



# West Seattle High-Rise Bridge Program

## Update

Duwamish Safe Streets  
December 16, 2020

Photo: WA Dept of Ecology



City of Seattle



# Our vision, mission, and core values

**Vision:** Seattle is a thriving equitable community powered by dependable transportation

**Mission:** to deliver a transportation system that provides safe and affordable access to places and opportunities

Committed to **6 core values:**

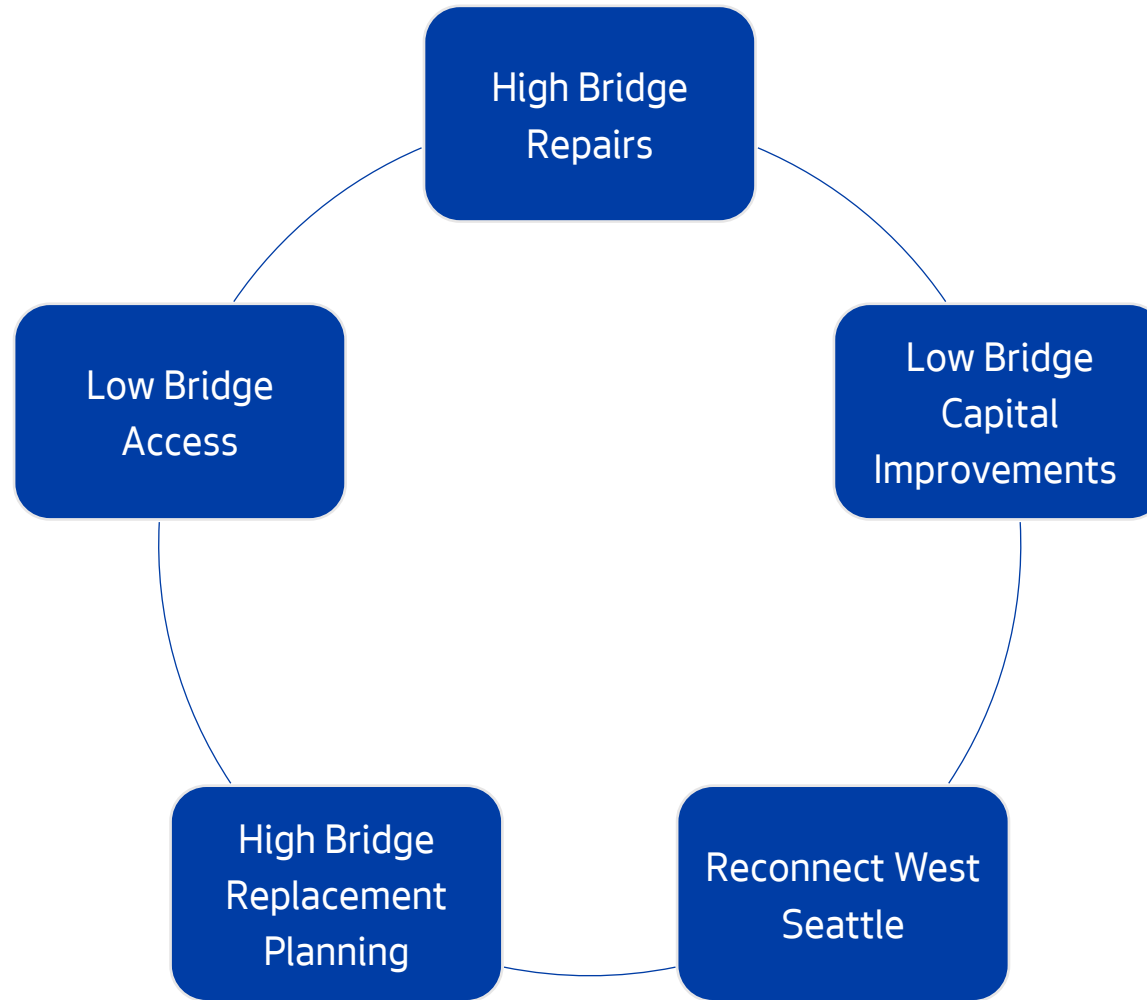
- Equity
- Safety
- Mobility
- Sustainability
- Livability
- Excellence

