

Ballard Interbay Regional Transportation System (BIRT) Study

# Appendix A: Public Information Plan

November 2020



**Seattle**  
Department of  
Transportation

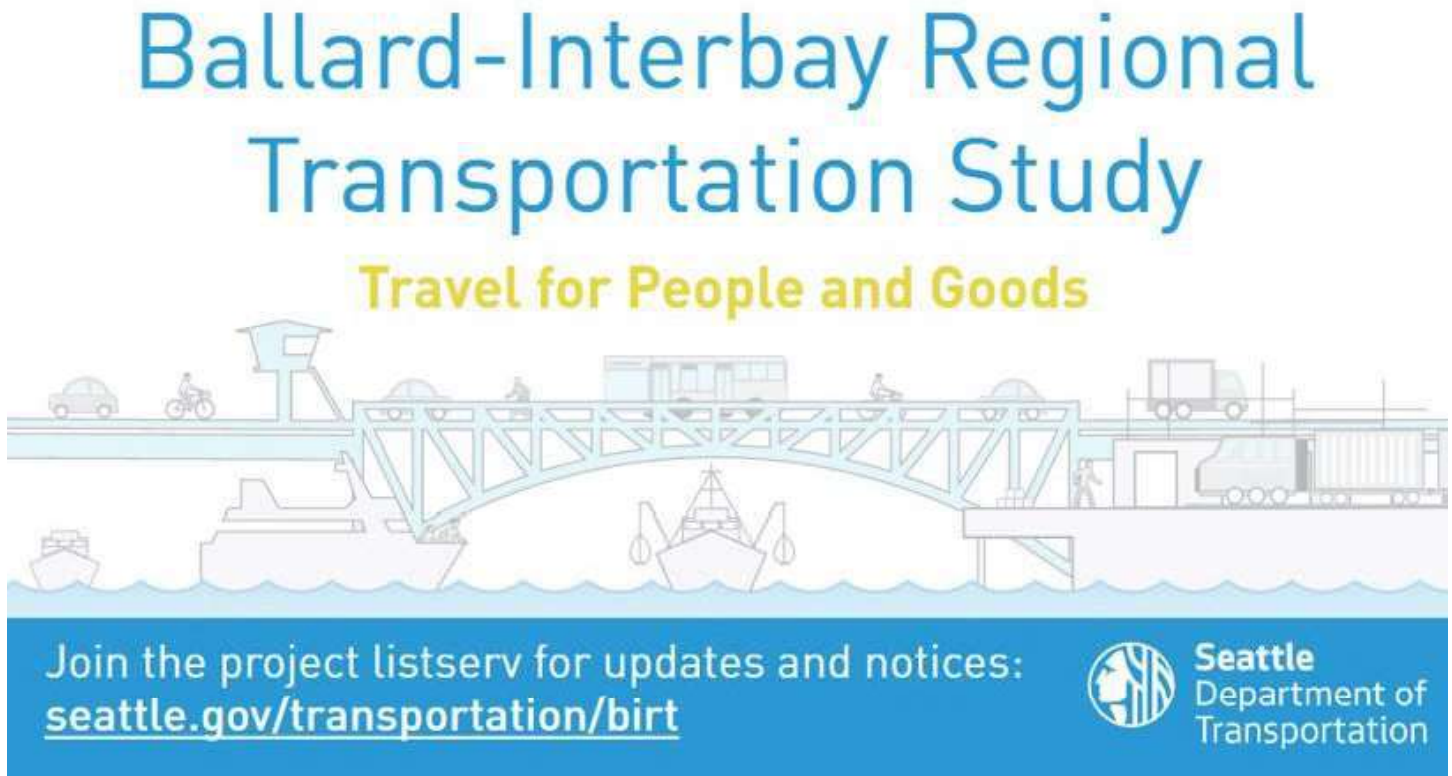


## BACKGROUND

### Purpose

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

Figure 1 Ballard-Interbay Regional Transportation Study Project Information Flyer



### Background

In 2019 the Washington State Legislature appropriated funding for the Ballard-Interbay Regional Transportation System (BIRT) project, which directs SDOT to develop a report on how to improve mobility for freight and people in the area.

The report must provide recommendations on how to maintain the current and future capacities of the Ballard and Magnolia bridges and include agency partners in the planning process. A report to the state legislature is due by November 1, 2020. (See ESHB 1160 - Section 311(18)(b), page 5.)

The City of Seattle's Department of Transportation completed a Magnolia bridge study in June 2019 and is currently working on a Ballard bridge study. The analysis and findings from these studies will inform the work of BIRT, as will many other previous and current studies and plans. This is not a bridge design or engineering project. It is a multimodal, whole systems, transportation study of the Ballard-Interbay area taking multiple future agency projects, and industrial/residential growth into consideration.

### 2019 Washington State Legislative Language

ESHB 1160 – Section 311(18)(b)

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“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**.”

