

West Seattle Bridge Community Task Force

Meeting #2
June 17, 2020



City of Seattle

Agenda

- Welcome and Intros – 10 minutes
- Group Working Agreement –15 minutes
- Bridge Update/Bridge Q&A – Matt Donahue –15 minutes
- Traffic mitigation discussion – Heather Marx – 45 minutes
- Next steps & Meeting #3– 5 minutes

Please note, audio and video for this Webex Event is being recorded and afterward will be available online and accessible to media.

Welcome and Introductions

Introductions from:

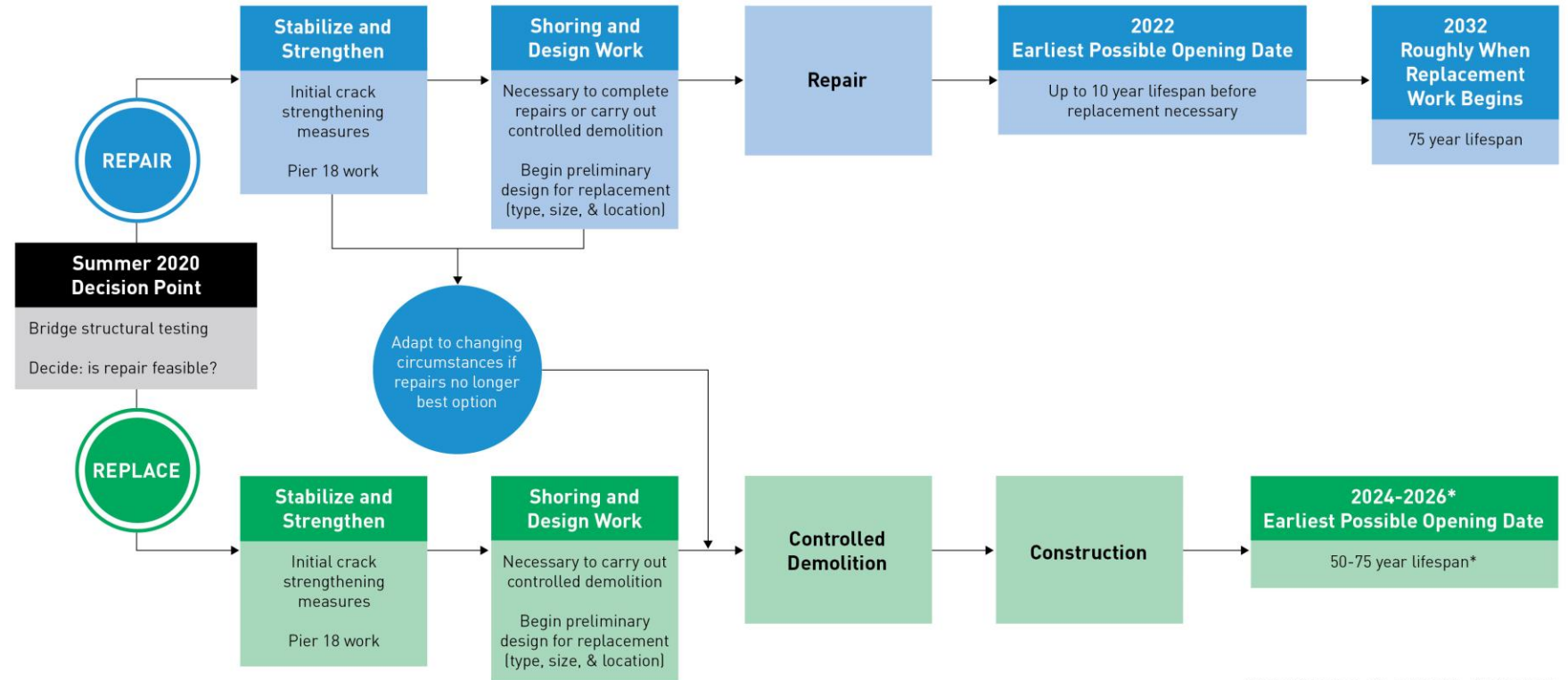
- Mark Aytch
- Katie Garrow
- Peter Goldman
- Charlene Robins
- Peter Steinbrueck

