



# Mercer Corridor Stakeholder Meeting

Sam Zimbabwe and Kristen Simpson  
December 2, 2020



City of Seattle

# Agenda

1. West Seattle Bridge
2. Bridge Maintenance Audit
3. Ballard-Interbay Regional Transportation Study
4. Thomas Street
5. Parking Enforcement
6. Automated Enforcement
7. Q&A

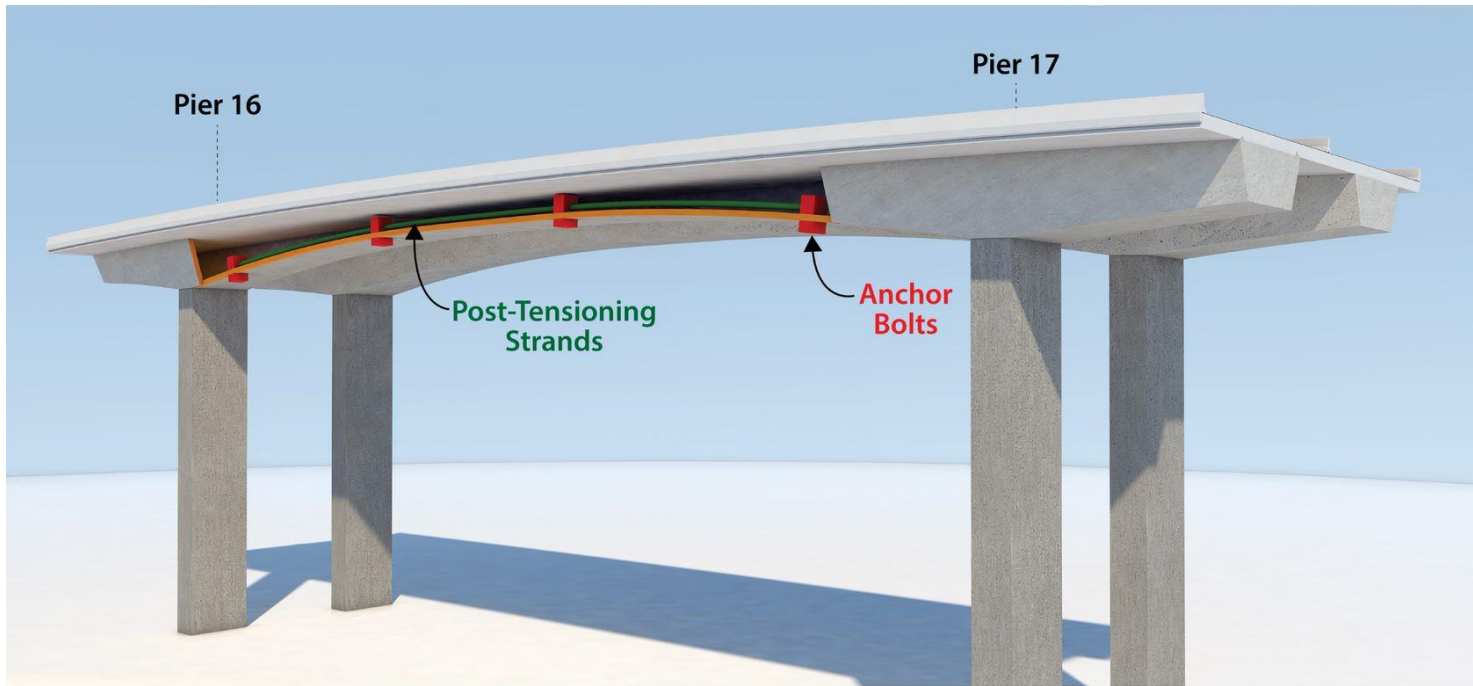
# West Seattle Bridge

- Mayor's decision to repair the bridge announced 11/19
- Completing repair design and planning for procurement
- Scoping replacement-related alternatives analysis
- Engaging with state and federal partners on funding opportunities
- Delivering on our Reconnect West Seattle Commitments

# West Seattle Bridge Repair

- Repair is the fastest way to restore mobility to West Seattle
  - Work has already begun on repair
  - Anticipate repairs will restore previous all travel lanes
  - We may be able to restore live load traffic by the first part of 2022
- Repair is expected to last for years to come as we plan for replacement
- Concerns with timeline of rapid replacement:
  - Financing and costs
  - Timing and potential delays in environmental review and permitting
- Better post-COVID economic recovery for West Seattle and the city
  - We need an equitable recovery. That requires mobility and connectivity for all of the City, and we cannot leave West Seattle and the surrounding communities behind

