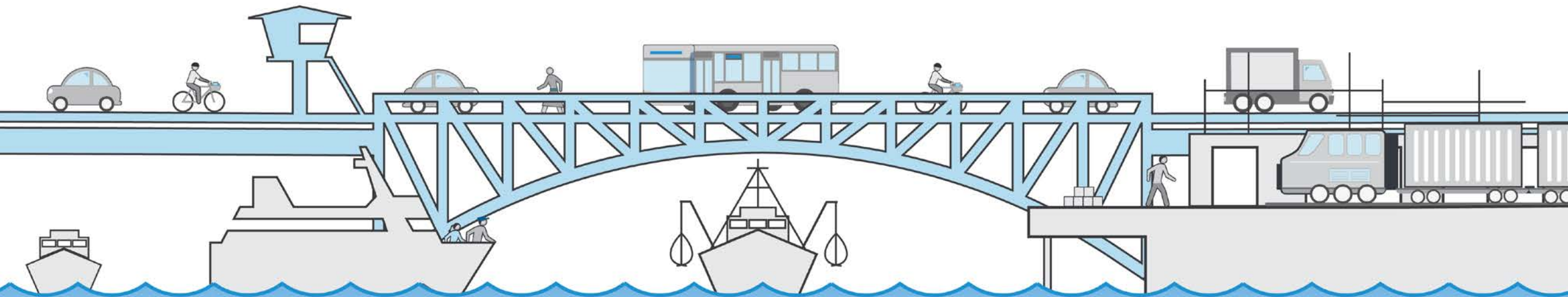


Ballard-Interbay Regional Transportation System

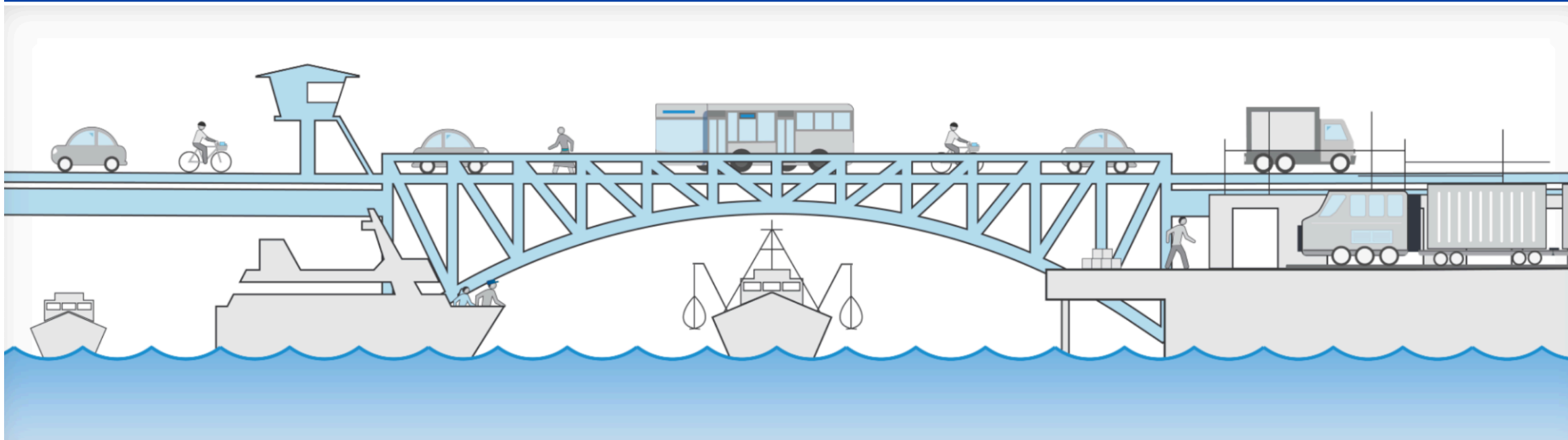
Seattle Bicycle Advisory Board



Presentation overview

- Project background and purpose
- Project scope, outcomes, schedule
- Engagement/equity
- Overview of comments
- Questions for SBAB





Ballard-Interbay Regional Transportation System (BIRT)

The Washington State Legislature asked SDOT to develop a report on how to improve travel for people and goods in Ballard-Interbay.

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www.seattle.gov/transportation/birt



2019 Washington State legislative language

ESHB 1160 – Section 311(18)(b)

“Funding in this subsection is provided solely for the city of Seattle to develop a plan and report for the Ballard-Interbay Regional Transportation System project to **improve mobility for people and freight**. The plan must be developed in coordination and partnership with entities including but not limited to the city of Seattle, King county, the Port of Seattle, Sound Transit, the Washington state military department for the Seattle armory, and the Washington State Department of Transportation.

