



WEST SEATTLE HIGH BRIDGE CLOSURE

FCA PUSHES BACK ON FERRY TRAFFIC THROUGH NEIGHBORHOOD

Shortly after the city closed the failing West Seattle high bridge over the Duwamish River, the Seattle Department of Transportation (SDOT) announced a detour route through Fauntleroy for ferry traffic that would normally use the bridge to get off the peninsula.

As detour signs went up, FCA Board members Mike Dey, Frank Immel, and Marty Westerman examined the plan as well as potential ways to reduce traffic volume. Mike is FCA president, Frank chairs the Fauntleroy Ferry Advisory



Committee, and Marty is active in the West Seattle Transportation Coalition.

In a mid May letter to Seattle City Councilwoman Lisa Herbold, they itemized FCA's concerns about traffic flow, congestion, and challenges likely to arise when traffic volume resumes after the coronavirus pandemic.

Getting into the afternoon ferry queue

Ferry commuters taking the existing detour route back to the terminal have to make U-turns to get into the ferry queue along the west side of Fauntleroy Way SW, congesting traffic and contributing to road rage. Long trucks and trailers especially are blocking the arterial as they maneuver into the queue.

If detour signage directed homeward-bound commuters to the north, towards SW Morgan, they could safely approach the queue from the north.

Reducing traffic volume through Fauntleroy

"At least during the period of bridge closure, we need fewer cars trying to get into and out of West Seattle," the letter stated. The letter itemized 10 ideas to change mobility habits and patterns:

- Support more working from home and increased Metro and shuttle-bus service, plus more water-taxi departures to downtown Seattle.
- Prohibit freight and other delivery service in West Seattle during rush hour.
- Route traffic originating from south of Boeing Field to 1st Ave. S. using E. Marginal Way SW.

- Divert eastbound ferry traffic from the Kitsap Peninsula to either the Bremerton terminal or the Tacoma Narrows Bridge and Interstate 5.
- Reduce traffic using West Seattle as a route to elsewhere by diverting Fauntleroy-bound ferries to downtown.
- Reduce single-occupancy vehicles heading to Vashon and Southworth during the afternoon commute.

(continued p. 9)

FIRST ON PAUSE, NOW ON HOLD

By Frank Immel, FCA Board Member
Chairman, Fauntleroy Ferry Advisory Committee

As I-976 (the car-tab initiative) worked its way through the court system, Washington State Ferries paused expenditures on all projects that had not been started, including rebuilding the Fauntleroy Ferry Terminal. Now with the financial havoc resulting from COVID-19, the state has officially put all such projects on hold.

With no bottom or end in sight for the many financial ramifications of the pandemic, this hold may last awhile. I'll let you know when we need to resume diligently following the situation.

The other ferry related items we have been working on have also been impacted by the pandemic: queue management and the bridge detour.

With a nearly 60 percent reduction in ferry traffic, vehicles have rarely filled the dock and infrequently queued on the street. The officers who normally direct traffic aren't needed.

After the governor lifts his "Stay Home, Stay Safe" order, though, the queue will surely return. Until it does, we are working with the Seattle Department of Transportation to improve signage and striping along the west side of Fauntleroy Way SW.

Reduced traffic has also enabled our streets to absorb traffic along the detour route caused by closure of the West Seattle high-level bridge (see related story). As ridership increases, the impacts of the detour will as well, so please be mindful of increasing congestion near the terminal, including on side streets.

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DESIGN REVIEW BOARDS ON BREAK

By Alan Grainger, FCA Board Member
Southwest Design Review Board Member

In late April, the city cancelled all meetings of area design review boards through at least May because of the coronavirus pandemic.

Normally, these boards review plans for most private multi-family and commercial projects in Seattle, using the city's design guidelines. We comment on such factors as overall appearance, pedestrian and vehicle access, and landscaping. We volunteer to serve so that developments fit well into their neighborhoods.

The mayor signed emergency legislation on April 28 to allow projects subject to full design review to switch to administrative design review. Planners in the Seattle Department of Construction and Inspections do this existing type of review. The public comment period for any project taking this route is being extended by 14 days.