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## KEY MESSAGES

### Project Overview

The Ballard-Interbay Regional Transportation System (BIRT) study, is a technical transportation study that will evaluate and recommend future improvements for a safe and reliable transportation system in the Ballard and Interbay neighborhoods. The study will address all types of travel and consider the replacement of the Ballard and Magnolia bridges in the context of the broader transportation system, including regional access and connections for people and goods.

A final report will be prepared and delivered to the Washington State Legislature with recommendations including a timeline for replacing the Ballard and Magnolia bridges. The report will also address ways to fill gaps in the mobility system, and recommendations will have associated plans and next steps. Funding is not allocated to, nor adequate for, the design or engineering of the bridges.

Key scope elements include the following:

- Review existing plans and previous studies;
- Forecast and assess multimodal needs and integration;
- Analyze impacts and benefits of bridges and system improvements;
- Develop bridge replacement timeline and funding strategy; and
- Report to Washington State Legislature.

### Who?

The scope for the BIRT study is defined by the Washington State Legislature. It will be guided by an Interagency Team as dictated by the legislation. SDOT is leading this project in collaboration with the [City of Seattle](#), [Port of Seattle \(Port\)](#), [Sound Transit](#), [King County Metro](#), [Washington State Department of Transportation \(WSDOT\)](#), and the [Washington State Military](#).

### When?

This study is a 10-month process that began in early 2020 and ends with a report by November 1, 2020.

### Where?

Ballard-Interbay is a dynamic area with employment and residential growth, maritime and industrial uses, local and regional freight routes, and an evolving transportation system that includes three future Sound Transit light rail stations. The primary area of study is illustrated on the map in Figure 2 and Appendix A, and the Manufacturing and Industrial Center is highlighted in yellow. Personal and commercial transportation needs are not only localized—the study will take into account the ways local changes and projects affect travel more broadly, including travel on regional systems such as SR 99 and I-5.

## Why?

The 2019 Washington State legislature allocated funds for the BIRT project. The elements in the scope of work for the study and the timeline for its completion are based on the legislative language above.

Figure 2 Study Area Map



## FACILITATION & ENGAGEMENT STRATEGY

Community engagement will be limited, targeted, and occur at key intervals during the study process to keep the community apprised of the work and progress of the study. Stakeholder engagement tactics for the study include three rounds of public meetings, five or six Interagency Team meetings, briefings with elected officials, and regular website and social media updates.

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## Public Meetings

Three rounds of public meetings will be held at the beginning, middle, and end of the project:

- **Community Kickoff Meetings** (two meetings, January/February 2020): Project Kickoff and Overview
- **Mid-Project Public Meeting** (one meeting, June 2020): Review Draft Project Lists and Traffic Management Strategies
- **Final Public Meetings** (two meetings, October 2020): Review Draft Report

## Interagency Team Meetings

Stakeholders from SDOT, Port of Seattle, WSDOT, Sound Transit, King County Metro, the Washington State Military, and the Washington State Freight Mobility Strategic Investment Board (FMSIB) will form the Interagency Team (IAT). The IAT will meet approximately every other month (five or six meetings) over the course of the project; three of the meetings will be open for public attendance. The role of the IAT is to advise the project team at critical junctures, review study documents and findings, and elevate critical information to leadership or the appropriate colleagues in their organizations. Meetings will be scheduled around key project milestones:

- **Meeting #1 (January 2020):** Project Introduction, Roles and Responsibilities of the IAT, Scope of Work and Schedule, Project Goal Setting
- **Meeting #2 (March 2020):** Plan Review and Background, Existing Conditions Summary, Baseline Assumptions for Analysis
- **\*Meeting #3 (May 2020):** Multimodal Evaluation Framework, Traffic Forecast Results and Alternatives, Draft Project and Strategy List
- **\*Meeting #4 (July 2020):** Technical Findings and Preliminary Recommendations, Draft Bridge Replacement Timelines, Draft Traffic Management Plans
- **\*Meeting #5 (September 2020):** Draft Recommendations, Final Timeline and Traffic Management Plans, Draft Funding Strategy
- **Meeting #6 (October 2020, if needed):** Final Review of Draft Report

*\*Indicates key IAT meetings open to the public*

## Elected Official Meetings

BIRT will include briefings with elected officials including the Seattle Mayor, Seattle City Council, Washington State Legislature, Port Commission, and King County Council. The Mayor's Office will be briefed on study progress at key intervals in the project.

