

Welcome

Help us plan for the future of Magnolia

Welcome to the Magnolia Bridge Planning Study (MBPS) online open house. We understand the community concerns around the need to maintain sufficient access and mobility, which is why we are committed to proactively identifying and delivering the most efficient, cost effective solution in a timely manner. Later this year, once a lower-cost alternative is recommended from the planning study, it will be presented to decision-makers alongside the cost and traffic impacts of the in-kind replacement selected through the 2002-2008 Magnolia Bridge Study. By participating in this open house and completing the surveys you will have the opportunity to:

- Help us rank the lower-cost alternatives and tell us which components are most important to you
- Gain insights into the alternatives identified
 - How much would these alternatives cost?
 - How do the traffic impacts of these alternatives compare?
- Learn about a few bridge basics including:
 - Original Bridge Funding & Construction
 - Past Events & Maintenance
 - Current Plan should another unexpected event cause a bridge closure
- Learn more about why this planning study is happening now and how it builds off past planning efforts
- Hear about the next steps for the project and ways to stay informed

How to use this online open house

- Visit pages in the tabs at the top of the site
- Click the or select any tab at the top of the site to move between the pages.
- Participating in the surveys on the "Welcome", "Where We Are Now", and "What's Next" pages should take about 5-10 minutes.
 - The Magnolia Bridge is a complex structure with a lot of history. We highly encourage you to visit all of the pages and information provided on this site.
- Keep track of your notes and questions at the bottom of the page and submit them at the "What's Next" station.



Photo Courtesy of Port of Seattle. Click to enlarge

Do you currently reside in Magnolia?

- Yes
- No

Do you commute regularly in and out of Magnolia for work?

- Yes
- No

Which mode of transportation do you use most often when leaving/entering Magnolia?

- Bicycle
- Carpool
- Rideshare/Taxi
- Walk
- Drive personal vehicle alone
- Ride transit
- Drive personal vehicle with family
- Other

Which route do you take most often when leaving/entering Magnolia?

- West Fort Street
- West Emerson Place
- West Garfield Street (Magnolia Bridge)
- West Dravus Street

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Bridge Basics

The existing Magnolia Bridge (formally called the West Garfield Street Bridge) is approaching 90-year-old and has had an event-filled and complex history. To learn about a few important storylines surrounding this structure, select among the slideshows below.

Original Funding & Construction

West Garfield Street (Magnolia) Bridge: Original Funding & Construction

Created in Partnership with the Magnolia Historical Society

June 2018
Seattle Dept. of Transportation
Photos Courtesy of the Seattle Municipal Archives unless otherwise noted

City of Seattle




Original Funding & Construction



[Download slides as a PDF](#)

Events & Maintenance

Magnolia Bridge: Events & Maintenance

June 2018
Seattle Department of Transportation

City of Seattle

Events & Maintenance



[Download slides as a PDF](#)

Current Emergency Plan

Should another unexpected event cause a closure of the Magnolia Bridge, the City has developed the [Traffic Maintenance During Bridge Closure](#) plan, completed in 2017.

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What is this Planning Study

The 2015 Move Seattle Levy provided \$1M for a planning study to investigate more financially feasible, permanent alternatives that replace the fundamental access provided by the existing Magnolia Bridge.

Why is this planning study considering a future without the Magnolia Bridge?

- We acknowledge that years of community time and energy led to a preferred in-kind replacement; however, with a potential cost of \$350M-400M in 2018 dollars, it is unlikely that this replacement will ever be successfully funded.
- We are working closely with the Magnolia community to better understand its mobility needs as we move forward in determining the best lower-cost alternative solution for the replacement of the aging Magnolia Bridge.
- We understand community concerns around the need to maintain sufficient access and mobility, which is why we are committed to proactively identifying and delivering the most efficient, cost effective solution in a timely manner.
- We'll continue to maintain the integrity of the bridge, which is currently safe to traffic; however, maintenance costs increase every year.

How is this planning study incorporating the past efforts?

- Honoring the time and energy spent on past efforts, the design team reviewed and evaluated the more cost-effective components from the original [2002-2008 Magnolia Bridge Study](#) (MBS) and identified possible lower-cost permanent alternatives to the existing Magnolia Bridge.
- Later this year, once a lower-cost alternative is recommended from this planning study, it will be presented to decision makers alongside the cost and traffic impacts of the in-kind replacement that was selected through the 2002-2008 MBS.
- Before we dive into the details of the current alternatives, we want to share the components we've reviewed and the evaluation process we used to arrive at the alternatives.
- To learn more about where we've been, please click the "Where We've Been" tab. If you'd like to get straight to the alternatives, please click on the "Where We Are Now" tab.



