



## **BALLARD-INTERBAY REGIONAL TRANSPORTATION SYSTEM (BIRT)**

### **Interagency Team Meeting #4**

August 20, 11:30 AM – 1:30 PM

Zoom Meeting

### **Meeting Attendees**

#### **IAT Members**

- Brand Koster, King County Metro
- Chris Arkills, King County Metro
- Geri Poor, Port of Seattle
- Chris Rule, Sound Transit
- Emily Yasukochi, Sound Transit
- Dan Turner, Sound Transit
- Travis Phelps, Washington State Department of Transportation

#### **City of Seattle**

- Diane Wiatr, Seattle Department of Transportation – *Presenter*
- Chisaki Muraki-Valdovinos, Seattle Department of Transportation – *Host*
- Andres Arjona, Seattle Department of Transportation – *Intern*

#### **Consultant Team**

- Jennifer Wieland, Nelson\Nygaard – *Facilitator*
- Tom Brennan, Nelson\Nygaard – *Presenter*
- Jeri Stroupe, Nelson\Nygaard – *Notetaker & Moderator*
- Kendra Breiland, Fehr & Peers – *Presenter*
- Madalina Calen, Community Attributes, Inc.
- Chris Mefford, Community Attributes, Inc.
- Tony Woody, Concord Engineering
- Steve Diebol, Concord Engineering

#### **Unable to attend:**

- Brian Ziegler, Washington State Freight Mobility Strategic Investment Board

- Frank Gibson, Washington State Military
- Robin Mayhew, Washington State Department of Transportation
- Jonathan Lewis, Seattle Department of Transportation

## Public Participants

Thirty members of the public attended this meeting as well.

## Meeting Summary

### Welcome

Jennifer Wieland and Diane Wiatr welcomed the Interagency Team (IAT) members, agency staff and guests to the 4<sup>th</sup> IAT meeting. Jennifer noted that the meeting was being recorded and will be publicly available on project website. Diane noted that the trajectory of project is approaching to a race to the finish line. Jennifer provided an overview of meeting agenda, outcomes, supportive materials and reviewed the roles of the IAT and members of the public.

Jennifer gave an overview of Zoom meeting protocol and guidance to IAT members and the public. Jennifer initiated a round of introductions and asked participants to share favorite places to go in the Pacific Northwest in the summer and what they are hoping to get out of this meeting.

SDOT shared that they hope for agency collaboration and receiving feedback from partners. IAT members expressed interest in understanding Community Attributes Inc.'s social and economic impact analysis, corridor management strategies, project intersectionality, and project vision.

Diane then gave a brief overview of the BIRT Study and the project area.

## Social and Economic Impact Analysis Findings

Jennifer Wieland introduced Madalina Calen and invited her to provide an overview of approach and assumptions. She said the analysis assessed potential benefits and limitations of bridge replacement alternatives. The analysis is focused on scenario level impacts. This is built from findings from first phase of work: social and baseline economic analysis. For the impact component, she notes that the time frame analyzed includes the first year of operation but excludes the construction period. For data used, she notes that travel time and traffic volumes different from existing bridge studies.

Madalina shared factors that were used to analyze the impacts to study: Travel time by mode, vehicle and transit operating costs, safety by mode, accessibility to housing, jobs, and non-work destinations, market desirability and property values, and finally build costs. She then gave an overview of two alternatives for each bridge: Ballard Bridge and Magnolia Bridge.

**For Ballard Bridge Impact Analysis (2042)**, Madalina said there is a minimal impact to average daily travel time. It improves by 0.2 to 0.6 minutes. And the value of travel time savings ranges from \$1.4 million to \$3.9 million. There is a potential saving for safety from preventing fatal and injury crash. It saves \$2.65M per fatal crash and \$63 thousand per injury crash. Safety only focuses on non-motorized mode of transportation. The costs range from \$471 million to \$971 million according to existing Ballard Bridge studies. Madalina then invited Chris Mefford to speak about accessibility and market desirability.

Chris: Accessibility and market desirability are largely still underway. But so far, there are little impacts for accessibility and market desirability. An area of concern is the freight and industrial area at the north end of the bridge. The surface level access point onto the bridge is a critical freight path for Seattle and the region. He said it is important to make sure that goods movement is not incumbent by the new friction as this area is experiencing growth from non-industrial sector already. Maritime industrial businesses rely and value the

connectivity of inter-Ballard bay. Agnostic to bridge changes, there is a high demand for redevelopment in the area, so it is critical to preserve the industrial businesses in the area. At this point, in large, there are no changes under consideration that would result in adverse impact.

