

# West Seattle Bridge Community Task Force

Meeting #3  
June 24, 2020



City of Seattle

# Agenda

- Welcome and Intros – 5 minutes
- Group Working Agreement – 10 minutes
- Bridge Updates – 15 minutes
- Introduction to the Technical Advisory Panel – 35 minutes
- Traffic mitigation discussion – 20 minutes
- Low bridge access policy – 25 minutes
- Next steps & Meeting #4 (July 8 @ noon) – 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:

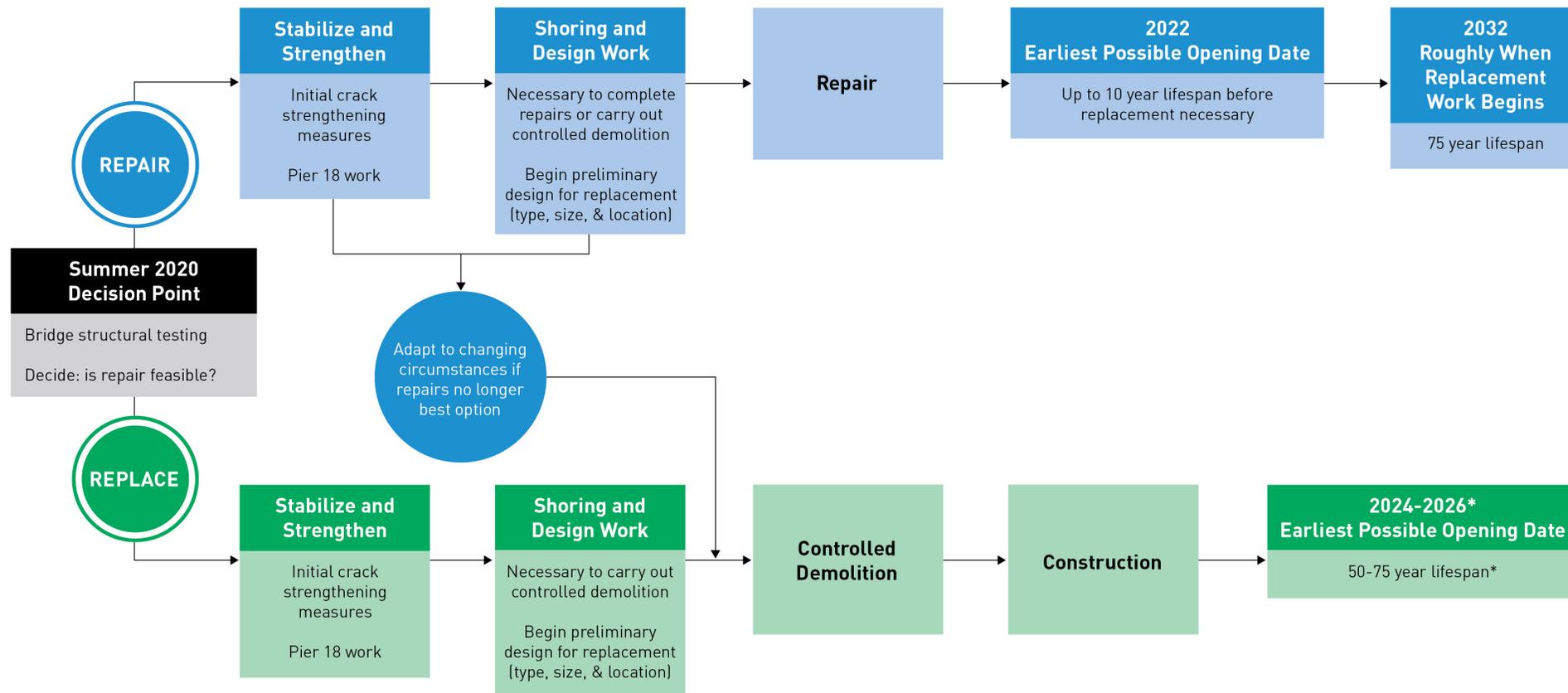
- Katie Garrow – Cannot attend. Will join the group on July 8.
- Charlene Robins

# Group working agreement - Paulina

- ~~1. Honor confidentiality (Stories and names stay; Learnings go) – N/A~~
2. Acknowledge/respect differences and similarities - 2
3. Take space- Make space
4. Listen to understand (rather than listening to respond) - 4
5. Balance advocacy & inquiry - 5
6. WAIT: Why Am I Talking; Why *Aren't* I Talking - 2
7. Lean into your learning edge
8. It's OK to be "raggedy"
9. Assume good intentions *AND* tend to impact - 3
10. Take risks, ask questions, be courageous -1
11. Actively participate – Be fully present - 2
12. Actively "self-rescue"
13. Speak from personal experience – use "I" statements
14. Respect the views of all participants - 2
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 - 1
19. Learn from each other - 2
20. Decisions are made by consensus
21. Be comfortable with discomfort
22. Commit to difficult conversations when necessary - 2
23. Provide honest input and feedback, with constructive solutions - 3
24. If we agree to something, we fulfill it - 2
25. Share stories
26. Clarify assumptions and explain mental models
27. Speak your truth - 2
28. Be okay with unfinished conversations - 2
29. Follow through on promises/commitments - 2
30. Have fun and celebrate - 1
31. Respect everyone's role and rely on each other's expertise - 5
32. Approach everything as a team (all equal participants) - 3
33. Remain fully engaged - 1
34. Support each other - 1
35. Commit to building trust - 1
36. Be transparent- 4