Group working agreement - Paulina

1. Honor confidentiality (Stories and names stay; Learnings go)
2. Acknowledge/respect differences and similarities
3. Take space- Make space
4. Listen to understand (rather than listening to respond)
5. Balance advocacy & inquiry
6. WAIT: Why Am I Talking; Why *Aren't* I Talking
7. Lean into your learning edge
8. It's OK to be "raggedy"
9. Assume good intentions *AND* tend to impact
10. Take risks, ask questions, be courageous
11. Actively participate – Be fully present
12. Actively "self-rescue"
13. Speak from personal experience – use "I" statements
14. Respect the views of all participants
15. No representatives (don't expect a person to represent all persons in their group)
16. Be present
17. Practice curiosity, empathy, compassion, humility and love
18. Commit to growing individual equity competence/lens
19. Learn from each other
20. Decisions are made by consensus
21. Be comfortable with discomfort
22. Commit to difficult conversations when necessary
23. Provide honest input and feedback, with constructive solutions
24. If we agree to something, we fulfill it
25. Share stories
26. Clarify assumptions and explain mental models
27. Speak your truth
28. Be okay with unfinished conversations
29. Follow through on promises/commitments
30. Have fun and celebrate
31. Respect everyone's role and rely on each other's expertise
32. Approach everything as a team (all equal participants)
33. Remain fully engaged
34. Support each other
35. Commit to building trust
36. Be transparent

Bridge structure update - Matt Donahue

Possible Pathways to Reopen West Seattle Bridge



*Depending on type, size, and location of replacement.



Task Force Member Q&A re: Bridge Structure

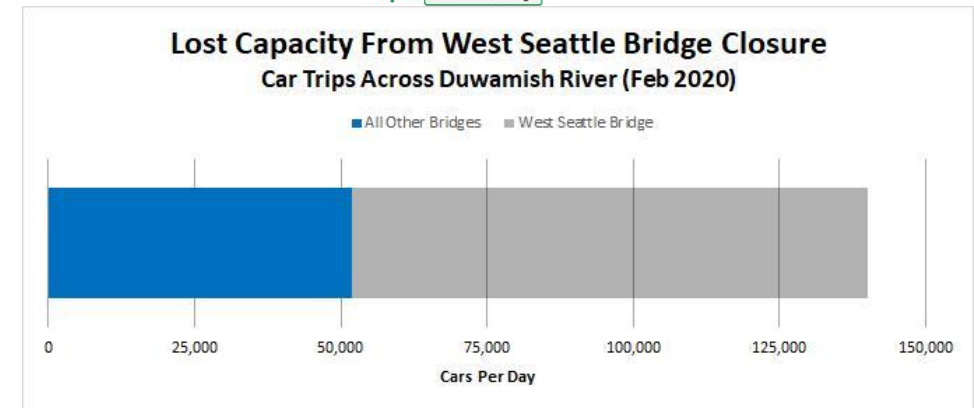
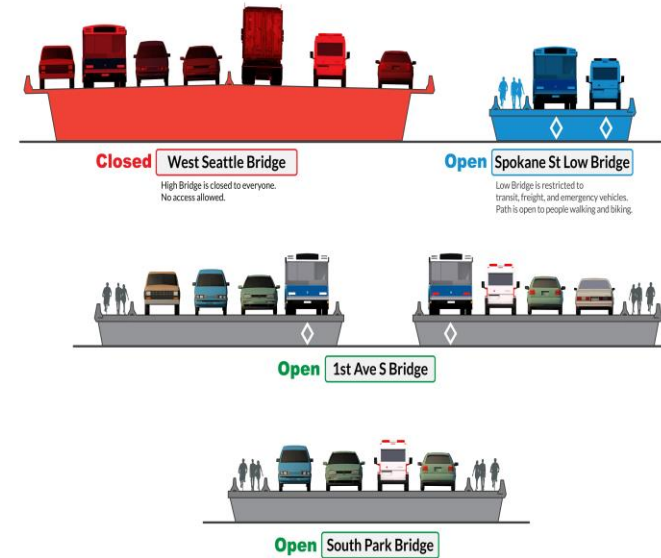
The Vision – Reconnect West Seattle

- A reconnected West Seattle peninsula that has similar levels of travel across the Duwamish to those seen before the closure of the High-Rise Bridge, while also reducing the environmental injustices that impact communities in the Duwamish Valley.
- We will get there through a community-led process to identify challenges and prioritize solutions – *for those who are able* – that increase options for transit ridership, bike and pedestrian trips, and safety on our streets and sidewalks, especially in neighborhoods that are acutely impacted by increased traffic.



