



MAGNOLIA BRIDGE PLANNING STUDY

OUTREACH SUMMARY REPORT

JULY 2018

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
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STUDY PURPOSE

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 a lower-cost alternative that maintains a similar level of service similar for current traffic conditions and to draft a Magnolia Bridge Planning Study (planning study).

Once a lower-cost alternative is identified, it will be presented alongside the cost and traffic analysis of the in-kind replacement selected through the 2002 Magnolia Bridge Study. This study creates a foundation for making decisions on next steps for funding and design.

		2017				2018											
		Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
	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	Active															
	Community Councils and Other Community Group Briefings to inform public of the study purpose and present initial components for comment and questions	Active															
	Present to SDOT Directors, Mayor, and Council Members to review initial and technical screening and present alternatives																
	Drop-in Sessions and Online Open House & Survey to describe Magnolia Bridge history, review evaluation process, present alternatives, and collect community input																
	Finalize Alternatives Analysis and Present to SDOT Directors, Mayor, and elected officials to summarize community feedback, present the in-kind replacement and an alternative cost & traffic trade-offs, and frame the funding package discussion																
	Ongoing 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																

 Emergency Closure Plan	 Technical screening of components to identify viable alternatives	 Perform alternatives analysis	 Present analysis and information	 Listening to community & agencies
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Outreach Overview

Outreach prior to June helped inform an Emergency Transportation Response Plan should one or more bridges to Magnolia be closed and identify possible lower-cost replacement alternatives. This summary focuses on June outreach to help rank the resulting 3 lower-cost alternatives and related components and to inform the planning study. The planning study will also update cost estimates and traffic data for the in-kind replacement.

Our outreach objective was to work closely with the Magnolia community to understand their mobility needs as we move forward in determining the best alternative solution for the aging Magnolia Bridge. In June 2018, we hosted 4 drop-in sessions to share the history of the bridge, provide information about the planning study, introduce the three possible lower-cost alternatives, introduce the components that make up each of the three alternatives, and gather feedback on the community's most and least preferred alternative and most and least preferred component. We also handed out comment cards and a link to the project email address to attendees for open-ended feedback.

In addition to the 4 drop-in sessions, we also launched an online open house and survey from June 13 – July 1, 2018. The online open house provided the same information as the drop-in sessions. The survey asked for demographic information to help us assess how inclusive our outreach was, participants travel habits, and alternatives and components rankings. The survey also provided an opportunity for open-ended feedback.

We promoted the events through local news sources and blogs including Queen Anne & Magnolia News, Seattle Times, the Magnolia Community Council (MCC), the project listserv, and the project webpage. We posted flyers throughout the community and shared information through the SDOT and MCC Facebook pages, respectively. For a full list of notifications and locations, please see Appendix A.

The information gathered from these outreach events will be used in the alternatives analysis phase. Participant feedback is summarized in the following sections of this report. For a complete list of comments received, please see Appendices C-F.

DROP-IN SESSIONS

On June 12 and June 21, 2018, we hosted drop-in sessions for the Magnolia Bridge Planning Study project at Uptown Espresso (3223 W McGraw St) in Magnolia. The meetings were from 8 AM to 10 AM.

On June 14 and June 20, 2018, we hosted evening drop-in sessions at Magnolia Park Parking Lot (1461 Magnolia Blvd W) in Magnolia. The meetings were from 5 PM to 7 PM.

We selected event locations for high visibility, and we held events over a period of two weeks to encourage as much participation as possible.

Stations

The materials associated with each station are listed below. (The full display boards, handouts, project business cards, and comment cards are listed in Appendix B.)

- SDOT sign-in table
 - Welcome board – sign-in sheets, handouts, project business cards, comment cards
- SDOT Magnolia Bridge Planning Study boards
 - History of Magnolia Bridge board – history and background of the Magnolia Bridge
 - Description of the 3 alternatives board – graphical representations of each alternative and the components in each
 - Description of the 10 components board – graphical representations and descriptions of each component
 - Traffic analysis board – travel time analysis of current conditions versus each proposed alternative
 - Comparison chart board – criteria for alternatives analysis along with preliminary results of the 3 alternatives
 - Alternatives feedback activity board – graphical representation of the 3 alternatives with space for participants to rank them using their green and red dots
 - Components feedback activity board - graphical representation of the components with space for participants to rank them using their green and red dots
- Aerial map table – Magnolia neighborhood aerial map for reference

Attendance

A total of 277 people signed in at the 4 drop-in sessions. Registration totals for each session are outlined as follows:

- June 12, Uptown Espresso: 74
- June 14, Magnolia Park Parking Lot: 110
- June 20, Magnolia Park Parking Lot: 42
- June 21, Uptown Espresso: 51

Photographs

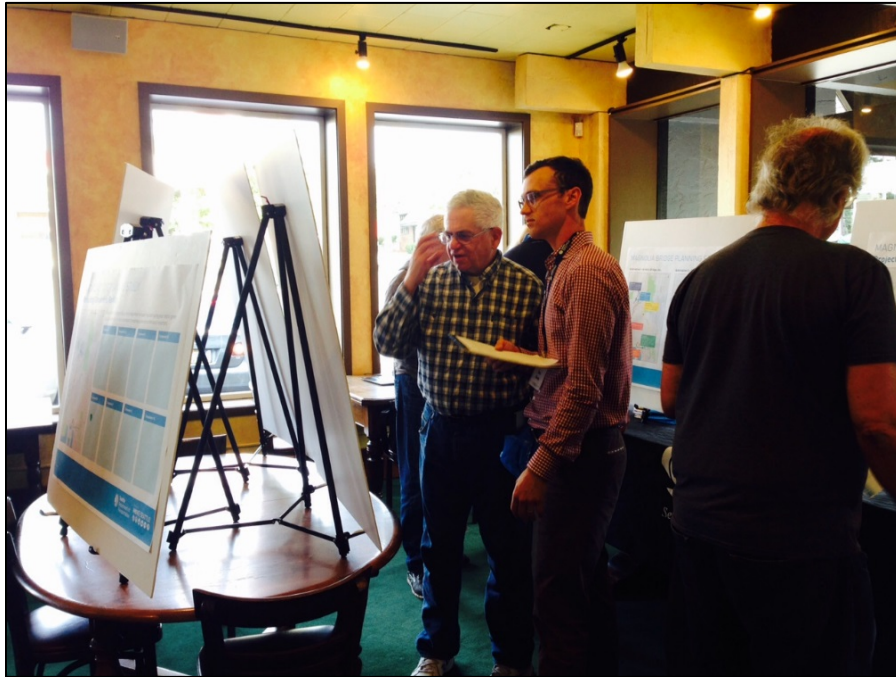


FIGURE 1: PROJECT MANAGER WES DUCEY ANSWERS QUESTIONS AT THE ALTERNATIVES TABLE



FIGURE 2 - CONSULTANT LISA REID ANSWERS TECHNICAL QUESTIONS ABOUT THE ALTERNATIVES

Feedback Boards

Each drop-in session featured feedback boards with space for participants to rank the alternatives and components using colored dots: green for most important and red for least important. Photos of these boards as well as summary tables are available in Appendix C. The comparison of rankings among the lower-cost alternatives are in the “Results” section.

ONLINE OPEN HOUSE AND SURVEY

On June 13, 2018 an online open house and survey launched at magnoliabridge.participate.online. The survey closed Sunday, July 1, 2018 and included 3 sections:

- About You – travel and commute habits
- Alternatives Survey – ranking most and least important alternative and component(s)
- Demographic Survey – open-ended comments and participant demographic information

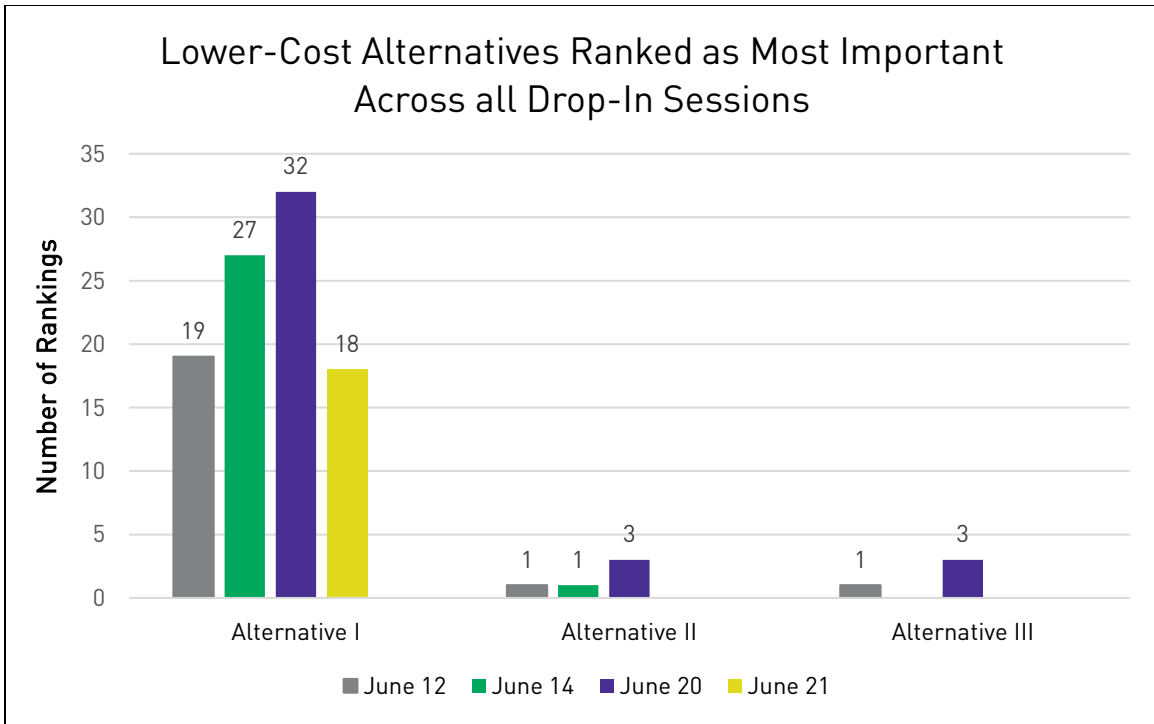
186 respondents took the survey. The full questions and results for each of these sections are available in Appendix F. A summary of responses is included below in the “Results” section.

RESULTS

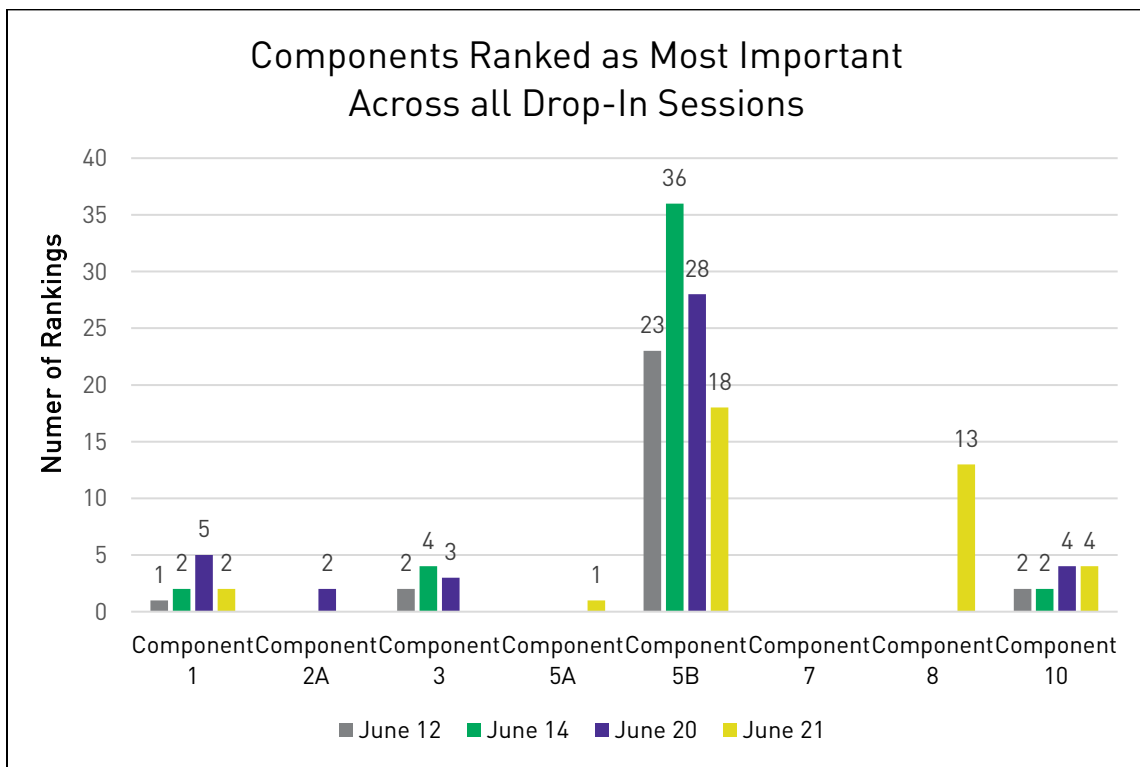
Both the drop-in sessions and online survey solicited feedback on the lower-cost alternatives and components. While the focus of outreach was to get feedback on possible lower-cost replacement alternatives, most participants made it clear their preferred alternative was an in-kind replacement. Many hesitated to rank the alternatives because they did not want feedback to be construed as support for a lower-cost one. Staff requested feedback on their preferred alternative via comment cards and the open-ended comment box on the online survey. Staff also encouraged participants to learn more about the other options to help better inform the final planning study. For those willing to participate, Alternative 1: Armory Bridge, etc. and Component 5B: W Armory Way Bridge ranked the highest of the 3 lower-cost options. Those living along Thorndyke and near the intersection of Halliday and Thorndyke, areas directly adjacent to Alternative 1 and Component 5B, shared concerns centered around quality of life and property investments.

Drop-In Sessions

As noted above, we asked participants to rank the lower-cost alternatives as most important and least important. The total number of stickers (votes) for most important (green) and least important (red) were totaled for each drop-in session and are shown in the graph below.



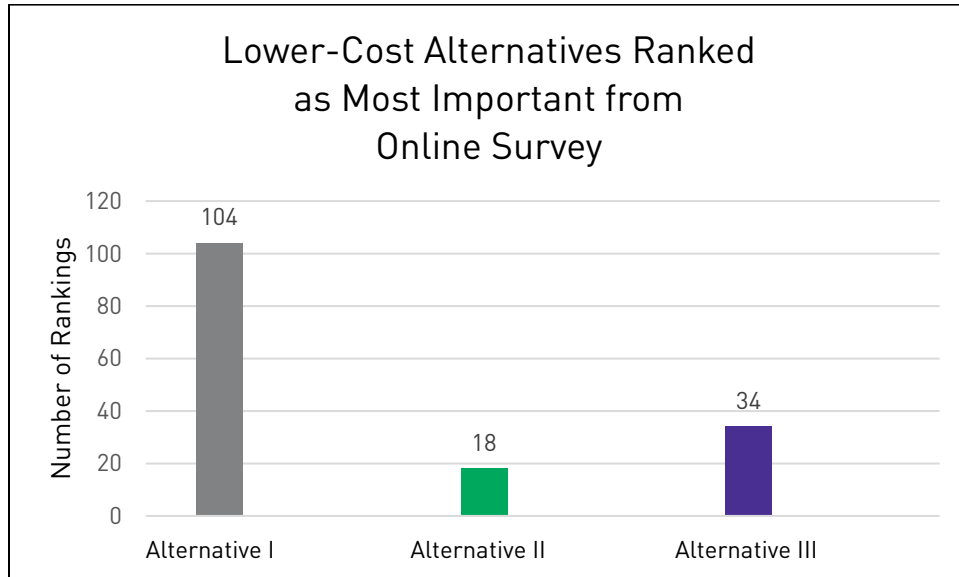
Attendees ranked Alternative 1 highest among the lower-cost alternatives with a total of 96 votes.



Attendees ranked Component 5B as most important with a total of 105 votes.
NOTE: Component 5A was mislabeled on the display board and therefore received only one vote.

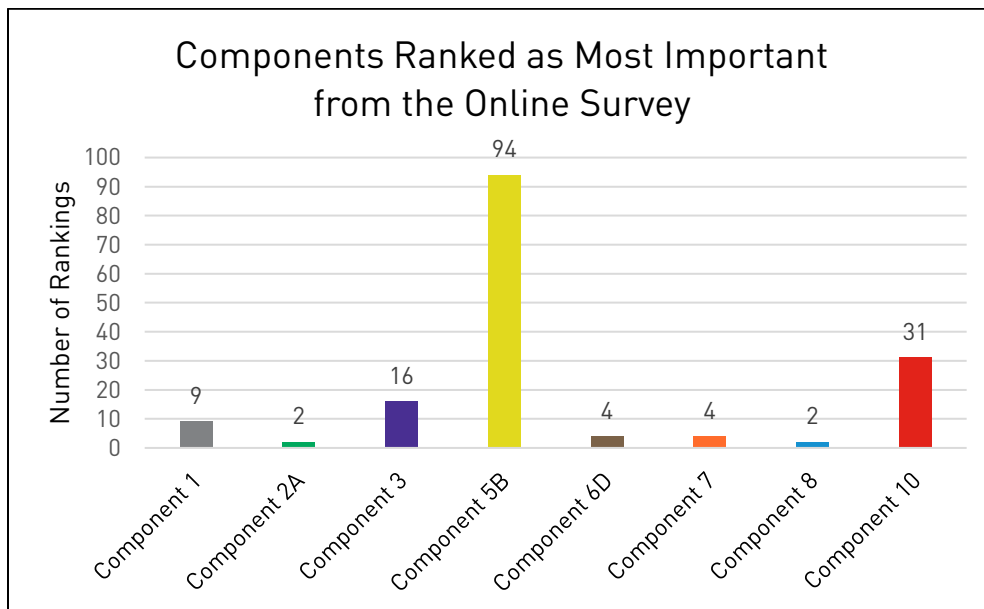
Online Survey

Results of the online survey varied slightly from the feedback activity presented at the 4 drop-in sessions. We asked participants of the survey to rank the alternatives and components from most important to least important.



Survey respondents ranked Alternative 1 highest among the lower-cost alternatives with a total of 104 votes.

The graph below shows the components survey respondents ranked as most important.



Survey respondents ranked Component 5B ranked as most important with a total of 94 votes.

What We Heard

Below are key themes and questions from the comments we received. We received written comments through drop-in sessions, through the online survey, and via email can be found in their entirety in Appendix D, E and G. Personal information has been removed.

- The majority of the Magnolia community who participated want the in-kind replacement of the Magnolia Bridge
- Alternative I and Component 5B ranked highest
- There is concern that implementing Component 5B W Armory Way Bridge would reduce parking and access to nearby residences, as well as increase light and noise pollution
- Based on current conditions and experiences, many participants did not feel W Dravus St could be improved to a level that would support the additional trips
- Many believed emergency response times would be slowed with the 3 lower-cost alternatives
- Some felt we did not fully understand the diminished accessibility of Magnolia during inclement weather, and they were not clear that the alternatives could provide secure access during these times
- Some participants asked if we'd considered a Local Improvement District (LID) or tolling to secure funding

The Magnolia Community Council created a community survey to solicit feedback from the community. This survey was not City or SDOT-led. The results of this survey in Appendix H.

Appendix A: Notifications

Flyer

MAGNOLIA BRIDGE PLANNING STUDY JUNE 2018

The Seattle Department of Transportation is working closely with the Magnolia community to better understand its mobility needs as we move forward in determining the best alternative solution for the replacement of the aging Magnolia Bridge. We're committed to proactively identifying and delivering the most efficient, cost effective solution in a timely manner.

Join us for any of the community drop-in sessions to talk about the 3 possible alternatives and to have your voice heard. Information at each event will be the same so pick the time most convenient for you.



PLEASE JOIN US! COMMUNITY DROP-IN SESSIONS

8 AM - 10 AM:

- June 12: Uptown Espresso, 3223 W McGraw St
- June 21: Uptown Espresso, 3223 W McGraw St

5 PM - 7 PM:

- June 14: Magnolia Park Parking Lot, 1461 Magnolia Blvd W
- June 20: Magnolia Park Parking Lot, 1461 Magnolia Blvd W

We'll also launch an online open house and survey with the same information starting June 13. The survey will remain open until Sunday, July 1.
Visit www.seattle.gov/transportation/magnoliabridgeplanning

Contact
Send questions or comments to magnoliabridge@seattle.gov

 Seattle Department of Transportation 

Distributed to the following locations on June 7, 2018

- Uptown Espresso, 3223 W McGraw St
- Magnolia Community Center, 2550 34th Ave W
- Seattle Public Library - Magnolia Branch, 2801 34th Ave W
- Metropolitan Market, 3830 34th Ave W
- QFC, 1600 W Dravus St
- Alberstons, 2550 32nd Ave W
- Niko's Gyros, 2231 32nd Ave W
- Serendipity Café, 3222A W McGraw St

- Our Lady of Fatima Parrish, 3218 W Barrett St
- Our Lady of Fatima Parrish School, 3301 W Dravus St

Distributed to the following organizations on June 4, 2018

- Queen Anne & Magnolia News
- Magnolia Voice
- Magnolia Community Council

Facebook Posts

19 Events

Events

Calendar

Birthdays

Discover

Past

Morning Drop-in | Magnolia Bridge Planning Study

+ Create Event

MAGNOLIA BRIDGE PLANNING STUDY

DROP-IN SESSION!

Tues. 6/12, 8-10 AM

Uptown Espresso, 3223 W McGraw St

JUN

12

Morning Drop-in | Magnolia Bridge Planning Study

Public · Hosted by Seattle Department of Transportation

★ Interested

...

🕒 Tuesday, June 12 at 8:00 AM - 10:00 AM PDT
about 1 week ago

📍 Uptown Espresso
3223 W McGraw St, Seattle, Washington 98199 [Show Map](#)

About

Discussion

1 Went · 18 Interested

Share this event with your friends

Details

JOIN US! | Come to one of our four drop-ins to talk about the three possible #MagnoliaBridge alternatives. We want to hear from you!

BACKGROUND | We're working closely with the #Magnolia community to better understand its mobility needs as we move forward in determining the best alternative solution for the replacement of the aging #MagnoliaBridge. We're committed to identifying a timely delivery of an efficient and cost-effective solution.

We're also very close to kicking-off our broader public engagement through an online open house and survey this month. Stay tuned!

CONTACT US! | Visit us online for the latest information | <http://bit.ly/2LIRC8a>

19 Events

Events

Calendar

Birthdays

Discover

Past

Evening Drop-in | Magnolia Bridge Planning Study

+ Create Event

MAGNOLIA BRIDGE PLANNING STUDY

DROP-IN SESSION!

Thurs. 6/14, 5-7 PM

Magnolia Park Parking Lot, 1461 Magnolia Blvd W

(South of W Howe St on the West side of Magnolia Blvd W)

JUN

14

Evening Drop-in | Magnolia Bridge Planning Study

Public · Hosted by Seattle Department of Transportation

★ Interested

...

🕒 Thursday, June 14 at 5:00 PM - 7:00 PM PDT
4 days ago

📍 1461 Magnolia Blvd W, Seattle, WA 98199, United States [Show Map](#)

About

Discussion

1 Went · 2 Interested

Share this event with your friends

Details

JOIN US! | Come to one of our four drop-ins to talk about the three possible #MagnoliaBridge alternatives. We want to hear from you!

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19 Events

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Evening Drop-in | Magnolia Bridge Planning Study

Past

+ Create Event ▾

MAGNOLIA BRIDGE PLANNING STUDY

DROP-IN SESSION!

Wed. 6/20, 5-7 PM
Magnolia Park Parking Lot, 1461 Magnolia Blvd W
(South of W Howe St on the West side of Magnolia Blvd W)

JUN 20

Evening Drop-in | Magnolia Bridge Planning Study

Public · Hosted by Seattle Department of Transportation

★ Interested ✉ Invite ...

🕒 Wednesday, June 20 at 5:00 PM - 7:00 PM PDT
Tomorrow · 14-28° Partly Cloudy

📍 1461 Magnolia Blvd W, Seattle, WA 98199, United States Show Map

About

Discussion

0 Going · 0 Interested ✉ Invite

Share this event with your friends

Details

JOIN US! | Come to one of our four drop-ins to talk about the three possible #MagnoliaBridge alternatives. We want to hear from you!

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We're also very close to kicking-off our broader public engagement through an online open house and survey this month. Stay tuned!

CONTACT US! | Visit us online for the latest information | <http://bit.ly/2LIRC8a>

19 Events

Events

Calendar

Birthdays

Discover

Morning Drop-in | Magnolia Bridge Planning Study

Past

+ Create Event ▾

MAGNOLIA BRIDGE PLANNING STUDY

DROP-IN SESSION!

Thurs. 6/21, 8-10 AM
Uptown Espresso, 3223 W McGraw St

JUN 21

Morning Drop-in | Magnolia Bridge Planning Study

Public · Hosted by Seattle Department of Transportation

★ Interested ✉ Invite ...

🕒 Thursday, June 21 at 8:00 AM - 10:00 AM PDT
2 days from now · 13-23° Scattered Clouds

📍 Uptown Espresso
3223 W McGraw St, Seattle, Washington 98199 Show Map

About

Discussion

0 Going · 3 Interested ✉ Invite

Share this event with your friends

Details

JOIN US! | Come to one of our four drop-ins to talk about the three possible #MagnoliaBridge alternatives. We want to hear from you!

BACKGROUND | We're working closely with the #Magnolia community to better understand its mobility needs as we move forward in determining the best alternative solution for the replacement of the aging #MagnoliaBridge. We're committed to identifying a timely delivery of an efficient and cost-effective solution.

CONTACT US! | Visit us online for the latest information | <http://bit.ly/2LIRC8g>
Wes Ducey, 206-684-7033, MagnoliaBridge@seattle.gov

MAGNOLIA BRIDGE PLANNING STUDY

JUNE 2018



What's happening now?

The Seattle Department of Transportation (SDOT) is working closely with the Magnolia community to better understand its mobility needs as the department moves forward in determining the best alternative solution for the replacement of the aging Magnolia Bridge.

SDOT understands community concerns around the need to maintain sufficient access and mobility, which is why we are committed to proactively identifying and delivering the most efficient, cost effective solution in a timely manner.

In the meantime, SDOT will continue to maintain the integrity of the bridge, which is currently safe for traffic. Beginning June 12, SDOT will host five drop-in sessions to share more information about the 3 alternatives and get information from community members on their travel and mobility behaviors. Information at each event will be the same, so pick the time most convenient for you.

Mornings: 8AM – 10AM

- o June 12th: Uptown Espresso, 3223 W McGraw St
- o June 21st: Uptown Espresso, 3223 W McGraw St

Evenings: 5PM – 7PM

- o June 14th: Magnolia Park Parking Lot, 1461 Magnolia Blvd W (South of W Howe St on West side of Magnolia Blvd)
- o June 20th: Magnolia Park Parking Lot, 1461 Magnolia Blvd W (South of W Howe St on West side of Magnolia Blvd)

We are also very close to kicking off our broader public engagement through an online open house and survey this month. Stay tuned!

Resources

We hear and understand the community's concerns as this planning study investigates permanent alternatives that don't include replacing the existing Magnolia Bridge in-kind. Some available resources online that may help answer your questions and concerns include:

- [Project webpage](#)
- [Frequently Asked Questions by Councilmember Bagshaw](#)
- [3 Draft Alternatives Stakeholder Presentation](#)

Next Steps

As we gather more community input, we'll continue to coordinate with key stakeholders in this area including Port of Seattle, BNSF Railway, Sound Transit, and King County Metro. We'll be using the feedback we receive to inform our recommendation to the City's leadership.

Please email us with questions or concerns at magnoliabridge@seattle.gov

Best,
Wes Ducey

This listserv was sent to all emails subscribed to the project listserv on June 1, 2018. [Subscribe here.](#)

Appendix B: Drop-In Session Materials

Display Boards


WELCOME


TO THE MAGNOLIA BRIDGE PLANNING STUDY DROP-IN SESSION

Talk with staff and share your feedback on 3 possible lower-cost alternatives for replacing the Magnolia Bridge.

Later this year, once a lower-cost alternative is recommended from the planning study, it will be presented to decision-makers alongside the cost and traffic impacts of the in-kind replacement selected through the 2002-2008 Magnolia Bridge Study.

JUNE 2008

 Seattle Department of Transportation

 to help MOVE SEATTLE

HISTORY OF MAGNOLIA BRIDGE



1887
Seattle, Lake Shore & Eastern built railroad in Inebury to move timber, coal, and connect with Canada.

1897
Great Northern Railway canal routed railroad to Seattle through Inebury, Great Northern built a depot at Smith Cove and piers into the cove to handle cargo from Asia.

1934
The W Wheeler St trestle, one of three major routes to Magnolia, burned down due to a train passing underneath and throwing a spark that started a devastating fire.

Photos courtesy of Seattle Transportation Bureau

1938
West Garfield St Bridge was constructed between 15th Ave W and Duwamish Ave W. The new concrete bridge replaced a timber trestle that ran from 15th Ave W to 23rd Ave W. A Local Improvement District (LID) was formed assessing Magnolians for a little over 50% of the costs. The remaining 50% of the costs were shared between the railroad companies and the City.

1931
Dravus St Bridge was opened to traffic.

1942
A wood trestle that connected the W Garfield St bridge to 23rd Ave W was removed.

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

1960
Bridge was renamed Magnolia Bridge.

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

1976
East half of bridge was strengthened similar to west half.

1981
Concrete barriers added to both sides of roadway.

1991
New ramps were added to serve Elliot Bay Marina.

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

2001
The Nisqually earthquake damaged nearly half of the original concrete lateral bracing requiring closure until replaced with tubular steel bracing.

2001
W Baker St Flyover was constructed.

2010
Admiral's House situated near the west end of the Magnolia Bridge was designated a Seattle Landmark.

2015
Start of construction of King County's Magnolia Wet Weather Storage Facility at Smith Cove.

MAGNOLIA BRIDGE PLANNING STUDY

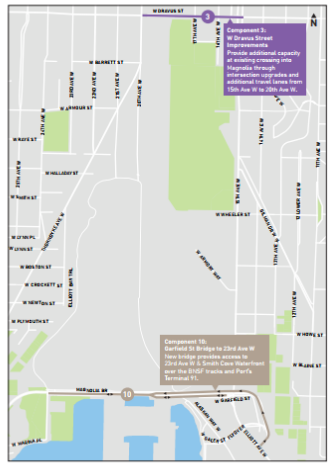
Alternative I - Armory Bridge, etc.



Alternative II - Dravus, etc.

