

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 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, funded 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.

The planning study aims to compare a range of feasible rehabilitation and replacement options and will identify the associated costs, risks, benefits, and trade-offs of each option. Through the end of the year, we're working with our agency partners, advisory boards, and community members to identify the needs and values and develop options that work to meet them.

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

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)



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: 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.

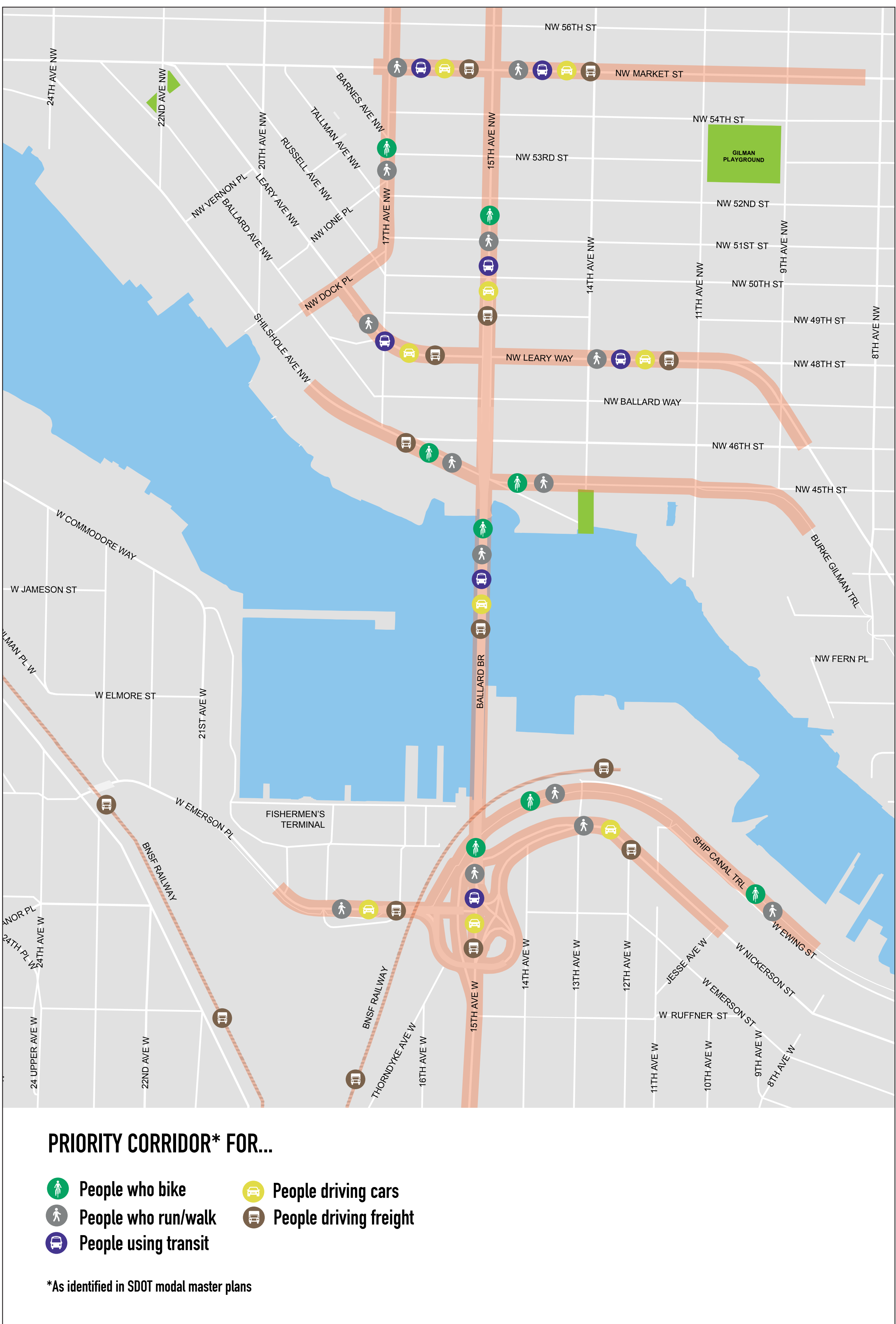
The State has marked \$700K in the 2019-2021 budget to investigate the Ballard-Interbay Regional Transportation System and provide recommendations to our elected officials on maintaining and improving capacity to move people and goods along this important corridor. The study is expected to launch later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