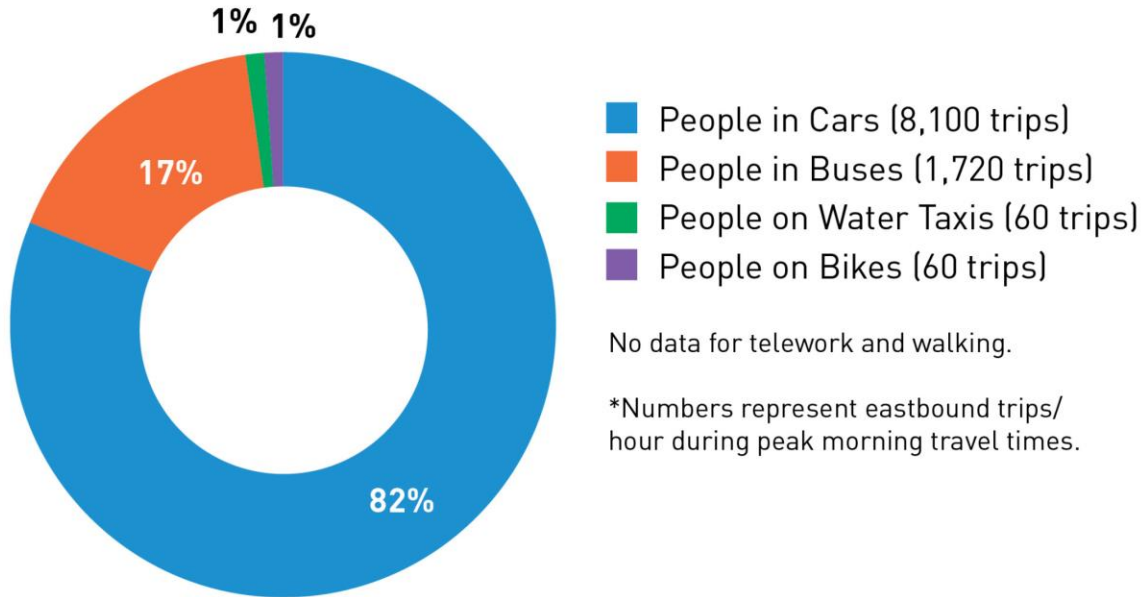
The Challenge - Reconnect West Seattle

- The bridge closure has created a traffic management conundrum that cannot be solved with traditional detours or service changes
- At the beginning of 2020, there were 21 vehicle travel lanes crossing the Duwamish River, with connections to the West Seattle peninsula: the WS bridge (7 lanes), the Low Bridge (2 lanes), the 1st Ave South Bridge (8 lanes) and the South Park Bridge (4 lanes)
- With the bridge closure and the Low Bridge restrictions, there are now 12 travel lanes for personal vehicles concentrated at the south end

