



Open House
Blaine School, December 5, 2002
5:30 to 8:30 PM

Welcome and thank you for coming to this open house, a chance for you to learn more about the proposed Magnolia Bridge Replacement Project and to tell us what you think as we narrow down alternatives for the new facility. If you have additional questions or comments, please contact Kirk Jones, Seattle Department of Transportation Project Manager, at (206) 615-0862 or at kirkt.jones@seattle.gov.

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The Past: Many Possibilities

Why is the Magnolia Bridge being replaced?

Seattle Department of Transportation commissioned a Type, Size, and Location study after the 3,000 foot Magnolia Bridge sustained damage in the 1997 landslide and the Nisqually earthquake of 2001. Although the bridge was retrofitted and is now safe for motorists to use, it would be at risk if another seismic event were to occur. In addition, the cost of ongoing retrofits and maintenance activities are estimated to exceed the cost of replacing the bridge with a new facility.

What’s happened so far?

The City of Seattle has not made any final decisions about where the new facility will be or what it might look like. Over the last few months we’ve heard a variety of different replacement solutions suggested by residents, stakeholders and neighborhood leaders, and we have considered these (and others) carefully. In October we held an open house where the public was able to contribute valuable input about what kind of facility they would prefer. In addition, the City of Seattle has convened a Design Advisory Group, a group of eleven stakeholders who represent various interests in the project area, to provide input and act as project liaisons with the organizations they represent. After the first open house, the project team developed 25 replacement possibilities for further consideration.



How is this project being funded?

Senator Patty Murray secured a \$9 million grant for a Type, Size, and Location Study to evaluate possible replacement alternatives and to ultimately select a preferred alternative. This funding is also intended to cover the cost to design the replacement facility once a preferred alternative is selected. However, this funding will not cover any construction costs. The City of Seattle will begin looking for additional construction funding after the Type, Size, and Location Study is completed and approved.

Replacement of the Magnolia Bridge is a key element of Mayor Greg Nickels' commitment to support neighborhood vitality and to begin tackling the city's transportation problems.

The Present: Where Are We Now?

Using specific evaluation criteria (e.g., environmental, urban design, engineering, cost, and others) the project team has screened the 25 preliminary alternatives. Based on information collected about existing project area conditions, and on suggestions and input provided by the Design Advisory Group and the public, the team identified nine "surviving" alternatives. With further analysis, these nine survivors have been prioritized, and several alternatives appear to be rising to the top.

Tonight you have the opportunity to review the nine survivors, and those alignments that the project team is proposing for further review. We welcome your input and questions regarding the three finalists and the decision-making process, so feel free to talk to any member of the project team about specific questions you have. They will help answer your question or direct you to the team member who can.

Project Team

The following consultants have been hired by the City of Seattle to complete technical and advisory work on the Magnolia Bridge Project:

- HNTB (Prime) - Engineering
- EnviroIssues – Public Involvement
- KPFF – Engineering
- Mirai Associates – Transportation
- Shannon & Wilson – Geotechnical Analysis
- Shapiro – Environmental Analysis
- Weinstein Copeland – Architecture and Urban Design

Design Advisory Group

- Ballard Interbay Northend Manufacturing and Industrial Center (BINMIC)
- Bicycle Alliance of America
- Friday Group
- Friends of Queen Anne
- Magnolia Community Club
- Magnolia and Queen Anne Chambers
- Seattle Popular Monorail Authority
- Port of Seattle
- Queen Anne / Magnolia District Council
- Seattle Marine Business Coalition
- Uptown Alliance
- Washington State Department of Transportation



The Future: Down to One

How long will the project take?

The Type, Size, and Location Study should be completed by next summer, with a final study projected to be available in July of 2003. The project schedule will depend upon the preferred alternative selected (which will affect the amount of time it could take to, for example, move through the environmental permitting process). If the design and permitting process proceeds smoothly, and funding is received in a timely manner, construction could begin in approximately three years.

What's next?

From the nine alternatives presented tonight, the project team plans to narrow down the field to three alignments for more detailed analysis and evaluation. We are seeking input at this open house from the public, and will also consider input received from the Design Advisory Group, project stakeholders, and through the Magnolia Bridge Project website. Ultimately, the project team will identify a preferred alternative and begin the necessary permitting and design work to meet local, state, and federal regulations.

How can you help guide the future of this project and/or learn more about the work that's being done by the project team?

