



**Seattle**  
Department of  
Transportation

# **Spokane St Swing Bridge Access Project**

**Seattle, Washington**

**SEPA Checklist**

**December 8, 2020**

## STATE ENVIRONMENTAL POLICY ACT (SEPA) ENVIRONMENTAL CHECKLIST

### A. BACKGROUND

**1. Name of proposed project, if applicable:**

Spokane St Swing Bridge Access Project

**2. Name of applicant:**

Seattle Department of Transportation (SDOT)

**3. Address and phone number of applicant and contact person:**

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206-733-9973

**4. Date checklist prepared:**

December 12, 2020

**5. Agency requesting checklist:**

City of Seattle Department of Transportation (SDOT)

**6. Proposed timing or schedule (including phasing, if applicable):**

Access restrictions on the Spokane St Swing Bridge began in April 2020, shortly after the West Seattle High-Rise Bridge was closed due to safety concerns on March 23, 2020. These access restrictions were enforced by the Seattle Police Department until January 11, 2021, and since then by an automated photo enforcement system.

**7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.**

There are concurrent project activities to strengthen the Spokane St Swing Bridge, construct a new telecommunications system, and replace the control systems.

**8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.**

A capacity analysis and traffic study were completed for the project in December 2020.

**9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.**

There are concurrent project activities to strengthen the bridge, construct a new telecommunications system, and replace the control systems that require separate government approvals. There is also a concurrent project to repair the adjacent West Seattle High-Rise Bridge and construct a quiet zone at Terminal 5.

**10. List any government approvals or permits that will be needed for your proposal, if known.**

None.

**11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.**

SDOT has been operating under the State of an Emergency declaration as of July 2020, to enact an access policy for the Spokane St Swing Bridge to protect the integrity of the transportation network while the West Seattle High-Rise Bridge is closed to motorists. The Spokane St Swing Bridge is only one lane in each direction (two total lanes) and is unable to accommodate traffic from the West Seattle High-Rise Bridge without resulting in substantial congestion and delay for priority access. Since the West Seattle High-Rise Bridge closed in March 2020, priority access to the Spokane St Swing Bridge has been restricted to only emergency vehicles, heavy freight (10,000 gross vehicle weight rating [GVWR]), transit, including vanpools, employer shuttles, school buses, and a small number of additional users including West Seattle businesses, maritime/industrial businesses, and government vehicles. Non-authorized users are restricted in both directions on the bridge between 5 AM and 9 PM daily, but are allowed overnight use between 9 PM and 5 AM. People walking, rolling, using a scooter, or bicycling can continue to use the trail facility on the south side of the Spokane St Swing Bridge. SDOT installed detour signs to direct general purpose traffic, including ride-sharing vehicles and motorcycles, and restrictions were enforced by the Seattle Police Department in the AM and PM peak hours before implementing the automated enforcement system.

On September 29, 2020, the City Council approved automated enforcement for the Spokane St Swing Bridge to reduce traffic congestion and increase safety through Ordinance 119897. This amended Sections 11.31.090 and 11.50.570 of the Seattle Municipal Code. In Q1 2021, SDOT transitioned to the automated photo enforcement system, where the same approved user groups have opted-in and registered their license plates with SDOT. Unauthorized vehicles are subject to a \$75 citation for every trip across the bridge. The registered owner of an unauthorized vehicle will receive a notice of infraction in the mail within 14 days. The City systems and processes for photo enforcement abide by law and best practices when it comes to personal privacy and data security and are prohibited from being used for any other law enforcement action.

By automating the system, the City can eliminate the use of police officers on-site. SDOT can also use photo enforcement to better align travel demand to maximize efficiency of the limited

roadway. A similar photo technology is already used by the City to promote safety at intersections by citing people running red lights and speeding in school zones. The state Legislature approved HB 1793 in 2020 to allow the cameras for limited new uses and the City currently uses the photo technology to promote safety at intersections and in school zones. Under HB 1793, 50 percent of ticket revenues are remitted to the state. The remaining revenues must be used to cover the cost of installing, operating, and maintaining the cameras. Remaining funds may be used by the City to support improvements to transportation that support equitable access and mobility for persons with disabilities.

SDOT has been working with a subcommittee since September 2020 to inform the Spokane St Swing Bridge access policy. This subcommittee currently consists of seven members who provide perspectives across West Seattle businesses, the maritime industry, and healthcare workers/patients. Additional user interest groups may be identified in the coming months. SDOT is also coordinating the access policy with the opening of Terminal 5 in Spring 2021 when the number of trucks and longshoremen using the Spokane St Swing Bridge will increase.

- 12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.**

The proposal concerns access to the Spokane St Swing Bridge between SODO and West Seattle (see vicinity map). Township 23N, Range 3E, Section 13 and Township 24N, Range 4E, Section 18.