# Bridge structure update - Matt Donahue

## Possible Pathways to Reopen West Seattle Bridge



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

# Emergency bridge repair and stabilization: Temporary Crack Arrest Measures

- Design of the long-term repair would be accomplished by the existing engineers working on the stabilization
- Would include:
  - Carbon fiber-reinforced polymer (CFRP) wrap on affected girders
  - Girder interior floor post-tensioning system
  - Epoxy injection into cracks over .3mm in width prior to CFRP installation



Example of a bridge with girders supported by CFRP and columns wrapped in it.

# Emergency bridge repair and stabilization: In-Water Work



Crane barge used to hoist temporary access platforms  
(Kraemer previous project)

- Temporary access platforms will be assembled on a barge adjacent to a channel under the bridge
- Crane barge will enter the channel in four-hour windows; four times to host platforms in July and four times to remove them in November
- When not in use, the barge will be moored on the east side, under the bridge footprint but outside the navigation channel

# Emergency bridge repair and stabilization: Temporary Access Platforms

- 4 platforms total
- Channel clearances will be reduced by up to 7 feet
- Will be in place from July through November
- Amber solid marker lights will be placed on each corner of the platforms



Temporary access platform (Kraemer previous project)

# Emergency bridge repair and stabilization: Safety

- All effort will be made to contain debris
- Barge will be guided by 2 tugboats
- Barge and tug operators will be on Channel 13
- Kraemer will communicate all work activities to Spokane Street Drawbridge operators and US Coast Guard 1 week prior to starting each of the eight work windows
- The US Coast Guard has issued a Local Notice to Mariners
- Kraemer will coordinate with all adjacent projects to minimize impacts to the navigation channel



All efforts will be made to keep the navigation channel clear

# Paulina and Greg: Meet the Community Task Force

- Who we are
- Role of the Community Task Force
  - Future of the Bridge
  - Traffic Mitigation
  - Public Awareness and Engagement
- CTF Immediate Priorities



# Barbara and Scott: Meet the Technical Advisory Panel

- Introduce TAP members
- Role of the Technical Advisory Panel
- TAP Charter Questions
- TAP Priority Questions



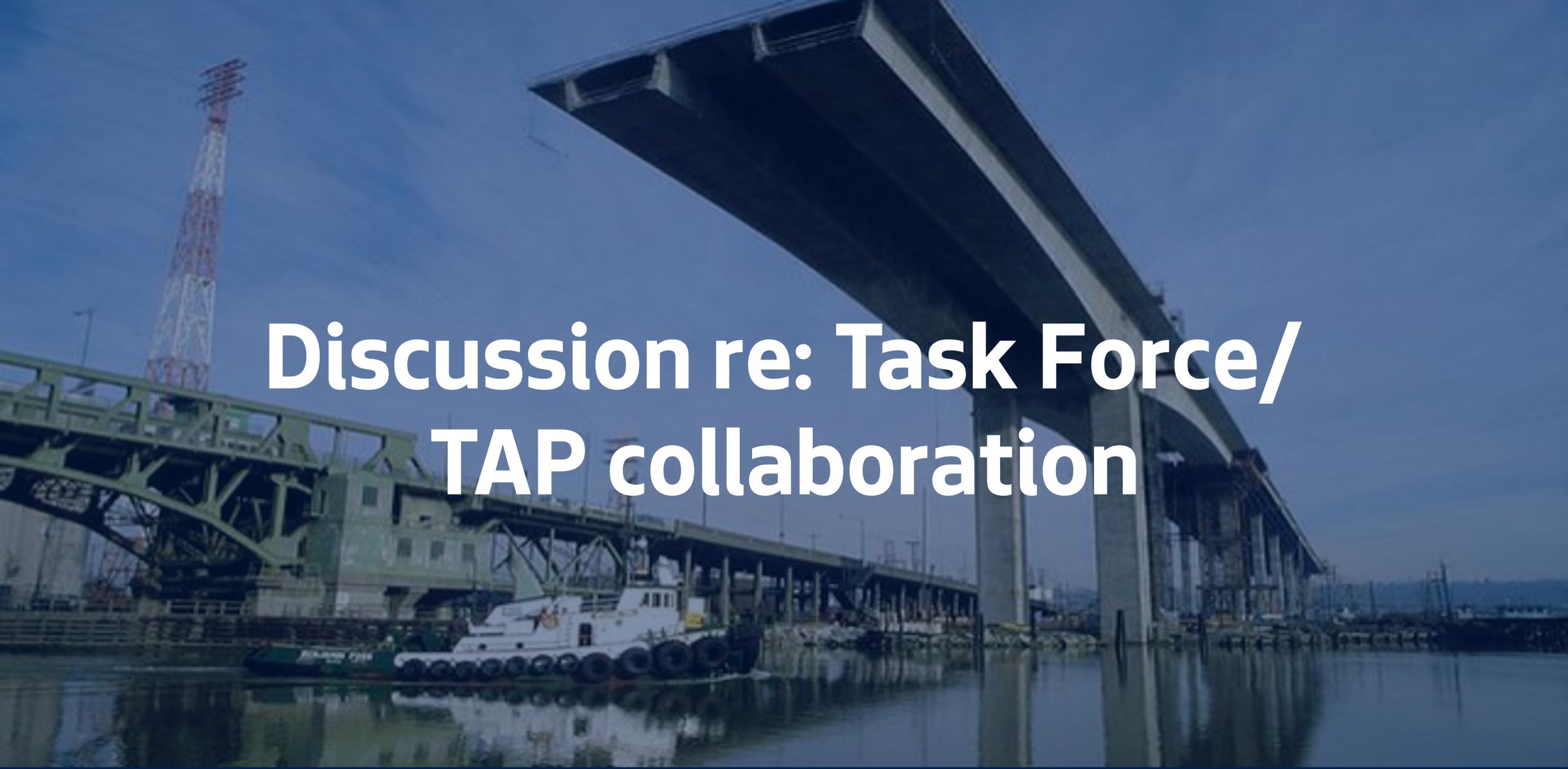
# TAP Key Milestones for Written Recommendations