Click to enlarge

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Seattle Department of Transportation



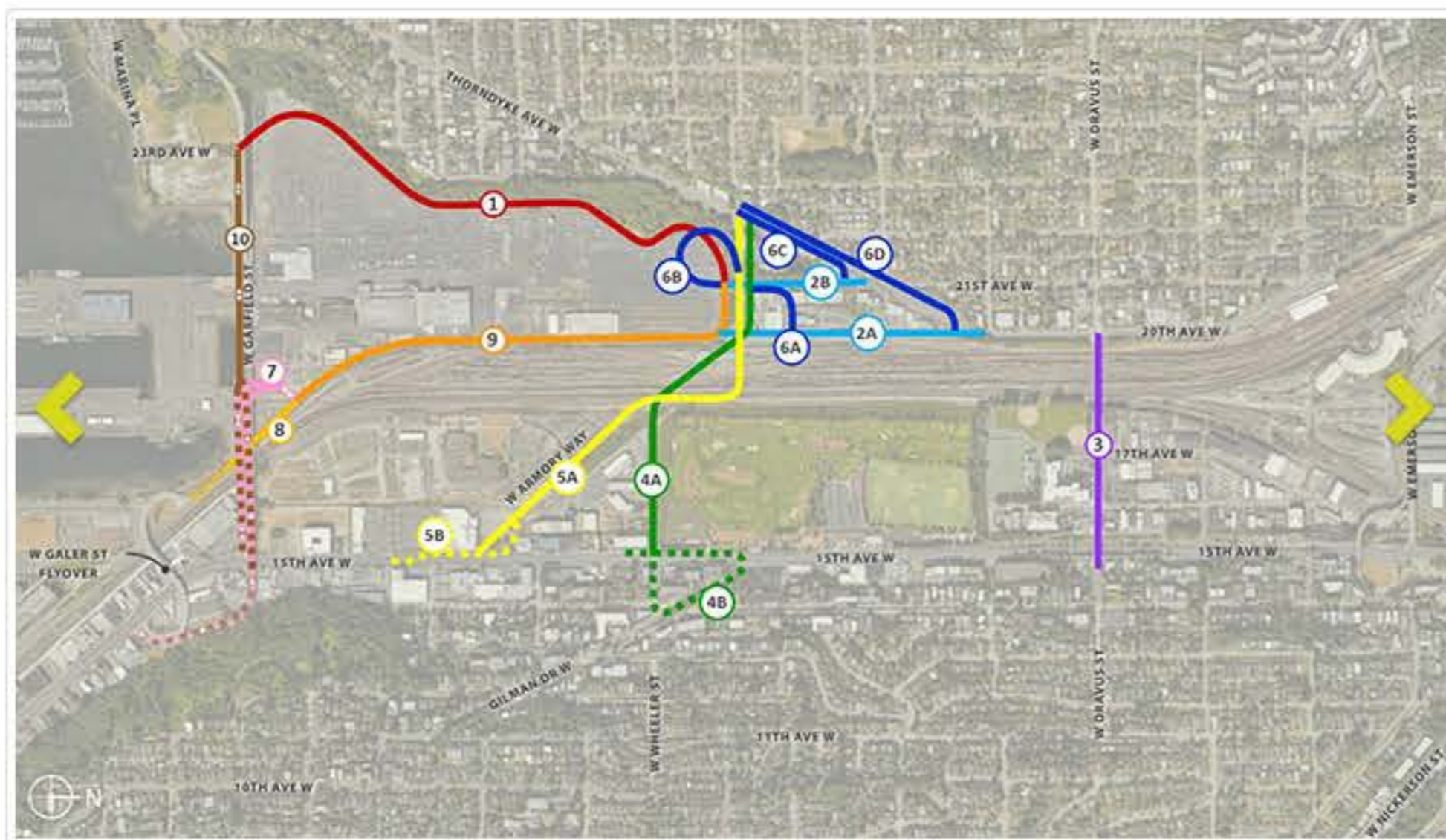
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Where We've Been

Earlier this spring, we kicked-off the long-term Magnolia Bridge Planning Study, which will recommend a more financially feasible permanent alternative to the existing Magnolia Bridge by the end of 2018. After reviewing and screening the 25 original alignments from the [2002-2008 Magnolia Bridge Study](#), we identified 9 initial components that had the potential to provide a lower-cost permanent alternative. A 10th component was added in response to feedback we received.