**For Magnolia Bridge Impact Analysis (2042)**, Madalina stated the two corridors chosen for the impact analysis: In-Kind Replacement and Armory Way. There is no impact on travel time for in-kind replacement. There is a 13-minute increase (\$23.1 million cost) for the Armory Way. There are minimal benefits for non-motorized access because there is low level of historic collision in the past seven years for bicyclists. There has been no fatality for bike or pedestrians on the bridge. There is no evidence that bike and pedestrian count will increase in the future. The costs range from \$265.8 million for In-Kind Replacement and \$397.7 million for Armory Way according to existing Magnolia Bridge studies.

Chris Mefford reiterated that for accessibility and market desirability, the analysis is still on-going. For accessibility, there is no impact for In-Kind Replacement and there is a 13 minutes increase to commute times for Armory Way. The commuting time increase impacts commuters coming from Southern areas of Magnolia. For market desirability, Chris noted that there is confidence in significant backlogs of future homebuyers who will be maintain housing demand for Southern areas of Magnolia despite increased commuting times.

Jennifer Wieland asked the IAT members if they had any feedback or questions about the findings from Madalina and Chris. Chris says the next step is to complete the report.

- Chris Mefford addressed one of the comments from the chat about focus on housing values. Chris Mefford replied that it is a sensitive topic and community sees them as a concern. He also noted that taking the feedback, report will make sure to not over-emphasize on the housing value component.
- Geri Poor asked about the travel time for Magnolia Bridge impact analysis. Geri asked if 13-minute increase for commute times is for each vehicle or all vehicles? Chris Mefford replied that only a because only a segment of southern Magnolia neighborhood that needs to go through western terminal of the bridge, they are subject to the 13-minute increase for commuting times. Madalina replied that yes, it is each vehicle, on average, experiencing 13-minute increase for commuting time.
- Dan Turner asked about the non-motorized access. Have you addressed travel times for non-motorized modes and safety addressed from a perceived ease and level of comfort? Madalina replied no there is not enough data for non-motorized mode travel times. For perceived ease and level of comfort, the slope of magnolia bridge deters bicyclists away and to Thorndyke pathways so there is no sufficient evidence to suggest impact.
- Chris Arkills suggests Magnolia can be segmented into different geographical areas and showcase travel time impacts by geography. Chris Mefford replied that report will include geographic differentiation and indicate which areas are impacted by travel time. Madalina also mentioned that as part of the study, they looked at potential impact in 2045 for West Travis St and there was minimal impact. Chris adds that these analyses can be conducted with an equity component as well. By looking at affordable housing and make sure financially burdened families are not disproportionality affected.

### **Comments from the chat window:**

- Public comment: For the Ballard bridge, knowing that northbound afternoon traffic backs up due to the 15th and market intersection, it seems like there could be value in looking at a north south overpass at this intersection. Thoughts?
- Public comment: will a new bridge at 3rd Ave NW be considered? It would help decongest both the Fremont and Ballard bridges.

- Public comment: Armory Way west of 15th is currently a non-arterial. Pre-COVID the traffic was great due to box stores, Seattle Animal Shelter dog walking volunteers and organizations renting parking space at the Armory. Pedestrian safety crossing this section of Armory was already an issue. SDOT does not currently support a crosswalk on a non-arterial. What impact to pedestrians has been studied? And what about when the Interbay Project is developed?
- Public comment: Chris Mefford - please take the topography of Magnolia into account. Just because it looks like a straight line on a map, there are a lot of discontinuous streets and steep hills in Magnolia.
- Chris Arkills: Also interested in the demographic makeup of respondents and how that matches up with the population of the survey area.
  - Tom Brennan: We will follow up after this meeting to share survey demographics. (see Figure 1).
- Chris Arkills: Is there any difference in travel modes between Ballard, Magnolia, and Interbay?
  - Tom Brennan: The survey conducted did not include data to crosstab travel modes among residents at the neighborhood level.
- Public comment: Given that that the Dravus Street bridge over BNSF is structurally insufficient, how will you update or replace it in time to handle multi-modal connections to the ST3 Link station in Interbay from Magnolia?

