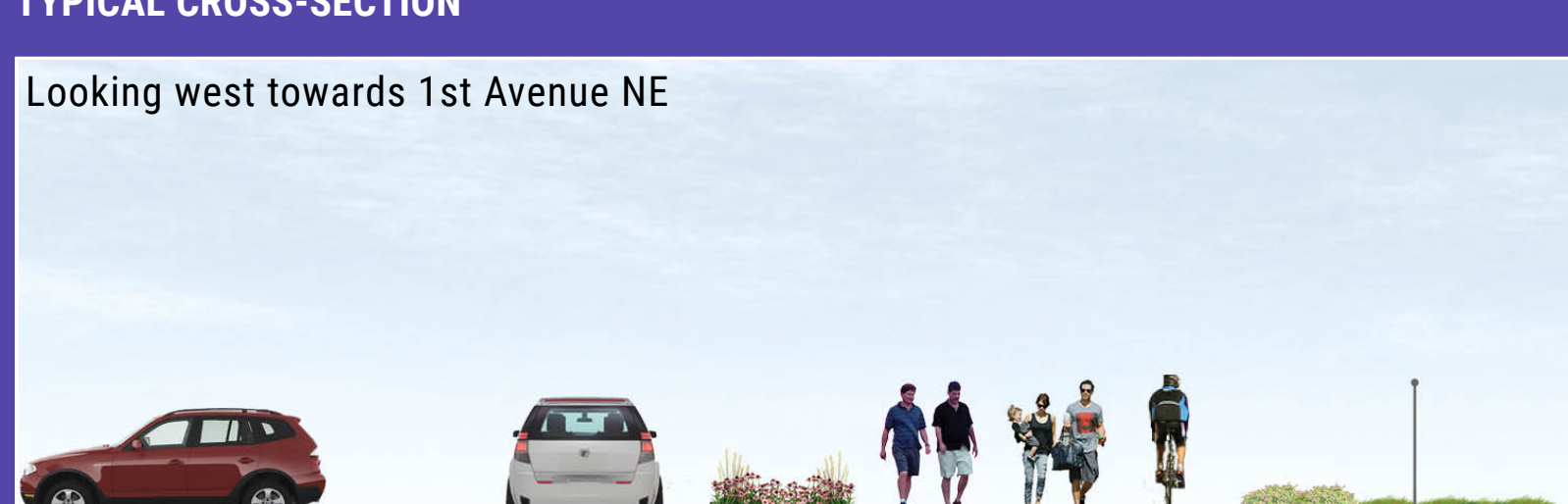


##### KEY

- A 1ST AVENUE NE:** Improvements to 1st Avenue NE might be built as a separate future project.
- B BICYCLES:** Bicycles will share the trail with pedestrians.
- C TRAIL:** Pedestrians and bicycles will use a 16-foot shared path that connects to the bridge with a landscaping border and lighting between the path and church properties. This option means the City would have to access additional property from the adjacent churches.
- D PARKING:** In order to create a wider trail, some parking spaces may be removed. The City is looking at options for where to relocate parking on the west side of the bridge.

##### TYPICAL CROSS-SECTION

Looking west towards 1st Avenue NE



Are you on a shared or public computer? If you see someone else's survey responses, click on the reset button to start your own survey.

RESET

### Share 1st thoughts on the West Trail Connection design:

#### Option 1: Minimal Build-Out

What do you like about this option? *SELECT ALL THAT APPLY.*

- Trail design
- Separation between bicyclists and pedestrians
- Parking options
- Other *WRITE IN:*

What do you dislike about this option? *SELECT ALL THAT APPLY.*

- Trail design
- Separation between bicyclists and pedestrians
- Parking options
- Other *WRITE IN:*

#### Option 2: Full Build-Out

What do you like about this option? *SELECT ALL THAT APPLY.*

- Trail design
- Shared bicycle and pedestrian path
- Parking options
- Other *WRITE IN:*

What do you dislike about this option? *SELECT ALL THAT APPLY.*

- Trail design
- Shared bicycle and pedestrian path
- Parking options
- Other *WRITE IN:*

#### Summary

Which West Trail Connection option do you prefer?

- Option 1: Minimal Build-Out
- Option 2: Full Build-Out

Is there anything you think we should consider while evaluating these options for the West Trail Connection?