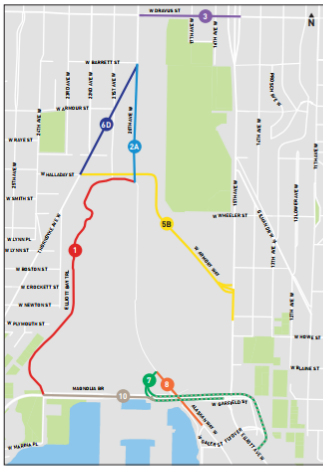


Alternative III - Dravus & Garfield Bridge



MAGNOLIA BRIDGE PLANNING STUDY

Project Components



- Component 1: West Uplands Perimeter Road**
- Component 1 provides more direct access between Magnolia and the Smith Cove Waterfront and Elliott Bay Marina.
 - It will parallel the alignment of the existing Elliott Bay Trail but may deviate at certain points to provide a more direct route.
 - The Elliott Bay Trail will be maintained.
 - This component must be combined with component 2A at a minimum to provide access to Smith Cove Waterfront.

- Component 2A: 20th Ave W Improvements**
- Component 2A is required to provide access between Magnolia and the Smith Cove Waterfront via the West Uplands Perimeter Road [1].
 - 20th Ave W is preferred over 21st Ave W because it better accommodates traffic both geometrically and operationally.
 - This component must be combined with component 1 at a minimum to provide access to Smith Cove Waterfront.

- Component 3: W Dravus St Improvements**
- Component 3 would increase capacity along W Dravus St, an existing access point to Magnolia, by widening the roadway and making intersection improvements at 15th Ave W and 20th Ave W.
 - The 15th Ave W interchange would be re-designed to a Single Point Urban Interchange (SPUI) providing significant additional capacity.
 - This component provides access to and from Magnolia independent of other components.

- Component 5B: W Armory Way Bridge**
- Component 5B would create a new access point to Magnolia via an elevated bridge structure from 15th Ave W along Armory Way W, crossing perpendicularly over the BNSF railroad, and connecting to Thorndyke Ave W at W Halladay St.
 - The structure will have a northbound, on-ramp from 15th Ave W designed to allow grade-separated free-flow access to the bridge.
 - This component provides access to and from Magnolia independent of other components.

- Component 4D: Thorndyke Ave W Improvements**
- Component 4D provides access between the new Armory Way Bridge and the Smith Cove Waterfront via 20th Ave W [2A] and the West Uplands Perimeter Road [1].
 - It would include improvements to the intersection of Thorndyke Ave W and 20th Ave W to accommodate turns for freight vehicles and buses.
 - This component must be combined with components 2A and 1 to provide access to Smith Cove Waterfront via the new Armory Way Bridge.

- Component 7: W Garfield St Flyover**
- New bridge is important for future traffic on 15th Ave W. It provides Southbound traffic on 15th Ave W a right turn option to access Elliott Bay over the BNSF tracks.
 - It also relieves future traffic demands on the Galer Street Flyover.
 - It has been designed to accommodate freight vehicles due to its proximity to the Port property.
 - This component must be combined with component 8 to provide maximum traffic benefits to 15th Ave W.

- Component 8: Alaskan Way W Extension**
- Provides connection between Garfield St Flyover [7] and existing Galer St Flyover via an extension of Alaskan Way W
 - Provides access between the Garfield Street Flyover and Galer St Flyover
 - Relieves pressure on the Galer St Flyover
 - This component must be combined with component 7 to provide any traffic benefits to 15th Ave W.

- Component 10: W Garfield St Bridge to 23rd Ave W**
- New bridge provides access to 23rd Ave W (Smith Cove Waterfront & western Port property) over the BNSF tracks and the Port's Terminal 91 operations.
 - Does not provide access to Magnolia.
 - Particularly important to marina and freight traffic
 - This component provides access to and from Smith Cove Waterfront area independent of other components.

JUNE 2018



MAGNOLIA BRIDGE PLANNING STUDY

Remaining Components Ranking



Please rank the components as most important or least important using your red or green dots. Use green for the most important component and red for the least important.

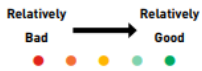
Component 1	Component 2A	Component 3	Component 5A
Component 5B	Component 7	Component 8	Component 10

JUNE 2018



MAGNOLIA BRIDGE PLANNING STUDY

Alternatives Analysis Preliminary Results



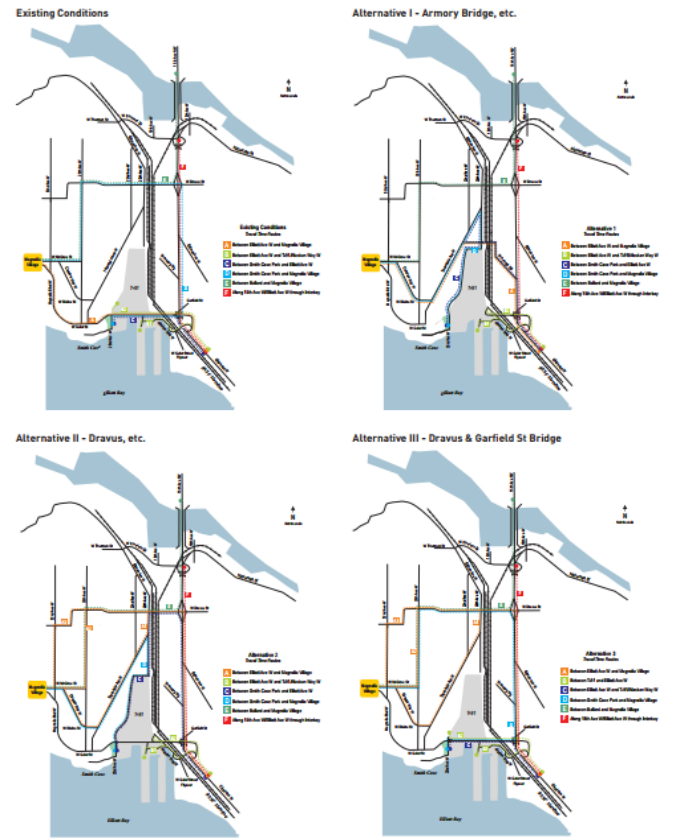
	Alternative I	Alternative II	Alternative III
COST (30%)			
Estimated Cost [2018\$]	\$250,000,000	\$237,000,000	\$216,000,000
MOBILITY AND CONNECTIVITY (25%)			
Access to and from Magnolia Village	●	●	●
Access between Smith Cove/Marina and 15th Ave W	●	●	●
Access between Smith Cove/Marina and Magnolia	●	●	●
Access to and from T-91 and Alaskan Way W	●	●	●
Traffic Flow on 15th Ave	●	●	●
Pedestrian and Bicycle Connectivity	●	●	●
Freight Access	●	●	●
Transit Access	●	●	●
★ COMMUNITY INPUT (15%)			
Public Input	●	●	●
Agency Input	●	●	●
ENVIRONMENTAL IMPACT (15%)			
Adjacent Land Use	●	●	●
Sensitive Areas	●	●	●
Natural Hazards	●	●	●
IMPLEMENTATION CHARACTERISTICS (15%)			
Construction Duration	●	●	●
Construction Impacts	●	●	●
Construction Phasing	●	●	●

We are here

Tell us what you think!

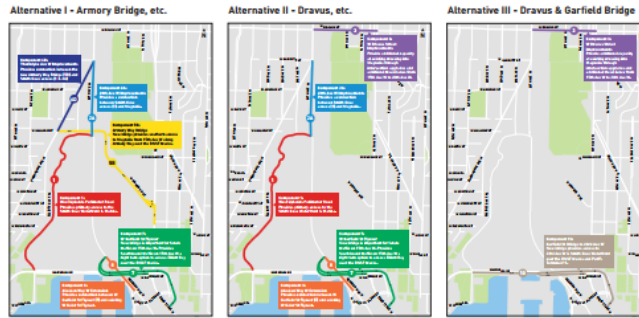
MAGNOLIA BRIDGE PLANNING STUDY

Travel Time Routes



MAGNOLIA BRIDGE PLANNING STUDY

Alternatives Ranking



Please rank the alternatives as most important or least important using your red or green dots. Use green for the most important alternative and red for the least important.

Alternative I - Armory Bridge, etc.	Alternative II - Dravus, etc.	Alternative III - Dravus & Garfield Bridge
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MAGNOLIA BRIDGE PLANNING STUDY

Lower-Cost Alternatives Analysis Preliminary Results


Relatively Relatively
 Bad Good

● = Evaluation In Progress


	Alternative I	Alternative II	Alternative III
COST (30%)			
Estimated Cost (2018\$)	\$250,000,000	\$237,000,000	\$216,000,000
MOBILITY AND CONNECTIVITY (25%)			
Access to and from Magnolia Village	●	●	●
Access between Smith Cove/Marina and 15th Ave W	●	●	●
Access between Smith Cove/Marina and Magnolia	●	●	●
Access to and from T-91 and Alaskan Way W	●	●	●
Traffic Flow on 15th Ave	●	●	●
Pedestrian and Bicycle Connectivity	●	●	●
Freight Access	●	●	●
Transit Access	●	●	●
★ COMMUNITY INPUT (15%)			
Public Input	●	●	●
Agency Input	●	●	●
ENVIRONMENTAL IMPACT (15%)			
Adjacent Land Use	●	●	●
Sensitive Areas	●	●	●
Natural Hazards	●	●	●
IMPLEMENTATION CHARACTERISTICS (15%)			
Construction Duration	●	●	●
Construction Impacts	●	●	●
Construction Phasing	●	●	●

We are here *Tell us what you think!*

JUNE 2018



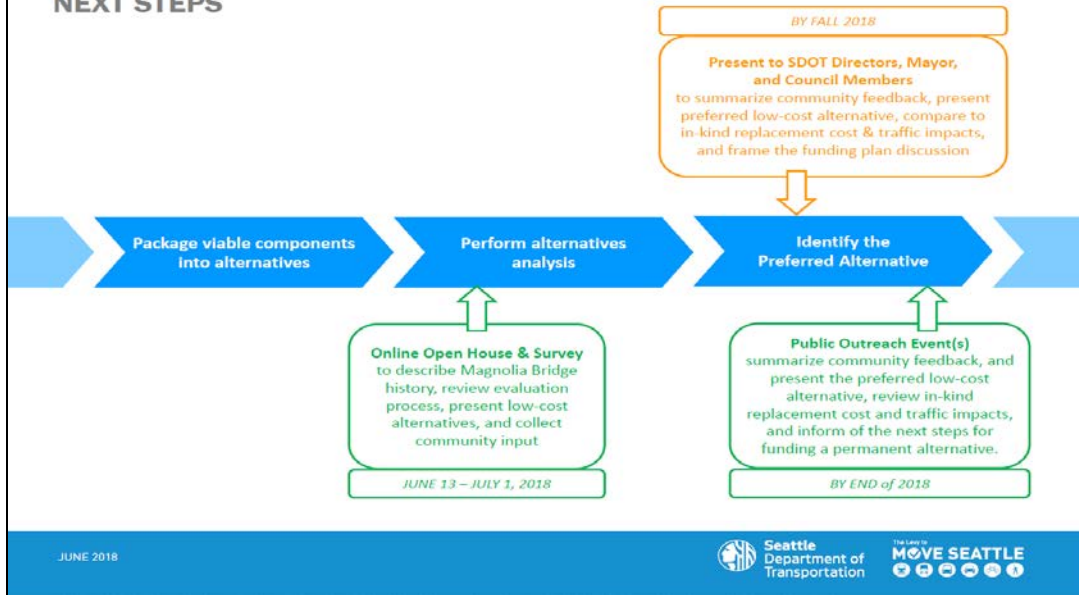
Seattle
Department of
Transportation




The Love to
MOVE SEATTLE


MAGNOLIA BRIDGE PLANNING STUDY

NEXT STEPS



Comment Cards

 Seattle Department of Transportation	Magnolia Bridge Planning Study Community Comments Date: _____
Name: _____	
Address: _____	
Email: _____	
Comments (please use reverse side or additional cards as needed):	

	 Seattle Department of Transportation
Comment (cont'd):	

Appendix C: Feedback Boards

Components Ranking

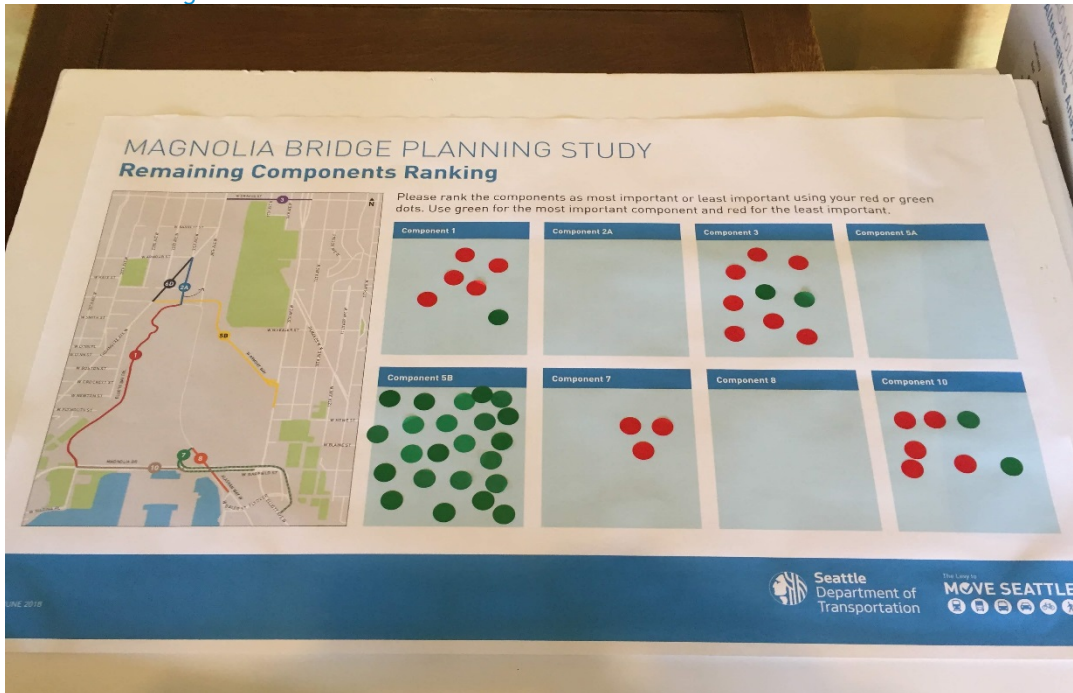


FIGURE 1 - FEEDBACK BOARD FOR REMAINING COMPONENTS, JUNE 12



FIGURE 2 - FEEDBACK BOARD FOR REMAINING COMPONENTS, JUNE 14

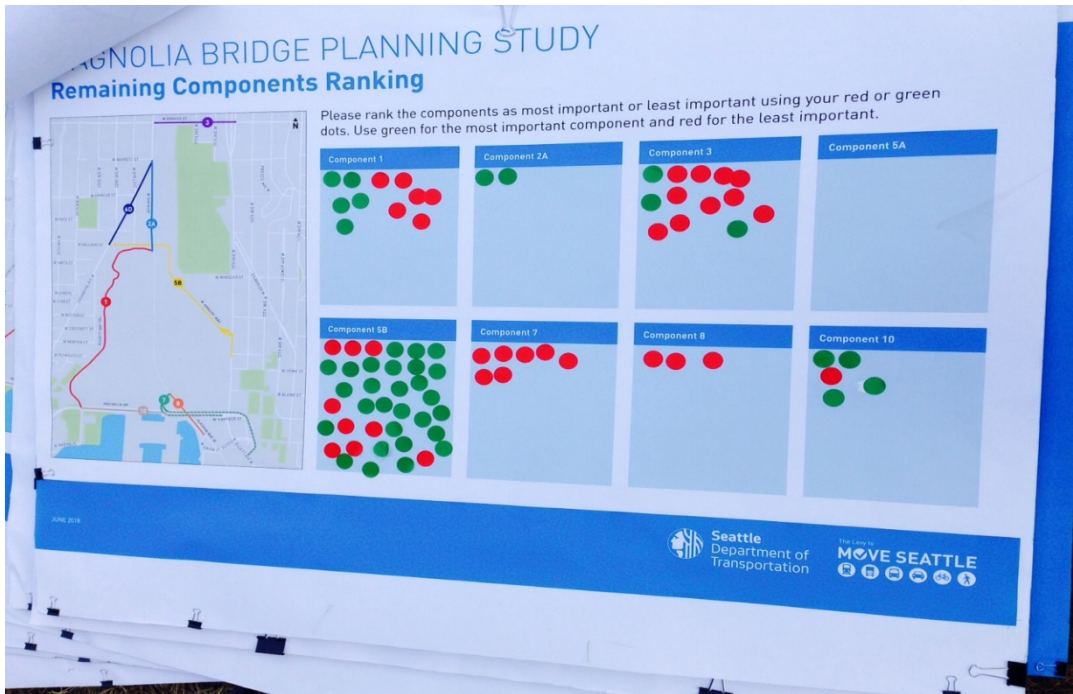


FIGURE 3 - FEEDBACK BOARD FOR REMAINING COMPONENTS, JUNE 20



FIGURE 4 - FEEDBACK BOARD FOR REMAINING COMPONENTS, JUNE 21

[Note: The same feedback board was used for June 20 and June 21. The votes were recorded independently.]

Date	Components Ranked as Most Important Across all Drop-In Sessions							
	1	2A	3	5A	5B	7	8	10
June 12	1	0	2	0	23	0	0	2
June 14	2	0	4	0	36	0	0	2
June 20	5	2	3	0	28	0	0	4
June 21	2	0	0	1	18	0	13	4
TOTAL	10	0	9	1	105	0	13	12

Component 5B, which is included in Alternative I and provides a new access point, was most important (105 total votes) among all 4 drop-in sessions.

Date	Components Ranked as Least Important Across all Drop-In Sessions							
	1	2A	3	5A	5B	7	8	10
June 12	5	0	7	0	0	3	0	5
June 14	9	0	39	0	5	3	1	4
June 20	6	0	10	0	9	7	3	1
June 21	10	0	0	1	4	4	2	2
TOTAL	30	0	56	1	18	17	6	12

Component 3 (56 total votes) was the least important over the 4 drop-in sessions.

Alternatives Ranking



FIGURE 5 - FEEDBACK BOARD FOR ALTERNATIVES RANKING, JUNE 12

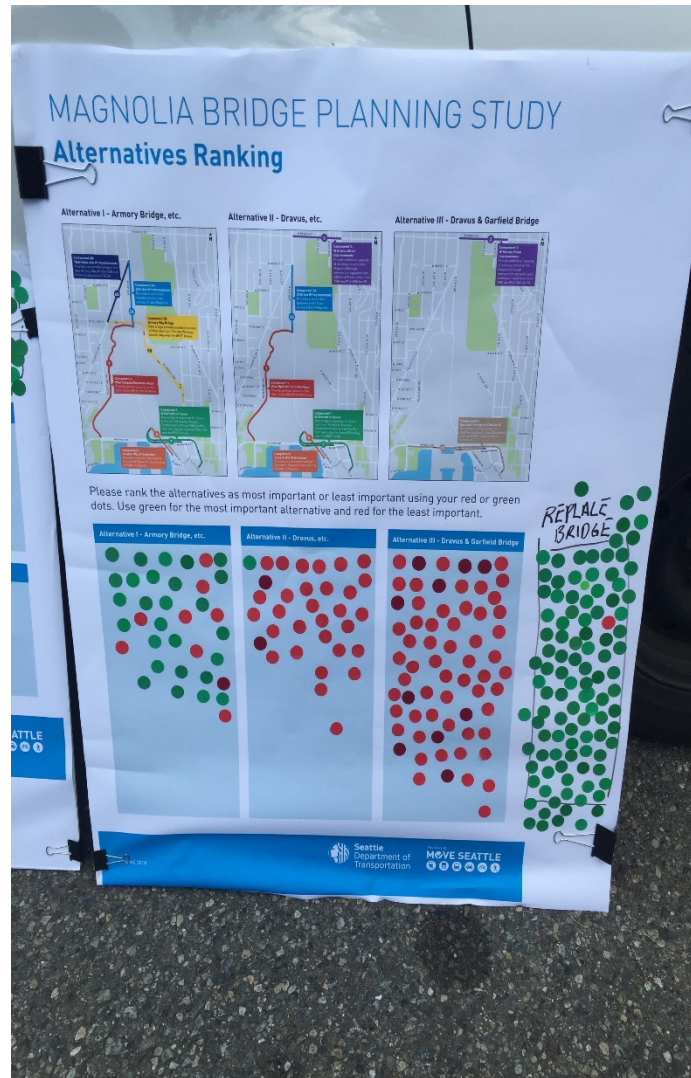


FIGURE 6 – FEEDBACK BOARDS FOR ALTERNATIVES RANKING, JUNE 14



FIGURE 7– FEEDBACK BOARDS FOR ALTERNATIVES RANKING, JUNE 20

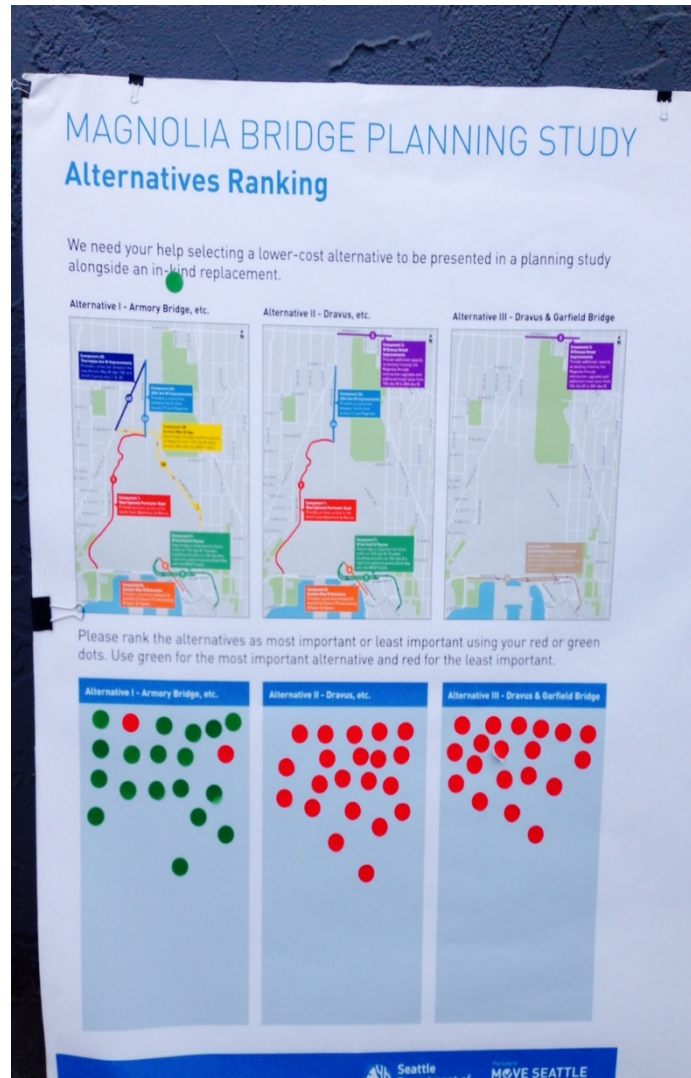


FIGURE 8 - FEEDBACK BOARDS OF ALTERNATIVES RANKING, JUNE 21

Date	Alternative I		Alternative II		Alternative III	
	Most Important	Least Important	Most Important	Least Important	Most Important	Least Important
June 12	19	9	1	12	1	21
June 14	27	9	1	32	0	65
June 20	32	16	3	23	3	35
June 21	18	2	0	21	0	19
TOTAL	96	36	5	88	4	140

Based on all 4 drop-in sessions, Alternative I (96 total votes) was most important and Alternative III was least important.

Appendix D: Comment Cards – Full Comments

Note: We provide all comments as submitted/written. We did not edit comments for content or clarity. All personally-identifying information has been removed.

DATE	COMMENT	QUESTIONS
June 12	Why is the 1:1 bridge repe. being abandoned? If there's a scheme for bridge access to the marina & cruise ship docks, why not think of extending this to rest of the way at a later time? Spread out the cost? Where is our political representation? SDOT just continues to temporize on this issue...	Why is the 1:1 bridge repe. being abandoned? If there's a scheme for bridge access to the marina & cruise ship docks, why not think of extending this to rest of the way at a later time? Spread out the cost? Where is our political representation?
	We need better access between Mag Village (Our commerce area) and Downtown. Dravus is already over-extended, as is 15 th /Elliot Ave. You will <u>never</u> alleviate the traffic between Ballard & Downtown, only exacerbate it. The Armour St. bridge is a step in right direction as it is closer to Village.	
	Replace existing bridge - only connect option	
	None of the 3 alternatives are accaple. We need the Bridge as now in place to be replace. The three alternatives will harm this community and totally grid-hock 15 th .	
	Want Magnolia Bridges to be replaced!	
	<ul style="list-style-type: none"> - What would the configuration of Thorndyke Ave be for any of the alternatives - If city doesn't maintain median on Thorndyke, then take it out & convert to traffic lane - New bike land and parking alignment is unsafe for residents exiting driveways 	What would the configuration of Thorndyke Ave be for any of the alternatives
	Widening Dravus for 5 blocks in one direction does NOTHING to alleviate morning rush hour traffic. As it stands now it can take 30-45 min to get from 28 th Ave W. to 15 th Ave W. in rush hour. A few yrs. ago when the Emerson St. overpass was "fixed" traffic to/from Magnolia was UNBEARABLE!! Please review the impact that had on traffic to this neighborhood!	
	The bridge needs to be rebuilt. It moves traffic in a much more efficient manner than surface streets. It is already difficult to get on and off Magnolia at peak times. Lets	

	<p>learn from all the mistakes the transportation department has made repeatedly all over the city to date. Time to really stop and think and use the taxpayers dollars wiser. My taxes pay to maintain the Ballard Bridge, Fremont Bridge, Aurora Bridge, Montlake Bridge, the University Bridge, etc. I am not <u>OK</u> with the city saying they save no money to maintain and rebuild the Magnolia Bridge. This is not acceptable.</p>	
	<p>Only 1 choice: replace the bridge! With continued development on 15th, the idea that 1 bridge can be exchanged with a spaghetti bowl of roads all connecting to 15th is developing a larger problem. I'm concerned about emergency access, busy (metro + school bus) access + endless traffic back ups all along 15th. Have you all been in Magnolia in the past years! It's not your mother's Magnolia or Interbay anymore! 15th is being developed at a rapid rate. What will happen when light rail comes? Develop a plan for funding + building a new bridge + stop wasting taxpayer money on subterfuge that won't work in the long run. No alternatives!</p>	<p>What will happen when light rail comes?</p>
<p>June 14</p>	<p>I just want to be congruent we get a raise in taxes every year and the government + sdt wants to avoid replacing the bridge. Magnolia traffic + ways of exit would become miserable if you remove the bridge. We want a 1 to 1 replacement. Or a hefty reduction of taxes to compensate for the loss of quality of the neighborhood</p>	
	<p>Magnolia is growing, we need more capacity not less as we increase density, add schools and house more people in the neighborhood. You have already reduced capacity between nickerson/emerson and the 20th dravus intersection. Please rebuild the bridge capacity and increase the flow at the intersections you have chocked down. Don't sell us a bill of goods by "cost optimizing" at a reduced capacity that we will have to pay to increase shortly.</p>	
	<p>As a Magnolia resident, I strongly urge the decision makers to choose a 1:1 bridge replacement. I use the Magnolia bridge multiple times a day. In addition, I worry about the safety and access to the Magnolica community without it. Dravus is constantly backed up (and this has been made worse by the bike lanes) and widening it is not enough to absorb the traffic of residents and and others who daily visit (work, transit, etc.) the Magnolia community. <u>Please</u> decide on a 1:1 replacement – it is</p>	

	<p>the only thing that makes sense. By the way, I would vote for a LID if that was what it took.</p>	
	<p>Replace the bridge –</p>	
	<p>We must proceed with a 1:1 replacement of the Magnolia bridge. The alternatives proposed are not viable options for access to the Magnolia Village and our community. The Armory bridge alternative will create unacceptable congestion on 15th Ave Northbound as all vehicles traveling to Magnolia will need to cross over 15th Ave, which is already substantially congested without this major blocker. Similarly, improvements to Dravus will not offset the increased flow if we no longer have the Magnolia bridge. This is disconcerting across the board for the safety and livelihood of our community. There are concerns on so many levels it is just appalling to think that the city is even considering going down a path of not providing basic infrastructure needs to our community. Replace the bridge.</p>	
	<p>My family has lived in Magnolia the past 13 years and we have used the Magnolia bridge as our primary entry + exit to the neighborhood this entire time. It does not matter the time of day. Dravus is always backed up + cannot handle to load of becoming one of two ways in/out. The addition of bike lanes to the Emerson/Nickerson exit has also limited traffic flow + its ability to handle an increased flow. I worry about access of emergency vehicles + fire trucks to/from the neighborhood as well. From where I live, going Dravus to head downtown adds 3-5 mins <u>without</u> traffic and that is an unacceptable addition should one of my family members or neighbors be rushing to a hospital or a fire truck to my home.</p>	
	<p>How will fire trucks, specifically the ladder trucks from Ballard of 4th ave get to Magnolia in an emergency? Also redo the study on drains. Magnolia has already been hosed on the tunnel & Sound transit, DO NOT close us on this too! Replace the bridge. Take the tax money this area (zip code) pays for sound transit & put it towards paying for the Bridge (As is) replacement. Thanks.</p>	<p>How will fire trucks, specifically the ladder trucks from Ballard of 4th Ave get to Magnolia in an emergency?</p>
	<p>Only 1:1 replacement is acceptable to the community</p>	
	<p>All alternatives decrease access to interior of Magnolia – BAD Not enough info provided – travel times, EMT/police times</p>	

	<p>Cost to improve port access should not be included</p>	
<p>1-1 Replacement! There are no alternatives for Magnolia. 100 million more to replace an awesome bridge is so little.</p>		
<p>Please fund a 1:1 Replacement. It is imperative for the region. Losing the Bridge will create utter chaos & backups on Elliot & 15th & the Ballard Bridge. Be creative Seattle! There are so many taxes & levies – Make it work!</p>		
<p>Will Expedia and Port of Seattle pay for repl. bridge shown in Alt I and Alt II? They are the beneficiaries. Everything I have seen from SDOT shows 1:1 replacement from 15th West. What is the cost of the new bridge section from Expedia exit, not just a number for the entire repl.</p> <p>Answering the survey showing only the alternatives, not including 1:1 replacement skews the results so alternates get better ratings. This is a biased survey. Our neighborhood streets won't support the increased traffic as people try to find alternative routes Magnolia village businesses depend on easy access. Congestion on 15th Ave West as a result of diversion from the Hwy99 tunnel, Expedia traffic and population growth will approach gridlock.</p>	<p>Will Expedia and Port of Seattle pay for repl. bridge shown in Alt I and Alt II?</p>	
<p>Thank you for meeting with us today. My questions are: How much will it cost to remove the bridge? How much will it cost to build bridge from Port exit to the top of Magnolia (end of bridge)</p> <p>It is important to get feed back from people who live north of Magnolia who sue 15th Ave. They will be impacted by the back-up.</p> <p>Armory Street is too small to handle traffic. Thorndyke was not designed to handle the additional traffic. Our neighbor street twill not support the additional traffic.</p> <p>I am worried about the businesses in the village. People from outside Magnolia will not want to deal with the traffic.</p>	<p>How much will it cost to remove the bridge? How much will it cost to build bridge from Port exit to the top of Magnolia (end of bridge)</p>	
<p><u>None</u> of the alternatives are preferred! You have been able to find money for bike lanes that have congested the Emerson egress so now that is not a viable entrance/exit. The Magnolia Bridge is the <u>most</u> traveled + easiest route on + off Magnolia. You found money for 1st Ave trolley that is designed only for tourists. You <u>can</u> find money for the bridge to be repaired or replaced. Expedia isn't even in</p>		

