

WELCOME TO THE BALLARD BRIDGE PLANNING STUDY DROP-IN SESSION



What Is the Ballard Bridge Planning Study?

We've launched the Ballard Bridge Planning Study to evaluate how to bring the bridge up to current transportation, functional, and structural standards including improved bicycle and pedestrian facilities and keeping buses and freight moving. While we perform regular maintenance and frequent inspections on the bridge to ensure it's operational and safe for road and marine traffic, due to the age of the structure, more significant rehabilitation may be needed. Since the bridge is in good condition today, we have an opportunity to plan.








The Ballard Bridge Planning Study will...

- Explore feasible rehabilitation and replacement options
- Survey community members on their transportation needs and values
- Evaluate multimodal mobility and access options based on geometric and traffic analysis
- Investigate cost-effective and constructible structure types
- Identify associated costs, risks, benefits, and trade-offs of each feasible alternative
- Provide a comparison of alternatives to inform future investments along the Interbay Corridor

We look forward to working with you and your neighbors throughout the planning study process!

PLANNING STUDY TIMELINE & FUNDING

PLANNING STUDY PROCESS

		2019			
		Spring	Summer	Fall	Winter
	Stakeholder Meetings: with agency and community partners including Sound Transit, Port of Seattle, BNSF, and adjacent BINMIC and community organizations				
	Advisory Board Briefings: to involve and seek assistance from Bike, Pedestrian, Transit, and Freight advisory boards				
	Online Survey: to introduce the project scope and schedule and to better understand behaviors for users of the Ballard Bridge				
	Drop-in Sessions & Community Events: to describe the Ballard Bridge history, review evaluation process, present analyses, and collect community input				
	Community Councils & Other Community Group Briefings: to inform the public of the study purpose and progress, and to provide more opportunities for community comments and questions				
	Finalize Alternatives Analysis and Share Results: with SDOT directors, the Mayor, and our local, county, and state elected officials				

KEY	 Technical Screening to identify viable alternatives	 Advisory Board Briefings	 Online Survey
	 Alternatives Analysis	 Stakeholder Meetings	
	 Share results	 Community Involvement	

Subject to change

This planning study is funded by the Levy to Move Seattle, approved by voters in 2015. The 9-year, \$930 million Levy to Move Seattle provides funding to improve safety for all travelers, maintain our streets and bridges, and invest in reliable, affordable travel options for a growing city. Learn more about the levy at www.seattle.gov/LevyToMoveSeattle.

The State has marked \$700K in the 2019-2021 budget to investigate the Ballard-Interbay Regional Transportation System and provide recommendations to our elected officials on maintaining and improving capacity to move people and goods along this important corridor. The study is expected to launch later this year.

HISTORY OF THE BALLARD BRIDGE

1917 – The Ballard Bridge Opens

Work on the Ballard Bridge began in 1915 in conjunction with construction of the Lake Washington ship canal. The bridge opened to traffic on December 15, 1917.

1933 – Deck Replacement

The original creosoted wood deck was replaced with an open-mesh steel deck. A 1934 census counted 12,679 vehicles crossing the bridge over a 15-hour period.

1940 – New Approaches

The original wooden approaches were replaced with approaches made of steel and concrete. The bridge was closed for a year and a half during construction. A parade was held to celebrate the re-opening of the Ballard Bridge.

1969 – Consolidated Control Tower

The four original control towers were replaced with a single control tower on the Eastern side of the Southern bascule pier.

2003 – Ballard Gateway

Eight statues depicting Ballard's Native American and Scandinavian heritage were erected on the bridge's north approach. These sculptures, titled the "Ballard Gateway," were created by Washington artists Tom Askman and Lea Anne Lake.

2014 – Seismic Retrofits

Funded by the 2006 "Bridging the Gap" transportation levy, SDOT made necessary seismic improvements to 7 bridges, including the Ballard Bridge. The bridge received seismic retrofits to strengthen existing columns.

2014 – Bridge Sidewalk Widening Study

We conducted the Ballard Bridge Sidewalk Widening Study to evaluate alternatives to make travel across the Ballard Bridge more comfortable for pedestrians and people on bicycles. This study informs our rehabilitation concept.

