

Seattle Department of Transportation

RECONNECT WEST SEATTLE

Implementation Plan (Action 4)



Final September 2020



Seattle
Department of
Transportation

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RECONNECT WEST SEATTLE IMPLEMENTATION PLAN

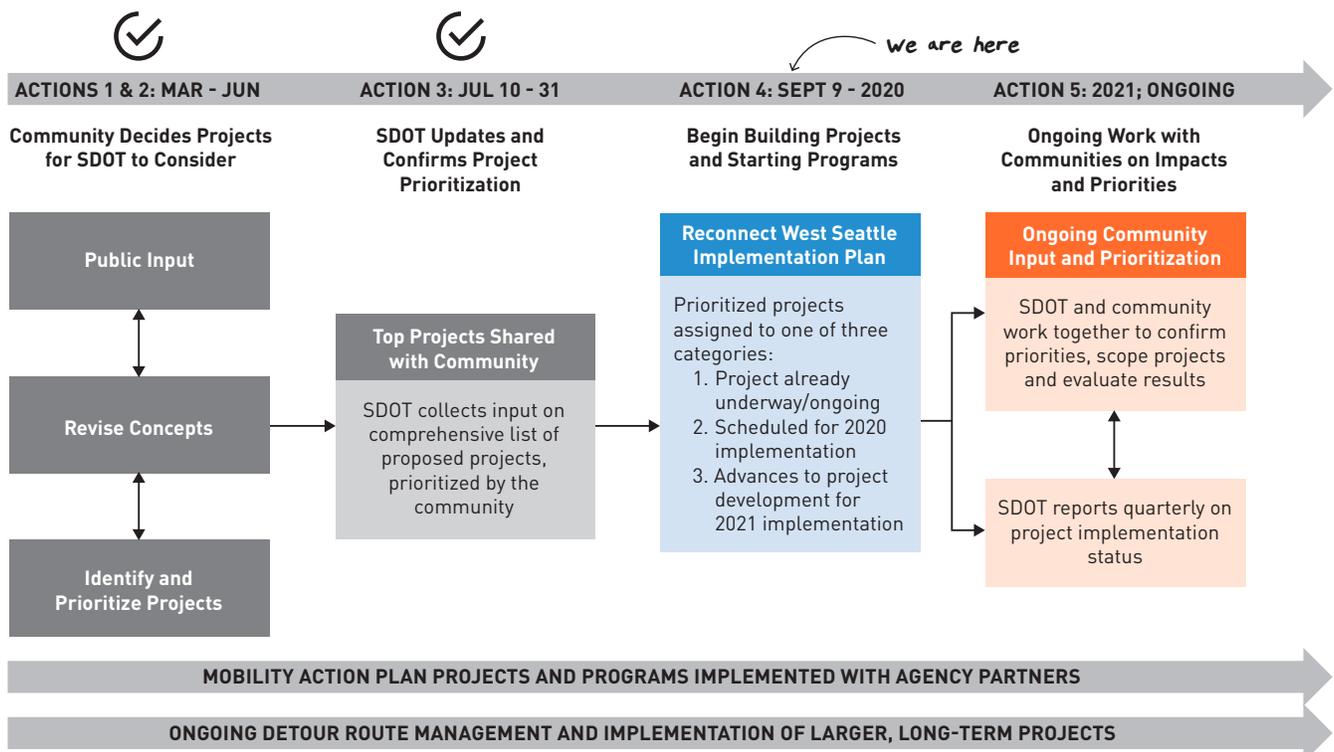
On March 23, 2020, to protect public safety, we closed the West Seattle High-Rise Bridge in response to rapid concrete cracking. The bridge typically carried 84,000 vehicles and 19,000 transit riders per day and provided a vital connection across the Duwamish River to people living and working in West Seattle.

Before the Bridge closure, there were 21 vehicle travel lanes crossing the Duwamish River. Since the bridge closure and the placement of restrictions on the Spokane Street Low Bridge to ensure that emergency response vehicles have unimpeded access to and from the peninsula, there are now 12 travel lanes for personal vehicles, all concentrated at the south end of West Seattle. Furthermore, the detour routes go through some of Seattle’s most diverse and

historically underserved neighborhoods, bringing increased congestion and pollution into places where people already experience poorer health outcomes than the City as a whole.

Reconnect West Seattle envisions how we can achieve 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 five actions centered on and informed by a community-led process that identifies challenges and helps to prioritize solutions that enable -- for those who are able -- increased transit ridership, more bicycle and



pedestrian trips, and greater safety on our streets and sidewalks, especially in neighborhoods that are acutely impacted by increased and cut-through traffic.

This report summarizes our efforts to date and lays out our Implementation Plan.

ACHIEVING RECONNECT WEST SEATTLE – FIVE ACTIONS

To ensure West Seattle travelers can go where and when they need to, and to minimize the burden on communities along the detour routes, we have or are in the process of taking **the five following categories of actions** to ensure the projects, services, and facilities are provided.

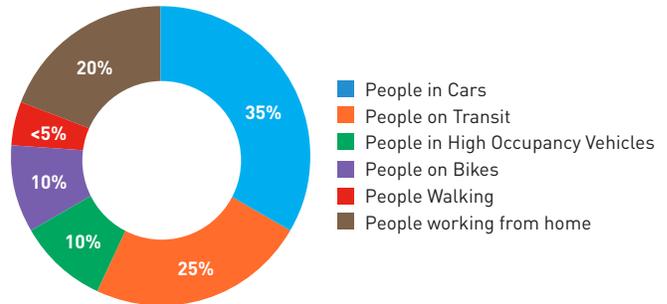
1. Develop project ideas to mitigate impacts in neighborhoods along the detour routes

The Highland Park, Roxhill, South Delridge, Roxbury, Georgetown, South Park and SODO neighborhoods are located along the detour routes and are experiencing increased traffic volumes as a result. We developed lists of candidate traffic mitigation projects from community recommendations and existing City modal and neighborhood plans. These project lists were included on neighborhood ballots for public feedback described below in Action 3. Please see Appendix, Action 1 for more information.

2. Analyze West Seattle travel behaviors and establish goals for mode change in West Seattle

Before COVID-19 physical distancing requirements and the West Seattle High-Rise Bridge closure, morning commute hour car trips made up 82% of all trips crossing the Duwamish. If no actions are taken to help those who previously drove but are able to adopt alternative modes of transportation, over half (53%) will find no room on the road for them to move once traffic returns to pre-COVID levels. This is the challenge we must collectively solve to reconnect West

Modified Mode Share Goals (September 2020)



Seattle, and we set ourselves an ambitious goal, and then revised it based on Mobility Action Plan survey results.

To achieve these goals, SDOT will build projects, implement programs, and improve services, working in partnership with King County Metro, the Washington State Department of Transportation (WSDOT), the Port of Seattle and Northwest Seaport Alliance, and Sound Transit. Mobility related programs and projects are included in the project lists below. See Appendix, Action 2 for more information about Mobility Action plan survey results and how they informed the updated mode share goals.

3. Engage the community, asking for feedback on what else they need for mode change to travel differently and to reduce traffic impacts on neighborhoods

The City designed the Reconnect West Seattle process to be community-led, with the goals and vision for improvements identified and then prioritized not by SDOT, but by those regions directly and most acutely impacted by the closure of the High-Rise Bridge. This took the form of two ballots – the [Mobility Action Plan Survey](#) and the [Neighborhood Traffic Mitigation ballot](#) – discussed below.

Above all, the Reconnect framework is designed to be iterative and focused on establishing authentic, on-going dialogue with the community so that existing and emerging challenges can

be identified and resolved, together. The ballots helped to prioritize immediate needs that could be acted upon quickly. Just as critically, though, was the review process that helped identify the community needs that weren't on the initial ballots developed by each neighborhood because the impacts had evolved. This feedback strengthened our response, which now includes expanding our [Home Zone program](#) to South Park, Georgetown, and Roxhill, Highland Park, Riverview and South Delridge. A home zone is a holistic and cost-effective approach to encouraging slower vehicle speeds and making residential streets more walkable within a neighborhood. A home zone can include various treatments within a network of neighborhood streets such as traffic circles, speed humps, access management, and cost-effective walkways, coupled with neighborhood activation and beautification.