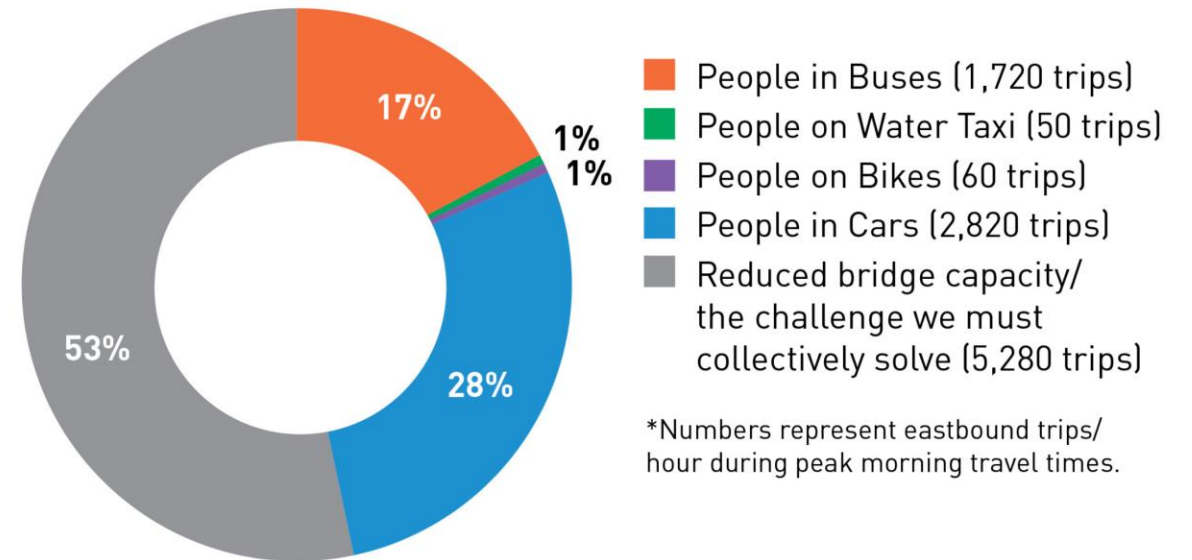


Greatly Reduced Capacity - Reconnect West Seattle

How People Got Around in 2019



Impacts If No Actions Were Taken

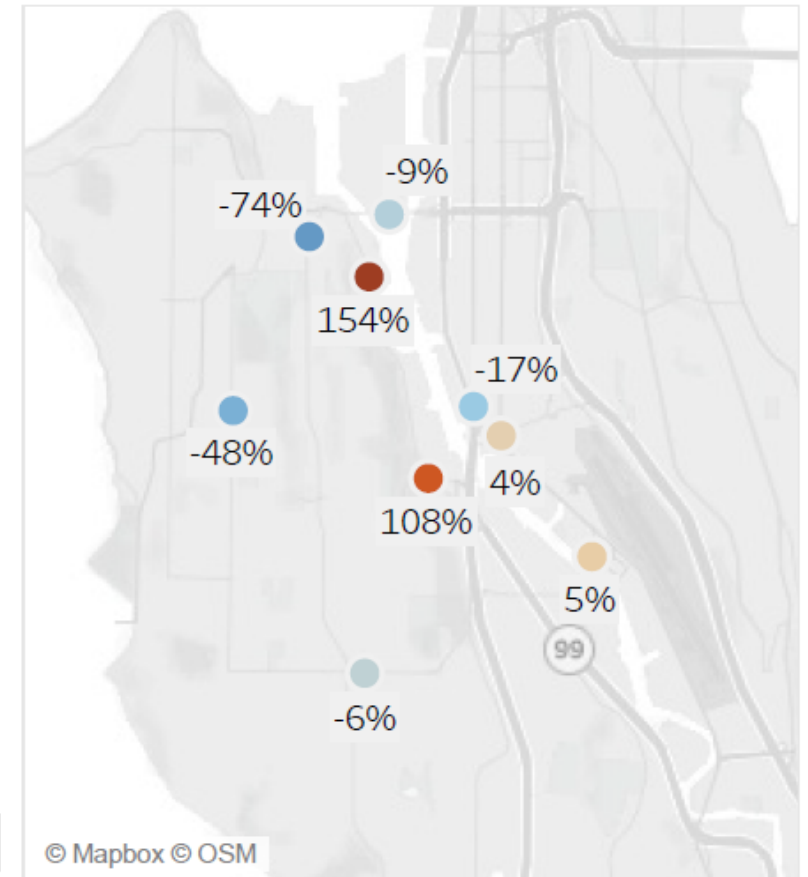


Weekly Traffic Report

Week ending on
6/5/2020

Vehicle Volumes

Location	Average Weekday Volume	Baseline Volume (Feb 2020)	Change
West Marginal Way SW at Duwamish River Trail	24,740	9,760	154%
Highland Park Way SW at West Marginal Way SW	38,840	18,680	108%
South Park Bridge	16,490	15,640	5%
S Michigan St at 4th Ave S	37,820	36,410	4%
SW Roxbury St at 15th Ave SW	23,800	25,360	-6%
Spokane St Bridge	7,590	8,340	-9%
E Marginal Way at 1st Ave S	47,350	56,950	-17%
35th Ave SW at SW Raymond St	13,050	25,260	-48%
Delridge Way SW at SW Andover St	6,110	23,400	-74%
SR 99 at S Lander St	35,080	70,400	-50%



The Closure's Uneven Impacts - Reconnect West Seattle

- The closure creates challenges in different parts of West Seattle and surrounding communities with 12 travel lanes concentrated at the south end of the peninsula:
 - **South:** The bridge closure and detour disproportionately impacts the south end of West Seattle where communities already face higher levels of pollution and asthma
 - **North:** While the north end of the peninsula has a driving capacity disadvantage today, there are promising water, transit and rolling opportunities in 2021



A Race, Environmental & Social Justice Issue



Photo Credit: Port of Seattle

- The Duwamish Valley community is far more diverse than much of Seattle. In South Park, 63% of residents are people of color and 40% speak a language other than English at home.
- This community faces a number of environmental injustices, leaving people to face health, public safety, and economic disparities
 - Proximity to the Lower Duwamish Waterway Superfund site, one of the most toxic hazardous waste sites in the nation
 - Higher rates of asthma, lower rates for life expectancy
 - Air pollution from a disproportionate number of polluting industries as well as surrounding major highways – State Highways 99 and 509, and I-5