2019– Ballard Bridge Planning Study

We've launched the Ballard Bridge Planning Study to evaluate how to bring the bridge up to current transportation, functional, and structural standards including improved bicycle and pedestrian facilities and keeping buses and freight moving. The study, funded by the Levy to Move Seattle, will explore feasible rehabilitation and replacement options for the long-term future of the bridge.

Citations:

- *HistoryLink Encyclopedia of Washington State History*, "Ballard Bridge Seattle" Essay 11260 (by Priscilla Long). April 4, 2017.
- *King County Municipal Archives*, Ballard Bridge Photographs. Accessed July 5, 2019.
- *Ballard Bridge, with original wooden approaches*, Seattle, March 13, 1918. Photo by James P. Lee, Courtesy UW Special Collections (LEE254)



WHAT WE'VE HEARD

Online Community Survey Results

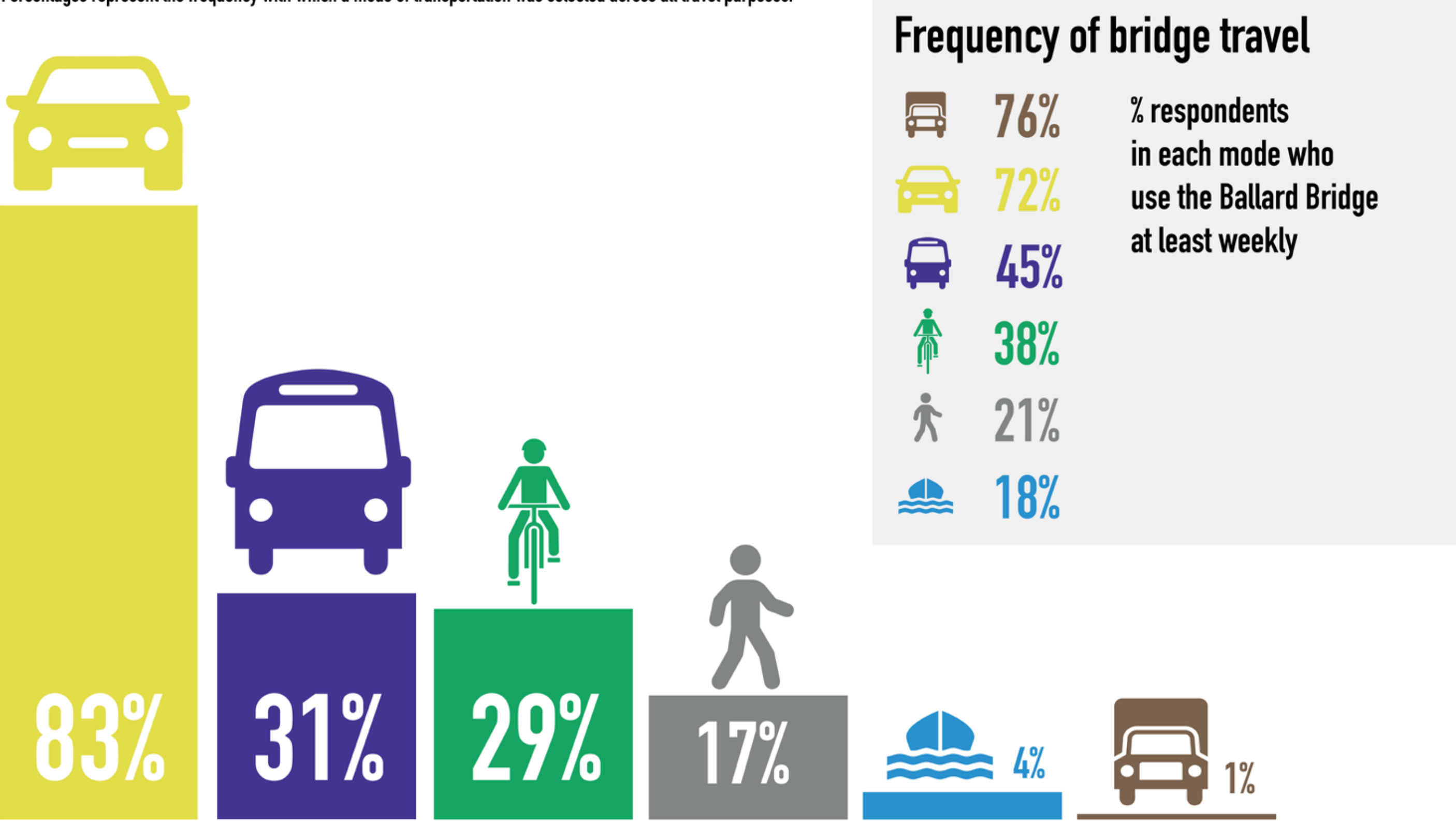
CURRENT USE

To ensure we develop bridge options that incorporate the broad needs and values of the community and people using the Ballard Bridge, we conducted an online survey on current and desired bridge use.

