# N 148th Street Non-Motorized Bridge Project

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

## Frequently Asked Questions
## Summer 2022

### LOCATION

#### 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?

By 2024, the Shoreline South/148th 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/148th 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/148th 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/148th 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/148th 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/148th 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.

## COST AND SCHEDULE

### What is the project timeline?

The project team has completed 90% design. In this phase of design, there is a defined project footprint and a strong sense of what the project will look like. The project team has also identified where there may be impacts in the project area, and the extent of those potential impacts. Further detail will be added to the design in subsequent design phases. Further detail will be added in subsequent design phases. Design will be finished in 2022.

Once design is finished, the project team will create construction documents and a contractor will use those documents to build the project.

The project team is refining design for all three project sections and continues to meet with adjacent property owners, Sound Transit, WSDOT, and neighborhood associations.

Construction will take place in two phases:

**Construction Phase 1.** Because of the proximity to the future Shoreline South/148th Station, the East Bridge Landing and trail connection will be constructed first before the station is operational. This will avoid complex and more expensive construction if the landing were completed after the station is already open. The first phase of construction is planned for 2022 and 2023.

**Construction Phase 2.** Construction of the West Trail Connection and placement of the Bridge Span over I-5 will occur when funding is secured. The City is targeting construction of Phase 2 elements by 2026, but no later than 2032.

### What sort of construction impacts should we expect during Construction Phase 1?

Construction Phase 1 will focus on construction of the East Bridge Landing. Construction will take place within the existing construction zone around the future Shoreline South/148th Station. Impact will be similar to current conditions with the construction of the station.

## PROJECT DESIGN

### What will the new bridge look like?

The project design includes three distinct sections: the East Bridge Landing connecting to the new light rail station on the east side of I-5, the Bridge Span across I-5, and the West Trail Connection linking the bridge to 1st Avenue NE on the west side of I-5.

#### *East Bridge Landing*

The East Bridge Landing – on the east side of I-5 – will take pedestrians and bicyclists to the future Shoreline South/N 148th Station, where they can hop on Sound Transit light rail or buses and connect with the Trail Along the Rail (most sections of this trail to be completed in later years).

### Why did the City select a ramp design for the East Bridge Landing?

The Americans with Disabilities Act (ADA) requires ramp access for this type of project. The East Bridge Landing ramps and connections will meet all ADA standards. Most sections of this project will include slopes with grades of less than 5% to help ensure safe travel for those traveling by wheelchair and other means of assisted travel. On the east side, the steepest slope will be approximately 7.5% between the shared landing and the station plaza. Handrails will be provided in this area in order to comply with ADA standards.

#### *Bridge Span over I-5*

The bridge will provide a connection for pedestrians and bicyclists over I-5 between the Parkwood neighborhood on the west side and the new Shoreline South/N 148th Station on the east side. The side-by-side arches and supporting cables of the bridge will create space and light for people using the bridge and those traveling nearby. The bridge will be 16 feet wide, enough to accommodate pedestrians and bicyclists traveling in both directions and will comply with American with Disabilities Act (ADA) standards.

All elements will have lighting and safety features, including a screening (throw barrier) to protect drivers on the interstate below from falling objects. The bridge will be built largely off-site, minimizing construction impacts over I-5.

## Bridge design

### How long will the bridge be?

The bridge span, not including the East Bridge Landing and the West Trail Connection, is likely to be approximately 300 feet long to extend across I-5.

### How wide will the bridge be?

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

### How steep will the bridge be?

The bridge approach on each side will meet Americans with Disabilities Act (ADA) requirements and will likely be less than 5% grade.

### How tall are the arches on the bridge when measuring from the bridge deck to the top of the arches?

The bridge arches are 46 feet tall at their highest point.

### How tall is the throw barrier?

The throw barrier height varies between 10 and 21 feet.

### What type of lighting will be used on the Bridge Span?

The Bridge Span will include LED lighting on handrails and at pedestrian-level to support safe travel. The City and project team are still considering other decorative lighting elements for the bridge.

### Will the lighting on the Bridge Span impact visibility for vehicles travel below on I-5?

No, negatively impacting visibility for vehicles and other travelers is unsafe and it is prohibited under all state and local laws. The Washington State Department of Transportation (WSDOT) has been an active partner on this project and will review and approve all bridge lighting.