# Agenda

- West Seattle High-Rise Bridge Safety Program background
- Repair: The fastest path to reopening
- High-Rise Bridge replacement
- Reconnect West Seattle
- Low Bridge capital improvements
- West Marginal vehicle speeds
- Update on public engagement



# West Seattle High-Rise Bridge Safety Program



# West Seattle High-Rise Bridge Program background

- West Seattle High-Rise Bridge closed in March 2020 due to rapid growth of cracks
- We've lost no time:
  - Preserved the integrity of the bridge so that repairs remained viable
  - Proactively moved us months closer to repair
- Public safety remains our top priority





# Repair: The fastest path to reopening

- Mayor Durkan announced the decision to repair the High-Rise Bridge in November
- Repair is the fastest way to restore mobility to West Seattle
  - Stabilization is nearly complete
  - Goal is to restore traffic in 2022
- We are also pursuing a parallel path for full bridge replacement in the future



# Repair builds on 2020 work



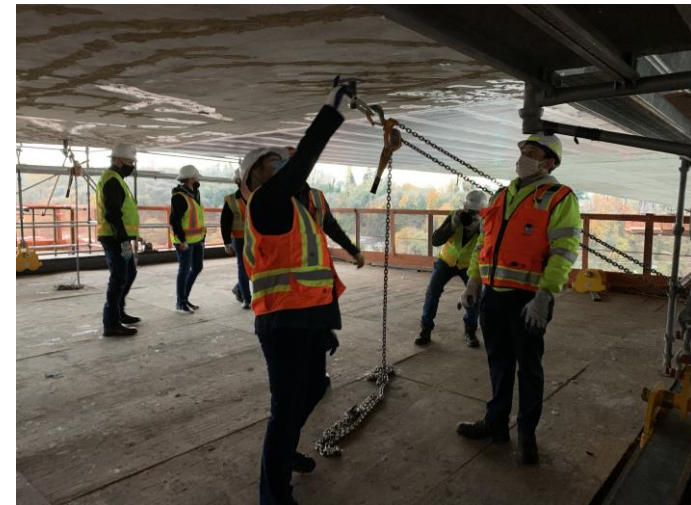
*Permanent repairs will build on stabilization work that began in June 2020.*



# What's next for repair

- Post-tensioning work on additional bridge spans
- Reviewing the seismic condition of Pier 18's foundation
- Completing a study that models the likelihood of other parts of the bridge needing future repairs before the bridge is fully replaced

Repair remains a challenging engineering solution, and we'll approach it carefully to manage the risks.