## Project Website & Social Media Updates

SDOT will maintain and regularly update the [Ballard-Interbay Regional Transportation System study website](#) as the project progresses to provide full transparency and updates about the project to all stakeholders. Major deliverables and meeting notes, as well as community outreach opportunities, will be posted on the website. Listserv notifications will accompany website updates at key points in the project. Website content will include:

- The project schedule and workplan outline to provide website visitors a clear sense of the project scope and timeline
- Public meeting presentations and meeting notes within a month of meetings
- Interagency Team agendas, meeting materials, and meeting summaries within a month of meetings
- Key technical memoranda and a draft and final version of the BIRT study report

## CORE PROJECT TEAM

### Project Managers

Diane Wiatr, Principal Planner, Diane.Wiatr@seattle.gov

Chisaki Muraki-Valdovinos, Transportation Planner, Chisaki.Muraki-Valdovinos@seattle.gov

### Consultant Team

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## PUBLIC OUTREACH SUMMARY

### Objectives

- The public and stakeholders have a clear sense of the project scope and timeline.
- The engagement tools provide full transparency and updates about the project to all stakeholders.
- Targeted community engagement activities at key intervals during the study process keep the community apprised of the work and progress of the study.
- Interagency and community stakeholders are engaged to provide local knowledge and input at key project milestones.
- Targeted outreach to maritime, industrial, and freight employees will achieve equitable engagement outcomes.

### Quantifiable Measurements

- Number of attendees at public meetings and IAT meetings relative to notifications and invitations
- Number and duration of visits to the project website
- Number of comments submitted via mail, email, in person, or other methods
- Number of small group and community-specific meetings, including targeted outreach to community stakeholders highlighted by the Racial Equity Toolkit
- Number of elected official meetings and briefings
- Number of IAT members at meetings and level of engagement by IAT members
- Number of presentations to SDOT modal boards

### Anticipated Concerns

#### [\(More information on anticipated concerns\)](#)

- Magnolia and Ballard Bridge replacement, maintenance, and possible closure
- Traffic and access impacts during bridge maintenance and/or construction
- Freight mobility, access, and connections to regional highway facilities



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- Mobility needs of the seafood processing and fishing-related industry and small businesses
- Safety for all people traveling along the corridor, including walk, bike, auto, freight, and transit access
- Transit speed and reliability, especially for Rapid Ride corridors
- Frustration with planning process and desire for tangible outcomes
- Limited public involvement in decision-making and few touchpoints in a short timeframe
- Communication and coordination between interagency and interdepartmental teams such as between BIRT and Sound Transit 3 (ST3)
- Current and anticipated impacts of Expedia Campus employee travel on the transportation network

**Media & Stakeholders**

- Travelers to, through, and within Ballard, Interbay, and surrounding neighborhoods
- Industrial businesses, including maritime and manufacturing
- Freight stakeholders (trucks, ships, rail), including the Port of Seattle
- Neighborhood groups and residents
- City advisory boards/special interest groups
- *Agency Partners per Legislation:*
- Washington State Department of Transportation (WSDOT)
- King County
- Port of Seattle
- Sound Transit
- Washington Military Department
- Seattle Department of Transportation
- *Other Identified Partners:*
- Freight Mobility Strategy Investment Board (FMSIB)
- Department of Commerce
- Seattle School District
- *Media:*
- Project website
- Online media

**Public Project Contact**

**Diane Wiatr**

Email: [Diane.Wiatr@seattle.gov](mailto:Diane.Wiatr@seattle.gov)

**Demographics**

**Zip codes:** 98199, 98119, 98107

**Census tracts<sup>1</sup>:** 32, 33, 34, 47, 48, 56, 57, 58.01, 58.02, 59, 69, 71

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<sup>1</sup> Census 2010, Seattle WA. Census Tracts and Zip Code Boundaries.

<https://www.seattle.gov/Documents/Departments/OPCD/Demographics/GeographicFilesandMaps/2010CensusTractsandZipCodeBoundaries.pdf>



