BALLARD BRIDGE PLANNING STUDY

DROP-IN SESSIONS & ONLINE OPEN HOUSE
OCTOBER – NOVEMBER 2019

SUMMARY REPORT
EVENT OVERVIEW

We hosted 2 drop-in sessions for the Ballard Bridge Planning Study to share project updates and gather community feedback on the alternatives. Both drop-in sessions were from 6-7:30 PM. Attendees could drop by anytime and the same content was provided at both sessions. The drop-in sessions were shared on the project webpage, SDOT’s social media pages, the project listserv, and through Peddler Brewing’s own social media accounts. A-Frame signs were also placed at the on and off ramps to the Ballard Bridge. Additionally, a mobile display was posted at the Queen Anne, Magnolia, and Ballard libraries to provide an overview of the project and share event details. These notifications can be found in Appendix D. The event details for each drop-in session are below:

October 24, 2019
Peddler Brewing Company
1514 NW Leary Way, Seattle, WA 98107
6 PM – 7:30 PM

October 29, 2019
Fishermen’s Terminal – Seattle Fishermen’s Plaza
3919 18th Ave W, Seattle, WA 98119
6 PM – 7:30 PM

At both drop-in sessions there were 3 Seattle Department of Transportation (SDOT) staff members and 5 SDOT consultants in attendance.

EVENT LAYOUT

Both drop-in sessions were set up with multiple stations:

- SDOT sign-in table
  - Project factsheet
  - Comment cards
  - Green and red sticky dots
- SDOT Ballard Bridge Planning Study board set
  1. Welcome and Project Overview board
  2. History of the Ballard Bridge board
  3. Timeline and Funding board
  4. Ballard Bridge Considerations board
- SDOT Alternatives Analysis board set
  5. Ballard Bridge Options board
  6. Low Level Moveable Bridge Rehabilitation board (x2)
  7. Mid-Level Moveable Bridge Replacement board (x2)
  8. High Level Fixed Bridge Replacement board (x2)
  9. Alternatives Analysis Ranking board
ATTENDANCE

Anecdotally, approximately 60 people attended the October 24 session at Peddler Brewing Company in Ballard; 43 people signed in. Approximately 20 people attended the October 29 session at Fishermen’s Terminal in Interbay; 8 people signed in. The layout of the events did not require all attendees to visit the sign-in table. The photos below show the events and how people interacted with the different stations and staff.

October 24, 2019 – Peddler Brewing Company

Figure 1: Attendees at the sign in table.
Figure 2: Attendees reading the Ballard Bridge Planning Study board set.

Figure 3: Attendees interacting with the Alternatives Analysis board set.
October 29, 2019 – Fishermens Terminal

Figure 4: Attendees speaking with SDOT staff.

Figure 5: Attendees speaking with project staff at different stations.
ONLINE OPEN HOUSE

In addition to the 2 in-person events the same content was shared via an online open house. The online open house was hosted at BallardBridgeOpenHouse.com. The open house included a page for each display board from the drop-in sessions, as well as additional written descriptions of the key features for each alternative.

The online open house included a survey modeled after the in-person dot ranking exercise (described in more detail below in the 'What We Heard' Section). The survey was available from Friday, November 1, 2019 through Friday, November 15, 2019.

Figure 6: Online Open House Home page
1. History of the Ballard Bridge
The Ballard Bridge, from 1917 to now.

2. Timeline and Funding
Where are we in the planning study process?

3. Planning Study Considerations
Considering factors such as structural feasibility, multimodal mobility and access, and cost.

4. Ballard Bridge Options and Evaluation Process
Overview of the three options and the process to evaluate and compare them.

5. Low Level Moveable Bridge
Rehabilitation of the existing bridge with improved pedestrian and bicycle facilities.

6. Mid Level Moveable Bridge
Replacement of the existing bridge with 65-ft (19.8m) clearance and improved pedestrian and bicycle facilities.

7. High Level Fixed Bridge
Replacement of the existing bridge with 150-ft (45.7m) clearance and improved pedestrian and bicycle facilities.