**B. ENVIRONMENTAL ELEMENTS**

**1. Earth**

- a. General description of the site:** *[Check the applicable boxes]*

Flat       Rolling       Hilly       Steep Slopes       Mountainous  
 Other:

- b. What is the steepest slope on the site (approximate percent slope)?**

There are steep slopes at the abutments of the bridge on the west side and along the waterway below. Slopes below the bridge are less than 5 percent and slope toward the Duwamish Waterway.

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.**

Soils surrounding the bridge are composed of dredged material used as fill including gravelly loamy sand. Agricultural lands are not located near the project. There would be no ground disturbance.

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.**

The project is located in a potential liquefaction area underneath historic fill. There are no known surface indications of instability.

- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate the source of fill.**

The project would not require ground disturbance.

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.**

No.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?**

The project would not increase impervious surfaces on the bridge.

- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:**

None.

## **2. Air**

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.**

The project has restricted traffic on the bridge easing congestion and associated air emissions. The traffic control plan has rerouted general purpose vehicles to alternative routes.

- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

There are no off-site sources of emissions or odor that would affect the project.

**c. Proposed measures to reduce or control emissions or other impacts to air, if any:**

No impacts to air so no measures proposed.

**3. Water**

**a. Surface:**

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

The project is adjacent to and over the Duwamish Waterway.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

The Spokane St Swing Bridge is over the Duwamish Waterway connecting Harbor Island with West Seattle. There would be no construction work over, in, or adjacent to the waterway.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

None.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.**

No.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

No.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

No.

**b. Ground:**

- 1) Will ground water be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals . . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

None.

**c. Water runoff (including stormwater):**

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Stormwater in the project area drains to the Duwamish Waterway.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

No.

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No.

**d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:**

None.

**4. Plants**

**a. Types of vegetation found on the site: [Check the applicable boxes]**

- |  |                                |                                |                                |  |
|--|--------------------------------|--------------------------------|--------------------------------|--|
| <input checked="" type="checkbox"/> Deciduous trees: | <input type="checkbox"/> Alder | <input type="checkbox"/> Maple | <input type="checkbox"/> Aspen | <input type="checkbox"/> Other: (identify) |
| <input type="checkbox"/> Evergreen trees:            | <input type="checkbox"/> Fir   | <input type="checkbox"/> Cedar | <input type="checkbox"/> Pine  | <input type="checkbox"/> Other: (identify) |
| <input checked="" type="checkbox"/> Shrubs           |                                |                                |                                |  |

- Grass
- Pasture
- Crop or grain
- Orchards, vineyards, or other permanent crops
- Wet soil plants:  Cattail  Buttercup  Bulrush  Skunk cabbage
- Other:
- Water plants:  water lily  eelgrass  milfoil  Other: (identify)
- Other types of vegetation:

**b. What kind and amount of vegetation will be removed or altered?**

None.

**c. List threatened or endangered species known to be on or near the site.**

There are no known threatened or endangered species on or near the site.

**d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:**

No impacts to plants are expected, and no measures are proposed.

**e. List all noxious weeds and invasive species known to be on or near the site.**

There are no known noxious weeds or invasive species on or near the site.

**5. Animals**

**a. Birds and animals which have been observed on or near the site or are known to be on or near the site: [Check the applicable boxes]**

**Birds:**  Hawk  Heron  Eagle  Songbirds  
 Other: (identify): Crows, pigeons, doves, starlings, robins, gulls, and house sparrows are common urban species that could occur in the project area.

**Mammals:**  Deer  Bear  Elk  Beaver  
 Other:(identify)

**Fish:**  Bass  Salmon  Trout  Herring  
 Shellfish  Other:

**b. List any threatened or endangered species known to be on or near the site.**

Threatened and endangered animal species known to occur in the waterway include Puget Sound Chinook Salmon and Puget Sound Steelhead.



**c. Is the site part of a migration route? If so, explain.**

The site is part of the Pacific Flyway. Migratory birds may benefit from street trees, ground vegetation, and surrounding waterbodies.

**d. Proposed measures to preserve or enhance wildlife, if any:**

No impacts to wildlife so no measures are proposed.

**e. List any invasive animal species known to be on or near the site.**

No invasive animal species are known to occur on or near the site.

**6. Energy and natural resources**

**a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**

Electricity would continue to be required for operating the bridge and for the automated photo enforcement system.

**b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

No.

**c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:**

No impacts to energy are anticipated so no measures are proposed.

**7. Environmental health**

**a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.**

**1) Describe any known or possible contamination at the site from present or past uses.**

There is one adjacent property to the northwest, West Waterway Lumber Co, documented by the Washington State Department of Ecology Facility/Site Database with a status as Awaiting Cleanup. The site has known contamination of petroleum in soil and dioxin in groundwater and is planned for remediation as of 2015. There is also one adjacent property to the northeast, Port of Seattle Terminal 18, with a status as Cleanup Started for petroleum products. There is also known contamination within the Duwamish Waterway below. Because the project would not require ground

disturbance, SDOT would not encounter contaminated soil or groundwater from the adjacent sites or waterway below.