Modes + Opportunities + Constraints + Partners

Mode	Opportunities	Constraints	Partner
Bikes, e-bikes	Quick and reliable; existing infrastructure - can be improved	Not an option for everyone; hills and weather; personal expense for e-bikes	Biking groups; neighborhoods, bikeshare providers
Buses	Priority access to the low bridge; fastest route downtown	While social distancing remains, capacity will be limited; Near term funding is constrained	Metro
Demand Management	Telework, flexwork/shifting travel time, promotions, encouragement, or incentives for non-SOV travel	Funding, participation, employer needs and policies. Flexwork does not work for all jobs or all trips	Metro, Commute Seattle, employers
Ferries	Historic precedent of sending ferries straight from Vashon to Colman Dock	Colman Dock remains under construction, with limited capacity; only 40% of Fauntleroy arrivals go downtown	Washington State Ferries (WSF)
Private Sector Shuttles	Compliment transit by adding additional routes and/or capacity; exploring shared options	Security issues around sharing services; coordinating among private entities	Employer resource group meetings – June 23
Vanpool/Carpool	Flexible option for those not well served by transit esp. during social distancing. Apps make matching easy; many employers support vanpool	Social distancing limits interest particularly for starting new groups. Parking at destination varies.	Metro Vanpool, apps like Waze Carpool, Scoop
Water Taxis	Good option for people in northern West Seattle. Partnership opportunities	Access and parking are challenges; requires big increase in service beyond Seattle Squeeze levels	Metro, Port of Seattle, private providers

A Community-led Effort to Reconnect West Seattle

We need a plan to:

1. Establish similar levels of travel across the Duwamish to those seen before the closure of the West Seattle High-Rise Bridge
2. Reduce the impact of environmental injustice in the Duwamish Valley

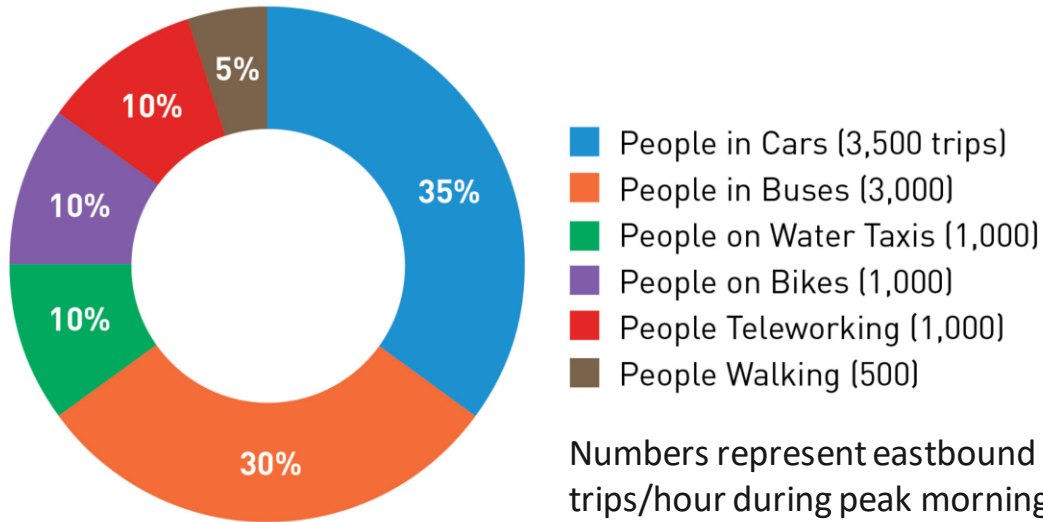


A Community-led Effort to Reconnect West Seattle

As a draft approach for the Task Force’s consideration:

While not all can, for those who are able to reduce driving trips over time, a community-led effort to reconnect West Seattle, in alignment with the vision + equity goals just outlined, could look something like:

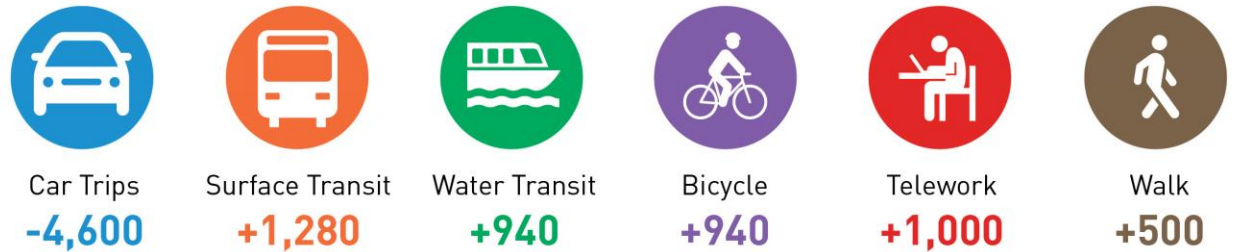
How People Get Around 2021 Goal



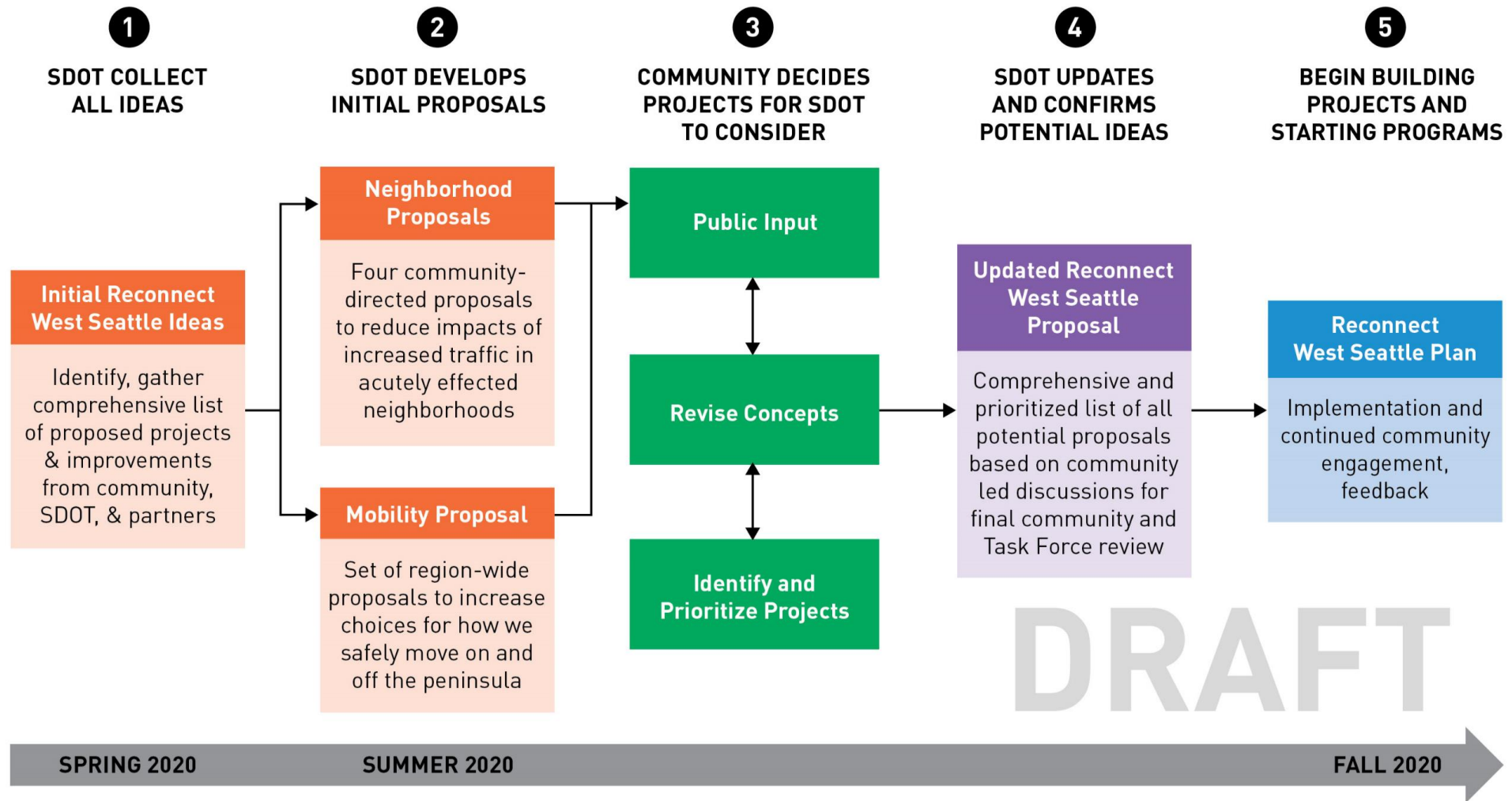
- People in Cars (3,500 trips)
- People in Buses (3,000)
- People on Water Taxis (1,000)
- People on Bikes (1,000)
- People Teleworking (1,000)
- People Walking (500)

Numbers represent eastbound trips/hour during peak morning travel times.