8. Alternatives Analysis
Comparison of the three alternatives across key metrics.

9. Share Your Feedback
Let us know your preferences for the alternatives being considered.
WHAT WE HEARD

At the drop-in sessions we were looking for feedback on the alternatives being considered and the priority of certain considerations. We gathered feedback through an interactive sticky dot exercise. Attendees were given 1 green sticky dot and 1 red sticky dot to place on a ranking board. The board listed the 3 alternatives being considered. Attendees were asked to mark their most preferred alternative with the green dot and their least preferred with the red dot. Between both drop-in sessions approximately 56 people participated in the sticky dot ranking exercise. The project team also received feedback via comment cards and verbal comments.

We also received feedback through the online open house. The online open house included a survey that asked participants to choose their most and least preferred alternatives and rank their 3 most important and 3 least important considerations. There was also an open-ended question for participants to share additional feedback. 91 people participated in the online open house survey.

From the combined ranking results, the most preferred alternative was the Low Level Movable Bridge (35%). The least preferred alternative was the High Level Fixed Bridge (38%). Below is a table of the combined preference rankings from the online open house survey and in-person dot ranking exercises.

<table>
<thead>
<tr>
<th></th>
<th>High Level Fixed Bridge</th>
<th>Mid Level Moveable Bridge</th>
<th>Low Level Moveable Bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Most Preferred</td>
<td>12</td>
<td>37</td>
<td>98</td>
</tr>
<tr>
<td>Least preferred</td>
<td>107</td>
<td>13</td>
<td>14</td>
</tr>
</tbody>
</table>

Dot Ranking Exercise

The most preferred alternative from the drop-in session dot ranking exercises was the Low Level Moveable Bridge (73%). The least preferred alternative was the High Level Fixed Bridge (85%). See a summary of the results in the table and pictures below.

<table>
<thead>
<tr>
<th></th>
<th>High Level Fixed Bridge</th>
<th>Mid Level Moveable Bridge</th>
<th>Low Level Moveable Bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Green – Most Preferred</td>
<td>3</td>
<td>12</td>
<td>41</td>
</tr>
<tr>
<td>Red – least preferred</td>
<td>45</td>
<td>4</td>
<td>4</td>
</tr>
</tbody>
</table>
Online Open House Ranking Survey

The most preferred alternative from the online open house was the Low Level Moveable Bridge (33%). The least preferred alternative was the High Level fixed Bridge (36%). The majority of respondents ranked “Improved pedestrian and bicycle facilities” as the most important consideration. See a summary of the results in the tables below.

<table>
<thead>
<tr>
<th></th>
<th>High Level Fixed Bridge</th>
<th>Mid Level Moveable Bridge</th>
<th>Low Level Moveable Bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Most Preferred</td>
<td>9</td>
<td>25</td>
<td>57</td>
</tr>
<tr>
<td>Least Preferred</td>
<td>62</td>
<td>9</td>
<td>10</td>
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</table>

Most Important Considerations from Online Open House Survey

<table>
<thead>
<tr>
<th>Consideration</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improved pedestrian and bicycle facilities</td>
<td>72%</td>
</tr>
<tr>
<td>Access to Burke Gilman and Ship Canal/Interbay Trail</td>
<td>48%</td>
</tr>
<tr>
<td>Sound Transit coordination</td>
<td>36%</td>
</tr>
<tr>
<td>Cost and design of construction</td>
<td>25%</td>
</tr>
</tbody>
</table>
Access to Leary Way NW | 18%

Least Important Considerations from Online Open House Survey

<table>
<thead>
<tr>
<th>Consideration</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic and congestion</td>
<td>42%</td>
</tr>
<tr>
<td>Visual impacts and bridge aesthetics</td>
<td>42%</td>
</tr>
<tr>
<td>Marine navigation</td>
<td>35%</td>
</tr>
<tr>
<td>Bascule opening delays</td>
<td>34%</td>
</tr>
<tr>
<td>Level of construction impact</td>
<td>29%</td>
</tr>
</tbody>
</table>