We expect this option to be in place until we can safely return to in-person meetings or develop a way that meeting virtually can be an effective substitute.



MORE COLOR THIS SUMMER

Planting in mid May ensured that the Endolyne business area will have more color through the summer. Darlene Allen was among volunteers who planted dozens of geraniums in street boxes. Photo by Sydney Hammerquist

FCA LEADERSHIP

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Alexis Zolner, treasurer; 206-935-6721
Frank Immel, secretary

Kimberly Terry, membership chairwoman

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HAMMERQUIST JOINS FCA BOARD

While Sydney Hammerquist officially joined the FCA Board in early April, she had already been contributing to growing the association.

Over the winter, she began working with Kimberly Terry on membership. She and Kimberly now co-chair that committee and are targeting homeowners who have recently moved into the neighborhood. They are bringing fresh energy to FCA's new-neighbor bags and other outreach to increase membership.

FESTIVAL COMMITTEE ENLISTS COMMUNITY TO THANK EATERIES

Endolyne Joe's had a fantastic night on April 28! Thanks to special promotion by the Fautleroy Fall Festival steering committee, the community showed up big time for take-out meals.

It wasn't a fund-raiser for the festival but rather a collective thank you to a neighborhood fixture hit by closure of its sit-down business during the pandemic.

"The highlight for me when I went to pick up my dinner was seeing folks from across West Seattle, not just Fautleroy, also waiting (at a social distance, of course!)," said festival lead Reed Haggerty. "Joe's was thankful for the support and offered to throw our annual fund-raising event when things get back to some form of normal."

As it did for Joe's, the committee created a short video to use on social media to promote a similar emphasis at Wildwood Market. Business on May 13 was so brisk that co-owner Lonjina Verdugo called it "Saturday on a Wednesday!" Reed reported that, after a long day of working hard, she was very appreciative of community efforts to support the local business.

Watch for information about the status of the October Fautleroy Fall Festival in coming weeks.



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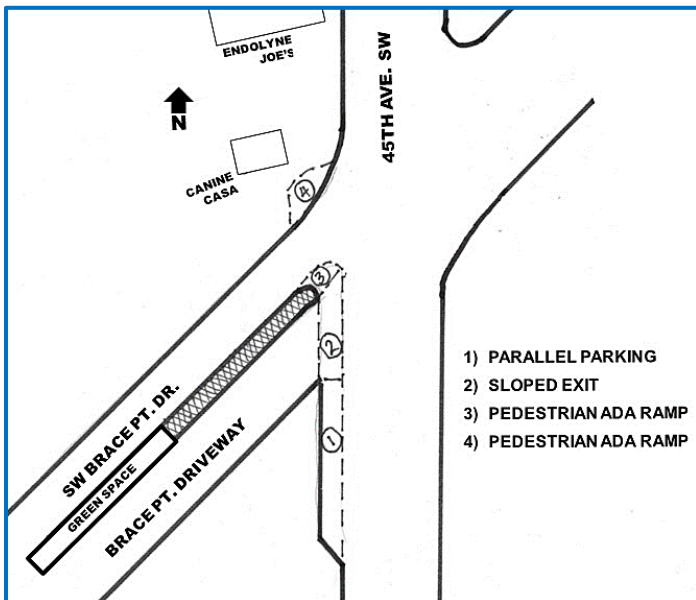


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VALUE-ENGINEERING STUDY TO INFORM CULVERT DESIGNS

By Cody Nelson
Project Manager, Seattle Public Utilities

Throughout the COVID-19 pandemic, Seattle Public Utilities (SPU) has continued work on the Fautleroy Creek Culverts Replacement Project. Here's an update:

Recent and upcoming work

In early March, SPU completed geotechnical drilling work at and near 45th Ave. SW and California Ave. SW. We now have more information regarding soil types and groundwater levels in the areas where the two new culverts and supporting structures will be constructed.

The project team is using this information to evaluate options for trenchless culvert construction. Our evaluation will help a third-party team of experts determine the best construction methods to use. That team will do a value-engineering study to examine several aspects of current designs and make suggestions to improve efficiency and to reduce costs and impacts to the community. We expect this study to begin in early July and will have more information to share this summer once it's done.