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**

There are no known existing hazardous chemicals or conditions that might affect the project.

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.**

None.

- 4) Describe special emergency services that might be required.**

None.

- 5) Proposed measures to reduce or control environmental health hazards, if any:**

There are no environmental health impacts, and measures are proposed.

**b. Noise**

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?**

Existing noise in the vicinity from vehicular traffic in roadway, railway traffic, and marine traffic in waterway would not affect the project.

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.**

Noise levels in the vicinity are expected to remain similar to existing levels since restrictions for access were previously implemented.

- 3) Proposed measures to reduce or control noise impacts, if any:**

No impacts anticipated so no measures proposed.

**8. Land and shoreline use**

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.**

The project right-of-way on and surrounding the Spokane St Swing Bridge is currently used for roadway, driveway entrances, sidewalks, railroad, and utilities. Surrounding land uses include industrial and port uses. This project would not affect adjacent land uses.

- b. Has the site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or non-forest use?**

No.

- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how?**

No.

- c. Describe any structures on the site.**

The bridge and surrounding right-of-way contain signage and utilities. Surrounding structures adjacent to the right-of-way include warehouses, port facilities, and other industrial uses.

- d. Will any structures be demolished? If so, what?**

No.

- e. What is the current zoning classification of the site?**

The project area adjacent to the Spokane St Swing Bridge is zoned Manufacturing/Industrial.

- f. What is the current comprehensive plan designation of the site?**

The project area is designated as Manufacturing/Industrial Center.

- g. If applicable, what is the current shoreline master program designation of the site?**

The project area is designated as Manufacturing/Industrial.

**h. Has any part of the site been classified as a critical area by the city or county? If so, specify.**

The project would occur adjacent to and above the following Environmentally Critical Areas: potential liquefaction areas, steep slopes, flood prone area, wetlands, and fish and wildlife habitat conservation areas.

**i. Approximately how many people would reside or work in the completed project?**

None.

**j. Approximately how many people would the completed project displace?**

None.

**k. Proposed measures to avoid or reduce displacement impacts, if any:**

Not applicable.

**l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:**

The Transportation Element of the Seattle Comprehensive Plan has goals and policies for operation of the transportation system including operating bridges in a way that balances safety, mobility and accessibility, and pursuing strategies to reduce vehicular travel demand.

**m. Proposed measures to ensure that the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:**

Not applicable.

**9. Housing**

**a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.**

None.

**b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.**

None.

**c. Proposed measures to reduce or control housing impacts, if any:**

Not applicable.

## 10. Aesthetics

- a. **What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?**

The project has installed an automated photo enforcement system on existing utility infrastructure on the bridge. Warning signs and detour signs redirecting general purpose traffic were installed in 2020.

- b. **What views in the immediate vicinity would be altered or obstructed?**

None.

- c. **Proposed measures to reduce or control aesthetic impacts, if any:**

No impacts are anticipated so no measures are proposed.

## 11. Light and glare

- a. **What type of light or glare will the proposal produce? What time of day would it mainly occur?**

The project has installed warning and detour signs that may include light or glare for vehicular awareness.

- b. **Could light or glare from the finished project be a safety hazard or interfere with views?**

No.

- c. **What existing off-site sources of light or glare may affect your proposal?**

None.

- d. **Proposed measures to reduce or control light and glare impacts, if any:**

No light or glare impacts are anticipated so no measures are proposed.

## 12. Recreation

- a. **What designated and informal recreational opportunities are in the immediate vicinity?**

There are no City parks within the project area. Surrounding parks include the Bernice White Place greenspace immediately to the northwest and the Terminal 18 park to the northeast.

- b. Would the proposed project displace any existing recreational uses? If so, describe.**

The project restricts bridge access, but this would not likely affect existing recreational uses due to proximity and types of uses. Nonmotorized users like pedestrians and bicyclists would continue to have access to bridge path, and vehicles can access parks by other routes.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:**

No impacts are anticipated so no measures are proposed.

### **13. Historic and cultural preservation**

- a. Are there any buildings, structures, or sites located on or near the project site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.**

No.

- b. Are there any landmarks, features, or other evidence of Indian or historic use of occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.**

No.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the Department of Archaeology and Historic Preservation, archaeological surveys, historic maps, GIS data, etc.**

The Washington State Department of Archaeology and Historic Preservation (DAHP) Washington Information System for Architectural and Archaeological Records Data (WISAARD) was searched for National Register of Historic Places (NRHP)-listed or -eligible properties (including heritage barns and register districts) and historic-aged properties. The City's online list of landmarks and nominations was also searched to determine if any current or nominated City landmarks are within the project area.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance of resources. Please include plans for the above and any permits that may be required.**

Because there are no adjacent historic properties that would be affected, no measures are proposed.

