Magnolia Bridge Planning Study
The Coalition for Magnolia, Queen Anne, and Interbay Neighborhoods (MQADC)
Agenda

• Purpose of study
• Work completed to date
• Update on legislative action
• High-level results of Neighborhood Business Access Intercept Survey
• Next steps
• Questions and Answers
Study need

- Environmental impacts have weathered the Magnolia Bridge
- Past closures have demonstrated traffic impacts to the Interbay corridor
- Emergency planning and additional research needed to inform a long-term, replacement decision
Study purpose

- Creates Emergency Traffic Maintenance Plan
- Provides multi-parameter comparison of 3 alternatives
- Updates in-kind replacement cost estimate and travel times
- Informs decision-making
Study alternatives & cost estimates

2006 Recommended In-kind Replacement
- Thorndike Ave W Improvements
- W.W. McMillan Drive Improvement
- Armory Way Bridge
- 30th Ave W Improvements

2018 Total Cost: $340M - $420M

Alternative I - Armory Bridge, etc.
- W.W. McMillan Drive Improvement
- Armory Way Bridge
- West Upjohn Parkway

2018 Total Cost: $200M - $350M

Alternative II - Dravus, etc.
- 30th Ave W Improvements
- W.W. McMillan Drive Improvement
- Ward Hill

2018 Total Cost: $190M - $310M

Alternative III - Dravus & Garfield Bridge
- W Dravus Street
- W Garfield St

2018 Total Cost: $170M - $280M
Outreach conducted to date

- 4 stakeholder workshops
- Community briefings
- Email listservs
- Mobile display
- Media interviews
- Digital media campaigns
- Business Access Intercept Survey

4 Drop-in sessions
277 Drop-in session participants
94 Written comments
18 Day Online open house
186 Online alternatives survey participants
200 Online open house comments
Summary of what we’ve heard

• Majority of community members want in-kind replacement

• Of alternatives, Armory Bridge (Alt 1 and Component 5B) ranked highest

• Concerns that Armory Way Bridge negatively impact nearby residences
Summary of what we’ve heard

• Many did not feel W Dravus St could be improved to support additional trips

• Many believed alternatives presented would slow emergency response
Interbay Regional Transportation Corridor

- CMSB, 36th Delegation organized regional task-force to address transportation projects in Interbay
  - State, County, City, Port elected and staff
  - WSDOT, SDOT, Port, KC Metro, and ST
- Third most used N/S route after I-5, SR-99
  - Interbay as part of the corridor
  - Moving together: Freight, Transit, Cars, People
- Goal: Combined projects targeting grants, State, Federal funding
- 2018 Budget SLI demonstrates City’s commitment
Intercept survey purpose

• Chamber and businesses shared their understanding of who visits Magnolia Village and how they arrive
• Conducted survey through an ongoing SDOT program with Office of Economic Development input
• Survey collects data to further understand behaviors
• Survey provides a foundation for possible future economic impact analysis
What was surveyed?

• How often people visit
• The purpose of their visit
• Which mode they used to arrive and leave
• If they drive, where they park
• How travel patterns change over time
Intercept Survey - Key findings

• 81% (4 out of 5) of respondents live, or live and work, in Magnolia
• 11% neither live or work in Magnolia
• Residents drive alone and walk at the same rate—38% and 37% respectively
• 22% (1 out of 5) who drive alone do because transit takes too long
• 13% of respondents carpool
• 8% take a bus
Intercept Survey - Key Findings

• **Trip Purpose**: Shopping, running errands, eating out and visiting the post office

• **Spending**: 82% of respondents plan on spending money
  - The average anticipated spend is $39.25
  - Residents typically spend the most money (between $36.77 and $44.49) and people working in Magnolia the least ($13.19)
  - While those using a personal vehicle likely to have highest spend ($45.72), they visit significantly less than those walking and biking

For Full Results search “SDOT Intercept Surveys” or go to: https://www.seattle.gov/transportation/projects-and-programs/programs/parking-program/neighborhood-business-district-intercept-surveys
What’s next

• Develop more detailed analysis
  • Adding traffic analysis for an in-kind replacement
  • Describing impacts to walking, biking and bus travel
  • Estimating construction duration and impact for alternatives
  • Finalizing Alternative Analysis Comparison
• Continue coordination between Councilmember Bagshaw and our regional partners
# Study Schedule

## PLANNING STUDY PROCESS

<table>
<thead>
<tr>
<th>Event Description</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stakeholder Workshops with Port of Seattle, Magnolia Chamber, Magnolia Community Council, King County Metro, Seattle Parks and Recreation, Seattle Department of Transportation, Sound Transit, Queen Anne Community Council, Magnolia Interbay Queen Anne Disaster Preparedness, Seneca/Expedia, BNSF</td>
<td>Q1</td>
<td>Q2</td>
<td>Q3</td>
</tr>
<tr>
<td>Community Councils and Other Community Group Briefings to inform the public of the study purpose and present initial components for comment and questions</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Present to SDOT Directors, Mayor, and Council Members to review initial and technical screening and present alternatives</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Drop-in Sessions and Online Open House &amp; Survey to describe Magnolia Bridge history, review evaluation process, present alternatives, and collect community input</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Finalize Alternatives Analysis and share Magnolia Bridge Planning Study results and comparison to SDOT Directors, Mayor, and other elected officials</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ongoing Outreach Activities to conduct an intercept survey in Magnolia Village to better understand behaviors among people visiting and working there; share results of public input and technical analysis; mobile display to share information to date with community</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- Emergency Closure Plan
- Technical screening of components to identify viable alternatives
- Perform alternatives analysis
- Present analysis and information
- Listening to community & agencies

City of Seattle
Questions

Wes Ducey I Wes.Ducey@Seattle.gov
Dawn Schellenberg I Dawn.Schellenberg@Seattle.gov

https://www.seattle.gov/transportation/magnoliabridgeplanning