Typical mode(s) of transportation when traveling across or under the Ballard Bridge.

Respondents selected all applicable modes of transportation that they use when traveling across or under the Ballard Bridge for different purposes.

Percentages represent the frequency with which a mode of transportation was selected across all travel purposes.



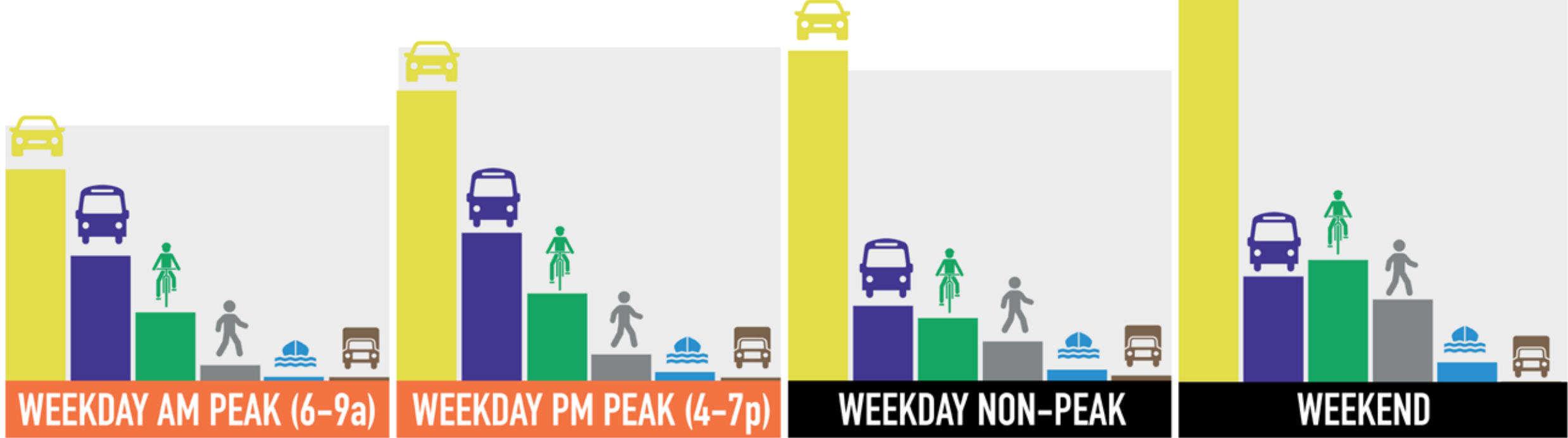
Reason(s) for traveling across or under the Ballard Bridge.

Respondents identified their primary reasons for traveling across or under the Ballard Bridge.



Bridge travel timing by transportation mode(s).

Respondents identified their typical times of bridge travel by mode.



= PEOPLE DRIVING CARS = PEOPLE TAKING TRANSIT = PEOPLE RIDING BICYCLES
 = PEOPLE WALKING = PEOPLE USING BOATS = PEOPLE DRIVING FREIGHT