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

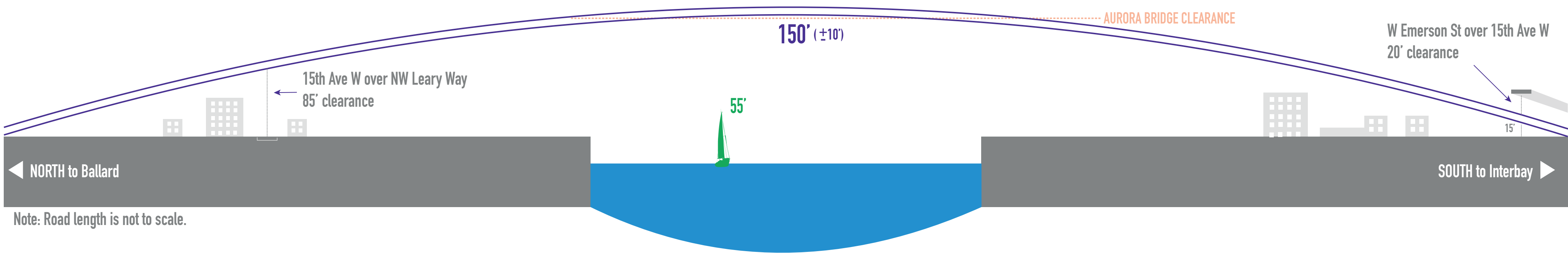


BALLARD BRIDGE OPTIONS

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HIGH LEVEL FIXED BRIDGE REPLACEMENT

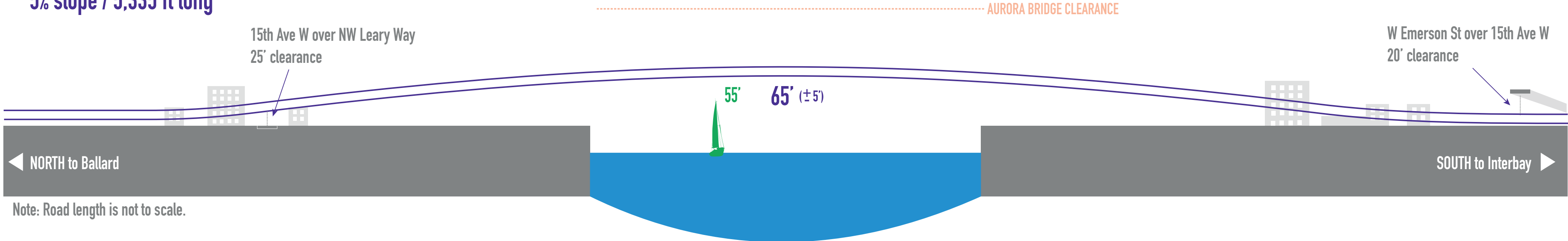
5% slope / 6,435 ft long



MID LEVEL MOVEABLE BRIDGE REPLACEMENT

Significant reduction in number of bridge openings.

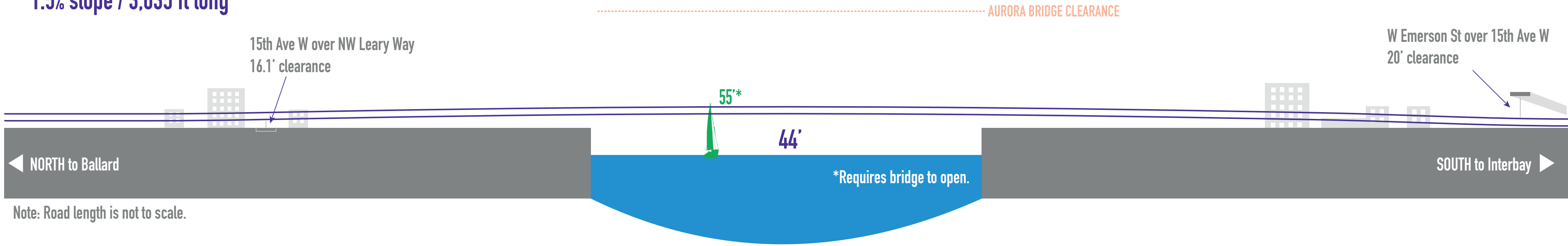
5% slope / 5,335 ft long



REHABILITATION OF EXISTING MOVEABLE BRIDGE (LOW LEVEL)

Similar number of bridge openings to today.

