



Seattle
Department of
Transportation

33rd Ave W Pedestrian and Bicycle Bridge Project

30% Design Outreach Summary

July 2021



Project overview

The Seattle Department of Transportation (SDOT) is evaluating options to rehabilitate or replace the 33rd Ave W Pedestrian and Bicycle Bridge in Magnolia. While still safe to use, the bridge is showing signs of deterioration and is near the end of its useful life. This timber bridge connects people walking and biking across an active railroad corridor to Commodore Park and the Ballard Locks area.

30% design milestone

We're expecting to reach the 30% design milestone by mid-July 2021. The project team developed 3 design alternatives and prepared a survey to gather feedback from the community. The alternatives include rehabilitation of the existing bridge, replacement of the existing bridge with the same alignment, and replacement of the existing bridge with a new, angled alignment.



Outreach at a glance

- Door-to-door delivery of project materials in the project area
- Postcards sent to 8,873 homes to introduce the project and promote an online presentation
- Yard signs in the project area and posters on the bridge
- Letters to residents, informing them about the project and about environmental visits
- Online briefing to the Friends of Discovery Park
- Email blasts with project updates
- Online presentation to introduce the project to the public
- Workshop to collect neighbors' feedback
- Survey to collect feedback on bridge usage, design alternatives, and community priorities

Online presentation summary

We hosted an hour-long online presentation on September 23, 2020, from noon to 1 PM via Webex. The purpose of the event was to introduce the project goals, need, and timeline, and to answer questions.

The format of the event included a live welcome message and announcements, followed by a prerecorded video, and concluded with a live Q&A session.

Topics discussed in the prerecorded video included:

- SDOT’s mission, vision, and core values
- Project overview and area
- Project need
- Existing conditions
- Rehabilitation/replacement design considerations
- Funding
- Schedule
- What we’ve heard so far
- How to stay engaged throughout the project

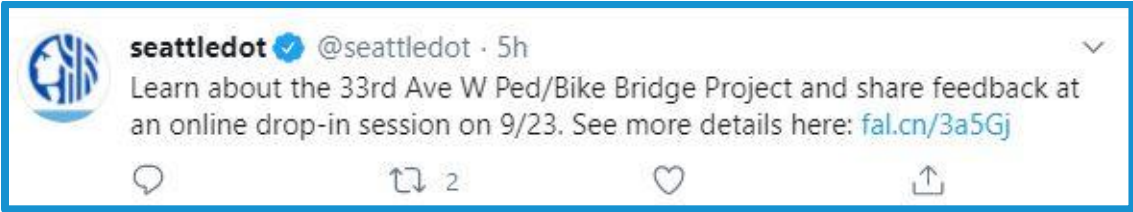
A total of 22 neighbors attended and more than 28 questions and comments were received and addressed.

Promotion

We sent 8,873 postcards to invite project area residents to the presentation. Additional promotion included updates on the project website, emails to stakeholders and community groups, mailed letters to residents, yard signs and posters near and on the bridge, and posts on blogs and social media.



Social media: Facebook post announcing the online presentation.



Social media: Twitter post announcing the online presentation.

33rd Ave W Pedestrian and Bicycle Bridge Project

PROJECT OVERVIEW

We're evaluating options to rehabilitate or replace the 33rd Ave W Pedestrian and Bicycle Bridge in Magnolia. While still safe to use, the bridge is showing signs of deterioration and is near the end of its useful life. This timber bridge connects people walking and biking across an active railroad corridor to Commodore Park and the Ballard Locks area. There are no plans to remove the bridge.

We're currently in the early design phase and will be working towards the first milestone (30% design) later this year. Over the next several months, we'll evaluate conceptual design alternatives for the bridge's rehabilitation or replacement.

LEARN MORE

As we approach the next the 30% design milestone, we're hosting an online drop-in session to share project information. Join us online to:

- Learn about the project
- Engage with project staff
- Get your questions answered
- Provide feedback

PROJECT INFORMATION AND CONTACT

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ONLINE EVENT DETAILS

Wednesday, September 23, 2020
12 to 1 PM

To join, visit our [project page](https://www.seattle.gov/transportation/33rdAveWBridge)*, where you'll find a clickable link:
<https://www.seattle.gov/transportation/33rdAveWBridge>

Or, join directly via WebEx at:
<https://seattle.webex.com/seattle/j.php?MTID=m07c036722eb0f0e8c0313a67ca9fc445>

* Visit our [project page](https://www.seattle.gov/transportation/33rdAveWBridge) anytime to find more details about our event, and to sign up for project updates.