## Stakeholder Engagement Updates

Jennifer Wieland invited Chisaki Muraki-Valdovinos to give an overview of the engagement piece. Chisaki elaborated on completed and ongoing activities such as meeting with elected officials and community organizations, giving city advisory board briefings, calling for interest via Puget Sound Shipbuilders Association and Fisherman’s Terminal, and conducting BINMIC worker surveys, and other highlights.

Chisaki gave a high-level summary of the public engagement in July and August. There have been over 500 survey respondents, of which 74% are residents. Public responded with strongest support for projects focused on bicycle and pedestrian connections. The most popular project from public engagement was *In-Kind Replacement of the Magnolia Bridge*.

Jennifer Wieland then introduced “Ask a Bridge Engineer” videos in response to people’s questions about bridges. Kit Loo from SDOT answered frequently asked questions in a video:

**Figure 1 Survey demographics relative to the study area and City of Seattle**

Demographics	Online Survey	Study area	City
<b>Race</b>	91% white	85% white	65% white
<b>Gender</b>	52% male 39% female 9% other or prefer not to say	n/a	50/50%
<b>Age</b>	2% under 18 21% 19-34 years 25% 35-44 years 33% 45-64 years 14% 65+ years Rest prefer not to say	19% under 18 28% 19-34 years 15% 35-44 years 26% 45-64 years 11% 65+ years	20% under 18 36% 19-34 years 18% 35-44 years 22% 45-64 years 13% 65+ years
<b>Disability</b>	12% reported having conditions that impact their mobility	6% of residents with a disability (5-year ACS data)	9% of residents with a disability (5-year ACS data)

## Project List Development, Evaluation, and Refinement

Jennifer Wieland invited Kendra Breiland to give an overview of potential project list. More than 80 projects were evaluated. Kendra reported back how analysis has incorporated IAT feedback from previous sessions. For equity evaluation criteria, it now includes residents, employees and ADA access for people with disabilities. There also has been new projects added since public meetings. The 10 highest scoring projects were introduced, and few have opportunities to integrate pedestrian pathways as well. Kendra also mentioned project #7: 15<sup>th</sup> Ave W Freight and Transit (FAT) Lanes may have potential to accommodate freight network, without greatly widening right-of-way and space on the street.

Jennifer Wieland asked IAT members to weigh in for feedbacks and comments.

- Geri Poor reports their team will compile questions and send it to Kendra Breiland

- Dan Turner asks why project #4 Dravus St & 17<sup>th</sup> Ave Roundabout is scoring high.
  - Kendra Breiland replies it is very responsive to the BIRT project mobility needs. If it were to be rebuilt, it would be safe and comfortable for pedestrians and bicyclists. It would also optimize freight needs and its mobility. It has a high opportunity for connectivity. It is potentially a high cost and complex project, even though it is a high scoring project. As for the Roundabout, space will be considered carefully with adjacent Sound Transit station. This a problematic intersection; a roundabout responds to the risk of high severity collisions and improved operations.
  - Diane Wiatr mentions that Seattle is historically not known for constructing roundabouts. With high bicyclist traffic and the future ST station access nearby, it is a recommendation put on the table.

### **Comments from the chat window:**

- Chris Arkills: Metro should be involved in any roundabout design. Bus turns are different, and we work with jurisdictions on them all the time. Also, bike and ped good design are critical since roundabouts mostly facilitate traffic movement.
- Daniel Turner: And bike racks on the front of buses... from an auto turn standpoint
- Public comment: The North Seattle Industrial Association wants to be involved in discussing whether a roundabout would work on Dravus St.

Jennifer Wieland invited Tony Woody to give an overview of the corridor management approach. Tony elaborates that there are six identified corridors based off the potential project list. Each corridor was looked at individually based upon its traffic congestion, access, geometric constraints, and other elements. Six categories of strategies were considered: Signal operations, Intelligent Transportation System (ITS) strategies, traffic control, channelization or striping, access management, and capital improvements. Tony Woody also gave a summary of operational performance benefits.

Jennifer Wieland asked IAT members to weigh in for feedback and comments.

- Travis Phelps: How is corridor management and the list of projects related to each other?
  - Tony replied projects are starting point for corridor management approach.

Jennifer Wieland asked IAT members which projects are key priorities for their agencies as one of the scoring is determined by interagency support. Jennifer invited Tom Brennan to showcase the interactive project maps and asked IAT members to weigh in on which projects are critical to their agency vision.