1.5% slope / 3,035 ft long



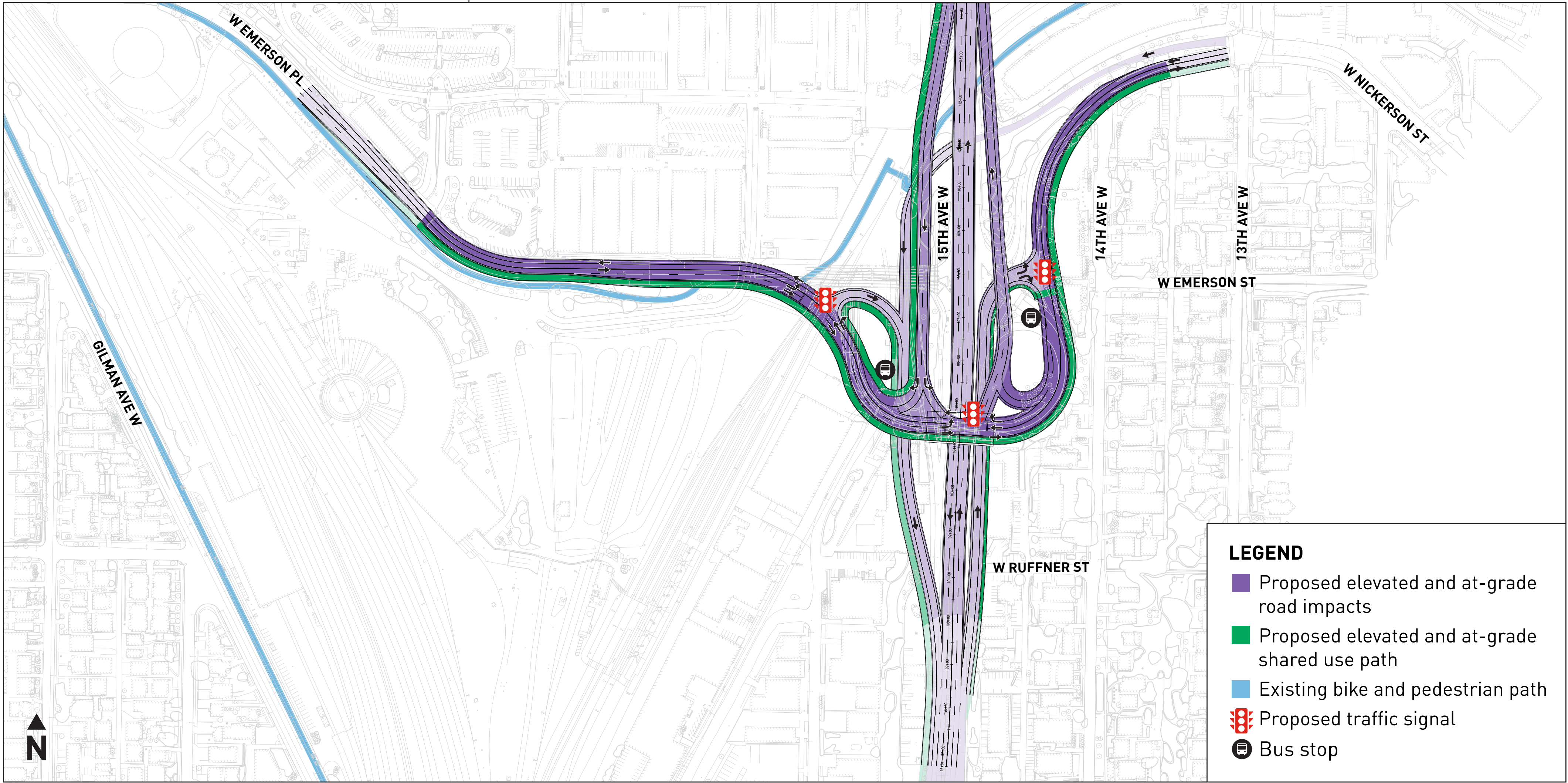
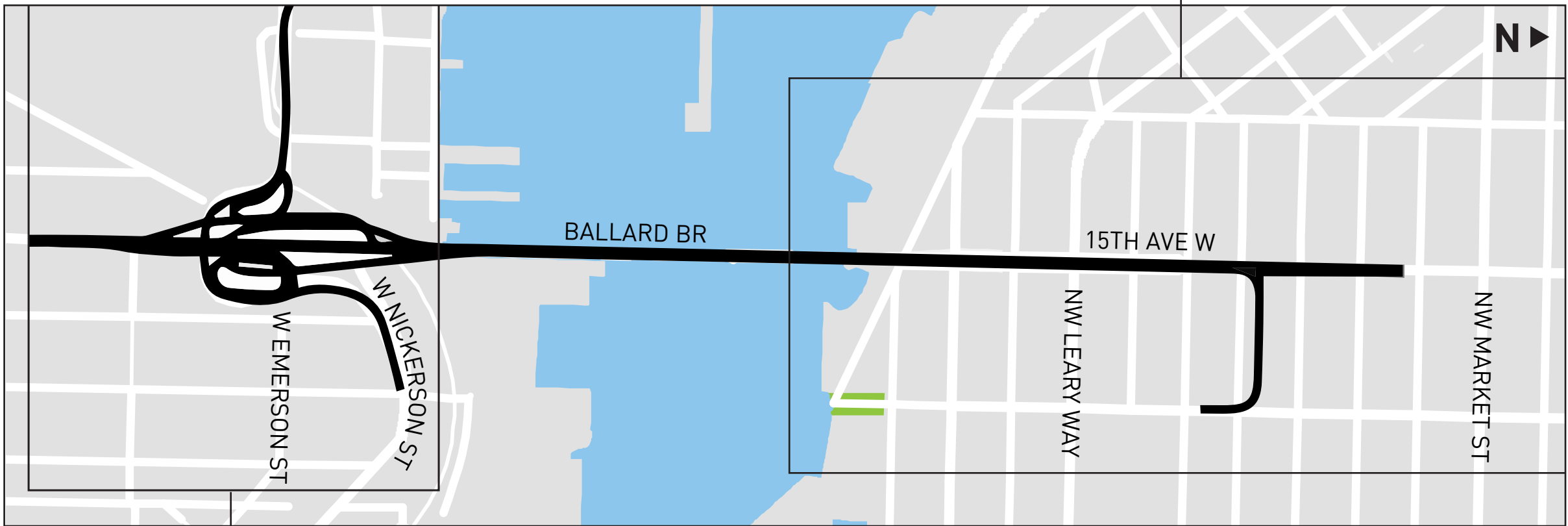