# Repair option builds on past work



*Permanent repairs will build on stabilization work that began in June*



# Anticipated schedule for WSB repair

- **Phase 1 (work nearly complete)**

- Emergency closure of the bridge – Spring 2020
- Design, permitting and construction for first phase of stabilization work – April – December 2020

- >> **Phase 2 (next phase of repair work)**

- Design, permitting and construction planning: Fall 2020 – summer 2021
    - Construction underway: Fall 2021 – Early 2022
    - **Open to traffic: Mid-2022**

# Bridge Maintenance Audit

## Background:

- In the spring of this year, Councilmember Pederson asked the City Auditor's Office to conduct an audit of "physical condition of and maintenance investments in vehicle bridges in Seattle"
- SDOT staff worked closely with the City Auditor's Office to share information and expertise
- The report was released in September 2020

## Highlights:

- The audit underscores the need for new maintenance funding, consistent with previous SDOT assessments
- The funding issues we face are part of a national infrastructure funding challenge
- The issues that led to the closure of the West Seattle High-Rise Bridge do not appear to be the result of any deficiency in our bridge maintenance program
- While our vehicular bridges were the focus of the audit, we also maintain roadway surfaces, seawalls, non-vehicular bridges, areaways and other infrastructure

## Next Steps:

- SDOT will develop a strategic asset management plan for bridges and the City will work with state, federal and other funding partners to develop and implement strategies to fund bridge maintenance more fully

# Ballard-Interbay Regional Transportation Study

2019 Washington State legislation asked us to develop a plan to improve mobility for people and freight, due to the legislature by November 1, 2020.

Work is intended to:

- Be developed with interagency partners
- Examine replacement of the Ballard Bridge and the Magnolia Bridge
- Include recommendations on how to maintain the current and future capacities of both bridges





# Two alternatives for each bridge



## Low-Height Ballard Bridge

The low-height Ballard Bridge option will be similar to the existing bridge but include improved access for all modes at the south landing.



## Mid-Height Ballard Bridge

The mid-height Ballard Bridge option, which is assumed only in the High Investment Scenario would replace the existing structure and re-design access to and from the bridge on the northern and southern ends to enhance freight mobility.



## Magnolia Bridge In-Kind Replacement

Only the High Investment Scenario considers a one-to-one replacement of the Magnolia Bridge.



## Armory Way Bridge Alignment

The other three scenarios assumed a new bridge along Armory Way, which would replace the existing Magnolia Bridge

- BIRT analyzed 2 alternatives for rehab/replacement of each bridge
- BIRT does not recommend a preferred alternative for replacing Ballard or Magnolia bridges
- These are the best alternatives from a technical standpoint and have the greatest public support

Alternatives and analysis from *Ballard Bridge Planning Study* and *Magnolia Bridge Planning Study*