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**Translation needs:** None

**Budget**

**Total funds:** \$505,058

**Funding sources:** Washington State Legislature

**Funding dedicated to outreach/engagement:** \$22,000

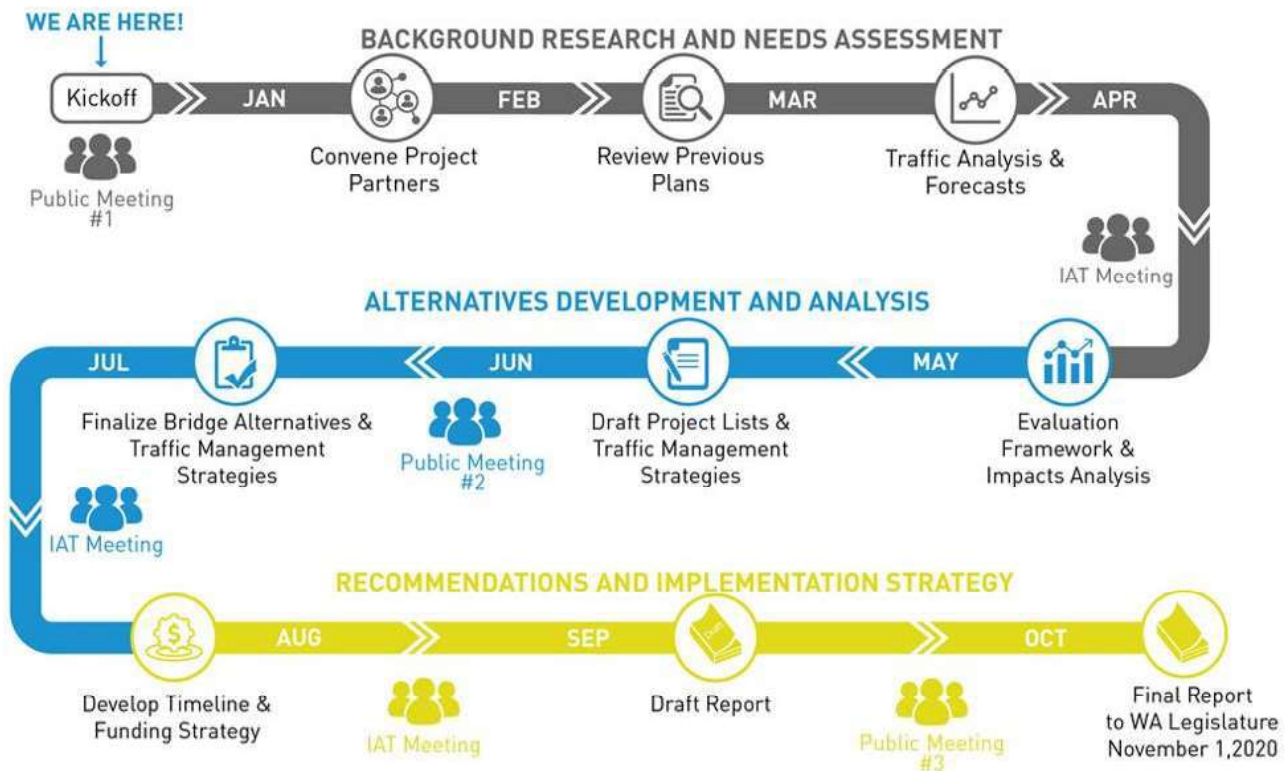
**Planned Major Outreach Activities**

([More information on the activities log](#); [more information on IOPE elements](#))

When	What	Why	Complete
Jan 23, 2020	<b>Interagency Team Meeting #1</b>	Project Introduction, Roles and Responsibilities of the IAT, Scope of Work and Schedule, Project Goal Setting	☒
Jan 28, 2020	<b>Ballard Community Meeting #1</b>	Project Kickoff and Overview: Project Purpose, Goals, and Timeline	☒
Feb 3, 2020	<b>Magnolia Community Meeting #1</b>	Project Kickoff and Overview: Project Purpose, Goals, and Timeline	☒
March 2020	<b>Interagency Team Meeting #2</b>	Plan Review and Background, Existing Conditions Summary, Baseline Assumptions for Analysis	☒
May 2020	<b>Interagency Team Meeting #3</b> **Meeting open to public	Multimodal Evaluation Framework, Traffic Forecast Results and Alternatives, Draft Project and Strategy List	☒
June 2020	<b>Public Meeting #2</b> (one meeting)	Review Draft Project Lists and Traffic Management Strategies	☒
July 2020	<b>Interagency Team Meeting #4</b> **Meeting open to public	Technical Findings and Preliminary Recommendations, Draft Bridge Replacement Timelines, Draft Traffic Management Plans	☒
September 2020	<b>Interagency Team Meeting #5</b> **Meeting open to public	Draft Recommendations, Final Timeline and Traffic Management Plans, Draft Funding Strategy	☒
October 2020	<b>Interagency Team Meeting #6</b>	Final Review of Draft Report	☒
November 2020	<b>Public Meeting #3</b>	Present Draft Report	☒