Project grant opportunities

We continue to explore grant funding options to help reduce the cost of this project. The Washington State Department of Fish and Wildlife's Fish Passage Barrier Removal Board recently asked us to submit a full proposal for funding of design and construction work on the culverts. SPU will continue to pursue partnering with community groups in support of grant funding.

Community outreach

The project team is sorry to have missed interacting with the community at the Fautleroy Food Fest in March, cancelled because of the pandemic. Now, like other city departments, we continue our work in line with local, state, and federal public-health guidelines.

We are strategizing how to reach out to the community with project information while practicing social distancing. One way is to keep our project website up to date. If you haven't visited it lately, go to www.seattle.gov/utilities/environment-and-conservation/projects and click on "Fautleroy Creek Culverts." There you can learn more about the project, look at design options, and subscribe to receive email updates.

If you still have questions, don't hesitate to contact me at cody.nelson@seattle.gov. I am also happy to address any questions you may have by phone at 206-684-3066.

BOARD CONSIDERING IDEA FOR MORE ENDOLYNE PARKING

Since the city completed redesign of parking in the Endolyne business area in 2016, FCA has periodically provided feedback on what is working well and not so well.

The latest suggestion by FCA Board member Marty Westerman was to allow loading-zone spaces along SW Brace Point Dr. to convert to open parking during evenings and weekends.

Jim Curtin with the Seattle Department of Transportation responded that the city doesn't allow different rules to apply to spaces based on time of day. He advised, however, that FCA look into enhancing the southwest corner where Brace Point meets 45th Ave. SW.

By formalizing the upper roadway as a driveway, official parallel parking spaces could be inset along 45th (see diagram). The project would also add ADA curb ramps to improve pedestrian safety at the intersection.

The project would need to be led by the community, not the city. The FCA Board is weighing whether or not to proceed and, if so, how to fund it. Thoughts? Share them with FCA President Mike Dey at 206-661-0673.

CHECKS FOR MEMBERSHIP DUES

If you wrote a check for your 2020 membership dues and noticed that it hasn't been cashed, please bear with us. Because of the pandemic, we have avoided making multiple trips to the bank but will go soon.

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VIRTUAL THE REALITY THIS YEAR FOR SCHOOL SALMON RELEASES

By Dennis Hinton

Nothing can substitute for the hands-on experience students have during Salmon in the Schools class releases. For the past 20-plus years, release field trips have brought an average of 700 students annually to Fauntleroy Creek for a taste of the wild.

The coronavirus changed all of that this spring. When schools abruptly closed in early March, teachers at 13 West Seattle elementaries and preschools scrambled to figure out what to do with upwards of 2,000 very small coho fry.

Could they somehow care for the fish until they were big enough to release? And could they somehow keep students involved from a distance?

With help from volunteer Jack Lawless, fish at our three preschools sheltered in place until May, as did fish at Sanislo and Our Lady of Guadalupe. With no manageable alternative, teachers at Alki, Pathfinder, and Highland Park had to release their fish early in hopes that some might survive.

Other elementaries were able to move fish, equipment, and supplies off site. Louisa Boren STEM teacher Christina Massimino took her fish home and a friend fostered Roxhill teacher Kyoko Giedeman's fish at his house. Volunteer Phil Sweetland cared for 300 fry from Gatewood and West Seattle in his carport. Volunteer Kristin Waitt Hutchinson netted Arbor Heights' fish to finish growing in her garage.

Creative teachers, parents, and volunteers also found ways to connect students with releases at a distance. Cove preschool doled out fry to parents so preschoolers could put fish in the water as a family. Others used FaceTime to show students the action as it happened. West Seattle and Gatewood students had YouTube

access to Phil's video showing salmon life stages, the aquatic insects they eat while in the creek, and a special musical send-off for their fry.

Next up (assuming prohibitions are safely lifted): the annual salmon drumming and salmon watch in October.



Teacher Kyoko Giedeman (left) had a major fieldtrip planned for Roxhill's first salmon release in many years but had to settle for videoing the fish as they went in the water. Salmon in the Schools technician Nancie Hernandez (right) helped with the May 8 release. Photo by Dennis Hinton

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HOLY SMOLTS!!!