To go beyond the usual voices, the City's Department of Neighborhoods worked to engage communities that are harder to reach and who have been traditionally underserved by local government. Numerous community organizations and individuals partnered on these efforts, including Georgetown Community Council, Duwamish River Cleanup Coalition, South Park Neighborhood Association, Highland Park Action Coalition, SODO BIA, and others. In addition, the Department of Neighborhoods employed Community Liaisons from the following communities and/or languages: Spanish, Khmer, Somali, Vietnamese, Oromo, Korean and Chinese; to ensure historically underrepresented groups are engaged in the Reconnect West Seattle planning process.

The Mobility Action Plan survey asked people living and working in West Seattle to identify the challenges that prevent them from traveling differently (non-car travel) in the wake of the High-Rise Bridge closure and inform a plan to help people safely pivot to riding the bus, biking, walking or taking a water taxi as the phased reopening of our economy continues and traffic returns. Freight stakeholders were also asked

to prioritize projects through the City of Seattle's Freight Advisory Board. There was a strong response, with 15,143 survey-takers indicating that mode share targets for drive-alone trips and working from home are within our reach, and that strategic investments and programs will bring us closer to our mode share goals for bike, water taxi, carpool, vanpool and employer shuttles.

The [ballots](#) enabled community members in South Park, Georgetown, SODO, Roxhill, Highland Park, Riverview and South Delridge to lead and prioritize which transportation projects, as a community, will best mitigate the impacts of the High-Bridge closure and corresponding detour routes in the short term and in the long term. The list of projects was generated from ideas from community, SDOT, and projects from existing transportation and neighborhood plans; furthermore, projects could be implemented quickly within a year and cost less than \$100,000. This process generated 1,750 completed ballots from Highland Park, Riverview, South Delridge and Roxhill (1,074); Georgetown (209); South Park (398); and SODO (69). The ballots indicate that most people in these neighborhoods are concerned about traffic and congestion, pedestrian safety and accessibility, speeding and environmental impacts and pollution. While the different neighborhoods also expressed unique concerns, they all share a desire for more traffic calming solutions, projects, and interventions.

See Appendix, Action 3 for more information about how the Community was engaged to prioritize projects and inform programs.



4. Based on community feedback, Create this Implementation Plan

The Reconnect West Seattle Implementation plan documents the list of all the projects that SDOT completed through August 2020, ongoing signal optimization efforts that will continue as SDOT manages traffic on the detour routes, projects to complete by the end of 2020, and those ideas that SDOT will work with the community to develop into projects that can be built in 2021.

This is not an exhaustive list of the work that we will do to support neighborhoods and travelers. Again, the Reconnect West Seattle framework is an iterative, ongoing dialogue. These project lists, now backed by SDOT's commitment and Implementation Plan, build on the 175 improvements SDOT has made in and around the peninsula since the closure of the High-Rise Bridge. These lists are by no means exhaustive of the efforts we'll make to mitigate the traffic impacts the community feels so acutely to ensure equitable mobility, especially during the COVID-19 pandemic.

This Reconnect West Seattle Implementation Plan describes initial planned investments for neighborhood mitigation projects, bike projects, freight projects, and projects/services to support mobility. SDOT plans to spend at least \$1 million in each of these categories. Beyond this initial investment, additional allocation of funding for projects will be informed by project development activities, racial equity, population, number of users and travel demand. Funding allocation will also be informed by the timeline for bridge repair/replacement, the available funding for Reconnect West Seattle, and the additional investment provided by other SDOT-funded West Seattle/Duwamish Valley projects not included among the surveyed projects.

Throughout 2020 and 2021, SDOT will work with our transportation agency partners to achieve the mobility goals in Reconnect West Seattle.



5. Regularly check in with the public about changes needed

We will need to adjust the project lists as traffic patterns continue to change and once we know more about the duration of the bridge closure. SDOT and DON will use the strong lines of communications established with community through the Reconnect West Seattle process to make sure projects that ranked highly in this

initial outreach remain priorities. Community Task Force guidance will continue to shape and guide us as we build projects and launch programs to Reconnect West Seattle. SDOT will publish quarterly implementation reports to show our progress in designing and building projects.

Reconnect West Seattle Implementation Plan 2020-2021

- SDOT is committing an initial investment of \$6M for 2020-2021 project implementation, with additional funding allocation informed by project scoping, race and social equity, population, travel demand, and other considerations
- In 2020, SDOT will build or undertake 23 community-prioritized projects or actions to improve mobility and neighborhood safety
- This fall and winter, 32 projects or programs elements will move into project development where design and analysis will occur, and where we will seek additional community to inform project scope and implementation in 2021
- This is not an exhaustive list of the work that we will do to support neighborhoods and travelers. This Reconnect West Seattle Implementation Plan describes initial planned investments for neighborhood mitigation projects, bike projects, freight projects, and projects/services to support mobility.
- SDOT's identified mode share goals for Reconnect West Seattle require that only 35% of trips crossing the Duwamish River occur in cars. Based on the results of the Mobility Action Plan Survey, West Seattleites plan to revise their travel patterns to accommodate this. In order to achieve this after COVID-19, SDOT will need to implement a series of projects, work with our transit agency partners, and coordinate with employers across the region to make this a reality.

PROJECTS COMPLETED OR IN PROGRESS THROUGH AUGUST 2020

Since March, we implemented 175 changes to support communities affected by the West Seattle Bridge closure to the best of our ability, and preserve and enhance public safety. These improvements are the foundation that Reconnect West Seattle's community-identified projects will build upon.

Below is a list of projects completed or in progress through August 2020 that were included on the neighborhood ballots or were done to improve mobility for people traveling by employer shuttle, vanpool, transit or water taxi.

#*1	Project	Approach	Category	Origin
*143	Detour Route Signal Improvement	Create new signal timing plans for SW Michigan St and other detour route corridors that can be implemented when significant congestion occurs	South Park	SDOT staff
*139	4th Ave S & Michigan Signal Improvements	Improve signal timing along detour route, 4th Ave S and Michigan St	South Park	SDOT staff
156	E Marginal Way Signal Improvement	Improve signal timing at E Marginal Way, 4th Ave S, and 1st Ave S intersection	Georgetown	Community Request, WSB Town Hall
182	S Michigan St Traffic Improvement	Make signal improvements for the eastbound and westbound traffic on S Michigan St through Georgetown	Georgetown	Community Request
46920	S Michigan St Signal Improvement	Make S Michigan St Intelligent Transportation System improvements	Georgetown	Georgetown Mobility Study
W25	Orchard/Delridge Signal Improvement	Update signals to address traffic backups at Orchard St. and Delridge Way SW	West Seattle (Highland Park, Riverview, S. Delridge, Roxhill)	Community Request, HPAC letter
MAP	Low Bridge Access	Expand access to Low Bridge	Freight, Employer Shuttles, Vanpool	Community and Agency Request
MAP	Transit Lanes and signal priority	Installed bus lanes on Spokane Street and Delridge Way	Transit (Bus)	SDOT and Metro
MAP	Transit Service	Revised bus service to accommodate High Bridge closure. Metro published a West Seattle Bridge Closure Transit Action Plan.	Transit (Bus)	Metro
MAP	Additional Water Taxi service	Issued RFP for additional boat; funding source needed	Transit (Water Taxi)	Metro

* indicates support from targeted outreach efforts.

PROJECTS PLANNED FOR 2020 COMPLETION (SEPTEMBER – DECEMBER 2020)

Of the highest-ranking surveyed projects, those scheduled for 2020 implementation are already clearly defined with need for minimal additional design and approval, and can be delivered within current constraints on the capacity of SDOT's crews.² High-ranking projects needing more definition, design, and approval are scheduled for

2021 implementation. Types of projects scheduled for implementation in 2020 include:

- Signage, including speed radar feedback signs
- New and ongoing signal optimization
- Striping and lane channelization, including new and refreshed bike facilities
- Maintenance, including pothole repair, drainage and vegetation removal

#* ³	Project	Approach	Category	Origin
*W50	14th and Cloverdale Intersection improvement	Relocate the STOP bars and signal detection and expand the width of the crosswalk on 14th Ave S at S Cloverdale St	South Park	Community Request, 2020 Traffic Spot Improvement
*301	Cloverdale Safety improvement	Install speed radar on Cloverdale	South Park	Community Request, Amigos De Seattle, Jun 22
135	South Park Bike and pedestrian user map	Create map for bicycle and pedestrian users	South Park	SDOT staff
183	Michigan/ Corson Traffic improvement	Channelization changes to EB Michigan. New left-turn arrow from eastbound Michigan to northbound Corson. The new left-turn arrow will create more gaps for SB to WB right turn.	Georgetown	WSB detour improvements, community suggestion
*28	Airport Way Safety improvement	Install speed radar on Airport Way	Georgetown	Georgetown Mobility Study
20	BNSF crossings improvement	Keep S Holgate St open for all modes and upgrade Holgate and Horton at-grade signs and markings at rail crossings to enhance safety for safety for all users.	SODO	Community Request, SODO Action Agenda
26	SODO Detour Route maintenance	Prioritize pothole repair in SODO on routes impacted by additional traffic.	SODO	Community Request, BIA letter
24	SODO Drainage	Prioritize ponding repair in SODO	SODO	Community Request, BIA letter
207, 47420	Spokane Street bike improvement	Bike improvements in Spokane Street corridor along West Seattle Bridge Trail	SODO	SDOT staff

²In Fall 2020, SDOT crew capacity is constrained due to the impacts of COVID-19 social-distancing measures which limit crew size and proximity, quarantine requirements, and the need to for crews to deliver other voter-approved, legally-mandated, and short-term funded priorities.