- Sound Transit: Emily Yasukochi noted she did not have a project of interest. She mentioned that ST is focused on the environmental process for West Seattle and Ballard Light Rail extension and has been in communications with other agencies of the IAT members. Emily Yasukochi and ST looks forward to collaborating more in the future.
- King County Metro: Chris Arkills has been working closely with SDOT on station designs and access for Ballard and Interbay. Chris pointed out that any projects should be designed to accommodate buses and freight. For buses, the auto-turn calculation should be extra cautious of elements such as bus mirrors to make sure that the design is accommodating. Chris also mentioned that they are intrigued by the notion of FAT lanes and was interested in the AM peak of transit and freight network directionality. Chris also expressed interest in bike connectivity in Ballard and that bikes should be prioritized coming out of the bridge.

- Tom Brennan replies that between transit and freight demand, there is a recent data collection by SDOT in conjunction with University of Washington Freight Lab.
- Port of Seattle: Geri Poor is very interested in freight. The cruise season in the future may be a seasonal major users and potential uplands developments. Geri also mentions that projects that are of state interest is important to highlight for funding capability. Projects of interest are: Dravus Bridge, Interchange at 15<sup>th</sup> Ave, FAT Lanes, 11<sup>th</sup> Ave and Ballard, and a reversable lane on Ballard Bridge.
- WSDOT: Travis Phelps is emphasizing freight and Transit access as a priority, as well as bike connections and want projects to take a holistic approach.

Jennifer Wieland asks Tom Brennan to explain the public about what a FAT Lane is. Tom Brennan explain FAT lane allows for a lane to accommodate both trucks (freight) and buses (transit) altogether. It requires further study to see if the lane width is enough to allow both buses and trucks to share a lane, particularly during AM peak times.

Tom Brennan elaborates on next steps about preparing recommendations. The final plan will include recommendations in three categories including core projects, total investments by mode, and small/simpler projects that are more shorter-term considering the significant funding shortages experienced today. Draft recommendations will be completed in the month of September.

## Public Comment

Jennifer Wieland opened the meeting for public comments, reviewing the protocols for participation. She noted comments would be limited to two minutes per person.

- **Public Comment:** Concerned whether there is enough and more future transit capacity to come to Magnolia. There is significant need for multimodal access such as bike, ped, freight, transit to that area and that will increase as the replacement is going on at the Magnolia Bridge. Magnolia Bridge is just as important because we need that car capacity to be brought away from congested Dravus Bridge. We are interested in the next steps in the funding and how planning engineering design process will be funded and when. Will it be included in the report and who will be replacing the Dravus and Magnolia Bridge?
  - Jennifer Wieland responded that how the recommendations forward, timeline, and funding sources will be addressed in the final report.
  - Diane Wiatr responded that the project is creating a report for the Washington State Legislature that will have number of recommended projects that would help improve the movement of people and goods in Ballard and Interbay. None of the projects are funded nor have partnership built and funding strategies identified. When this report goes to Washington State Legislature, larger projects that move the largest number of people and goods may be considered in the state legislature transportation funding packages. The tracks on Dravus bridge are owned by BNSF and SDOT, which may require a complex partnership.
- **Public Comment:** They are a long-term former resident of Queen Anne and Magnolia. Currently a dog walker volunteer with the Seattle Animal Shelter. They have asked SDOT to put a crosswalk on Armory Way west of 15<sup>th</sup> Ave. There is a lot of traffic talk in this project, and please consider amount of foot traffic around that area, between the box stores, Armory, and rental parking, animal shelter volunteers. There were few near-misses.
- **Public Comment:** They are concerned that the freight analysis is incomplete and lead to overconstruction of roads. There is no mention of rail. Second who is producing truck traffic and

where does it go once it leaves the area. The multimodal analysis has times but they are only for very local corners. But there is no counts of trucks and no looks of how these trucks get out of the area once they are past certain corridors. The analysis does not answer the question of what these businesses in the area need or whether there's a better way to get people in and out of the place other than oversized urban highways. They ask that a better report be produced with numbers. They also asked if it is possible to see the numbers before the report is produced.

