

Ballard Bridge

Sidewalk Widening Study

Seattle Bicycle Advisory Board

Sam Woods

November 5, 2014

SDOT's mission & vision

Mission: delivering a first-rate transportation system for Seattle.



Vision: a vibrant Seattle with connected people, places, and products.

SDOT's core principles



Presentation overview

- Study purpose
- Study area
- Existing conditions
- Alternative evaluated
- Study results
- Next steps

Study Purpose

Evaluate alternatives to improve pedestrian and bicycle travel across the bridge.



Study area



Study area

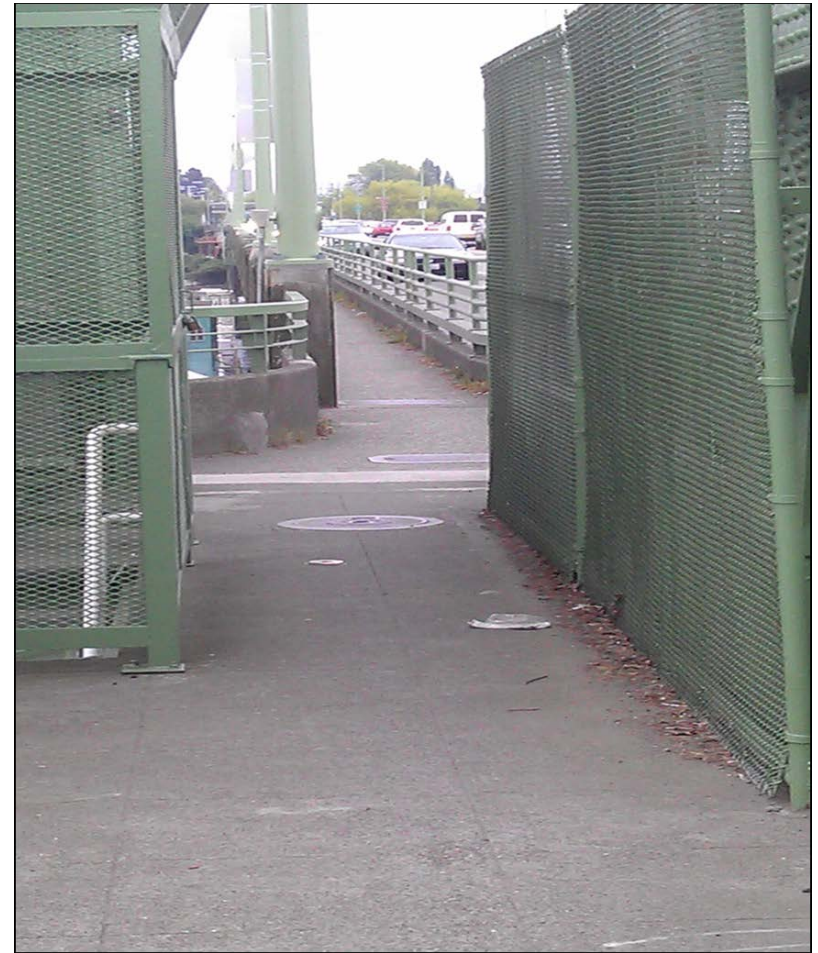


About the Bridge

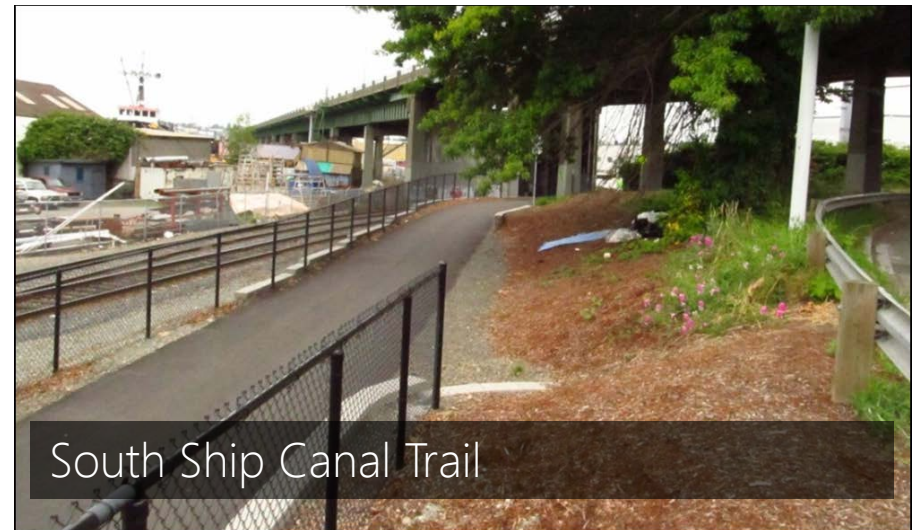
- Completed in 1917
- Carries 54,500 vehicles per week day (2012)
- Designated Major Truck Street
- Approximately 2,845 feet long:
 - Bascule portion
 - Steel approaches
 - Concrete approaches



Existing conditions - Sidewalks



Existing Conditions - Emerson



Alternative 1: Widen Sidewalks

- Widen the sidewalks on the bridge approaches by modifying the existing railing, curbs and lighting.