WHAT WE'VE HEARD

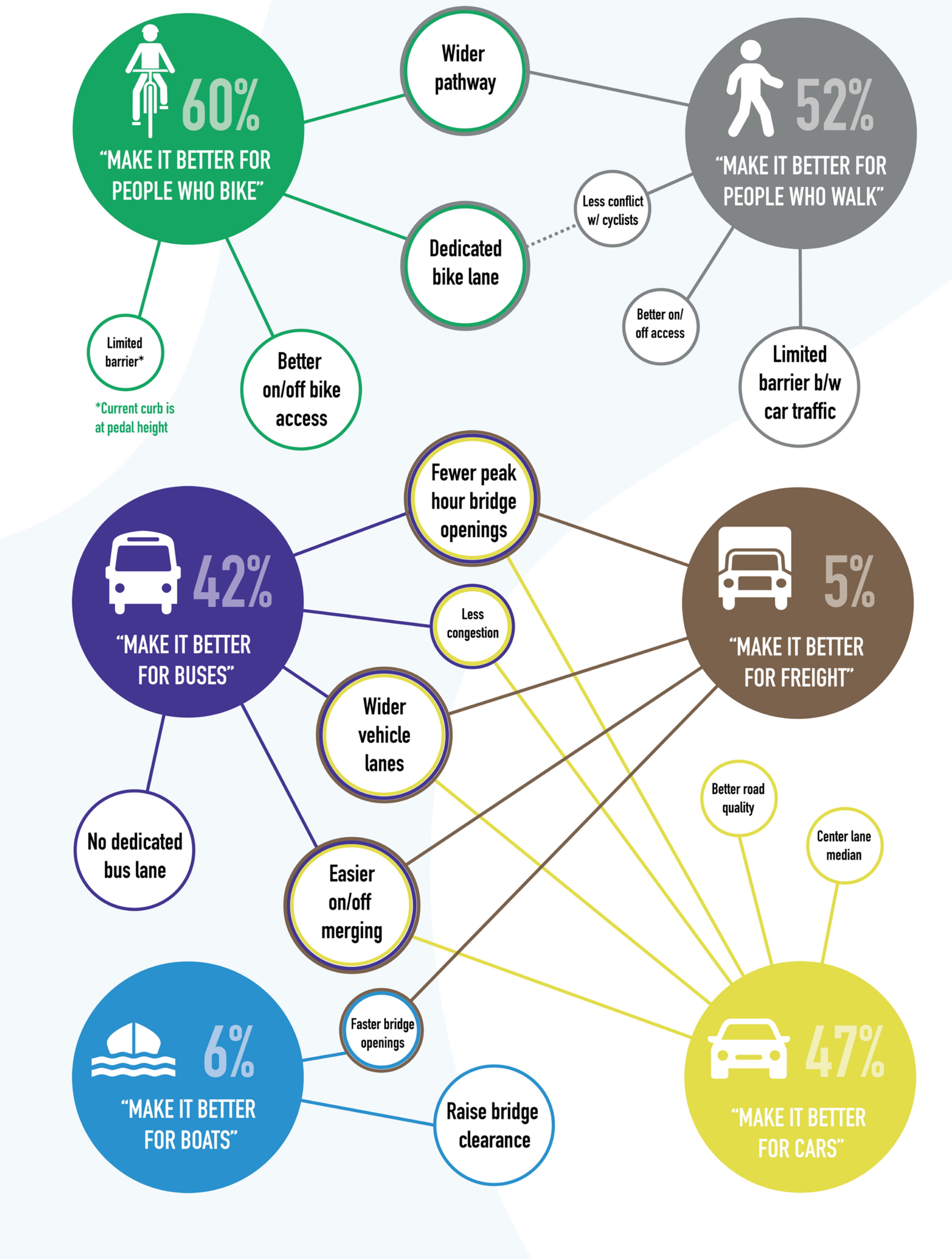
Online Community Survey Results

DESIRED USE

Top priorities for improvement.

Respondents selected the types of improvements that they would like the City to prioritize for the Ballard Bridge.

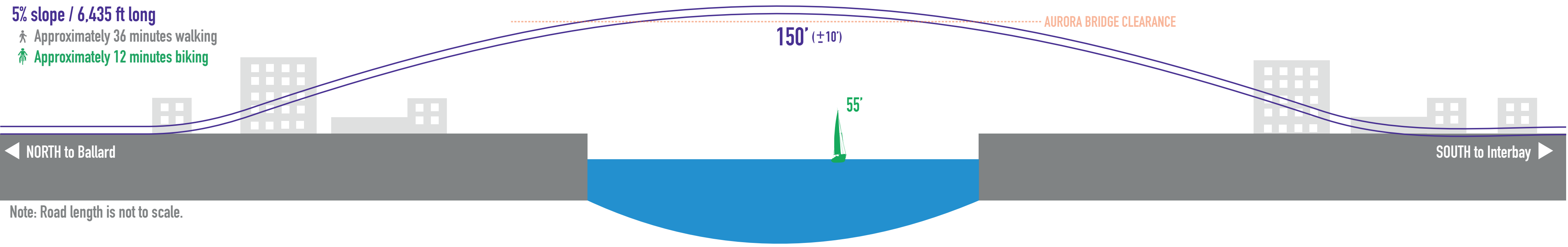
Larger bubbles indicate a higher number of responses within each proposed area of improvement; smaller bubbles indicate fewer responses. Bubble size does not reflect overall importance of each priority.