	<p>yet + that will bring 2,000 more people onto Elliott Ave + possibly use of the Magnolia Bridge if the employees move to Magnolia.</p>	
<p>There is no viable alternative to replacement of the high rise part of the bridge. \$250 M replaces the low rise part of the bridge. Another \$100M to replace the entire bridge.</p>		
<p>Bike lanes @ Emerson + Gilman have clogged that entry to Magnolia by eliminating left turn lanes at Gilman + again in front of Café Appassionato... why do bikes need 2 lanes & gilman? If they stop their 1 lane would be fine + left turn lane could come back. At Café Appassionato merge bikes onto sidewalk 40 west + left turn lane + That intersection would still be there. Before you shift Magnolia again fix your other mess ups for our access to our homes</p>	<p>why do bikes need 2 lanes & gilman?</p>	
<p>Wrong format for a "meeting" – not right!! <u>No one</u> wants <u>alternative</u>!! Put a toll on Bridge to pay extra costs</p>		
<p>This forum is not accessible for wheelchairs/ moms w/ babies due to location of boards and crowd, so I am unable to place dots. Please email me the alternatives.</p>		
<p>The alternatives are unacceptable. They lead to more through traffic in the neighborhood on streets not designed for that capacity; more drive time (what about the negative impacts of carbon emission son the environment)? People who live in south part of Magnolia, including the business district, will have to drive longer, circuitous routes. Not to mention EMTs, school busses, etc. You need an EIS of <u>NOT</u> replacing the bridge. Also, what is being required of Expedia as a corporate citizen to contribute to easing the traffic congestion?</p>	<p>what about the negative impacts of carbon emissions on the environment</p>	
<p>Too many problems with all the alternatives Alt. 1 is best but I am very concerned about the width of Armory Way to carry all the current traffic + expected density increases. The intensification of Halladay W. in Thorndyke is poorly conceived. It will not handle the volume of traffic + will impede existing traffic moving N + South on Thorndyke. The Viaduct is the best alternative.</p>		
<p>Alternatives are bad and don't save much. <u>Replace bridge</u></p>		
<p>Scope/Schedule/Budget!! Infrastructure investment is pretty straightforward. If Seattle wants to be a 21st century city, we must invest in infrastructure. Having</p>		

	<p>socialist technologists make these decisions is complete waste of resources! Layout on the alternatives with costs/benefits expected useful life of each, then debate the merits of each. It is apparent that required due diligence has not been conducted. SDOT is a massively failed entity with a trunk record of missed objectives/deadlines/budget overruns.</p>	
	<p>IN KIND TLDR FREE MAGNOLIA NO BRDIGE WE SECEDE</p>	
	<p>Replace with a new bridge!</p>	
	<p>To check if Dravus only will work, shut the bridge for a day and have 911 vehicles attempt to get in & out to south end of Magnolia during the day Other options using Thorndyke would mean removal of the bikes lanes to walk. What a waste of money How about replacing the bridge + tax drivers like the 520 We should probably also consider replacing the entire city council who don't have the population of Seattle as a priority. They are very short sighted about spending the tax payers money Basically none of the options I have been shown would work</p>	<p>How about replacing the bridge + tax drivers like the 520</p>
<p>June 20</p>	<p>Reducing access points from 3 to 2 should not even be under consideration. Magnolia Bridge is the only <u>reliable</u> way in and out of Magnolia – Dravus and Emerson were not as easy even before the additional development + bike lanes made them more congested. Armory Way bridge is best of presented alternatives but there is no easy way for traffic to flow once it gets across bridge – look at a map, no streets south of the proposed bridge connect to 28th and are also offset at 28th – will turn Boston into defacto arterial b/c it is the first street way that actually connects. Will also drive more traffic onto Dravus, which is already problematic as arterial, and the section at 30th Ave W between Dravus and Barrett <u>CANNOT</u> handle additional traffic (I have no idea why it was ever designated an arterial in the first place). In short, I'm not opposed to a new bridge in a different location but the street grid and geography/topography in Magnolia makes any proposed alternate route VERY problematic!</p>	

	<p>We need a 3rd entry point to Magnolia. Alternative 1 would do this I think.</p>	
<p>Are you really interested in feedback? If so, NONE of these alternatives is acceptable. The new bridges lead to small residential streets. There are no connections to arterials. Solution: Replace the Magnolia Bridge at its current location. Nothing currently proposed makes sense.</p>	<p>Are you really interested in feedback?</p>	
<p>I understand the large bridge up the hill may not be rebuilt. I believe that is a serious mistake to not connect component 1 and 10 so people can get to the Magnolia Bridge. A better way to say this would be Alternative 2 with component 10.</p>		
<p>Verify date of traffic data Why no improvement to Emerson bridge? Capacity of Emerson has been reduced due to bike lanes (bike lanes = good) Why not build a more “small bridge” that is only sized for (2 lanes) cars (no trucks, busses) Save old bridge for bikes & pedestrian only</p>	<p>Why no improvement to Emerson bridge? Why not build a more “small bridge” that is only sized for (2 lanes) cars (no trucks, busses)</p>	
<p>The Armory Bridge will decrease property values, add noise and other pollution. The traffic on Dravis is already terrible with the new bike lanes and new condos. No matter what else is done Dravis needs to be expended. Preference is to replace the Magnolia Bridge. Without replacing Magnolia Bridge property values will go down drastically and businesses will be discouraged to move/stay in Magnolia.</p>		
<p>What solutions will be given to everyone who has suffered lowering of property values? - What have you been doing the last decade+? How have you not found a way to replace the bridge from one of your biggest tax bases?</p>	<p>What solutions will be given to everyone who has suffered lowering of property values? What have you been doing the last decade+? How have you not found a way to replace the bridge from one of your biggest tax bases?</p>	
<p>Thank you for hosting this meeting. I wish some of my neighbors were more polite.</p>		
<p>Factor in Emergency Response time frames for each option. Combine option – Galer + Armory.</p>		

	<p>Don't see any given options practical solution, therefore I would love to see total replacement of the Magnolia Bridge. Understand it would be more expensive, but it would be much longer sustained solution to the fast growing city. Thanks</p>	
	<p>Alternative 3 Concern Dravus is not steep and not safe when snow falls - existing bridge is not as steep & well sanded/salted so safer</p>	
<p>June 21</p>	<p>Only viable option is a 1:1 replacement. Think long term. Cheaper solutions aren't acceptable and won't serve the community. Thank you!</p>	
	<p>One of the alternatives presented should have been the 1:1 replacement. It was very clear at the Magnolia Community Mtg on May 21st. That was one preferred alternative to those living + working in Magnolia. Not having the 1:1 replacement as an option to vote on was ridiculous! None of the other alternatives are acceptable as they would create congestion to Magnolia streets, such as Thorndyke + they cannot handle that amount of traffic. The Magnolia Bridge 1:1 replacement is my vote. It's the "only" direct route to Magnolia without a lot of congestion. Dravus + Emerson are backed up every day. The added bike lanes to Emerson have ruined that access point. If cost is an issue, consider this = adding a toll, getting Federal \$, only replacing slope of bridge that seismically needs it - ← one part. Kit Loo was in a discussion on this option w/ an architect who attended.</p>	
	<p>Please consider the following: In-kind replacement is what Magnolians prefer. Consider just replacing the west rise up to Magnolia if that is where the major issues are. Do we need to replace entire span? With Armory Alt. consider all infrastructure improvements to Magnolia; the bikes lanes added to Thorndyke + Emerson have really backed up traffic on Dravus + Emerson. Emerson is highly impacted by Ballard Bridge as well. Think about merge from Emerson to 15th Consider the return - left turn to Armory - this will back up 15th. North bound + block turning into whole foods shopping center.</p>	<p>Do we need to replace entire span?</p>

	<p>Southbound. Armory will back up considerably for a red light controlled intersection. Include a merge (no light) lane on to 15th.</p> <ul style="list-style-type: none"> - Consider impact to residences on – Condon Thorndyke - Consider impact to businesses Animal shelter Whole Foods 	
	<p>1 to 1 replacement is required. None of the available options are sufficient. SDOT took away 1 lane for 1 block over Emerson street at the railroad tracks. Now we have 30 minute back ups regularly. No one of these options will work to replace 1) The main access to the Village – the economic center + life of the community 2) 2 unmetered lanes leading into Magnolia. The traffic data is old + needs to be redone now that access over Emerson is restricted, Expedia is moving in + opening in 2019 + more Amazon people move closer in + want a short commute from a “less expensive” community than downtown.</p> <p>1 to 1 or <u>all</u> options.</p>	
	<p>I support a 1/1 replacement of the existing Mg Bridge. Allocate for time/efforts in IDing the funding sources and present any deficit to the community – seek funding options/alternatives and replace the existing bridge!</p>	
	<p>Replace the bridge when it cannot be repaired.</p>	

Appendix E: Verbal Comments

- Magnolia Bridge is a good way off the hill when it snows
- Community has concerns about how emergency response will be impacted without Magnolia Bridge
- Bike lanes slow down travel on Emerson, making it an undesirable access point
- W Dravus St is congested and messy
- 15th Ave W would be highly congested without a ramp from 15th Ave W to access Component 5B
- Consider an alternative that combines Component 10 to Component 1, allowing earlier access from northbound 15th Ave W to Thorndyke Ave W toward Magnolia Village
- Northern access points would increase Ballard Bridge traffic, making these access points unappealing
- Magnolia Bridge serves as a relief valve, reducing traffic and congestion along 15th Ave W. The 3 alternatives would remove this relief, increasing congestion and impacting Queen Anne and Ballard residents.
- Some residents are concerned the Port wants a smaller structure (component 7) so they can redevelop property
- Staff were encouraged to drive 15th Ave W during PM commute peak hours
- Overall, people understood the City's dilemma, however, it did not change the belief that an in-kind replacement is the only solution
- Has the increase in traffic from parents from Queen Anne taking students to the renovation of Magnolia Elementary School on 28th Ave W and W Smith St been considered as part of the traffic analyses?
- Has a value engineering been conducted for the in-kind replacement? Would a bridge similar in size as the existing bridge be less expensive?
- Have improvements to Thorndyke Ave W or other streets affected by the 3 different alternatives been considered as part of the study?
- Why isn't the number of people per trip rather than the number of vehicles being considered as part of the traffic analysis? For example, even though the vehicles per day along Magnolia Bridge is low, there are 3 routes currently utilizing the bridge and those buses usually have 40+ transit riders. Even if a bus is equivalent in length as 5 cars, it carries 10 times more people.
- Why isn't the City getting financial commitments from Port of Seattle, Expedia, BNSF, etc., to fund the in-kind replacement?
- W Dravus St is challenging or impossible to traverse up or down during snow days. Alternatives 2 and 3 rely heavily on W Dravus St, which is problematic during inclement weather.
- One resident had conversations with Metro, and suggested Metro was opposed to the idea of the Single Point Urban Interchange (SPUI) at W Dravus St because it does not accommodate Bus Rapid Transit (BRT) along 15th Ave W.

- Most people do not believe that improvements at Dravus would be sufficient to handle all of the traffic moving to Dravus if the Magnolia Bridge is removed
- W Dravus St west of 20th Ave W is too narrow to accommodate increased traffic for alternatives 2 and 3, which would add to the existing congestion
- Would the configuration of Thorndyke under any of the northern options, new bike lane, parking and median could be reconfigured to accommodate the added traffic? How would transit affect traffic in the uphill direction if it couldn't pull out of the through lane?
- Community members request more details on the preferred alternative from the 2002-2008 study
- One attendee summarized 2 main concerns of Magnolians:
 - 1) Getting off the hill – Magnolia Bridge is a better grade than W Dravus St coming down from 28th Ave W especially in the snow
 - 2) Avoiding stops or “choke points”—currently Magnolia Bridge flows well because it does not have stops or lights between 15th Ave W and Clise Pl W
- Some Magnolians are interested in a Local Improvement District (LID) to help fund the desired solution
- The cost analysis should include costs amortized over time
- People are concerned about local neighborhood impacts from shifting traffic to Thorndyke Ave W—increased noise, lights and traffic, as well as potential reductions in parking access.
- How will the demolition of the viaduct impact Magnolia?
- Want the free northbound right at the signal located at 20th Ave W and W Dravus St to be allowed
- What past funding avenues were explored?

Appendix F: Online Survey

Survey Questions

MAGNOLIA BRIDGE PLANNING STUDY ONLINE OPEN HOUSE SURVEY

ABOUT YOU

1. DO YOU CURRENTLY RESIDE IN MAGNOLIA?
 - a. YES
 - b. NO
2. WHAT ARE YOUR NEAREST CROSS STREETS?
3. DO YOU COMMUTE REGULARLY IN AND OUT OF MAGNOLIA FOR WORK?
 - a. YES
 - b. NO
4. HOW OFTEN DO YOU MAKE THIS COMMUTE?
 - a. 1-2 DAYS/WEEK
 - b. 3-4 DAYS/WEEK
 - c. 5-7 DAYS/WEEK
5. WHICH MODE OF TRANSPORTATION DO YOU USE MOST OFTEN WHEN LEAVING/ENTERING MAGNOLIA?
 - a. DRIVE PERSONAL VEHICLE ALONE
 - b. DRIVE PERSONAL VEHICLE WITH FAMILY
 - c. CARPOOL
 - d. RIDE TRANSIT
 - e. RIDESHARE/TAXI
 - f. BICYCLE
 - g. WALK
 - h. OTHER
6. WHICH ROUTE DO YOU MOST OFTEN TAKE WHEN LEAVING/ENTERING MAGNOLIA?
 - a. W FORT ST
 - b. W EMERSON PL
 - c. W DRAYUS ST
 - d. W GARFIELD ST (MAGNOLIA BRIDGE)

ALTERNATIVES SURVEY

1. PLEASE RANK THE FOLLOWING ALTERNATIVES, IN ORDER FROM MOST (1) TO LEAST (3) PREFERRED?
 - a. ALTERNATIVE I – ARMORY BRIDGE, ETC.
 - b. ALTERNATIVE II – DRAWVUS + GARFIELD BRIDGE
 - c. ALTERNATIVE III – DRAWVUS, ETC.

2. PLEASE RANK THE THREE MOST IMPORTANT COMPONENTS TO YOU (1 AS MOST IMPORTANT)
 - a. COMPONENT 1
 - b. COMPONENT 2A
 - c. COMPONENT 3
 - d. COMPONENT 5B
 - e. COMPONENT 6D
 - f. COMPONENT 7
 - g. COMPONENT 8
 - h. COMPONENT 10

3. PLEASE RANK THE THREE LEAST IMPORTANT COMPONENTS TO YOU (1 AS LEAST IMPORTANT)
 - a. COMPONENT 1
 - b. COMPONENT 2A
 - c. COMPONENT 3
 - d. COMPONENT 5B
 - e. COMPONENT 6D
 - f. COMPONENT 7
 - g. COMPONENT 8
 - h. COMPONENT 10

DEMOGRAPHICS SURVEY

1. DO YOU HAVE ANY ADDITIONAL COMMENTS YOU WOULD LIKE TO SHARE?

2. WHAT IS YOUR AGE?
 - a. 2--24
 - b. 25-34
 - c. 35-44
 - d. 45-54
 - e. 44-64
 - f. 65 OR OLDER
 - g. I WOULD RATHER NOT SAY

3. DO YOU HAVE A DISABILITY?
 - a. MOBILITY
 - b. VISION
 - c. HEARING
 - d. NONE
 - e. OTHER

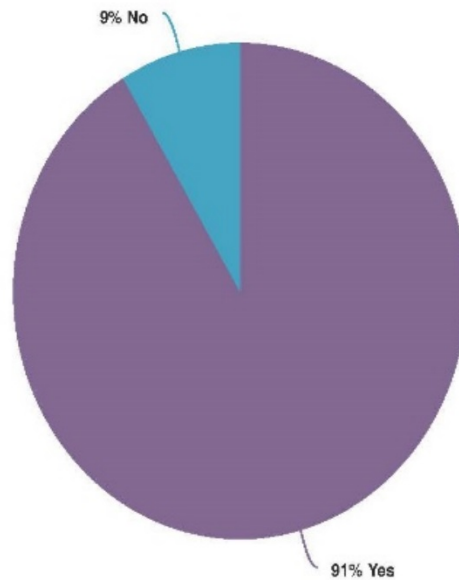
4. WHAT RACE/ETHNICITY BEST DESCRIBES YOU? (CHECK ALL THAT APPLY)
 - a. AMERICAN INDIAN OR ALASKA NATIVE
 - b. ASIAN OR PACIFIC ISLANDER
 - c. BLACK OR AFRICAN-AMERICAN
 - d. HISPANIC OR LATINO
 - e. WHITE OR CAUCASIAN
 - f. I'D RATHER NOT SAY
 - g. OTHER

Magnolia Bridge Online Open House - About You survey report

Response Counts



1. Do you currently reside in Magnolia?

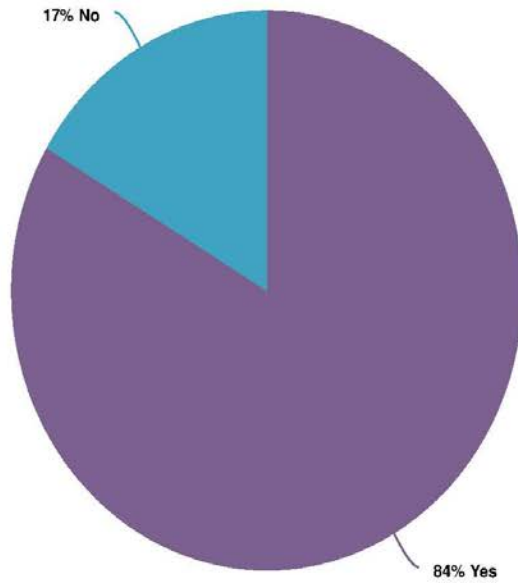


Value	Percent	Responses
Yes	91.4%	1,005
No	8.6%	95
Totals: 1,100		

2. What are your nearest cross streets?

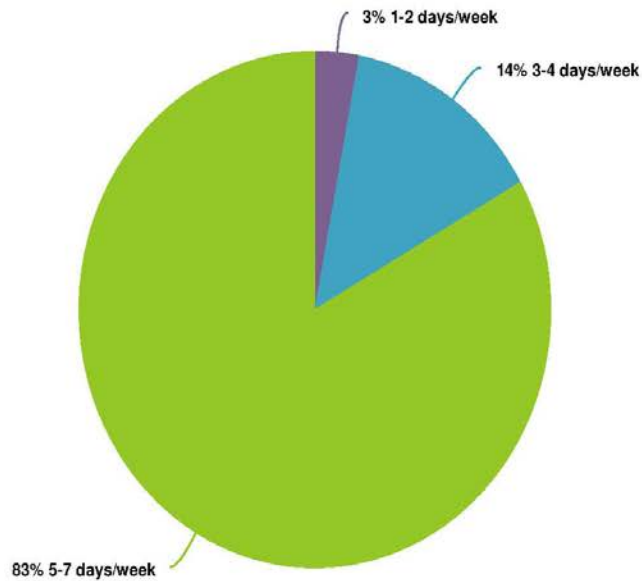


3. Do you commute regularly in and out of Magnolia for work?



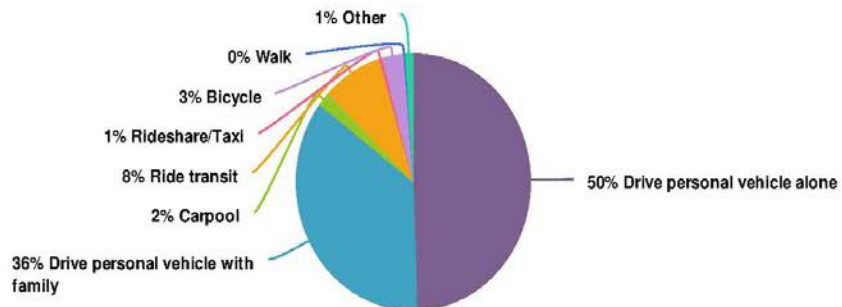
Value	Percent	Responses
Yes	83.5%	913
No	16.5%	181
		Totals: 1,094

4. How often do you make this commute?



Value	Percent	Responses
1-2 days/week	3.0%	27
3-4 days/week	13.8%	126
5-7 days/week	83.2%	758
		Totals: 911

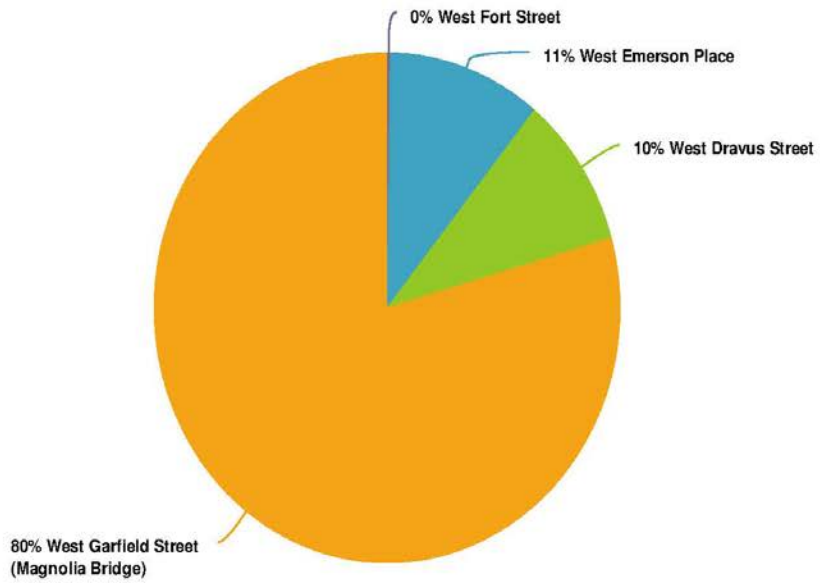
5. Which mode of transportation do you use most often when leaving/entering Magnolia?



Value	Percent	Responses
Drive personal vehicle alone	49.5%	543
Drive personal vehicle with family	35.8%	393
Carpool	1.8%	20
Ride transit	8.2%	90
Rideshare/Taxi	0.5%	5
Bicycle	2.9%	32
Walk	0.2%	2
Other	1.1%	12

Totals: 1,097

6. Which route do you take most often when leaving/entering Magnolia?



Value		Percent	Responses
West Fort Street		0.2%	2
West Emerson Place		10.7%	117
West Dravus Street		9.7%	106
West Garfield Street (Magnolia Bridge)		79.5%	871

Totals: 1,096

Magnolia Bridge Online Open House - Alternatives survey report

Response Counts












1. Please rank the following alternatives, in order from most (1) to least (3) preferred

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Alternative I – Armory Bridge, etc.	1		395	158
Alternative III – Dravus + Garfield Bridge	2		271	145
Alternative II – Dravus, etc.	3		244	149

Lowest Rank Highest Rank

2. Please rank the three most important components to you (1 as most important)

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Component 5B - Armory Way Bridge	1		335	124
Component 3 - W Dravus Street Improvements	2		151	87
Component 10 - Garfield St Bridge to 23rd Ave W	3		127	54
Component 6D - Thorndyke Ave W Improvements	4		102	63
Component 1 - West Uplands Perimeter Road	5		78	42
Component 7 - Garfield St Flyover	6		62	37
Component 2A - 20th Ave W Improvements	7		39	27
Component 8 - Alaskan Way W Extension	8		28	17



3. Please rank the three least important components to you (1 as least important)

Item	Overall Rank	Rank Distribution	Score	No. of Rankings
Component 8 - Alaskan Way W Extension	1		221	101
Component 1 - West Uplands Perimeter Road	2		170	75
Component 7 - Garfield St Flyover	3		140	72
Component 2A - 20th Ave W Improvements	4		94	52
Component 10 - Garfield St Bridge to 23rd Ave W	5		89	48
Component 6D - Thorndyke Ave W Improvements	6		63	36
Component 3 - W Dravus Street Improvements	7		53	25
Component 5B - Armory Way Bridge	8		50	24



Survey Results – Demographics Results

Note: All personally-identifying information has been removed from the comments included in this survey.

1. Do you have any additional comments you would like to share?



ResponseID	Response
3	So, SDOT can afford a \$250 million car focused project for a low density neighborhood and they can't afford to build a bike lane in downtown.....
5	Built a tunnel straight to discovery park please
6	I appreciate the cities dialogue on this, but want to ensure the city understands the absolute necessity the bridge, or a structure similar in use, is the vitality of Magnolia. Magnolia is a true in city suburb, with easy access to downtown, providing an ideal setting for its residents. Removing the bridge, with no similar replacement, will hamstring much of the neighborhood, as that will push traffic to Dravus. It also is a key feature of the neighborhoods history, allowing residents views of the city and ocean every day.
8	If you take one access point away from Magnolia, it's vital to increase the capacity of all remaining access points. Already with the Magnolia Bridge in use, the traffic backup at Dravus and Emerson every single day is terrible. Take the bridge away, and these access points need to be expanded, redesigned, and/or rebuilt in order to accommodate the increase of traffic, forecasted out beyond what we see today.

ResponseID Response

- 9 Bridge replacement is the only alternative- we live in a earthquake vulnerable city. To decide that it is too expensive to fund one of TWO bridges that access Magnolia is to set us up for failure, as any emergency response vehicles have to come from OUTSIDE Magnolia...as our local response consists of a single vehicle and four fire-department personnel. You can fix/replace/amend the bridge...or I suppose you can add to Magnolia (and it may be cheaper, but given this interesting city, i doubt it)EMS trucks, additional response personnel, a hook and ladder truck, additional SFD personnel, and perhaps put a hard-slab heli-pad for post-disaster additional casevac/medevac. You could also consider establishing a FEMA region 10 facility up at Fort Lawton, with the additional crash/fire/rescue/helipad on site...instead of housing the homeless there and it could also serve to mitigate the obvious risk.
- 10 Thank you for reaching out and accepting input. I am concerned about the incivility if some of my neighbors, and appreciate your patience.
- 11 Don't ask me to rank my favorite "alternative". Focus instead on partnering with legislators and securing funding for the preferred 1:1 replacement previously identified as the appropriate choice! Repair relations with our federal government and negotiate partial funding. Use LID funding if absolutely necessary. It's difficult to understand how our overbudget and expensive bike lanes and the Lander Street bridge can be funded while 1:1 Magnolia bridge replacement cannot. Must we the voters and taxpayers really pursue a referendum on this as well?
- 12 Place a Toll both for Magnolians to pay for new bridge.
- 13 I think you need to be planning for the future. Development of T-91 and the Armory site is inevitable. I'm willing to forego the 1:1 replacement in favor of a bridge at Armory Way IF the cost savings are directed toward greater mobility in and out of Magnolia and along 15th. Otherwise we're just spending money to maintain the status quo.
- 15 this whole presentation seems geared to the idea that 1:1 replacement is not on the table, even though the SDOT Representative at May 21 meeting repeatedly stated the 1: option is still being considered. the section asking where I heard about the project will only let me choose one option. I have gotten information from numerous sources.
- 16 I am not concerned with an in-kind replacement. I am more interested in creative solutions to access Magnolia. The Village is not a destination, rather a place Magnolia residents visit from their homes, so bridge access it not a priority, in my opinion. I would much rather see multiple entry points to Magnolia be improved rather than just one bridge replaced. Thank you for all of your work on this!

ResponseID Response

- 20 The notes people make are valid comments but they are apparently discarded. The survey basically says "these are all great, which do you like best?" There is no option for not sure or Don't know or none of the Above. Magnolia needs a functional 1:1 replacement, access to Magnolia Village is vital for the businesses there. Revenue declined considerably when the bridge was closed. Component 9 is a non starter. Combining 1 and 10 will be expensive and requires by-in from the Port and Seattle Parks. Any road expansion will have to dig into the hillside (Magnolia Greenbelt) and/or take Port property. 6D and 2A don't provide good access to Magnolia Village. If Alternative 3 is adopted when do you plan to do the major re-build of Dravus over 15th Ave and over the railroad? Before or after Magnolia Bridge is declared unsafe? Either way it will mean the loss of one or two access points to Magnolia. The spui plan looks pretty but will be chaos. You do know that Dravus west of 20th Ave W is very steep and is often closed in bad weather? How did you hear about this project, click all that apply - except that doesn't work, clicking a second option cancels out ht first one - brilliant! I would click every option except employer and T witter.
- 21 In terms of paying for a portion of the cost of the bridge replacement, I would suggest that the city of Seattle impose a Local Improvement District tax on the residents of Magnolia to pay for the new bridge. After all it will mostly only benefit the residents of Magnolia
- 22 I'm disappointed that Seattle managed their money so poorly that they did not have the foresight to save for the replacement of the Magnolia Bridge.
- 23 Recent road work has resulted in increased bottlenecks around the city...I90, I5, Emerson bike lanes. It appears traffic patterns have NOT been used in decision making. I hope that is not the case for this project.
- 24 Is it possible to build rebuild an exact replacement that is cheaper because it can only accommodate light consumer vehicles up to SUVs and pickup trucks, but not heavy trucks and vehicles?
- 27 I think this survey is short-sighted for not including residents in Queen Anne and Ballard who will be severely impacted by the loss of Magnolia Bridge. There is already a bottle-neck daily from Garfield to Emerson overpass due to the volumes from the north. Adding yet another exit which is blocks away from the existing exits (Dravus and Emerson) does not make sense with current traffic volumes. This is NOT just a Magnolia problem. Friends and family members who live north of Magnolia no longer choose to go into the city due to the backup they experience when they commute to work via bus and car. Please consider the residual effect on ALL neighborhoods impacted by the loss of Magnolia Bridge.