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SCHEDULE & MAJOR MILESTONES



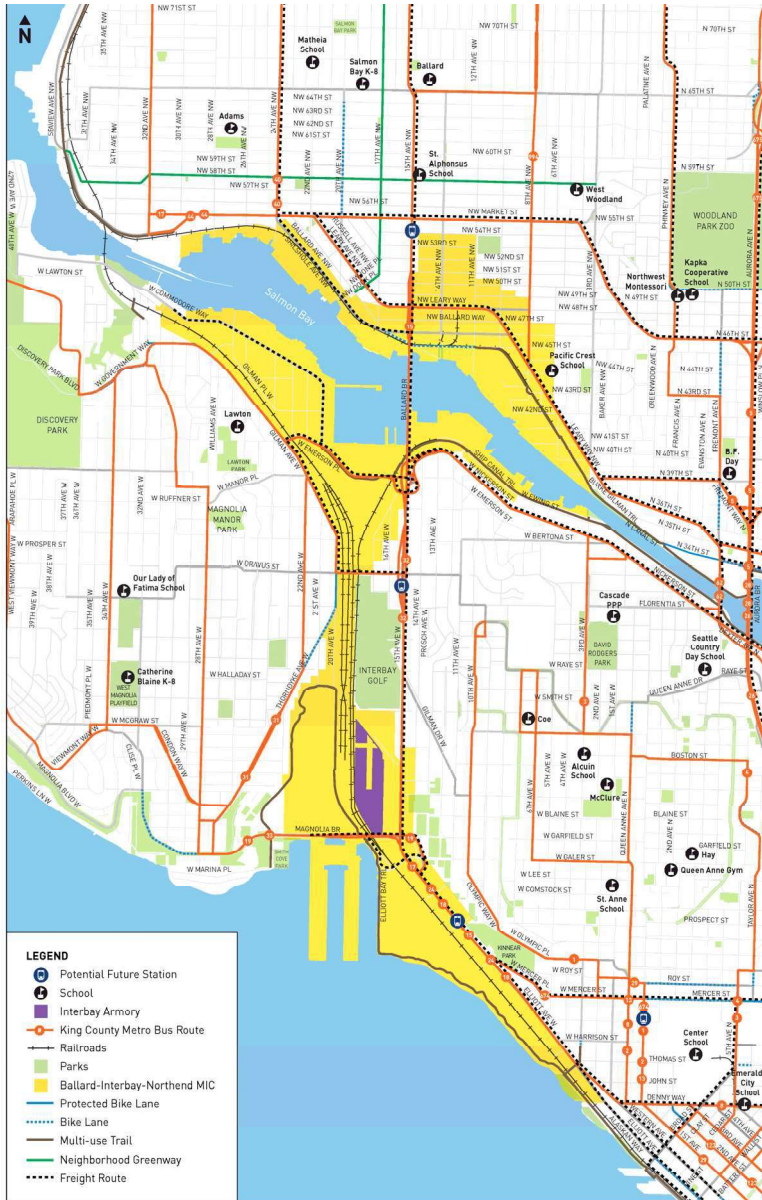
Webpage

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

Live? Yes

PROJECT AREA MAP & LOCATIONS

Project Area Map



Locations

BIRT is focused on three neighborhoods:

- Ballard
- Interbay, including the Ballard-Interbay-Northend Manufacturing and Industrial Center (BINMIC) and east of 15<sup>th</sup> Ave NW
- Magnolia

ANTICIPATED CONCERNS

Initial anticipated concerns are listed below. This list will be updated following further stakeholder input and data gathering.

## **Bridges**

- Potential mobility impacts of Magnolia and Ballard Bridge replacement, maintenance, and/or possible closure
- Bridge replacement options must accommodate all modes, including active transportation and transit
- Tension between the anticipated lifespan of the Magnolia Bridge and planning timeline to replace the bridge
- 2035 planning horizon assumes ST3 West Seattle and Ballard Link Extensions is online, likely influencing Ballard bridge replacement timeframe
- Dravus Street and Emerson bridges are older structures that provide access to Magnolia and may be impacted by Magnolia bridge replacement options; Emerson is a critical pathway for movement of trucks, good, and people to offices

## **Freight Access and Mobility**

- Freight mobility, access, and connections to regional highway facilities should be enhanced for greater efficiency
- Travelshed for freight travelling to and through Ballard-Interbay includes broader, regional transportation system
- Maintenance of industrial, manufacturing, and maritime employment and access to jobs (Mayor’s Maritime Industrial Strategy)
- Mobility system changes impacting BINMIC, Smith Cove, and Terminal 91 redevelopment
- Accommodating the mobility needs of the seafood processing and fishing-related industries, including Fisherman’s Terminal (home port to the North Pacific Fishing Fleet)
- Small businesses rely on “micro” freight practices: pathways, streets, turns, locations, loading, parking, and delivery practices that are not always captured in “macro” plans
- Future use of the Armory site
- The Port of Seattle’s proposal for Terminal 91 Uplands redevelopment (e.g., misconceptions that a hotel is planned versus light manufacturing)

## **Planning and Engagement Processes**

- Methodology and technical data assumptions for the study may not fully reflect local knowledge as an input to balance forecast modeling and technical analysis
- Community members have expressed “planning fatigue,” concern about BIRT’s redundancy with past efforts, and frustration that planning is delaying “real changes” and improvements
- Pace of the study (10 months) and fast timeline to complete technical analysis
- Limited opportunities for public input due to schedule and three in-person public meetings
- Study outputs will not be ready-to-implement, fully funded projects
- Inclusive community organization and small business involvement, especially small maritime businesses
- Sense of urgency and important window of opportunity to complete the study to recommend the most viable alternative before it becomes too expensive to achieve the right solution
- Extent to which this project will support Seattle’s climate change goals