- Review and support decision-making for type of repair or not to repair
- Review bridge structure demolition tactics and sequence (if necessary)
- Review of key milestone documents including:
  - Type, Size and Location Study (TS&L);
  - Key Design Milestones (30, 60, 90%, etc.) including but not limited to estimates and design plans;
- Review and support decision-making in regard to Sound Transit's bridge plans for WSBLE and the relationship with the West Seattle High-Rise Bridge;
- Input and review of construction delivery method, constructability and construction approach, including impacts during construction
- Review of permitting and environmental documentation
- Review of right of way and access needs (as applicable)
- Review of information provided in response to any specific TAP inquiries deemed appropriate by the panel to investigate or to which a detailed response should be provided
- Other technical documents as needed

# How will the TAP and CTF work together?

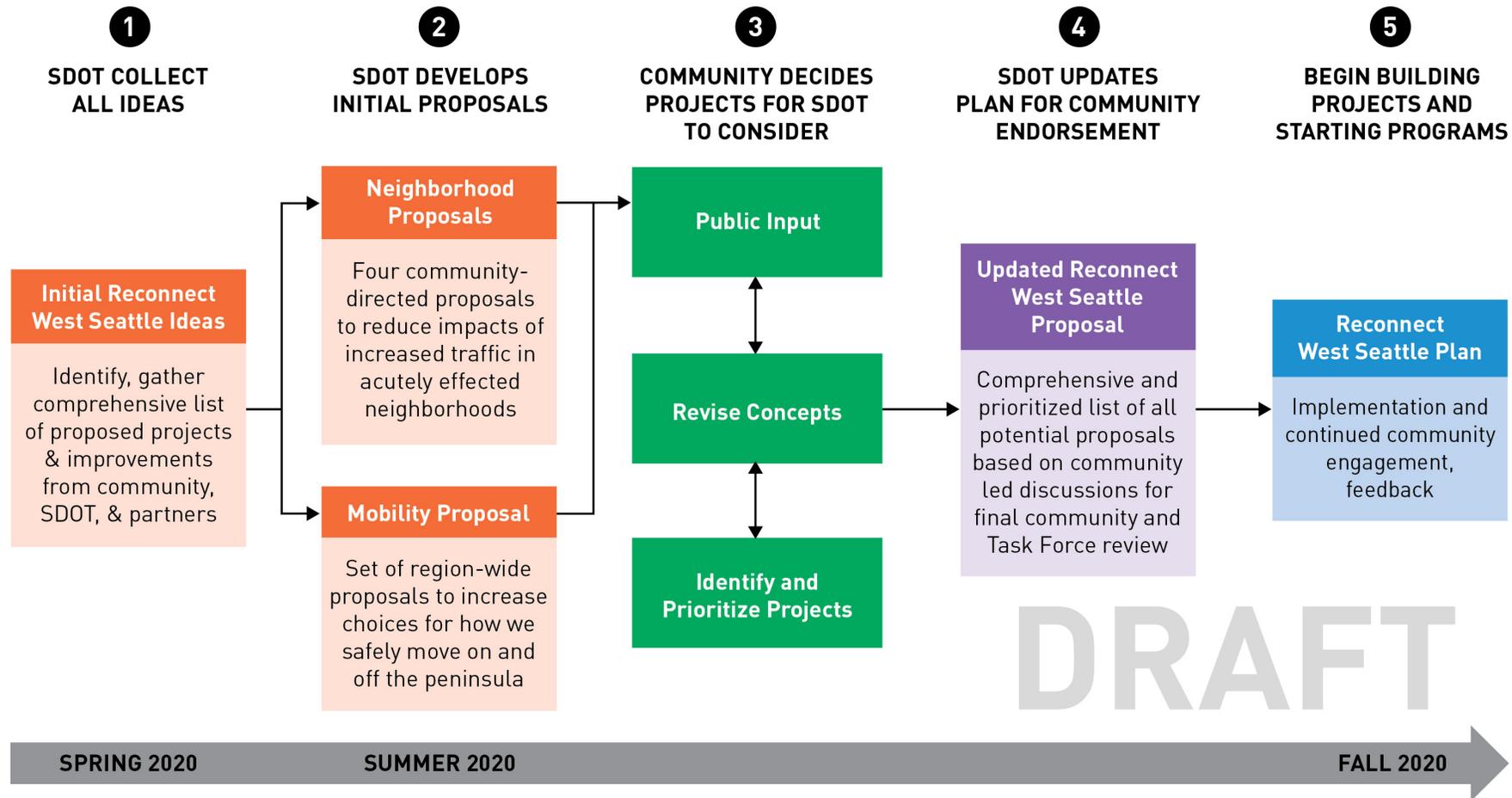
When TAP develops written recommendations to SDOT at key milestones or decision-points, the co-chairs will come and discuss with the Community Task Force.





