



BALLARD-INTERBAY REGIONAL TRANSPORTATION SYSTEM

Interagency Team Meeting #1

January 23, 2020, 3:00 PM – 4:45 PM

Seattle Municipal Tower, Room 3832

Attendees:

- Brand Koster, King County Metro
- Chris Arkills, King County Metro
- Geri Poor, Port of Seattle
- Chris Rule, Sound Transit
- Robin Mayhew, Washington State Department of Transportation
- Diane Wiatr, Seattle Department of Transportation
- Chisaki Muraki-Valdovinos, Seattle Department of Transportation
- Jennifer Wieland, Nelson\Nygaard
- Tom Brennan, Nelson\Nygaard
- Kendra Breiland, Fehr & Peers

Unable to attend:

- Brian Ziegler, Washington State Freight Mobility Strategic Investment Board (FMSIB)
- Frank Gibson, Washington State Military
- Sloan Dawson, Sound Transit
- School District Representative, *TBD*

Welcome and Introductions

Diane Wiatr, the SDOT project manager, welcomed the group and provided a brief summary of the project for Interagency Team (IAT) members. She shared the language from the 2019 Washington State legislature ESHB 1150 – Section 311(18)(b) that calls upon the city of Seattle to:

- Improve mobility for people and freight;
- Examine the replacement of the Ballard Bridge and Magnolia Bridge;
- Maintain the current and future capacities of the Ballard and Magnolia bridges;
- Provide a report with recommendations to the Seattle City Council, King County Council, and transportation committees of the legislature by November 1, 2020; and

- Detail a timeline for constructing the bridges.

Project Overview & Discussion

Tom Brennan of Nelson\Nygaard provided a more detailed overview of the project scope, schedule and context. IAT members had several items for discussion and clarification by SDOT staff and the consultant team:

- Will this study decide how specific modes will function on the bridges and their respective facilities placement?
 - Bridge replacement would incorporate active transportation and transit infrastructure.
- Has the decision been made to build a new Magnolia bridge?
 - No decision has been made at this time. Alternatives are still in play for the bridges as are the options of rebuilding and replacement.
- Will bridge replacement timeline be contingent on funding?
 - Funding and phasing scenarios will be a part of this study, but we are not tasked with securing funding.
- We're talking about the 10-year lifespan of the Magnolia Bridge, but what is the horizon year we're using with all the growth that's planned?
 - 2035 is the year that will be used for all traffic modeling and forecasting.
- The Freight Advisory Board (FAB) was concerned about not having freight streets on the project area map.
 - They have been added.
- Modeling in 2035 timeline assumes ST3 is built to Ballard; would any scenario assume a bridge is built earlier?
 - Yes, possibly. The replacement of either bridge could be in play. Recommendation for a new Ballard bridge is likely a given.
- Is there a chance of bringing the two planning processes together (BIRT and ST3 Ballard alignment) to build a common bridge structure?
 - It would be very difficult to do given the alignment for ST is planned to be finalized by the end of this year (2020) and combining projects would likely bring greater risk.
 - There are a lot of issues to be sorted through inter-agency collaboration, including structural, funding, and other considerations.
 - Kendra Breiland noted that ST ridership models provide data about what's anticipated in 2041.

IAT Introductions and Interests

Each IAT member was given time to introduce their agency's interests in this project and talk about related projects.

SDOT – Diane Wiatr

- Mayor's Industrial and Maritime Strategy:

- Diane shared that the Mayor’s interest is in maintaining industrial, manufacturing and maritime employment and also securing those lands for maintaining high-wage jobs into the future.
- There is a citywide planning group and four neighborhood groups, South Park, Georgetown, Ballard, and Interbay, guiding the process
- Community Attributes is working on the Industrial and Maritime Strategy with a deep dive into land uses and recent economic development trends.
- There will be a report to Mayor’s Office by June 2020.
- Transit funding:
 - The Seattle Transit Benefit District’s (STBD) renewal and potential impacts to funding by 976 initiative. There is a countywide transit measure being considered to dedicate funding to transit as well
- Related studies:
 - The Magnolia Bridge Study, completed in 2019, and Ballard Bridge Study, complete at the end of February 2020, are other SDOT projects that directly relate to this effort.

Port of Seattle – Geri Poor

The Port is a landowner with a strong interest in region’s economy and has an institutional role in trucks, ships, and rail. Geri shared an overview of major properties in the project area and current activities:

- Terminal 91:
 - Key uses include 1) Cruise ship terminal with high activity May through October; 2) Existing industry in World War II buildings and other newer buildings; and 3) seafood processing and fishing related industries.
 - The Uplands Development/North Bay project at Terminal 91 is ongoing through 2023 to support manufacturing. The three-phase project will include 1,000,000 square feet of development and a Neighborhood Advisory Committee (NAC) has an agreement to keep the new north gate closed (this will be an additional access point). There is annual traffic monitoring for the NAC, so quality traffic data is available.
 - Expedia has made improvements to the bike path that runs through Terminal 91.
- Fisherman’s Terminal:
 - Homeport to the North Pacific Fishing Fleet with commercial fishing and workboat services, and year-round recreational moorage.
- Salmon Bay Marina
 - Owned by the Port since 2018 and managed by the staff at Fishermen's Terminal, it’s located just inside the Ballard Locks and next to the Ballard Bridge with covered and uncovered freshwater monthly moorage.
- Maritime Industrial Center
 - Located just inside the locks, the Maritime Industrial Center offers short-term and daily moorage for vessels up to 250 feet in length.
- Corridor provides access to Shilshole Bay Marina
 - Located in Sunset Hill and managed by Fishermen’s Terminal.