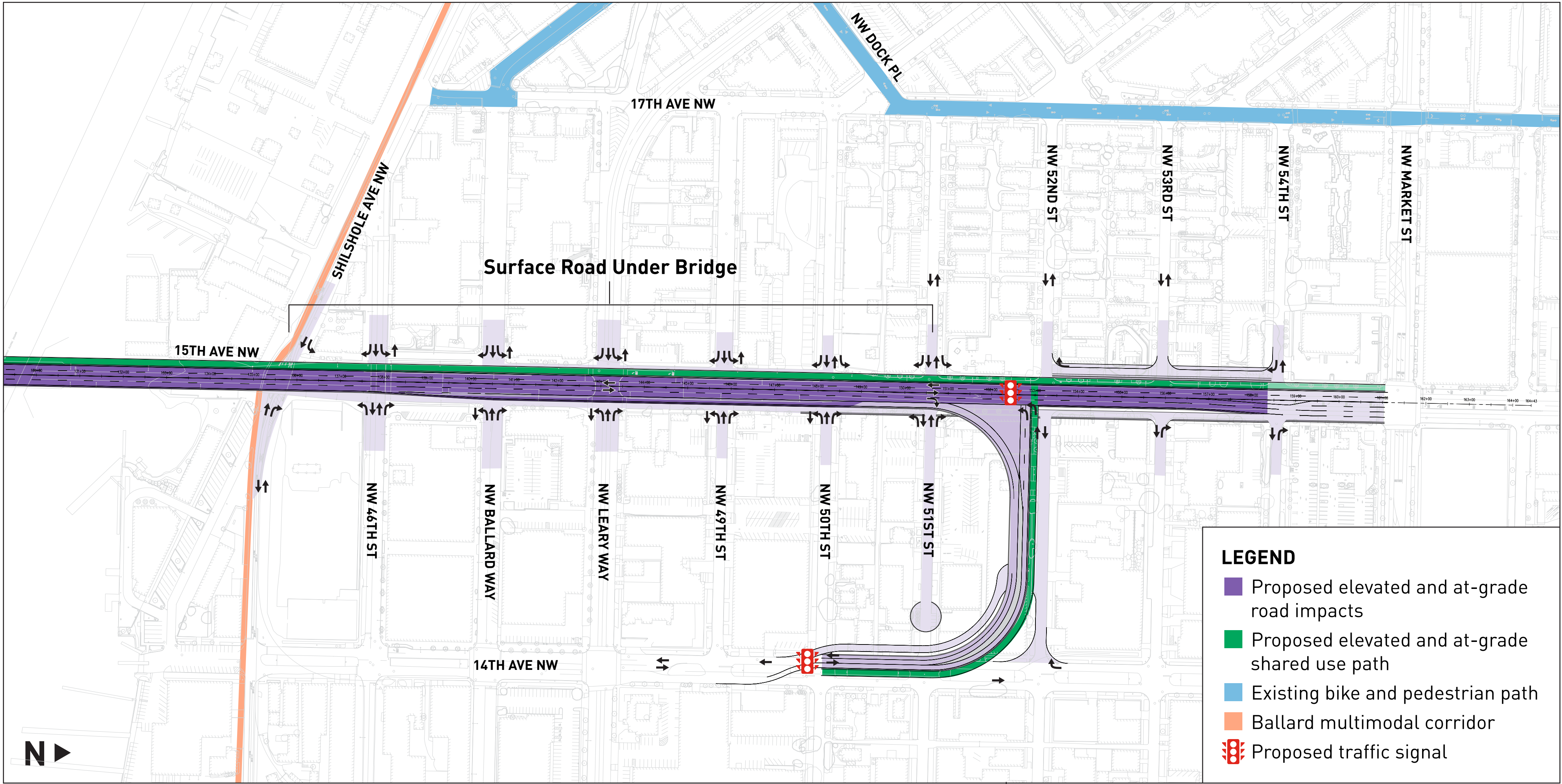
Note: Images are not to scale.