# Discussion re: Task Force/ TAP collaboration

# Draft Process + Flow - Reconnect West Seattle



# Reconnect West Seattle: Mobility Action Plan

The Multimodal Action Plan includes discrete actions SDOT can take, similar to the 80+ traffic improvements already implemented, like bike and freight improvements for the region to weigh in on. It will also, eventually, fold in all means and modes our partners can bring to bear in order to help achieve the ambitious vision of Reconnect West Seattle.

## Related Documents:

- Reconnect West Seattle Mobility Action Plan 2-pager
- Freight improvement projects, map and list
- Bike improvement projects, map and list

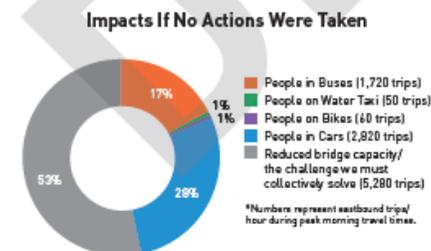
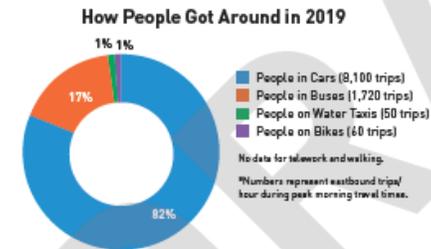
## RECONNECT WEST SEATTLE An Ambitious Mobility Action Plan

The Seattle Department of Transportation has established a Mobility Action Plan. This plan outlines a vision for restoring 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 can reach this vision with a community-led process that identifies challenges and prioritizes solutions. Together, we can create more and new ways to cross the Duwamish for people who are able to safely ride the bus, bike, walk, or take the water taxi as the phased reopening moves forward and safety and trust steadily return to shared modes of travel. Success hinges on them playing a central role. We are asking West Seattle to join us in the process.

### THE CHALLENGE

The West Seattle High-Rise Bridge closure has created a traffic management situation that can be solved but will require so much more than traditional detours or service changes.



<<website>>

Before the bridge closure, there were 21 vehicle travel lanes crossing the Duwamish River. Now there are 12 that are mostly in the southern part of West Seattle.

During peak eastbound morning commute hours in 2019, Car Trips made up about 82% of all trips crossing the Duwamish.

If no actions are taken to help those who are able to adopt alternative modes of transportation, but previously drove, there would be a 53% gap once traffic slowly returned to pre-COVID levels. This is the challenge that we must collectively solve to reconnect West Seattle.

The closure creates unique challenges in different parts of West Seattle and surrounding communities:

- **North:** While getting out of West Seattle is difficult for people on the north end of the peninsula today, there are promising water, transit and rolling opportunities in 2021
- **South:** With the closure of the High-Rise Bridge, detour routes off the peninsula lead traffic south. The increased traffic and accompanying air pollution along the detour routes disproportionately impact the south end of West Seattle and Duwamish Valley where communities already face several environmental injustices, including:
  - Proximity to the Lower Duwamish Waterway Superfund site, one of the most toxic hazardous waste sites in the nation
  - Air pollution from a disproportionate number of polluting industries
  - Air pollution from surrounding major highways – State Highways 99 and 509, and I-5

Consequently, people in these communities face greater health, public safety, and economic disparities, including higher rates of asthma and lower rates for life expectancy.