- Would provide approximately one foot of additional width.
- Cost estimate = \$22 to \$35 million.

Alternative 2: Widen Sidewalks

- Widen the sidewalks on the bridge approaches to either six or 10 feet by structurally widening the bridge.
- Cost estimate = \$26 to \$48 million for both sides; \$20 to \$34 million for one side.

Alternative 3: New Railing

- Add a railing between the existing sidewalk and the adjacent travel lane for the full length.
- Would not provide additional width.
- Cost estimate = \$3.2 million.



Existing railing near bascule portion

Alternative evaluated - Emerson

- Connects the South Ship Canal Trail and the west sidewalk at the south end of the bridge approach.
- Provides an alternative to the at-grade crossing at Emerson.
- Provides a safer crossing of the Nickerson ramp.
- Cost estimate = \$18 million

See larger image on next slide

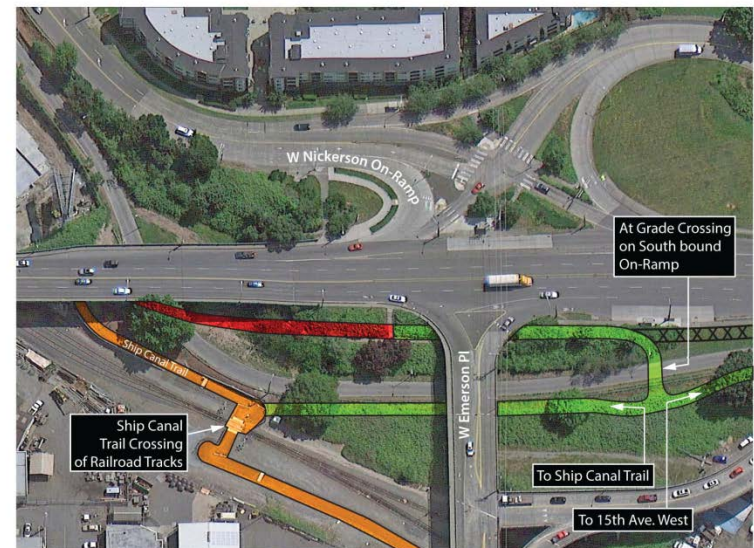


Figure E-2: Original Emerson Underpass Trail Concept Drawing as Proposed by SDOT and Modified by BergerABAM