There are many ways that you can stay informed and involved during this project:

- **Attend future open houses:** We've tentatively scheduled another open house in February 2003 to coincide with the next key project decision point. You are encouraged to provide comments to members of the project team at this event.
- **Fill out and return comment sheets:** A comment sheet is attached at the end of this packet. By completing and returning this comment sheet, your comments, questions, and suggestions will be entered into our project database and considered by the project team.
- **Add your name to our mailing list:** By signing up for our e-mail or regular mailing list, you will automatically receive project updates and information about upcoming open houses and opportunities for public involvement. You can sign up for the mailing list by indicating your interest on the open house sign-in sheet, or by logging on to the project website (see address below) and following the appropriate links.



- **Log on to the project website:** You can read about project progress and updates on the project website: www.seattle.gov/td/magreplace.asp. On the project website you can also learn about upcoming project events, sign up for the project mailing list, and submit a comment form electronically.
- **Contact the project manager:** Call or e-mail Seattle's project manager, Kirk T. Jones, at (206) 615-0862 or at kirkt.jones@seattle.gov.

Project Alignments

The following pages contain depictions of nine alignment options and a list of pros and cons associated with each in terms of environmental impacts, transportation, urban design, and cost. Each alignment is described in more detail below. Please see the project website for the "Draft Preliminary Alternative Evaluation," which describes the criteria used to evaluate the alternatives and presents preliminary results. (Project website: www.seattle.gov/td/magreplace.asp.)

Alignment A: Replace the existing bridge with a new structure immediately south of the existing bridge. Construct a diamond interchange in the bridge's mid-span to provide access to waterfront and the Port uplands property. Connections at the east and west ends of the bridge are similar to existing.

Alignment B: Replace eastern end of bridge to cross railroad, and drop to ground level west of the railroad tracks, providing access to Port uplands property. Continue surface road along waterfront, past Smith Cove Park and the marina, connecting West Marina Drive to 32nd Street with a surface road or low bridge over the tidelands. Improve 32nd Street.

Alignment C: Replace eastern end of bridge to cross railroad, and drop to ground level west of the railroad tracks, turning the surface road to the north through the Port property. Replace the west end of the bridge with fill and/or a new structure that wraps from north to south along the contours of the Magnolia hillside, connecting to West Galer Street. Add a new surface road with connection to 21st Avenue West.

Alignment D: Construct a new bridge in the form of a long arc north of the existing bridge. Construct new ramps to connect with 15th Avenue West (at the existing connection point). Construct diamond interchange in the bridge mid-span to provide access to waterfront and the Port uplands property.

Alignment E: Construct flyover ramp from 15th Avenue West northbound to Wheeler Street and continue straight west across the railroad tracks and Port uplands with an elevated structure. The west end will connect to the intersection of Thorndyke Avenue West and 23rd Avenue West. Construct half of a diamond interchange to provide connection with the Port uplands



from the east side only (grade is too steep to connect from the west), and create a new surface road connection with 21st Avenue West to the north and the waterfront to the south.

Alignment F: Alignment F includes two options: (F1) Flyover ramp from 15th Avenue West continuing on West Armory Way and crossing over railroad tracks at an angle, turning west and continuing on an elevated structure to connect with Thorndyke Avenue West at West Halladay Street. (F2) Flyover ramp from 15th Avenue West to continue straight west to West Armory Way, connecting with Thorndyke Avenue West at West Halladay Street. Access to marina area provided via an extension of 21st Avenue West southerly across Port uplands.

Alignment G: Construct flyover ramp from 15th Avenue West northbound to West Armory Way, continue on West Armory Way approximately 500 feet, turn west and cross over railroad tracks, drop down and continue westerly along a surface road. The main route would then continue southward with new fill and/or a structure to connect with West Galer Street. The secondary surface connection northward would connect to 21st Avenue West and southward to West Marina Drive.

Alignment H: Alignment H includes two segments (H1 would not provide the necessary capacity alone): (H1) A surface road from the west end of the Galer Street flyover, crossing under the existing bridge, running along the west side of railroad tracks for approximately 1700 feet, and turning west to connect with a new structure ascending to Magnolia at Galer Street. Access to Port uplands and waterfront provided via surface connection. (H2) Beginning with a flyover at West Armory Way and 15th Avenue West, continue on West Armory Way and cross the railroad tracks at an angle, turning west, and continuing the elevated structure, connecting to Thorndyke Ave at 23rd Avenue West.

Alignment I: Beginning with a flyover at West Armory Way and 15th Avenue West, move straight west across railroad tracks, continuing on an elevated structure over the Port uplands, crossing over 23rd Avenue West, and continue along West Boston Street to Thorndyke Avenue West. Westbound ramps would provide surface access to Port uplands and marina.