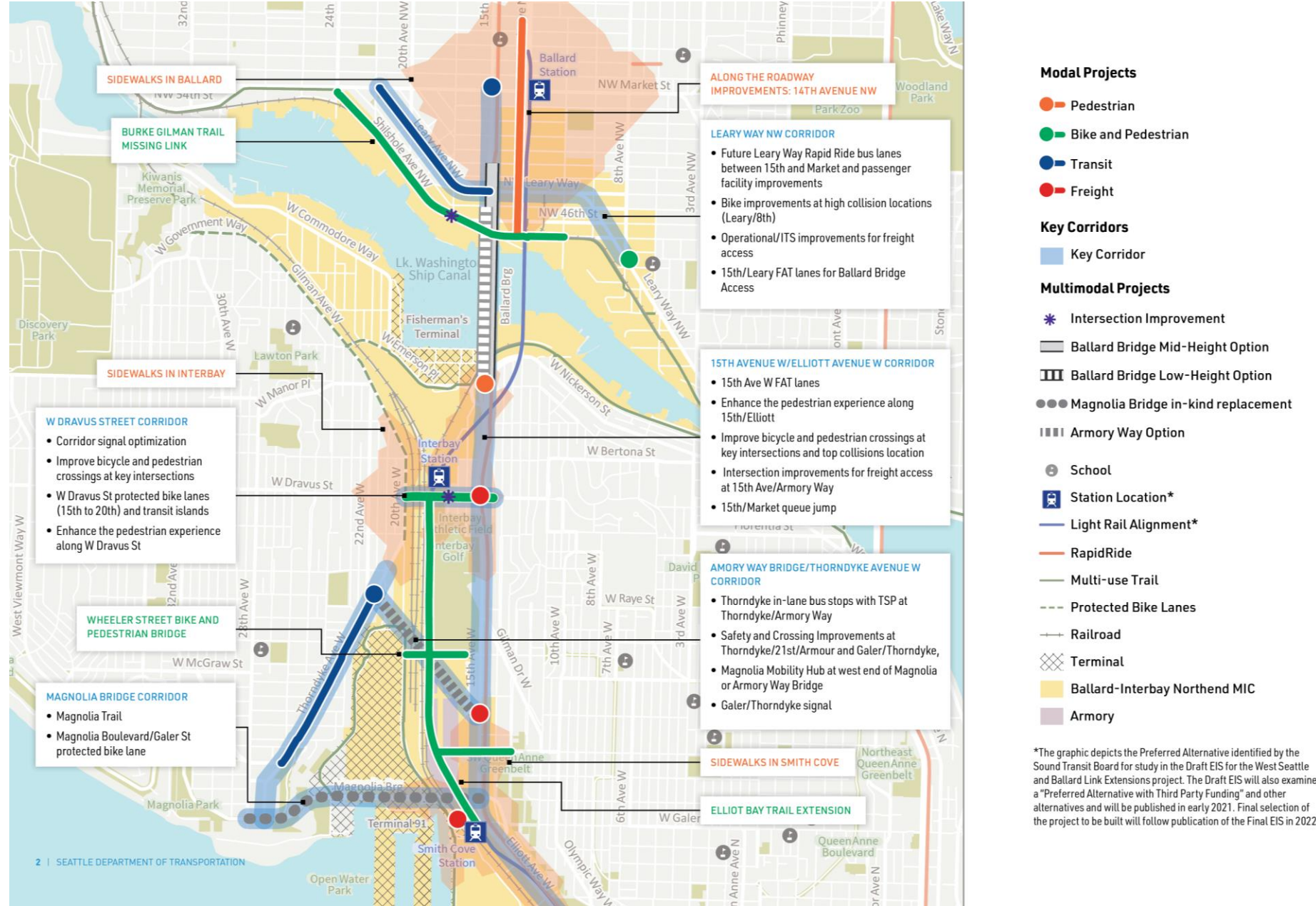
# Key actions for bridge replacement planning

- Finalize bridge alternative decision and continue work to identify funding
- Establish priority of bridges relative to other critical Seattle bridge needs
- Develop a plan for coordinated grant procurement
- Include initial project development phases in future transportation funding measures
- Evaluate all possible local revenue streams, such as facility tolling options



# Key investments

- Represents the top projects across all modes, inclusive of both bridge scenarios
- Includes corridor-wide improvements