As of May 19, 78 coho smolts had left the creek for their two years in saltwater. That's more than three times the 2019 count and the fourth highest total since the Fauntleroy Watershed Council began monitoring out-migration in 2003.

Measuring 4" to 5", these "teenagers" had matured from eggs left by spawners in fall 2018 or from fry released by Salmon in the Schools classes last May. Their survival affirms that creek water is clean enough, cool enough, safe enough, and rich enough with food to support them.

Volunteer Steev Ward installed soft traps in the upper and lower creek on Feb. 29. Volunteers Pete Draughon and Dennis Hinton then checked them twice daily, finding the first smolt on March 24.

FISH TALES ON FAUNTLEROY CREEK

By Dennis Hinton

I was checking the upper smolt trap one day when a father and son came into Fenton Glen from the Fauntleroy Church parking lot. I told the father I would show them a smolt if I found one in the trap but I did not.

Then he asked what nets were doing in the creek. I explained to him and his son (a second-grader, I think, at Our Lady of Guadalupe) about the salmon life cycle and how schools get eggs to rear for release in the spring.

The father said, "Thanks for the lesson, sir," then told his son, "That's school for today!"



Another time, I hailed a couple with two little kids to come take a look at a fish in my bucket. The boy was about four.

"What do you say to the nice man who showed us the salmon?" the father asked him. The little guy was succinct: "YUM!"



In March, the watershed council enlisted a home-schooled class to help via FaceTime with our annual count of stonefly exoskeletons in the lower creek. It's simple enough research for kids to do - counting the brown husks on bridges, trees, and fences near the channel to tell us something about how much food juvenile salmon are likely to find.

The two first-graders, a sixth-grader, and their teacher really got into it as I pointed my phone - spying



Dennis Hinton checking for smolts. Photo by Connie Hinton

exoskeletons, barking out numbers, and making tick marks on their work sheets.

At one point, I looked down the trail and saw another volunteer in tears, so I asked if something was wrong. "No, quite the opposite," she said. "I'm just overwhelmed by the enthusiasm of these kids!"



I witnessed enthusiasm of a different sort in one other notable way. As I was checking the trap in Fenton Glen, a young man came quietly down to the creek and began humming as he stripped to his underwear, lathered up, and used a flowerpot to pour water over his head. I said not a word as I left, knowing that, during this pandemic, necessity has truly been the mother of invention.

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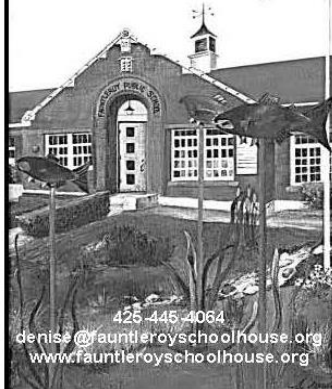
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LEON HARMAN WAS ALWAYS ABOUT 'WE'

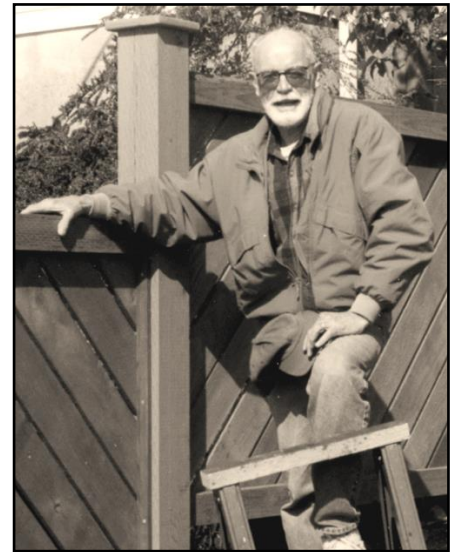
Leon Harman died on April 3 in Olympia but for 50 of his 96 years, he called Fauntleroy home. During that half century, he was never one for the limelight, choosing instead the supporting roles he knew to be essential to getting anything done.

The file of photos taken during development and maintenance of the original Cove Park are replete with shots of Leon. He dug into the dry details needed to win approvals and funding to transform the litter-strewn street end next to the ferry terminal into a neighborhood amenity. Then he dug into the dirt to install fencing and landscape the site. Between 1997 and 2013, he was always there at meetings and work parties.