ResponseID Response

28	I want a replacement for the magnolia bridge.
29	The idea that the Dravus bridge will accommodate all the traffic from Magnolia is a flawed assumption and dangerous option for public safety (ie, ambulances, fire, emergency access, etc.) Clearly none of the people studying the problem have spent time awaiting a green light to get onto Elliott or 15th Avenue, and that is WITH the current Magnolia Bridge carrying the majority of the traffic. The Armory access option MUST be considered along with significant improvements to Thorndyke and Dravus bridge/hill.
30	This survey is very flawed. - Doesn't allow for comments about any of the access options you've asked us to rate. Doesn't allow for specific issues with each one. In other words, asking us to rate something we can't explain why doesn't really give you anything of substance in terms of a survey. Just ranking top 3 in either category only gives you votes for scenarios and without understanding how they work together, how they can be improved or what the issues are for each access point. Not only that, no way of capturing a holistic view of the problem getting in and out of Magnolia. - There are no traffic volume statistics or qualitative understanding in how the current Magnolia bridge works in terms of serving the village, how it allows for truck delivery and movement, how it works with the two other bridge entry points. For example, your stats might show car usage is lower on the bridge than Emerson and Dravus, but seemingly no understanding of why that is, who uses it at what time of day, and the purpose it serves in helping take pressure off the other entry points. - There's also very little given in stats in how backed up Dravus and Emerson get at rush hour now...and what role EMT's and first responders use the Magnolia Bridge because they can't use these other very clogged arteries. You're just assuming you can take down the Magnolia bridge, make a few adjustments and then we get to deal with the ramifications. - Where's the ability to give feedback on the green, yellow and red dot analysis? Not a feature here. - Why isn't the 1:1 Bridge replacement an option here? Who decided there's no funding? Someone at SDOT? Frank Chopp? Who? Elected leaders must be responsible to taxpayers in answering this question before SDOT just makes blanket assumptions.

ResponseID Response

32 I'd suggest this lower cost option which wasn't considered: USE THE 32ND STREET RAVINE AS THE NEW ENTRANCE: Maintain the Magnolia Bridge Segment over the RR tracks for 15th ave access the port and Smith cove/Palisades/Marina area. That segment connects to marina drive at the bottom of the bluff. Widen Marina drive and create a new road segment along the water on the southern end of the magnolia park to connect to West Galer at 32nd ave W. Then come up 32nd ave west to the magnolia village. I suspect that this would be a lower cost and more desirable option. This effort would require some road widening, but the upside is that 32nd ave West (which comes up through the ravine) has just been widened for the wastewater project. Can you let me know if any exploration was done on this option? Thanks so much,

████████████████████

35 It is unfortunate that the City did not/ does not have the expertise to plan projects and properly use funds. I've lived in Mongolia for over 25 years and the Magnolia Bridge has been a constant topic. The decision had been made to replace the Magnolia Bridge. The City needs to keep this commitment. Rather than 're-evaluate' options (none of which are acceptable), the City should re-evaluate its overall transportation budget, and find the funds to replace the bridge. Like the rest of the city, Magnolia is increasingly become more dense. This density will increase significantly when part of Discovery Park is rezoned for low income housing. Has this been considered in the 'bridge study'? The area has no grocery, medical services, social services, transit, etc. that is needed to support low income housing. The businesses will need to be added at Discovery Park, significantly increasing traffic at Emerson and Dravus. The following is related to access to Magnolia. It is logical to assume that new businesses will not be attracted to the low-income area because of traffic and remote location. This conclusion stems from the fact that King County is unable to hire employees for well-paying jobs the sewage plant because of traffic and remote location. It is cruel to low-income residents to be in a location that has no services. It is cruel to low-income residents to hinder access to these services (the 3 alternatives will just make more of a traffic mess). As many low-income residents are minority, it perpetuates the City's systemic race discrimination. Please add race and social justice metrics.

36 Please prioritize pedestrian and public transit connections into/out of Magnolia as part of this study. Its hard to imagine how public transit connections and service are equally maintained without the Garfield bridge. Also consider resiliency and redundancy in terms having the most of the number of connections to the neighborhood in case of natural disasters. Further, perhaps as part of this study investigate if there is potential to have the Ballard ST 3 extension run along the Western side of the rail tracks to better mitigate the loss of the bridge and atleast align the stations with any future bridge connections.

ResponseID Response

- | | |
|----|---|
| 37 | I'm most concerned about how this would affect mass transit. So many people rely on the buses to get to work, which rely on the Magnolia Bridge. Increasing travel times may put even more people in cars ... not what anyone wants. How will you mitigate bus travel times so that commutes are not extended? Will you (when the time comes) provide easy access to the future Interbay light rail station (preferably by foot)? |
| 38 | We need full replacement of the Magnolia Bridge to maintain public health and security. With no emergency medical facilities (emergency room) and police station in the neighborhood, the Magnolia Bridge provides unencumbered traffic flow and access to emergency medical and police services. With increasing citywide population density and congestion at the Dravus St and Emerson Pl access points, it is imperative that the City plan on full replacement of the Magnolia Bridge. |
| 39 | I walk, bike and drive to work. I run down the Pier 91 trail regularly to the marina. I also live and work in Magnolia and Ballard and have for more than a decade. There are few restaurants, no gyms, and two actual grocery stores in Magnolia for 25,000 people. People travel for these things leaving Magnolia (Interbay is not Magnolia). It frequently takes 50 minutes to get to Ballard by car, so we don't go that way after 6 PM on weekdays. I'm not going to say anything about the new bike path. I will say the bike lanes are different/inconsistent all over the city which is confusing for drivers, cyclists and pedestrians/walkers. Look at why people don't bike not why they do. If you watch traffic even for a month you'll see lots of patterns at the three entrances/exits for the neighborhood. Why live in a neighborhood you can't easily get in and out of or has few resources? |
| 40 | Thank you for reaching out to the magnolia community. |
| 41 | Please do not even consider limiting access to Magnolia to only 2 access points. Dravus is already a pain to navigate, there is no way that "improvements" to Dravus could accommodate double the traffic. If the Magnolia bridge can not be replaced, then the Armory bridge is the only real possibility that should be considered. I also hope that SDOT will consider a flyover from 15th to Armory to reduce the negative impact on the flow of traffic on 15th and improve the travel time to magnolia as opposed to limiting northbound traffic to a turn signal. |
| 43 | We need a bridge, we cannot just improve Dravus. It will be a traffic nightmare. Dravus already gets backed up. Please include a flyover from 15th to Armory. A turn signal will back up 15th and make the commute to Magnolia worse. |
| 44 | This is a fast growing community - full of tax paying citizens. Please maintain or improve our access in and out of our community. As Expedia occupies their new space the congestion will get dramatically worse. |

ResponseID Response

- 45 How can you say that a direct replacement is too expensive when you haven't got an estimate?
- 47 We should be replacing the Magnolia Bridge. We have paid for projects in other parts of the city and state and now we need the money to come this way. We've paid for ferry improvements, for a tunnel (without a downtown exit!), and for the 520 bridge. It's time for the State to help pay for this bridge for our growing neighborhood.
- 49 So what is this? I want a new bridge not a cheap alternative that further congests our streets and creates more angry drivers than we have now.
- 55 If you had the capability of improving the traffic flows of 2 of the alternative access points (that is, Dravus and W Emerson) then why did you denigrate them with your bike lane designs? One of your criteria in seeking a replacement for the Magnolia Bridge should be to handle the existing traffic plus the additional traffic generated by projected growth and the diminished capacity of Dravus and Emerson. Emerson is now gridlocked more often so I find myself frequently needing to use the Magnolia Bridge.
- 56 Tearing down the Magnolia bridge is a terrible idea and will isolate the community. Access to Magnolia is weak and this kind of neglect will make it worse.
- 57 If the city can place a levy for 600 million for new and expanded services while ignoring its charter responsibilities such as our transportation infrastructure, you have to laugh. The budget will have to be cut because of declining construction revenue. The new zoning plan would add up to 65,000 new residents to Magnolia while access will be diminished. SDOT has little credibility left in the community and it can begin restoring it by hiring a bridge design firm to investigate whether new technology and design opens new replacement options. Maybe it can be designed as a bike bridge with four lanes of bus, ambulance, school bus, truck and vehicle lanes as an extra.
- 60 As a cyclist, I am acutely aware of the lack of common sense our planner's seem to demonstrate about the larger effects of changes to roads and routes. The Gilman bike lanes are elaborate, and welcome, but there seems to have been no thought at all about how we're supposed to get to the lane, or the effect on traffic at the Gilman/Emerson junction. If you shut off access at the south end of Magnolia, the knock-on effects on the roads feeding into the remaining access points will be far more significant than implied by a bit of widening of the Dravus bridge, and the cost of dealing with roads already crumbling from age and lack of maintenance will be high, and should be factored into your budget.

ResponseID Response

61 Replace the Magnolia Bridge. It will be cost less in the end than all of these other plans. There is no other way to move traffic efficiently. Thank you.

62 I want the bridge replaced as it is currently configured. All the options you have listed are not satisfactory. They do not give us good access to downtown Magnolia combined with easy access to Smith Cove. In addition, I commonly use the Magnolia Bridge to get home to avoid traveling extensively on 15th Ave, which is a disaster since the bus lanes were put in. If you can spend 20 million for every mile of bike lane, you can replace our bridge.

63 This plan should include connection from W Marina Place to Galer to allow people to move along the southern portion of Magnolia. The current alternatives all put additional traffic along the western side of Magnolia hill rather than bringing people around the south (which is what current Magnolia Bridge does). In addition, this plan does not consider the experience/views that you get traveling up to the top of the bluff and then along Magnolia Blvd - it is fantastic and beautiful. All these alternatives bring you into the neighborhood via Thorndyke and along the tracks - this is simply not as nice and would detract from quality of life for Magnolians.

64 It is imperative that the Magnolia Bridge be replaced in its current form. It is the main access to Magnolia from downtown and alleviates extra traffic on 15th Ave W during morning commutes as well as the post work rush. Additionally, the buses use it, adding more buses on 15th will simply exacerbate the already dense, stop and go traffic during rush hours.

65 How is it possible that we live in a city that has expanded its budget by 45.4% since 2010 yet does not have money for an issue that has persisted since well before that timeframe? As you continue to shift a larger burden on your taxpayers, with very little progress to show for it, I urge you to sharpen your pencils for once and find a solution in our existing annual budgets. These budgets will undoubtedly continue to expand year after year as you continue to grovel for more tax dollars. I would venture to guess if bike lanes didn't cost 1500% more than what was proposed to taxpayers, we wouldn't be watching the city try to ram yet another unpopular idea down its citizens throats. Candidly, there is no other solution that exists that will satisfy your constituents if the solution isn't for the city to get out of its own way, learn how to negotiate construction contracts, hold itself accountable to its promises/projections, and PROVES its ability to take on any of these projects. Otherwise, the solution should be to identify competent leadership at SDOT and in the City Council. Stop wasting our money and start being accountable for your failures.

ResponseID Response

66 Find the funding for the IN-Kind replacement! How is it that our city has the Let's Move funds to overpay for bikelanes and destroy downtown streets, (which by UW's study only 4% of commuters use) but is unable to have enough funds to replace the bridge, which has worked successfully taking both vehicles, bikers, and transit riders to work for the past century? Have any one of you driven North on Thorndyke, South of Halladay from the Village? Do you really think the condition of the road could take any increased flow of traffic? This portion of the roadway on Thorndyke is not accounted for anywhere in the funds. Another case of bullying by the city bureaucrats aimed at isolating the middle class. I wonder if because a large part of the resident population around the proposed Armory Bridge are renters, their opinions give little weight. If Alternative 1 is approved, it threatens the greenbelt running parallel to Thorndyke, ending at Halladay, I should note, there is a Eagle's nest on the tower directly west of Thorndyke and Halladay. Moreover the proposed Armory bridge, has issues concerning the parking garage at 2551 Thorndyke which exits directly onto Halladay St. Are you really proposing making this parking garage obsolete? Sounds like a takings issue. Has the city found funds to compensate those residents? If not, is the city prepared to have these residence block/flood into the intersection in order to gain access to their residence? Has the city looked at its parking/driveway codes from the consequences of adding a bridge. Has the city done a study of the greenhouse gas emissions from idling cars at the additional stoplights? My guess is probably not considering their latest track record. The residents are fed up!

67 This analysis omits the main option, which is replacement of the existing bridge. These options will result in major loss of access to Magnolia and unforeseen traffic impacts to many neighborhoods and commercial areas. Bridge replacement in kind must be the first choice option, and not ruled out based on an arbitrary cost limit.

68 The current plans are woefully inadequate for our community. The appropriate plan is a 1:1 replacement for magnolia bridge. Additional considerations, outside of cost, including mobility, impact on other transit systems, and the tax burden on magnolia residents that has not been adequately reinvested in the community make this plan outrageous. SDOT is mismanaging funds and the magnolia residents should not face the burden of SDOT's mismanagement. Put the 1:1 replacement on the table as an alternative.

69 This is a high traffic area, likely to have even greater traffic volumes in the near future with the development of the Expedia campus along Elliott. The other access points further north in Magnolia are already congested, especially at rush hour when the backup to/from Ballard is at its worst. Not replacing the bridge would be short-sighted and would augment existing traffic problems getting in and out of Magnolia.

ResponseID Response

70 I really think all the alternatives do not best serve the Magnolia community. There needs to be a replacement bridge built. You can not shift all incoming traffic into magnolia to Thorndyke and essentially Dravus. Dravus gets backed up all times of the day as it is. Adding more cars driving in that direction, which they will give that Dravus is the best access to the whole of Magnolia with the bridge gone, will cause severe traffic congestion and safety issues all along Dravus, Thorndyke, and the surrounding streets. We pay very high property taxes and deserve to have sufficient access in and out of our neighborhood. This is unacceptable that we are not discussing out to pay for a replacement bridge. There are ways to do that without making the whole of the city pay for it. You need to go back and figure this out. Your alternatives are obviously being drawn up by people who do not live here and do not understand the traffic coming and going from Magnolia. I also found your survey short sighted in that you did not ask about parent carpools. There are thousands of kids living in Magnolia that need to leave the neighborhood for their sporting events and practices. We count too when considering commute times and routes. It's not only the people who work outside the neighborhood that count. Those of us who do not want to spend hours commuting to our kids events need a good solution to getting to and from the neighborhood.

71 Please replace the Magnolia Brid

73 There is no mention of a "rebuild the Magnolia Bridge" choice. I was not given that choice. I choose to have the Magnolia Bridge rebuilt for obvious reasons...to span physical obstacles; water, and train tracks, that enable one to drive, walk, ride bike into and out of Magnolia efficiently. By rebuilding the Magnolia Bridge, a third vital access to Seattle and environs will be maintained. Only the more than 50,000 commuters daily in and out of Magnolia can truly understand. Listen to the people of Magnolia. A healthy, vibrant, high tax paying community of Seattle. Listen to the people of Magnolia who contribute greatly in many ways to the economy of Seattle. Listen to the people of Magnolia who have lived on this peninsula for over 60 yrs. LISTEN TO THE PEOPLE OF MAGNOLIA. Seattle's local government must look into the eyes and hearts of the people of Magnolia they are there to serve. Listen, be engaged with us, show us good political judgement. Rebuild the Magnolia Bridge.

74 It's vital to maintain easy access to the Magnolia Village businesses, Smith Cove and the Marina. Dravus and Nickerson are already crowded and cannot take more vehicle traffic. There must be an alternative that serves the South end of Magnolia without forcing them to drive all the way North to Dravus.

ResponseID Response

75 If an in-kind replacement cannot be achieved, the city needs to look into creating a westbound lane of traffic that cuts through the neighborhood so it doesn't result in a convoluted path just to get to the village and points west (assuming Alternative 1 or 3 is approved). Even Dravus doesn't provide a direct path westward as it curves around and ultimately becomes Barrett.

76 I am a business owner in Magnolia. We are a retail and a wholesale business. We rely on easy access to the Hill. Our business has recently been negatively affected financially by the addition of the bike lanes on West Emerson Street. We are witnessing constant back-ups and horn honking due to the congestion those lanes have caused. And that congestion is why customers are not stopping in for purchases; affecting our bottom line. We were never told in writing what the SDOT was planning regarding the addition of bike lanes and lane closures. No communication whatsoever. It reminds me about a couple of years ago when all of a sudden the 15th. Avenue West overpass closure happened. SDOT did communicate to business owners a week before the closure. Thanks a lot! There has been much written about the foolish spending going on in City Hall. Likewise, much has been written about inflated city budgets with no clear reason why and where the money is going. It is clear that SDOT is out of control with spending with no boundaries and no accountability. This bridge is vital for the lively hood of our retail core and taxpayer access to their homes. For the city to say they have not enough money to fix the bridge is ludicrous thinking at best. The management of SDOT needs to held accountable for their actions. Does the right hand know what the left hand is doing? Is the City Department of Finances aware of whet SDOT is spending? No is the answer. Revenue flushing into the city coffers has never been so much. Prioritize your spending. Hold individuals who are signing contracts accountable. FIX THIS BRIDGE! [REDACTED]

77 As a Magnolia resident, I'm very concerned about the future of the Magnolia Bridge, since that's the only way my family and I get to and from our house, often several times per day. Everyone in Seattle is feeling the pinch of the increasingly difficult traffic situation. My husband and I both worry that this is going to make that even worse for us and our community. We've talked about selling our house and moving out of Magnolia, a community we love and have called home for almost 10 years because we're worried about what this will do to our quality of life and home value. I'm glad to see there are alternative options, but along with many others, I hope there's a way to save the Magnolia Bridge.

ResponseID Response

78 The Magnolia Bridge needs to be replaced. Traffic back ups at Emerson and Dravus are causing longer and longer commuting times, amplified by the Ballard Bridge if you're going in that direction. The Magnolia Bridge allows for another option to "get off the island", especially if going downtown or beyond. Additionally, if Fort Lawton becomes a housing development, the infrastructure problems that exist today will be amplified. A tear down is not the solution - rebuilding provides the infrastructure to keep up

83 Please clarify whether "low" traffic numbers on Magnolia Bridge considered only number of vehicles or also accounted for Metro ridership numbers (3 of the 4 bus routes to Magnolia use the bridge). Reducing access points from 3 to 2 shouldn't even be under consideration. Even with improvements (which are desperately needed in any event), the other two bridges aren't an acceptable solution. Major issues with Armory Way on the Magnolia side: has anyone actually looked at a map of the streets in SE Magnolia or personally walked/driven in the area? Most of the streets don't connect between Thorndike and 28th Ave W, and are offset as they cross 28th. Creating additional traffic through this area will be dangerous (residential streets becoming de facto arterials, increase in left turns at 28th, etc) and won't adequately accomplish the goal of providing access to south and west Magnolia. Nothing short of using eminent domain to create a new east-west arterial on one of the streets in SE Magnolia could alleviate this issue. Increased use of Dravus as arterials is seriously problematic, as it is a very steep hill and likely to close in the winter due to bad weather. Also, the section of 30th Ave W between Dravus and Barrett is already unsafe and will become more so if it has to handle more traffic (I still don't understand how it was ever designated an arterial in the first place). All the components in your presentation deal with how to get people across the railroad tracks and to the marina, it none of them come close to dealing with the equally important issue of moving people in and around the neighborhood. Aside from the Garfield/Galer/Magnolia Boulevard route, there simply aren't any workable options and I'm not seeing any consideration of that here. It's not just about replacing the bridge, it's about replacing it with something that creates a safe, workable traffic flow in the neighborhood and NOT ONE of the options presented does that. The failure to provide a better southern option to/from Magnolia will affect traffic in multiple neighborhoods—most notably Belltown and the waterfront, Queen Anne, Ballard, and Fremont. Whatever the ultimate decision is, it must address the mess that is 15th Ave W, particularly in light of the fact that Sound Transit seems to be set on making 15th even worse than it already is with its light rail proposals. The "how did you hear about this" section at the end says pick all that apply but only allows you to choose a single option.

ResponseID Response

86 Why would you do this when all that will happen is create congestion on Magnolia, and abandon a historic neighborhood? Because they allegedly "can't find the funds"? We have a housing problem in Seattle and abandoning an entire neighborhood will not help us.

88 Replace the Magnolia Bridge...no alternatives acceptable. Replace!

90 The Magnolia Bridge is essential to residents, business owners and services alike. Considering the continued population growth to our city, renovating the bridge is essential. Magnolia residents have a right to maintain this bridge which is a primary route for people travelling in and out of the town. It provides residents a direct route to the downtown area. The growing number of families living in Magnolia need the bridge. It does not make sense to remove 'ease of access' to the workplace for a growing community that is contributing to the economy and well-being of Seattle.

91 It does not appear that any consideration has been given that magnolia residents will have no southbound access due to the tunnel and removal of the viaduct. None of the alternatives give equivalent access as the Magnolia, repair or replace the bridge!

92 Replace the Magnolia Bridge as is, not another bridge at another location. One for one. [REDACTED] Magnolia resident

93 Please disclose why you are catering to the Port and cruise ships, and the intent to put in a hotel where the Magnolia Bridge currently is.

94 You've had well over a decade figure out how to fund this. You only need \$100 million more than what seems to be your best alternative option. How about making up for your gross ineptitude of our tax dollars over the last 17 years and find a way to replace the bridge!? I don't care how you do it. JUST GET IT DONE!!!!

95 Replace the Magnolia Bridge!!

96 Replace the Magnolia bridge. ALL of the alternatives are expensive, contrived and will help very little. Replacing the bridge might cost a little more but its value will be huge. I remember after Nisqually how difficult it was getting on and off Magnolia, and the population was much lower, and there were no weather-related Dravus closures. btw even this site is of little use. Pick all - but only allows one choice. No where to explain other choices. frustrated with this all.

ResponseID Response

97 This is impenetrable. You have designed a completely stacked survey, you've made it difficult if not impossible to understand, and your claims of transparency are false. You don't adequately address the Magnolia community's needs. You've consistently reached out to the media in such a way as to portray the community as a villain. You ask more questions about racial and identity politics than about what transit options WOULD actually meet the needs of the residents of Magnolia. For example: Many residents of Magnolia are families who need to travel in and out of the neighborhood several times a day. We are commuters to Bellevue and Kirkland as well as Downtown. We are multigenerational families with parents who need to access First Hill hospitals regularly. We are working parents who need to get to get back from work in time to pick up kids from school and then take them to activities out of the neighborhood and in Shoreline or Capitol Hill. We are high school students who must get to school on public buses that force us to transfer at 3rd and Pike (the sex and drug trafficking center of Seattle). We are diverse even if all you see is that our skin is a shade of white. Adding even 10 minutes to our daily entrance and exit for Magnolia can actually cost us 60-80 minutes in the course of a day. While you may not care, that time has a very real impact on our lives and our workplaces and schools.

98 I favor option 1 as it allows a third way out of Magnolia. Emerson is always busy with commercial traffic, expanding Dravus will still leave us backed up multiple light cycles and new on and off ramps will not change the traffic flow to that point. The option of another bridge crossing the rail yard allows traffic that uses the Magnolia bridge another way to access 15th going both left and right. This is truly needed and though it makes it harder to reach the village a light to allow people to turn left moving people through the existing roads that lead to the village does accomplish the goal. Magnolia has multiple years to deal with difficult traffic issues before the bridge comes down. The reroute to move south will be hard before Alaskan Way is ready to be used. Mercer needs to have all street parking removed to help move toward the new tunnel. The time line seems to be Alaskan Way finally opens as viaduct is taken down About the time the Magnolia bridge comes down then the lane reductions on 15th for the long awaited light rail service go into effect. As a family that works in Tukwila and worships there, as well as frequent trips to the airport we seem to have an extremely long period of time that moving out of the Magnolia area will be difficult. Please make sure we have the third bridge to carry our traffic, a limit of two will be an extreme hardship. Our family understands that a one on one replacement is not affordable to replace the existing bridge but don't take a third bride option away. Dravus option would cost about the same as the Armour bridge or even more. Thank you!

ResponseID Response

99	Replace the Magnolia Bridge ! As many people have inquired, please describe what youve determined about replacing the bridge in phases: What is the cost to replace the portion most urgently needing replacement? What is the cost to replace the portion that doesn't have as urgent if need of replacement? Worse case:replace the bridge in two phases. Not replacing the bridge is NOT an option! You're thinking that way, prevents you from being innovative and creative with total replacement ideas. Stop isolating yourselves into a closed minded dark box!
102	To would say that the current infrastructure for magnolia is barely sufficient, I can't imagine being able to keep my family in magnolia if this major thoroughfare and connection to 15th goes away. Also, if one of the bridge alternatives is implemented, it is imperative that there is a exit an overpass over 15th to get people off of 15th easily. Otherwise 15th will be backed up so terribly and impact traffic both from the north and the south on the significant Corridor
103	Magnolia needs three bridges. Full stop, no thing else will work. Armory St Bridge MUST be built. Even if you think that even with Dravus St improvements, you can make Magnolia work with only two bridges, you are kidding yourself. Seriously, time to sell and leave the community if you do that.
105	The bike lanes and stop light changes have already created congestion on Dravus and Emerson. Dravus is NOT the solution. We need a third bridge besides these two.
106	I am really dumb. I was not able to run through your very easy survey to be able to tell that after living in magnolia for 38 years , being able to drive to downtown in 15 minutes at 8.00 am to this morning spending 40 minutes . The inability to traverse streets in winter , streets that will be the only access to go to town to pay my property taxes. Since building hotels and access roads to offices is the prime city priority let not my empty head stop you from fulfilling the priority. Let us 60 year old not stop you from destroying the major accessway to magnolia village.
108	If the bridge doesn't get replaced you're setting Magnolians up for an emergency disaster. And you're setting up Magnolia and all close neighborhoods for a traffic disaster.
109	I do not support any of the alternatives. Replacement of the Magnolia Bridge is the only safe option for emergency reasons since we very little police presence, no medic one aid car and no hospital facilities in Magnolia.
111	Support the removal of the Magnolia bridge.

ResponseID Response

115 The alternatives that reduce the number of entry points into Magnolia from 3 to 2 are simply not viable. These options will create traffic nightmares. Traffic will back up on 15th Avenue and will impact everyone trying to go north on 15th. For an additional \$13 million dollars (a small amount relative to the overall project cost) we can at least add another bridge that maintains 3 entry points into Magnolia. While everyone in Magnolia prefers a 1 to 1 replacement, the Armory Bridge option at least will address the major concern of dramatically reduced capacity into and out of Magnolia.

116 The only acceptable plan is to replace the bridge. It is obvious that anything else would be a traffic nightmare. You don't need to spend time and money to study that. Just try to drive to Ballard High at 8:20 a.m. on Dravus or Emerson and you will see how bad it is even with the bridge open. It gets very backed up on Emerson and Dravus now. Don't waste money ranking unacceptable alternatives.

117 We live in one of the most technologically advanced cities in the country. SEATTLE!!! And we can't replace 1 bridge? Shame. Replace the bridge. Find the funds. Just do it. Anything else is ridiculous, and embarrassing.

118 When Gilman Dravus, or the Magnolia Bridge is closed, it is very difficult to get off of Magnolia. The traffic backs up in all outlets. This was proven when the bridge was being worked when we had the mudslides. Magnolia is a community unlike no other area and it is surprising that we have enough money to pay \$12M per mile for bike lanes and the worst of all is the veto of the voters for the replacement of the Alaskan Way Viaduct, which has gone way over budget. Now is the time to take action and replace or fix the bridge. No vetos and no excuses.

121 A 1:1 replacement is greatly preferred.

122 If we can find an extra \$12million per square mile for the bike lanes... we can fix the Magnolia bridge.

123 The magnolia bridge is very important to our quality of life here in magnolia. The bridge provides one of three exits and is the primary exit going downtown. Not being able to take the bridge adds significant time to my commute. Any solution that routes traffic near Dravus will just add congestion and reduce our emergency exits effectively to 2. With the addition of Expedia the south entrance is very important. From the point of view of my commute I would be less worried about it if the Light Rail station was anywhere near completion but it isn't.

ResponseID Response

125	By not putting money towards this project, you are completely ignoring a neighborhood in Seattle.
127	Please replace the bridge. The neighborhood is already bottlenecked. Anything short of a full bridge replacement is going to have detrimental effects to this (and other) neighborhoods.
128	Please include a new bridge option, the Armour St at this point. Dravus just cannot support the traffic of the expanding Magnolia, even with improvements.
129	Component 10; it doesn't give access to Magnolia, only goes to Marina. Leaving Magnolians with only 2 access points. No improvement on Emerson?! Component 7; doesn't give any access to Magnolia.
130	What is the value of the resources (money, staff time, community citizen time, etc) spent avoiding following through on the selection made by the taxpayers to replace the magnolia bridge? Why are we abandoning the original decision because we believe funding is unlikely as we continue to spend money to research alternatives? Poor public leadership. Where is the financial accountability and/or frugality being demonstrated for the taxpayers contributions to this city? I refuse to rank partial options only to have this input used as a statistic to support alternatives that never should have been pursued.
131	What happens when a big emergency such as an earthquake occurs? Do you have an evacuation plan?? Leaving Magnolians with only 2 access points. No improvement on Emerson is mentioned!?!? Emerson is such a mess after the change of the bike lane. Only 1 lane coming back to Magnolia has made traffic backed up all the way down to fisherman's terminal and more. It's even worse going to Ballard/Fremont when Ballard Bridge is up! We can be stuck for 20mins easily, not able to get out of Magnolia. These plans are only going to make things worse. Unacceptable! Only having Emerson and Dravus exits could create such a mess during the rush hours and every time Ballard Bridge is up. We need ATLEAST 3 access points. Magnolia IS an island, only connected by the railroad which is inaccessible by car/bicycle/foot.
132	I would like a full replacement of the Magnolia bridge

ResponseID Response

133 Armory Way Bridge Having a third access point into and out of Magnolia via Armour Way and a Bridge over the tracks is an important safety outlet desperately needed by the Magnolia Community. In the case of an emergency, the additional access point would allow emergency personnel to reach The community quickly and could give residents some relief during rush hour traffic headed into Ballard. However, I am concerned about the left turn from 15th Ave onto Armory Way. The congestion already in that area that would only worsen with the hundreds of cars lining up to cross traffic at peak times. Previous Magnolia residents dealt with that very issue already! They had enough with the left turns onto the Magnolia Bridge and resulting back-ups and long delays, and they built the overpass as a solution. Will this project include some kind of overpass to get onto Armory Way from 15th Ave? Dravus Expansion Dravus St. between 15th and Thorndyke is frustratingly congested at rush hour—morning and evening. It's gotten especially worse with the recent addition of the bike lane and signals at the Dravus/Thorndyke intersection, as well as West Emerson. Can enough capacity be added to Dravus to meet increased number of Magnolia residents and freight traffic that are displaced from the Magnolia Bridge? Will both the width and number of lanes increase on both overpasses on Dravus?

135 This city is ridiculous. We voted for monorails three times. Nothing. You take forever to study study study things and guess what -- property values and costs go up and suddenly the best alternative is unaffordable. You push to increase density while skinning roads and rejecting/removing transit options. What is the overarching plan for how we (taxpayers) will move within and through the city??? How many more bait-and-switches? How much more squandering of public funds? How many Republicans do you aim to create??

136 I find it absolutely insane that after all these years of meeting citizen engagement on the bridge study with wishy washy promises, the city of Seattle decides it would rather let our bridge decay and choke our two remaining ways out of the neighborhood than do what it said it would. If the city hadn't wasted millions of dollars on all those studies, we wouldn't have to have this conversation. The city seems content with taxing the living daylights out of the families of this neighborhood and doesn't seem to feel like it owes us anything. Well, we have certainly had enough. Thank you, city government, for making our home unlivable.

137 Replace the Magnolia bridge. I avoid Dravus Because of the back ups and forget about Emerson, it's worse now that it's only one lane. The Magnolia bridge is the only way to get to the business center.