# BIRT Next Steps

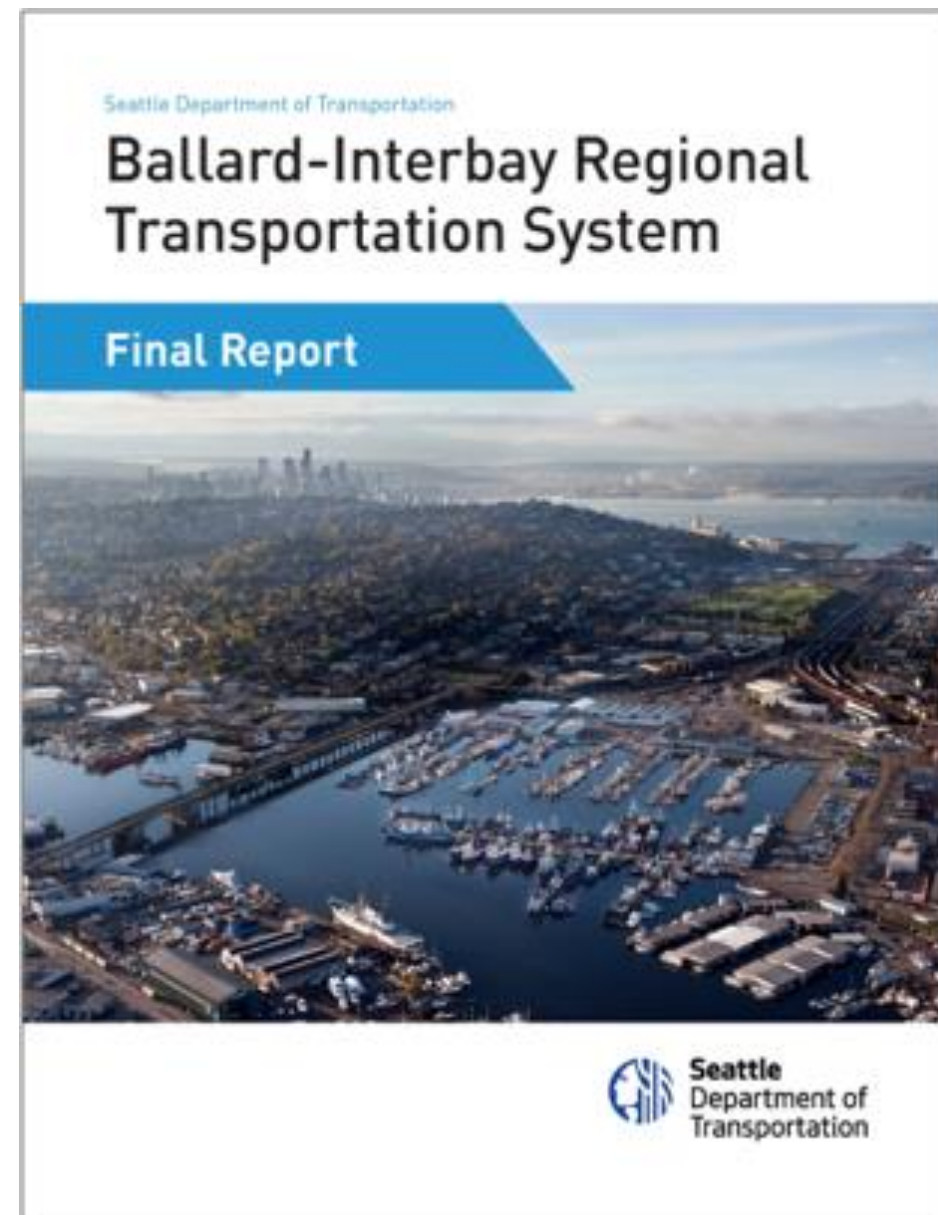
- Follow up with the State legislature
- Advance area transportation improvements within SDOT program structure
- Develop Bridge Asset Strategic Management Plan



- Bridge planning and alternative decision for Ballard and Magnolia bridges with Type, Size and Location studies



- Explore funding opportunities for bridge replacement



# Thomas St: 5<sup>th</sup> Ave N to Dexter Ave N

## 5<sup>th</sup> Ave N

- Plaza design and half-block street closure in coordination with adjacent developers

## Taylor Ave N

- All-way stop control

## 6<sup>th</sup> Ave N

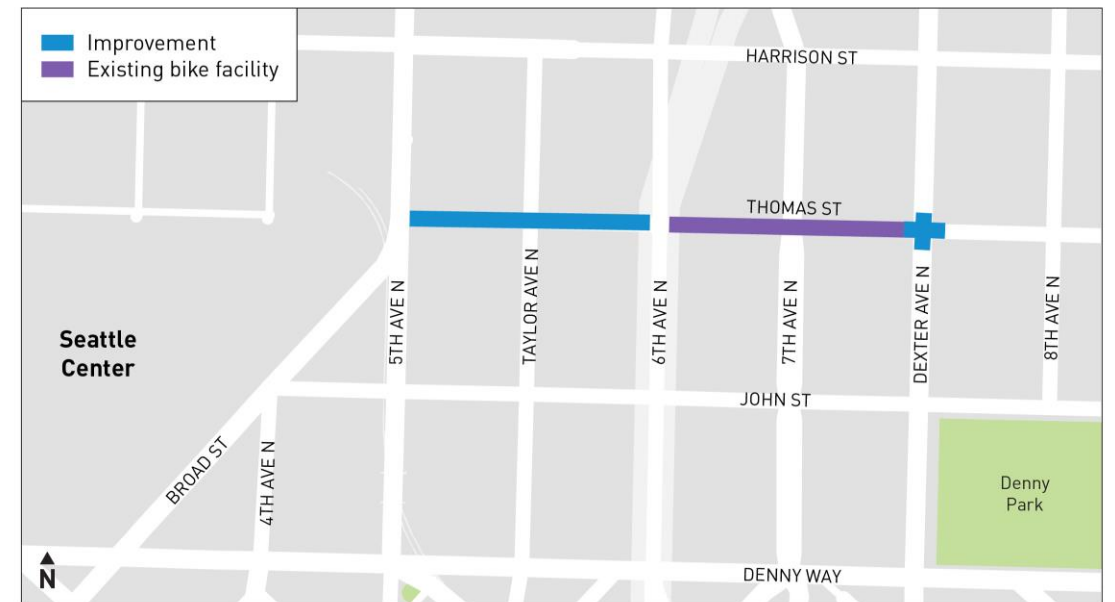
- Transition from promenade to bi-directional PBL, as constructed by others