BALLARD BRIDGE OPTIONS

HIGH LEVEL FIXED BRIDGE REPLACEMENT

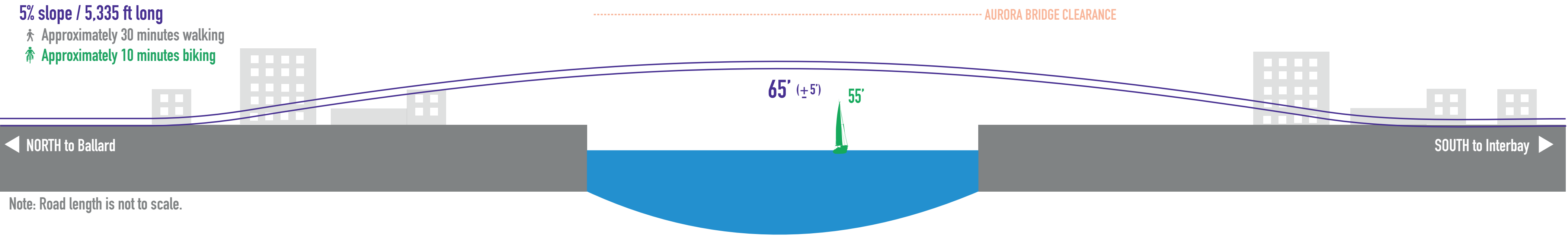
5% slope / 6,435 ft long
⚡ Approximately 36 minutes walking
🚲 Approximately 12 minutes biking



MID LEVEL MOVEABLE BRIDGE REPLACEMENT

Significant reduction in number of bridge openings.

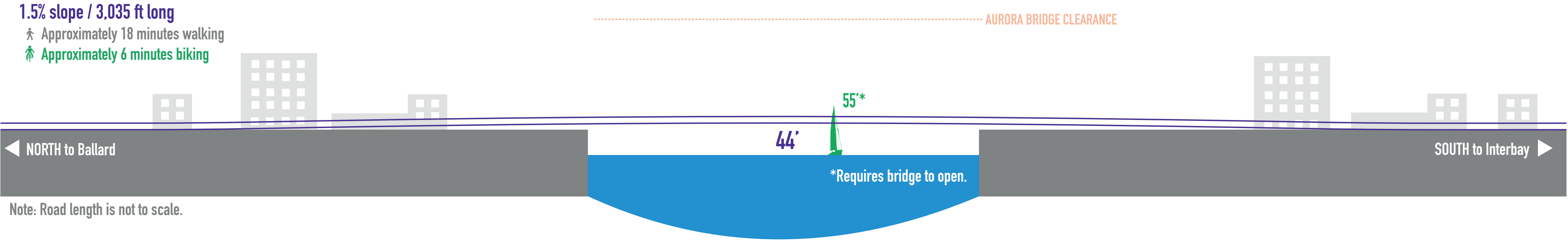
5% slope / 5,335 ft long
⚡ Approximately 30 minutes walking
🚲 Approximately 10 minutes biking



REHABILITATION OF EXISTING MOVEABLE BRIDGE (LOW LEVEL)

Similar number of bridge openings to today.

1.5% slope / 3,035 ft long
⚡ Approximately 18 minutes walking
🚲 Approximately 6 minutes biking