How People Get Around - Change Needed



Draft Process + Flow - Reconnect West Seattle

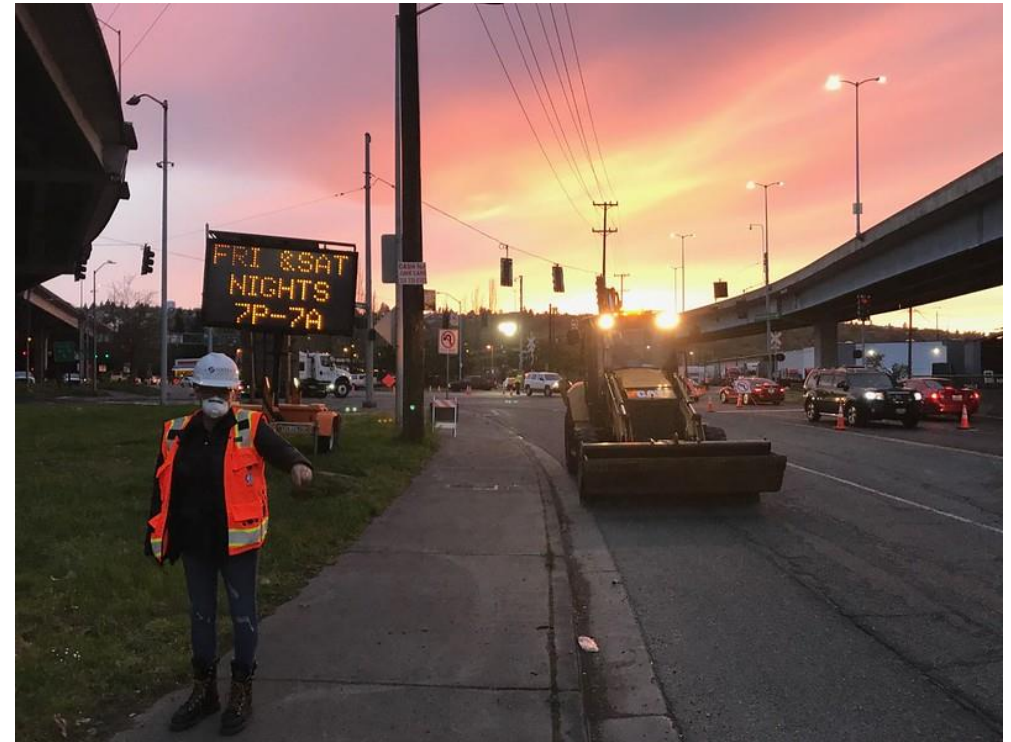




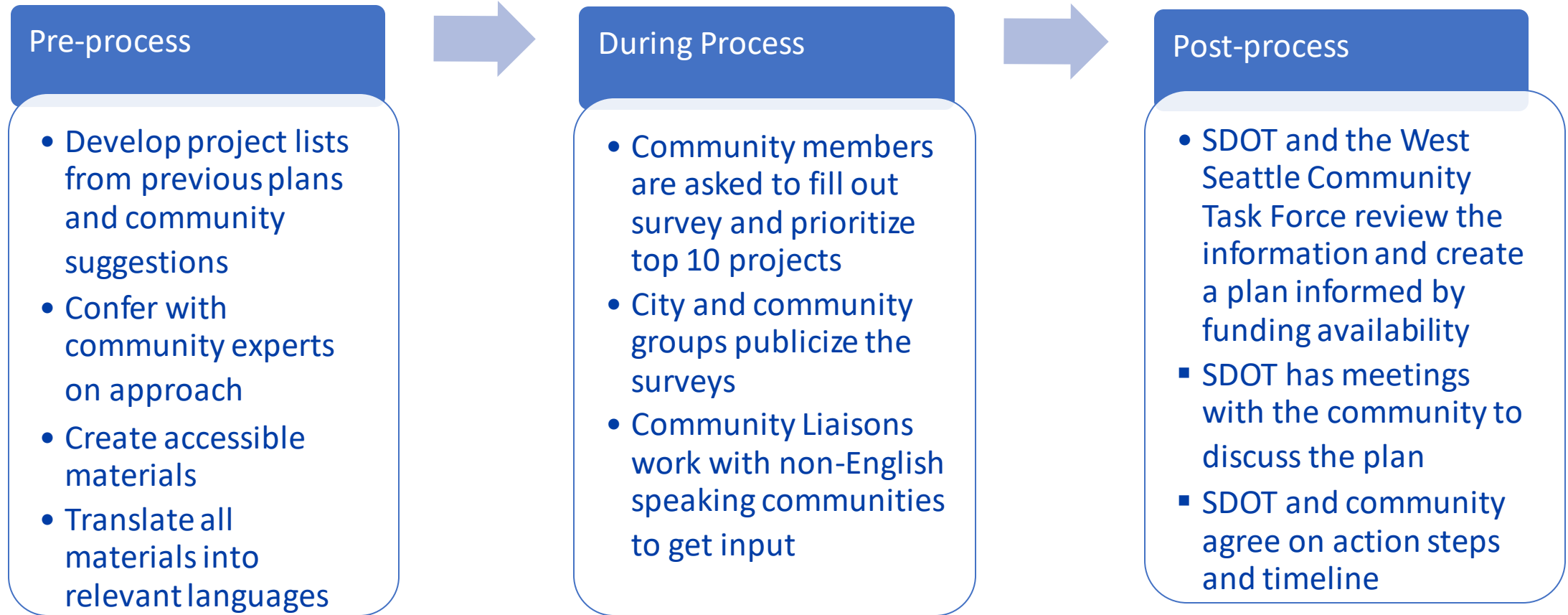
Task Force Member Q&A re: Draft Reconnect West Seattle Process + Flow