³* indicates support from targeted outreach efforts.

#* ³	Project	Approach	Category	Origin
7	E Marginal bike improvement	2020 Implementation as part of E Marginal Way improvements	SODO	Community Request, Street Smart
W51	West Seattle Arterial Maintenance	Repair potholes on 35th Ave, W Marginal Way, SW Delridge Way, SW Holden St	West Seattle (Highland Park, Riverview, S. Delridge, Roxhill)	Community Request, WSB town hall
Many ⁴	West Seattle Bridge Trail improvements	Implement striping, signing, wayfinding, and safety improvements	Bikes	Community Request
B023, B056	East Marginal Way S improvements	Restripe PBL and refresh delineators (2020), permanent PBL construction begins in 2021	Bikes	Community Request
Many ^{5*}	West Marginal Way SW gap	Implement PBL in coordination with new walkway, crossing, and freight treatments	Bikes	Bicycle Master Plan, Community Request
F06	West Marginal Way Freight	Implement freight treatments	Freight	Freight Mobility Request
F09	Alaskan Way signal progression	Modify signal progression on Alaskan	Freight	Seattle Freight Advisory Board
46920	S Michigan St signal progression	Modify signal progression on Michigan	Freight	Seattle Freight Advisory Board
F03	14th/Cloverdale Intersection Improvement	Relocate the STOP bars and signal detection, expand the width of the crosswalk on S Cloverdale St approach.	Freight	Community Request, 2020 Traffic Spot Improvement
F10	T18 entrance improvement	Refresh crosswalk markings for the W Seattle Bridge Trail. Install trail crossing signs.	Freight	Seattle Freight Advisory Board
F01	2nd Ave SW at Highland Park Way SW maintenance	Review and refresh any faded pavement markings at the intersection. Replace any damaged signs near the intersection.	Freight	SODO Request Tracker
F02	SB SR-509 / 2nd Ave S / 1st Ave S maintenance	Trim vegetation at the intersection so drivers can more easily merge onto northbound 2nd Ave S.	Freight	SODO Request Tracker
MAP	Additional transit service (Metro)	Adding back routes 55, 56, 57 to better serve Admiral (September 19, 2020)	Transit	Metro
MAP	Low Bridge Access	Evaluate continued access to Low Bridge	Low Bridge Access	

For maps of projects organized by neighborhood, please see the [Appendix](#).

⁴B006, B007, B018, B026, B045, B046, B050, B051, B067, B073, B075

⁵B027, B055, B060, B076

PLANS FOR 2021 IMPLEMENTATION

High-ranking projects needing more definition, design, and approval are scheduled for 2021 implementation.

Types of projects scheduled for implementation in 2021 include:

- Pedestrian safety projects, including high-visibility arterial crossings, Home Zone traffic calming areas, and sight line improvements
- Potential modifications to SR 509 needing additional design, analysis, and coordination with WSDOT
- Stay Healthy Streets and other bike/pedestrian corridors needing additional design, analysis and community coordination
- Potential channelization changes needing additional design, analysis and discussion of tradeoffs with community
- Improvements related to rebuilding East Marginal Way

Below is a list of all projects schedule for 2021 implementation:

# ⁶	Project	Approach	Category	Request Origin
54	Dallas/16th intersection improvement	Address pedestrian safety at S Dallas Ave and 16th Ave S Intersection	South Park	Community Request
*169	South Park traffic calming	Advance to project development: additional South Park Home Zone improvements	South Park	Community Request, May 13 meeting
*160	South Park Cloverdale (10th) crossing improvement	Advance to project development to explore safe crossing options	South Park	Community Request
161	South Park Cloverdale (12th) crossing improvement	Advance to project development to explore safe crossing options	South Park	Community Request
172	South Park Stay Healthy Streets Program	Explore Stay Healthy Street options (potentially related to South Park to Georgetown Connection or South Park Home Zone)	South Park	Community Request
188	SB SR 509 onramp improvement	Advance to project development with WSDOT to explore opportunities to accommodate a longer two-lane on-ramp	Georgetown	Community Request
133	Georgetown Traffic Calming	Implement Georgetown Home Zone improvements to reduce cut-through traffic and vehicles speeds on side streets	Georgetown	Georgetown Mobility Study

⁶* indicates support from targeted outreach efforts.

#*6	Project	Approach	Category	Request Origin
46	Airport/Lucile intersection improvement	Advance to project development to explore Georgetown to Downtown non-motorized corridor improvements, including Airport/Lucile (2021)	Georgetown	Georgetown Mobility Study
14	S Orcas bike improvement	Advance to project development to explore Stay Healthy Street options (potentially related to South Park to Georgetown connection 2021).	Georgetown	Georgetown Mobility Study
*13	Corson Ave Safety Improvements	Explore pedestrian crossing improvements along Corson Ave S	Georgetown	Georgetown Mobility Study
36	5-way Chelan congestion bypass improvement	Advance to project development to explore opportunities to use the ramp west of FS 36 to facilitate access to the low bridge	SODO	SDOT staff
6	SODO Transit improvement	More discussion needed with Metro (2021)	SODO	SODO BIA Consensus Agenda (2016)
91	E Marginal/ Duwamish/Klickitat Intersection improvement	Advance to project development to design rechannelization	SODO	SDOT staff
164/ 205/ 61211	E Marginal Way pavement improvement	2021 Implementation as part of E Marginal Way improvements	SODO	Community Request, SODO Action Plan
*W20	NB SR 509 onramp improvement	Advance to project development with WSDOT to explore opportunities to add a lane to the NB onramp by reducing the number of NB through lanes	West Seattle (Highland Park, Riverview, S. Delridge, Roxhill)	Community Request, HPAC letter
W24	Highland Park Traffic Calming	Explore traffic calming and home zone improvements in Highland Park	West Seattle (Highland Park, Riverview, S. Delridge, Roxhill)	Community Request, HPAC letter

#*6	Project	Approach	Category	Request Origin
W60	8th/Roxbury left hand turn improvement	Evaluate channelization tradeoffs to develop project in coordination with community	West Seattle (Highland Park, Riverview, S. Delridge, Roxhill)	Community Request, HPAC letter
*W27	8th/Roxbury intersection improvement	Evaluate channelization tradeoffs to develop project in coordination with community	West Seattle (Highland Park, Riverview, S. Delridge, Roxhill)	Community Request, HPAC letter
W61	15th/Roxbury intersection improvement	Evaluate channelization tradeoffs to develop project in coordination with community	West Seattle (Highland Park, Riverview, S. Delridge, Roxhill)	Community Request, HPAC letter
*W28	Highland/Holden intersection improvement	Evaluate Highland/Holden intersection improvements in coordination with the community	West Seattle (Highland Park, Riverview, S. Delridge, Roxhill)	Community Request, HPAC letter
B038B039	Georgetown to Downtown connection	Advance to project development for improvements including sidewalk paving, bicycle infrastructure, and parking changes to safely connect Georgetown to Downtown	Bikes	Bicycle Master Plan, Community Request
B079	Various neighborhood greenway improvements	Advance to project development to identify neighborhood greenway improvements	Bikes	Community Request
F08	Harbor Island Contingency Access	Advancing to define scope for contingency access via 16th Ave SW, 13th Ave SW, SW Hanford St and 11th Ave SW	Freight	Port, NWSA Request
F23	E Marginal Way S access restrictions	Evaluate Freight/bus/EMV/ bike/local access only restrictions to EMW between Spokane at Atlantic as part of E Marginal Way Improvements	Freight	Port, NWSA Request