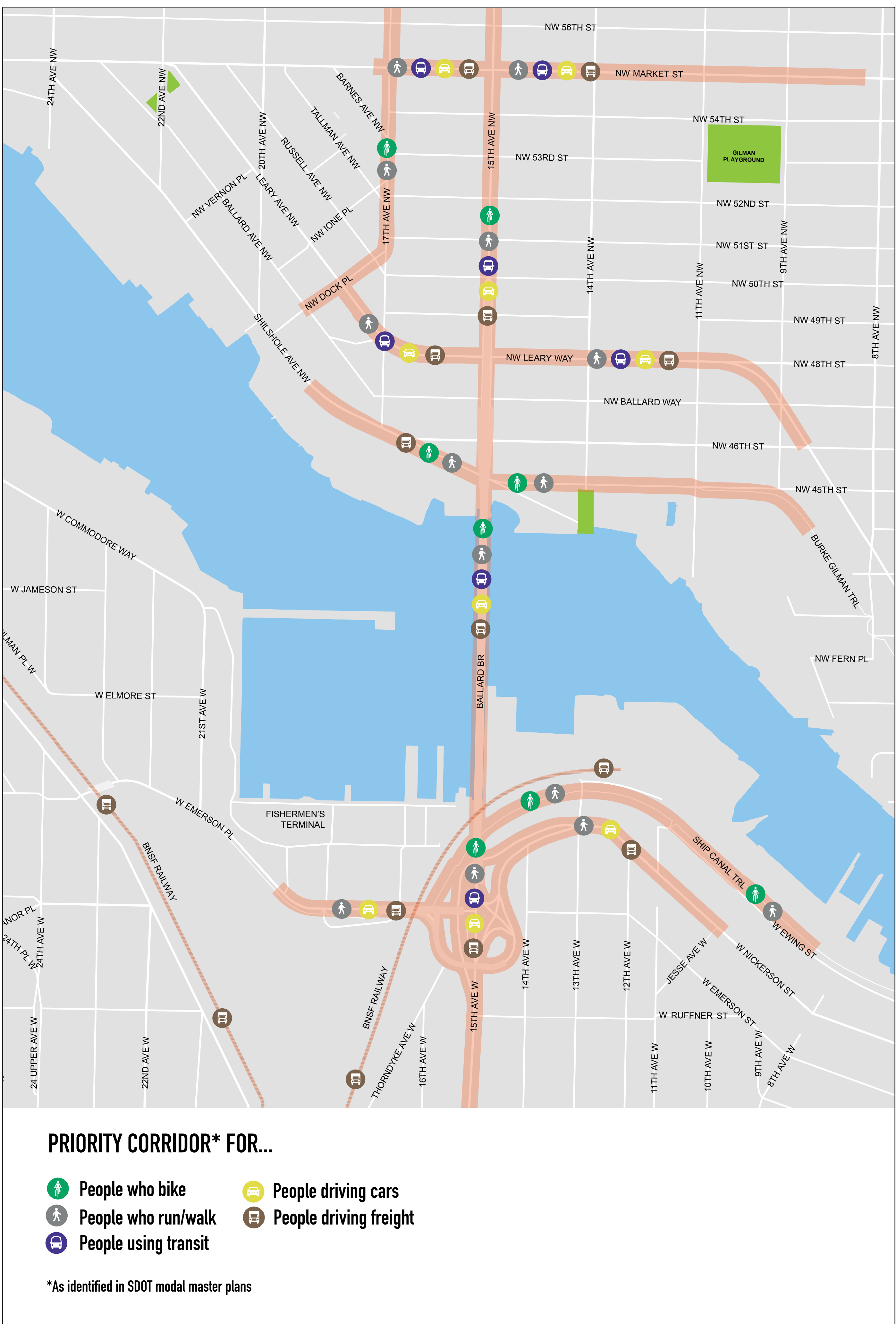


This graphic represents the technical options being considered by the planning study. It does not represent a design or proposed alternatives.

BALLARD BRIDGE CONSIDERATIONS

As we explore options for the Ballard Bridge, we must consider factors such as structural feasibility, cost, and community transportation needs. Specific considerations include:

- Maintain multimodal access to Leary Way NW
- Maintain multimodal access to W Emerson St & W Nickerson St
- Provide safe multimodal merges, diverges, and connections
- Improve pedestrian and bicycle facilities
- Maintain pedestrian and bicycle access to Burke Gilman & Ship Canal Trails
- Aim for roadway grades at or less than 5% (max grade of 7% as necessary)
- Maintain access for over-legal loads (20-ft x 20-ft)
- Minimize property effects
- Predictability of bridge openings for marine and roadway traffic



WHAT ELSE SHOULD WE CONSIDER?

Write your feedback on sticky notes

WHAT ELSE SHOULD WE CONSIDER?