Neighborhood Traffic Mitigation Proposals

- Uses a racial equity lens to prioritize those areas disproportionately impacted by the closure of the West Seattle High-Rise Bridge and corresponding detour route:
 - Highland Park, Roxhill, S. Delridge, Riverview
 - South Park
 - Georgetown
 - SODO
- SDOT will present lists of projects to each neighborhood that will cost less than \$100,000 and under 12 months to build
- In partnership with the Task Force, these communities are asked to prioritize which projects are most needed at this time
- Objective: identify, prioritize, and then implement actions and projects to improve safety and traffic outcomes in these specific areas



Neighborhood Prioritization Process



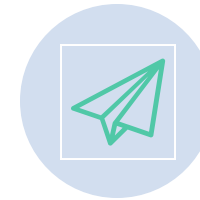
Neighborhood Prioritization Process



The community will lead this process with City support



We are reaching out to groups that have not traditionally been part of this conversation



We will work with trusted community advocates to reach community members



We want to ensure people who are not affiliated with organized groups still have a way to provide input



We will be transparent about limitations, expectations, and criteria



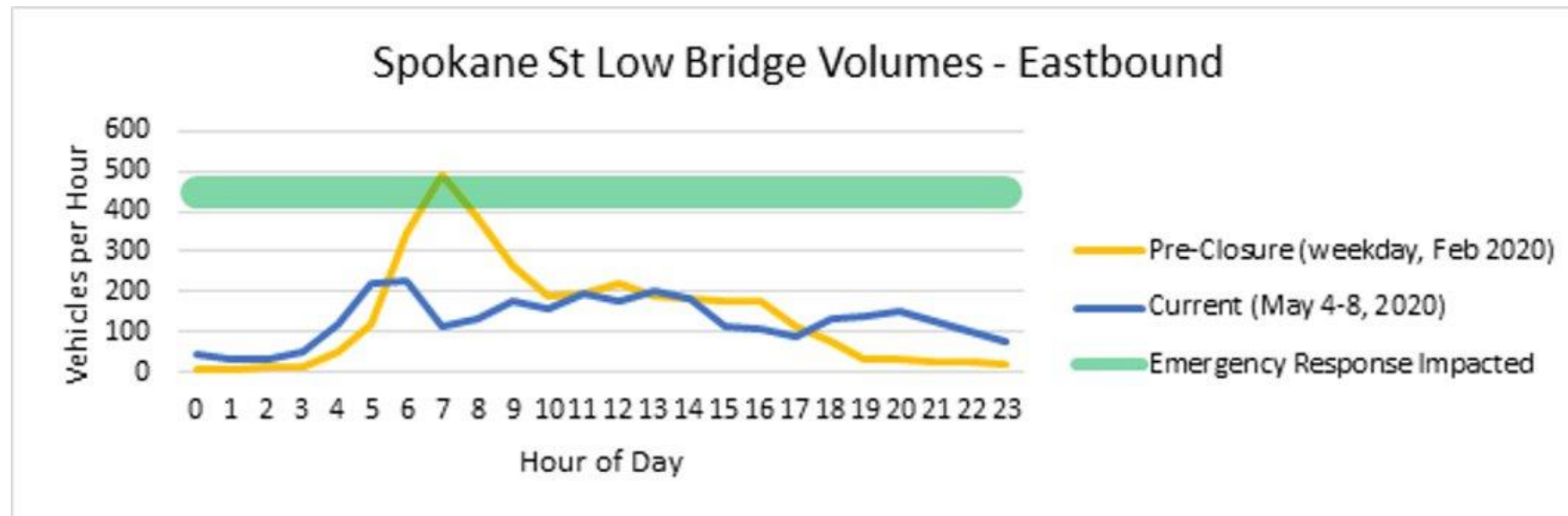
We will make every attempt to honor the neighborhoods' feedback and suggestions



Task Force Member Q&A re: Neighborhood Process

Next Meeting: Low Bridge Access Policy

- Evaluating current policy to expand access for more users; Emergency vehicle response remains top priority
- SDOT analysis indicates that Low Bridge can accommodate 400-500 vehicles per hour in each direction before emergency vehicle access is impeded
- Discussion will be priority at June 24 Community Task Force meeting



Questions / Discussion

www.seattle.gov/transportation/WestSeattleBridge