## 14. Transportation

- a. **Identify public streets and highways serving the site or affected geographic area, and describe proposed access to the existing street system. Show on site plans, if any.**

The project would occur within the right-of-way of the Spokane St Swing Bridge. Regional access is available from State Route 99 and Interstate 5 both to the east. To the west it is accessed by Chelan Ave SW and W Marginal Way SW. The corridor is also accessed by Harbor Island.

- b. **Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?**

The project would continue to allow access for public transit. SDOT is working with King County Metro and other transportation providers to develop and implement a traffic control plan to prioritize access.

- c. **How many additional parking spaces would the completed project or non-project proposal have? How many would the project or non-project proposal eliminate?**

None.

- d. **Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).**

The project would not improve the bridge but has installed an automated photo enforcement system using the existing utility infrastructure. The proposal restricts vehicular access during certain times of day to prioritize uses.

- e. **Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

This project would occur over the Duwamish Waterway and adjacent to a railroad.

- f. **How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non-passenger vehicles). What data or transportation models were used to make these estimates?**

The Spokane St Swing Bridge is one lane in each direction (two total lanes) and is unable to accommodate detoured traffic volumes previously using the West Seattle High-Rise Bridge without resulting in substantial congestion and delay for priority access for transit, freight, and emergency vehicles. The proposal is not anticipated to generate any trips, but rather reduce trips by restricting access during certain times of day.

SDOT studied the Level of Service (LOS) at the Chelan Ave SW/W Marginal Way/SW Spokane St intersection to determine traffic conditions for all approaches of this intersection. This intersection has seen an increase in traffic since the closure of the West Seattle High-Rise Bridge even with the restrictions placed on the Spokane St Swing Bridge and represents the most constrained intersection with the highest traffic congestion along the Spokane St corridor study area. Traffic conditions were assessed for restricted access based on traffic data from December 2020 (Proposed Condition) and estimated volumes for unrestricted access (Baseline Condition) based on traffic volumes from before and after the closure of the West Seattle High-Rise Bridge.