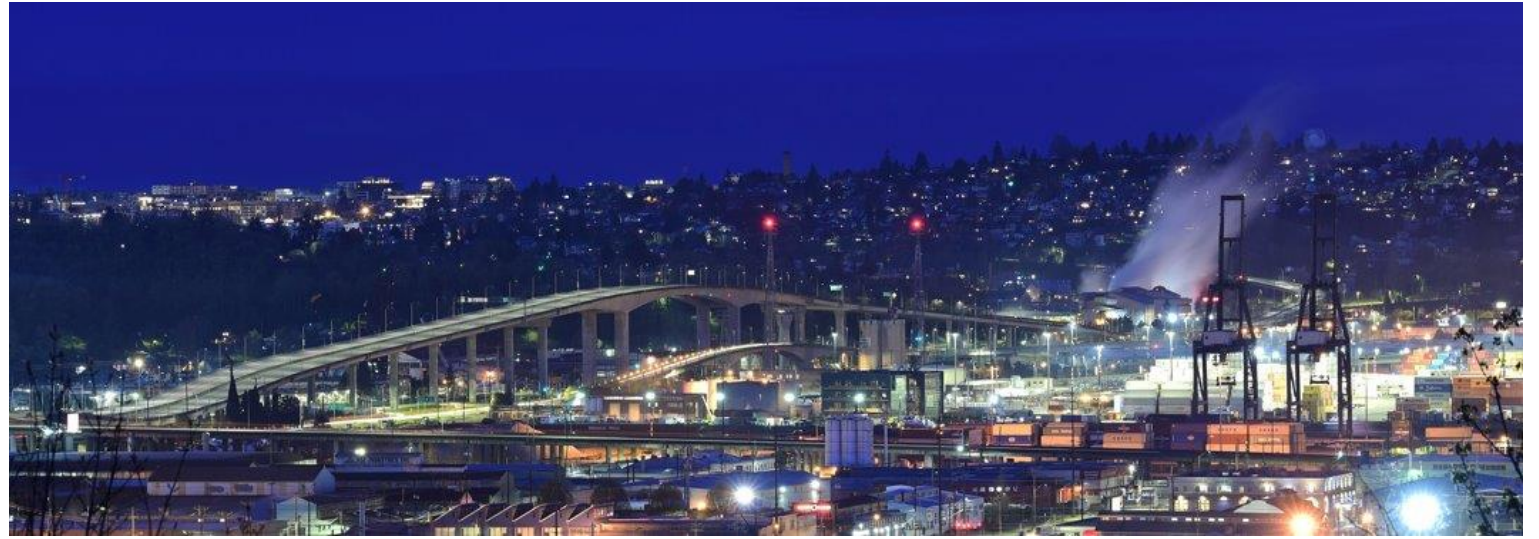


# High-Rise Bridge replacement

We'll take some action now to ensure we're prepared to replace the bridge when the time comes.

These actions include:

- Traffic and revenue study as part of larger efforts to understand and develop a long-term funding and financing strategy for eventual replacement
- Exploring different alternatives



# Reconnect West Seattle

- 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
- Reduce impacts to communities in the Duwamish Valley





# W Marginal Way SW improvements

## Duwamish Longhouse Signal and Crossing

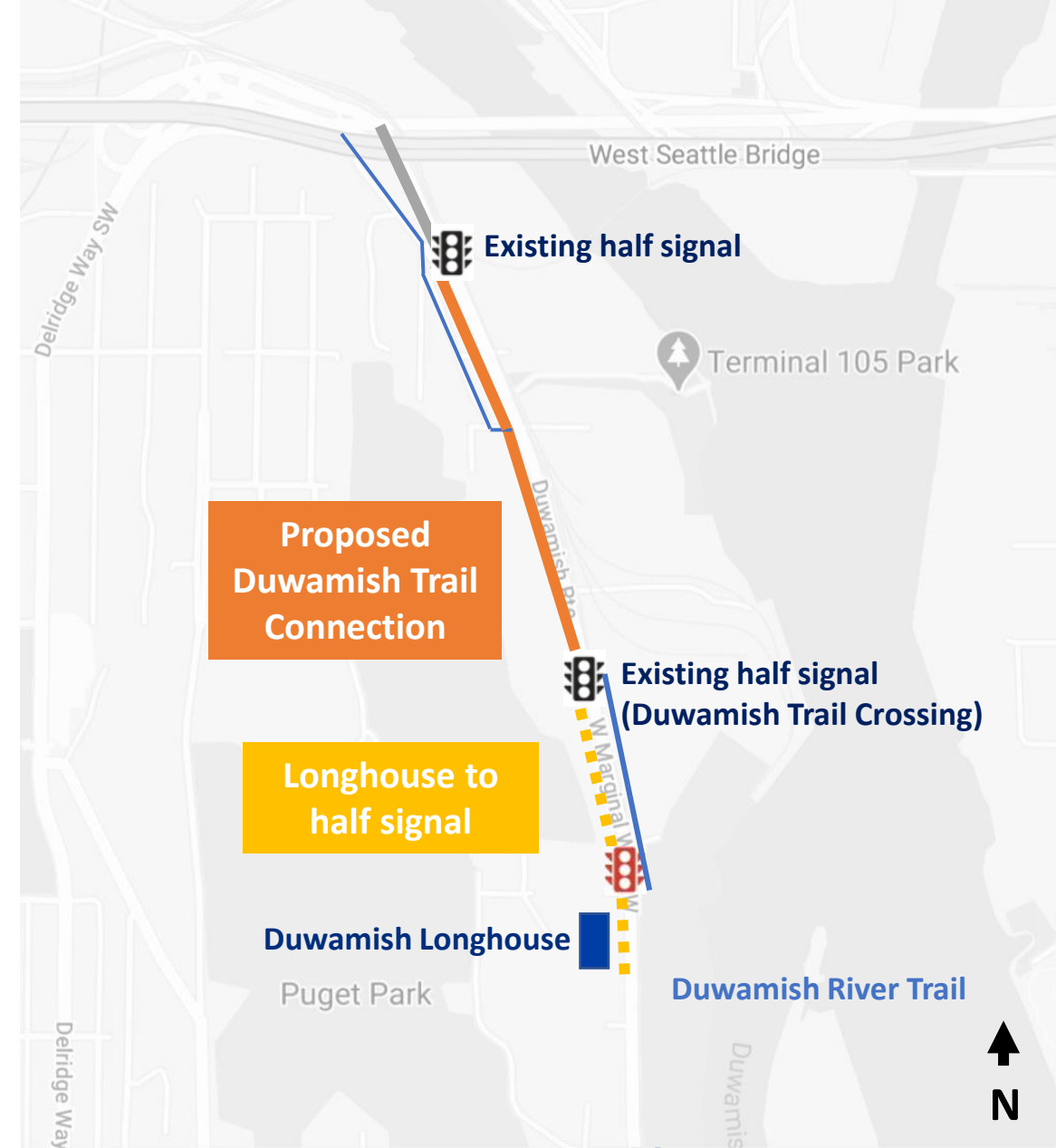
- Deliver interim crossing signal in 2021 increasing safety for people crossing West Marginal Way SW.
  - We will build the permanent signal in 2022
- We will also install a sidewalk in 2021 on the west side of West Marginal Way SW between the Duwamish Longhouse and SW Idaho St