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



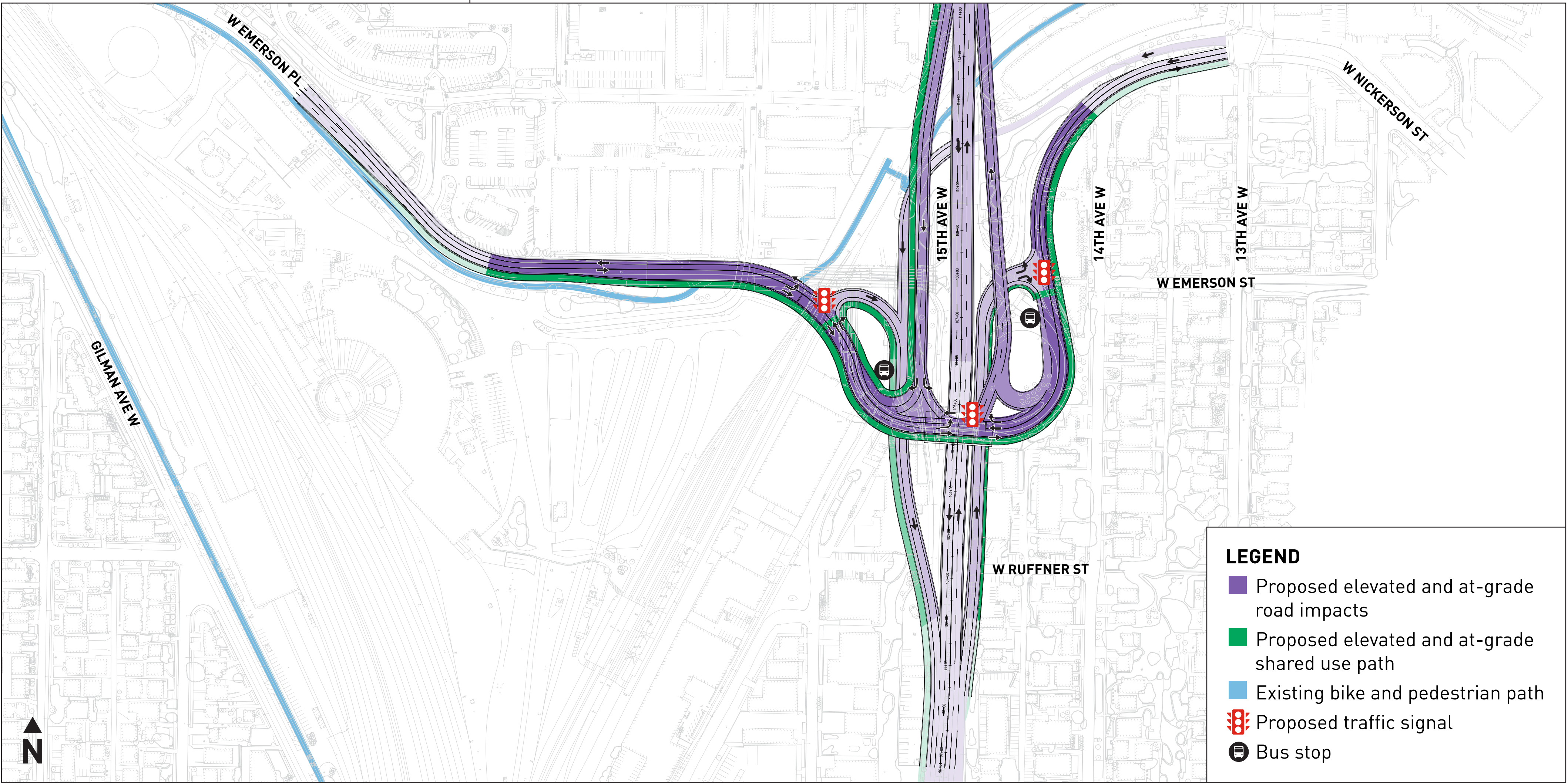