Mailer: The postcard was sent to 8,873 neighbors to promote the online presentation.



Signage: Invitation poster on south entrance fencing



Signage: Project signage on the north approach

High-level feedback themes

During the online presentation, attendees were encouraged to submit questions through the Webex chat feature. The project team responded during the Q&A portion of the event.

The most common themes and topics included:

- Safety for people walking and biking
- Potential construction impacts
- Funding for the project
- Project need
- Conditions around the bridge
- Widening the bridge

People also asked about engagement with project partners, vegetation and wildlife, and ADA compliance.

Survey summary

We used a short survey to help us understand:

- How the community uses the bridge (e.g., frequency, travel mode)
- Community priorities when considering bridge rehabilitation and replacement options (e.g., length of construction, impacts to private property, protecting natural resources)
- Community preferences for the 3 design alternatives

Survey findings

The 412 respondents' feedback is sorted into key themes below.

Overview

- **Frequency of use:** Daily (9%), weekly (28%), monthly (36%), other (27%)
- **Method of transportation (please check all that apply):** Biking or other wheeled devices (268), walking (270), other (28)

33RD AVE W Pedestrian and Bicycle Bridge

33rd Ave W Ped/Bike Bridge Project: 30% design alternatives survey
30% design alternatives survey

Thank you for taking our 33rd Ave W Ped/Bike Bridge Project 30% design alternatives survey!

This project is evaluating the feasibility and options to rehabilitate or replace the 33rd Ave W Pedestrian and Bicycle Bridge in Magnolia. Your feedback is a key part of the 30% design process and is one of the factors the project team will consider when deciding on which alternative will move forward to 60% and 90% design. Please feel free to answer only the questions with which you feel comfortable. All surveys, regardless of their completeness, will be considered and documented.

For your convenience, full details of each design alternative can be found [here](#) on our project webpage.

1. What is your name:

2. To subscribe to email updates, please provide your email address:

How will we use your feedback?

The input you provide will be shared with the project team as they move forward to 60% and 90% design. This survey should take 5 to 10 minutes to complete. We appreciate your time and engagement.

Respondents were asked to rank what was most important to them regarding rehabilitation and replacement options. Considerations, listed in order of importance, were:

- Safety
- Environmental impacts
- Longevity of bridge structure
- Americans with Disabilities Act (ADA) compliance
- Budget and cost
- Bridge maintenance
- Length of construction
- Noise, dust, detours, and other construction impacts

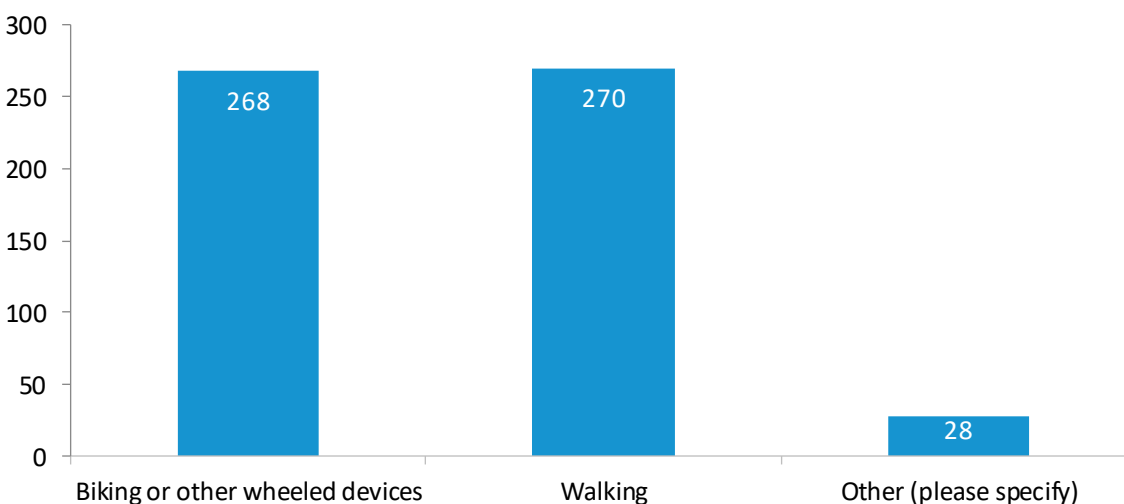
We also asked people to rank the bridge alternatives from 1-3, with 1 being the most preferred and 3 being the least preferred. *Alternative 2: Replacement of existing bridge – same alignment* was the most preferred choice.