Comment Cards and Survey Feedback

We received 15 comment cards, which identified the following considerations:

- Coordinate with Sound Transit Light Rail alignments
- Provide a Bus-only lane
- Provide a dedicated/protected bike-lane
- Widen the existing path and prioritize people walking and biking; enhance accessibility
- Improve existing connections (e.g., 15th Ave NW, Pier 91/Interbay trail)
- Reduce bridge openings
- Choose the bridge alternative that will address climate change and long-term use over short-term effects
- Ballard Bridge horn is loud, looking for ways to reduce the noise and improve overall quality
- Add water fountains at the ends of the bridge and benches along the bridge (such as SR 520) to make it more accessible for people walking and biking, should they need to rest (bathroom would be great as well)

The 57 open-ended comments, we received through the online open house, identified similar themes:

- Concerns about the Single Point Urban Interchange (SPUI)
  - A handful of comments expressed a dislike for the SPUI design
  - Many comments expressed concern for the mobility of people who walk and bike on the SPUI
  - Many comments expressed a dislike for the “freeway” like design
  - Some comments expressed concern for how transit access would function on the SPUI
  - Some comments expressed frustration that the SPUI appeared to prioritize vehicle traffic

- Priority for people who walk and bike
  - Many comments like the 14’ wide mixed-use path design
  - Some comments expressed a desire for a 14’ mixed-use path on both sides
o Some comments asked that immediate action be taken to improve safety for people who walk and bike across the bridge
o Some comments expressed a desire for improved east-west crossings for people who walk and bike
o Some comments expressed concern for the walkability and bikability of the high level alternative
• Local Connections
  o Many comments expressed a desire to improve bike connections to the Burke Gilman and Ship Canal Trail
  o Some people expressed a preference for the low level alternative because it maintained connections on the north end
• Many comments expressed a desire for coordination with Sound Transit and the future Link Light Rail
• Some comments expressed a desire for bus only lanes
• Some comments expressed a concern for the impacts of climate change
• Some comments expressed a concern for the visual impact of the high level alternative
• One comment expressed concern for the negative impact that the high level alternative could have on ship canal commerce
APPENDIX A: DISPLAY BOARDS

WELCOME TO THE BALLARD BRIDGE PLANNING STUDY DROP-IN SESSION

PROJECT OVERVIEW

The Ballard Bridge Planning Study is evaluating how to bring the bridge up to current transportation, functional, and structural standards in a sustainable way, while addressing safety and community concerns. As we look ahead at maintenance and repair needs on the bridge, it’s important that we engage the public. We welcome your feedback and ideas on the bridge’s future.

The Ballard Bridge Planning Study is led by the City of Seattle, in partnership with the Seattle Department of Transportation (SDOT) and the Washington State Department of Transportation (WSDOT). The study aims to improve safety, accessibility, and sustainability of the bridge.

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

PLANNING STUDY TIMELINE & FUNDING

PLANNING STUDY PROCESS

<table>
<thead>
<tr>
<th>Process</th>
<th>Spring</th>
<th>Summer</th>
<th>Fall</th>
<th>Winter</th>
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<td>Scoping</td>
<td>Staffing</td>
<td>Staffing</td>
<td>Staffing</td>
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<td>Engineering</td>
<td>Analysis</td>
<td>Analysis</td>
<td>Analysis</td>
<td>Analysis</td>
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<tr>
<td>Community Engagement</td>
<td>Outreach</td>
<td>Outreach</td>
<td>Outreach</td>
<td>Outreach</td>
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<tr>
<td>Project Planning</td>
<td>Project Planning</td>
<td>Project Planning</td>
<td>Project Planning</td>
<td>Project Planning</td>
</tr>
</tbody>
</table>

This planning study is funded by the Levy to Move Seattle, approved by voters in 2016. The Levy provides $303 million to improve safety and mobility, reduce traffic congestion, and engage in sustainable transportation options for our growing city. Learn more about the Levy at moveonешь.org.