## **Multimodal Access**

- Safety for all people travelling along the corridor, including walk, bike, auto, freight, and transit access
- Transit speed and reliability, especially for the Rapid Ride D Line
- Urgency of ST3 implementation to accommodate growing transit demand
- Freight and transit corridor safety and reliability in an urban area
- Small business industrial, freight, and (un)loading needs may compete with walkways and bikeways

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- Office and industrial public parking are critical for small businesses in Ballard and Interbay
- Reliability and speed of person trips (transit and driving); freight reliability for goods and services
- Safe pedestrian access to and high-quality experience at Rapid Ride transit stations and future Sound Transit stations
- Interest in possible new Sounder station in Interbay

**ST3—West Seattle and Ballard Link Extensions**

- Specific alignments for ST3 and preferred station locations
- ST3 Salmon Bay crossing coordination
- Coordinated access to future and current Sound Transit stations by transit, biking, and walking
- Coordination without duplication or conflicts between BIRT and ST3 planning processes

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**STAKEHOLDER CHECKLIST**

The list will be updated following further stakeholder input and data gathering.

Incorporated? (Y or N)	Audiences to Consider	Examples (this is not a complete list)
	Adjacent property owners and tenants, including businesses and residents	Salmon Bay Marina, Fisherman’s Terminal, Expedia, Terminal 91, Armory, Independent Packers, Lineage City Ice, Trident Seafoods, Marel Seattle Inc., CTA, Kerf Design Inc., Peddler Brewing Company, Stoup Brewing, Holy Mountain Brewing, We Drive You, Cutter Buck Inc, Pacific Studio, Foss Maritime, Swedish Medical, GM Nameplate, Alaska Ship Supply, Marine Exchange, Freezer Longline Coalition, Green Marine, American Waterways Operators  Tsubota site tiny homes community (leased by the Port of Seattle) with 42 structures on site expiring 11/16/20.
	Typical users of project area	Pedestrians, cyclists, transit riders, freight operators, drivers
	Council Districts	City of Seattle, City Council Districts: District 7 (Magnolia), District 6 (Northeast Seattle)  King County: District 4
	Community groups and neighborhood organizations	Magnolia Community Council, Ballard District Council
	Cultural and religious organizations	Seattle Church of Christ, Queen Anne United Methodist Church, Quest Church, Bar Church, St Luke's Episcopal Church, United Church, St Margaret's Church
	Chambers of commerce and local business organizations	Ballard Alliance, Industrial Small Businesses – Fisherman’s Terminal Adjacent, Magnolia Chamber, NSIA, Seattle Marine Business Coalition, Ballard Business Improvement Association
	City of Seattle Departments	SDOT, Public Utilities, City Light, Department of Parks and Recreation, Fire Department, Police Department, Department of Neighborhoods, Office of Planning and Community Development, Seattle Public Utilities

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Incorporated? (Y or N)	Audiences to Consider	Examples (this is not a complete list)
	Other agencies	WSDOT, King County Metro Transit, Sound Transit, Port of Seattle, Washington State Military
	Other transportation/utility companies	Puget Sound Energy, charter bus companies, Amazon/Expedia/other company shuttles, cruise industry and support businesses
	Universities and institutions	Seattle Pacific University, Seattle Maritime Academy
	Public facilities	Ballard Community Center, Magnolia Community Center, Kinnear Park, Smith Cove Park, Magnolia Park, Bayview Playground, Ella Bailey Park, Discovery Park, Interbay Athletic Complex
	Schools and childcare facilities	Magnolia Elementary School, The Center School, Ballard High School, Salmon Bay K-8 School
	Hospitals	Swedish Medical Center Ballard Campus
	Social service organizations and facilities (including those serving people with disabilities)	Equal Rights Washington, World Aid, Rooted in Rights
	Bicycle and pedestrian advocacy groups	Seattle Neighborhood Greenways, Cascade Bicycle Club, WA State Bicycle Alliance, Feet First
	City of Seattle Advisory Boards	Bicycle, Pedestrian, Freight, Transit
	Railroads	BNSF, Ballard Terminal Railway Co.
	Major developers/property owners	Port of Seattle, Expedia, BNSF, Dept. of Natural Resources, STRONG VENTURE LLC, HBK-EWING LLC, STIMSON C D Company
	Major employers	Expedia, Port of Seattle, Whole Foods, OFC, Swedish Medical Center, Trident Seafoods, U.S. Department of Defense, PCC, Foss Marine, BNSF, USPS
	Event Centers	Interbay Golf Center
	Freight	Ballard Interbay North Manufacturing Industrial Center (BINMIC), North Seattle Industrial Association (NSIA), Ballard Oil, T-86 Grain Terminal, T-91, Fishermens Terminal
	Media Outlets	Seattle Times, Queen Anne/Magnolia News, Ballard News Tribune, The Urbanist, Seattle Bike Blog, Seattle Transit Blog
	Indigenous Peoples	United Indians of All Tribes
	Legislative Districts	36 <sup>th</sup> Legislative District
	Populations that may need targeted outreach to due to cultural barriers, language differences, etc.	Small business, seasonal employees (fishing industry), and immigrants and people of color



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## GUIDING QUESTIONS

\*\*\*Please see *Racial Equity Toolkit*.\*\*\*

### 1. What are the racial equity goals of the project?

Give special consideration to the voices and transportation needs of people of color and lower-income employees who work in Interbay and Ballard, and people who depend on the transportation system for a living (e.g., truck and goods delivery drivers).