When King County expanded its wastewater pump station at the site and rebuilt most of the park, he gave a hand - or an impression of one. You can see it near the bottom of the blue salmon gate near the street.

Before he and Elaine downsized to the High Point neighborhood, Leon saw to it that grant funding was available for sidewalk repairs to improve pedestrian safety along SW Cloverdale.

While he enjoyed knowing that he had helped create a park and that a bench at the Lincoln Park Annex tennis courts had his name on it, he really left Fauntleroy a legacy of modest persistence. In a 2016 interview for this newsletter, he summarized his approach to community involvement: "It's always been about 'we, not 'I.'"



During creation of the original Cove Park, Leon Harman fairly lived in his work clothes, ever ready to lend a hand. Photo by Ware Lantz

MORE TRIBUTE TO JEANNE HANSEN

We received this remembrance of FCA's co-founder from former Seattle City Councilman Tom Rasmussen:

I enjoyed reading the March newsletter while waiting for my haircut at Treo Organic Salon and appreciated the variety of information, from historic to current issues. Most poignant was reading about Jeanne Hansen's passing.

I met Jeanne in the early days of the creation of FCA when I was legislative assistant to Seattle City Councilmember Jeanette Williams. She was a tireless advocate for neighborhoods. I worked with Jeanne and FCA on behalf of Councilmember Williams to implement one of the first residential parking zone programs in Seattle.

FCA and Jeanne were powerful and tireless opponents of expansion of the ferry terminal. Her voice and *your* voices made a difference. Can you imagine how Fauntleroy and West Seattle would have been negatively impacted if the terminal had been expanded?


Even though she was elected at-large, Councilmember Williams worked with West Seattle residents on so many issues that people thought she must have lived there. Quite the opposite! She lived in northeast Seattle.

Jeanne's passing is an opportunity to reflect upon the effectiveness and power that one person and an organized community can have on the future of a city when we have public officials who listen and respond.

Thanks to the Fauntleroy Community Association for your work from 1979 to today. There is much left to do!

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FROM PAST TO PRESENT

EARLY RESIDENTS ALSO HAD CHALLENGE GETTING OUT OF FAUNTLEROY

By Judy Pickens

Closure of the cracking West Seattle high bridge in March brought back memories of waking to the news in 1978 that an errant ship had decommissioned half of the drawbridge system linking us to points east and north.

As it did in then, the current closure may seem to recent emigres like the end of life as we've known it on this peninsula. For those with a long perspective, though, difficulty getting from here to there is nothing new.

You may recall the story of the Denny party's arrival in 1851 at what we call Alki Point. That first rainy season was so miserable and unclaimed land so scarce that, come spring, many of the Euro-American settlers rowed across the bay for better prospects.

A few years later, coastal surveyor George Davidson wrote "Fauntleroy Cove" on a map but logging camps were all that dotted these hills until 1881, when a family built a cabin at Brace Point to become the first white residents.

In 1888, the steam-powered sidewheeler, *City of Seattle*, began ferry service between Duwamish Head and the central waterfront. Other settlements were linked up and down Puget Sound by the "Mosquito Fleet" of small steamers that carried freight, passengers, and mail.

By 1890, the handful of Fauntleroy residents had three ways to get off the peninsula: (1) the cross-bay ferry, (2) a cable railway running on a wooden trestle across the Duwamish River at what is now Spokane Street, or (3) the wooden wagon bridge over the river at Oxbow Crossing (near present Michigan St. and First Ave. S.).

In the fall of 1905, James and Agnes Colman bought acreage at Brace Point and, in the spring, built a walled platform for a tent house. They invited friends from downtown to join them in summering there, using their steamer yacht, the *Osprey*, for transportation.

The year before, the municipality of West Seattle had opened a mile-long electric streetcar line, then soon sold it to a company that promised two improvements: replace part of the Spokane Street trestle with a swing bridge over the river and add a line along California Ave. SW.

Real-estate speculators pressed with their wallets to get another extension to sparsely populated "Fauntleroy Park" so they could start selling residential lots. The end of that line ("Endolyne") was to be a turnaround at 45th Ave. S. and SW Roxbury, then Seattle's city limits.