*A rendering of the temporary signal at Herrings House Park driveway and West Marginal Way*

# Options for southbound outside lane (Longhouse to half signal)

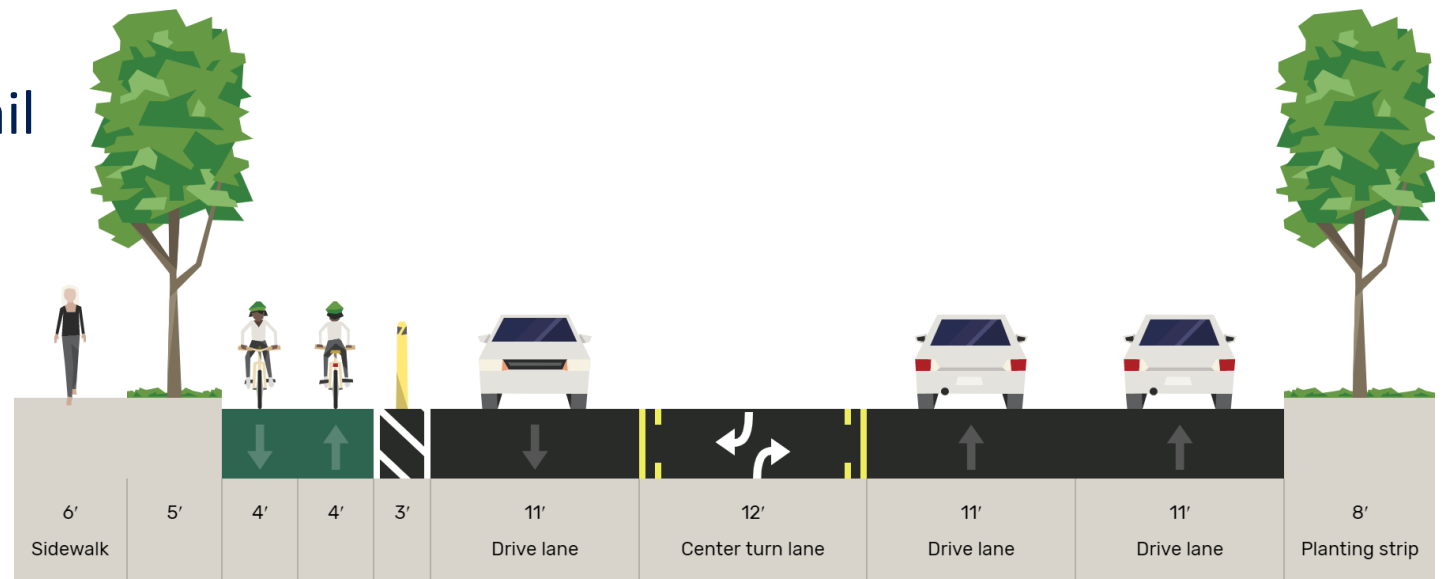
- Option A: Extend proposed protected bike lane
- Option B: Add parking lane
- Option C: Open back up to general traffic