140 Thanks for doing this! I live on 25th and Bertona and I would like to both be able to drive down 15th without insane traffic, and take a bus to downtown 5 days a week for work. Those are my priorities.

ResponseID Response

142 I think the majority of magnolians are open to a LID to fund an in kind replacement, especially those of us on the south end of the peninsula. Alternative 1 is moderately acceptable, alternative 2 is bad, and alternative 3 is laughable. I'm an engineering student, I understand the kind of pressures your group is under and I want to help the process in all the limited ways I can. But I expect magnolia's population to continue to rise, our business impact to grow and the general demand to grow. As of now, in the afternoon it takes me roughly 5 minutes to get between thornydyke and 15th on Dravus. It takes about 1 minute on the magnolia bridge, anything besides 3 full access routes is simply unacceptable. Lastly, just as the railroad contributed in 1929, many residents fully expect BNSF and T he Port of Seattle to pull their weight in this project as their activities are essentially what requires the access to be in bridge form. ps: the last question is "check all that apply" but only one can be selected.

144 I can't afford a car. I support improvements that make biking (mostly important to me), transit, and walking (I am least able to walk) safe and convenient. I ride with a bike trailer or baby seat so need pathways that are wide enough to accommodate that and have curb cuts as I cannot lift the bike up. I want a safe route that does not gain unnecessary elevation.

148 T he already existing ramps at Garfield MUST be integrated into access to Magnolia from northbound Elliott. It's the only way for that many cars at evening rush to efficiently turn left and begin the path to Magnolia - making them all turn left at 15th and Armory would be a disaster, and will be even worse when capacity is lost to the train. Once on the west side of 15th, the flyover could continue as it does now, but return to ground level and tum north after passing the railroad. Re-purposing some of that area now used as parking to become a road would be far cheaper than building a bridge at Armory, not to mention widening Dravus where new apartments have just been built.

151 T he only right alternative is an in-kind one-for-one replacement. You already knew that the number of years ago and it wasn't funded then. You need to figure out how to get that funded.

152 Replacing the Magnolia Bridge is the #1 preference. Please focus there as this is most logical!

ResponseID Response

154 The Garfield Street Magnolia Bridge is a critical part of Seattle infrastructure and should be rebuilt. Seattle is the fastest growing city in the US and needs more infrastructure investment, not less, in order to prepare for the future. Lower cost alternatives do not fully value the cost to the neighborhood of disruption and changes in traffic flows through local streets. Magnolia has the West Point Treatment plant on one side and Balmer BNP railway yard on the other side. Replacing the Magnolia bridge is the best option for the future of Seattle and maintaining quality of community life.

155 There must be a third access point to Magnolia in the south part of the community. Traffic will not be manageable if it is directed to two northern access points.

157 Replace the bridge. If the city/county can afford free community college and also give \$190M to the billionaires who own the Mariners, we should be able to finance basic infrastructure.

158 The Garfield Street Magnolia Bridge must be rebuilt. This is the only equitable solution to maintain key infrastructure for the city and to respect this neighborhood, which accommodates both the regional West Point Treatment plant on one side and the Balmer BNSP rail yard on the other. Low cost options do not fully value the cost to the community of traffic flows through local streets and disruption to the neighborhood. Over the lifetime of the replacement options, these community costs could significantly level differences between the costs of rebuilding the bridge as compared with other options. Seattle is the fastest growing city in the US and should be looking at increasing infrastructure, and investing in replacement of the Garfield Street Magnolia bridge.

160 We need a ONE to ONE replacement of the bridge. I've attended many of the community meetings and drop in session and it's clear that SDOT and the city is trying to push an agenda even though your own study found that a one to one replacement was the preferred alternative. In the drop in session MANY people asked why we could not vote on the bridge replacement, but instead only on the alternatives and representatives there said that they were trying to "stack votes" for the alternatives to show that the neighborhood likes these instead of the bridge replacement. We're not fooled. This online survey is exactly the same, a farce. You are wasting more money and time chasing non-viable options to push on us citizens that could instead be put into the one to one replacement that your study of just 3 years ago revealed was the best option. This is wasteful. It is deceitful. Stop playing games with us, our livelihoods and our lives. ONE to ONE replacement is the only option.

ResponseID Response

162 This is madness. Typical of Seattle, YEARS and MILLIONS OF DOLLARS have been totally wasted studying bizarre "solutions" to not repair/replace Garfield Bridge. I invite any and all of you "studying" your alternatives to come over here, any time of day, and try to get off Magnolia via Dravus and/or Emerson. My socio-economic status has absolutely no bearing on replacing the bridge. Quit throwing money away (which you may or may not have) and fix the bridge!! P.S. "Pick all that apply" only allows one box to be chosen. Nice.

163 REPLACE THE CURRENT BRIDGE!!!!

164 Not being able to provide something that increases capacity, or is considered an improvement is somewhat understanding, but basically providing a solution that is significantly worse than what it is now (eliminating a key bridge connecting a large neighborhood) is ridiculous. This is particularly true, in a booming city. The amount of revenue (taxes) being generated from the construction boom, increased property taxes, and other tax increases should allow planning for projects like this in a certain time period. The management and efficient use of all of the revenue that is available is lacking. I'm pretty sure all of the increases in property taxes in Magnolia over the past several years alone would be a good starting point toward financing for a bridge replacement.

165 I heard about this through a local Yahoo group. Please send postcards about this survey to Magnolia residents.

166 Are there any public transport options? How does this benefit those living in west Mag/Viewmont area -- current bridge allowed folks to circumvent the traffic through central magnolia and stay on the perimeter of the neighborhood. Are there any bolder options -- water taxi from the marina, ferriular to light rail connection, gondola connection to bus depot? 'Futuristic,' bold, public transport options seem to have a longer staying power as Seattle grows. Should help mitigate traffic as well. Why the conservatism? Why no bold options? Many Seattlites are forward thinking, bold, 'futurists' -- why is the city council not the same?

167 Wish this type of survey was available before the city took action on the bike lane upgrades along Gillman and 20th. I bike to downtown from the North side of Magnolia as often as possible. The upgrade was unnecessary and has visibly increased traffic coming in and out of Magnolia along the Dravis an Emmerson intersections. It's hard to imagine that a traffic study would have gleaned the updates as cost effective relative to commute times. The backups along Dravis alone are worse now then they were when the Nickerson loop was closed for maintenance a dew years back,.

ResponseID Response

168 Improvements on Dravus alone do nothing to alleviate traffic as you add more cars on the road but create bottlenecks into the residential streets once you're into Magnolia. I'd submit that these alternatives do not replace in kind what we already have. The bridge is the most straight forward southbound exit from Magnolia - the alternatives has us snaking all through the town taking more time and reducing overall traffic safety through residential streets. This survey is only designed to compare alternatives whereas a majority of Magnolia residents want the bridge rebuilt. The port paid for a portion of the construction originally because it was in their interest - where is their involvement this time in terms of funding? This is one of Seattle's largest communities - where is the city's support in maintaining our infrastructure considering the tax base that lives here?? Let's spend more money to change the plans that were already decided on for something that creates more problems than it solves - ridiculous.

170 Good analysis and information. Clearly the only viable path forward is the replace the current bridge with a new one in its place.

171 REPLACE THE BRIDGE!!! The money for the bridge has been used for less important projects. We pay very high taxes on Magnolia and we need to get something in return. Any alternatives to not cut it!!!

ResponseID	Response
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172	<p>All of these alternatives force Magnolia residents to choose between a series of bad options, and none of them are acceptable alternatives to a bridge replacement. More importantly, all of these alternatives will radically increase traffic both on Magnolia's side streets and on Elliot Ave. W. and 15th Ave during peak traffic congestion. I am flabbergasted that the City has not already sought State and/or Federal funding for a full bridge replacement. Given the configuration of Magnolia, a full bridge replacement is the only feasible option that will not drastically worsen traffic influx and outflow. During construction, for example, Magnolia residents will only be left with two bad options--Dravus St. and W. Emerson Ave. Both of those roads cannot handle the increased traffic diverted from the Magnolia Bridge closure, and will inevitably lead to massive traffic delays, backups, and increased rates of accidents on Elliot Ave. and 15th Ave. Each of these bridges is also very old and probably not designed to handle the increased traffic capacity that the City is proposing. Additionally, all of the alternatives dump diverted traffic into already worsening traffic congestion locations. With all of the new apartment building construction at Dravus, I am not sure how the City plans to expand that street any further in a meaningful way to accommodate the additional increase in traffic from those buildings. Most importantly, the Magnolia Bridge is the only free, unencumbered entry point into the "island," and the only quick, safe way in and out for emergency vehicles. I dread the thought of what would happen if there ever needed to be a mass evacuation from Magnolia with any of these traffic alternatives. Further, eliminating a full bridge replacement will isolate residents living on the south side of Magnolia and drastically increase their commute. I strongly believe that Magnolia residents would do what it takes to ensure funding for a new, full bridge replacement, including accepting higher levies. Given the amount of money that has already been spent on just coming up with these alternatives--and the fact that nobody has apparently even looked into federal or state funding for a full replacement--I do not believe the City is taking this problem seriously. We need a new Magnolia Bridge! Please don't force residents to choose between a series of terrible alternatives and do what you can to secure funding any way possible!</p>
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175	REPLACE THE MAGNOLIA BRIDGE
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177	We need to replace the Magnolia Bridge, not look at these alternatives
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ResponseID Response

178 Although I have prioritized the improvements as requested, I don't see any of these alternatives providing any where near the same access as the in-kind replacement option. I also question whether these 'low cost' alternative components accurately reflect the real costs that will be involved once the full effect of right of way, environmental permitting, new bridge spans, and the multiple project components are fully understood. All of the low cost alternatives reflect a cobbled together system that seem destined for cost overruns and are unlikely to perform well either for Magnolia residents or for traffic between Ballard, Queen Anne, and downtown along 15th.

179 There IS no "recommended alternative." SDOT simply cannot be blind to the reality of how this isn't just a one bridge issue, but has impact for the entire region. No viaduct and the Nickerson "diet" have only added to the problems already in place with the limited egress from Magnolia and the growing impact of accelerated housing and Expedia-like employment along 15th. You cannot keep making isolated mistake after mistake and expect no impact. This brings us to the breaking point!

180 Replace the Magnolia Bridge

181 The above options don't seem sufficient to provide easy access to Magnolia. A replacement bridge should be on the list.

ResponseID Response

182 I went to the Magonlia park open house and that very efficient, just sad it was not talked about till day of. I put in a comment card there as well but here is more/repeated my points: - how will the emergency responders be impacted getting to magnolia if Davis is the only way other than Nickerson. If the Ballard bridge is up our responders come from downtown. Also with the way that 15th is already backup every night the emergency vehicles already have a hard time getting through and that is only going to get worse when the viaduct comes down. - the bridge needs to be replaced as is. We have already been screwed on the tunnel and sound transit... don't throw more salt in the wound that's just rude. - originally the bridge was partially paid for by the residents, take the money 98199 zip code is paying for sound transit (that we will not see in our neighborhood in this lifetime) on our tabs and put that towards the bridge that actually will be used by 95% of magnolia residents. - also the number of people who use the bridge has changed dramatically even in the last 6 months because of the changes made to Davis and nickerson bridges. - my family has been in magnolia since the 20's and so we have been through all of the issues and not having that bridge is a nightmare. One final thought, 3 weeks ago on a Friday when there was an accident on the Aurora bridge, it took me 45 mins to drive to 67th and dibble in Ballard. I was pissed that day because that is ridiculous and my husband left at the same time from mukilteo and beat me there. However I am now left with guilt because that was the last family dinner with my sudo grandpa. I don't tell this to make you sad just want you to understand that the major quality of life issues your decisions will make. Thank you for time.

ResponseID **Response**

183 My preferred component was not included in this planning study, a one to one Magnolia bridge replacement. What are the current total Magnolia Bridge maintenance costs (from 2006 to June 2018) since the decision for a one to one replacement was decided on in 2006? Those costs could have been put towards the the cost of the new Magnolia bridge. The 3 leading Magnolia Bridge Project alternatives A,C,D from 11/2005 were all bridge replacements and the final alternative chosen after years of studying, city, Port, and community input, and environmental review was option A, a one to one replacement. Why did you review and rescreen the 25 original alignments from the 2002-2008 Magnolia Bridge Study when this work was already done? We could have used this time and money for the bridge replacement. The city has and will continue to increase population in Interbay and Magnolia with apartments on Dravus and the Fort Lawton Redevelopment. That, coupled with increased congestion on Elliot/15th with Expedia in 2019, the Ballard Bridge, access to Discovery Park and West Point Treatment Plant, and bike lanes that are rarely used, supports a one to one replacement. As a long time resident, worker, and taxpayer of this city, I am furious with the lack of financial responsibility and accountability of the Mayor and City Council. I do not know any other jobs where extreme overspending on a project (bike lanes) would be overlooked. Why did you not stop after the first mile of bike lanes and say wait a second, this is way over the budget and we have multiple other projects that are more important than this, affect more people than this, are critical to public safety and safe transportation? Do you want to be the next Minneapolis, Minnesota (I-35W Bridge collapse killing 13 injuring 145)? Not even an apology that yep we screwed up, we hired someone who had no financial or investment background to manage the city and taxpayer money and things did not go as planned and we overspent in areas we should not have. Maybe this time you can do the responsible thing and build upon the work and money that was already spent from 2002-2008 and complete the one to one Magnolia Bridge Replacement. While I do support bikes are cars and believe that bike lanes make it safer for both cyclists and motorists, bikes and those who ride their bikes are not part of basic traffic infrastructure, a bridge is. This bridge has been here for almost 90 years. It is clearly an important part of the city's and Magnolia's (one of the largest neighborhoods in Seattle) infrastructure. The one to one replacement from 2006 has room for bikes, cars, and pedestrians! I was at the May meeting in Magnolia and all the representatives from SDOT, the city, etc were asked how they got to the meeting that night. Every person took the Magnolia Bridge....

186 Replace the existing Magnolia Bridge. It is clearly the best solution.

ResponseID Response

189 My husband and I both fully support a 1:1 Bridge Replacement! The fact that the city already undertook a multi million dollar study that clearly recommended a 1:1 replacement and that the City has flagrantly ignored this expensive and detailed study citing budgetary constraints is preposterous! What are we paying property taxes for? We are outraged! It is insane to imagine you are actually seriously deliberating alternatives that are in no way equal or sufficient. Blue tarp solution to a failed roof indeed!

190 Please replace the bridge. It is ridiculous that this would not be done when so many other tax dollars are being wasted.

191 I would like to see the bridge replaced. The alternative routes you are considering do not take into account the traffic on 15th ave w. as is or would be in the future. Heading north on 15th I currently take a right turn to access the current bridge thus relieving traffic volume on a very busy 15th ave at rush hour time. Adding yet another left turn line up to access a new bridge would add considerably to the afternoon congestion on 15th. There is no illustration in this presentation regarding Sound Transit plans for their rail line. This would be helpful info.

192 A bridge replacement is necessary. Please replace the bridge and abandon these alternatives.

194 A 1:1 replacement of the bridge is needed. What funding alternatives have been explored to cover the cost difference between a 1:1 replacement and the alternatives? Have you approached the state legislature? Have you updated traffic studies that are supposedly needed for federal funding? What about an LID? What is being asked of Expedia as a corporate citizen to help mitigate the impacts of its move into the area?

195 I can't rank the alternatives because I don't really understand how they would work. I ask all public officials involved in this decision to go into Magnolia and drive north on 15th at 8:00am on a weekday. I ask all public officials to try to leave Magnolia via Emerson at 5:00pm on a weekday, preferably when the bridge is up. You will see how long the back ups are. I think this will give you a better perspective of why we are saying we need this bridge to be fixed. I realize it is incredibly costly. I had a customer who is located in Southpark and that bridge was closed for years. Magnolia is basically an island cut off by water and the railroad. More multi-family housing is being built in Magnolia, Interbay and Ballard. Light Rail is a long way off, it is not feasible to think that the bridge cannot be replaced.

ResponseID Response

196 The Armory Way Bridge would negatively affect the residential neighborhood on Thomdyke Ave W (extra traffic, noise, less parking, etc). Property values would decrease more significantly there than in other parts of Magnolia, and Southeast Magnolia is already the least-affluent part of Magnolia. Other options mostly affect existing routes and would likely have less impact on the surrounding neighborhoods. Has a study been done to estimate the amount of Magnolia property value that would be lost by failing to replace the Magnolia Bridge? It seems like that amount would be comparable to the extra \$100 million or so it would take to simply replace the bridge rather than settling for one of the lower-cost alternatives. Surely that justifies the cost. Propose something to raise revenue for the in-kind replacement and pitch it to Magnolia homeowners as a way to maintain property values. Then everybody wins.

197 There are only 3 means of access into and out of Magnolia. These access points are already strained as is. Getting rid of one of these three access points to save some money creates more of a funnel in and out of Magnolia even if you increase the number of lanes at the remaining 2 locations. The intersections at Gilman / Dravis and Gilman / Emerson cannot get bigger to take the increased traffic and are already dangerous for bike riders. A 3rd access point into Magnolia is needed whether you replace the existing bridge or not. It also doesn't help that you give priority to any boat going under the Ballard bridge which backs traffic all the way back into Magnolia rendering Emerson useless leaving Dravis the only remaining road out when the bridge is up.

198 The Magnolia Bridge MUST be replaced! The other alternatives are not alternatives. Even consider a LID to replace

201 We would ideally like to save the bridge we have now.

203 The survey is improperly designed. none of the components address access into Magnolia. They address access to the Port of Seattle properties. The scope of the project and analysis are improperly defined and therefore your cost estimates are under budget and do not reflect the true cost of removing the Magnolia bridge.

ResponseID Response

204 1. Study presents an alternate means of going to and from Magnolia, but does not indicate what happens once one arrives at Thorndyke Avenue W. The information being presented is incomplete. 2. The results of the traffic flow model for the entirety of Magnolia should be included in the presentation materials. The traffic model will provide needed information for Stakeholders to provide informed comments. Show the Stakeholders which routes will bear the brunt of the redistributed traffic flow in Magnolia. 3. Is W Dravus St, west of Thorndyke a City-prescribed alternative for handling increased traffic in that part of Magnolia? If this is the case, aside from the geometrics of that road as it scales up and down the steep hill, the City and the licensed authorities that would justify a plan to route traffic here (on the Dravus hill) will become open to liability for increased accidents (property damage and injuries) resulting from the intentional routing additional traffic to this steep roadway. 4. Increased traffic flow on 15th Avenue W in both directions will exasperate the already jammed flow of traffic in the PM peak. 5. There is limited capacity at both W Emerson Street between Gilman Avenue W and 15th Avenue NW, and on W Dravus Street between Thorndyke Avenue W and 15th Avenue W. Particularly limiting is the northbound 15th Avenue W traffic and the resultant backup of all traffic on to eastbound W Dravus Street. 6. Please replace the existing Magnolia Bridge adjacent to its existing location. Thank you

205 Before something happens to the Magnolia Bridge, complete all the proposed roadway improvements AND build the Armour Street Bridge. No one alternative would seem to be able to handle the traffic increase from the loss of the bridge, in addition to all the new housing coming in InterBay and the proposed housing next to Discovery Park. Seattle is growing city-wide and the sewage from the City is processed at West Point. As the population continues to grow, more trucks hauling sewage sludge will add to the traffic. The Magnolia Bridge works and replacement may be less expensive than multiple alternatives. The study from 2002-2008 concluded 1:1 replacement was the best option. Perhaps it could be replaced in sections, as was done in the past for significant upgrades. Perhaps the people in Magnolia could help pay for the work as was done when the Bridge was first built. It would seem there may be other sources of revenue than just the City and residents as happened in the past when the railroads participated. Please don't just tell us after all these years we get only what would amount to a temporary fix, even if you call it a "permanent" one. Time would show any one proposed alternative would need to be enhanced in the long run and cost even more money. Thank you for reading this.

206 Replace our bridge 1 for 1

207 Full replacement of the bridge is the best option for mobility

ResponseID Response

208 I vote for replacing the existing bridge and continuing the conversation on how to pay for it vs. being told that I need to vote for an option that I don't agree with. The dismissive manner in which this has been handled so far is unnerving. Why have we not worked on financing when we knew it needed to be replaced and why were the costs so far off? Who is being held accountable?

209 This survey isn't asking the right questions - I cannot judge one toxic "solution" in comparison to another equally toxic and insufficient proposal. Most of these alternative components were eliminated from consideration early in the 2002-2006 study for good reason: they did not serve the community affected, and made traffic worse. None of these alternatives really help Magnolia at all. A 1:1 Replacement is what we need. It is outrageous that we, the public, only count 15%, when the Magnolia Bridge = at least 33% of our access. Dravus expansion or Dravus signal improvements will handle capacity AND/OR address travel times in a positive way are a pipe dream. It is outrageous to contemplate spending taxpayer dollars on Galer/Alaskan Way and viaduct replacement that only leads to a PRIVATE marina, since both only benefit private companies, and do nothing to provide access to and from Magnolia. PS Your last questions says "pick all that apply" but it only allows one answer.

210 Could there be an option to focus on the combination of Dravus improvements and Armory bridge?

212 Spend the extra hundred million and replace the bridge. Also improve dravus. There is a ton of development going on and you need to plan for the future. The city has planned for the "now" time and again and only makes incremental improvements that barely get us by. Make an investment. Also, it looks like the port just wants a private road and facility for themselves. How about have them pay something for a new bridge? Plus this is a weird survey. This should be based on traffic and use and not which gender you identify with. Also, the bus works only to go downtown and barely that. It just takes too long to ride it anywhere else.

214 Your survey will give you skewed results since most Magnolia residents do not support any of the alternatives to replacing the bridge. I, for one, feel betrayed by city representatives who have led us to believe for many years that progress was being made in replacing the bridge. Those of us who have lived through 2 closures of the bridge (due to a landslide and then an earthquake) know how much this will impact the neighborhood. Businesses will be hurt and residents will be dealing with poor traffic flow and even more limited bus services. This is not acceptable.

ResponseID Response

216 Funding is a choice. The city is CHOOSING not to find the funds for the bridge. I am wondering why it has always been (and per your planning so far, will continue to be) so difficult for Magnolia residents to access Smith Cove.? With the new park improvements, there's even more reason to go there - can we fix that? The businesses down there could hugely benefit from better access. We have spent millions of dollars on work to date for feasibility, etc. Why are SDOT, the Port and the city not collaborating more effectively with each other and with Magnolia residents to find a solution that works for all? Are there vested interests that we don't know about? It is CRAZY to notify our community at the 11th hour that you are choosing not to replace the bridge.

217 I don't understand why you didn't include a one-to-one replacement of the Magnolia Bridge as one of the choices. That is my first, and only, choice. Your data will be misleading without including it. All of the other choices will cause traffic congestion with resulting time delays, air pollution, and noise. It's particularly unfair to direct traffic up and down Thonndyke, where many of Magnolia's poorest (and most racially diverse) children live. Replace the bridge. Also, your "Pick all that apply" button on the last question on this page is broken. I can only pick one, but every paper I read and every local group I belong to is discussing this issue. No one can understand why you are acting irresponsibly toward Seattle citizens.

218 Like many in the Magnolia community the Garfield Bridge is the lifeline to our neighborhood. This entire process has been poorly handled by SDOT in particular. The only resolution that makes sense in any even financially is a 1:1 replacement. Many of you should take the time to drive on Dravus and Emerson St. during rush hours to get a sense of what it is really like. Pretty easy to set our your markers and make your determinations yet those that live in this community have to suffer the consequences for you ineptitude. The Magnolia Bridge serves bus routes and emergency vehicle routes that are not assessable by Dravus or Emerson. Adding a bridge at Armory only means the widening of streets at Thonndyke and Blaine, etc. It means more drivers will use the side streets to assess the Magnolia Village. There is zero common sense in any other solution than a replacement 1:1. It is the only rational solution.

219 Not replacing the Magnolia Bridge would be disastrous for our community of 20,000 people. Dravus is already gridlocked at busy times of day. Same with West Nickerson by Fishermen's Terminal, esp after the bike lane haircut. Speaking of which, I think the bike lane is great except that it was really short-sighted if the City was not planning on replacing the bridge! At busy times, I've already seen traffic backed up so far that it blocks the right hand southbound lane of the Ballard Bridge. Already, it can take 30 minutes to feed from Government Way past Fishermen's Terminal and onto the Ballard Bridge northbound. There is absolutely no acceptable alternative to a 1:1 bridge replacement!

ResponseID Response

220 The survey does not include replacing the Magnolia Bridge or any other southern access to the entire land mass of Magnolia. The drive along the bluff is the most beautiful in the City and leads to the City's grand Discovery Park. Any of the alternatives would make these important attractions difficult to locate. If low cost is all that matters, why is the ravine not being considered? The survey has an error: the last question says to pick all that apply and only allows one bullet.

221 This is crazy. Funding to replace the bridge was secured years ago. I would like to know where that money went. Millions were also spent on a feasibility study which recommended replacing the bridge. Why was all of that money wasted and a new study done? If the bridge would have been replaced in a timely fashion years ago when the money was secured and the original study done, we wouldn't be in this mess. Every year, I pay thousands of dollars more in property taxes on my one-bedroom home. I would like to know where this money is going. There is absolutely no accountability in Seattle's government agencies.

223 I am responding to this survey, yet I worry that the city doesn't really care what Magnolia residents think about the bridge proposal. Once the city decides what it wants, off you go. Council member Sally Bagshaw hailed the "dialogue" we had regarding the proposed low-income housing at Lawton and adjacent to Discovery Park as a model for community engagement (<http://bagshaw.seattle.gov/2018/01/30/building-a-pathway-home-at-fort-lawton/>) yet, at the first meeting, the city representatives unplugged the microphone after their opening comments (which were to the effect that our neighborhood was not a "welcoming environment", that it was not diverse enough and that our homes were too high priced, as if somehow, this was our fault). Angry residents took control of the audio equipment and started voicing their concerns. The 2nd meeting was stacked with stakeholders (nonprofits and others who stand to receive funds from the city for their services in connection with the low-income housing project) and so-called Social Democrats who don't live in Magnolia. I attended the meeting for 2.5 hours and never heard a single Magnolia resident speak as all of the slots to speak had been filled hours before any of us thought we had to be at the church. The threat from the City was clearly delivered - the Lawton site could hold as many homes as Holly Park; you're lucky that is not the proposal on the table. Now, we come to the so-called dialogue on the Magnolia Bridge, but we only get to talk about the lower cost alternatives (I ranked those at an in-person meeting so have not completed the on-line survey on those alternatives), not replacing the bridge with another bridge, which is what we all want. What have we done in Magnolia to attract such ire from city government? The Social Democrats at the 2nd meeting on the Lawton housing project shouted insults at us: "white, wealthy Magnolia-ites hoarding their private park." When did we become the bad guys? We're liberal democrats here - we care about the direction of the city and all of its inhabitants, including the homeless. We contribute time to community activities and money

ResponseID

to charitable causes, we educate ourselves about the issues, and we open our pocketbooks (repeatedly) to the city's requests for money: for the homeless, for schools, for parks, etc. Property values in Magnolia have skyrocketed - not because of anything residents here did. While view and waterfront properties here are owned mostly by the wealthy, that is the case in all Seattle neighborhoods where there are views or properties on the water. All around the interior of Magnolia, however, homes are more modest, and people are just trying to keep those houses as they watch their property taxes skyrocket through no fault of their own. Where is our light rail? Where is our improved bus service? What we have are 3 roads in and out to one of the busiest thoroughfares (15th) in the city. Thousands of employees and cars coming to Expedia and increased high density housing development at Interbay and along the 15th Avenue corridor, will make matters worse. Each day, workers pour in and out of the Salmon Bay/Fisherman's Terminal business area, creating huge traffic jams at Emerson. The reduction of Emerson to only 1 lane each direction to accommodate a bike lane has further choked that corridor. People trying to avoid Emerson can go down to Dravus, where increased housing density at 15th has ballooned traffic there as well. When the Ballard Bridge goes up (6:00 pm like clockwork), traffic backs up both directions, to the South past Dravus. What is left is the always reliable route up or down the Magnolia Bridge. When you come from downtown in the rush hour, you can tell if traffic is backed up past Dravus and jump onto the bridge. When Emerson and Dravus are stacked going to downtown, you can travel across the top of Magnolia to the Magnolia Bridge. If that route is gone, all traffic will be compressed into 2 already clogged routes. The Magnolia bridge serves as the delivery route for commercial traffic to Magnolia Village. That bridge allows emergency vehicles to access Magnolia quickly. That bridge allows residents all over Magnolia to go North and South. That bridge is currently the only route for bus service to downtown Seattle. That bridge provides the most scenic route for the thousands of tourists and local residents who visit the city's largest park - Discovery Park - a park that is there for everyone to enjoy, not just Magnolia residents. I reviewed the proposed replacement bridge design. Surely there are ways to reduce the cost of that bridge - we don't need a tajma-bridge. We need a reasonably priced replacement. No one is going to bike up that bridge so skip the bike lane (my primary mode of transportation from Magnolia is by bike, so I don't speak from bike-spite). We don't need more lanes; just replace what we have. At one of the public meetings in the Village, I heard a local resident make a good suggestion: city representatives charged with making the determination about this situation should be required to drive from downtown Seattle to Magnolia during the rush hour - they should be required to drive from the Salmon Bay area at 5:00 pm to downtown via 15th, just to get a feel for the traffic at that hour. We are told now that the city just doesn't have the money for a new bridge and that the population density (or lack thereof?) in Magnolia doesn't justify this expenditure of funds. How do you think that sounds to a neighborhood paying its fair share of the cost of light rail it can't access, a bus tunnel it can't access (and the loss of the route we now have to go South), and Metro service that runs only every half hour and takes an hour to go 6 miles to downtown during the rush hour? It

ResponseID

sounds penal and vindictive. We're a community; we are in this together.

Response

Whatever happens, Magnolia residents need to feel like they have been heard, that their concerns have been addressed, and that the reasons for the decision are fair, thoroughly explained and well-reasoned.

224

Please implement the 1:1 bridge replacement. The current bridge serves the community well.

225

My name is [REDACTED]. I am an 11-year homeowner at [REDACTED]. Prior to purchasing my condo I was a renter on Thorndyke Avenue for 4 years. I cannot urge you strongly enough to abandon the Armory Way Bridge/Halladay street alternative. The construction of this bridge will radically change the quality of life at and near this location. Residents will be impacted by high traffic volume, noise, excessive light, reduced air quality, loss of on-street parking, decreased safety for drivers, pedestrians and bicyclists, and a radically reduced proper value. As it stands this proposal would likely influence my property value to the extent that I could only sell it for far less than I currently still owe on my mortgage (and potentially could still owe at the time of the completion of this bridge). The Armory Way Bridge/Halladay street proposal as it now appears is unfeasible. There will be massive traffic impacts on 15th Avenue where drivers would have to turn left onto Armory Way. This will back up traffic south on 15th Avenue and Western Avenue, onto Denny Way and downtown. The current plan calls for one lane each way on this bridge, which is not enough to handle the traffic volume. The current plan does not call for a widening of Thorndyke Avenue or the building of a dedicated left-turn lane onto Halladay Street from Thorndyke Avenue. This plan also cuts off all of Magnolia south of Halladay Street, and would require an extensive rerouting of traffic from South and West Magnolia onto narrow residential streets not constructed to withstand the weight and impact of traffic of this volume. The lack of direct access to South and West Magnolia will impact property values and will damage businesses in beloved Magnolia Village. Magnolia's population is increasing, and it is facing increased rents and impacts from the homelessness problem. While we weather these changes well, the failure of the City to provide a one-to-one replacement of the existing Magnolia bridge will have a negative impact on the community for generations to come. Please make every effort to provide a one-to-one replacement of the current bridge. If that replacement remains unfeasible, I beg you to abandon the Armory Way Bridge/Halladay Street alternative (Alternative 1). Thank you very much.

