148th Street Non-Motorized Bridge (CN)

PSRC STP Regional Competition

City of Shoreline Proposed Project

April 22, 2022
Project Location

148th Street Non-Motorized Bridge (Construction)

- North King County
- Crossing Interstate 5 north of 145th Street/State Route 523
- The heart of the 148th St. Station Area
148th St. Station Area (Countywide Center)

- Link light rail
- STRIDE BRT
- KC Metro Frequent Service

- 13,500 housing units at full build-out
- 20% required to be affordable
- 11,000 jobs at full build-out

MUR-70, Mixed Use Residential (70” Height)
MUR-45, Mixed Use Residential (45” Height)
MUR-35, Mixed Use Residential (35” Height)
New Neighborhood West

Shoreline 147
299 Units

Towns on 145th
Listed for Sale
547 Units (2024)

148th St Non-Motorized Bridge (2024)

300-450 Units

148th St Non-Motorized Bridge (2024)

547 Units (2024)

Listed for Sale

300-450 Units

300-450 Units
New Neighborhood East

"Burl"
172 UNITS (2024)

145 UNITS (2025-2026)

210 UNITS (2026)
Project benefits

- Travel time reduced by up to 20 minutes
- Walkshed increased by over 70 acres

- Reduces VMT
- Alleviates traffic demand on interchange - historic bottle neck
- Improves Affordable Housing Access
- Improves Safety
High Ranking for Enviro Health Disparity (9 out of 10)
Key connection to improve access and transportation system continuity
Regional Benefits

- Project supports a major transportation center, the Shoreline South/148th Station (light rail / BRT)

- Supports jobs and commerce w/ over 80% of Shoreline residents travel outside of city for employment with majority traveling to Seattle regional growth centers followed by Bothell/Canyon Park

- Significant portion of residents of historically used transit to reach employment

- Supports transit dependent populations

- Significant portion of residents of historically used transit to reach employment
Supports Corridors Serving Centers Goals

✓ Connects more affordable housing to employment, education and recreation in regional growth centers

✓ Benefits priority populations

✓ Provides a critical link in system continuity

✓ Reduces VMT/GHG and improves traffic flow

✓ Increases opportunity for active transportation
Phased Approach to Construction

Location

The new bridge will cross over 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.

PHASE 2 CONSTRUCTION (PENDING FUNDING 2026):

- Bridge Span over I-5 and West Trail Connection Project Area

LEGEND

- Project area
- East Bridge Landing

PHASE 1 CONSTRUCTION (2022–2023):

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

Phase 1 (eastside):
Construction of eastside bridge piers and landing
Coordinated with construction of light rail

Phase 2 (bridge deck and westside):
Bridge span, eastside landing, and shared use path to 1st Ave NE
# STP Regional Grant Request

## Westside (Phase 2) Key Project Data

<table>
<thead>
<tr>
<th>Regional Growth Centers</th>
<th>Northgate, Bothell Canyon Park, U-District, Downtown, Lynnwood</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Grant Request (Construction)</strong></td>
<td>$ 5.48 M STP Regional</td>
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<tr>
<td><strong>Total Phase 2 Construction Cost</strong></td>
<td>$ 23.3 M</td>
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<tr>
<td><strong>Preferred Year Of Funding</strong></td>
<td>2025</td>
</tr>
</tbody>
</table>
Schedule

*Current funding will support construction of the East Bridge Landing. The City will continue to pursue additional funding needed to construct the Bridge Span and West Trail Connection.*

We are here
Critical Schedule Issues

✓ **Phase 1**: Construct by 2024 prior to light rail service operation.

  To avoid limited construction hours when trains are not running resulting in higher costs.

☐ **Phase 2**: Construct by 2027 prior to Thornton Creek daylighting project.

**THE TIME IS NOW**
Any Questions?
148th Bridge - Westside Trail
148th Bridge
Total Project Costs and Funding

<table>
<thead>
<tr>
<th>Total Project Cost</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Design</td>
<td>$3.74 M</td>
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<tr>
<td>ROW</td>
<td>$2.98 M</td>
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<tr>
<td>Phase 1 Construction</td>
<td>$7.72 M</td>
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<tr>
<td>Phase 2 Construction</td>
<td>$23.30 M</td>
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<tr>
<td>Total Costs</td>
<td>$37.80 M</td>
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<table>
<thead>
<tr>
<th>Phase 2 Construction Costs/Funding</th>
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<tbody>
<tr>
<td>FHWA-STP</td>
<td>$5.48 M</td>
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<tr>
<td>State Transp Package</td>
<td>$7.00 M</td>
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<tr>
<td>Federal Earmark (pending)</td>
<td>$2.50 M</td>
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<tr>
<td>City Funds</td>
<td>$8.32 M</td>
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<tr>
<td>Total Phase 2 Construction</td>
<td>$23.30 M</td>
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148th Bridge Cost of Delay

<table>
<thead>
<tr>
<th>PROJECT ELEMENT</th>
<th>Project Phases</th>
<th>FUNDED</th>
<th>FUNDING NEEDED</th>
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</thead>
<tbody>
<tr>
<td>EAST BRIDGE LANDING</td>
<td>Design and construction</td>
<td>$11.1 million</td>
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<tr>
<td>WEST TRAIL CONNECTION AND BRIDGE</td>
<td>Right-of-way</td>
<td>$19.9 million</td>
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<tr>
<td></td>
<td>West trail construction</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Bridge installation</td>
<td></td>
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</tbody>
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<table>
<thead>
<tr>
<th>POTENTIAL PHASING SHIFTS IF FUNDING IS DELAYED</th>
<th>COST OF DELAY</th>
<th>TOTAL POTENTIAL ADDITIONAL COSTS</th>
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</thead>
<tbody>
<tr>
<td>West trail connection and bridge are built after the east bridge landing</td>
<td>$2.6 million</td>
<td>$8.1 million</td>
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<tr>
<td>West trail connection and bridge are built after WSDOT daylights Thornton Creek</td>
<td>$5.5 million</td>
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