



## Project Background and Need

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

- ▶ **LINK LIGHT RAIL ACCESS.** By 2024, the Shoreline South/145th Station will open, bringing light rail and increased bus rapid transit service to Shoreline and transforming travel from Shoreline to downtown Seattle, the airport, and beyond. Traffic in the station area is projected to increase by more than 25%, meaning pedestrians, cyclists and drivers need safer connections.
- ▶ **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. Redevelopment will increase the number of people living and working in the project area. The bridge will help serve residents, business owners, retail customers and commuters.



Interurban Trail

## Benefits

The bridge will provide:

- ▶ **A VITAL NEW CONNECTION OVER I-5.** The proposed bridge is in the heart of the recently up-zoned 145th Street Station Subarea, where the population is expected to increase dramatically as transit-oriented development occurs, resulting in a significant number of pedestrians and cyclists traveling daily to the Shoreline South/145th Station transit center.
- ▶ **IMPROVED SAFETY AND REDUCED TRAVEL TIMES.** Shoreline is currently divided by a nine-lane interstate. A new bridge will strengthen east-west connections and decrease travel times by at least ten minutes for those walking and biking in the area. The new bridge will also improve bike connections to the Interurban Trail, the future Trail Along the Rail, the existing Burke-Gilman Trail and potential future regional bicycle networks. Separated shared-use paths (the bridge, in this case) are considered among the safest facilities for pedestrians and bicyclists and help reduce the risk of collisions with motor vehicles.
- ▶ **IMPROVED ACCESS TO REGIONAL TRANSIT AT THE FUTURE LINK LIGHT RAIL STATION.** More than 80% of Shoreline residents who work 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.

## Research and Planning

In 2016 and 2017, the City of Shoreline conducted a feasibility analysis to evaluate and recommend alternatives for linking the communities on the west side of I-5 to the future Sound Transit Shoreline South/145th Station. Five alternatives were evaluated by City of Shoreline staff, Shoreline City Council, and consulting engineers. Public comment was provided at Shoreline City Council meetings. The City estimated the location at N 148th Street will cost the least, provide the shortest, most direct access to the Shoreline South/145th Station, and likely draw the most users. The location was also reviewed by WSDOT and Sound Transit to ensure it meets safety needs around and across I-5. Shoreline City Council approved this location in February 2017.

## Neighborhood Connections

The City of Shoreline is also implementing the N 145th Corridor Plan that includes the 145th Street Bridge.

The N 145th Street Bridge will be modified to include six lanes to provide more left-turn space for motorized vehicles, which in turn will improve traffic flow. The existing sidewalk on the north side of the bridge will be replaced with a bike/ped bridge. Adding a lane to the existing 145th Street Bridge, rather than replacing it, reduces costs and construction impacts to neighbors and Shoreline residents.

Alone, the N 145th Street Bridge cannot accommodate all projected bicycle and pedestrian traffic once the Shoreline South/145th Station opens. The new bridge at N 148th will provide a safe and direct connection between the communities on either side of I-5, and to the light rail station, future Trail Along the Rail, and future 3rd Ave NE Woonerf (a slow-paced, curbsless street where pedestrian and bicycle movements are prioritized, and vehicles are invited guests).

## Design

The design phase will run from 2019 to 2021. The team will first determine the bridge type, size and refined location as it reaches 30% design. Several factors will be considered including soil properties, span length, aesthetics, vertical alignment constraints, and constructability considerations.

## How to Stay Involved

We are committed to meaningful and collaborative public participation and will provide multiple opportunities for early and continuous feedback throughout the design process. We will be reaching out to property owners, project neighbors, community organizations and the general public. We want to be sure that the bridge design planning effort addresses your priorities, while also meeting the technical needs of the project.

## Schedule

Community members will have an opportunity to provide input through both in-person and online open houses during design and environmental review in 2020.

**Feasibility Study  
2017**  
*Completed*

## Design/Environmental Review 2019–2021

**Alternative Evaluation**  
*September 2019–March 2020*

**DECEMBER–MARCH**  
Property owner briefings  
Community briefings and presentations

**FEBRUARY–MARCH**  
Online and in-person open house

**Preferred Alternative Selection**  
*Spring/Summer 2020*

Property owner briefings  
Community briefings and presentations

Online and in-person open house

**30% Design Completion**  
*Summer/Fall 2020*

Property owner briefings  
Possible community briefings and presentations

Possible online and in-person open house

**Right of Way  
2021–2022**

**Construction  
2022–2023**