History of Magnolia Bridge

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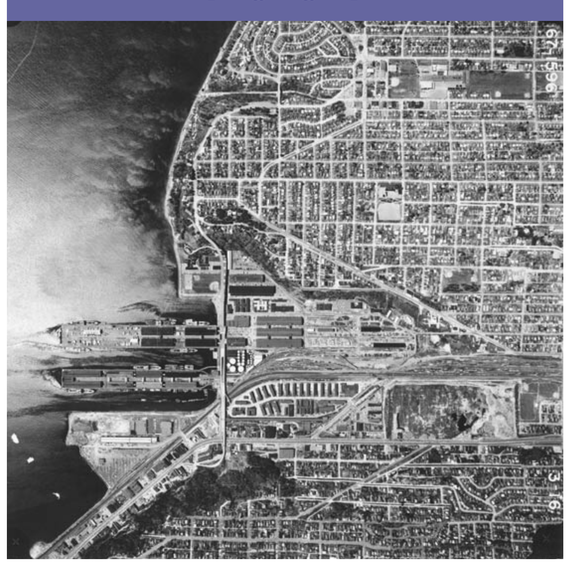


1887 Seattle, Lake Shore & Eastern built railroad in Interbay to serve the coal fields of Issaquah and New Castle.

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.

Seattle Department of Transportation

Magnolia BRIDGE PROJECT

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

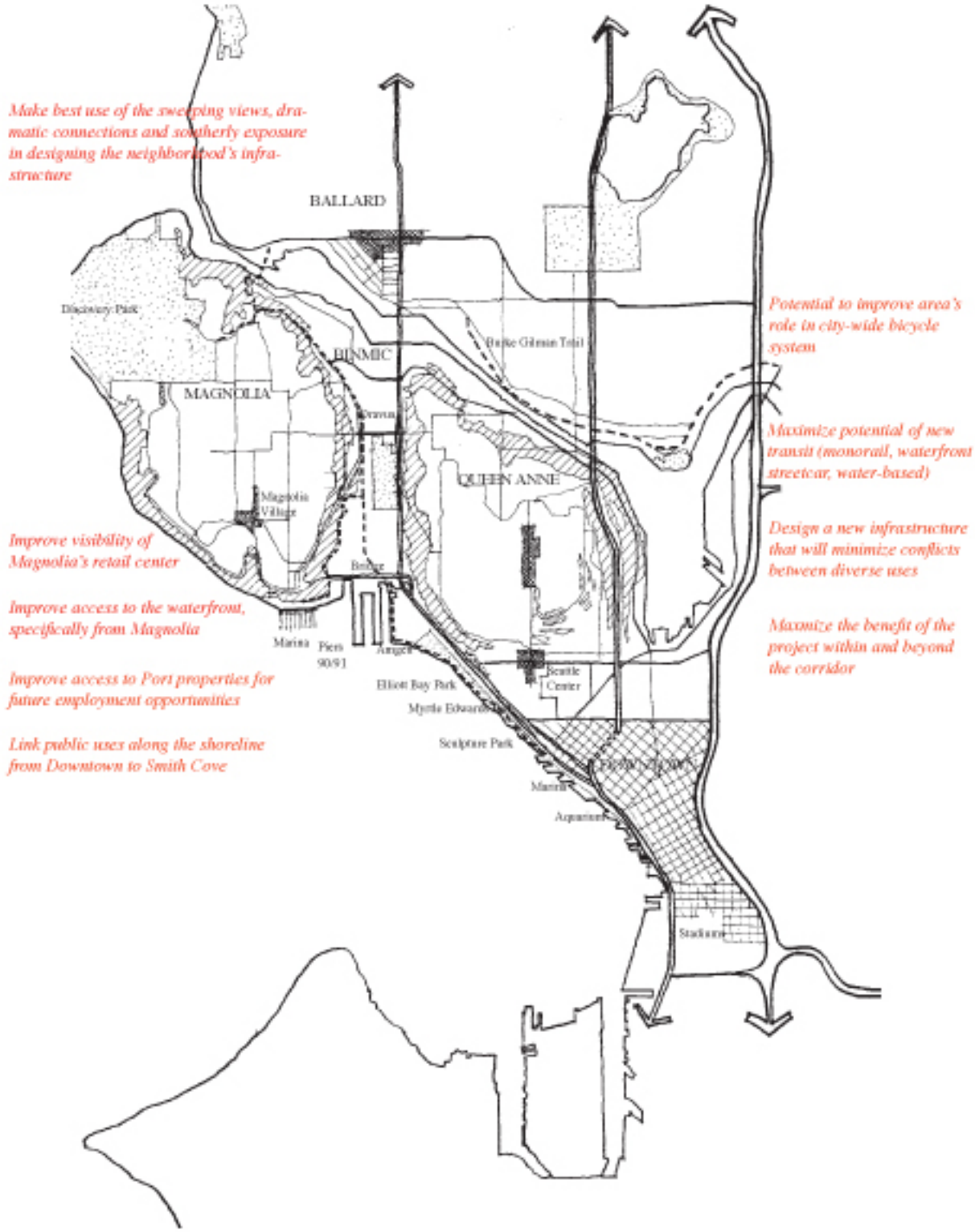
Land Use
- Plan for future land use changes
- Coordinate with Port plans
- Enhance connectivity and access to parks and marina
- Support appropriate mix of land uses (industrial, commercial, etc.)
- Achieve consistency with county-wide planning policies

