

MEMORANDUM

Date: May 18, 2018
To: Councilmember O'Brien
From: Darby Watson, Project Development and Delivery Director, SDOT
Lorelei Williams, Capitol Projects and Roadway Structures Director, SDOT
Matt Donahue, Roadway Structures Manager, SDOT
Subject: **Report on Bridge Safety Analysis Study**
Response to Statement of Legislative Intent (SLI) 59-1-A-1-2018

This memorandum serves as SDOT's response to SLI 59-1-A-1-2018 in which Council requested that SDOT report on the results of the Bridge Safety Analysis and include:

- An implementation plan for improvements identified in the Bridge Safety Analysis
- Detailed cost assessments for the improvements identified in the Bridge Safety Analysis
- SDOT's proposed prioritization for bridge improvements

Background:

The Bridge Safety Analysis was conducted as part of the Bridge Rehabilitation/Replacement Program (BRRP), funded by the Levy to Move Seattle. Currently the levy provides for \$15 million for the bridge rehabilitation/replacement program and states that up to \$10 million can be used for near term bike & pedestrian improvements.

The report resulting from the Bridge Safety Analysis provides preliminary design and planning-level cost estimates for 9 bridge-related projects across Seattle that would reduce conflicts and improve safety for bicyclists and pedestrians. These preliminary designs are concepts only; additional analysis and design will be required before moving forward with implementation. Cost estimates were developed using Seattle bid tabs as the basis of costs.

Levy Funding:

The BRRP was originally to be funded with a combination of local funding, levy funding, and grants. However, levy funding appears to be the only viable funding source which accounts for \$15 Million. Approximately \$10 Million is needed to deliver on the bridge structural BRRP objectives. This means that approximately \$5 Million can be allocated for implementing near-term pedestrian and bicycle safety projects on bridges (for detailed cost estimates of these projects please reference the appendix on p. 47 of attached Bridge Safety Analysis).

Bridges Identified in the Bridge Safety Analysis:

The 9 locations for near-term bicycle and pedestrian improvements are:

1. Ballard Bridge South

2. Ballard Bridge Sidewalk
3. Ballard Bridge Northwest
4. Ballard Bridge Northeast
5. University Bridge
6. 1st Ave S Bridge
7. Fremont Bridge
8. Jose Rizal Bridge South
9. Jose Rizal Bridge North

Prioritized Bicycle and Pedestrian Safety Improvement Locations

To create a prioritization process, SDOT used the Bicycle and Pedestrian Safety Analysis (BPSA) and collision data from 2004 to 2017. Balancing the BPSA score, potential project costs, and partnership opportunities, SDOT created a prioritized list of projects (for details of this prioritization process please reference p. 42 of the Bridge Safety Analysis).

Implementation Plan:

Efforts to complete an implementation plan for the bicycle & pedestrian safety improvements are ongoing. We will continue our work with stakeholders on preferred implementation priorities. This process will include:

- Working with stakeholders to review recommended locations for improvement for equitable delivery of projects
- Refinement of cost estimates
- A review of potential partnership/leveraging opportunities
- Schedule for design and construction of the selected safety improvements

Next Steps:

- Meeting scheduled in Ballard on May 30th to discuss the results of the Bridge Safety Analysis
- Continue to work with stakeholders to create finalized implementation plan