## Dexter Ave N

- Protected intersection in coordination with adjacent developers
- Bi-directional crossings for people walking and biking across Dexter

## Corridor

- Northern promenade from plaza at 5<sup>th</sup> Ave N to 6<sup>th</sup> Ave N
- Bi-directional PBL from 6<sup>th</sup> Ave N to Dexter Ave N
- Leverage WSDOT improvements in area



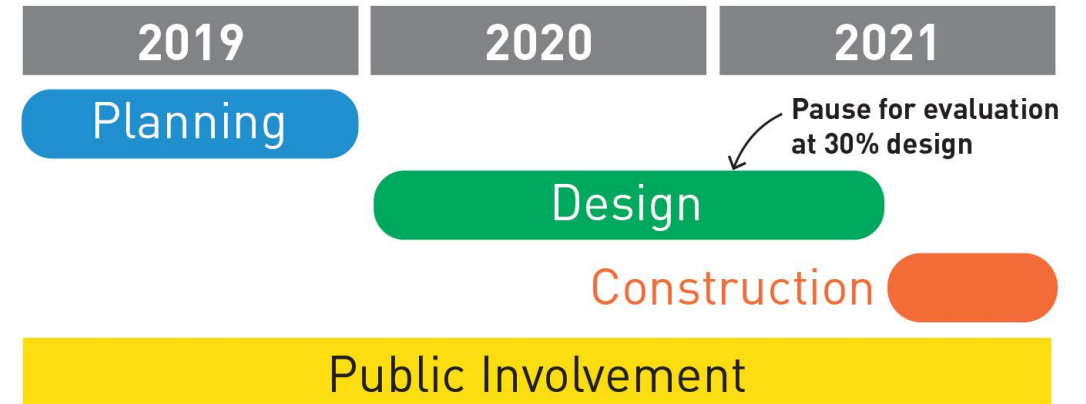
# Thomas St: 5<sup>th</sup> Ave N to Dexter Ave N

## Community Outreach

- Conducted outreach for interim improvements at Dexter Ave N and Thomas St to prevent vehicle through movements at intersection
- Potential plaza design community input opportunity

## Status Update

- Project will pause at the 30% milestone, currently scheduled for Q1 2021
- We will assess funding availability, partnership opportunities, and feasibility of project continuation at that milestone