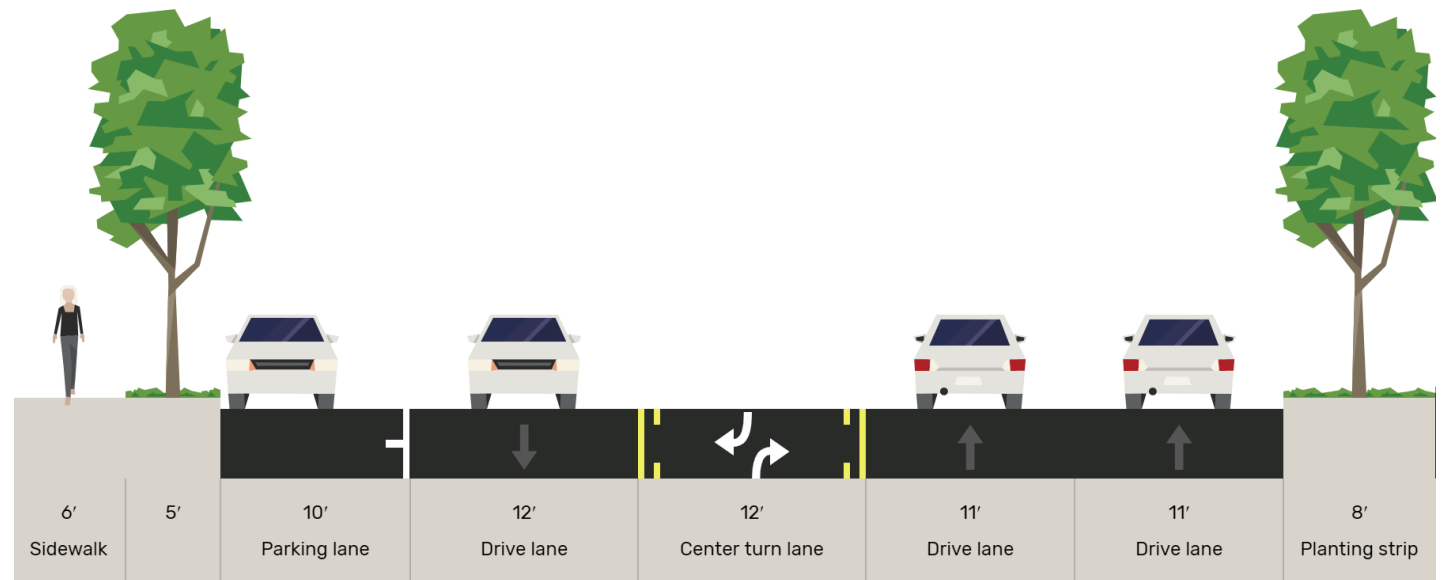
# Option A: Extend proposed PBL

- Provides direct bike access to Longhouse
- Adds second West Marginal crossing option for trail users
- Duplicative of the east side trail



# Option B: Add parking lane

- Provides additional 30 parking spaces
- Functions as additional sidewalk buffer
- Reduces Longhouse dependence to pay SPU for parking lot use
- May be low use when Longhouse is closed
- Potential to extend south of Longhouse (vehicles currently park in sidewalk space)





# Option C: Open to general traffic

- Request from the Port
- Allows for additional passing space for general traffic
- Recreates sight line concern at Alaska St
- May encourage higher speed passing in front of Longhouse



# Potential construction schedule





# Engagement with stakeholders

- We are engaging all the businesses along the corridor through a survey to get their thoughts on the three options for additional improvements
- In January, we will send out a mailer to neighbors on the corridor to share project updates and potential improvements
- Additionally in early 2021:
  - We will hold a public forum about the project
  - We will launch a project website to share information with the general public
- **What is the best way to keep you informed and involved?**

# Low Bridge access policy

- Priority access for **emergency vehicles, heavy freight, transit** (including vanpool, shuttles, and school buses), and other approved users
- Moving from placard access system to **automated photo enforcement system** in January 2021
- **Subcommittee** helping to determine user groups and usage criteria