Bridge use

More than a third (36%) of the respondents use the bridge monthly, 28% of the respondents use the bridge weekly, and only 9% reported that they use the bridge daily. Some of the 27% of respondents that selected “Other” indicated that they use the bridge rarely, seasonally, or that they have transitioned to remote work due to the COVID-19 pandemic and no longer commute.

More than half of the respondents said that they bike or use other wheeled devices on the bridge and/or walk across the bridge. There were 28 respondents who said that they use another method of transportation on the bridge (e.g., running or jogging).

When you use the bridge, how are you getting around? Please check all that apply.

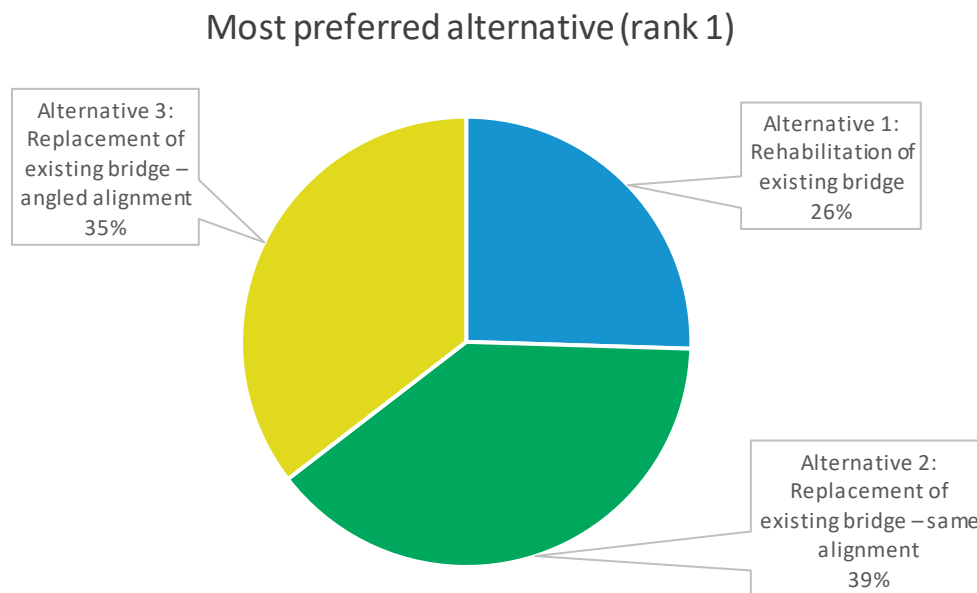


Bridge design alternatives and future construction considerations

Bridge user safety was ranked as the most important consideration for bridge rehabilitation or replacement. Environmental impacts were ranked as the second most important consideration, and longevity of bridge structure was ranked as the third most important consideration.

Bridge alternatives

Alternative 2: Replacement of existing bridge – same alignment was the preferred choice (rank 1) of 39% of respondents (161). Close behind was *Alternative 3: Replacement of the existing bridge – angled alignment*, preferred by 35% of respondents (146). Lastly, only 26% of respondents (105) selected *Alternative 1: Rehabilitation of existing bridge* as their most preferred choice.



Alternative 2 was also the most popular second choice, with 195 votes (47%). 141 respondents (34%) selected Alternative 1 as their second choice, while only 76 respondents (18%) selected Alternative 3 as their second choice.

Alternatives 1 and 3 were by far the most common least preferred choice. Only 56 respondents (14%) indicated that Alternative 2 was their least preferred choice.

Ranked first or second by most respondents, *Alternative 2: Replacement of existing bridge – same alignment* is the most preferred alternative.