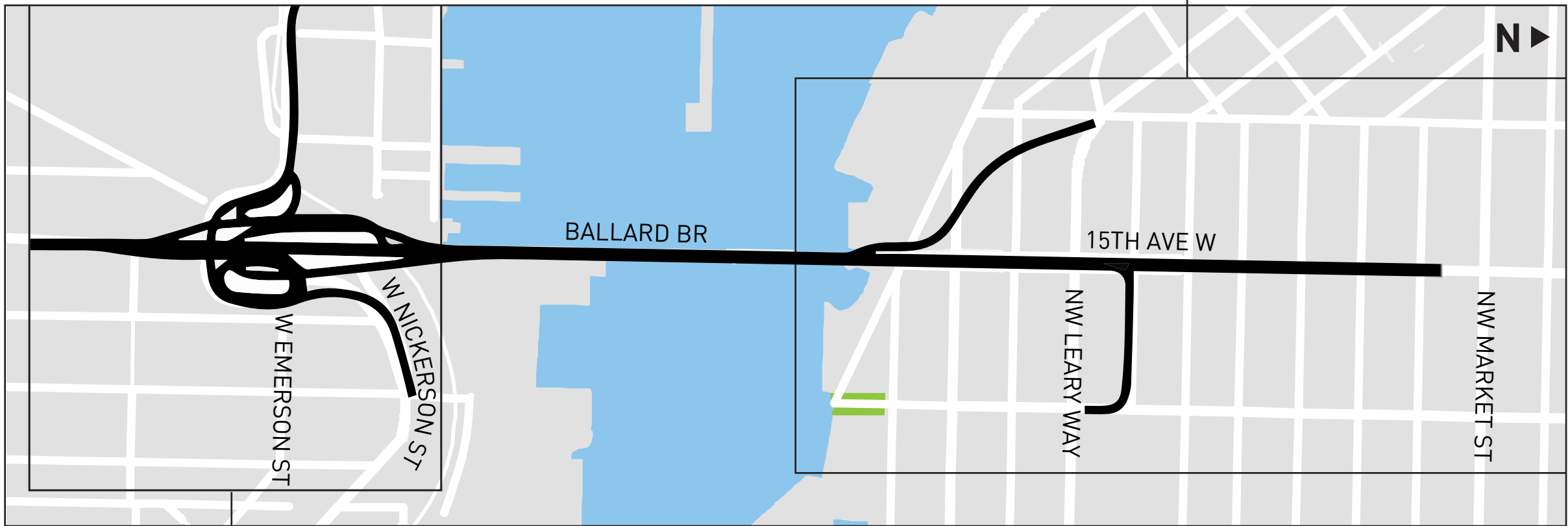
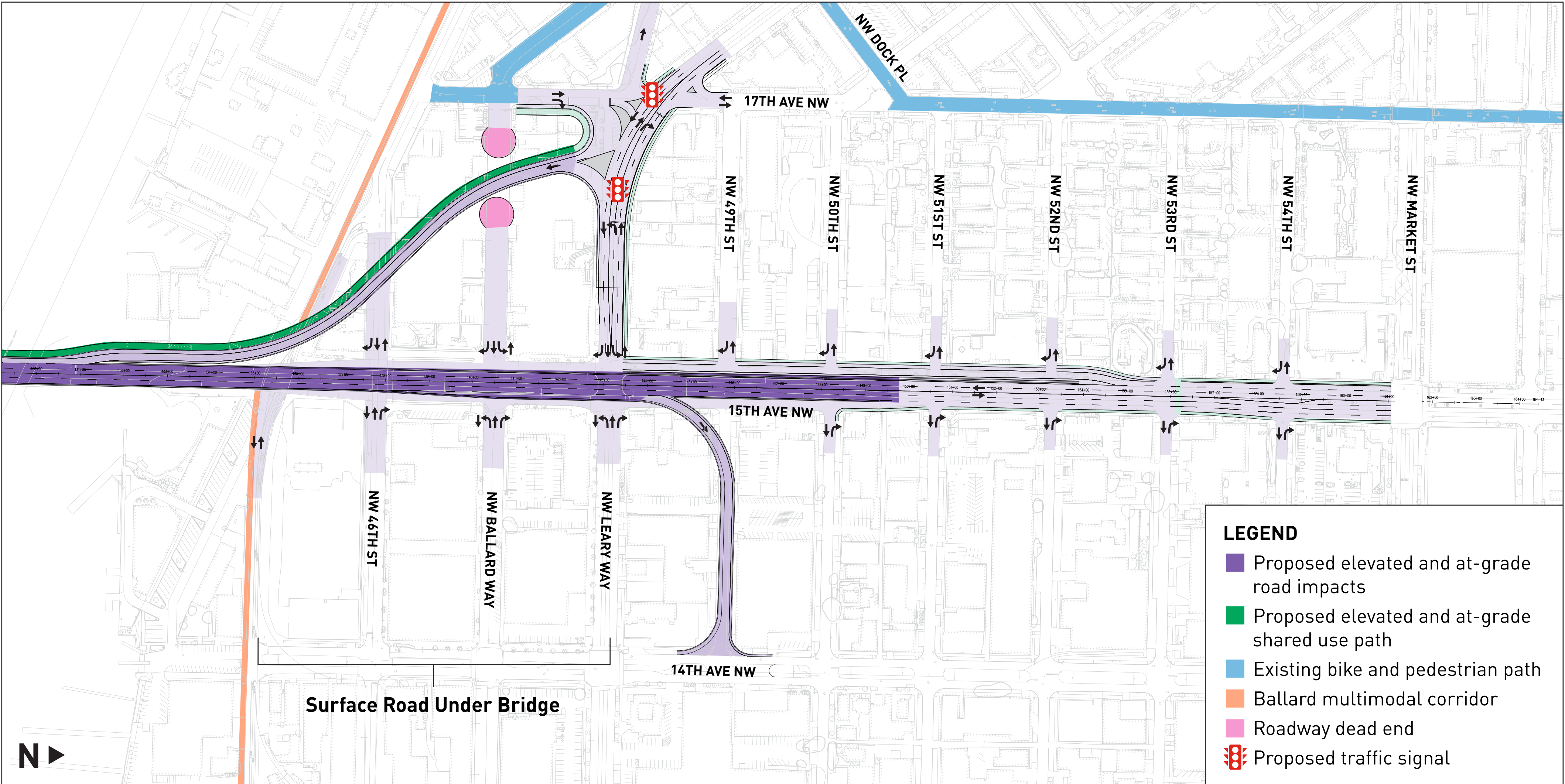
BALLARD BRIDGE PLANNING STUDY