Understand the social and economic impacts and benefits of the Ballard and Magnolia bridges to people of color and lower-income workers.

Understand the trip origins of those who work in Interbay and Ballard, and how they get to their places of employment. High housing costs in Seattle require many lower-income workers to live outside the city, resulting in long commutes that affect quality of life.

### 2. What racial or social inequities currently exist in the project area?

Ballard and Magnolia are both majority white communities, and Magnolia is more affluent than the average Seattle neighborhood. Both neighborhoods have very engaged community members. Many of these community members are able to devote the time and effort to navigate systems and make their transportation needs heard. The people who live and work in Interbay are not necessarily organized in a similar way. For example, small maritime/industrial businesses in Ballard bring employees from many areas of the region; these workers may have different interests and needs than the Magnolia residential community.

According to the [Magnolia Bridge Replacement Environmental Assessment Report \(May 2015\)](#), the percentage of workers of color and those whose language of preference is not English in the major marine businesses (six Terminal 91 businesses) is higher than in the region's population. Transit use by workers at these employers is generally high compared to regional trends.

Economic inequities are also prevalent in the study area. There are many low income, blue collar, and seasonal workers within the study area. Many of the jobs in Interbay require highly skilled workers that are low-paid (e.g., fish cutters, commercial fishing, seafood processing). While there are generally high wages in the maritime industry, lower wage jobs are among the critical industries in Interbay.

### 3. How do the project goals address or consider the existing racial or social inequities? How will the project increase or decrease racial or social equity?

BIRT will develop a framework for evaluating up to four alternatives for replacing the two bridges that includes assessment of regional, local economic, and social impacts of the bridge replacement alternatives. This alternative evaluation framework will include race and social justice indicators. Alternatives evaluation will center the assessment of who benefits from improvements and who does not along with other equity considerations. Anticipated impacts of the bridge replacement alternatives could include access to jobs and support of Seattle's industrial activity.

#### How will you address the project's impacts (including unintended consequences) on racial or social equity?

BIRT will focus on achieving equitable engagement outcomes by targeting outreach toward those voices not typically represented in planning processes. The project team will work to understand diverse perspectives and lived experiences related to how people use the Ballard-Interbay transportation system. Populations for targeted outreach include maritime, industrial, and freight employees as well as other area workers and traditionally underrepresented residents. The project team will prioritize outreach to and engagement of workers in the manufacturing, industrial, and maritime sectors to inquire about their transportation needs.

The BIRT Final Report will amplify these voices for the Washington State Legislature, including strategies for mitigating unintended consequences to those who may bear disproportionate burden in the Ballard-Interbay transportation system based on income or race. For example, BIRT will prioritize projects that improve access and safety for workers traveling by transit, as many may not have



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other travel options. Those with the fewest choices should not bear more travel time, safety, or cost burden than those with many mobility choices.

The BIRT team will think broadly about recommendations that go beyond physical infrastructure improvements. These may include options such as employee circulator buses, first/last mile shuttles connecting from high capacity transit stations to job sites, and creation of incentive mode-split programs for small businesses. BIRT will develop creative solutions tailored to the unique travel needs to enhance the functionality of the Ballard-Interbay transportation system for all.

**LANGUAGE NEEDS**

Projects are required to provide materials and information in non-English languages if five (or more) percent of the population in that project area speaks a given language. For any project, materials in other languages are available upon request.

Source	Languages Over 5%
US Census Language Map	None
ACS 2017 5 Year Estimates	

**TRANSLATIONS THRESHOLD**

*87.2% of study area population speaks only English at home, while 12.8% of the population does not speak English at home. Predominant languages include: Spanish, Chinese, Asian and Pacific Island languages, and Indo-European languages.*

**ACTIVITIES LOG**

The table below details the outreach activities completed to date. Future planned activities can be found on the PIP cover sheet.