While streetcar service certainly enticed many people to put down roots here, they had to be a hardy bunch to climb aboard. One of them was Bill Sawyer, who chronicled the streetcar's role in prompting construction of what would become Fauntleroy Church:

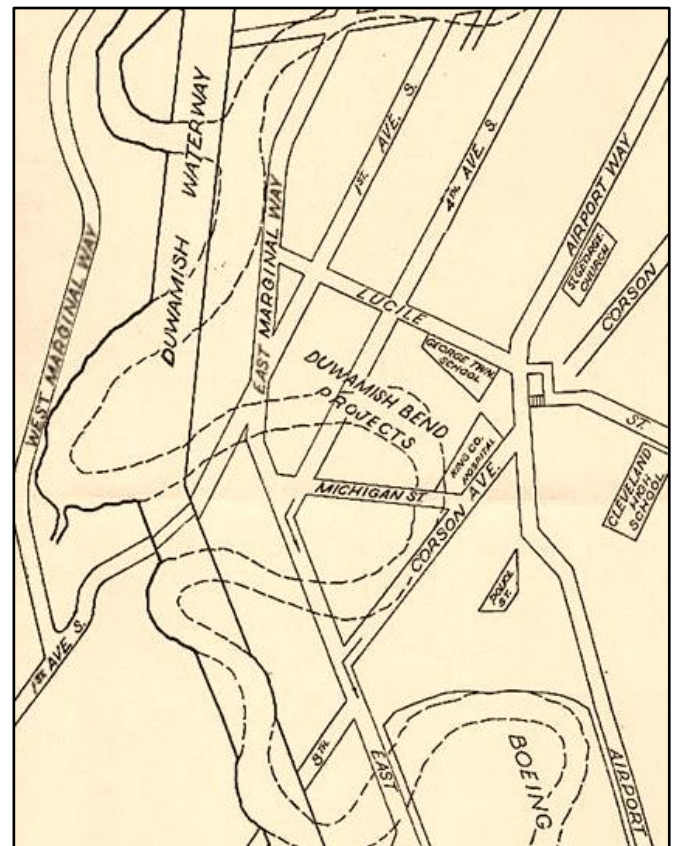
Those old streetcars were so slow and quite bumpy. There were no smooth streets for them to run on, just rails laid down over the rough ground. Sometimes the electricity that ran them would go off and the streetcar would have to stop. Then parents and children would just have to sit there until the power came back on.

Accidents happened as well, prompting such headlines as "Streetcar Jumps Track, Killing Two." Consequently, in 1908 Fauntleroy families donated land, materials, and labor to build a one-room chapel so their children could have a Sunday school close to home.

Within 20 years, the automobile was ascendant, sparking a network of streets linking Fauntleroy to mainland destinations north, south, and east. By 1930, residents could drive across the Duwamish River at three points, including twin drawbridges at Spokane Street. World War II funding made the trip even safer by replacing the wooden trestle across Harbor Island.

We've circled round to the errant ship in 1978 and the late City Councilwoman Jeanette Williams' deft fund-raising that got us the high bridge in 1984. Now cracks may write another chapter in the century-long saga of how we in Fauntleroy get from here to there.

Sources: HistoryLink, Paul Dorpat's Seattle Now & Then, Myra L. Phelps' Public Works in Seattle: A Narrative History. Thanks to the Southwest Seattle Historical Society for factchecking.



Street names and the straightened waterway are superimposed over how the river meandered in the early 1900s when people crossed using a wooden bridge at the oxbow near Michigan Street. Courtesy HistoryLink (R. Foisy's *Duwamish Diary*)

CHECK OUT INTERACTIVE MAP

The Southwest Seattle Historical Society's website has an interactive map that brings historical places on our peninsula to life. Visit them virtually or literally and consider suggesting additions. Search for "historical map" at www.loghousemuseum.org.

OUTREACH AIMS TO DRAW MORE MEMBERS TO FCA RESOURCES

By Sydney Hammerquist, FCA Board Member

After retiring and moving to West Seattle in 2018, I saw an FCA meeting notice on the *West Seattle Blog* and attended. I wasn't sure what to expect but came home knowing much more about my new neighborhood.