The State has awarded $311K in the 2019-2020 budget to investigate the Ballard Bridge Regional Transportation System and provide recommendations to our elected officials on maintaining and improving capacity to move people and goods along the important two-lane road.

Ballard Bridge Considerations

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

- Maintain multimodal access to every day/night
- Maintain multi-modal access to Fremont S & W Waterways
- Provide safe, multi-modal connections, design, and connections
- Improve pedestrian and bicycle facilities
- Maintain pedestrian and bicycle access to Aurora Bridge & Ship Canal Bridge
- Explore roadway capacity of or less than 6% (or goods of 7% as necessary)
- Maintain access for over water crossing (6 ft to 25 ft)
- Minimize property effects
- Predictability of bridge openings for marine and roadway traffic
### Alternatives Analysis Preliminary Results

<table>
<thead>
<tr>
<th>Alternatives</th>
<th>Low-Level Promenade Bridge</th>
<th>Mid-Level Promenade Bridge</th>
<th>High-Level Promenade Bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian Safe</td>
<td>🟢</td>
<td>🟢</td>
<td>🟢</td>
</tr>
<tr>
<td>Bicycle Facility</td>
<td>🟢</td>
<td>🟢</td>
<td>🟢</td>
</tr>
<tr>
<td>Park Access</td>
<td>🟢</td>
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<tr>
<td>Community Center</td>
<td>🟢</td>
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<tr>
<td>Local Connectivity</td>
<td>🟢</td>
<td>🟢</td>
<td>🟢</td>
</tr>
<tr>
<td>Traffic Control</td>
<td>🟢</td>
<td>🟢</td>
<td>🟢</td>
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<tr>
<td>Parking Facilities</td>
<td>🟢</td>
<td>🟢</td>
<td>🟢</td>
</tr>
<tr>
<td>Pedestrian Safety</td>
<td>🟢</td>
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<td>🟢</td>
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<tr>
<td>Bicycle Safety</td>
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<tr>
<td>Bridge Design</td>
<td>🟢</td>
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</table>

**Accessibility**

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Low-Level Promenade Bridge</th>
<th>Mid-Level Promenade Bridge</th>
<th>High-Level Promenade Bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk-Bike</td>
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<tr>
<td>Public</td>
<td>🟢</td>
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</tbody>
</table>

**Environmental & Sustainability Consideration**

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Low-Level Promenade Bridge</th>
<th>Mid-Level Promenade Bridge</th>
<th>High-Level Promenade Bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Groundwater</td>
<td>🟢</td>
<td>🟢</td>
<td>🟢</td>
</tr>
<tr>
<td>Air Quality</td>
<td>🟢</td>
<td>🟢</td>
<td>🟢</td>
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<tr>
<td>Noise</td>
<td>🟢</td>
<td>🟢</td>
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</table>

**Implementation Characteristics**

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Low-Level Promenade Bridge</th>
<th>Mid-Level Promenade Bridge</th>
<th>High-Level Promenade Bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>🟢</td>
<td>🟢</td>
<td>🟢</td>
</tr>
<tr>
<td>Roadway Width</td>
<td>🟢</td>
<td>🟢</td>
<td>🟢</td>
</tr>
<tr>
<td>Rust Protection</td>
<td>🟢</td>
<td>🟢</td>
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</tbody>
</table>

**Departmental Benefits**

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Low-Level Promenade Bridge</th>
<th>Mid-Level Promenade Bridge</th>
<th>High-Level Promenade Bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Safety</td>
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<td>🟢</td>
<td>🟢</td>
</tr>
<tr>
<td>Environmental</td>
<td>🟢</td>
<td>🟢</td>
<td>🟢</td>
</tr>
</tbody>
</table>

**Summary**

**Which alternative do you prefer?**

We need your input! Please rank the alternatives as most preferred or least preferred using your green and red dots. Use green for the most preferred alternative and red for the least preferred.

