This project is funded in part by a neighborhood matching fund award from the Seattle Department of Neighborhoods: www.seattle.gov/neighborhoods

MAGNOLIA TRAILS FEASIBILITY STUDY | SCHEDULE

JUNE
- information gathering
  - 6.25 | neighbor meeting

JULY
- options exploration
  - 7.28 | public alternatives exploration meeting

AUGUST
- alternative refinement
  - Parks internal ProView meeting (date TBD)

SEPTEMBER
- alternative refinement public meeting
  - 9.22 | alternative refinement public meeting

OCTOBER

NOVEMBER
- finalize + publish final document and next steps

WE ARE HERE
1. Understand the technical conditions within the study area.

2. Evaluate the feasibility of building a trail for people on bikes and walking to connect between Upper Magnolia/Magnolia Village and Smith Cove Park/Downtown destinations.

3. Identify permitting pathways, costs and issues needing further study.

4. Provide as many “wins” for as many stakeholders as possible.
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EXISTING SITE ANALYSIS

Legend
- 13-Foot Curvy
- 15-Foot Curvy
- 20-Foot Curvy
- 25-Foot Curvy
- Forces
- Hydram
- Water Line
- Water Service
- SWR/Man holes
- SCL Piles
- Overhead
- UG/Surface
- Underground

Drainage & Wastewater Utilities
- Combined Drainage
- Sanitary

Lateral
- Combined Drainage
- Sanitary

EXISTING MARINA PUBLIC ACCESS TRAIL

MAGNOLIA TRAILS COMMITTEE
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**Connection to Magnolia Park**

**Fatal Flaws**
- Traverses unstable slopes
- Very steep
- Prohibitively expensive
- Not all ages and abilities

**Cut Into Slope**

**Fatal Flaws**
- Requires too great of a cut into toe of the slide slope, which may cause long-term instability

**Parking Lot Start to Trail**

**Fatal Flaws**
- Traverses marina laydown area
This option provides a trail that aims for a maximum grade of 4.9% to cross the existing drainage course with a new culvert. One short segment may need to be up to 10% grades. Fill over the existing utility lines will need to be carefully considered.

**PROS**
- Maximizes extent of accessible grades
- Does not cut into the toe of the slide slope
- Culvert is more cost effective
- Minimizes fill over existing utilities

**CONS**
- Culvert may provide a hiding spot
- Underground utilities may need to be reset
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**DESCRIPTION**
This option provides an accessible trail with a maximum grade of 4.9% to cross the existing drainage course with a new bridge on pin piles.

**PROS**
- Maximizes extent of accessible grades
- Does not cut into the toe of the slide slope
- Bridge allows for air & water flows underneath

**CONS**
- Bridge may be less resilient during slides
- Underground utilities may need to be reset
DESCRIPTION
Rather than trying to make the whole trail accessible, this option uses a new set of stairs with a bike runnel to navigate the steep slopes. Other portions of the trail will be accessible with slopes of less than 4.9%.

PROS
- Shorter trail alignment
- Less earth moving
- Culvert is more cost-effective
- Top of steps could offer a wonderful new view of the sound

CONS
- People on bikes would have to dismount
- Culvert may provide a hiding spot
OPTION D

STEEP RAMP
~25% SLOPE
FOR ~70’

PROS
- Shorter trail alignment
- Less earth moving
- Bridge allows for air & water flows underneath

CONS
- Very steep
- Bridge structure will need further analysis

DESCRIPTION
Rather than trying to make the whole trail accessible, this option uses a segment of trail with a steep slope. Other portions of the trail will be accessible with slopes of less than 4.9%.
PAVING TYPES

ASPHALT

GRAVEL

PED/BIKE BRIDGE

ADDITIONAL POTENTIAL ELEMENTS

FOREST RESTORATION & INVASIVE REMOVAL

LIGHTING

OVERLOOK BENCH