# Low Bridge Capital Improvements

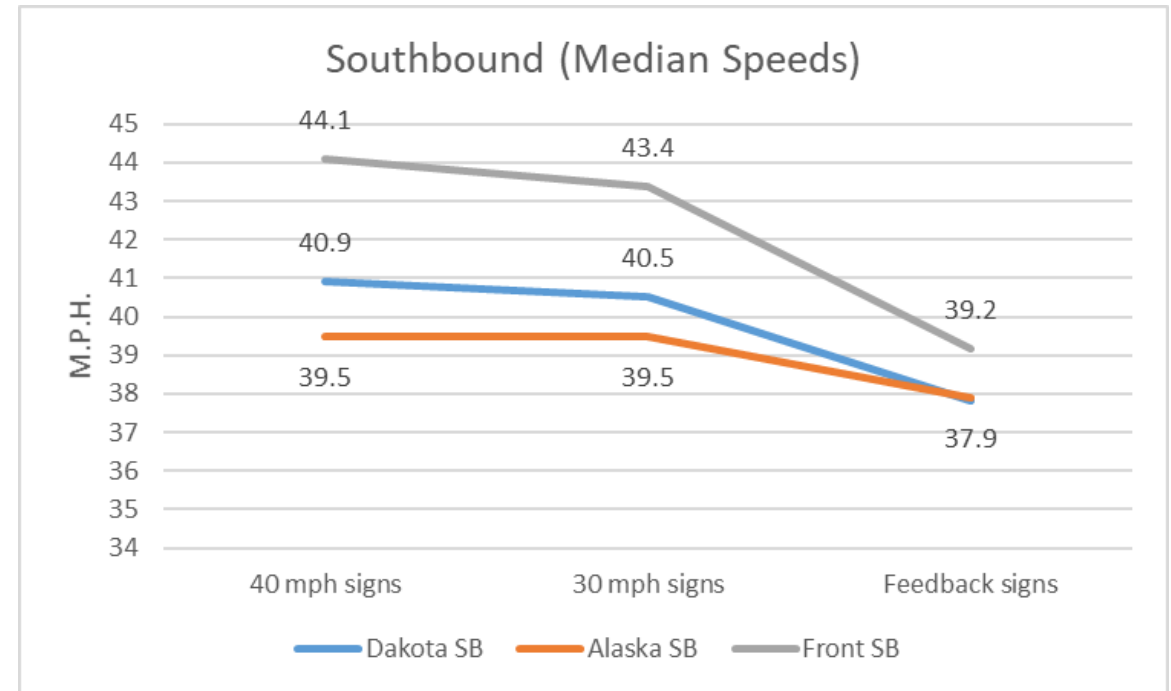
- Upgrades to Low Bridge Communications and Control
- Low Bridge strengthening
- Low Bridge cylinder refurbishment