Respondents noted the following reasons for preferring Alternative 2:

- Increased bridge width
- Longevity of bridge structure
- Lower long-term maintenance costs

- Simplicity of design
- Increased safety
- Aesthetics

Respondents noted the following reasons for preferring Alternative 3:

- ADA compliance
- Increased safety
- Increased accessibility
- Increased bridge width
- Shorter length of construction (for replacement)
- Lower long-term costs

Respondents noted the following reasons for preferring Alternative 1:

- Lower upfront cost
- Shorter length of construction
- Fewer impacts and disruptions to the community

Respondents shared:

- *“[Alternative 2] is the best blend of cost, safety, and disability access.”*
- *“[Alternative 2] has a lower long-term cost, wider bridge, [and] involves less construction.”*
- *“[I prefer alternative 3] because I think it's important to make [the bridge] ADA compliant. I also think it's important to put it within the city right-of-way.”*
- *“[With alternative 1], it would be low cost [to] maintain the structure of the bridge.”*
- *“[Alternative 2] is the best compromise between low cost and high-cost options.”*

Other design considerations

A couple of respondents indicated that they would like improved wayfinding and lighting to be considered. Others requested that ADA accessibility and other equity factors be considered in the decision-making.

Respondents shared:

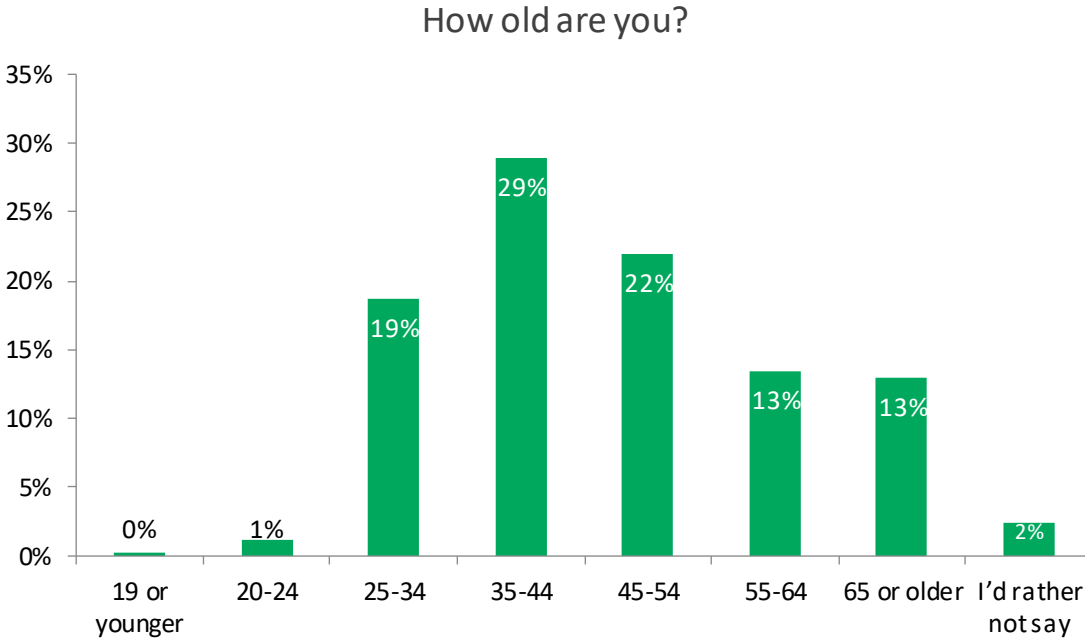
- *“Lighting and better wayfinding would be good.”*
- *“Making [the bridge] accessible for ADA is the choice you should make for equity... as well as complying with the ADA.”*
- *“Please prioritize equity in your decision-making.”*

Demographics

We asked the survey respondents to answer several questions about their demographics. All of the questions in the survey were optional.