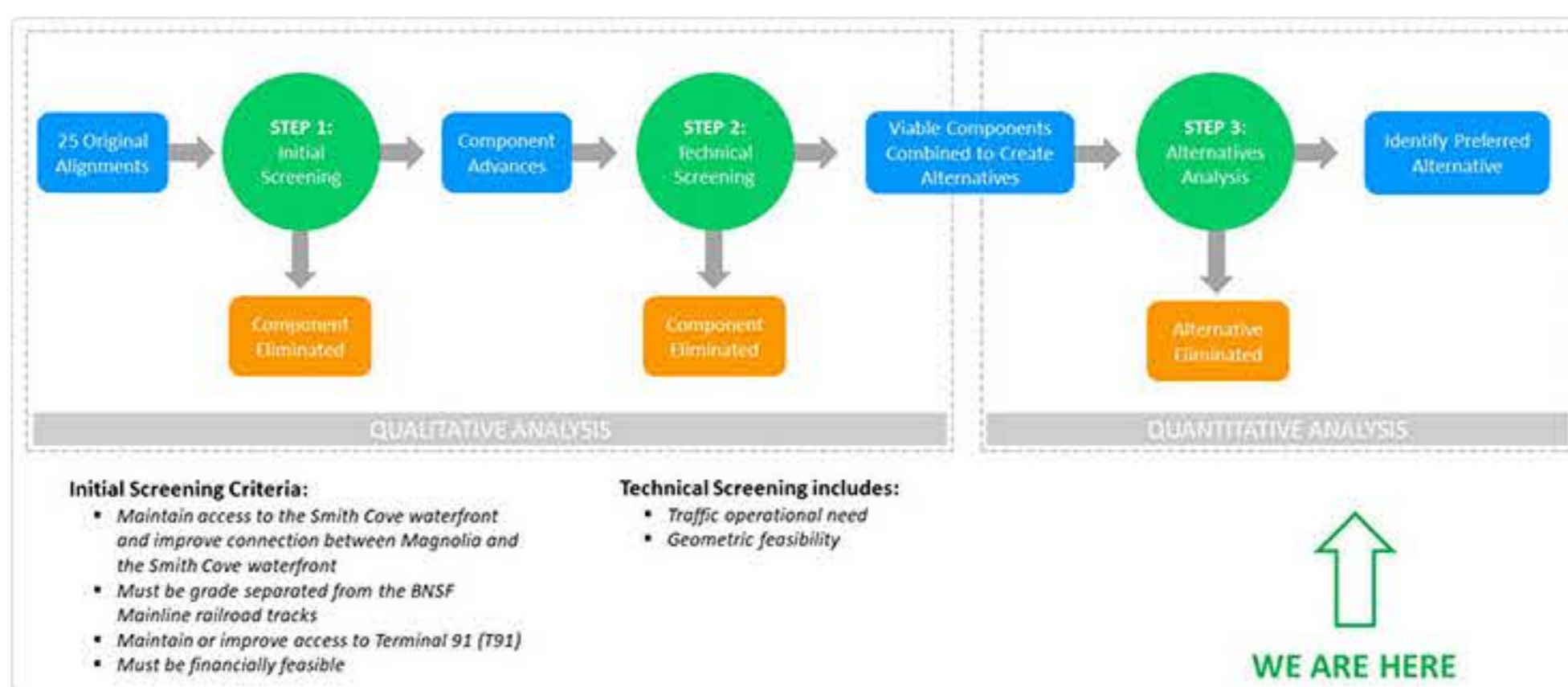
While evaluating these 10 initial components for geometric and traffic feasibility, we also met with Port of Seattle and Sound Transit to check for any significant conflicts with their respective operations and future development.



Initial Components



The 8 remaining components reflect our learnings from the technical evaluation and conversations with these agencies. For a more details about the individual components and the evaluation process, click on the evaluation process image below.



Evaluation Process & Component Details

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Where We Are Now

Where We Are Now

- We acknowledge that years of community time and energy led to a preferred in-kind replacement; however, with a potential cost of \$350M-400M, it is unlikely that this replacement will ever be successfully funded.
- We are working closely with the Magnolia community to better understand its mobility needs as we move forward in determining the best, lower-cost, alternative solution for the replacement of the aging Magnolia Bridge.
- We understand community concerns around the need to maintain sufficient access and mobility, which is why we are committed to proactively identifying and delivering the most efficient, cost effective solution in a timely manner.
- We'll continue to maintain the integrity of the bridge, which is currently safe to traffic; however, maintenance costs increase every year.