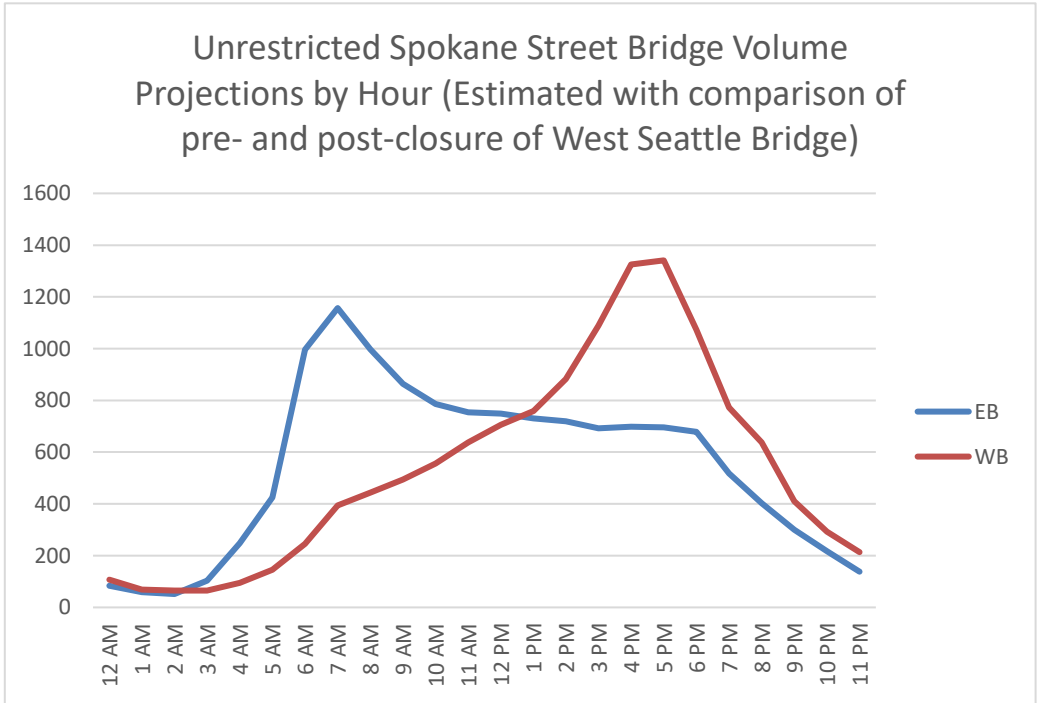
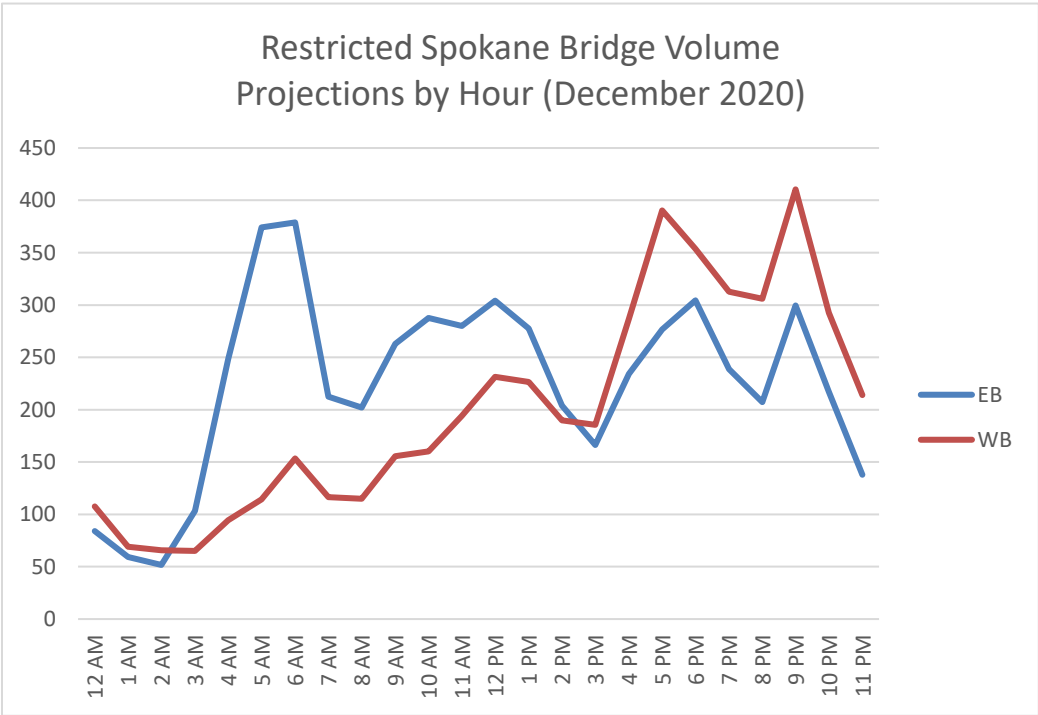
With unrestricted access for all general purpose traffic (Baseline Condition), all intersection movements would operate at LOS F in the AM and PM peak hours with delays ranging from approximately 69 to 425 seconds. Under the existing restricted access (Proposed Condition), the intersection movements operated at between LOS D and LOS E in the AM and PM peak hours in December 2020 with delays ranging from approximately 39 to 74 seconds. The exception is northwest bound SW Spokane St that currently operates at LOS F with restricted access during the PM peak with a delay of approximately 81 seconds versus 302 seconds with unrestricted access. The increase in delays with unrestricted access (Baseline Condition) would result in additional queuing and congestion in all directions of the intersection, impacting transit, freight, and vehicular operations along the Spokane St corridor study area.

As shown in the graphs below, the proposed restricted access traffic volumes are lower than the unrestricted conditions (Baseline Condition) but show similar traffic patterns, with eastbound being heavier in the morning and westbound peaking in the afternoon/evening. In the proposed restricted access conditions, traffic increases after 9 PM when general purpose traffic is allowed to use the bridge.

With unrestricted access (Baseline Condition), daily volumes on the Spokane St Swing Bridge were estimated to increase 2.8 times from the volumes on the bridge before the West Seattle High-Rise Bridge closure due to detoured traffic. This would include an estimated 13,065 eastbound trips and 12,820 westbound trips. The hourly volumes were estimated to exceed 1,100 vehicles in the AM peak hour eastbound and 1,300 in the PM peak hour for westbound. The higher delays and longer queues throughout the day with unrestricted access would not allow SDOT to prioritize and maintain reliable access for emergency vehicles, heavy freight, and transit.

SDOT conducted an analysis in December 2020 to determine the capacity of the Spokane St Swing Bridge to allow additional trips beyond the current policy while maintaining access for critical travel needs across the bridge and within the corridor. The analysis considered throughput at signalized intersections, bridge openings, and time of year. Given the intersection capacity analysis, SDOT concluded that the 5 AM to 10 AM period can accommodate 400 vehicles per hour per direction, and the midday and PM periods from 10 AM to 9 PM can accommodate 300 vehicles per hour per direction. Operating within these capacities would allow SDOT to maintain reliable trips for emergency vehicles, heavy freight, and transit.





Under the automated photo enforcement system, SDOT considered allowing additional trips on top of the assumed volumes for approved users. The analysis applies to initial operations in 2021 prior to the opening of Terminal 5 and post COVID conditions, and future updates will consider changes to travel demand through evaluation and monitoring. While there is additional capacity on the bridge after accounting for authorized users, it varies significantly by time of day.