ResponseID Response

226 Re-channeling traffic from the Magnolia Bridge to the Dravus bridge would be foolhardy and dangerous. The sharp left turn and steep descent at the top of Dravus Street (at 30th) is already a dangerous route with many near head-on collisions at the top. Particularly during inclement weather (not just snow and ice, but even rain), many cars have difficulty negotiating 1) the steep stretch of Dravus between 20th and 30th, 2) making the sharp left turn and steep descent from 30th to Barrett, and 3) climbing 30th from Barrett to Dravus. Increasing the traffic along this stretch is guaranteed to result in an increase in accidents. Cars coming down the steep section of 30th from Dravus to Barrett have 1) sometimes missed the corner and run into the planting strip, 2) clipped cars parked along Barrett, or 3) ignored the stop signs and sped along 30th heading south. All of these streets are narrow, residential, and full of families with children. Additionally, 30th is often lined with parked cars on both sides of the street due to the lack of garages and off-street parking in the area. What you are proposing by eliminating the Magnolia Bridge will result in traffic being re-routed to Dravus. As I noted above, this will result in an increase in dangerous traffic scenarios as well as making life in Magnolia just that much less bearable.

227 It seems unfathomable to have a population of approximately 17,000 people without terrific access to their area of Seattle. There are, clearly, many transportation issues springing up in the city and also, clearly, many poor decisions being made that are not solving problems adequately. The traffic towards Ballard will only increase dramatically with Expedia's 3,000 person campus opening soon and any additional decisions made that would increase the demand for portions of 15th could be a nightmare for everyone involved and result in even more costly retro-fixes in the future. Also, the economic sustainability of Magnolia restaurants and shops will be very adversely affected and may result in closures for our already underserved community. I understand the push for a one-to-one replacement solution, and I agree it is the only fair outcome. That said, the Armory bridge is clearly the second best solution if the funding doesn't provide a new Magnolia bridge replacement.

228 We need the bridge replaced This community needs all 3 access routes Adding public housing to magnolia and reducing access is not in the best interest of the community I am not ready to give up on funding a bridge replacement The city has some basic problems with funding/passing bonds/levies and over promising what will be included. They are obligated to work for funding what they got support from the public for. Just saying sorry guess we can't do what we voted for isn't good enough. Time for fiscal responsibility

229 We need the 1:1 replacement bridge, regardless if it's the most expensive option. A 1:1 replacement is the best way to access lower Magnolia, including Magnolia Village. Please don't harm our businesses by insisting on saving the most money.

ResponseID Response

230

I echo many people who support the option that is not shown in this survey... 1:1 replacement of Magnolia Bridge. I will quote one of Magnolia resident's comment here because I think it is worth considering. "I believe a realistic cost reduction approach for the Magnolia bridge would be a repair ,replace scenario done in the same location as the current structure. The east bridge portion does not need immediate replacement (up to the mid bridge exits,ie the the low portion over the BNSF ROW can remain) .However ,this lower bridge replacement cost is included in the current SDOT 1:1 estimate.This section could also possibly be remediated once more for seismic issues ,using current technology. The lower bridge section can be replaced at a later date,under a separate budget request. The high portion of the bridge could be replaced while operating the current structure,for most of the project schedule. Auger cast piles and caps can be installed between the existing towers.New concrete towers (columns) can be formed and concrete placed to the underside of the existing deck,while the current structure continues to operate. The deck could then be demolished in sections and replaced using both the existing and new support towers for the installation of the falsework and formwork. The existing bridge towers could then be demolished and removed. This is not as easy or quick as blowing up the existing bridge,but a lot less expensive as the exits and east and west approachs can remain in the same locations at the same elevations. The SDOT project engineer informed me at an information session that the lower bridge portions are not in danger of imminent collapse in a seismic event.SDOT believes a complete structure replacement should be done due to convenience and funding issues, (Funding I surmise so they don't ask for money twice.) The engineer stated the lower replacement was a " while we are here item". Which, discounting funding issues makes sense. Even if the current high bridge were totally demolished in one phase and out of service for 18 to 24 months ,reinstalling the high portion only in the same location will save many millions. Cheers, [REDACTED]"

ResponseID Response

231 There is only 1 viable solution- replace the bridge. All your other proposals are short-sighted and will cause significant traffic back-ups and will impede reliable accessibility to our homes and businesses. Frankly, we don't trust the SDOT and the data/alternative plans they are proposing. Read the Seattle Times editorial again- Magnolia should not be permanently victimized by SDOT's lack of financial planning. The SDOT and the City Council have buried their collective heads in the sand about this issue for far too many years. Meanwhile hundreds of millions of dollars have been wasted on traffic proposals and projects that have failed to deliver any benefit to Seattle residents. Traffic is a nightmare. Your alternative proposals will be a colossal failure, too. It's a lot easier to build a new bridge alongside the old one instead of disrupting the already congested 15th Ave traffic during construction of the proposed Dravus interchange. The city council has lost all credibility in their financial management, decision-making, and in their ability to govern. We will be politically engaged in replacing every one of them. And also in demanding the replacement of one of the city's major bridges.

232 The only feasible alternative replacement is a 1 to 1 replacement. This was indicated in earlier studies and we were told we did have the money for a 1 to 1 replacement. We would like to know what happened to that money. We want to know how we can afford hundreds of millions of dollars on the homeless, with no transparency or accountability, and spend \$12,000,000 per mile for bike lanes that are hardly used yet we can't afford to replace a bridge that provides the major access point, 1 of only 3 access points, to a community of 20,000 that has seen their property taxes increase substantially over the last few years. The entire community is extremely frustrated by the lack of transparency in this process in terms of not being consulted when SDOT determined the bridge wouldn't be replaced when earlier studies indicated that a 1 to 1 replacement was the only option.

233 None of the alternatives make sense . A 1:1 replacement of magnolia bridge is needed

ResponseID Response

234 Anything other than a 1:1 replacement of the Magnolia Bridge will eventually result in a much smaller Magnolia Village business community and will negatively impact the quality of life for the citizens of Magnolia. However, it must also be noted, that for many of us who are older, own our homes and are facing incredible rises in our property taxes, closing the bridge and making Magnolia less accessible might be a blessing. Our property values and taxes would decrease and we could live out our remaining years in relative quiet. I would most likely be in the minority with that opinion, just to be fair. It seems that the City of Seattle is abrogating a contract between the citizens of Magnolia and the city. We pay taxes and fees to support the operations of the City (our end of the bargain), but when the bill comes due for maintaining a vital connection between our community and the rest of our City, the City has mismanaged the dues collected from us over the years, and doesn't have the funds necessary to uphold its end of the bargain. Not having a sinking fund to repair the inevitable replacement costs of all the bridges in our City is passive mismanagement of the worst kind. No one gets voted out of office for it, indeed, no one even notices until something like this comes along. And the current City Council did not create the problem, they inherited it. Mind well, the current CC has an execrable reputation for fiscal mismanagement, but they didn't create the problem. So, I have a suggestion. Total all the costs of doing the most basic replacement alternatives and pledge those funds towards the cost of a new 1:1 replacement bridge. Take the remaining costs for the new bridge and fund that portion with an LID on the citizens of Magnolia, the Port of Seattle and the Railroads. Magnolians are wealthy enough to pay something extra for a vital piece of infrastructure, and for the privilege of living in a beautiful space in this world. If you divide \$200MM by 10,000 households, that would be a burden of \$20,000 per household. 5000 households would be \$40,000 per... Spread it over 20 years and it would be doable. This is not a popular idea, but would hold the feet to the fire of those who insist (as I do) on the vital nature of a 1:1 replacement. Thanks for reading and listening.

235 Concern for the businesses located in the village if the bridge is not replaced. Concerned about cars driving on narrow residential streets trying to get to the village and west Magnolia.

ResponseID Response

236 The best option, and the one overwhelmingly needed by the people affected by this project, is to replaced the bridge in its current location. The full replacement option was eliminated for the political reason that it is too expensive. However, it is only too expensive based on a politically-determined maximum allowable cost, which is unsupportable at a time when the city is paying \$12-million per mile for bike lanes, which compared to this bridge, are an unnecessary luxury. Eliminating the bridge will route thousands of cars, buses, and trucks through residential neighborhoods, with many safety, economic, and environmental impacts. A full EIS should be completed on all the options, including full replacement of the bridge, before eliminating any options.

237 It is critical that the Magnolia bridge be replaced 1:1, and none of the options you have provided be considered. Not only will the environmental impact with thousands of cars sitting in severe traffic be terrible, but access to the largest city park will be impacted along with traffic on 15th, Queen Anne, Elliott and Ballard. It is irresponsible to leave 25,000 Magnolia residents along with all of those that visit or work in Magnolia with poor options for transportation to and from. It's the city's duty to maintan infasructure and providing these options is not ok. In reality this is a \$100M issue, not \$400M. As a home and business owner, and someone that invests hevily in the community I ask you to please do the right thing. There is certainly money that can be used here, especially with the bridge not coming down for 5 years. This is a problem that should and can be solved with fiscal responsibility from the city and SDOT . How can we as a city do so much to protect our environment and then plan to dump so much more CO2 into the air? Will there be a sign asking people to turn off their engines as they wait (ie Ballard Bridge)? The last time Magnolia had two bridges to use there was a 35-40 minute commute from 28th to 15th via Dravus. And this was without the massive number of apartment and condo units that have developed on 15th. Not to mention Dravus shuts down at the first sign of ice. Magnoliacontinues to grow at a rapid pace and handicapping one of the three access points is unacceptable and short sighted.

238 I work in Magnolia and removing one of three access points is unacceptable. From a safety, emergency and environmental POV it is not ok to cut off an entire city neighborhood. Not only will residents and visitors be sitting in traffic for extended periods, hurting our green and clean environment, but people will not be able to esily visit the best park in the city. Please be reponsible as city leaders with future planning and replace the bridge.

ResponseID Response

239 None of the proposals are an acceptable replacement for the current bridge. As a voter that has willingly voted for taxes, infrastructure spending and other levies necessary to keep our city functional, I find this particular failure in leadership and foresight completely unacceptable. Severing a crucial artery needed to alleviate the already choked access points will have a number of obvious negative impacts. Bus riders will be further inconvenienced by yet longer commutes and less incentive to ride. Bikers on Dravus will be put at risk with a huge uptick in drivers (and frustrated angry ones at that). Park visitors and other Discovery park residents will be forced to navigate the already reduced lanes around the Emerson entry point, only now with a pile of new cars. How are Magnolia businesses going to appreciate the drop in patrons when the access to their stores becomes unbearable? How about School Busses that now use Dravus to take the Magnolia middle school students to McClure in the heart of rushhour. God forbid you have a loved one that needs medical assistance or police support. Driving up and around to access the south end of Magnolia isn't getting any easier... and when every minute counts, you're now putting actual human lives at risk. It's insane for a city of Seattle's compassion and innovation to even be having these conversations. Let's talk about increased pollution from the thousands of additional cars now crawling through Interbay with another 20 minutes each way tacked on their commute. Quick napkin math gives me 40mins x 5days/week x 50 work weeks... 10K additional minutes PER CAR!!!! Even on the short end of 10mins each way you are now adding 80 hrs of NEW CO2 PER CAR a year to the environment. It's outrageous and irresponsible, and the people deserve better. Finally, as none of the above projects are free, I suggest we begin talking about these alternative costs by focusing more specifically on the delta between their cost and a replacement, as that is the true cost of a new Magnolia bridge. Also, I find it ridiculous to be framed as merely an inconvenience to Magnolia residents when neighbors from Ballard, Queen Anne, Belltown, etc. will all be adversely affected by this failure. If you made it this far, I appreciate you taking the time to read my comments. I hope it gives you a few minutes of additional perspective on how wide ranging the impact of this is. I assume there will be future studies that better articulate one persons common sense observations, and I hope we pursue those before making a decision like this that alters so many lives in a blatantly negative way.

240 Why do these proposed routes all stop on the east edge of magnolia? As alternatives to the current bridge, each alternative should terminate in each of the most common endpoints of magnolia bridge traffic, specifically the Village, magnolia bluff, Pop Mounger Pool, ...

241 Please replace the bridge 1:1. Traffic is already awful on Emerson/Dravus in the evenings (since the bike lanes were added). Any other option besides replacing the bridge would cause major backups along 15th so this is not just a Magnolia issue (think rush hour and people trying to get to Ballard).

ResponseID Response

242 15th is already a nightmare on a good day. Removing the bridge would push traffic to Dravus (already congested) and Emerson where a lane has been removed to make room for a bike lane to get on to Gilmore. That intersection is becoming a mess. There needs to be a 1:1 bridge replacement.

243 Studies made for alternatives in the event of an emergency Magnolia Bridge closure were made before the recent bike lane alterations to the other two points of entry, which have caused significant bottlenecks. Getting out is increasingly affected by the increased traffic on 15th, which in turn is affected by Ballard Bridge openings. If the Magnolia Bridge is not replaced, the city must provide a new third point of entry into Magnolia. We who live here can assure you that an expansion of the Dravis exit is a terrible idea - just awful. It's bad enough and the red lights are super long as it is, plus the no turn on red at Government Way due to bikes is piling up the cars at that light. The right and best thing to do is frankly to replace the bridge, regardless of cost. We shouldn't be at the mercy of poor advance planning for what was clearly going to be required. Figure it out.

245 Dravus "improvements" are simply not an option. No amount of "improving" will be able to accommodate the current high level of use (which only continues to increase as more condos are completed in the area) as well as traffic shunted to the Dravus/15th intersection if the Magnolia Bridge closes. Additionally, because of the misguided addition of bike lanes, the Gilman/Emerson intersection has become virtually unusable at certain times of day so that the Fisherman's Terminal bridge cannot provide more ingress/egress. I also take issue with the format of the survey. What use is asking for rankings of "3 most important components" and "3 least important components" since any option must be viewed as a comprehensive whole. For example, I personally don't care at all about cruise ship access but recognize that it is an important part of the City's commerce. The Magnolia Bridge must simply be replaced. Please put to good use the millions of dollars already spent to study the issue and make it happen. Thank you.

246 1:1 Magnolia Bridge replacement is only acceptable option!

247 We need an actual bridge replacement for the Magnolia Bridge, just like we have now and using the exact plans that have been studied to replace it with a new bridge. No other option!

248 Replace the bridge! Most of these options seems to prioritize Smith Cove and the pier over residents. At least allow people to select that they prefer the bridge replacement - that wasn't even listed as an option.

ResponseID Response

249 Given your past results: Taking away our traffic lanes to accommodate non-tax paying bike lanes thereby increasing our wait times on Emerson (opposite Fisherman's Terminal), not improving Mercer after spending a ton of money, restricting a traffic lane on Elliott Avenue, thereby causing more delays, I don't have any faith that you will do anything positive for the residents of Magnolia. There is money for the homeless, the tunnel, and other projects, but not enough for us? This is unacceptable. Re-build the Magnolia Bridge. WE are the taxpayers and WE want our bridge re-built. Your options are unacceptable. Increasing traffic along Dravus street with a huge hill to the West is not feasible. Find the money to re-build the Magnolia Bridge.

250 Magnolia Bridge replacement is the only option. The alternatives would provide way too much traffic congestion. A good point was made in a recent Seattle Times article. Three of the four buses that travel in and out of Magnolia take Magnolia bridge. Surveys count them as one vehicle. However, it is the number of people not the number of vehicles crossing the bridge. Also some of the alternate routes proposed are also more congested and more dangerous with the addition of the wide bike lanes. Seattle must figure out funding to replace the Magnolia bridge because it is the only thing that will work as a long term solution.

251 The Magnolia bridge is a necessary piece of infrastructure that has to have a 1:1 replacement.

253 I did not choose one of these options because the only option I feel is viable is the 1:1 replacement bridge.

254 The Magnolia bridge is incredibly important for residents of Magnolia and people traveling in and out of the neighborhood. It is the route I use most and the route with the least congestion even though it is busy. Also, when I take a bus out of Magnolia, it also crosses the Magnolia bridge (3 out of 4 buses do) and many people take these bus routes as an alternative to driving. There are no alternatives that will measure up. The expense is necessary and the city needs to cough up the money to restore the bridge.

255 I very strongly support a 1:1 bridge replacement. It will be the most direct route, and will avoid spilling well over 17,000 cars onto the local streets of our residents and will be the safer alternative. I also frequently take the bus, and getting to work/downtown for pleasure and home again directly and safely is very important to our family. Seattle will be shirking its responsibility to its citizens if it continues to ignore prior studies supporting the 1:1 replacement.

ResponseID Response

257 I do not support any alternative that does not replace the Magnolia bridge. WSDOT and the city of seattle have mismanaged resources that would have provided for much needed light rail along 15th all the way north to Holman. And have further exasperated our commutes by eliminting car travel lanes and spending exorbitant amounts of money on useless and underutilized bike lanes. As such your decision making process which lead to the weak alternatives listed here in cannot and should not be taken seriously. T he city and WSDOT leadership should be called into question for lack of accountability and failure to discharge the duties of their offices in a fiscal and responsible way.

258 It's shameful and ridiculous that bridge can't be replaced. All the alternatives are lame.

259 We must have a 1:1 Magnolia Bridge replacement to maintain adequate access for Magnolia residents to other parts of the city. Clearly the city has not adequately studied the importance of this bridge and the significant congestion at o ther access points into Magnolia. We must have a 1:1 Magnolia Bridge replacement!

260 We need Magnolia Bridge replacement! any other option could cost more than that!

261 None of these 'alternatives' is adequate to replace the existing bridge. Nothing acknowledges the increased traffic since the traffic study was done. Nothing takes into account the increased traffic resulting when Expedia opens in 2019. Nothing takes into account the tremendous loss of business to Magnolia Village if the bridge is torn down. T here is not enough room (nor has it been suggested) to improve Dravus from 15th to 34th. T here is not enough room (nor has it been suggested) to widen and improve T horndyke to 28th at the top of the hill. Has it occurred to anyone that ALL 3 bus routes travel the Magnolia Bridge? You took away one lane at Emmerson and now there are tremendous traffic back ups several times a day. Not everyone can take transit. SDOT's war on cars has to end sometime. You can spend \$12M/mile on bike lanes to serve hundreds, and cannot find the \$ to replace vital infrastructure that serves tens of thousands. More federal \$ will be available in the next 4-5 years. Why not, when we have waited so long and the bridge is "safe until we say it is unsafe" -to quote your SDOT spokesperson, wait until more \$ becomes available to decide on a course of action? Why can't you price a replacement in place? T his entire process has been highly unsatisfactory, as a decision not to replace, contrary to public wishes, has been made and now you want the public to choose the least bad among three bad alternatives.

ResponseID Response

262 The Magnolia bridge as currently routed is a vital link connecting Magnolia with Seattle and planning for and funding a 1:1 replacement (as concluded in the last round of citizen engagement) should be the priority. Given any replacement route will have some associated cost, it's disingenous to state that replacement is unlikely given estimated costs for a 1:1 replacement are \$350M-400M. The cost differential for a 1:1 appears to be \$100M, and it's a sad commentary about SDOT management if that number is untenable given all the years of lead time to plan during an unprecedented economic boom.

263 The bridge is a critical route out of magnolia, especially as 15th Ave becomes more congested. Already we have traffic back ups when trying to leave magnolia.

264 We need the magnolia bridge replaced

265 this is a false choice. Each alternative is weak. Replace the bridge. Use real data, including demographic changes in the neighborhood, and current traffic patterns given the recent additions of bike lanes and traffic signals on Dravus and government way/Emerson. Don't be bullied by city council's desire to socially engineer Seattle. People do in fact need cars. Not everyone can or wants to bike. Mass transit is limited to the neighborhood. The city has known for years this will be a need. They blew it. Shirking their duty now and claiming it's just too hard is shameful and lazy. Playing identity politics with infrastructure is beneath the character of this city. We can be better. Build a bridge.

266 Please read and seriously consider the comments in the recent Seattle Times editorial: <https://www.seattletimes.com/opinion/editorials/city-of-seattle-cannot-abandon-critical-magnolia-bridge/>

267 The city needs to find a way to fund this along with the original stakeholders. Railroads, residents, and Port of Seattle. They should also tap area businesses. Stop wasting money on unnecessary traffic lights and lanes, and cutting off sidewalks around the city for cars, transit and bikes.

268 I use the Magnolia bridge every day, and completely disagree with the decision to get rid of the bridge. I understand that repair and renovation of the bridge is costly, but so many drivers and bus riders rely on this to get to work and back. Taxes have done nothing but increased in the recent past, and our local city, county, and state governments should have been setting this money aside to pay for necessary infrastructure. The county is proposing to give \$190 of tax money for a brew pub and improvements to Safeco Field, but we can't afford to renovate the Magnolia bridge? I would challenge our leaders in the city, county, and SDOT to find a way to keep the Magnolia bridge.

ResponseID Response

270 (1) The low-cost alternatives may be adequate with current population in Magnolia. With substantial rezoning for higher-density housing, then a 1-1 replacement may become necessary. (2) Do not assume that the current predominance of single occupant vehicles will continue forever. (3) Prioritize transit over SOV. The future may include a combination of self-driving taxis and transit. (4) With better bike infrastructure, and electric-assisted bikes, more people will bike. Low-grade options would help - biking up the Magnolia bridge is hard and scary, a level path along Eliot Bay to the south end of 32nd Ave W would be easier.

272 1 to 1 replacement for the Magnolia bridge is the only solution that is acceptable. When I rushed my wife to the hospital I used the magnolia bridge. Had we been routed through Dravis street I would have never Made it to the hospital in time. It was a complicated birth and I shutter to think of what would have been late.

274 I prefer replacement of the bridge. Find the money. We should have been saving for this. It is part of the Magnolia bluff drive and vista and is a historic part of Seattle for all the share. Many people take photos of Downtown from this bridge. Four bus routes use this bridge. It is the most used access to Magnolia.

ResponseID Response

275 I have lived in Magnolia for 20 years and experienced the bridge closedown because of natural causes. It was difficult but understandable. Permanent closing of Magnolia Bridge (MB) is foolish and will have a major negative impact on the city. 1. Magnolia population will increase significantly in the near future. In the short term Expedia's move to Interbay will bring several thousand new people to the area. They will need housing and the logical area for them is along or near 15th Ave. W. from Magnolia north. Much of Magnolia east of 34th Ave W will be rezoned for multifamily apartment/condos. Land values for this area are low enough that developers will push rezoning. Also the city will encourage higher density in close-in areas such as Magnolia. Most of the new residents will work downtown or in Interbay and need to get to their jobs quickly. 2. The alternative replacement exits from Magnolia do not work. When MB was closed in 2001 these exits were congested. Today they are worse even though the bridge is open. Bike lanes leading to Dravis and Emerson have slowed down traffic considerably. More residents and shifting cars and buses from MB will lead to full-time congestion. In addition traffic from the Ballard bridge is growing. Together with frequent openings, 15th Ave is a mess. For example, cars trying to get to Nickerson St or go south on 15th Ave are blocked. Alternative options such as Dravus St are also blocked. Opening another exit south of these streets will not solve the problem. 3. The closing of the viaduct will add to all the other issues. Cars and trucks that used to access the viaduct from the 15th St corridor will be diverted to Mercer St in order to access the tunnel. Even now, without the viaduct shutdown Mercer St is incapable of moving traffic quickly. For example, the part of Mercer St from 15th Ave to Queen Anne Ave is narrow and restricted. It will get much worse in the future. This will back up to 15th Ave and intensify congestion back to Dravis and Emerson streets. Add in the growing number of cruise ships and the problem gets even greater. Hopefully, the city's leadership will realize that permanent closing of MB is short sighted. It may save some money today but will be more expensive in the future when it becomes obvious that a bridge is needed for Magnolia.

276 1. Apologies for the rude behavior of some Magnolia residents at the recent public meeting where speakers from public agencies were shouted down and we therefore did not have the opportunity to hear what they had to tell us.

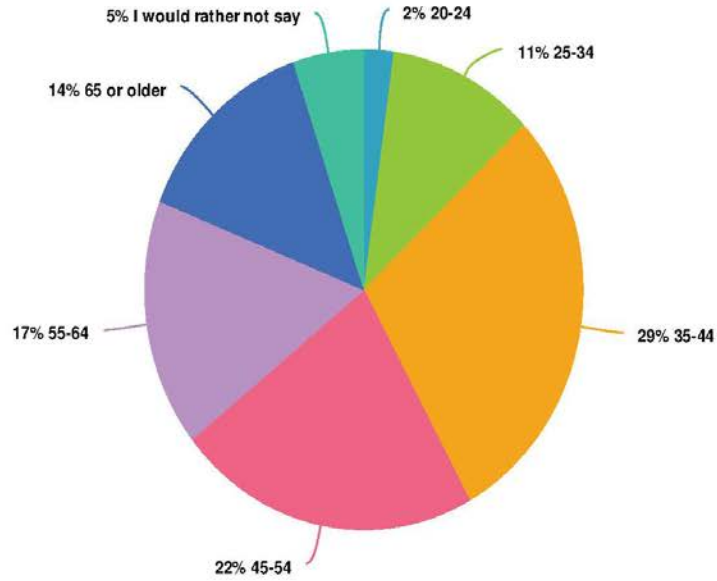
278 We need a 1:1 replacement of the bridge. Anything else will cost more money than it is worth. The city will do studies that drain funds for new sites to enter Magnolia and will end up not having enough for those projects either. Save the money and the traffic with a 1:1 replacement.

ResponseID Response

280 These options aren't adequate to handle the flow of traffic and easily get us to & from our home. It is imperative that we have a new bridge to expedite our commute in the fast growing city we live in. Our taxes continue to go up, traffic flow is constricted due to less lanes for cars and more bike/bus lanes created. We are spending an exorbitant amount of money on bike lanes for a very low percentage of commuters. Due to the city's lack of action since 2007 on an approved plan that took in all forms of feedback to create the best option (replacing the existing Magnolia bridge), the city needs to find the funding path for the proposal that has already been offered and approved. The fact that the city is coming back 10 years later to change their mind is unacceptable. While I have ranked the options, they do not include my first choice of building a new bridge.

281 I'm shocked, frustrated and disheartened that the work did over 10 years ago is being essentially thrown out. The City and the Community came together and agreed on a plan that worked for all of us to replace/update the Magnolia Bridge. The landscape has not changed, the housing has not changed, yes the Port had changed but that should not result in a scraping of what has already been determined to be THE BEST PLAN. The Seattle Community approved a significant Levy years ago that could have helped to offset a large portion of this cost, yet the City had other legitimate priorities. However, that does not invalidate the APPROVED plan. The City chose how to spend the Extra money we tax payers gave them - but that does not mean other projects are now dismissed. The side roads in Magnolia simply cannot handle the traffic that any of these options would create. Cars typically must be parked on the street due to nature of older homes so often only 1 car can get past at a time. That interferes with peoples lives and the ability for their children to play outside. Who would send their kid to play in traffic? Our neighborhood, local businesses, bus routes, trash routes - everything is built around the Magnolia Bridge as the main path in/out of our special neighborhood. All of that traffic simply cannot be absorbed in a reasonable & responsible way by making a connector to what is currently a side street. Essentially, you're taking away I-5 and saying HWY 99 will pick up the traffic if we put more lights in. C'mon you guys, think about it. I'm not asking for more than what was committed to by the City in partnership with the Community. Is your first goal not to serve the citizens and to live up to the commitments you made? It's the right thing to do and all of us, City & Community, know it. Let's work together to get creative but let's keep the Magnolia Bridge up and serving the tax paying citizens of Magnolia.

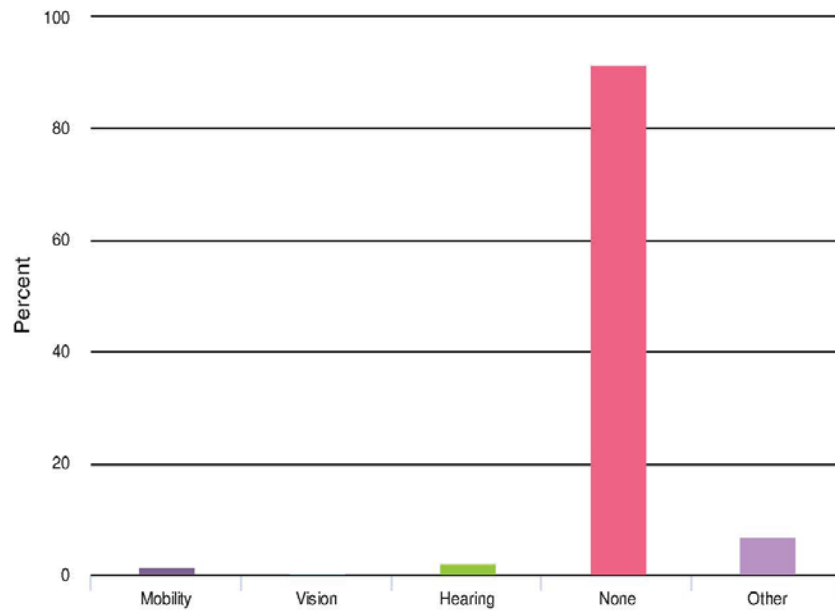
2. What is your age?