- Tom Brennan responded that there is good point-data on freight from SDOT and UW's Freight Lab. It shows detailed freight movement data. This is the area that the city expects to use to make sure industrial maritime and other businesses can have access to freight and goods movement.
- Tony Woody responded that there is a 24 hour counts data.
- Jennifer Wieland responded that the numbers and the report may be available very soon at around the same time, and that a follow up will be initiated with City to confirm when it will be available to the public.
- **Public Comment:** Stated they are curious if any work is done on the intersection of 15<sup>th</sup> Ave and Market Street. The PM northbound traffic is a chokepoint that goes all the way past south of the Ballard Bridge. Is there any discussion about improving capacity northbound of Ballard Bridge?
  - Jennifer Wieland asked people on the call if there is a response to their question or if this will be noted in the analysis moving forward.
- Jennifer Wieland read **public comment** about North Seattle Industrial Association and better involving Maritime and Industrial sector in the project as well as discussion about whether a roundabout would work. Jennifer thanked them for the comment and noted that the project would love to reach out to more people from NSIA and Maritime and Industrial sector.
  - They responded that they would like to work on the roundabout that accommodates trucks. They are also concerned about the lack of involvement from people who run freight services in the area. Online surveys do not seem to work well for reaching out to business folks in the freight service, especially as the project focus more on bike and ped improvements over freight and transit. They will send a list of people that the project could reach out to.
  - Jennifer Wieland thanked them and asked that the list be sent as soon as possible.
- **Public Comment:** Will a past study on additional multimodal crossings of the ship canal between Fremont Bridge and the Ballard Bridge would be included in this activity. There was a study done on a crossing at 3<sup>rd</sup> Ave West or Northwest, that seem to have benefits in decongesting all of traffic using the Ballard Bridge and Fremont Bridge.
  - Tom Brennan responded that the analysis did not look into the study mentioned, The study team recognizes the lack of permeability of ship canal is a major constraint for travel. The analysis is also focused on opportunity to replace or rehabilitate three major bridge structures in a situation where the city has limited funding available for bridge enhancements. Hence no additional bridge enhancements have been considered so far.
- **Public Comment:** They asked if there are any immediate actions addressing safety concerns on the Ballard Bridge? They used personal example about traveling on the bridge by walking, biking, and driving. If there could be immediate response to the Ballard Bridge safety concerns that would be much appreciated.
  - Jennifer Wieland responded that the project includes near-term actions that addresses the safety concerns on the Ballard Bridge.



- **Public Comment:** They had three comments. First comment is for Dravus St, would the in-kind improvements be an addition to, and not a replacement to other types of improvements? Second comment is, is the process guided by the initial pairing of in-kind replacement of mid-level bridge, low-level bridge, and the Armory? They noted that the in-kind replacement of mid-level bridge seems most expensive and with no benefit: could the low-level bridge be also included because that is what the Magnolia community want? Third comment is though the project covers as far as 28<sup>th</sup> Ave W, there are many hilly streets that continue beyond 28<sup>th</sup> Ave W. Looking only at few houses in the southern part of Magnolia doesn't include northern part of Magnolia where they live. They mentioned that Magnolia is not monolithic, it has varying typography.
  - Jennifer Wieland responded that indeed project is not looking at Dravus Bridge as a alternative for other bridge replacement, but as an additional project. Jennifer Wieland called on Tom Brenan and Kendra Breiland for responding to the mixing and matching of the scenarios and answered briefly that there is still opportunity to structure the mixture of scenarios as the project goes forward.
  - Kendra Breiland responded that while budget is constrained on the project for modeling analysis. The study is looking at individual merits of each projects and have the ability to piece that out. Kendra Breiland also answered a question in the chat that the State Study for the Armory Parcel was taken into consideration for the study as well.

### Comments from the chat window:

- Public Comment: Really excited Dravus is getting the focus and emphasis it needs!!! I live 50% of the time in Magnolia and 50% in Queen Anne! Thank you!
- Public Comment: Why are we so focused on the value of the homes in Magnolia? Cost of a home should not matter of the willingness for an increase in 13 min of commute time
- Public Comment: Is there a desire to modify transit mode shares? I'm concerned that the low number of bike collisions tracks with low bike ridership due to perceived unsafety, for example.
- Public Comment: Would tolls be considered for a new bridge?
- Public Comment: Is it really going to be 2042 before the Magnolia bridge is going to be addressed?
- Chris Arkills: Would it present a better picture to divide Magnolia into segments and show travel time that way? And it would be nice to show how many people live in each segment.
- Public Comment: for the Ballard bridge, knowing that northbound afternoon traffic backs up due to the 15th and market intersection, it seems like there could be value in looking at a north south overpass at this intersection. thoughts?
- Public Comment: will a new bridge at 3rd ave NW be considered? it would help decongest both the Fremont and Ballard bridge.
- Public Comment: study a multimodal bridge at 3rd Ave W/NW!
- Public Comment: Armory Way west of 15th is currently a non-arterial. Pre-COVID the traffic was great due to box stores, Seattle Animal Shelter dog walking volunteers and organizations renting parking space at the Armory. Pedestrian safety crossing this section of Armory was already an issue. SDOT does not currently support a crosswalk on a non-arterial. What impact to pedestrians has been studied? And what about when the Interbay Project is developed?