When	What	Who	Details
September 24, 2019	<b>Freight Advisory Board</b>	SDOT, SFAB	Project Introduction, Presentation, Q&A with board members
October 22, 2019	<b>North Seattle Industrial Association</b>	SDOT, NSIA	Project Introduction, Presentation, Q&A with stakeholders
October 24, 2019	<b>Ballard Bridge Planning Study drop-in</b>	SDOT, residents, employees, business owners, and other interested parties	Drop-in on existing SDOT event to engage with community members.
Jan 23, 2020	<b>Interagency Meeting #1</b>	SDOT, Port of Seattle, WSDOT, Sound Transit, King County Metro	Project Introduction, Roles and Responsibilities of the IAT, Scope of Work and Schedule, Project Goal Setting
Jan 28, 2020	<b>Ballard Community Meeting #1</b>	Ballard and Magnolia residents, employees, business owners, and other interested parties	Project Kickoff and Overview: Project Purpose, Goals, and Timeline
Feb 3, 2020	<b>Magnolia Community Meeting #1</b>	Ballard and Magnolia residents, employees, business owners, and other interested parties	Project Kickoff and Overview: Project Purpose, Goals, and Timeline
Feb 18, 2020	<b>Magnolia Community Council</b>	Magnolia Community Council and interested residents	Project Overview, Goals, Timeline, Question & Answer

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<b>When</b>	<b>What</b>	<b>Who</b>	<b>Details</b>
Feb 26, 2020	<b>Fremont-Ballard Neighborhood Greenways</b>	Fremont-Ballard Neighborhood Greenways, bicyclists, and pedestrians	Project Overview, Goals, Timeline, Question & Answer Workshop of Identifying Challenges and Solutions
March 18, 2020	<b>Interagency Meeting #2</b>	SDOT, Port of Seattle, WSDOT, Sound Transit, King County Metro	Review Baseline Assumptions, Draft Project Evaluation Criteria, Plan Review Themes, and Public Involvement Plan
April 7, 2020	<b>Ballard Fremont and Queen Anne Neighborhood Greenways</b>	Ballard Fremont Neighborhood Greenways, Queen Anne Greenways, bicyclists and pedestrians	Review Draft Methods and Assumptions Framework, Stakeholder Engagement Input for Accessibility
May 6, 2020	<b>Bike Advisory Board</b>	SDOT, SBAB	Presentation and Q&A with stakeholders about project. Checking to see if past bike comments ring true with the board.
May 21, 2020	<b>Interagency Meeting #3</b>	<i>Open to the public</i> SDOT, Port of Seattle, WSDOT, Sound Transit, King County Metro	Multimodal Evaluation Framework, Traffic Forecast Results and Alternatives, Draft Project and Strategy List
July 21, 2020	<b>Magnolia Community Council</b>	Magnolia Community Council and interested residents	
July 29, 2020	<b>Virtual Mid-Project Public Meeting #1</b>	Ballard and Magnolia residents, employees, business owners, and other interested parties	Review Draft Project Lists and Traffic Management Strategies
August 6, 2020	<b>Virtual Mid-Project Public Meeting #2</b>	Ballard and Magnolia residents, employees, business owners, and other interested parties	Review Draft Project Lists and Traffic Management Strategies
August 18, 2020	<b>Freight Advisory Board</b>	SDOT, SFAB	Presentation and Q&A with stakeholders about project updates.
August 20, 2020	<b>City of Seattle Planning Commission: Land Use and Transportation Committee</b>		Presentation and Q&A with stakeholders about project updates.
August 20, 2020	<b>Interagency Meeting #4</b>	<i>Open to the public</i> SDOT, Port of Seattle, WSDOT, Sound Transit, King County Metro	Technical Findings and Preliminary Recommendations, Draft Bridge Replacement Timelines, Draft Traffic Management Plans
October 1, 2020	<b>Interagency Meeting #5</b>	<i>Open to the public</i> SDOT, Port of Seattle, WSDOT, Sound Transit, King County Metro	Review of Draft Report

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November 2, 2020	<b>Final Public Meeting</b>	Ballard and Magnolia residents, employees, business owners, and other interested parties	Present Draft Report

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**IOPE ELEMENTS**

In addition to the outreach activities listed on the cover sheet, the project team will ensure that the project’s public participation opportunities are inclusive of the affected stakeholders. Accordingly, outreach activities will include:

- Events
- Mailings
- Web
- Advertising/ Media

This is a document with all of our Social Media efforts: [https://seattlegov.sharepoint.com/:w:/r/sites/dot-external/BIRT/Shared%20Documents/5\\_Outreach%20and%20Engagement/1\\_Outreach%20and%20Engagement%20Plan/Outreach%20Efforts.docx?d=w34bc934c1c8e449f8636fe4816478229&csf=1&web=1&e=PRSlcC](https://seattlegov.sharepoint.com/:w:/r/sites/dot-external/BIRT/Shared%20Documents/5_Outreach%20and%20Engagement/1_Outreach%20and%20Engagement%20Plan/Outreach%20Efforts.docx?d=w34bc934c1c8e449f8636fe4816478229&csf=1&web=1&e=PRSlcC)