Based on the capacity analysis and in coordination with the subcommittee, SDOT will allow 450 trips per day across the identified user groups. Other policy elements include:

- Establish user group qualifications and usage criteria and share with the public and those within the user groups.
- Learn and monitor authorized user groups' patterns and trip usage (authorized users opt-in to have bridge access with the knowledge that their license plates and travel information are subject to monitoring and evaluation by SDOT, and potential disclosure under the Washington Public Records Act).
- Determine if citations reduce violators and if there are consistent unauthorized users (e.g. some businesses accepting citations as a cost of business).
- Establish communication channels between users, user group leads, and SDOT with the understanding that should usage exceed capacity, access will be revoked for individual or entire user groups.

SDOT will continue to monitor traffic conditions daily in January/February/March 2021, for the following: trip volumes by hour for all users, freight use, number of unauthorized users, overall distribution of traffic, and network performance. SDOT will continue to monitor operations and the subcommittee will continue to provide guidance on ways to expand and restrict the authorized user pool to ensure traffic capacity.

**g. Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.**

Agricultural and forest products may require use of the Spokane St Swing Bridge to access Port facilities. SDOT is coordinating with maritime partners on the access policy for freight users.

**h. Proposed measures to reduce or control transportation impacts, if any:**

SDOT has developed an ongoing traffic control plan for the West Seattle High-Rise Bridge closure. The City has been assessing several alternative detour routes, including the 1st Ave S and South Park bridges, but has been careful not to direct drivers to prefer any one route to encourage traffic to spread throughout the system to avoid congestion as much as possible.<sup>1</sup> SDOT is also continuously working with King County Metro and regional transportation, life-safety, and maritime partners to jointly develop the traffic control plan to keep people and goods moving. This plan includes bus reroutes, general

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<sup>1</sup> <https://sdotblog.seattle.gov/2020/03/24/alternate-routes-for-west-seattle-high-rise-bridge-closure/>

traffic detours to alternative streets and bridges, and a street-by-street approach to increase the capacity of detour routes to better carry the traffic that used the West Seattle High-Rise Bridge. SDOT will continue to keep the public informed on the project webpage<sup>2</sup> and on the SDOT blog, as necessary, about automated enforcement and changes to the access policy.

Since the closure of the West Seattle High-Rise Bridge and implementation of the Spokane St Swing Bridge access restrictions, traffic volumes on the 1st Ave S Bridge have not increased. There has been an increase in traffic using the South Park Bridge, roughly 2,500 vehicles spread across the day. The majority of the 16 percent increase in traffic on the South Park Bridge is likely from the West Seattle High-Rise Bridge closure, not from the restrictions placed on the Spokane St Swing Bridge. Traffic has also increased on the Spokane St Swing Bridge and removing access restrictions would not likely decrease detoured traffic on the South Park Bridge. Based off the monitoring of traffic conditions, the 1st Ave S and South Park bridges currently accommodate detoured traffic volumes without substantial over capacity and congestion.

Bridge	Avg Weekday Volume from week of 12/4/20	Baseline Volume, prior to WSB closure and SSB restrictions	Volume Increase since WSB closure and SSB restrictions
South Park Bridge	18,140	15,640	16%
1st Ave S Bridge	96,700	96,370	0%
Spokane St Swing Bridge	10,260	8,340	23%

Note: WSB = West Seattle High-Rise Bridge; SSB = Spokane St Swing Bridge

SDOT continually monitors traffic conditions on the Spokane St Swing Bridge, 1st Ave S and South Park bridges, and West Seattle transit ridership and bike volumes.<sup>3</sup> SDOT also maintains an internal weekly bridge traffic monitoring report in West Seattle and the Industrial District to assess daily vehicle volumes and travel times at over 10 intersections including the Spokane St Swing Bridge. SDOT will continue to use traffic data to assess changing conditions and recommend policy changes to improve specific intersection concerns and the performance of the overall transportation network.

SDOT has implemented over 190 traffic mitigation projects to date to respond to the West Seattle High-Rise Bridge closure and the State of an Emergency declaration. Most traffic mitigation projects have involved speed limit changes, traffic signal changes, spot signs/markings improvements, and spot pavement repair. Traffic mitigation projects will continue to be developed and implemented in 2021 as part of the Reconnect West Seattle Implementation Plan.<sup>4</sup> Community feedback has and will continue to guide decisions on neighborhood mitigation projects.

<sup>2</sup> [seattle.gov/transportation/projects-and-programs/programs/bridges-stairs-and-other-structures/bridges/west-seattle-high-rise-bridge-safety-program](http://seattle.gov/transportation/projects-and-programs/programs/bridges-stairs-and-other-structures/bridges/west-seattle-high-rise-bridge-safety-program)

<sup>3</sup> <https://public.tableau.com/profile/city.of.seattle.transportation#!/vizhome/wsb-dashboard/Main>

<sup>4</sup> <http://www.seattle.gov/transportation/projects-and-programs/programs/bridges-stairs-and-other-structures/bridges/west-seattle-high-rise-bridge-safety-program/reconnect-west-seattle->

SDOT's overall vision is to restore travel across the Duwamish Waterway to similar levels seen before the West Seattle High-Rise Bridge closure. At the same time, SDOT wants to reduce the impact of increased detour traffic in the Duwamish Valley and other surroundings neighborhoods. SDOT is prioritizing transit connections, pedestrian safety and bike projects, and is encouraging West Seattle residents to take the bus and water taxi, ride bikes, walk, or continue to work from home where possible to improve traffic conditions.