[Image of blank grid for ranking]
APPENDIX B: FACTSHEET

BALLARD BRIDGE PLANNING STUDY
Investing in the future of our bridges

FACT SHEET  October 2019

PROJECT OVERVIEW
The Ballard Bridge Planning Study explores feasible rehabilitation and replacement options for the long-term future of the bridge by identifying associated costs, risks, benefits, and trade-offs of each option. It is the second of 10 studies to help us assess and manage roadway structure maintenance needs and maximize future investments. 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.

FUNDING
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

PROJECT UPDATE
In the early stages of the project we conducted an online survey asking the community to share how they use and value the bridge. Key findings showed:
- 83% currently travel the bridge by car with the majority of travel taking place on weekends
- The majority of respondents prioritized improvements for people biking (60%) and people walking (52%)

For more information, checkout the online survey summary on our webpage.

Through the end of the year, we will continue refining cost estimates, feasibility, traffic analyses, and constructability for the 3 alternatives. We expect to present a comparison of the alternatives in a final report this winter.

For translation and interpretation, please call 206-775-8894

PROJECT INFORMATION & CONTACT
www.seattle.gov/transportation/BallardBridge
(206) 775-8894 | BallardBridge@seattle.gov

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APPENDIX C: ONLINE OPEN HOUSE SURVEY

Ballard Bridge Planning Study Online Open House Survey

* 1. Please select your most preferred alternative.
   - Low Level Moveable Bridge (rehabilitation)
   - Mid Level Moveable Bridge (replacement)
   - High Level Fixed Bridge (replacement)

* 2. Please select your 3 most important considerations

<table>
<thead>
<tr>
<th></th>
<th>1 - Most Important</th>
<th>2 - Second Most Important</th>
<th>3 - Third Most Important</th>
</tr>
</thead>
<tbody>
<tr>
<td>Access to Burke Gilman &amp; Ship Canal Interbay Trail</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Access to Leary Way NW</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Access to W Emerson St &amp; W Nickerson St</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Basque opening delays</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cost of design and construction</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cost of maintenance and operations</td>
<td></td>
<td></td>
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<tr>
<td>Impacts to Adjacent Land Use</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Improved Pedestrian and Bicycle facilities</td>
<td></td>
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<td></td>
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<tr>
<td>Level of construction impact</td>
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<tr>
<td>Local connections</td>
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<tr>
<td>Marine Navigation</td>
<td></td>
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<td></td>
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<tr>
<td>Mobility and access for freight</td>
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<tr>
<td>Sound Transit Coordination</td>
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<tr>
<td>Traffic and congestion</td>
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<td></td>
<td></td>
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<tr>
<td>Visual impacts and bridge aesthetics</td>
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<td></td>
<td></td>
</tr>
</tbody>
</table>

Next
**Ballard Bridge Planning Study Online Open House Survey**

* 3. Please select your least preferred alternative.
   - Low Level Moveable Bridge (rehabilitation)
   - Mid Level Moveable Bridge (replacement)
   - High Level Fixed Bridge (replacement)

* 4. Please select your 3 least important considerations

<table>
<thead>
<tr>
<th></th>
<th>1 - Least Important</th>
<th>2 - Second Least Important</th>
<th>3 - Third Least Important</th>
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<td>Access to Burke Gilman &amp; Ship Canal / Interbay Trail</td>
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<tr>
<td>Access to Leary Way NW</td>
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<td>Cost of design and construction</td>
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<tr>
<td>Visual impacts and bridge aesthetics</td>
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**Ballard Bridge Planning Study Online Open House Survey**

5. Do you have any further comments, feedback, concerns, and/or questions regarding the Ballard Bridge Planning Study?

   

   

APPENDIX D: NOTIFICATIONS

In addition to the notifications shown below, an email announcement was sent to the project listserv, an announcement posted on the webpage, and reminders were posted on the SDOT twitter and Facebook accounts.