This is also a race and social justice issue as 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.

**YOUR VOICE IS NEEDED!**  
Take the Mobility Action Plan Survey  
<<website>>



# Reconnect West Seattle: Mobility Action Plan

	2019 Baseline Mode Share	2021 Goal Mode Share
Cars	82%	35%
Surface Transit	17%	30%
Water Transit	1%	10%
Bicycle	1%	10%
Telework	--	10%
Walk	--	5%
Total	100%	100%

- Alaska Junction/ North Admiral/ Alki
  - Decrease car trips by 80%
  - Increase transit usage by almost 3 times and bicycle trips to 400 per peak hour
- Delridge/ Highland Park
  - Decrease car trips by 50%
  - Evaluate new transit connections to SoDo and SLU
- 35<sup>th</sup> Ave SW (Roxbury to Seacrest)
  - Decrease car trips by 50%
  - Increase bicycle trips to 275 per peak hour
- Fauntleroy/ Lincoln Park/ Seaview
  - Increase transit usage by 120%

# Neighborhood Traffic Mitigation Plans

This portion of the Reconnect West Seattle framework enables those neighborhoods most acutely impacted by the detour routes to lead and prioritize which projects they feel, as a community, will best mitigate the impacts of the High-Bridge closure and corresponding detour routes.

## Related Documents include flyer, map and list for:

- South Park
- Georgetown
- SODO
- Roxhill, Highland Park, Riverview, S Delridge

## Neighborhood Prioritization Process

ROXHILL | HIGHLAND PARK | RIVERVIEW | S DELRIDGE



The unexpected closure of the West Seattle High-Rise Bridge dramatically impacted West Seattle and the nearby Duwamish Valley communities, especially those along the detour routes. These impacts will only continue to grow as we recover from the COVID-19 pandemic. Though challenging, with ambition, change, and collaboration, we can Reconnect West Seattle. This region-wide framework aims to increase mobility for all impacted areas. Critically, it also provides an additional layer of support for those regions most acutely impacted.

From over 30+ town halls and community forums, we have heard and gathered proposals and feedback directly from community members in South Park,

Georgetown, Sodo, and South West Seattle who are deeply and rightfully concerned about how they will get around, the availability of buses, cut-through traffic, pedestrian safety, and increased pollution in their neighborhoods. These communities already faced disparate environmental impacts before absorbing the vast majority of all detour traffic and related pollution in the wake of the bridge closure.

This portion of the Reconnect West Seattle framework enables your neighborhood to lead and prioritize which projects you feel, as a community, will best mitigate the impacts of the High-Bridge closure and corresponding detour routes. SDOT stands ready to serve.

<<website>>

Summer 2020



# 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

# Reconnect West Seattle Draft Schedule

- Week of June 22: Task Force feedback to SDOT on materials and process
- Week of June 29: Finalize and translate materials
- Week of July 6: Launch website with on-line surveys, share ballots, community-led prioritization starts, SDOT provides briefings, Community Liaisons start outreach
  - July 8 and July 22: Updates to Community Task Force from SDOT and Neighborhoods
- Week of August 3: Neighborhood prioritization and survey responses due to SDOT
  - August 5: Initial prioritization review with Community Task Force
  - August 19: Community Task Force secondary review
  - September 2: SDOT presents draft plan to Community Task Force for feedback
  - End of September: Final Reconnect West Seattle plan

# Traffic Mitigation - Next Steps

- Review approach and materials
  - Schedule
  - Process to gather feedback
  - Materials
- Questions:
  - What are your questions and or feedback on the Reconnect West Seattle process?
  - What about the materials? In your initial review do you have questions or feedback on how to improve?
  - How can we help you get this process going the week of July 6?