Value	Percent	Responses
20-24	2.2%	6
25-34	10.8%	29
35-44	29.0%	78
45-54	22.3%	60
55-64	16.7%	45
65 or older	13.8%	37
I would rather not say	5.2%	14

Totals: 269

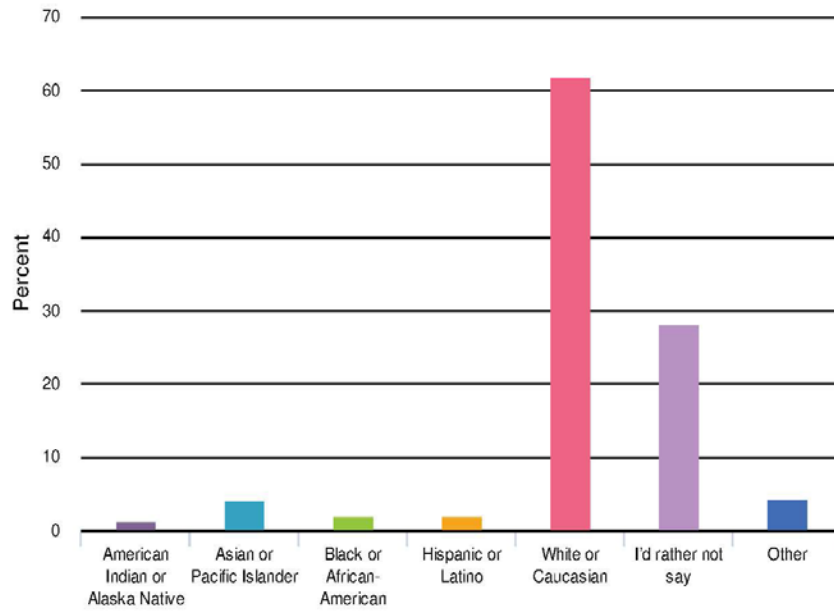
3. Do you have a disability? (check all that apply)



Value	Percent	Responses
Mobility	1.3%	3
Vision	0.4%	1
Hearing	2.1%	5
None	91.5%	214
Other	6.8%	16

Other	Count
Native Seattlite	1
Old and getting older.	1
Why is this relevant?	1
psychological, learning	1
Totals	4

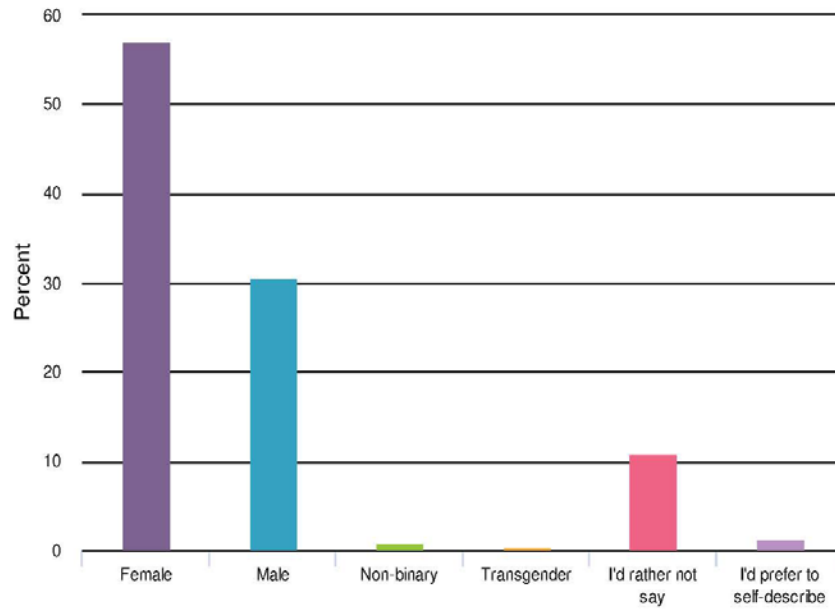
4. What race/ethnicity best describes you? (check all that apply)



Value	Percent	Responses
American Indian or Alaska Native	1.2%	3
Asian or Pacific Islander	4.0%	10
Black or African-American	2.0%	5
Hispanic or Latino	2.0%	5
White or Caucasian	61.7%	156
I'd rather not say	28.1%	71
Other	4.3%	11

Other	Count
Caucasian/African mix	1
Does it really matter?	1
Human	1
Mixed Korean and Jewish	1
What does this have to do with the 1:1 replacement	1
Totals	5

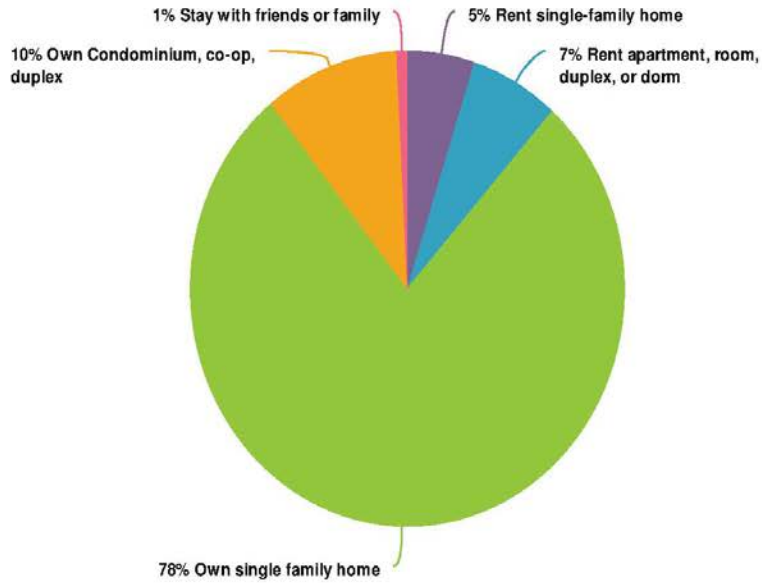
5. What gender do you most identify with? (check all that apply)



Value	Percent	Responses
Female	57.0%	147
Male	30.6%	79
Non-binary	0.8%	2
Transgender	0.4%	1
I'd rather not say	10.9%	28
I'd prefer to self-describe	1.2%	3

I'd prefer to self-describe	Count
Human	1
WTF- oh, Seattle.	1
Totals	2

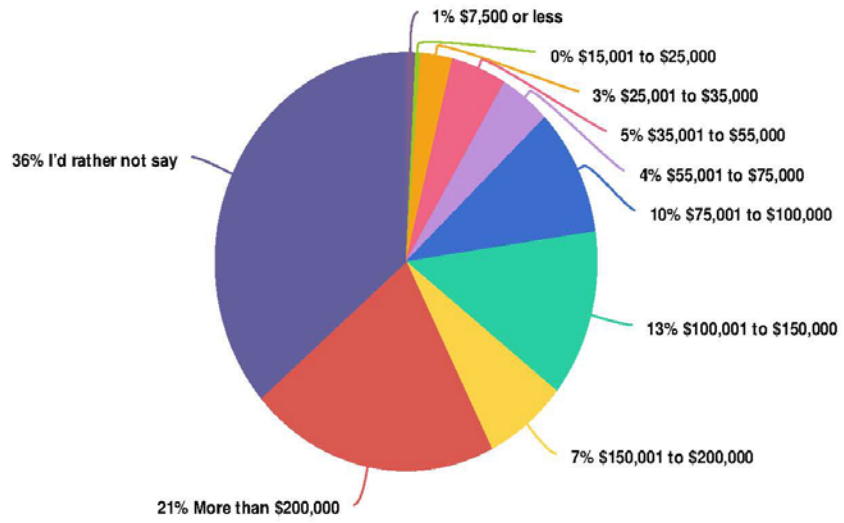
6. What is your current household situation?













Value	Percent	Responses
Rent single-family home	5.0%	13
Rent apartment, room, duplex, or dorm	6.6%	17
Own single family home	77.6%	201
Own Condominium, co-op, duplex	10.0%	26
Stay with friends or family	0.8%	2

Totals: 259

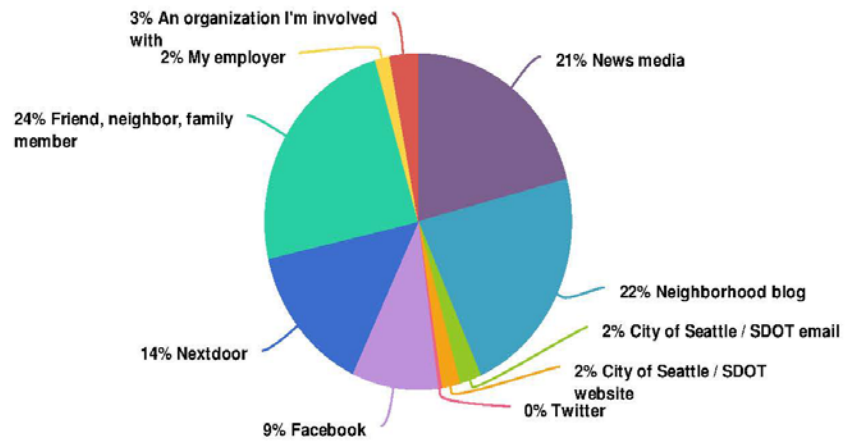
7. What is your annual household income?













Value		Percent	Responses
\$7,500 or less		0.8%	2
\$15,001 to \$25,000		0.4%	1
\$25,001 to \$35,000		2.7%	7
\$35,001 to \$55,000		4.7%	12
\$55,001 to \$75,000		4.3%	11
\$75,001 to \$100,000		9.8%	25
\$100,001 to \$150,000		12.9%	33
\$150,001 to \$200,000		7.0%	18
More than \$200,000		21.1%	54
I'd rather not say		36.3%	93

Totals: 256

8. How did you hear about this project? (pick all that apply)



Value		Percent	Responses
News media		20.9%	55
Neighborhood blog		22.4%	59
City of Seattle / SDOT email		2.3%	6
City of Seattle / SDOT website		1.9%	5
Twitter		0.4%	1
Facebook		9.1%	24
Nextdoor		14.4%	38
Friend, neighbor, family member		24.0%	63
My employer		1.5%	4
An organization I'm involved with		3.0%	8

Totals: 263

Appendix G: Email & Mailed Comments

Note: We provide all comments as they were submitted. We did not edit for content or clarity. All personally-identifying information has been removed.

Email Comments

Date	Comment
June 13, 2018	<p>(No body text; Subject line only)</p> <p>What about putting weight restrictions on Magnolia bridge? Wouldn't that help to make it last longer?</p>
June 14, 2018	<p>Hello:</p> <p>I'd like to know if any particular section of the existing bridge is worse than another. Why? Financially, it would be wise to consider full, in-kind replacement of the 'sloped' (west-most) portion first, if the 'level' portion (east-most) portion is considered sufficient as-is, (and then do the east-most section later, when required).</p> <p>Of course, the reverse argument would be made if the 'level' section needed updating before the 'sloped' section.</p> <p>Dear Dawn and Wes,</p> <p>The significant and large neighborhood, and island, of Magnolia cannot lose four congestion-less lanes of traffic in/out. I work in downtown Seattle 6-7 days a week, and often drive several times back and forth to my home in Magnolia each day. I cannot ride a bike to work because I carry heavy equipment to and from my job consistently.</p> <p>The suggestion that Magnolia does not need the Magnolia bridge is like saying Ballard does not need their bridge. Further the "traffic modifications" on Thorndyke at Dravus and Emerson- both juggernauts into Magnolia- are substantially worse traffic sites at all times now.</p> <p>We purchased a modest home in Magnolia because it was so well designed for commuters going to downtown Seattle. That includes our bus routes!</p> <p>If the Magnolia bridge is torn down and not replaced 1-1, we will sell and move out of Seattle and stop paying taxes into the disaster of non-improvements made to all of Seattle traffic and our beloved peaceful, quiet Magnolia neighborhood.</p>

	<p>Dear Dawn and Wes,</p> <p>I just attended an informational meeting in Magnolia to look at the “cheaper” bridge replacement options for our huge community.</p> <p>What a tragic sick joke the city is playing on the 6th largest neighborhood in the city- not to mention an island.</p> <p>It’s such an insult and unacceptable to be told 360million is too much to replace a perfectly functioning traffic corridor- one of the only in Seattle now.</p> <p>We need Town Halls with Mayor Durkan and Sally Bagshaw hearing from every single resident of Magnolia that a 1-1 replacement is the only option.</p> <p>{Also, Please forward this to your employers and the people deciding on “cheaper” Magnolia Bridge solutions.</p> <p>They are wasting your time and putting you in an awful predicament with our whole Magnolia community. They should be ashamed. }</p> <p>Only acceptable solution is replacement of Magnolia Bridge 1:1. Think positive and get it done for Magnolia!</p>
<p>June 18, 2018</p>	<p>I would like to see a detailed cost study explaining why a replacement Magnolia Bridge would cost \$400 million. Where is that publicly available for free? If not already publicly available, I am requesting that you make it publicly available for free.</p> <p>I would like to see a practical study done on the effect of the Magnolia Bridge removal and the role it plays on the Seattle city traffic flow all hours of the day .this can be done simply enough Shut the bridge down for two day’s for a solid 24 hours mid Business week on a Tuesday and Wednesday or for a solid seven days even better so we can study the effect it would have on none Business days. as a 60 year resident of the Magnolia district (not one of the affluent mind you merely raised in a Boeing family) i remember after the Nisqually quake and how bad traffic was trying to get back into Magnolia at 7pm in the evening at Dravus or Emerson.and considering the recent influx of people at 1,100 people per week for the last few years . i can not imagine it be any better .But lets not imagine Shut Bridge Down for a week 24-7 and lets see Dravus and Emerson handle influx of day to day traffic.</p>
<p>June 21, 2018</p>	<p>I attended the Magnolia Bridge meeting in the park last week and have a few comments.</p> <p>Of the three routes in and out of Magnolia, the bridge is the only one that maintains a good flow of traffic. This is the route I take back and forth daily. Neither Emerson nor Dravus could absorb the Magnolia Bridge traffic. Emerson street: heading out of Magnolia gets very back up by the Ballard Bridge</p>

traffic. It is especially frustrating trying to get to Nickerson.
Emerson street: heading in to Magnolia backs way up because the car right turn lane was removed for a bike lane. (Bad move). Should perhaps build a bike bridge and get us our right turn lane back.
Dravus Street: heading out of Magnolia gets backed up per which appears to be very poor timing of the lights with the new bike lane.
Dravus Street: heading into Magnolia gets backed up because you can no longer turn right on a red per the new bike lane. When pedestrians are using the crosswalk when you finally get a green light makes the situation even worse.
Dravus Street: when all of those new apartments on both sides of Dravus and 15th are filled with renters, I can't even imagine how bad the traffic is going to be. The best solution is for the city/state to come up with the money to rebuild the bridge. It not only provides great access for residents to their homes, it also provides good access to the Village shops and restaurants and to Discovery Park. I know you had an alternative third route into Magnolia which at least would not dump everyone onto the other two routes. I just wanted to mention the farther you move North on Elliot Avenue/15th Avenue towards the Ballard Bridge the more traffic gets backed up and when the Bridge is open, which is quite often, it is even worse. That is a big advantage to having an entry into Magnolia at the current location. Also, the new third route into Magnolia does not lend it self as an easy route into the commercial area of Magnolia.
Thanks for taking my comments.

These are the facts:
Magnolia is/has been a community forgotten, overlooked and reportedly all residents are wealthy. In the 1950's residents promised a high school in Interbay.... instead we got a garbage dump. The pool was ours in the 1970's but went to QA instead. Oh and please remember Magnolia got the sewage treatment plant with 25-40 trucks leaving the area daily. And now the bridge REALLY? Can I stop paying the majority of our house taxes? Did West Seattle get a bridge? Find a way to get this done and refurbish the bridge and stop allowing Magnolia residents to be short changed!

Hello!

I was not able to make the sessions, but I am a resident in Magnolia (outside of the Village) and wanted to provide a few pieces of input below.

One general question, have these options been vetted through the lens of Expedia moving their headquarters to Interbay next year (bringing thousands of new commuters onto 15th right by the Magnolia bridge)?

**What options are there to include the Dravus improvements in Alternative I? **

As someone who takes this road in and out of Magnolia almost daily, the traffic has become increasingly bad given the number of new apartments in

	<p>Interbay. Without exaggeration, it can take up to 10-15 minutes (on an off traffic time) to go from 20th to 15th Street.</p> <p>If you're going to funnel more traffic on this road, it needs to be improved regardless of which alternative.</p> <p>I would heavily prioritize Alternatives I and III. The specific reason is the bridge off of 15th. No matter the time of day, the current bridge is the only sure fire way to get into Magnolia (coming northbound) without backing up traffic onto 15th. It is helpful because it pulls cars out of 15th vs. backing them all up at Dravus (where it already gets congested per prior comment).</p> <p>Given Expedia's new HQ in Interbay opening next year, we should prioritize pulling people off of 15th, not stacking cars on it.</p> <p>Thanks for the consideration!</p>
	<p>Replace the Magnolia Bridge. New bridge same place.</p>
	<p>I live in Magnolia and use the bridge daily and if you tear it down and do not replace it, how are we supposed to get on off the hill ?</p>
	<p>Dravus ? No Way</p>
	<p>We need a bridge.</p>
<p>June 22, 2018</p>	<p>I live at [REDACTED] so will be greatly affected by this decision.</p> <p>I believe that the ways the alternatives were presented, only the W Armory Bridge would provide any relief. The 2 Dravus alternatives would have made getting onto Magnolia impossible. There has been so much building on Dravus, at least 4 apartment buildings either completed or in the process of being built, within the past year so data is already out of date. In addition there has been increased building around Emerson that is not reflected in any of your data. I feel that the presentations were stacked so that only the W Armory Bridge would be chosen.</p> <p>If the W Armory Bridge is built how will you mitigate the noise? How will you mitigate the light that will come straight into our units? How will you mitigate the air pollution? Will we still have safe access to our parking lot? What improvements on Thorndyke Ave W will you make? The presentations did not show any except a light at Halladay. Do you plan turn lanes? The SDOT consult at the June 20 presentation said the bridge would be about 35 feet in width, is that really the width? What will happen to the bike lanes on Thorndyke?</p>

	<p>What will happen to the off street parking? I wonder if we will be able to even use our decks or open our windows. What about our property values over the next 6 years. It appears that you won't even try to get funding until 2024. Who will buy an unit in a building that has the potential to be right next to a bridge? There was a Magnolia resident at the June 20 presentation who put his house up for sale the day before the Seattle Times article about the bridge and he has gotten one offer, not even a low ball one. I feel that we are left out to hang for the next 6 years.</p> <p>None of the above was covered in your presentations. What about added cost to mitigate these problems? Does the \$250 million cover any of these issues?</p> <p>I think the port should pay to replace the part of the Magnolia Bridge that services the port and then you would have the money to replace the bridge. Was this even considered?</p> <p>If you are going to build the W Armory Bridge I suggest that the bridge comes up further south, in between Hallady and 23rd Ave. It would impact fewer people living on Thorndyke and provide better access to the southern part of Magnolia. I realize this might cost more but it would provide better service for Magnolia.</p> <p>A very upset Magnolia resident</p> <hr/> <p>Hi. Noticed that your survey is conspicuously missing entering/leaving Magnolia by foot/bike via the Elliott Bay Trail as it intersects with 21st Ave W and again at 20th Ave W/Thorndyke Ave W.</p> <p>You might want to fix that as right now it's completely ruining your data for cyclists and pedestrians coming from the south.</p> <p>That being said, I've taken those routes and ended up taking the bridge instead (via the sidewalk) by bike as it's by far the least unpleasant route for me to get up into Magnolia on a bike.</p>
June 23, 2018	<p>Dear Seattle Department of Transportation,</p> <p>Please put the Magnolia Bridge replacement plan at the top of your infrastructure agenda!</p>
June 25, 2018	<p>Seems like it would be the right time to go back to the State shoreline Board, this time with some money for the groups via a settlement. Can we do that? I'd like to see more solutions before this southern magnolia community loses its access in/out. There are only SEVEN houses between the beach and the marina (most in complete disrepair). Given the costs of replacing the bridge, perhaps we can buy them all out and get our access.</p> <p>██████ called CSB on 6/8/18 regarding a number of transportation issues. Murphy said for the past two days one of the exit lanes from I-5 at Seneca had</p>

	<p>been blocked off with cones with no notice or signs requiring drivers to merge and causing traffic back ups. Murphy said he believes the lane was closed due to a repaving project on 6th Ave. Murphy is unhappy the city does not plan to replace the Magnolia Bridge and he disagrees with putting a rapid ride bus lane on Denny Way.</p> <p>Dear SDOT,</p> <p>I FULLY SUPPORT A 1:1 MAGNOLIA BRIDGE REPLACEMENT.</p> <p>As a longtime resident of Magnolia, I have been attending the presentations put forward by SDOT. I strongly support a direct replacement of the Magnolia bridge over the many other options the study is considering. It is also apparent that there has not been enough direct collaboration by the agency employed by SDOT with Light Rail and Metro.</p> <p>The recent additions of the bike lane to W. Emerson near the Fisherman’s terminal, and the new signal configurations on Dravus have had the opposite effect of mitigating traffic on both of these access points into and out of Magnolia.</p> <p>This makes the use of the bridge even more important. I encourage SDOT to consider increasing the frequency of the left turn signal at the base of the bridge to run more often. This would allow residents to turn north on 15th Ave. West in a timely manner, and would alleviate some of the outbound traffic on the other two roadways during peak travel times.</p>
<p>June 26, 2018</p>	<p>Wes, thank's for getting back to me on the subject of the Magnolia bridge.i read somewhere numbers from a city traffic study suggesting Dravus street has a higher volume of traffic usage daily than the Magnolia Bridge ?even Emerson street show's more volume of traffic than the Magnolia Bridge? if this is example what your traffic analyses yeild's. i suggest you or one of your staff take drive into Magnolia and over to commodore way at 4thirty pm today and try leaving Magnolia using Emerson street.and then tomorrow try the same experiment using Dravus and the following day try the same experiment using the Magnolia Bridge and repeat once a week for a month and throw in trying leave Magnolia at the same time on Saturday at the same time from emerson ,Dravus And the Magnolia bridge.then you'll have a realistic traffic analyses .i'am curious since the Magnolia Bridge is on Port of Seattle property why is the city involved and considering in the late 1920's when the bridge was built after the fire on the west wheeler trestle.the cost of the bridge was paid for by an assement of the Magnolians covering 50% of the cost and the railroad paid for over 25% bridge building cost as the property the bridge is on now then was rail road property then and since they the Rail road created the fire on the Wheeler street trestle and the city of Seattle covering less than a quarter of the bridge building cost.what changed why is the bridge a city of Seattle issue? my understanding the port of Seattle and City of Seattle are separate from each their own? if that is true then isn't the bridge the ports problem? i'll say this ever since the Marina at Smith cove opened and the people with the Boats moored in that marina coming down the Magnolia Bridge and</p>

	<p>making illegal u-turns to get to their boats i have wondered when something would change. thank you.</p>
<p>June 28, 2018</p>	<p>For each of the alternatives under consideration, please retain an independent third party, such as Salmon-Seattle, to evaluate the design vis-à-vis fish friendly. Thank you,</p>
<p>June 29, 2018</p>	<p>To Project Management of the Magnolia Bridge Planning Study:</p> <p>I am writing to express my concern regarding the upcoming demolition of the Magnolia Bridge and the three options that are being given to the community. I feel strongly that none of these options are viable options. One has to live in Magnolia to understand what the impact will be. It is necessary to replace the Magnolia bridge in kind. It is the only access point to West Magnolia.</p> <p>I live at Monterra of Magnolia condominiums, 2551 Thorndyke Ave West, which is at the intersection of Thorndyke and Halladay, where it is proposed that the Armory Street Bridge would end. If option 1 were chosen, it appears that the entrance to the garage of our building would be in the middle of the intersection of the Armory Street Bridge and Thorndyke Ave West. It would also have a huge negative impact on our residential neighborhood. Noise, pollution, and traffic would be increased as well as lights. The additional traffic would create pedestrian safety issues. The addition of the bridge would also take away parking at the intersection of Halladay and Thorndyke and I believe the end result would be decreased property values.</p> <p>After attending one of the sessions that you offered to the community, I understand that the city needs to look at alternatives and that the city could possibly obtain money from other sources to fund smaller projects, however, if property values decrease, the city should be taking into consideration that as property values decrease taxes on property decrease. Therefore, the additional cost of replacing the Magnolia bridge in kind may end up being a financial wash.</p> <p>On a slightly different note, the city needs to do more advance planning regarding roads and infrastructure. There have been and are in the process of building multiple high density apartment and/or condominium buildings along 15th Street near Dravis. This currently has a very negative impact on traffic build up on both Dravis and 15th. No matter what fixes are done in place of the Magnolia Bridge, Dravis Street needs improvements as well as 15th Street. The city needs to be charging developers for infrastructure improvements prior to approving building permits.</p> <p>As far as the Project Management of the Magnolia Bridge Planning Study is concerned, I advocate for the replacement of the current Magnolia bridge.</p> <p>I hope that SDOT and the City Council will take my concerns seriously.</p>

Our property tax is outrageous, our streets are a disaster and the most important, we need safe transportation over our Magnolia Bridge. Magnolia families are not the only people that drive our bridge. Tour busses, delivery trucks, visitors, etc. enough BIKE LANES, we need a new Magnolia Bridge for the Safety of our community!!

This is a message to state my strong support for a Magnolia Bridge one for one replacement. No alternative comes close to serving the community's needs. The alternativeS would require longer drive times, particularly by public transit and lead to more pollution, more wasted time, and ultimately few savings. If necessary, the community might be willing to contribute a small amount toward the completion of the bridge.

We have lived in Magnolia since 1987 and can't imagine not having the Magnolia bridge as a vital transportation link to downtown Seattle and about. My husband has always used and depended upon public transportation to get to his job in downtown Seattle. His 96 y.o mother lives in downtown Seattle and it is the quickest way for us to see and help her with doctor's appointments and grocery shopping. The bridge is also vital for us locals should a disaster like an earthquake occur. We need this bridge and not having the foresight to keep it would be foolish. Stop studying it and fix it! We never miss a vote!!! Do the right thing and replace it!!!!

To Whom It May Concern:

The attached letters are from the Monterra at Magnolia Condominium and the Holly Terrace Condominiums, bearing the signatures of homeowners and residents of both condominiums. The homeowners and residents of the Monterra at Magnolia Condominium and the Holly Terrace Condominiums have reviewed the three Magnolia Bridge Replacement Plan proposals. We believe that an in-kind replacement of the Magnolia Bridge remains the only viable option.

Of the alternatives, we believe that Alternative #1, building the Armory Way Bridge to connect to Thorndyke Avenue at Halladay Street, would have the most negative impact to the surrounding residential neighborhood. Thorndyke Avenue would become a main route between Downtown and Magnolia, serving up to 17,000 vehicles per day that previously used the Magnolia Bridge. The neighborhood would suffer increased noise, pollution, and traffic; and reduce property values along Thorndyke Avenue, and by extension, Magnolia as a whole. We believe that lost property value should be added to the cost of the alternatives, and we haven't seen this addressed in the cost estimates.

Our property values would be impacted particularly significantly, as they are positioned at the corner of Thorndyke Avenue and Halladay Street--directly adjacent to the intersection at the end of the proposed Armory Bridge.

We appreciate your consideration of our concerns, and we hope you will join us in

	<p>advocating for replacement of the existing Magnolia Bridge. The attachment bears the signatures of homeowners and residents of both Condominiums.</p>
<p>June 30, 2018</p>	<p>Subject line: I support a 1:1 replacement</p> <p>Thanks</p>
	<p>I am a lifetime Magnolia resident 58 years.I only support a 1:1 replacement of the Magnolia bridge.The other alternatives are almost as costly and are traffic and emergency vehicles nightmares. I lived here when the bridge was closed for repairs.The traffic was horrible.Since then the traffic has tripled in the area.Also two of the remaining routes have been diminished by bike lanes.The only logical answer is a 1:1 replacement of the bridge.</p>
	<p>The idea of not replacing the Magnolia bridge, and significantly isolating thousands of homes, just as you have a giant business like Expedia move into the area is absolutely ridiculous.</p> <p>I support a 1:1 replacement of the Magnolia bridge.</p>
	<p>I am a life long Magnolia resident and home owner who attended the Magnolia Bridge Survey information session ran by SDOT. It was very informative but also brought up many more questions and concerns for me regarding the long-term planning for dealing with the Magnolia Bridge.</p>
	<p>It is my understanding that the city is now treating the fixing of or replacement of the Magnolia Bridge when the need arises is the "preferred" option by most. The alternatives that are being "shopped" do not provide a reasonable option for entry/exit for Magnolia in lieu of the Magnolia Bridge for numerous reasons.</p> <p>Reduced emergency response times will put residents' safety and security at risk, particularly because we don't have our own police station. It will also put all the residents at increased risk in the event there is a natural disaster.</p>
	<p>Dispersed entry/exit across the width of the neighborhood is very important to the overall flow of traffic. When there is a back up or change to one route, there is a notable change to the other routes.</p> <p>It is clear that the city does not have an accurate understanding of traffic patterns at the Dravis and Emerson routes since recent bike lane and traffic light changes have created major delays. Dravis and Emerson are no longer viable options for many commuters and would only get worse with the removal of the bridge.</p> <p>Changing demographics from individual or dual retiree home owners to two professionals with young kids will exponentially increase the number of cars and commuters using the various entry/exit points during peak traffic on any given day.</p>

It does not appear that this was taken into consideration during the traffic pattern analysis.

The Armory Street bridge option is not a comparable alternative to the Magnolia bridge because it basically funnels the traffic to the same part of the neighborhood as the Dravis route.

Although the fixing or replacement of the Magnolia Bridge is the most expensive, it is also the best option so I would be curious how the city weighs the cost difference against the benefits of the most viable option. The city has no problem spending money on bike lanes that do not serve an essential function like the bridge but claim that they can't find the money to support critical infrastructure like the bridge. This is unacceptable.

I would be happy to participate in any further discussion on this matter. Please continue to seek neighborhood feedback.

Dear Mr. Ducey:

I am writing to express my concern regarding the upcoming demolition of the Magnolia Bridge and the three options that are being given to the community. I feel strongly that none of these options are viable options. One has to live in Magnolia to understand what the impact will be. It is necessary to replace the Magnolia bridge in kind. It is the only access point to West Magnolia.

I live at Monterra of Magnolia condominiums, 2551 Thorndyke Ave West, which is at the intersection of Thorndyke and Halladay, where it is proposed that the Armory Street Bridge would end. If option 1 were chosen, it appears that the entrance to the garage of our building would be in the middle of the intersection of the Armory Street Bridge and Thorndyke Ave West. It would also have a huge negative impact on our residential neighborhood. Noise, pollution, and traffic would be increased as well as lights. The additional traffic would create pedestrian safety issues. The addition of the bridge would also take away parking at the intersection of Halladay and Thorndyke and I believe the end result would be decreased property values.

After attending one of the sessions that you offered to the community, I understand that the city needs to look at alternatives and that the city could possibly obtain money from other sources to fund smaller projects, however, if property values decrease, the city should be taking into consideration that as property values decrease taxes on property decrease. Therefore, the additional cost of replacing the Magnolia bridge in kind may end up being a financial wash.