MAILER

BALLARD BRIDGE PLANNING STUDY DROP-IN SESSIONS

Ballard Bridge Planning Study Drop-In Sessions

Pete B’s Brewing Company
1514 NW 42nd St., Seattle, WA 98107
Thursday, October 26
Stop by at any time between 6 PM - 7:30 PM

Fisherman’s Terminal
Seaport Plaza Building
1200 BP Way, Seattle, WA 98119
Tuesday, October 24
Stop by at any time between 6 PM - 7:30 PM

Ballard Bridge Planning Study Drop-In Sessions

Potbelly Sandwich Works
3626 N.W. Market St., Seattle, WA 98107
Thursday, October 26
Stop by at any time between 6 PM - 7:30 PM

Ballard Bridge Planning Study Drop-In Sessions

Sheraton Seattle Hotel
401 2nd Ave., Seattle, WA 98104
Tuesday, October 24
Stop by at any time between 6 PM - 7:30 PM

Ballard Bridge Planning Study Drop-In Sessions

Pete B’s Brewing Company
1514 NW 42nd St., Seattle, WA 98107
Wednesday, October 25
Stop by at any time between 6 PM - 7:30 PM

Ballard Bridge Planning Study Drop-In Sessions

Pete B’s Brewing Company
1514 NW 42nd St., Seattle, WA 98107
Tuesday, October 24
Stop by at any time between 6 PM - 7:30 PM
PROJECT OVERVIEW
The Ballard Bridge Planning Study will 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 its 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, funded by the Levy to Move Seattle, explores feasible rehabilitation and replacement options for the long-term future of the bridge. Learn more about the levy at: www.seattle.gov/LevytoMoveSeattle.

Through the end of the year, we’re working with our agency partners, advisory boards, and community members to identify needs and values and propose options that work to meet them.

UPCOMING DROP-IN SESSION
We’re hosting drop-in sessions at the Peddler Brewing Company and Fishermen’s Terminal and invite you to join us. The drop-in sessions are a good opportunity to learn about the Ballard Bridge Planning Study, to talk to the project team about your needs and values for the bridge, and to provide feedback on possible alternatives. Along with sharing information about the possible alternatives we’ll share details about constructability, feasibility, cost, and connections to nearby destinations.

You can join us for either session and drop-in any time between 6 and 7:30PM. Information and materials will be the same at both sessions. We look forward to seeing you there!

GET INVOLVED
We’re committed to keeping you informed throughout the study. If you’d like more information, please use one of the following resources:

- Learn more about the study and to sign-up for the project listerv visit our webpage: www.seattle.gov/transportation/BallardBridge
- Email the study team at BallardBridge@seattle.gov
- Call the study team at: (206) 775-8894

If you need this information translated, please call 206-775-8894.

SERVICIOS DE TRADUCIÓN: Disponibles bajo petición: 206-775-8894.

KOMUNIKASYON HA NATASANAN: 204-775-8894.

Dịch và thông dịch viên sẵn sàng nếu có yêu cầu 206-775-8894.

Hỗ trợ dịch dịch vụ ngôn ngữ tiếng Hàn: 206-775-8894.
MOBILE DISPLAY

A trifold display board was placed at Magnolia Library, Queen Anne Library, and Ballard Library approximately 2 weeks before the drop-in session.
A-FRAME SIGNS

4 A-Frame signs were placed at the on and off ramps to the Ballard Bridge on October 16, 2019. All signs were double-sided to include information for each drop-in session.

Side 1. Information for Drop-In Session at Peddler Brewing

BALLARD BRIDGE PLANNING STUDY

LEARN MORE

DROP-IN SESSION

THURSDAY, OCTOBER 24

6 – 7:30 pm

Peddler Brewing Company

(1514 NW Leary Way)

Contact:

BallardBridge@seattle.gov | (206) 775-8894

www.seattle.gov/transportation/BallardBridge

Seattle Department of Transportation

The Levy to MOVE SEATTLE
BALLARD BRIDGE PLANNING STUDY

LEARN MORE

DROP-IN SESSION

TUESDAY, OCTOBER 29

6 – 7:30 pm

Fishermen’s Terminal – Dock 7

(3919 18th Ave W)

Contact:
BallardBridge@seattle.gov | (206) 775-8894
www.seattle.gov/transportation/BallardBridge