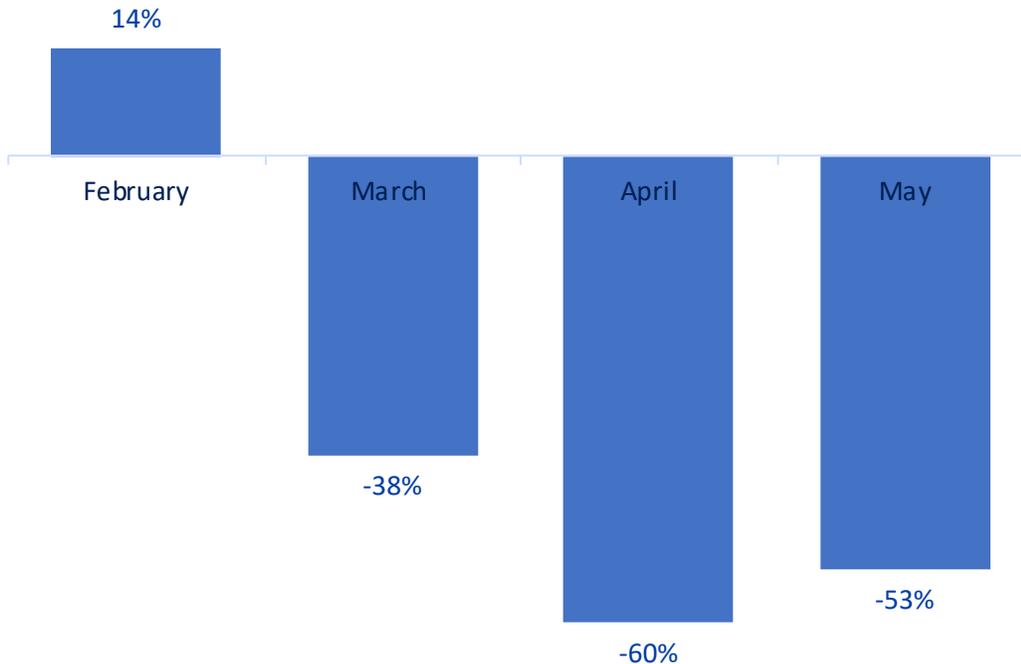
# Low Bridge Access Policy: Needs & Considerations

- Expand access to the low bridge while maintaining unfettered access for emergency vehicles
- Create a dynamic, data-driven policy that can be enforced, evaluated and adjusted over time
- Allocate access equitably
- **What are other considerations that align with stakeholder values?**



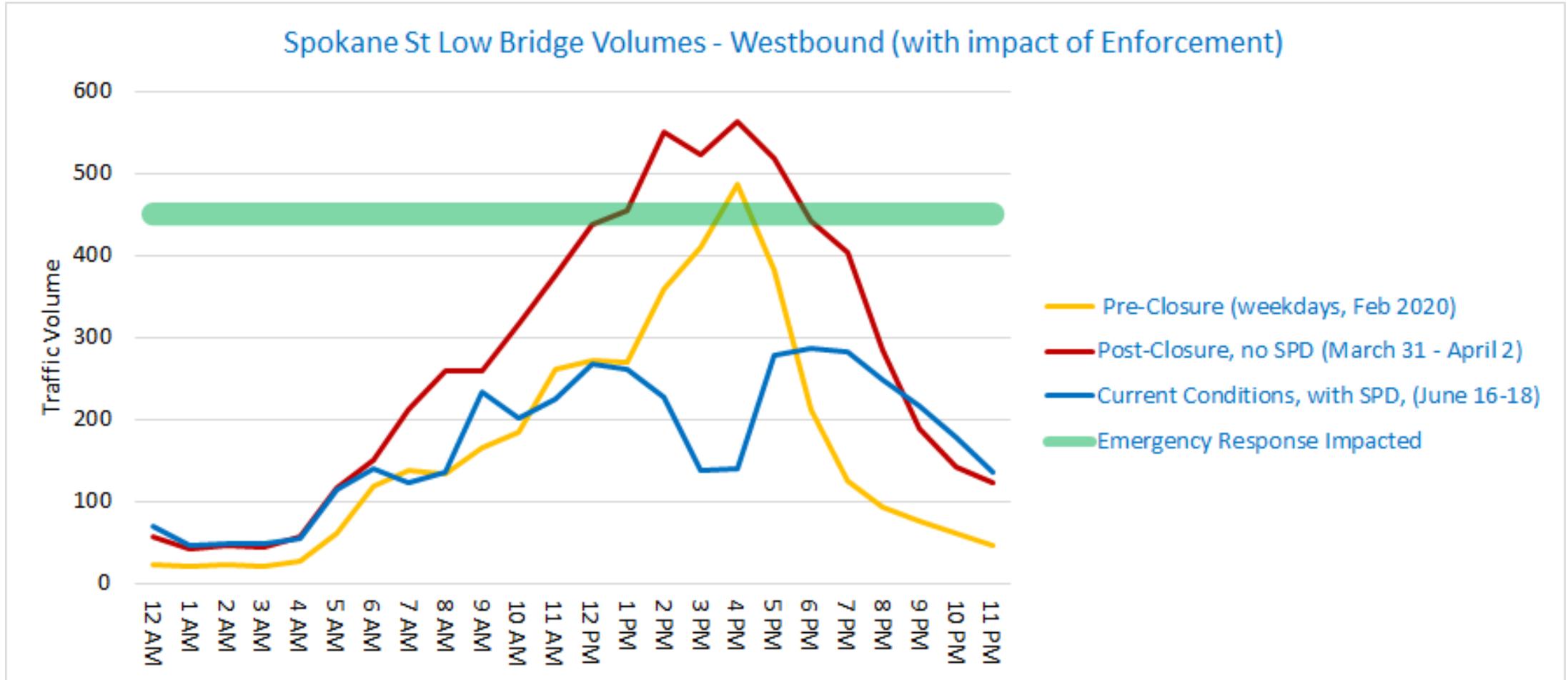
# Low Bridge - Citywide traffic still down, but Low Bridge high