Alternative I - Armory Bridge, etc.

Please rank the following alternatives, in order from most (1) to least (3) preferred

	1	2	3
Alternative III – Dravus + Garfield Bridge	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Alternative II – Dravus, etc.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Alternative I – Armory Bridge, etc.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please rank the three most important components to you (1 as most important)

	1	2	3
Component 1 – West Uplands Perimeter Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Component 2A – 20th Ave W Improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Component 6D – Thorndyke Ave W Improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Component 3 – W Dravus Street Improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Component 5B – Armory Way Bridge	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Component 7 – Garfield St Flyover	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Component 8 – Alaskan Way W Extension	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Component 10 - Garfield St Bridge to 23rd Ave W	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please rank the three least important components to you (1 as least important)

	1	2	3
Component 1 – West Uplands Perimeter Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Component 2A – 20th Ave W Improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Component 6D – Thorndyke Ave W Improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Component 3 – W Dravus Street Improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Component 5B – Armory	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Component 7 – Garfield St Flyover	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Component 8 – Alaskan Way W Extension	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Component 10 - Garfield St Bridge to 23rd Ave W	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Alternatives Analysis Preliminary Results

	Alternative 1	Alternative 2	Alternative 3
Cost (20%)			
Estimated Cost (2018\$)	\$250,000,000	\$237,000,000	\$216,000,000
Mobility and Connectivity (25%)			
Access to and from Magnolia Village	●	●	●
Access between Smith Cove/Marina and 25 th Ave W	●	●	●
Access between Smith Cove/Marina and Magnolia	●	●	●
Access to and from T-91 and Alaskan Way W	●	●	●
Public Flow on 15 th Ave	●	●	●
Freight Access	●	●	●
Street Access	●	●	●
Community Input (15%)			
Public Input	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Agency Input	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Environmental Impact (15%)			
Adjacent Land Use	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Sensitive Areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Natural Resources	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Implementation Characteristics (15%)			
Construction Duration	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Construction Impacts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Construction Phasing	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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Alternative Analysis Metrics & Weighting

The following metrics will be used to compare the three lower-cost alternatives and provide the basis for recommending a preferred alternative. The associated weights (as a percent) are shown in the preliminary results above and the list of metrics below.

Project Cost (30 percent)

Mobility and Connectivity (25 percent)

- Travel Times**
 - Access to and from Magnolia Village
 - Access to and from Smith Cove/Marina
 - Access to and from T-91/Alaskan Way West
 - Traffic Flow along 15th Ave W
- Multimodal Mobility**
 - Bicycle & Pedestrian Connections
 - Freight Access
 - Transit Access

Community Input (15 percent)

- Public Input
- Agency Input

Environmental Impact (15 percent)

- Impacts to Adjacent Land Use (Acquisition, Noise, and Visual)
- Footprint of Impact to Sensitive Areas (Cultural, Historic, and Natural Resources)

Implementation Characteristics (15 percent)