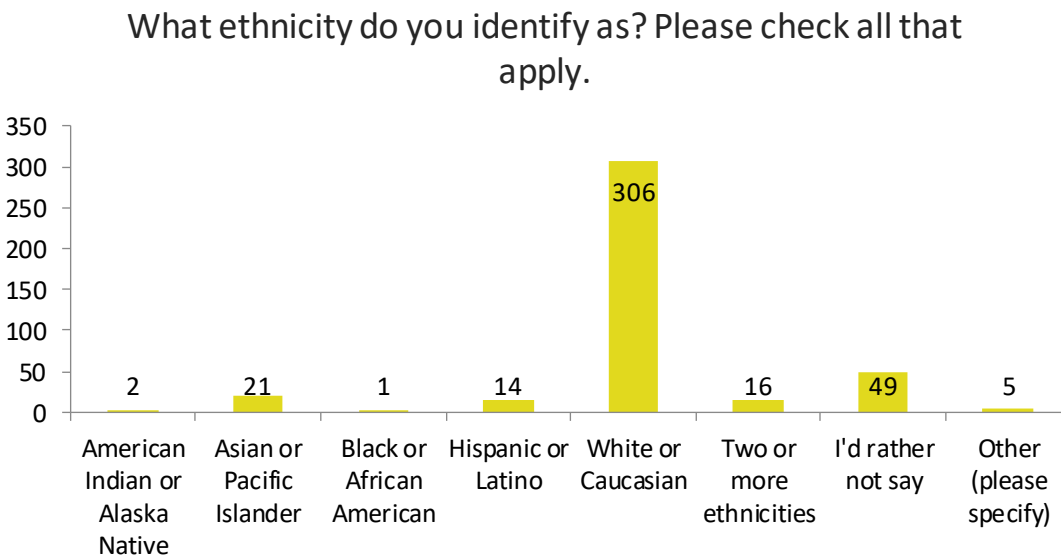
Age

The majority of respondents are between the ages of 25 and 54 (279, 70%). 26% are over 55 and only 2% are 24 and younger.



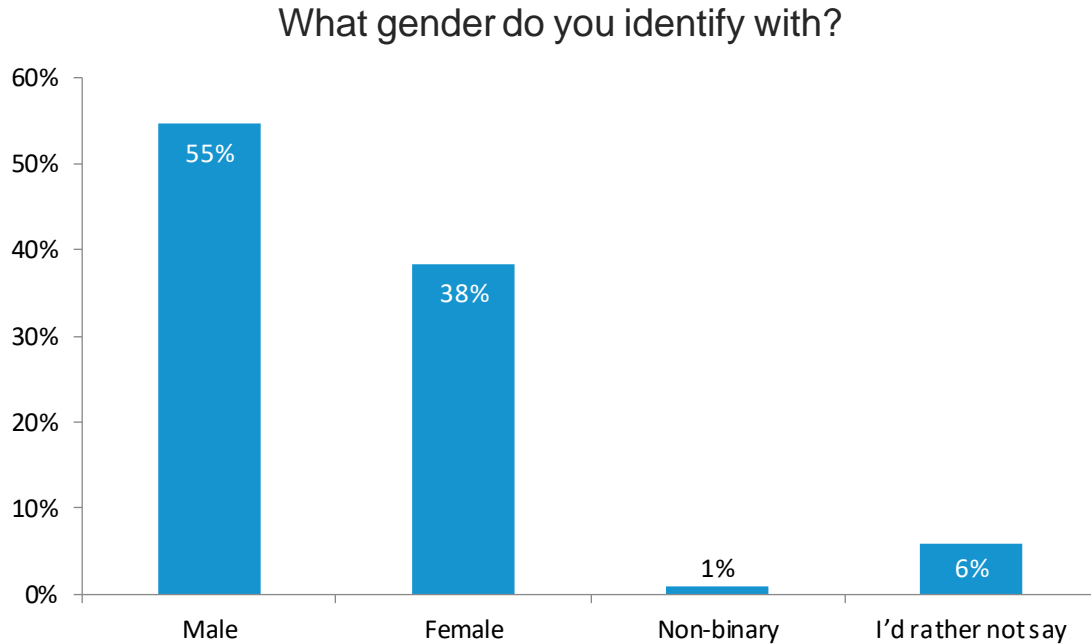
Ethnicity

Most of the respondents identified as White or Caucasian (306, 77%). 21 respondents selected Asian or Pacific Islander as their ethnicity (5%). 16 respondents selected "Two or more ethnicities" (4%). 49 respondents indicated that they'd rather not say.



Gender

218 respondents (55%) identified as male, 153 (38%) identified as female, 4 (1%) identified as non-binary, and 24 (6%) selected that they'd rather not say.



Language spoken at home

No respondent indicated they speak anything other than English at home.

Next steps

We're expecting to reach the 30% design milestone by mid-July. Feedback from the public helped inform the 3 design alternatives for the bridge, and it will also be one of the factors considered when selecting which concept to move forward for 60% and 90% design, which is estimated to be complete by the end of the year.