Year Over Year Traffic Volumes

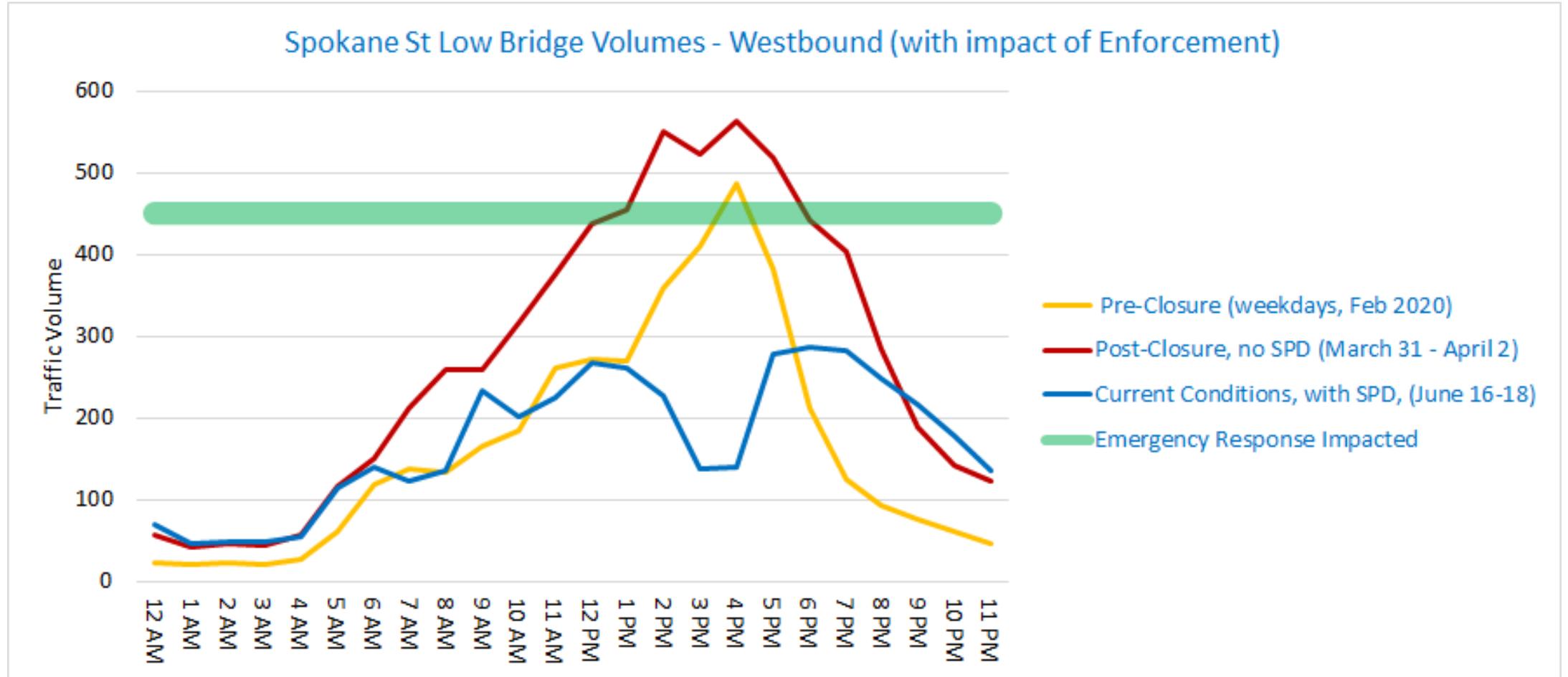


- Citywide traffic is down 53% year over year for the month of May
- Low Bridge access is currently highly restricted
- Despite these two factors, we are close to or exceeding Low Bridge capacity at many points in the day