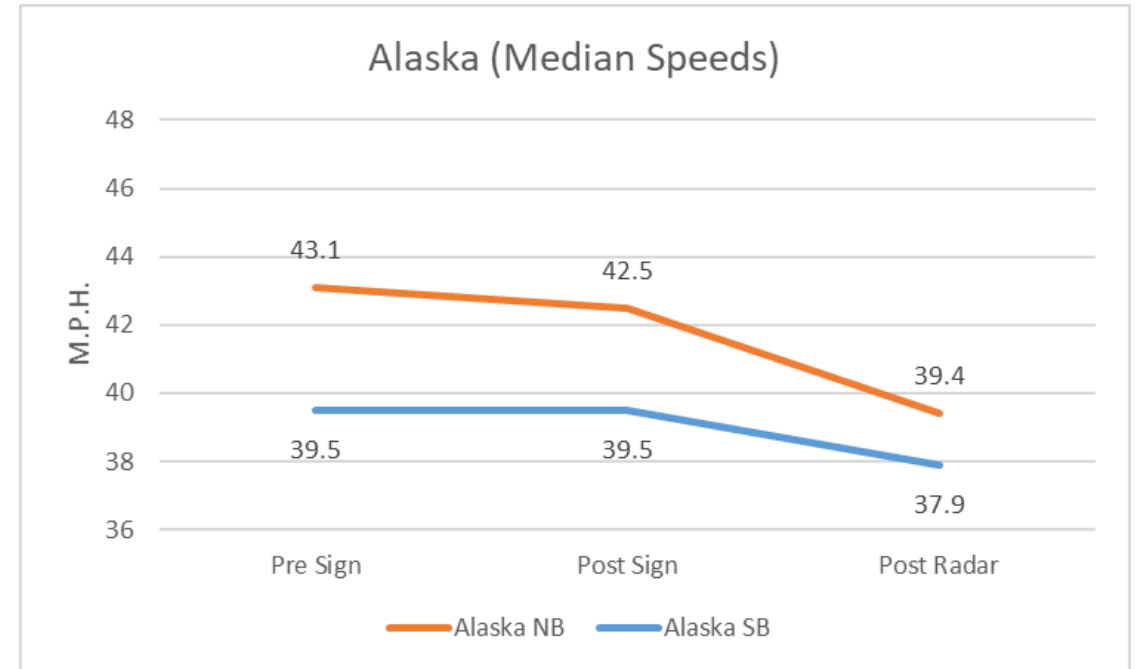
# Speed limit results

- Radar feedback signs have had greatest effect on speeding
- Lowering speed limit signs to 30 mph reduced speeds by 1%
- Radar feedback signs reduced speeds by 4%-10%



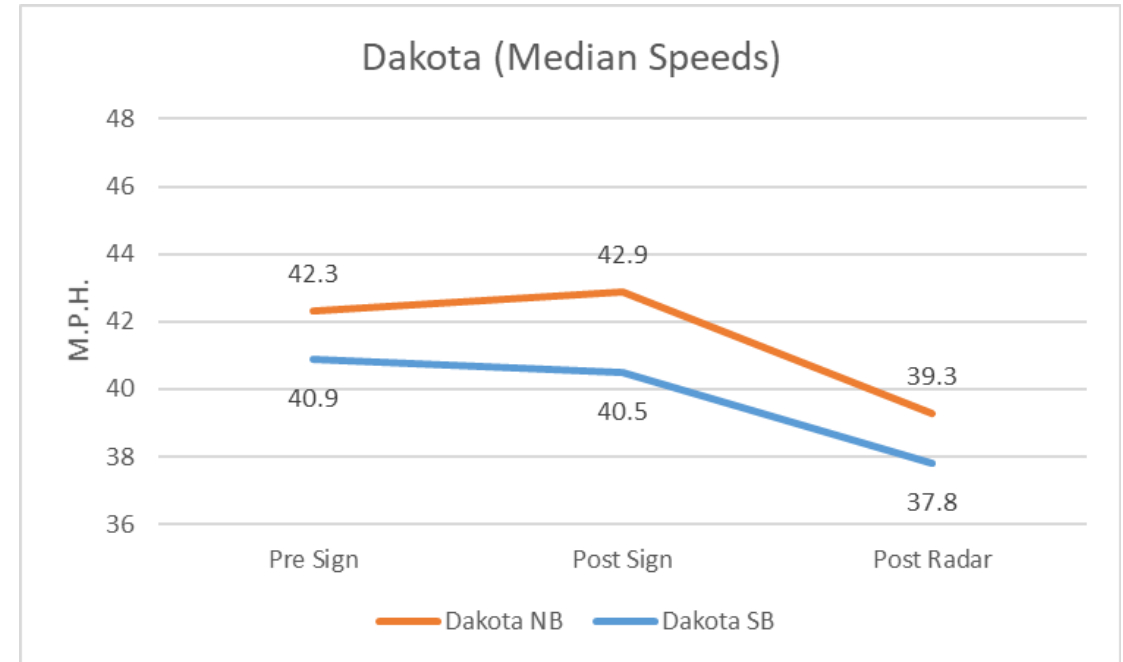
# Speed limit results

- Speeds are higher at Alaska in the northbound direction where there are 2-lanes
- Slower speeds in the single southbound lane



# Speed limit results

- Similar trend at Dakota where 80% of southbound traffic uses a single lane





# CTF/Port/WS Bike Coalition Walks

- Completed two walks this week with CTF/Port/WS Bike Coalition
- Business outreach begins this week
- Public mailers and public meeting in January



WestSeattleBridge@seattle.gov | (206) 400-7511

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