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



Potential Connection Points

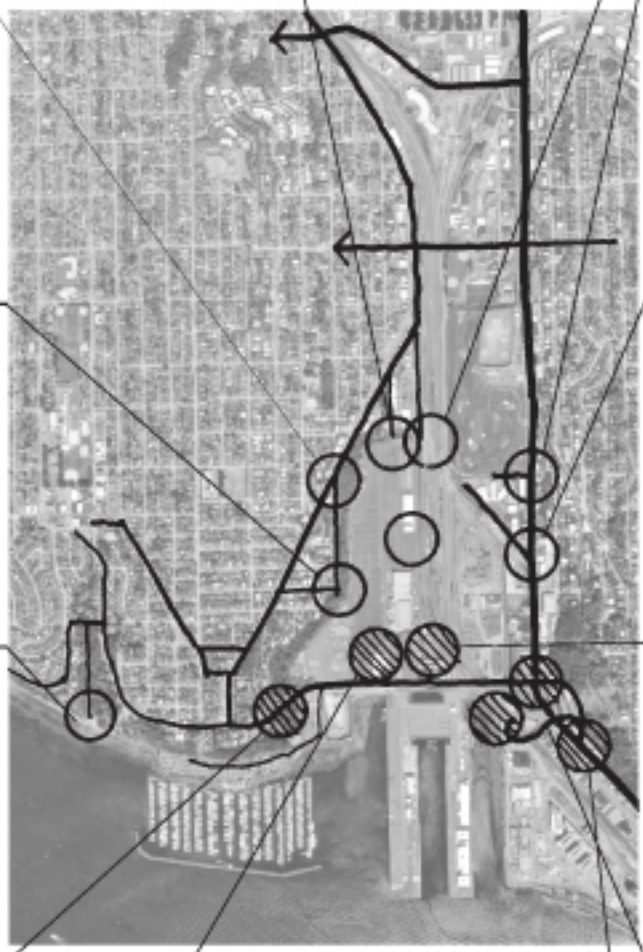

Thorndyke


End of 21st


End of 20th


Wheeler


23rd and Newton




Armory Way


South end of 32nd


Existing upper level connection


West connection of Magnolia bridge


Galer Street and flyover


Grade connection of existing bridge


Flyover connection

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Corridor Ideas that We've Heard So Far...

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