High Level Fixed Bridge

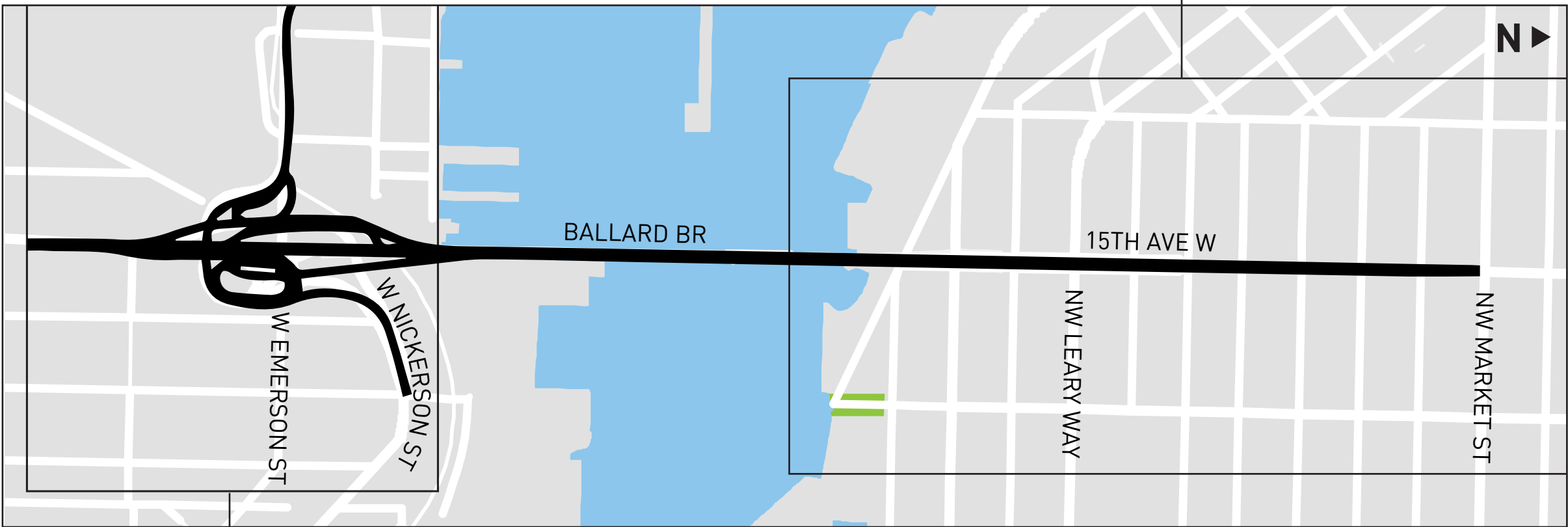


BALLARD BRIDGE PLANNING STUDY

Mid Level Moveable Bridge

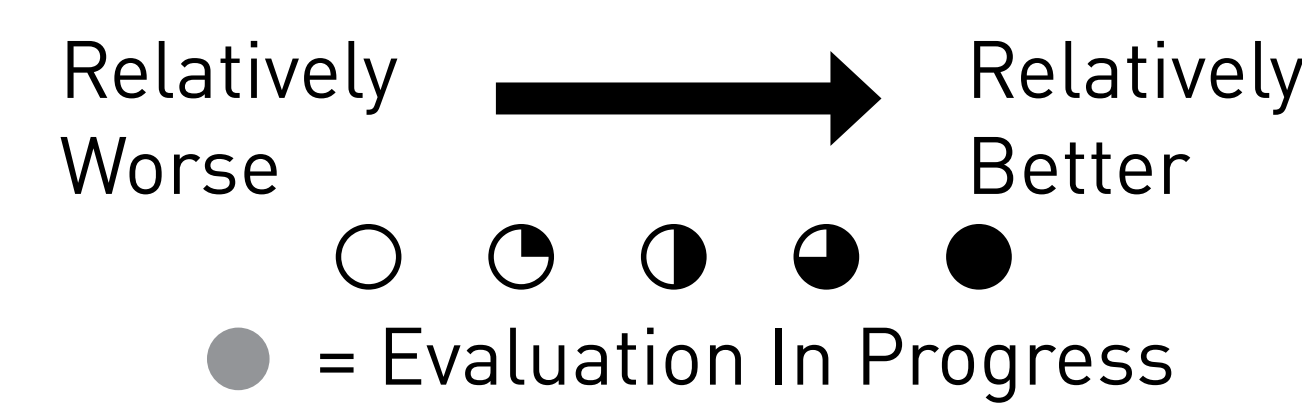


Low Level Moveable Bridge



BALLARD BRIDGE PLANNING STUDY

Alternatives Analysis Preliminary results



	Low Level Moveable Bridge	Mid Level Moveable Bridge	High Level Fixed Bridge
Mobility and Connectivity	↓	Scale Relative to Existing	↓
Bascule Opening Delays	◑	◒	●
Through Traffic on 15th Ave NW Corridor	●	●	●
Connectivity			
Bike Connection to Burke-Gilman Trail	◑	◒	○
Bike Connection Ship Canal/Interbay Trail	◒	◒	◒
Vehicular/Truck Access to NW Leary	●	●	●
Vehicular/Truck Access to Emerson/Nickerson	●	●	●
Local Connectivity	●	●	●
Mobility			
Marine Navigation	◑	◒	●
Freight	◒	◐	◐
Bicycle	●	◒	◑
Pedestrian	●	◒	◐
Transit	◑	◐	○
Environmental & Permitting Considerations	↓	Scale Relative Among Alternatives	↓
Impacts to Adjacent Land Use	●	●	●
In-Water Work Requirements	●	●	●
Sensitive Areas	●	●	●
Visual Impacts	●	◐	○
Urban Design	●	●	●
Historic Preservation	●	●	●
Implementation Characteristics			
Maintenance of Traffic During Construction	●	●	●
Need for Detour Route	No	Yes	No
Construction Duration	●	●	●
Further Sound Transit Coordination Required	◒	◐	○
Community Input			
Public Input	●	●	●
Business/Agency Input	●	●	●
Cost Considerations			
Design and Construction	●	○	○
Maintenance & Operations	○	◐	●
ROW	●	●	●



BALLARD BRIDGE PLANNING STUDY

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.

Alternative 1 - High-Level Fixed Bridge

Alternative 2 - Mid-Level Moveable Bridge

Alternative 3 - Low-Level Moveable Bridge