## West Trail Connection

The project team is working with the Parkwood neighbors on the west side of I-5, including three places of worship, to ensure that impacts from the design and disruptions from the construction of the bridge will be minimized. This portion will connect the bridge to 1st Avenue NE via a 16-foot shared path and planted buffer.

### 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/148th 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.

### 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 AND DROP-OFFS

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

The City is conducting a broad 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. The City is also working closely with the three places of worship adjacent to the West Trail Connection to ensure their private property is secure and not used for public access.

### Where will vehicle drop-offs occur on the west side of the project?

West-side drop-offs are intended to take place on 1st Ave N. The City has a project planned for 1st Ave N that will construct sidewalks and other improvements. Other potential drop-off areas are being evaluated as part of this project.

**How will the City prevent vehicles from parking on neighborhood streets?**

The City will carefully monitor parking and vehicle impacts on neighborhood streets to determine the best course of action once the station is opened.

### Who is responsible for trail maintenance? Will it be maintained daily?

The West Trail Connection will be maintained by the City. It likely won't be maintained daily. The City is seeking to work/partner with property owners, who are present every day, to understand more about how the area is used. The City wants to know about trash, camping, and other issues that may affect maintenance and security.

## RELATED PROJECTS

### 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/148th Station in 2024. The goal for all 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: www.shorelinewa.gov/government/projects-initiatives/destination-2024

### Will the City improve pedestrian travel and sidewalks in the neighborhoods surrounding the bridge?

The City will be supporting several improvement projects in the surrounding neighborhoods,

including a $2 million investment from Sound Transit to improve 1st Avenue NE sidewalks between N 145th and N 155th streets. Project design work started in 2021 with improvements scheduled to be constructed in 2024 before the station opens. More information is available at the project website: www.shorelinewa.gov/government/projects-initiatives/1st-avenue-ne-145th-to-155th-streets-light-rail-access-improvements

The City is also making sidewalk improvement on N 145 Street on both the west and east sides of I-5. More information about the N 145th St & I-5 Interchange Project is available at the project website: www.shorelinewa.gov/our-city/145th-street-corridor/sr-523-n-ne-145th-street-i-5-interchange-project.

Private redevelopment projects will also add or improve sidewalks near the Shoreline South/148th Station and on 5th Avenue NE.

### 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: www.kcmetrovision.org/view-plan/
- King County Metro's interactive service network map: www.kcmetrovision.org/plan/service-map/

## ENVIRONMENTAL PLANNING

### 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, the City intends to replace it 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 does the City decide which trees to remove?

The project's tree removal limit is determined by the footprint necessary to construct and install the final project infrastructure. Throughout the design phase, the City and its project team carefully evaluated existing trees and collaborated with adjacent property owners to refine the project footprint, minimizing the number of trees designated for removal and replacement.

## SAFETY

### 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.

### Will there be emergency call boxes?

The City does not currently have systems in place to monitor and maintain emergency call boxes at this site. However, the design will include an electrical conduit system should the City wish to install boxes in the future.

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

Both the Bridge Span and West Trail Connection 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. Research has showed that shared spaces encourage people to slow down and exercise caution, whereas striped bicycle lanes can encourage riders to go faster.

### Can bicycles and other non-motorized wheels be ridden across the bridge, or do they have to be walked?

Yes, travelers can ride across the bridge. People on bicycles are expected to use caution and yield to pedestrians in shared spaces.

## 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 continual feedback throughout the design process.

Since October 2019, we have been meeting with adjacent property owners and neighborhood groups. The project team sought public input during the early design and planning phases through community briefings, an online presentation, and a virtual open house in spring 2020.

Community input contributed to decisions about what type of bridge will be built and how the bridge will connect to both the new station on the east side of I-5 and 1st Avenue NE on the west side of I-5. Learn more about what we heard from the community during the first virtual open house in

spring 2020: www.shorelinewa.gov/home/showpublisheddocument/47424/637273147715970000

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

As we refine design, community members will be able to provide comments on each of the three sections, as well as share more information about if, when, and how they plan to use the N 148th Non-Motorized Bridge.

### Will the City need to access or 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.