SUBMIT

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### East Bridge Landing

The East Bridge Landing, on the east side of I-5, will take travelers to the future South Shoreline/N 145th Station where they can hop on Sound Transit light rail or buses or connect with the future Trail Along the Rail by foot or bicycle. The Sound Transit station will include bicycle parking. All design options will include:

- A bridge and ramp that will cross under the Sound Transit light rail tracks.
- Compliance with Americans with Disabilities Act (ADA) standards.
- A permanent noise wall below the bridge adjacent to the freeway.
- Connections to the Trail Along the Rail.
- All outdoor pathways, ramps, and stairs around the station will have lighting.
- Sound Transit light rail parking garage will provide space for 500 vehicles.

#### Option 1: A-Frame Ramp



**KEY**

- A** Ramp: This ramp option has an angular shape and steeper slope than the other options (average grade of 6.5% down to the station).
- B** Stairs: People can also take stairs down to the station.
- C** Sound Transit light rail tracks will run above the ramp and stairs to the station. At its lowest point, the clearance between the bridge and light rail tracks is approximately 8 feet.

#### Option 2: Switchback Ramp



**KEY**

- A** Ramp: A switchback allows for a more gradual ramp (approximately 4% grade) down to the station.
- B** Stairs: People can also take stairs down to the station.
- C** Sound Transit light rail tracks will run above the ramp and stairs to the station. At its lowest point, the clearance between the bridge and light rail tracks is slightly over 9 feet.

#### Option 3: Direct Ramp



**KEY**

- A** Ramp: This ramp offers direct connections to both the station and adjacent Trail Along the Rail. The ramp is also less steep (4% grade) than Option 1. This design doesn't require stairs to the station.
- B** Sound Transit light rail tracks will run above the ramp to the station. At its lowest point, the clearance between the bridge and light rail tracks is between 8.5 and 9 feet.

Are you on a shared or public computer? If you see someone else's survey responses, click on the reset button to start your own survey.

RESET

### Share your thoughts on the East Bridge Landing design:

#### Option 1: A-Frame Ramp

What do you like about this option? *SELECT ALL THAT APPLY.*

- Ramp layout
- Height clearance from Sound Transit tracks
- Connection to light rail station
- Connection to Trail Along the Rail
- Pedestrian and bicycle pathways
- Stair access to station
- Other *WRITE IN:*

What do you dislike about this option? *SELECT ALL THAT APPLY.*

- Ramp layout
- Height clearance from Sound Transit tracks
- Connection to light rail station
- Connection to Trail Along the Rail
- Pedestrian and bicycle pathways
- Stair access to station
- Other *WRITE IN:*

#### Option 2: Switchback Ramp

What do you like about this option? *SELECT ALL THAT APPLY.*

- Ramp layout
- Height clearance from Sound Transit tracks
- Connection to light rail station
- Connection to Trail Along the Rail
- Pedestrian and bicycle pathways
- Stair access to station
- Other *WRITE IN:*

What do you dislike about this option? *SELECT ALL THAT APPLY.*

- Ramp layout
- Height clearance from Sound Transit tracks
- Connection to light rail station
- Connection to Trail Along the Rail
- Pedestrian and bicycle pathways
- Stair access to station
- Other *WRITE IN:*

#### Option 3: Direct Ramp

What do you like about this option? *SELECT ALL THAT APPLY.*

- Ramp layout
- Height clearance from Sound Transit tracks
- Connection to light rail station
- Connection to Trail Along the Rail
- Pedestrian and bicycle pathways
- No stair access to station
- Other *WRITE IN:*

What do you dislike about this option? *SELECT ALL THAT APPLY.*

- Ramp layout
- Height clearance from Sound Transit tracks
- Connection to light rail station
- Connection to Trail Along the Rail
- Pedestrian and bicycle pathways
- No stair access to station
- Other *WRITE IN:*

#### Summary

Which East Bridge Landing option do you prefer?

- Option 1: A-Frame Ramp
- Option 2: Switchback Ramp
- Option 3: Direct Ramp

Is there anything you think we should consider while evaluating these options for the East Bridge Landing?

SUBMIT

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## Give More Feedback

Public input will be essential to the design of the bridge and how the ramps or approaches will look, function, and integrate into the communities on both sides of I-5. Community members will have several opportunities to give feedback throughout the design process. We want to be sure that the bridge design and planning effort addresses your priorities, while also meeting the technical needs of the project.

Are you on a shared or public computer? If you see someone else's survey responses, click on the reset button to start your own survey.