#*6	Project	Approach	Category	Request Origin
MAP	Evaluate New/Revised Transit Connections	Evaluate New/revised routes to reflect new trip patterns	Transit	SDOT Staff, Mobility Action Plan, Metro
MAP	Connections to Water Taxi	Evaluate improved parking and transit connections to/from water taxi	Transit	Mobility Action Plan, Metro
MAP	Water Taxi Service	Work with King County Metro to improve water taxi service	Transit	Mobility Action Plan, Metro
MAP	Employer Coordination	Work with employers to maintain and support work-from-home options	Telework/ Flexwork	Mobility Action Plan
MAP	Expand shared employer shuttles	Through King County Metro's Shared Employer Shuttle Program expand access to shuttles for smaller employers	Employer Shuttles	Mobility Action Plan
MAP	HOV Access	Explore HOV priority to/from West Seattle on detour routes	Carpool	Mobility Action Plan
MAP	Ride-matching for carpools	Ridematching app or service for West Seattle	Carpool	Mobility Action Plan
MAP	Ride-matching for vanpools	Promote better awareness of vanpool option to employers/employees; assist in ride-matching	Vanpool	Mobility Action Plan

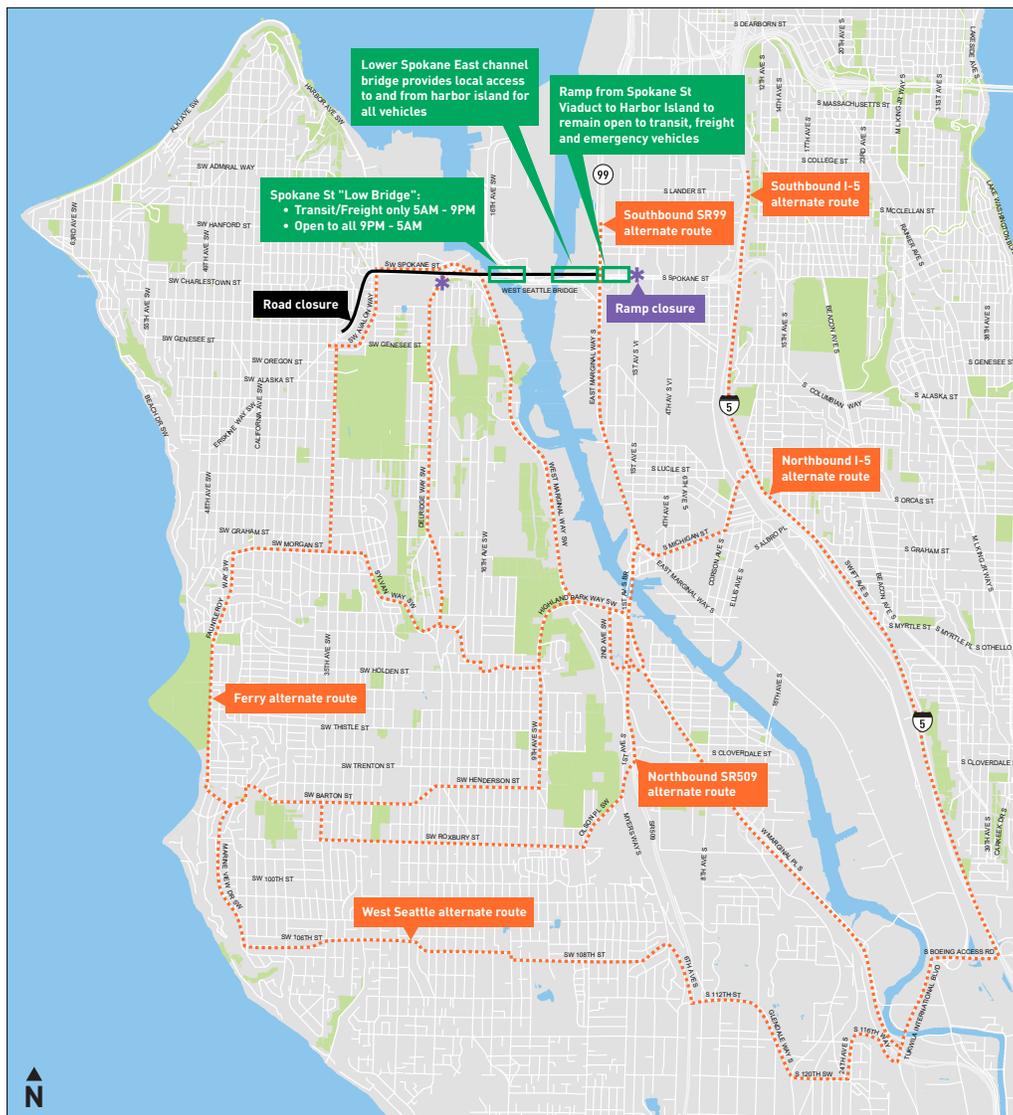
RECONNECT WEST SEATTLE APPENDIX

CONTEXT

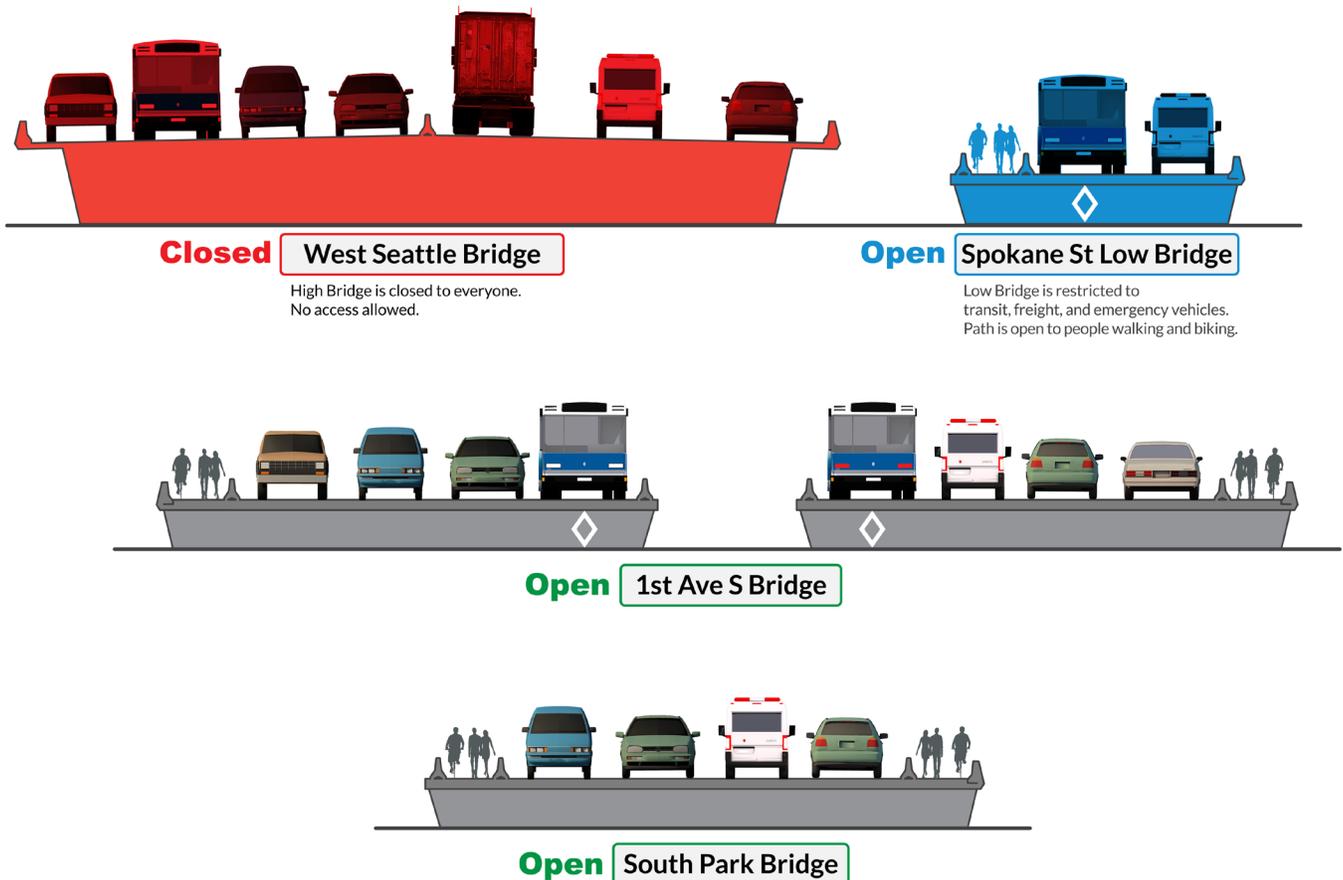
In late February 2020, SDOT's structural engineering consultant recommended that the rate of deterioration of the West Seattle High Bridge (WSHB) cracks made it necessary to consider traffic restrictions. As staff prepared to share that news with key stakeholders and the public, additional cracking confirmed the need to immediately close the bridge to traffic on Monday, March 23.

