Evaluation Process & Community Engagement
We’ve been briefing community organizations, working with a stakeholder group and hosting drop-in sessions and online surveys to inform neighbors of the planning study, understand their mobility and access needs and to help identify an alternative options to present alongside the in-kind replacement.

| Stakeholder Workshops | 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 | 2017-2019 | On-going |
| Community Councils and Other Community Group Briefings | to inform public of the study purpose and present initial components for comment and questions | 2017-2019 | On-going |
| Present to SDOT Directors, Mayor, and Council Members | to review initial and technical screening and present alternatives | 2018 | Spring |
| Drop-in Sessions and Online Open House & Survey | to describe Magnolia Bridge history, review evaluation process, present alternatives, and collect community input | 2018 | Summer |
| Finalize Alternatives Analysis and Present to SDOT Directors, Mayor, and elected officials | to summarize community feedback, present the comparison of alternatives, provide updated in-kind replacement costs & traffic impacts, and frame the funding package discussion | 2018 | Winter |
| On-going Outreach Activities | to conduct an intercept survey in Magnolia Village to better understand behaviors among people visiting and working there and share results of public input and technical analysis | 2018-2019 | On-going |

Project Overview
Environmental impacts have weathered the Magnolia Bridge. We perform regular maintenance and frequent inspections on the bridge to ensure it is safe to use. However, in the long-term, we’ll need a replacement. In 2002, we identified more than 20 options. Ultimately, the community’s desire drove the decision for an in-kind replacement south of the existing bridge. Unfortunately, we haven’t obtained funding to complete the design and construct it. The Levy to Move Seattle included funding to use the recommendations from the 2002 replacement study as a basis for identifying other alternatives that meet the functional access needs served by the existing Magnolia Bridge structure.

Planning Study Outcome
Once this planning study finalizes a comparison of alternatives, it will be presented alongside the cost and traffic impacts of the in-kind replacement option. The study creates a foundation for SDOT and elected officials to determine next steps as they consider funding options and upcoming projects in the Interbay Regional Transportation Corridor.

MAGNOLIA BRIDGE PLANNING STUDY
In-kind Magnolia Bridge Replacement
Provides same access as today just south of the current structure.

2018 Total Cost: $340M-$420M

Component 6D: Thorndyke Ave W Improvements
Provides connection between the new Alaskan Way Bridge (5B) and Smith Cove access (1 & 2A)

Component 2A: 20th Ave W Improvements
Provides a connection between Smith Cove and Magnolia.

Component 5B: Armory Way Bridge
New bridge provides southern access to Magnolia from 15th Ave W along Armory Way over the BNSF tracks.

Component 1: West Uplands Perimeter Road
Provides primary access to the Smith Cove Waterfront & Marina.

Component 7: W Garfield St Flyover
New bridge is important for future traffic on 15th Ave W. Provides southbound traffic on 15th Ave W a right turn option to access Elliott Bay over the BNSF tracks.

Component 8: Alaskan Way W Extension
Provides connection between W Garfield St Flyover (7) and existing W Galer St Flyover.

2018 Total Cost: $200M-$350M
Alternative II - Dravus, etc.

Component 1: West Uplands Perimeter Road
Provides primary access to the Smith Cove Waterfront & Marina.

Component 2A: 20th Ave W Improvements
Provides a connection between Smith Cove access (1) and Magnolia.

Component 3: W Dravus Street Improvements
Provide additional capacity at existing crossing into Magnolia through intersection upgrades and additional travel lanes from 15th Ave W to 20th Ave W.

Component 7: W Garfield St Flyover
New bridge is important for future traffic on 15th Ave W. Provides Southbound traffic on 15th Ave W a right turn option to access Elliott Bay over the BNSF tracks.

Component 8: Alaskan Way W Extension
Provides connection between W Garfield St Flyover (7) and existing W Galer St Flyover.

2018 Total Cost: $190M-$310M
Alternative III - Dravus & Garfield Bridge

Component 3: W Dravus Street Improvements
Provide additional capacity at existing crossing into Magnolia through intersection upgrades and additional travel lanes from 15th Ave W to 20th Ave W.

Component 10: Garfield St Bridge to 23rd Ave W
New bridge provides access to 23rd Ave W & Smith Cove Waterfront over the BNSF tracks and Port’s Terminal 91.

2018 Total Cost: $170M-$280M