- Construction Duration
- Construction Impacts
- Construction Phasing

Component 7 – Garfield St Flyover	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Component 8 – Alaskan Way W Extension	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Component 10 - Garfield St Bridge to 23rd Ave W	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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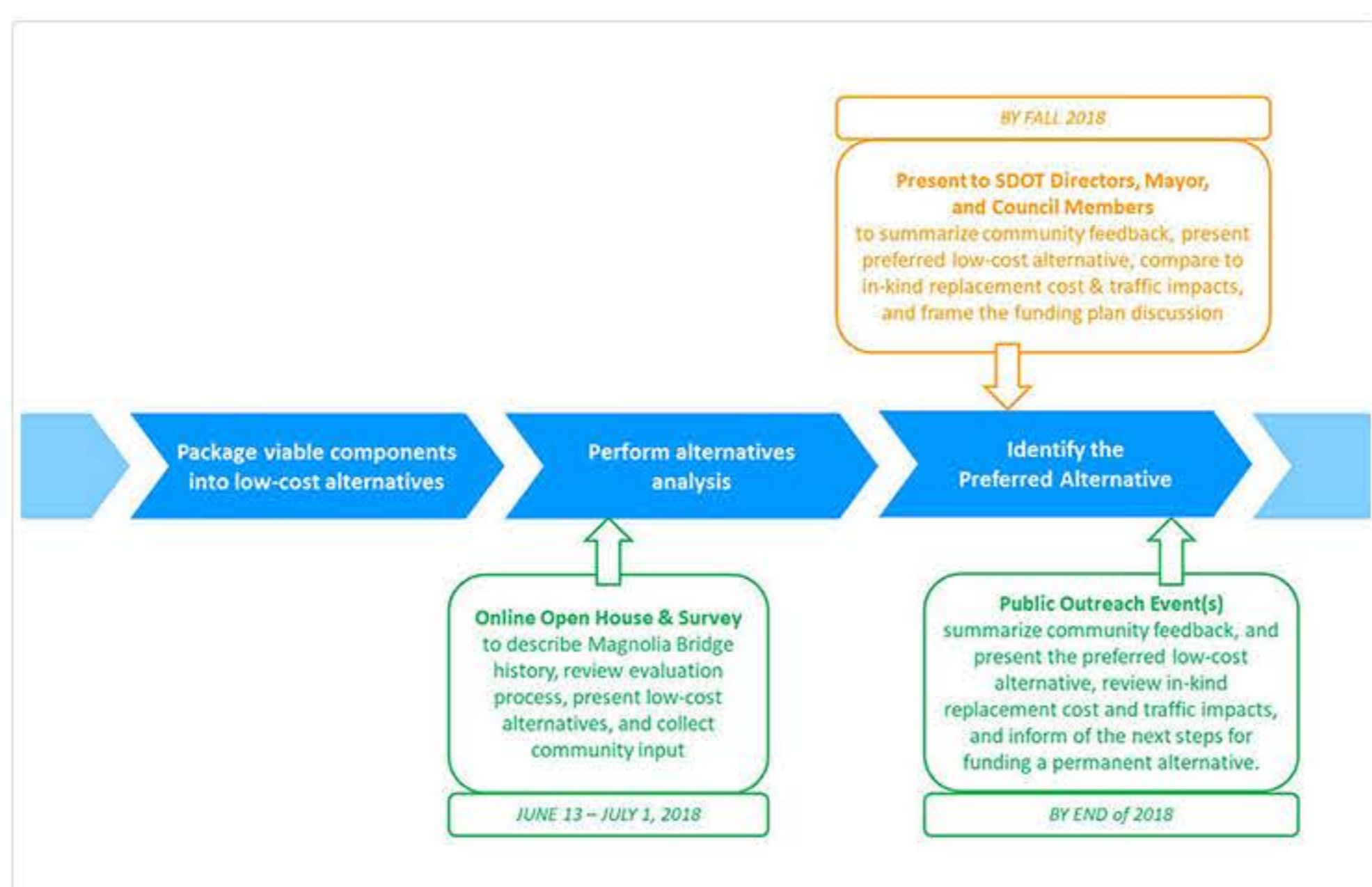
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What's Next

What's Next

Next, we will be summarizing your drop-in session and survey input while developing more technical information to further analyze these lower-cost alternatives. By this fall, we'll present a recommended lower-cost alternative alongside updated cost and traffic impacts for the 2008 preferred in-kind replacement to our decision making executives and elected officials. We'll inform the community by the end of the year with the outcome from our presentation to decision makers and more details on funding and timelines for a permanent alternative.



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Do you have any additional comments you would like to share?

What is your age?

- 19 or younger
- 20-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65 or older
- I would rather not say

Do you have a disability? (check all that apply)

- Mobility
- Vision
- Hearing
- Cognitive
- None
- Other

What race/ethnicity best describes you? (check all that apply)

- American Indian or Alaska Native
- Asian or Pacific Islander
- Black or African-American
- Hispanic or Latino
- White or Caucasian
- I'd rather not say
- Other

What gender do you most identify with? (check all that apply)

- Female
- Male
- Non-binary
- Transgender
- I'd rather not say
- I'd prefer to self-describe

What is your current household situation?

- Rent single-family home
- Rent apartment, room, duplex, or dorm
- Own single family home
- Own Condominium, co-op, duplex
- Stay with friends or family
- Homeless

What is your annual household income?

- \$7,500 or less
- \$7,501 to \$15,000
- \$15,001 to \$25,000
- \$25,001 to \$35,000
- \$35,001 to \$55,000
- \$55,001 to \$75,000
- \$75,001 to \$100,000
- \$100,001 to \$150,000
- \$150,001 to \$200,000
- More than \$200,000
- I'd rather not say

How did you hear about this project? (pick all that apply)

- News media
- Neighborhood blog
- City of Seattle / SDOT email
- City of Seattle / SDOT website
- Twitter
- Facebook
- Nextdoor
- Friend, neighbor, family member
- My employer
- An organization I'm involved with

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