Problem Statement

The closure of the West Seattle High Bridge (WSHB) 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 WSHB (7 lanes), the Low Bridge (2 lanes), the 1st Ave South Bridge (8 lanes) and the South Park Bridge (4 lanes).



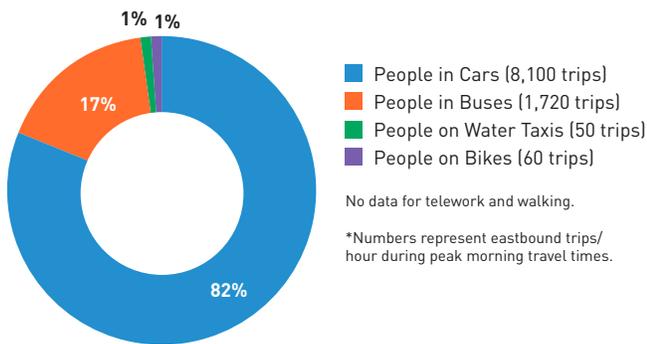
With the WSHB closure, there are now 12 travel lanes for personal vehicles concentrated at the south end, leaving the north end of the peninsula with a capacity disadvantage and reduced options for commuting and other trips on and off the West Seattle peninsula. WSHB had average daily traffic (ADT) volumes of 84,000, including 19,000 daily transit riders. The WSHB closure is anticipated to last at least through 2021. As part of the closure mitigation, the Spokane Street Low Bridge is restricted to transit, freight, school buses, local

business use, employer shuttles, essential worker vanpools, and emergency response vehicles, and the adjacent path is open to people walking and biking.

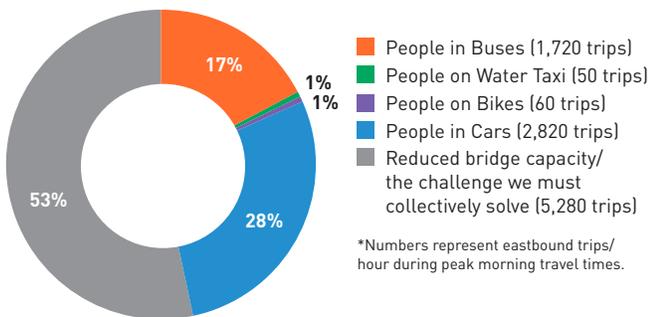
The closure of the West Seattle High Rise Bridge due to accelerated deterioration has a profound impact on the residents and businesses of the Duwamish Valley and West Seattle, further compounding the day-to-day challenges people experience associated with the coronavirus

(COVID-19) global health pandemic. While city-wide traffic volumes are historically low at this writing, we expect them to rise as social-distancing requirements change and more people return to physical worksites, errands, and activities. As of August 21, traffic on the detour routes has risen significantly since March, with daily vehicle volume increases of 179% on West Marginal Way, 116% on Highland Park Way and 47% on the lower Spokane Street bridge.

How People Got Around in 2019



Impacts If No Actions Were Taken



To help people get to all the places they want and need to go in the time until the West Seattle Bridge is repaired or replaced, we need to build usable projects and programs for travelers.

Goals

1. Address increased traffic volumes and other impacts to neighborhoods along detour routing
2. Reimagine West Seattle transportation through mode share shifts and travel pattern changes throughout the peninsula
 - a. Shift West Seattle travel to downtown from the bridges across the Duwamish to waterborne modes
 - b. Build permanent and temporary bicycle infrastructure on major West Seattle north/south arterials
 - c. Develop, cultivate, and maintain reliable transit pathways to/from West Seattle
3. Understand community concerns and obtain feedback on projects, services, and facilities needed for West Seattle travelers to shift to non-car modes
4. Develop a comprehensive implementation plan that incorporates community feedback to ensure travelers reach their desired destinations
5. Regularly communicate with community in the coming months and years as traveler patterns change to address transportation needs

Objectives

Before the West Seattle Bridge closure, there were an average of 9,930 trips crossing the Duwamish Waterway in a weekday AM peak hour, 8,100 of which occurred in cars or trucks. To provide similar levels of person-carrying capacity, car trips crossing the Duwamish to the West Seattle peninsula need to be reduced by about 60%, from 8,100 in the AM peak hour⁷ to 3,500 in the AM peak hour.

With limited travel-lane capacity, we need to provide alternatives to the traveling public that greatly reduce demands on the road network. This includes evaluating concepts for high-capacity modes using the surface (roads) and water, providing appropriate infrastructure for cyclists, and acknowledging the different options available to the various neighborhoods of West Seattle.

⁷A reallocation of trips needs to occur on all trips throughout the day. AM peak hour trips are used as it represents the heaviest volumes in the baseline scenario.

The 2021 mode share goal is based on baseline travel information from 2019, before COVID-19 and the closure of the West Seattle High-Bridge. By using 2019 data as the baseline, the 2021 mode share goal aims to accommodate all 2019 baseline trips so they can take place at the same

times and to the same places as they did before the West Seattle High Rise Bridge closure. The table below outlines the shift between modes from the 2019 baseline to the proposed 2021 goal mode share and reallocation of baseline car trips.

Mode Share		2019 Baseline	2021 Goal Mode Share (July 2020)	2021 Goal Mode Share Goals – Modified (September 2020)
Cars		82%	36%	35%
Transit	Buses	17%	11%	25%
	Water Taxi	1%	6%	
	Vanpool	No Data	3%	
High Occupancy Vehicles ⁸	Carpool	No Data	6%	10%
	Employer Shuttles	No Data	4%	
Bike		1%	6%	10%
Walk		No Data	--	<5%
Work from Home		No Data	23%	20%
Other		No Data	4%	0%

⁸Transit modes are called out separately from the High Occupancy Vehicles (HOV) category for the mode split goals, even though transit is a high occupancy mode. SDOT made the adjustment since all modes under 'Transit' are operated by public agencies while HOVs are privately operated.

ACTION 1: NEIGHBORHOOD MITIGATION STRATEGIES

The WSB closure creates challenges that differ in the various parts of West Seattle and surrounding communities, with 12 out of 14 currently available travel lanes concentrated at the south end of the peninsula:

- **South:** The bridge closure and detours disproportionately impact 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

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.⁹ 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 and 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

Our strategies for Neighborhood Traffic Mitigation Plans are focused on those communities most immediately impacted by the detour routes—southern West Seattle (Highland Park, Roxhill, South Delridge, and Riverview), South Park, Georgetown, and SODO—to address increased traffic volumes and other impacts of the multi-year West Seattle High Bridge (WSHB) safety closure that began on March 23, 2020.

We worked with communities to identify actions and projects that could be implemented in the near-term (initiation to completion within 12 months) to help mitigate the current impacts of the WSHB safety closure. These actions seek to:

- Center equity concerns, with a focus on vulnerable populations and underserved communities that are at risk of disproportionate impacts resulting from the WSHB safety closure
- Reduce the impact of environmental injustice in the Duwamish Valley
- Support safe and sustainable travel through the geographically-impacted communities for all travel needs
- Support access to and recovery of local businesses and commercial districts
- Ensure equitable and safe access to public space for recreation and health

The [ballots](#) in each Neighborhood Mitigation Plan was generated from ideas we received from community, along with some of our own ideas, and projects from existing transportation and neighborhood plans, like the Bike Master Plan, Transit Master Plan, and the Pedestrian Master Plan. The list includes projects that 1) can be completed within a year, and 2) cost less than \$100,000.

⁹http://greenspace.seattle.gov/wp-content/uploads/2018/06/DuwamishValleyActionPlan_June2018.pdf

ACTION 2: MOBILITY ACTION PLAN

SDOT analyzed available data sources to better understand the origins and destinations of West Seattle travelers. By gaining a deeper level of understanding about people moving to and from the West Seattle Peninsula, we can better understand how pre-COVID, pre-WSB closure mode share will need to change. We analyzed the following data sources: Commute Trip Reduction Survey (2019), Puget Sound Regional

Council (PSRC) Household Travel Survey data, Transportation Network Company (TNC) data, Teralytics, Bikeshare, and Acyclica.