Lt. Steve Strand reported on crime and Seattle Public Utilities reported on Fauntleroy Creek culvert replacements. Board members discussed the upcoming fall festival and reported on housing density. Other members reported on long-term planning to replace the Fauntleroy Ferry Terminal and on the history of Washington's transportation system, especially related to Fauntleroy. Patrick Sand was there from the *West Seattle Blog* to cover the meeting.

All in all, I found this group to be a valuable resource for the entire Fauntleroy area. I hadn't known about any of the subjects covered and felt that every neighbor would want to have this information.


Over the course of the next year, I attended most monthly meetings, paying attention to what the group's mission was, how many people were involved, what communication tools were being used, and what the interest was in getting information to more people.

It's certainly inspiring - especially in these times - to interact with people who have good intentions and are willing to make good things happen in their community. In my head I began brainstorming ways to engage more neighbors. I'm a graphic designer and small business owner so my first opportunity was to volunteer to create the graphics for FCA's information table at last year's Fauntleroy Fall Festival. In the process, I learned more about the organization and why residents should be members.



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Fauntleroy Community Association www.fauntleroy.net

A little later, when Kimberly Terry took on the role of membership chair, I met with her about a postcard to use in recruiting members. Then the pandemic hit and we had to pause the project.

Now that the West Seattle high bridge is closed and FCA is getting even more involved in finding traffic solutions, we decided to send the postcard (see photo). We hope it will prompt new and long-time residents to join at this critical time so that great information gets to many more neighbors.



HABITAT REMINDER

With more time at home these days, many people have been getting acquainted with area parks, including Fauntleroy Park, which protects the headwaters to Fauntleroy Creek. As the weather warms, letting children or dogs pad around in the creek is a tempting addition to a walk in the park.

Seattle Parks and the Fauntleroy Watershed Council placed temporary signage near the creek in May to remind park users that the water is home to salmon and other critters year round.

FERRY TRAFFIC (continued from p. 1)

- Increase use of the Tahlequah-Point Defiance ferry at the south end of Maury Island.
- Provide incentives to convert more ferry users to foot passengers, increase use of passenger-only service from Vashon to downtown Seattle, and initiate Kitsap County's passenger-only service this year instead of in 2021.

In response to the letter, SDOT emphasized that the neighborhood-specific transportation plan it is developing will reflect predicted traffic volumes once the stay-at-home order is lifted, as well as community recommendations. SDOT will also include FCA's committee in outreach as bridge planning continues.

YOU CAN'T KEEP A GOOD CAUSE DOWN!

The 33rd annual dinner auction in support of the Fauntleroy Children's Center was to be a festive event on March 21, right after the governor's stay-at-home order to reduce spread of the coronavirus.

Now it's been transformed into a week-long on-line auction **June 8-14** aimed at funding costs not met by tuition. Proceeds will enable the center to provide tuition assistance for families in need, continuing education for staff members, classroom materials, field trips, and toys for outside play.

Find details about how you can bid on any of the 200+ items on offer at fauntleroycc.schoolauction.net/auction2020.



ON-LINE, POSSIBLE EVENTS

COMMUNITY BUSINESS: The FCA Board welcomes residents at its monthly business meetings on second Tuesdays. To participate in the **June 9** online Zoom meeting starting at **7 pm**, contact President Mike Dey at 206-661-0673. In-person meetings will resume as soon as possible in the boardroom at the Fauntleroy Schoolhouse. Watch www.fauntleroy.net for details.

FAUNTLEROY CHURCH will decide soon about two major events on its fall community calendar. Check the *West Seattle Blog* to learn if they are on as planned or have been rescheduled.

- **The annual 2nd Time Sale** is scheduled for the weekend of **Sept. 19 - 20**. Visit www.fauntleroyucc.org/2nd-time-sale for details about donating quality items anytime to this big sale.
- **The Fall Recycle Roundup** is penciled in for **Sunday, Sept. 27**, in the church parking lot. Watch www.fauntleroyucc.org or the *West Seattle Blog* a month ahead to see lists of what to bring for free recycling and what not to.