Legend
= Ship Canal Trail
= Trail on Structure
= At Grade Trail



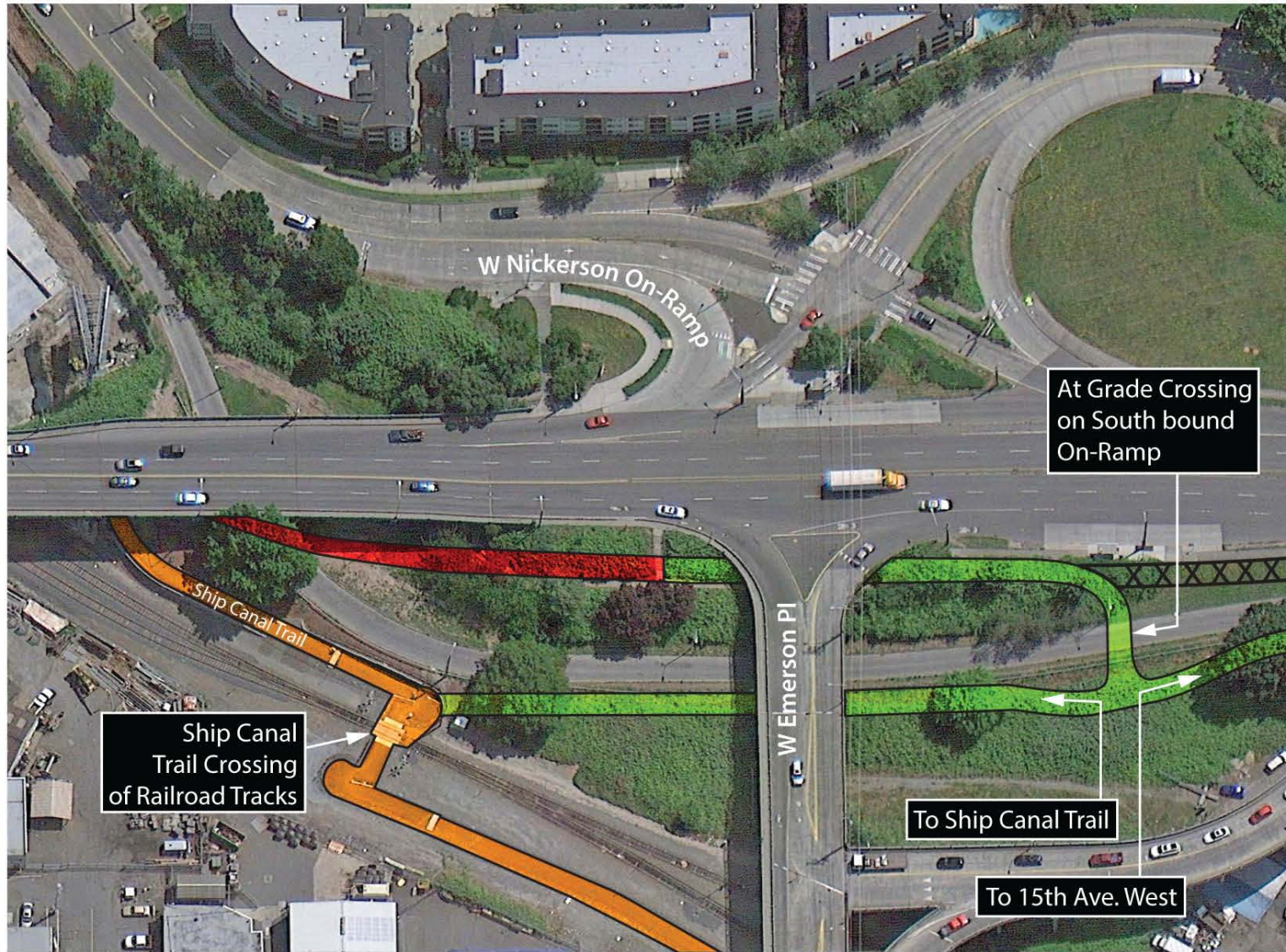


Figure E-2: Original Emerson Underpass Trail Concept Drawing as Proposed by SDOT and Modified by BergerABAM

Legend

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- = Trail on Structure
- = At Grade Trail



Next steps

- Evaluating connections at north and south ends of bridge in 2014/2015
- Study new Ship Canal crossing late 2014/early 2015
- Begin discussions in 2015 with Corps re: Ballard Locks extended hours

Questions?

Walkandbike@seattle.gov | (206) 684-7583

<http://www.seattle.gov/transportation/bike.htm>

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