To accommodate the reduced capacity to/from West Seattle, trips that previously occurred in cars now need to occur by different transportation modes.

Baseline Volumes and 2021 Goal Mode Share

Mode Share		2019 Baseline	2021 Goal Mode Share (July 2020)	2021 Goal Mode Share Goals – Modified (September 2020)
Cars		82%	36%	35%
Transit	Buses	17%	11%	25%
	Water Taxi	1%	6%	
	Vanpool	No Data	3%	
High Occupancy Vehicles ¹⁰	Carpool	No Data	6%	10%
	Employer Shuttles	No Data	4%	
Bike		1%	6%	10%
Walk		No Data	--	<5%
Work from Home		No Data	23%	20%
Other		No Data	4%	0%

Cars

In the 2019 Baseline, the maximum capacity for all Duwamish crossings was about 9,000 vehicles in the AM peak hour. In 2019, about 8,100 vehicles used the bridges.

The capacity reduction due to the WSB closure results in a decrease from 9,000 vehicles per AM peak hour to about 3,700 vehicles per peak hour.

To address the reduced capacity and accommodate for the geographic locations of the remaining bridges and physical limitations of roadway access points, the West Seattle peninsula needs to reduce its car trips from 8,100 in the AM Peak Hour¹¹ to 3,500 vehicles, representing a ~60% reduction in car trips crossing the Duwamish. As a result, we need to reallocate about 4,600 AM peak-hour vehicle trips to other modes.

¹⁰Transit modes are called out separately from the High Occupancy Vehicles (HOV) category for the mode split goals, even though transit is a high occupancy mode. SDOT made the adjustment since all modes under 'Transit' are operated by public agencies while HOVs are privately operated.

¹¹A reallocation of trips needs to occur on all trips throughout the day. AM peak hour trips are used as it represents the heaviest volumes in the baseline scenario.

The use of carpooling and other high-occupancy modes would allow more people to move in a smaller number of vehicles to ensure continued mobility and to reduce congestion on the detour routes.

Bicycles

In the 2019 Baseline, about 60 bicycles crossed the Duwamish per AM peak hour. The Lower Spokane Bridge can accommodate 400 – 1,000 bicycles¹² per hour. To accommodate 1,000 bicycles per AM peak hour, SDOT will need to make substantive capital improvements across West Seattle. From community letters and previous outreach efforts, we've heard that existing bike infrastructure in West Seattle:

- Does not provide last-mile connections to the Duwamish Waterway crossings
- Lacks connectivity throughout the peninsula
- Is not comfortable for riders of all ages and abilities

The peninsula-wide Mobility Action Plan survey asked people living and working in West Seattle to let us know how they used to travel before the West Seattle Bridge closure and COVID-19 social-distancing requirements, how they travel today, and how they expect to travel in the future when social-distancing requirements ease, but the West Seattle Bridge is still closed. This survey also included bike network projects and asked for survey-takers to prioritize needed bike connections.

¹²Sources: 400 bicycles per hour aligns with federal guidance (equivalent to a bicycle every nine seconds). Based on travel patterns exhibited elsewhere in Seattle, SDOT has seen 1000 bicycles per hour, which is feasible if signal phasing changes are made and bottlenecks removed.

SDOT aims to create facilities to remove barriers to welcoming and encouraging new riders. The list of potential Bike Network Connectivity Strategies was generated from ideas SDOT received from community, including neighborhood groups, West Seattle Bike Connections, and Duwamish Valley Safe Streets. We also reviewed the Bicycle Master Plan, existing projects, and network gaps. The list includes projects that 1) can be completed within a year and 2) cost less than \$100,000.

Transit

In the 2019 Baseline, 1,720 riders took surface transit and 60 riders took water transit in the AM peak hour, representing a combined 18% mode share. To accommodate the reduced car travel, total transit mode share needs to be 40% (estimated at 30% surface transit and 10% water transit). Due to COVID-19 social distancing guidance, King County Metro is currently operating less service and restricting the number of riders on buses. Additionally, planned service cuts in 2020 and 2021 will further reduce transit capacity. The specific distribution between surface and water transit may vary depending on available resources and services. SDOT will also explore the use of vanpool services as included in the transit mode share.

Telework

While SDOT does not have baseline data available for telework/flexwork mode share for all Duwamish crossings, we are planning for a 10% telework mode share to reduce trips crossing the Duwamish. This would require that all workers that are able to work remotely or flex their schedules to do so two days a week, focused on Tuesdays, Wednesdays, and Thursdays when traffic volumes are highest. Flexible schedules would involve employees traveling outside of the typical commute periods (6-9 AM and 3-7 PM). SDOT also plans to work with employers to help employees and companies accommodate this.

High Occupancy Vehicle (HOV) options

SDOT did not have detailed data available regarding the use of carpool or employer shuttles for cross-Duwamish trips; however, they promise to be part of the solution of reducing the number of vehicles on our detour routes. SDOT is working with employers to determine strategies for accommodating commutes on private shuttles, in complement to public transit, as well as potential to promote carpooling.

Walk

SDOT does not have baseline data available for walk mode share, but plans for a 5% walk mode share crossing the Duwamish.

Based on the results of Action 3, SDOT will update mode share goals for 2021, identify needed strategies to achieve those goals, and map out next steps in Action 4.

ACTION 3: COMMUNITY INPUT AND COMMUNITY TASK FORCE INFORM PROJECT SELECTION

We wanted the Reconnect West Seattle process to be community-led, meaning everyone works together to create and achieve locally owned visions and goals. The City's Department of Neighborhoods (DON) took on the task of working to engage communities that are harder to reach and those who have been traditionally underserved through local government. Numerous community organizations and individuals partnered on these efforts, including Georgetown Community Council, Duwamish River Cleanup Coalition, South Park Neighborhood Association, Highland Park Action Coalition, SODO BIA, and others. Community organizations guided and contributed to the outreach plans and methods for their communities, co-hosted community meetings, promoted the surveys and ballots, and assisted community members in staying informed and giving meaningful input.

Many of these neighborhoods were also represented on the West Seattle Community Task Force, which was created at the request of the Mayor in May 2020 to provide guidance and input into all aspects of the Bridge program. Members represent affected communities, businesses and stakeholders and include local, regional and state elected officials. The Reconnect West Seattle materials were reviewed with the Task Force at each stage of the process: as ballots and surveys were developed, as results were reviewed, and as the final implementation plan was created. The Task Force will continue to provide input and guidance to SDOT as projects are built and programs and services are put in place to expand mobility options.

We deployed several methods to gather community input and focused those several areas:

- Neighborhood ballots developed and prioritized by people living and working in South Park, Georgetown, SODO and South Delridge, Highland Park, Roxhill and Riverview
- Mobility Action Plan surveys, including bike projects, shared widely through the West Seattle peninsula
- Freight projects and ideas developed in partnership with the Port of Seattle, Northwest Seaport Alliance and freight stakeholders, with prioritization led by the Seattle Freight Advisory Board

Community input and engagement efforts and results are listed throughout Action 3.

Survey and Ballot Development

The neighborhood-specific project prioritization (Action 1) was led by and for people who live and work in the affected neighborhoods along the detour routes, including South Park, Georgetown, SODO and South Delridge, Highland Park, Roxhill and Riverview. The survey consisted of a ballot of projects identified by the community, by SDOT, and taken from existing modal plans.

As the ballots were being developed, SDOT and DON met with community group leaders and shared early drafts with the Community Task Force. Community feedback informed the development of translated materials and paper ballots and contribution to project lists, descriptions, promotional flyer and map materials, and coordination of drop off locations for the materials and paper ballots

At the request of neighborhoods, surveys were translated into the following languages:

- **Georgetown:** Traditional, Chinese Somali, Spanish, Vietnamese, Korean
- **South Park:** Traditional Chinese, Somali, Spanish, Vietnamese, Khmer
- **SODO:** Traditional Chinese, Spanish, Vietnamese
- **S. Delridge/Roxhill/Highland Park/Riverview:** Traditional Chinese, Somali, Spanish, Vietnamese, Khmer, Oromo
- **Process and promotional one-pagers are available in:** Traditional Chinese, Somali, Spanish, Vietnamese, Khmer, Korean, Oromo
- **Mobility Action Plan Survey:** Traditional Chinese, Somali, Spanish, Vietnamese, Khmer, Korean, Oromo

Survey and Ballot Launch, Distribution, Promotion and Engagement Strategies

On July 10, SDOT launched a two-part community engagement effort depending on where people live, work or travel most frequently, including neighborhood-specific ballots for prioritizing traffic projects and a survey about mobility. Both processes were open until July 31, 2020.