- Public Comment: The North Seattle Industrial Association is not happy with the attempt to involve the maritime/industrial sector in this project. We are concerned that staff thought the very few responses from maritime/industrial were sufficient.
- Public Comment: The state also funded a study of development of the Armory parcel, the Interbay Project. Is this project included in this BIRT study? The design scenarios for the Interbay Project all show Armory as the main access point. How might that be factored in to the Armory/Mag Bridge option?

Jennifer thanked attendees for their comments and noted that people unable to attend the meeting can also provide comments by visiting: [www.tinyurl.com/ballardinterbay](http://www.tinyurl.com/ballardinterbay). A recording of the meeting will be available on the BIRT project website the week of May 25.

**Comments submitted through the online form are listed below:**

Comment
I believe the priority for the current transportation needs of Interbay and Magnolia should focus on both industry and residents needs to move vehicles. Bicycles and pedestrians while important, should be secondary.
The Ballard Bridge is fine. There needs to be signage indicating the pedestrians right of way. Let's keep the focus on the West Seattle Bridge which ACTUALLY needs to be fixed right now.
SDOT needs to stop all other projects and FOCUS all attention and finances on the West Seattle bridge project
I'm sorry I cannot be at this meeting, especially as I believe the decisions made after this meeting will have significant impact on Ballard residents. I have lived in Ballard for over 12 years. Recent decisions to close the roadway to Golden Gardens on 85th street have turned my residential, previously quiet street on 62nd street, into a very busy street. We now have cars and trucks barrel up and down our street (not an arterial) at rapid speeds coming off 32nd avenue or up from Golden Gardens, at times coming frighteningly close to us or our children- it's become very dangerous. I've been disappointed in how SDOT has not addressed the safety concerns of my neighbors, I hope that the Ballard Interbay decisions will be more thoughtful.
Bicycles and e-bikes are becoming increasingly popular because they take 1/12th the room of a motor vehicle, they don't produce air, water, and soil pollution, they keep people active, they are much less expensive to own and operate, and they are much more convenient than public transportation. What is the current plan for bike and pedestrian facilities? <a href="https://tooledesign.com/expertise/design-guidance-and-manuals/">https://tooledesign.com/expertise/design-guidance-and-manuals/</a> is a good resource.
I forgot to mention that more canal crossings means greater accessibility for less expensive non-motorized transportation, further reducing congestion and pollution. Please consider a bicycle crossing at the locks and a bike-ped bridge at the BNSF RR trestle crossing. Bicycles and e-bikes are becoming increasingly popular because they take 1/12th the room of a motor vehicle, they don't produce air, water, and soil pollution, they keep people active, they are much less expensive to own and operate, and they are much more convenient than public transportation. What is the current plan for bike and pedestrian facilities? <a href="https://tooledesign.com/expertise/design-guidance-and-manuals/">https://tooledesign.com/expertise/design-guidance-and-manuals/</a> is a good resource.
Please discuss and describe how you will replace and/or upgrade the structurally insufficient Dravus Street bridge over BNSF prior to ST3 opening date, in addition to the Ballard and Magnolia bridges.

Please consider pedestrian safety on Armory Way west of 15th. This is currently a non-arterial. Much traffic at times (Thanksgiving 2019!!) and pedestrians faced with how to cross safely. What happens when the Interbay Project is developed?

Where is the analysis of freight? Who is producing it and where does it go once it leaves the area? The Multimodal Analysis has times to very local corners, but no counts of trucks or looks at what trucks do once they leave the area. Right now, all the designs for these urban highways are dependent some nebulous concept of freight. But nothing answers the question of what these businesses actually need or whether there's a better way of getting people in and out of Interbay other than bloated pavement.

### **Next Steps and Action Items**

Diane Wiatr thanked the community again for their participation. She described the next steps and upcoming meetings for the project, including complete project package recommendations, developing a bridge replacement timeline and funding strategy, and finally refining draft plan with public input and agency comment, and submit a final report. Upcoming IAT meeting #5 will be sometime in September. Diane thanked the IAT members for their participation and thanked the public for joining and providing comment.