## 15. Public services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.**

SDOT has coordinated the closure and plans detours with the Seattle Police Department, Seattle Fire Department, and medical first responders.

- b. Proposed measures to reduce or control direct impacts on public services, if any.**

SDOT's traffic control plan will use streets that accommodate the emergency response network to connect communities to hospitals as they are today.

## 16. Utilities

- a. Utilities currently available at the site, if any: [Check the applicable boxes]**

None  
 Electricity       Natural gas       Water       Refuse service  
 Telephone       Sanitary sewer       Septic system  
 Other (identify)

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.**

The project has installed an automated photo enforcement system on existing utility infrastructure on the bridge. SDOT will continue to coordinate with Seattle City Light on utility work as needed.

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: ..... *Sara Zora* .....

Date Submitted: ..... *1/25/2021* .....

## C. SUPPLEMENTAL SHEET FOR NON-PROJECT ACTIONS

### 1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

The project would not result in any increased discharge to water or production, storage, or release of toxic substances. With continued restricted access to the bridge for general purpose traffic, air emissions and noise would likely remain lower on the bridge, but detour routes may see a minor increase in air emissions and noise from traffic.

#### **Proposed measures to avoid or reduce such increases are:**

The project would not result in any probable significant adverse impacts to water, air, Greenhouse gas (GHG) emissions, noise, or additional release of hazardous substances.

### 2. How would the proposal be likely to affect plants, animals, fish, or marine life?

This project would have no effect on plants, animals, fish, or marine life.

#### **Proposed measures to protect or conserve plants, animals, fish, or marine life are:**

The project would not result in any probable significant adverse impacts to plants, animals, fish, or marine life.

### 3. How would the proposal be likely to deplete energy or natural resources?

The project would continue to use electricity for operating the bridge and for the new automated photo enforcement system. However, this would not deplete energy or natural resources.

#### **Proposed measures to protect or conserve energy and natural resources are:**

The project would not result in any probable significant adverse impacts to energy or natural resources.

### 4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, flood plains, or prime farmlands?

Environmentally sensitive areas can be found throughout the city and adjacent to public rights-of-way. This includes areas which must comply with Seattle Municipal Code 25.09 Regulations for Environmentally Critical Areas. The project would not affect environmentally sensitive areas adjacent or below the bridge. As a result, the project would not have adverse effects on environmentally sensitive areas or areas designated for governmental protection.

**Proposed measures to protect such resources or to avoid or reduce impacts are:**

The project would not result in any probable significant adverse impacts to environmentally sensitive areas or other protected areas.

**5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?**

The project would not result in any probable significant adverse impacts to existing land or shoreline uses. This project is intended accommodate priority access on the bridge without resulting in substantial congestion or delay to traffic. The Transportation Element of the Seattle Comprehensive Plan has goals and policies for operation of the transportation system including operating bridges in a way that balances safety, mobility and accessibility, and pursuing strategies to reduce vehicular travel demand.

**Proposed measures to avoid or reduce shoreline and land use impacts are:**

This project will not result in probable significant adverse impacts to existing land and shoreline uses.

**6. How would the proposal be likely to increase demands on transportation or public services and utilities?**

SDOT conducted a capacity analysis in December 2020 to determine the capacity of the Spokane St Swing Bridge to allow additional trips beyond the current policy while maintaining access for critical travel needs across the bridge and within the corridor. SDOT will continue to monitor operations as photo enforcement begins and the subcommittee will continue to provide guidance on ways to expand and restrict the authorized user pool to ensure traffic capacity. For more information on the capacity analysis see Section B.12.f. SDOT has also developed an ongoing traffic control plan in coordination with emergency services for the project to address detours for general purpose traffic during restricted hours. The project installed an automated photo enforcement system on existing utility infrastructure on the bridge. SDOT will continue to coordinate with Seattle City Light on utility work as needed. With proposed mitigation, the project is not expected to substantially change demand for utility services or cause probable significant adverse impacts on public services or transportation.