# Seattle Center to Waterfront Walking & Biking Connection

## 3<sup>rd</sup> Ave W

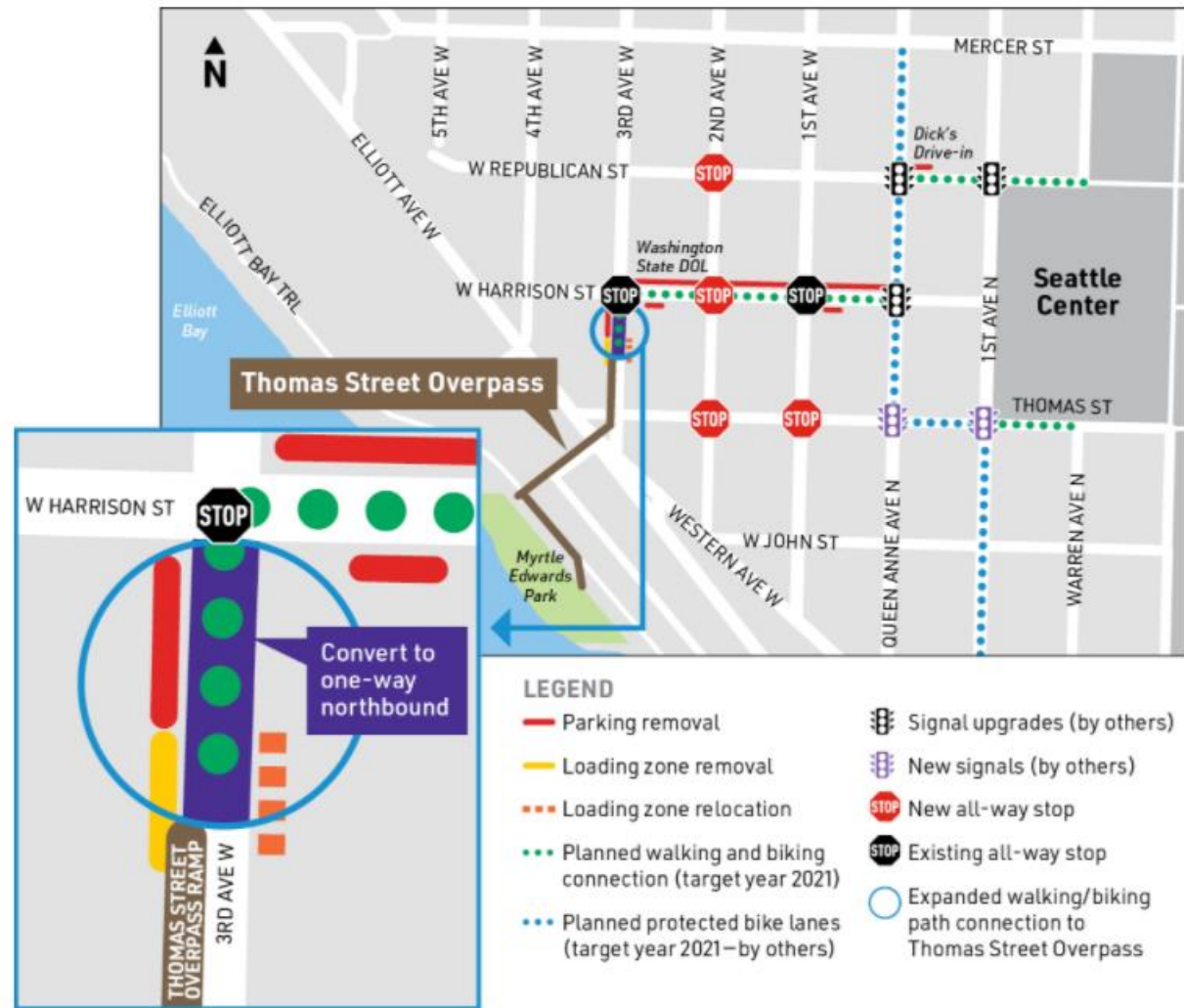
- Convert to one-way street northbound south of Harrison St to Thomas St Overpass
- Repurpose parking and relocate loading zone to construct multi-use trail between Harrison St and Thomas St Overpass ramp

## Harrison St

- Eastbound parking protected bike lane between 3<sup>rd</sup> Ave W and Queen Anne Ave N
- Westbound shared lane

## Corridor

- Speed cushions
- Wayfinding
- Coordinate with Arena SIP plans



# Seattle Center to Waterfront Walking & Biking Connection

## Community Outreach

- February 2020 online survey and in-person drop in session
- Modal Advisory Board meetings
- Updated neighborhood greenway route
- Incorporated community feedback on pedestrian and bicycle infrastructure and treatment near Thomas Street Overpass
- Targeted outreach on parking removal along impacted blocks and landscape maintenance with private property owners

## Other Upcoming Activities

- Prepare for construction around summer 2021



## Website

- <https://www.seattle.gov/transportation/SeattleCenterToWaterfrontConnection>



# Parking Enforcement and Automated Enforcement

## Parking Enforcement

- Update on Council budget process outcome

## Automated (Camera) Enforcement Pilot

- Coming soon to West Seattle Low Bridge
- Planning for transit lane and block the box locations in 2021/2022
- Working with SPD and Metro to identify potential Mercer Corridor locations