The ballots and surveys were promoted through direct mail; ethnic, social and traditional media outlets, the project email list and DON email lists, SDOT blogs, and Community Task Force members. DON led the effort to engage historically underserved communities and employed Community Liaisons to conduct outreach and help community members complete ballots and/or surveys.

Direct Mail Postcard

- **Mobility Action Plan:** Sent to over 40,000 addresses in West Seattle explaining the challenge and asking people to fill out the survey
- **Neighborhood Prioritization ballots:** Sent to nearly 24,000 addresses in neighborhoods most impacted by detour route traffic

Ballots

Paper ballots were offered to make sure that people that do not have access to the internet or do not feel comfortable online had a way to participate. Paper ballots were distributed and collected by Community Liaisons, and community organizations in the neighborhoods. They were also available on the website and by request through the mail.

Community Liaisons

- The Department of Neighborhood's Community Liaison Program employed seven trusted messengers from each of the following communities and/or languages to do outreach in Spanish, Khmer, Somali, Vietnamese, Oromo, Korean and Chinese.
- Outreach was conducted in multiple forms: virtual meetings and phone calls, posting on social media platforms, door-to-door business outreach, socially distanced in-person meetups.



Ethnic Media

Advertisements were purchased in ethnic media outlets that provide news and information to hard-to-reach communities living in the Duwamish Valley and in West Seattle.

- **African American:** Seattle Medium
- **Vietnamese:** Vietnamese Today Weekly News and Northwest Vietnamese News
- **Mandarin and Cantonese/Traditional and Simplified Chinese:** Seattle Chinese Post and Seattle Chinese Times
- **Korean:** Seattle Korean Weekly
- **Latino:** El Mundo, El Rey 1360 AM and Univision

Social Media

SDOT and DON posted in-language social media posts on Facebook and Twitter. These posts were promoted and targeted to each neighborhood.

Additionally, Community Liaisons and partner community organizations used their personal social media accounts to share information about the surveys and ballots.

Traditional Media

SDOT sent a press release to media contacts and partnered with the City's Office of Immigrant and Refugee Affairs to do a press release in multiple languages to ethnic media outlets.

City staff conducted interviews with the Seattle Times, West Seattle Herald, Voice of Vashon, and the West Seattle Blog which generated articles and helped get the word out to the broader community.

Blogs and emails

- **July 10:** SDOT Launch Blog, Task Force email and listserv email
- **July 10:** DON email to 130 organizations in West Seattle and the Duwamish Valley with follow-up phone calls
- **July 14:** DON email to 900+ individuals in the area to notify about the launch of the ballots and survey

- **July 23:** SDOT email to remind people to take the survey and fill out their ballot; share Virtual Office Hours details
- **July 27:** DON survey deadline email to 900+ individuals in SODO, South Park, Georgetown, Roxhill, Highland Park, Riverview, and South Delridge
- **July 29:** DON survey deadline email to 130 organizations on the West Seattle peninsula
- **August 4:** SDOT email to thank the community for participating in Reconnect West Seattle and share the next steps of developing a draft plan
- **August 7:** DON email to 1,070 individuals and organizations in neighborhoods along the detour routes to advertise check-in meetings
- DON amplified all emails through other community-based contact lists including the DON newsletter, P-Patch Community Garden, Neighborhood Matching Fund and the Community Liaison Program.

Virtual Office Hours

SDOT and DON hosted two virtual office hours to answer questions about the Mobility Action Plan Survey and the Neighborhood Survey on July 29 (12-1 PM) and July 30 (6:30 – 7:30 PM). There were a small number of attendees at each session.

Freight Input

Safe and efficient delivery of freight and goods is an essential component of our region's economy. The mouth of the Duwamish River is the nexus of Seattle's freight network, where maritime industrial terminals intersect with the regional highway and railway networks. Many water-dependent industries along the river rely on freight mobility. SDOT worked with the Port, Northwest Seaport Alliance, Freight Advisory Board, and maritime/industrial stakeholders to develop a list of strategies to improve freight connectivity to Terminal 5, Terminal 18, and other key locations in the Spokane Street and West Marginal Way corridors.

SDOT facilitated discussions with the Seattle Freight Advisory Board in May, June, and July. SDOT also hosted a freight open house on July 20 to gather input regarding the freight connectivity concepts. The invite was sent to the nearly 300 emails on the West Seattle Bridge Maritime Town Hall stakeholder list.

Survey and Ballot Results

SDOT received 15,180 responses to the Mobility Action Plan Survey and 1,750 responses to the neighborhood ballots (Highland Park, Riverview, S. Delridge, Roxhill: 1,074; Georgetown: 209; South Park: 398; SODO: 69). Of these responses, SDOT received the following surveys/ballots in-language:

- Highland Park, Riverview, S. Delridge, Roxhill: 2
- Georgetown: 2
- South Park: 93
- SODO: 0
- Mobility Action Plan Surveys: 114

SDOT received ballots online and in paper format. Across all survey responses, online responses tended to be mostly White, English-Speaking, and over age 40, while paper ballots worked better for non-English speaking communities, people of color, and seniors.

What We Heard

Neighborhood Mitigation Themes

Most people are concerned about:

- Traffic & Congestion
- Pedestrian Safety & Accessibility
- Speeding
- Environmental Impacts & Pollution

Each neighborhood had unique concerns and issues. All neighborhoods need more traffic calming solutions/projects/interventions. Traffic calming projects are a major priority but were not always reflected in priorities. Each community had additional ideas and creative solutions to address the impacts from the detour route.

Neighborhood Process Feedback

SDOT heard concerns from a few community groups about projects on the neighborhood ballots that were already moving toward completion, regardless of the neighborhood survey process. Had SDOT not included these “already in progress” projects on the ballots, we could have evaluated additional projects and scheduled them for implementation in 2020 or 2021.

The projects listed for implementation in 2020 are just the start. Adjustments to the projects list will be needed as traffic patterns continue to change and in the years to come as we learn more about the duration of the bridge closure. SDOT and DON will regularly check in with communities to make sure projects that ranked higher in this initial outreach remain priorities.

The primary purpose of the neighborhood ballots was to identify the top priorities in each community so SDOT could act quickly, take advantage of limited time during the 2020 construction season, and make sure limited 2020 resources could be deployed most effectively. Community feedback regarding substitute projects for the “already in progress” projects is valuable and allows SDOT to jumpstart the conversation for what to evaluate beyond the top 10 surveyed projects. For example, community groups in Georgetown, South Park, and Highland Park expressed interest in neighborhood traffic calming. Going forward, SDOT plans to deploy our traffic calming team in these neighborhoods to identify projects that will replace the “already in progress” projects.

Mobility Action Plan Survey Themes

- Drive alone trips and Work from home mode share targets are within our reach.
- Drive alone trips will decrease to 36% mode share after social distancing (2021 Goal: 35%).
- Work from home will represent a 23% mode share (2021 Goal: 10%) indicating that people want to continue remote work in some capacity after social distancing
- Bike and water taxi mode shares show increase to 6% each, but shy of the 10% mode share goal for 2021
- Travelers expect their bus use to decrease the most significantly (from 17% in pre-social distancing to 11% after social distancing). Our 2021 goal for bus mode share is 30%, indicating opportunities for improvement and the likely impact of the current pandemic on perceptions of future transit use.
- Increased interest in carpool, vanpool, employer shuttles after social distancing

Changing How We Get Around – Providing Alternative Options to Car Trips Across the Duwamish

Across all the survey results, SDOT learned that the mode share targets identified in Action 2 are within reach. Most notably, survey respondents stated that driving trips will decrease to 36%. If that occurs after social distancing, then it aligns with our mode shift goal (35%). Based on these survey results, SDOT will focus on how the remaining 64% of trips can be reallocated to other transportation modes through new projects, programs, and services.

Additionally, SDOT’s original mode share goal for telework/flexwork was 10%. About one-quarter of survey respondents plan to work remotely after social distancing ends. While we are unsure of how employer policies on telework/flexwork will change in the future, we will work closely with our West Seattle Bridge Employer Resource Group to track these policies and adjust our goals and programs as needed.