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### Your Feedback

**Do you plan to use the new N 148th Street Non-Motorized Bridge?**

- Yes
- No
- I'm not sure yet

**If you do plan to use the bridge, what modes of travel do you plan to use?** *SELECT ALL THAT APPLY.*

- Walking
- Bicycling
- Other recreational wheels such as scooters or skateboards
- Wheelchair or other assisted mode of travel
- Other *WRITE IN:*

**If you do plan to use the bridge, what will be the purpose of your travel?** *SELECT ALL THAT APPLY.*

- To connect to light rail at the South Shoreline/N 145th Station
- To connect to buses at or near the South Shoreline/N 145th Station
- To access other neighborhoods on the west or east side of I-5
- To connect to biking or walking trails
- Other *WRITE IN:*

**Please select the top three criteria that are most important to you for this project.** *YOUR FEEDBACK WILL HELP OUR PROJECT TEAM AS WE EVALUATE EACH DESIGN OPTION.*

- Maintain safe environment for community
- Maintain existing parking options
- Minimize impacts to neighboring properties
- Manage project costs
- Minimize construction impacts
- Protect mature trees
- Improve pedestrian travel (e.g., sidewalks, crosswalks)
- Improve bicycle travel
- Shorten travel time to light rail station/transit center
- Visual design and overall look
- Limit city acquisition of private property

**Please tell us a little bit more about yourself so that we can understand how inclusive our community outreach has been.**

**What is your ZIP code?**

- 98133
- 98155
- 98160
- 98177
- Other *WRITE IN:*

**What is your age?**

- 19 or younger
- 20–24
- 25–34
- 35–44
- 45–54
- 55–64
- 65 or older
- I'd rather not say

**What is your race/ethnicity?**

*SELECT ALL THAT APPLY.*

- African American or Black
- American Indian or Alaska Native
- Asian or Pacific Islander
- Biracial/multiracial
- Hispanic, Spanish, or Latino
- Northern African/Middle Eastern
- White/Caucasian
- Optional self-identification *WRITE IN:*
- I'd rather not say

**What is the primary language spoken in your home?**

- Amharic/Tigrinya
- English
- Korean
- Mandarin/Cantonese
- Spanish
- Tagalog
- Vietnamese
- Other *WRITE IN:*

**What gender do you identify as?**

- Female
- Male
- Non-binary
- Optional self-identification *WRITE IN:*
- I'd rather not say

**Do you have a disability?** *SELECT ALL THAT APPLY.*

- Cognitive
- Hearing
- Mobility
- None
- Vision
- Optional self-identification *WRITE IN:*
- I'd rather not say

**What is your current housing situation?**

- Rent
- Own
- Stay with friends or family
- Without housing
- Other *WRITE IN:*
- I'd rather not say

**How did you learn about this project?** *SELECT ALL THAT APPLY.*

- City of Shoreline email/website
- News
- Social media
- Friend
- My employer
- An organization I'm involved with
- Other *WRITE IN:*
- I'd rather not say

**What is the best way to stay in touch with you about this project?**

*SELECT ALL THAT APPLY.*

- Email
- Social media
- Community meetings and open houses
- Mail
- Other *WRITE IN:*

**Is there anything else you would like to share about the N 148th Non-Motorized Bridge Project?**

SUBMIT

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### What's Next?

#### How to Stay Involved

**THANK YOU FOR VISITING THE ONLINE OPEN HOUSE AND GIVING FEEDBACK.** Along with technical research and evaluations, your feedback will help the City design the bridge for the community. We will report back what we heard from the public through community meetings and online open houses throughout 2020.

**LEARN MORE ABOUT THIS PROJECT** on the [N 148th Street Non-Motorized Bridge website](#).

### Destination 2024

The N 148th Non-Motorized Bridge is one of eight Destination 2024 projects led by the City of Shoreline.

In preparation for two new Sound Transit light rail stations in Shoreline, we have been planning for changes that will come with these new facilities. The City Council has increased zoning densities around the two future stations (Shoreline South/145th and Shoreline North/185th) so that new housing and development can be focused around transit. To support future development, the City is also planning for transportation improvements to help get people to light rail and around the station areas.

Learn more about the other projects below or visit the [Destination 2024 website](#) and check out our new interactive map.

- [145th Corridor Project \(I-5 to Aurora\)](#)
- [145th/I-5 Interchange Project](#)
- [1st Avenue NE Sidewalks \(145th to 155th Streets\)](#)
- [5th Avenue Rechannelization](#)
- [Off-Corridor Bike Network](#)
- [SR 522/523 BRT Project \(Bothell/Lake City Way and 145th Street Bus Rapid Transit\)](#)
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