The plan must **examine replacement of the Ballard Bridge and the Magnolia Bridge**, which was damaged in the 2001 Nisqually earthquake. The city must provide a report on the plan that includes **recommendations to the Seattle city council, King county council, and the transportation committees of the legislature by November 1, 2020**. The report must include recommendations on how to **maintain the current and future capacities** of the Magnolia and Ballard bridges, an overview and analysis of all plans between 2010 and 2020 that examine how to replace the Magnolia bridge, and recommendations on a **timeline for constructing new Magnolia and Ballard bridges**.”

Project partners

An Interagency Team will guide the project.



Project coordination

- **Magnolia Bridge Planning Study & Ballard Bridge Planning Study** (2019/2020)
- **Interbay "Armory" Project** (November 2019)
- **Mayor's Industrial and Maritime Strategy** (Spring 2020)
- **Redevelopment of Port of Seattle's Terminal 91** (Site investigation underway)
- **Planning phase for ST3 Ballard to Downtown** (2022)



Project timeline



Public engagement and equity

- Project website and listserv
- Racial Equity approach
- Public meetings (winter, summer, fall)
- Public welcome to attend key Interagency Team Meetings
- City of Seattle Boards and Commissions



Photo: Port of Seattle











Some comments from Ballard and Magnolia kick-off meetings and Magnolia Community Council

- **ST3 alternatives** – *tunnel* under Salmon Bay; address *parking needs*; safe and equitable *first/last mile options* needed
- **Transit** – add *bus routes* to Magnolia
- **Magnolia Bridge** – multi-modal needs, one-to-one replacement
- **Ballard Bridge** – safe bike/ped facility is essential; gradual grade preferred; get rid of cloverleaf highway-style ramps
- **Values for BIRT** – safety of those who *walk and bike* should be a high priority; *neighborhood cut-through* by cars should be discouraged; make the link to *climate action*; examine *east-west corridors*;
- **BIRT process** – feedback from *small industrial businesses* are important; how BIRT is different from *previous planning processes*; what is the process after report is submitted to Olympia
- **Location specific** – study traffic impacts of *Expedia* on 15th Ave W traffic; *bike lanes* on Gilman Ave W/20th Ave W; *Dravus St* as an access point

Ballard/Fremont Neighborhood Greenways

- **Populuxe Brewing** – February 26, 2020

- Ballard Bridge – safe bike/ped facility is essential; gradual grade preferred and over 5% is unacceptable; get rid of cloverleaf highway-style ramps
- Elliot Bay Trail – widen sections for safety; alternative route east of BNSF tracks
- Location specific – safe bike facility needed 15th Ave NW ; safe connections from Thomas Street overpass needed; the number of people biking to new ST3 stations will depend on the quality of facilities

- **Virtual conversation** – April 7, 2020

(Bryant Mason, Mark Ostrow, David Raible)

- BIRT should better address air quality and environmental and public health
- Evaluation criteria should include access for people with disabilities
- The current Ballard Bridge is such a choke point, so people just avoid it and use alternatives like the Fremont Bridge and the Ballard Locks.
- It's hard to imagine people using any future version of the Magnolia Bridge due to the grade. Most people have indicated they would continue using alternate routes.
- BIRT should focus on providing sufficient peak system capacity for bicyclists and pedestrians

BIRT project evaluation criteria for walking/biking

- Project makes biking, walking, and transit safer/more comfortable for people of all ages and abilities
 - Bicycle Level of Traffic Stress improvements (e.g. protected bike lanes and trails)
 - Pedestrian improvements (e.g. sidewalk widening, buffers)
 - Pedestrian Illumination improvements
 - Crossing improvements (e.g. RRFB, curb ramps)
 - Safety benefits that address known crash risk factors



Questions and BIRT study direction

How can we best increase and improve person mobility and safety in the area?

- What are the highest priorities for the project?
- Which community comments do you support, or contest, and why?
- What has not been mentioned in the interest of pedestrians and cyclists in the Ballard-Interbay area? What are additional barriers to movement?
- How would SBAB like to stay apprised/engaged with the BIRT study?



Ballard-Interbay Regional Transportation Study

Travel for People and Goods



Seattle
Department of
Transportation

<http://www.seattle.gov/transportation/birt>

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Assessing bridge replacement