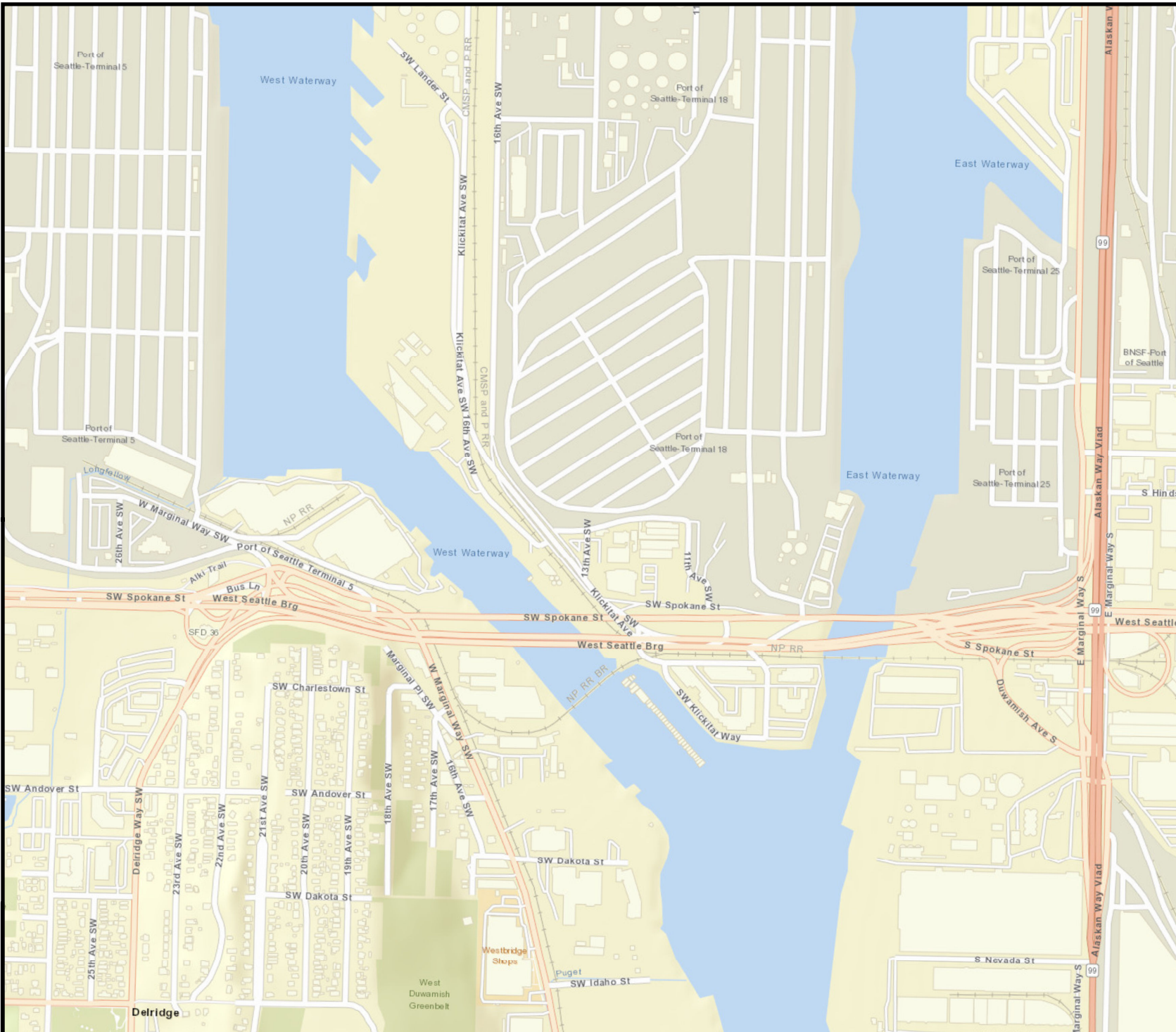
**Proposed measures to reduce or respond to such demand(s) are:**

SDOT will continue to use traffic data to assess changing conditions and recommend policy changes to improve specific intersection concerns and the performance of the overall transportation network. SDOT has implemented over 190 traffic mitigation projects to date and more will continue to be developed and implemented in 2021 as part of the Reconnect West Seattle Implementation Plan. SDOT is working with King County Metro and regional transportation, life-safety, and maritime partners to jointly develop the traffic control plan to keep people and goods moving. SDOT will continue to keep the public informed on the project webpage and on the SDOT blog, as necessary, about automated enforcement and changes to the access policy. For more information about traffic mitigation to address restricted access see section B.12.h. The project will not result in probable significant adverse impacts on transportation, public services, or utilities.

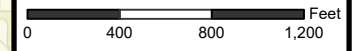
**7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.**

No conflicts are anticipated with local, state, or federal laws or requirements for protection of the environment.

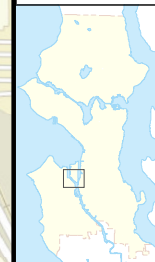




Legend



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Coordinate System:  
 State Plane, NAD83-91,  
 Washington, North Zone  
 Orthophoto Source:  
 Pictometry



**Spokane Street Swing Bridge Access Project Vicinity Map**