SDOT’s original mode share goal was that 10% of trips would not occur due to remote work. Based on the survey respondents, SDOT modified this goal to be 20%.

Based on the survey results, bus transit would experience a significant drop in ridership from the baseline and pre-social distancing. Respondents indicated they would take water taxi more often after social distancing ends. In the 2019 baseline, 18% of trips occurred on transit modes¹³ (buses, water taxi, and vanpool). SDOT’s original mode share goal was that 40% of trips would occur on transit. Based on the survey respondents, SDOT modified this goal to be 25%. SDOT will work with Metro to better understand why people aren’t planning to return to buses in similar numbers to pre-COVID-19, and to adjust our goals and programs if demand changes in the future.

The following table compares mode share across the 2019 baseline, survey responses for pre-, during, and after social distancing, and modified 2021 mode share goals.

¹³Transit modes are those operated by public agencies (buses, water taxi, and vanpool).

Mode Share		2019 Baseline	Pre-Social Distancing (Before)	During Social Distancing (Current)	After Social Distancing (Future)	Mode Share Goals (modified)
Cars		82%	52%	37%	36%	35%
Transit	Buses	17%	16%	3%	11%	25%
	Water Taxi	1%	3%	1%	6%	
	Vanpool	No Data	1%	0%	3%	
High Occupancy Vehicles ¹⁵	Carpool	No Data	6%	3%	6%	10%
	Employer Shuttles	No Data	1%	0%	4%	
Bike		1%	3%	3%	6%	10%
Walk		No Data	3%	3%	--	<5%
Work from Home		No Data	13%	49%	23%	20%
Other		No Data	2%	1%	4%	0%

To achieve these mode share goals, SDOT will need to build projects, implement programs, and improve services. SDOT's first round of implementation efforts is documented in the Appendix, Action 4.

Community Feedback

Community Check ins

With the results of the ballots in-hand, community check-ins were held with SODO, South Park, Georgetown, Roxhill, Highland Park, Riverview, and South Delridge. In those check-ins, we received additional feedback from the community on their chosen priorities and projects. Below are some themes heard from the community throughout the process.

Stakeholders expressed two main concerns about the ballots and Neighborhood Prioritization Process:

- Some stakeholders felt it was difficult to understand each project or the relative benefit of projects in solving a congestion, traffic or safety concern.
- Some stakeholders were concerned that ballots included projects that had been identified by community prior to the Bridge closure and were worried that highly prioritized, pre-existing projects would be implemented instead of newly identified needs, not in addition to those needs.

With the results of the ballots in-hand, community check-ins were held with SODO, South Park, Georgetown, Roxhill, Highland Park, Riverview, and South Delridge. In those check-ins, we received additional feedback from the community on the process, their chosen priorities and projects. Below are some themes heard from the community throughout the process.

¹⁴Transit modes are called out separately from the High Occupancy Vehicles (HOV) category for the mode split goals, even though transit is a high occupancy mode. SDOT made the adjustment since all modes under 'Transit' are operated by public agencies while HOVs are privately operated.

Georgetown

- **Traffic and safety concerns** – Concerns with increased traffic, speeding, and safety were consistently mentioned by Georgetown community members. Areas of particular concern:
 - East Marginal to Corson turns
 - South bound off ramp on Michigan
 - Corridors that include S. Ellis, S. Bailey, S. Lucille, 1st Ave S, 4th Ave S., Airport Way S.
- **Signal timing** – Georgetown residents shared a variety of specific suggestions for signal timing in the neighborhood and asked explicitly to be involved in future work.
- **Freight projects.** Community felt there were a lot of projects to benefit freight movement included on the neighborhood ballots and would like to see more projects geared towards residents and small businesses
- **Wayfinding within the neighborhood.** The Georgetown community expressed its unique difficulty in wayfinding within their neighborhood due to the lack of grocery stores and other essential businesses nearby. Future mitigation strategies must make side streets undesirable to those commuting through the area, by reducing speeds, adding traffic calming devices, and adding speed warning signs.
- **Health concerns.** The community expressed concern over the impacts of increased pollution, including idling cars. Many residents expressed desire for more trees or other mechanisms to immediately limit the impact of pollution.
- **Interventions.** Reducing property taxes for impacted residents, businesses and the creative arts district during repair of the West Seattle Bridge, and adding Stay Healthy Streets.
- **Technology Integration.** Georgetown residents expressed interest in opportunities to partner with Google/Waze to recommend other detour routes.

South Park

- **Lighting.** Community members expressed great need for lighting throughout the neighborhood, and in specific reference to the Stay Healthy Streets.
- **Pedestrian safety.** Residents want Stay Healthy Streets prioritized quickly with a focus on the most impacted areas or changing signals to immediately stop for pedestrians.
- **Vision Zero Signs.** It was also suggested to add Vision Zero sign signs that say, “This community is not a highway” and that Vision Zero signs are made available in multiple languages.
- **Health concerns.** The community expressed concern over the impacts of increased pollution from traffic. Many residents expressed desire for more mature trees or other mechanisms to immediately limit the impact of pollution.
- **Other transport modes.** Community members are in support of other modes of transportation, such as bikes or scooters. In addition, community members expressed for better, faster bus service and to mitigate the impact on the already slow and delayed 132 and 60 bus service.
- **Reroute Freight.** Residents desire redirecting big trucks off side streets.
- **Traffic and safety concerns** – Concerns with increased traffic, speeding, and safety were consistently mentioned by South Park community members. Areas of particular concern:
 - 8th and Cloverdale
 - 16th and Dallas
 - 14th and Henderson

Highland Park, Roxhill, Riverview, S. Delridge

- **Speed concerns.** Community members noted concern with speed at several intersections, calling for modified speeds and signage, and better enforcement throughout the neighborhood. Of specific concern:
 - The speed bumps along 13th are causing additional speed concerns
 - SW Barton (community members expressed this area is already busy with pedestrians and vehicles due to the shopping center and Park & Ride, and traffic on the street has gotten worse since it was chosen as a detour route)
 - Webster, near 12th
 - 15th and Roxbury
 - Highland Park Way SW and SW Holden St intersection
- **Alternative transportation options.** Community members expressed interest in alternative forms of transportation and being part of future conversations around bike route planning and connection routes.
- **Signal timing and pedestrian crossings.** Residents shared a variety of specific suggestions for signal timing and pedestrian crossings in the neighborhood and asked to be involved in future work.
- **Wayfinding recommendations.** Residents recommended:
 - Request for Park & Ride in South Park/Georgetown
 - Consider traffic coming from Myers Way into the neighborhoods
- **Interventions.** Request to move the Stay Healthy Streets on Trenton to Cloverdale or 16th and Delridge

SODO

- **Ferries.** Individuals expressed an interest in more frequent water taxis as well as car ferries.
- **E-Bikes.** Increase access to storing and charging e-bikes in public places.
- **Continued engagement with business community.** The SODO business community expressed interest in continued participation in decisions around traffic mitigation in the area.
- **Alternative transportation modes.** Community members expressed questions about the bike lanes on Spokane Street and East Marginal Way.
- **Interventions.** Individuals requested better coordination with rail, traffic times and bike routes.

Community Liaisons

Following their engagement effort, the Community Liaisons shared the following feedback and community concerns with SDOT and DON (August 6):

Barriers to Participation

- COVID-19 and digital inequities impacted outreach
- Survey questions took a long time to explain to community members, were too long and technical
- Community members did not understand why the surveys were important and why they should do it

Impacts to Neighborhoods

- Increase in traffic
- Speeding
- Lighting needed around bus shelters and on streets
- Uneven sidewalks

Emotional and Financial Impacts of the WSHB Closure

- Financially impacted: spend more on gas
- Impacting ability to get to work, to get services, and doctor's appointments
- Spending more time in traffic and more time away from family
- Feeling isolated
- Concerns about impacts on property values
- Stressed why it is taking so long to fix the bridge
- Afraid to take transit due to COVID-19

Feedback on projects outside the Reconnect West Seattle process

SDOT also received feedback about projects in West Seattle and the Duwamish Valley not included in the Reconnect West Seattle survey process (which was focused on projects that could be completed in less than a year and for less than \$100,000). These include pedestrian safety projects near the Duwamish Longhouse, automated enforcement of vehicles allowed on the lower Spokane Street Bridge, intersection improvements at West Marginal Way and Highland Park Way, and the permanent improvements planned near the intersection of Highland Park Way and Holden Street. SDOT is moving ahead with projects at these locations and will report on their progress separately.

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