LINCOLN LOVERS: Twice-monthly work parties organized by **Friends of Lincoln Park** will resume when allowed. Visit friendsofcolinpark.blogspot.com to keep up to date.



POCKET GARDEN GOES NATIVE

On March 3, students at Taproot School worked with volunteers to install 22 native plants in a newly created pocket garden at the east end of the Kilbourne ravine, next to the Fauntleroy Schoolhouse.

The garden will demonstrate how native species can turn any landscape into beneficial and beautiful habitat. Signage identifies each species and its benefit.

The schoolhouse is home base for the small nature-oriented school, making its students well suited to not only install and mulch the garden but also to maintain it when school resumes.

Forest stewards Peggy Cummings and Mike Arizona, property manager Denise Wallace, and head teacher Michelle Taylor were lead volunteers. A grant from the West Seattle Garden Tour to the Fauntleroy Watershed Council funded the project. *Photo by Michelle Taylor*

Let Us Help You At Home

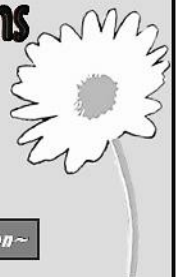
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NOW'S THE TIME TO PRESS FOR CREATIVE TRANSPORTATION SOLUTIONS

By FCA President Mike Dey

As the saying goes "When it rains, it pours." As if the concern about the coronavirus isn't enough, we now get to deal with an impassable West Seattle high bridge.

While we have a little adjustment time as long as the stay-at-home order is in effect, traffic will eventually evolve to a "new normal." Then we can expect real bottlenecks as drivers try to get on and off this peninsula.

FCA's goal is to make sure the concerns of our community are heard. To that end, the board formed a committee to focus on the bridge issue and how the closure is affecting and will affect our community.

We contacted Councilmember Lisa Herbold right away to make sure that FCA is a partner to any discussions about transportation issues affecting this community. As you can read on page 1, we sent a second letter suggesting several things that can and should be done to reduce impacts of the bridge closure on Fauntleroy and all of West Seattle. Both of these letters are posted on FCA's website: www.fauntleroy.net.

We know the actions we've listed are not the only issues and ideas that will arise. Consequently, we expect to be submitting more letters and requesting more information as the stay-at-home order relaxes and we learn more about the future of the bridge.

Councilmember Herbold and her staff have been quite receptive to our concerns and have forwarded our letters to the Seattle Department of Transportation and other appropriate groups.

One of the comments we've received was from Lt. Steve Strand with the Seattle Police Department, who attends the FCA Board's monthly business meetings. He concurred with our recommendation to have afternoon west-bound ferry traffic routed farther north via California

Ave. SW or 35th Ave. SW to get into the ferry queue along Fauntleroy Way SW, thus avoiding dangerous U-turns.

Ultimately, the answer to traffic congestion is fewer cars on our roads. As one who tries to find a silver lining, I think this could be a wonderful opportunity to see if and how we might become neighborhood that uses our cars less frequently. Doing so will require changing habits a bit and we'll need help from the city to achieve it.

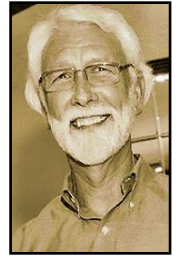
I grew up in the 60s loving to drive but remember times when I didn't have a car and had to find other ways to get around. I am older now and realize riding a bike uphill or in the rain is not as much fun as it used to be. I would like options that encourage me to drive less, such as a more extensive public-transportation system that brings me within a short walk of my destination.

West Seattle also requires help from those who don't live or work here. They need to find another way to and from their jobs that doesn't involve using West Seattle as a thoroughfare.

To that end we have suggested to Councilmember Herbold that ferries be diverted and that vehicles from Vashon and Southworth drive around or use other ferries so as to avoid further clogging choke points here.

We also suggested that the state and city collaborate to encourage walk-on ferry passengers. The fact is that, during afternoon rush hour, single-occupancy vehicles make up about 80 percent of west-bound ferry traffic here.

We will learn more in coming months about available options. Whether the existing bridge is shored up or replaced, we have a unique opportunity to make positive change, not just modify the prior status quo.



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