# Low Bridge - Emergency Response Impacted Eastbound

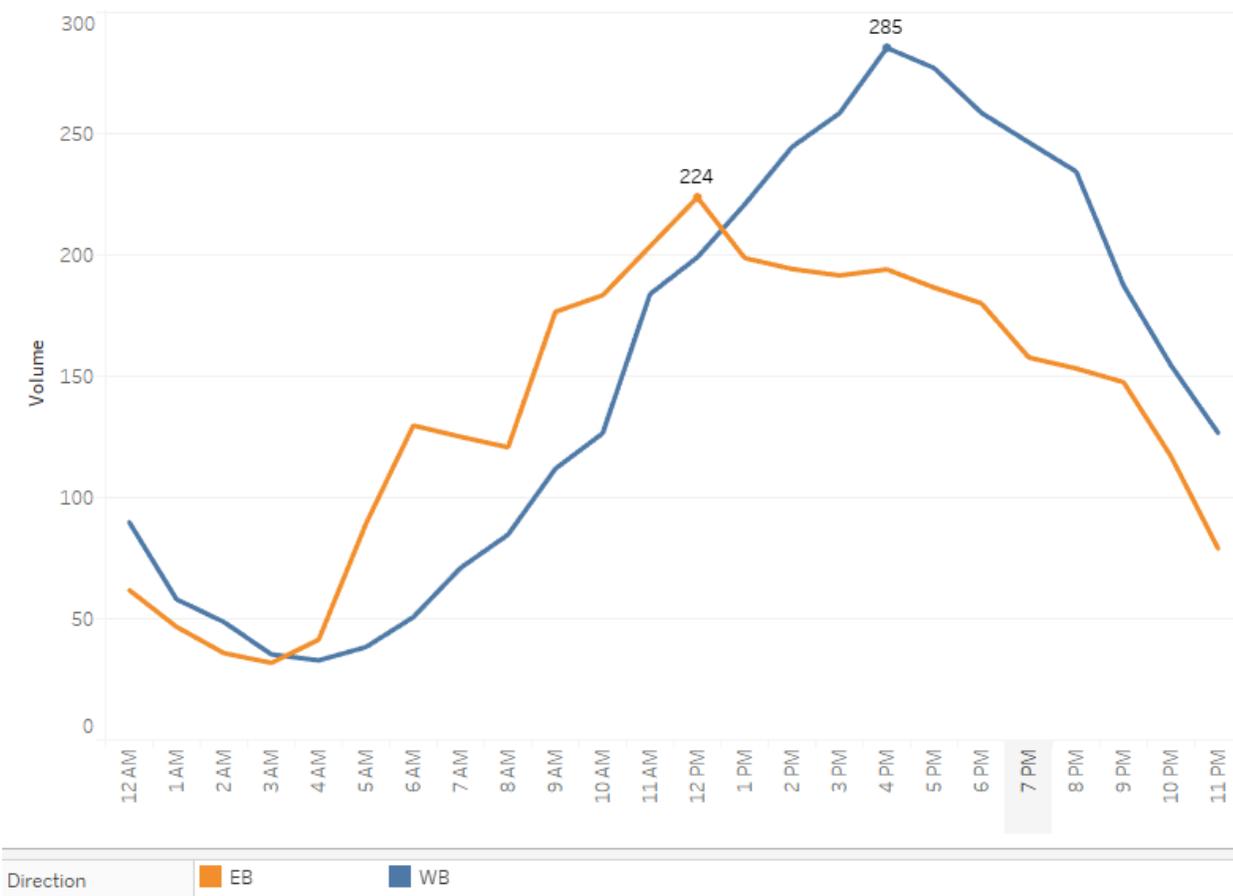


# Low Bridge - Emergency Response Impacted Westbound



# Low Bridge - Weekend traffic volumes near peak

Spokane St Br Average Volumes by Hour on Weekends



- Even with traffic down 53 percent, we are still nearing maximum capacity on weekends
- Weekend traffic on the last three weekends are averaged (June 6-7, 13-14, and 20-21) to provide a current description of typical weekend traffic volumes
- Weekend traffic volume restrictions have not been actively enforced

# Analysis Summary

- Chelan 5-Way is the key limiting factor
- Unimpeded emergency access calculated by wait times to get onto the Low Bridge
- SFD and SPD have reviewed and concurred
- SDOT analysis indicates that Low Bridge can accommodate total 400-500 vehicles per hour in each direction before emergency vehicle access is impeded
- This translates into additional access for ~160 additional vehicles per hour, in each direction
- Any additional access needs to be enforceable when Automated Enforcement begins this fall

# Many Needs; Few Spaces to Allocate

## Recommendation Now:

- Overnight access for all; 9 pm to 5 am, 7 days a week
- School buses

## Recommended for Further Consideration:

- Vanpools
- Maritime/industrial users needing work access proximate to Harbor Island and Low Bridge
- Employer shuttles
- Essential healthcare workers; pandemic response

## Policy Needs Access granted must be:

- Within Low Bridge capacity
- Equitable (who gets access within a class of vehicles/users?)
- Enforceable (tied to vehicle type or license plate)
- Dynamic (can be changed over time)

# Next Steps

- Your feedback today informs the policy changes
- What is easy to approve right now?
- What needs more time or more data?
- Conversations underway with potential users to understand how to operationalize:
  - Maritime/Industrial users
  - Employer shuttles



# Task Force Member Discussion re: Low Bridge Access Policy

# Questions / Discussion

[www.seattle.gov/transportation/WestSeattleBridge](http://www.seattle.gov/transportation/WestSeattleBridge)

