History of Magnolia Bridge

1887  Seattle, Lake Shore & Eastern built railroad in Interbay to serve the coal fields of Issaquah and New Castle.

1891  The community of Boulevard received a post office. Three years later the name was changed to Interbay.

1892  Great Northern Railway constructed railroad to Seattle through Interbay. Great Northern built a depot at Smith Cove and piers into the cove to handle cargo from Asia.

1929  West Garfield Street Bridge constructed between 15th Avenue West and Dartmouth Avenue West. The new concrete bridge replaced a timber trestle that ran from 15th Avenue West to 23rd Avenue West. Bridge included north and south connections to 23rd Avenue West. See 1929 photo.

1931  Dravus Street Bridge was opened to traffic.

1940  Seattle obtains Piers 90 and 91.

1942  Navy condemned Piers 90 and 91 for military use. Presumably, the Navy removed the trestle connections to 23rd Avenue West. See 1946 photo.

1957  A new structure over 15th Avenue West on the east end of the bridge was constructed.

1960  Bridge renamed as Magnolia Bridge.

1961  West half of the bridge was strengthened by installing steel cross bracing on piers and steel trusses under deck.

1974  East half of bridge was strengthened similar to west half.

1975  Navy returns Piers 90 and 91 to Seattle.

1981  Concrete barriers added to both sides of roadway.

1991  New ramps added to serve Elliot Bay Marina.

1997  Landslide damaged piers on west end of bridge requiring closure until repaired.

2001  Nisqually earthquake damages piers requiring closure until repaired.

2001  West Galer Street Flyover is constructed.

2002  Planning begins for replacing Magnolia Bridge.
Common Themes & Important Factors

General
• Think broadly and creatively!
• It's more than a "bridge-replacing-bridge" project
• Consider fourth access point

Community Values
• Consider Magnolia's "island feel"
• Keep a working waterfront
• Avoid neighborhood impacts - noise, traffic, air quality
• Improve shoreline access

Environmental
• Improve seismic/landslide safety
• Maintain parks and open space
• Consider displacement/relocation
• Minimize air, noise, odor impacts
• Consider contaminated property

Economy and Business
• Bridge as lifeline to Magnolia Village businesses
• Create/retain family-wage jobs
• Maintain and enhance freight mobility

Land Use
• Plan for future land use changes
• Coordinate with Port plans
• Enhance connectivity and access to parks and marina
• Support appropriate mix of land uses (industrial, commercial, etc.)
• Achieve consistency with county-wide planning policies

Design
• Plan for future development
• Design for free-flowing traffic
• Enhance views to and from bridge
• Provide adequate turning room for trucks
• Minimize conflicts between diverse uses

Construction Impacts
• Keep the bridge open during construction
• Protect emergency access routes

Create a Multi-modal Transportation System
• Enhance transit options (e.g., monorail, street car, etc.)
• Provide bicycle and pedestrian trails
• Consider interplay with 15th/Elliott corridor
• Provide seamless freight connections
Urban Design Opportunities

- Make best use of the sweeping views, dramatic connections and southerly exposure in designing the neighborhood’s infrastructure.
- Potential to improve area’s role in city-wide bicycle system.
- Maximize potential of new transit (monorail, waterfront streetcar, water-based).
- Design a new infrastructure that will minimize conflicts between diverse uses.
- Maximize the benefit of the project within and beyond the corridor.
- Improve visibility of Magnolia’s retail center.
- Improve access to the waterfront, specifically from Magnolia.
- Improve access to Port properties for future employment opportunities.
- Link public uses along the shoreline from Downtown to Smith Cove.

Seattle Department of Transportation

Magnolia Bridge Project
Corridor Ideas that We’ve Heard So Far...