WSDOT – Robin Mayhew

- Freight access and connections
 - Robin confirmed that WSDOT is very invested in this project given the importance of connections to regional highway facilities and freight mobility. This effort will need to look at the travel shed for the larger area and how this affects the broader transportation system and freight networks.
- Multimodal safety
 - Safety is a critical component of this work, and WSDOT and local agency coordination on corridor safety in urban areas will need work. There is interest in doing a corridor study with a focus on pedestrian safety.
 - WSDOT wants to come to the table with more than in-kind resources, but it's not clear what that may be at this time.
- Pier 86 study
- Shilshole water taxi

Sound Transit— Chris Rule

- ST3 West Seattle to Ballard Extension
 - The environmental process is underway and Sound Transit is closely tracking the Armory project as it relates to the preferred station location. Multiple water crossing options are still in review.
- RapidRide D Line
 - Improvements are funded through ST3.

King County Metro – Brand Koster, Chris Arkills

- Ballard transit
 - King County Metro is working closely with Sound Transit for C & D Line speed and reliability improvements.
 - Route 40 and Route 44 SDOT projects are related; both serve the Ballard neighborhoods. MetroConnects is being used to outline what the bus layover and intermodal facilities will be
 - North Link Connections Mobility Study – a new network proposal is now online
- Water Taxi
 - Council Proviso regarding a Water Taxi to Ballard/Shilshole – study findings will be delivered in July
 - 2035 layover needs at Smith Cove station are being developed

Role of the Interagency Team (IAT)

Jennifer provided an overview of the role of the interagency team for this project. Specifically, the group will elevate critical information to leadership or the appropriate colleagues within their organizations. The IAT is an advisory body—not a decision-making group—and will advise the project team at critical junctures and review study documents and findings. Jennifer also reviewed the IAT schedule, likely topics, and key milestones in the project process. The Mayor will be briefed on study progress each quarter.

Goal Setting Discussion

Kendra Breiland of Fehr & Peers led a discussion on project goals, emphasizing their importance to justify the decisions of the study and frame how alternatives will be evaluated. The consultant team drafted initial goals based on study direction and guidance from framing plans for the IAT to react to and discuss. The intent of the exercise was to gain some consensus around goals and begin a discussion around performance measures.

Goal 1: Improve mobility for people and freight

Comments to the supporting performance measures included:

- Edit *access* to add "walk, bike, and transit access"
- There was concern in calling out level-of-service (LOS) to ensure that analysis is not driven by vehicle-oriented metrics. Instead, it was suggested to add multimodal level-of-service (MMLOS) and consider a new approach that the City is exploring for MMLOS.
- One suggestion was to focus on reliability vs travel time, as one person noted that NACs Spell Out study showed that travel times haven't changed that much in the last 4 years. Reliability and speed of person trips (transit and driving) will be critical outcomes.
- There was a question about the assumptions the study is making about vehicle miles traveled (VMT) and a need to be clear about the assumptions behind future conditions and whether measures represent change from future conditions.
- Diane noted that a critical aspect for the city is establishing mode split since when SOV rates are down, conditions are better for freight.
- The group agreed that there is a need to look at individual intersections and movements versus aggregating multiple movements. It is particularly important to look at hot spots and intersections at different times of day given the morning is an important travel time for freight—more so than the afternoon.

Goal 2: Provide a system that safely accommodates all travelers

Comments to the supporting performance measures included:

- One person noted that calling out *modal separation* as a solution seems overly specific, though there should certainly be language to demonstrate a focus on the most vulnerable modes
- Safety and comfort need to consider the environmental quality for transit users (e.g., adequate lighting).

Goal 3: Support timely and coordinated implementation

Comments to the supporting performance measures included:

- It was suggested to consider a performance metric that measures the effectiveness of an improvement, such as a cost-benefit measure or relative return-on-investment for recommended practical solutions.
- The title of one metric seems to support an assumption that a new Magnolia bridge will be built and needs to be edited.
- Consider adding language to indicate the relationship to seismic retrofits, safety, and the condition of existing infrastructure (e.g., Dravus and Shilshole bridges and seismic condition).

Action Items

- The Consultant will:
 - Prepare meeting notes by 1/28
 - Circulate the list of plans/projects for review to the IAT by 1/28
 - Revise draft goals/objectives with IAT input by 1/28
- SDOT will:
 - Send the meeting PPT to IAT and post online by 1/31
 - Send meeting notes to the IAT and post online by 1/31
- SDOT and the Consultant team will:
 - Develop a proposed approach for public participation in IAT meetings
 - Add freight designated streets to the Project Area Map - *DONE*