On a slightly different note, the city needs to do more advance planning regarding roads and infrastructure. There have been and are in the process of building multiple high density apartment and/or condominium buildings along 15th Street

	<p>near Dravis. This currently has a very negative impact on traffic build up on both Dravis and 15th. No matter what fixes are done in place of the Magnolia Bridge, Dravis Street needs improvements as well as 15th Street. The city needs to be charging developers for infrastructure improvements prior to approving building permits.</p> <p>As far as the Project Management of the Magnolia Bridge Planning Study is concerned, I advocate for the replacement of the current Magnolia bridge. I hope that SDOT and the City Council will take my concerns seriously.</p>
<p>July 1, 2018</p>	<p>Hello,</p> <p>As a citizen and home owner in of Magnolia I am amazed that in reviewing the DOT Magnolia online Open House that the cost of the Bridge replacement is ranked as being twice as important as Community Input. Considering the property taxes we pay (which continues to go up drastically) I would think that the needs of those being affected by your reducing access to their homes and businesses should be weighted higher. As a taxpayer I understood that the purpose of city agencies was to protect and to serve the constituents. I guess that is a no longer a reality. I may be misinterpreting the Washington State Constitution, but it is my understanding that if a citizen is deprived of the major access to his property (by a government entity) which existed at the time the property was purchased, that the citizen is appropriately compensated. Since many people in Magnolia commute regularly using the Magnolia Bridge, that might be a large compensation. Is that your understanding?</p> <p>Please replace the bridge. It is in the best interest of the Magnolia Community.</p>
<p>July 2, 2018</p>	<p>As a longtime resident of Magnolia, I am one of thousands of Seattle citizens who depend on the Magnolia Bridge for access to the rest of the city. Magnolia has only 3 access points, all of which are heavily used on a daily (hourly!) basis. To alter the bridge to something other than a 1:1 replacement is foolish and irresponsible. The other 2 access points into Magnolia are at full capacity and have become more choked in the past year by bike lanes. The backups at Dravus and Emerson have increased dramatically because of the addition of bike lanes (and loss of car lanes).</p> <p>The option of a 1:1 bridge replacement MUST be included in the city's review of the Magnolia Bridge replacement.</p> <p>Replacement Bridge is the only way to keep traffic moving...will also limit traffic issues for Interbay, Queen Anne, Ballard areas! Forward thinking at its best. Thank you for supporting us!</p> <p>To: MagnoliaBridge@Seattle.gov Please accept these comments to your on-line open house via email, to support a format that is more readable for you. (Dawn, thank you for offering us an extension to early this week.) Best, [REDACTED], Port of Seattle</p>

Survey questions

Currently reside in Magnolia? *yes, some port employees do, as well as at Elliott Bay Marina*

Commute regularly in and out of Magnolia for work? *No, but to T-91.*

Which mode of transportation? *Varies*

Which route do you take when leaving/entering? *Varies, often Magnolia Bridge for T-91 activities*

Overarching Comments:

- We believe it's not possible to make a choice among alternatives, nor to rank the components without further information on traffic and component costs.
- What costs are included by component? The alternatives' cost estimates seemed to be too optimistically low (\$216K - \$250K).
- We have heard the community's concerns about the full bridge replacement, and believe that all alternatives should be compared against the full bridge replacement (presumably after some value engineering of the last bridge design & cost estimate). Please ensure that the costs of the replacement and the alternatives are comparable when presented – construction only, or including design & mobilization, etc.
- Further, we agree that coordination and compatibility with ST3 West Seattle & Ballard Link extension is critical.

Specific Component Comments:

COMPONENT 1:

- a) Design: Wouldn't this trail have to be widened to be able to accommodate the traffic volume that this study is meant to address and handle? How many lanes is this road way and how is the replacement bike path designed (AASHTO standards?)
- b) Costs: What's the cost of acquiring extra land/space needed for widening and reconfiguring the space up there? Currently there are marshalling yard and a few yard leases on the west side of T91 uplands. Relocation and dislocation costs? Cost of mitigation traffic impact to T91 upland area (vs. now – only a bike path)? Do the costs include new fence line to secure the terminal? How was the cost estimate for slope stabilization and Port property value performed?
- c) MMNO (port maintenance building) will be separated from the rest of the Terminal with a public road. How do we mitigate that? Costs?
- d) Would the same road be serving cruise traffic into the cruise parking lot too? Traffic control? Safety?

COMPONENT 2A: same question as above regarding terminal security/fencing.

COMPONENT 5B:

- a) Design: how many lanes? How will this accommodate oversized loads and large project cargo? Will large vehicles need to use alternate routing, requiring improvements to 22nd Ave or another street north of Thorndyke to make 90 degree turns into the terminal (5B <-> 6D or 6D <-> 2A)?
- b) Costs: what costs have been captured?
- c) Feasibility: what is the likelihood BNSF will support this alternative? What is their response to date?

COMPONENT 7:

- a) We heard City staff say that this component is needed to “maintain access to the Port.” If there is insufficient capacity on Galer for the variety of users anticipated, please consider a flyover farther south of Galer.
- b) Design: We have a meeting set up to understand how North/South terminal traffic currently using this area can be accommodated, including single and double wide trailers. We cannot weigh in on this open house prior to that information.
- c) Costs: What costs are included for this component? How was the cost estimate for Port property value performed?
- d) Construction: What is the construction impact on port activities?

COMPONENT 8:

- a) Traffic: How much traffic is expected on this route, and what is the origin/destination?
- b) Design: We have a meeting set up to understand how North/South terminal traffic currently using this area can be accommodated, including single and double wide trailers. We cannot weigh in on this open house prior to that information. How does the footprint of this component impact the T-91 East Entrance gate, Alaskan Way W, the bike path and access to the sub-station? Is the pedestrian bridge and replacement staircase included?
- c) Costs: What costs are included for this component?
- d) Construction: What is the construction impact on port activities?

COMPONENT 10:

- a) Design: Can this component be designed for a future extension if additional funding is available to connect to the top of Magnolia? Can other access points be explored? Does it maintain existing center ramps to main gate and access to Anthony’s?
- b) Costs: What costs are included for this component? Is a bike/pedestrian path included?
- c) Traffic: How much traffic is expected on this route to access the Marina, commercial uses there, wastewater plant, park, etc?
- d) Construction: What is the construction impact on port activities?

Additional Alternative:

Please consider an alternative that constructs Components (3), (5B), (7-in location farther south), & (10)? Would that meet all needs and still come in less than 1:1 rebuild?



Benefits of this are that it would:

- a. Improve Dravus – Component 3
- b. Provide a third, south end access to Magnolia and the Village – Component 5B
- c. Accommodate future traffic expectations for Alaskan Way – Component 7 (in location farther south) – Or, could Component 10 incorporate a left exit lane that could fly over or under eastbound traffic onto Alaskan Way to accomplish same without expense of another route over the tracks?

Maintain T-91 West gate access, main gate access and good access to Smith Cove Park and the Marina – Component 10

Mailed Comments

Date	Comment
June 22	I use the Magnolia Bridge Monday thru Firday to come in from the south and leave to go home south. The Dravus traffic will add an additional 10-25 minutes to my commute. Replace or repair the bridge.
June 25	I personally use the Magnolia Bridge every day, morning & evening, Monday through Friday going to & from work. I choose this route because Dravus Street is already so congested. The City of Seattle would do a great disservice to the public if the Magnolia Bridge is removed. Why does commercial real estate always win over the common good of the public... just like the removal of the Alaska Way Viaduct.
June 28	<p>To whom it may concern:</p> <p>The removal and not rebuilding of the Magnolia bridge would be an utter catastrophe for residents and businesses. The traffic is already severely impacted by the \$12 MILLION DOLLAR bike lanes that have been added. Not to mention safety vehicles would not be able to access during heavy traffic times. I can't imagine aside from financial gain why ANYONE would feel this was in the best interest of the people. It's to line the pockets of those with financial interest ALWAYS. Follow the money and it's always to only help a few and hurt the masses.</p> <hr/> <p>Dear Ms. Schellenberger:</p> <p>I am writing this letter to express my concern regarding the upcoming demolition of the Magnolia Bride and the three options that are being given to the community. None of these options are viable options. One has to live in Magnolia to understand what the impact will be. It is necessary to replace the Magnolia bridge. It is the only access point to West Magnolia. Also, all of the buses into Magnolia take this route.</p> <p>Traffic is already bad in rush hour, so if buses took Dravis Street, commute times would e extended and the desirability of living close in would diminish. If the Armory Bridge was constructed buses, as well as anyone, whould have to take a long circuitous route to enter Magnolia.</p> <p>I liver at the intersection of Thorndyke and Halladay, where it is proposed that the Armory Street Bridge would end. If option 1 were chosen, the entrance to the garage of our luxury condominium building would be in the middle of the intersection of the bridge if built. Construction of the Armory street bridge would add noise and environmental pollution to the area as well as additional traffic and light, eliminate parking, create safely issues and reduce our property values.</p> <p>I understand that the city needs to look at alternatives and there may be money from additional sources by having smaller projects, but if property values decrease, in essence, the cost of bridge construction increases. One cancels out the other.</p>

	<p>The city needs to do more advance planning regarding roads and infrastructure. There have been or are in the process of building multiple high density apartment or condominium buildings along 156h Street causing 15th Street to back-up terribly. This makes the traffic on Dravis very bad in rush hour. No matter what fixes are done in place of the Magnolia Bridge, Dravis Street needs improvements as well as 15th. The city could be charging developers for infrastructure improvements in order to help with the costs of improving infrastructure.</p> <p>My vote is for replacement of the Magnolia Bridge with the Magnolia Bridge.</p> <p>Sincerely, </p>
<p>June 29</p>	<p>The magnolia Bridge must be repaired or replaced. Traffic in & out of the Magnolia area is already clogged w/ delays. This will be a major problem for everyone working & living in the Magnolia/Interbay area. Something must be done!</p>
	<p>SDOT – Thank you for letting me express an opinion on the replacement of the Magnolia Bridge. Frankly I would like to see the bridge replaced with a new one. The costs could be shared with the Port of Seattle who needs to access Pier 90/91. Also maybe “good to go” passes could be added to the bridge to help pay for a new one. My vote is for a new bridge. Not any of the other options. Thank you, </p>
	<p>To Whom It May Concern:</p> <p>The homeowners and residents of the Monterra at Magnolia Condominium and Holly Terrace Condominiums have reviewed the three Magnolia Bridge Replacement Plan proposals. We believe that an in-kind replacement of the Magnolia Bridge remains the only viable option.</p> <p>Of the alternatives, we believe that Alternative #1, building the Armory Way Bridge to connect to Thorndyke Avenue at Halladay Street, would have the most negative impact to the surrounding residential neighborhood. Thorndyke Avenue would become a main route between Downtown and Magnolia, serving up to 17,000 vehicles per day that previously used the Magnolia Bridge. The neighborhood would suffer increased noise, pollution, and traffic; and reduced parking and pedestrian safety. These negative factors are likely to reduce property values along Thorndyke Avenue, and, by extension, Magnolia as a whole. We believe that lost property value should be added to the cost of the alternatives, and we haven’t seen this addressed in the cost estimates.</p> <p>Our properties would be impacted particularly significantly, as they are positioned at the corner of Throndyke Avenue and Halladay Street – directly adjacent to the intersection at the end of the proposed Armory Way Bridge.</p> <p>We appreciate your consideration of our concerns, and we hope you will join us in advocating for replacement of the existing Magnolia Bridge.</p>

Signed,
[From: Residents of Monterra at Magnolia]

To Whom It May Concern:

The homeowners and residents of the Monterra at Magnolia Condominium and Holly Terrace Condominiums have reviewed the three Magnolia Bridge Replacement Plan proposals. We believe that an in-kind replacement of the Magnolia Bridge remains the only viable option.

Of the alternatives, we believe that Alternative #1, building the Armory Way Bridge to connect to Thorndyke Avenue at Halladay Street, would have the most negative impact to the surrounding residential neighborhood. Thorndyke Avenue would become a main route between Downtown and Magnolia, serving up to 17,000 vehicles per day that previously used the Magnolia Bridge. The neighborhood would suffer increased noise, pollution, and traffic; and reduced parking and pedestrian safety. These negative factors are likely to reduce property values along Thorndyke Avenue, and, by extension, Magnolia as a whole. We believe that lost property value should be added to the cost of the alternatives, and we haven't seen this addressed in the cost estimates.

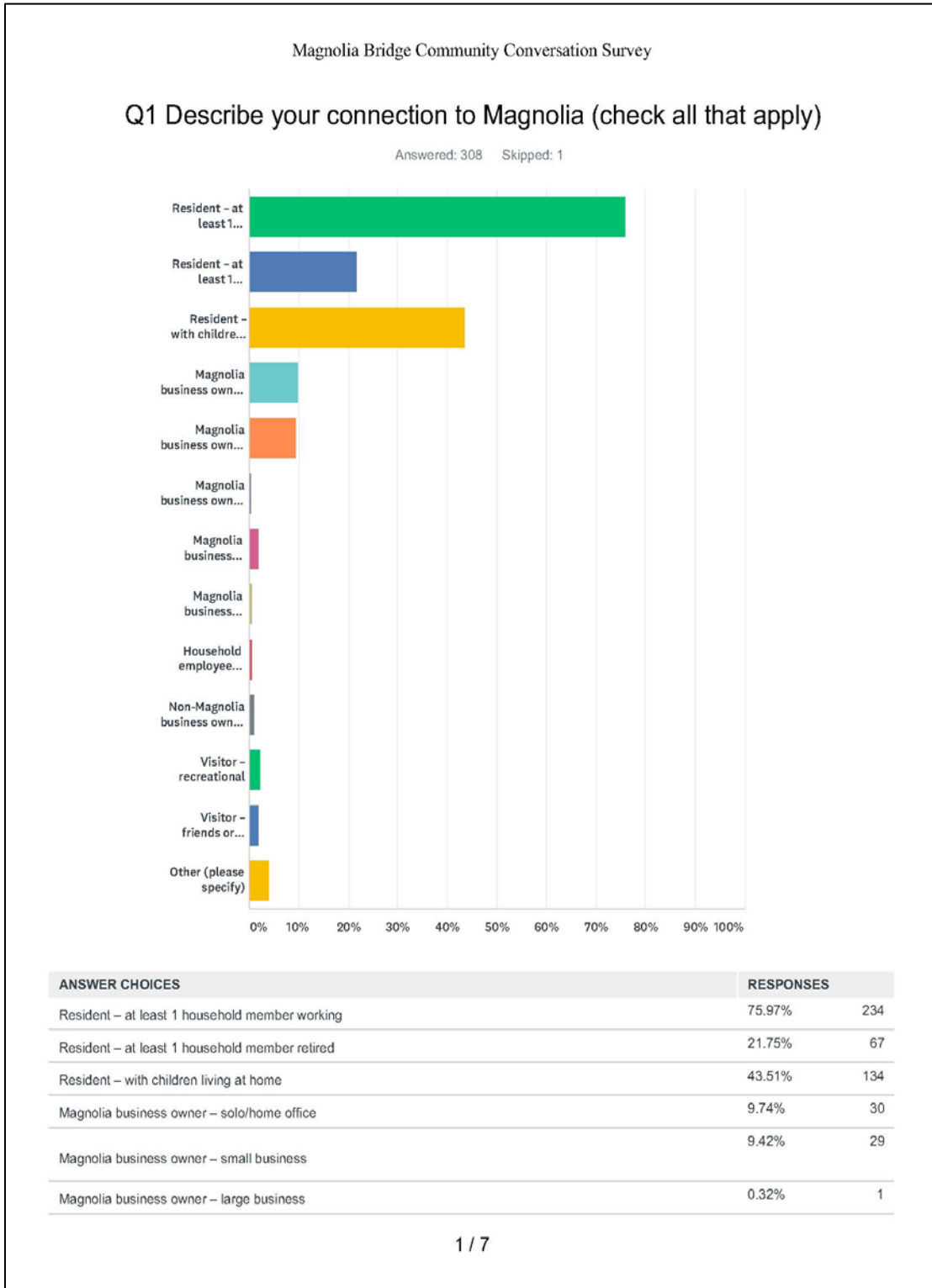
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We appreciate your consideration of our concerns, and we hope you will join us in advocating for replacement of the existing Magnolia Bridge.

Signed,
[From: Residents of Holly Terrace Condominiums]

Appendix H: Magnolia Community Council Survey Results

Note: These results are included upon request from the Magnolia Community Council and only include certain questions.



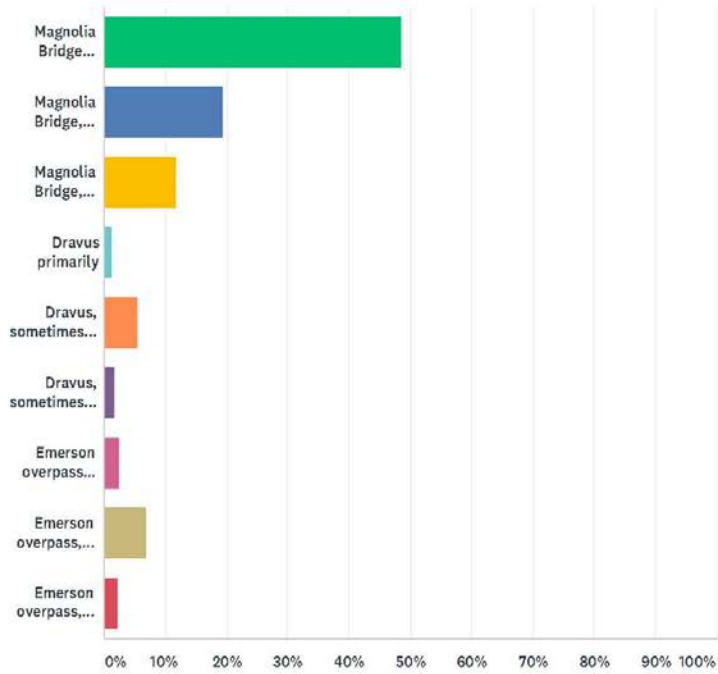
Magnolia Bridge Community Conversation Survey

Magnolia business employee – small business	1.95%	6
Magnolia business employee – large business	0.65%	2
Household employee (nanny, etc.)	0.65%	2
Non-Magnolia business owner doing business in Magnolia (contractor, etc.)	0.97%	3
Visitor – recreational	2.27%	7
Visitor – friends or family	1.95%	6
Other (please specify)	3.90%	12
Total Respondents: 308		

Magnolia Bridge Community Conversation Survey

Q6 How do you usually enter or leave Magnolia?

Answered: 307 Skipped: 2

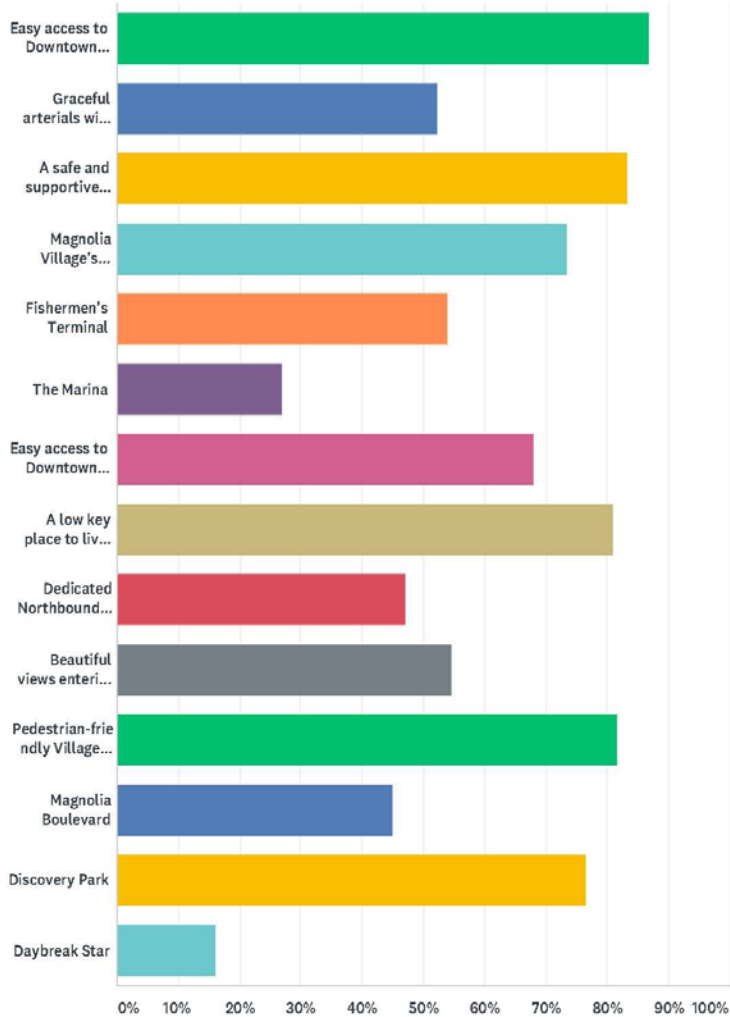


ANSWER CHOICES	RESPONSES	
Magnolia Bridge primarily	48.53%	149
Magnolia Bridge, sometimes Dravus	19.54%	60
Magnolia Bridge, sometimes Emerson	11.73%	36
Dravus primarily	1.30%	4
Dravus, sometimes Magnolia Bridge	5.54%	17
Dravus, sometimes Emerson	1.63%	5
Emerson overpass primarily	2.61%	8
Emerson overpass, sometimes Magnolia Bridge	6.84%	21
Emerson overpass, sometimes Dravus	2.28%	7
TOTAL		307

Magnolia Bridge Community Conversation Survey

Q7 What attributes of the Magnolia Community are important to you?
Check all that apply.

Answered: 304 Skipped: 5



ANSWER CHOICES	RESPONSES
Easy access to Downtown (driving)	86.84% 264
Graceful arterials with water/mountain/city view corridors	52.30% 159
A safe and supportive community for families	83.22% 253
Magnolia Village's attributes and community activities	73.36% 223

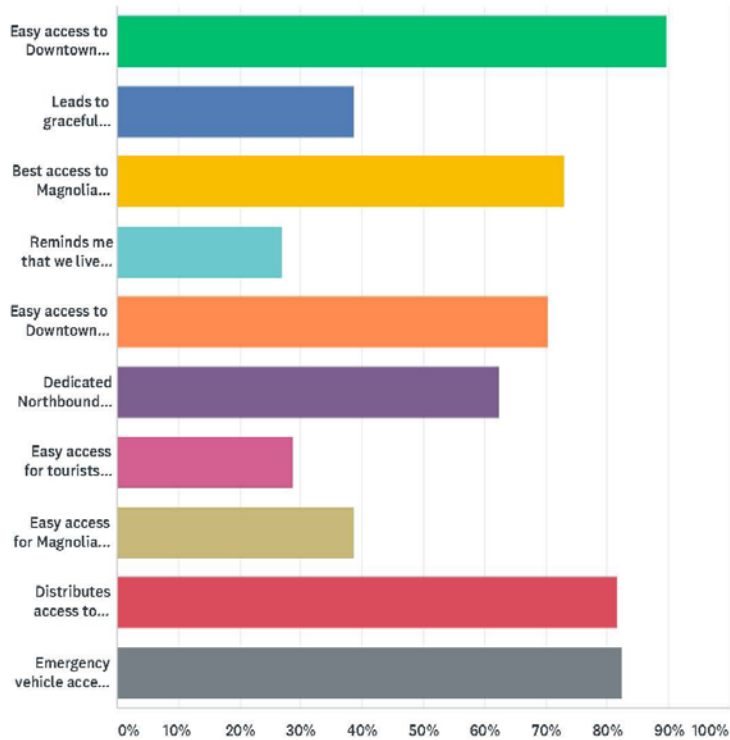
Magnolia Bridge Community Conversation Survey

Fishermen's Terminal	53.95%	164
The Marina	26.97%	82
Easy access to Downtown (public transportation)	68.09%	207
A low key place to live close to downtown	80.92%	246
Dedicated Northbound traffic lane from Mercer Place to Magnolia Bridge overpass	47.04%	143
Beautiful views entering and leaving Magnolia from Magnolia Bridge	54.61%	166
Pedestrian-friendly Village and manageable traffic on residential streets	81.58%	248
Magnolia Boulevard	45.07%	137
Discovery Park	76.64%	233
Daybreak Star	16.12%	49
Total Respondents: 304		

Magnolia Bridge Community Conversation Survey

Q8 What attributes of today's Magnolia Bridge are important to you?
Check all that apply.

Answered: 300 Skipped: 9



ANSWER CHOICES	RESPONSES
Easy access to Downtown (driving)	89.67% 269
Leads to graceful arterials with water/mountain/city view corridors in both directions	38.67% 116
Best access to Magnolia Village businesses and amenities	73.00% 219
Reminds me that we live near a thriving maritime industry	27.00% 81
Easy access to Downtown (public transportation)	70.33% 211
Dedicated Northbound traffic lane from Mercer Place to Magnolia Bridge overpass - eases traffic for other northbound traffic	62.33% 187
Easy access for tourists to visit Magnolia Boulevard vistas	28.67% 86
Easy access for Magnolia's new elementary school and buses	38.67% 116
Distributes access to Magnolia for southbound residents and businesses	81.67% 245
Emergency vehicle access to and from Magnolia	82.33% 247

Magnolia Bridge Community Conversation Survey

Total Respondents: 300

Q3 What are the impacts for Magnolia, pros and cons of the presentation by SDOT (Seattle Department of Transportation)? Please include any ideas or suggestions you have. Presentation can be reviewed here: <https://www.seattle.gov/Documents/Departments/SDOT/BridgeStairsProgram/bridges/2/>

Answered: 171 Skipped: 138

#	RESPONSES	DATE
1	This is a stupid survey. You should ask for questions to specifics.	6/19/2018 8:51 AM
2	Loss of the Magnolia Bridge would create a major impact on traffic, commerce, public access to parks, emergency vehicles and disaster relief in the event of an earthquake.	6/15/2018 11:17 AM
3	What is the cost to stabilize the current bridge? We should be entitled to see SDOT's analysis. Why would SDOT make a presentation about 3 options with data associated with each, but not include in their presentation the "updated" cost data for 1:1 replacement - "smoke and mirrors" comes to mind.	6/14/2018 8:36 PM
4	Traffic is already heavy with the bridge!! Removal of the bridge will create an ongoing snarled mess. No one will want to come onto Magnolia who doesn't live here. Bad news for Magnolia business!!	6/14/2018 8:06 PM
5	Regardless of which option, we will have longer access times. Option 1 is probably the best here as well.	6/14/2018 6:19 PM
6	The current bridge is a proven route, the alternatives are not proven and their impact on the community may be greater than SDOT suggests. Any solution has to include a bridge.	6/14/2018 5:14 PM
7	We really need to improve traffic flow into and out of Magnolia, not restrict it further. An actual 1:1 replacement bridge is the only option. Furthermore, the changes to Dravus and Emerson need to be undone or altered.	6/14/2018 4:27 PM
8	SDOT has little regard for residents' need to have more than two access points to our "island". Dravus is already a congestion nightmare and Emerson has been reduced to one lane either way due to the mostly vacant bike lane. Traffic on Emerson commonly backs up to Fisherman's Terminal. Adding the additional traffic to these two access points will be a disaster. Thorndyke is not capable of handling all the traffic currently managed by the Magnolia Bridge.	6/14/2018 3:20 PM
9	Pros: not really seeing any Cons; reduced access to southern Magnolia and the village. Residential streets between Thorndyke and 28th and Garfield to Dravus will see increased traffic they're not equipped to handle, particularly as most of them aren't straight or are broken up by stairways, medians, etc. Also, with Dravus as an increased arterial, the section of 30th Ave W between Dravus and Barrett will see increased traffic which is NOT SAFE. That section of road is already completely inadequate for the volume it currently handles. Moreover, Dravus itself is a really problematic option, both because the lights at the Interbay section causes backups, the bridge isn't sufficient for the traffic volume it carries, and the street past Gilman is at a steep grade that isn't conducive to bus/truck traffic (and it closes during winter if we get snow/ice). In short, the layout of streets in Southeast Magnolia makes the traffic flow implications of the Armory bridge really dicey and the options of no additional bridge aren't even worth the paper they're written on.	6/14/2018 11:18 AM
10	Go with Alternative 1 and also consider adding a new bridge north of Dravus across the yard	6/14/2018 9:59 AM
11	None of the presentations as alternatives to the Magnolia Bridge are feasible as presented. All will take some reconstruction to accommodate the amount of vehicles that currently use the existing bridge. I believe two sections of the bridge were retrofitted when last closed. Only the middle span was left to bring up to earth quake code. Please review this point. Also follow the dollar on how previously allocated funds set aside for infrastructure were used. Did the Mercer corridor, trolley line and Alertown take these funds?	6/14/2018 8:10 AM
12	Without bridge: property values down, longer commute, quality of life goes down With bridge: quality of life does not continue to deteriorate in Magnolia. It has already gone down substantially.	6/14/2018 7:29 AM
13	Removal of the Magnolia bridge without replacing it in the Galer St. corridor would have horrific impact on the Magnolia Village business community. 10,000 to 25,000 vehicles a day year round currently pass within one block or less of the Magnolia Village. Loss of the traffic flow through these surrounding streets and arterials will result in loss of the customers, income, ability of employees to get to their places of employment, ability to supply the stores and, finally, the death of the small business community. The Magnolia Village has grown to serve not only local residents but more importantly the Seattle residents who come to enjoy the view of downtown Seattle, to visit Seattle's largest park, to play on the city owned ball fields, to swim at one of the city's two owned outdoor pools, to dine at one of the many restaurants that have been built to serve this incoming group of people, to work in the surrounding neighborhood or who come to the places in their home neighborhood. These are the people who visit the establishments of the Magnolia Village. Perhaps if SDOT included the loss to the people using the bridge or the costs to the business community and their employees they might see how expensive not replacing the bridge in at least a similar configuration would be for Seattle. Further, the studies that examined the traffic flows seem to understate the existing traffic congested points and consequently how adding additional traffic into those locations will greatly exacerbate the existing situations. Future additions of traffic from the elimination of the Alaskan Way Viaduct will compound the traffic flows on 15th Ave. W. and Elliot Ave as traffic seeks more north/south routes. Trying to incorporate more left turns across 15th Ave. corridor for Northbound traffic trying to get into Magnolia will add significantly to slow downs for the 15th Ave. corridor. Leaving the overpass to Magnolia via the existing bridge would seem to be the most logical solution to mitigating all of these problems.	6/13/2018 11:41 PM
14	There are no pros for Magnolia in the SDOT presentation	6/12/2018 12:00 AM
15	Same as above	6/11/2018 7:37 PM
16	The same as 2.	6/11/2018 6:07 PM
17	There were no pros. Any option other than maintaining or rebuilding the bridge is an absurdity.	6/9/2018 7:02 PM
18	The SDOT representative seemed unfamiliar with the points of view being presented by other SDOT representatives just a few years ago. Why the dramatic change in approach?	6/9/2018 7:14 AM

19	The SDOT rep did not answer questions about the bridge life span when asked by multiple people. I know bridge engineers are able to determine this. It's not a wild guessing game. It's part of their work. Seattle Times presented that info: 2024. Six years from now. That was the most important piece. It lets people know what they need to do. Sell, move, consider other places for business. It gives people a deadline to see the urgency in getting a 3rd bridge up. With this news about the bridge, the upzone plan needs to halt. It takes us about at least 20 minutes to clear the Emerson overpass onto the Ballard bridge in the afternoon. There are a lot of people trying to leave Magnolia from the industrial area, Fisherman Terminal and the railroad yard. It means when the Magnolia bridge is gone, the bike lane needs to be removed to improve traffic flow. Add the crosswalks which were removed near the bus stops back. (This is such an egregious oversight w/ the new bike lane that it puts pedestrians at risk - especially in the fall and winter when we have shorter daylight hours.) I'm open to a 3rd bridge at a different site, but it has to be able to handle high volume, including trucks and buses easily. Right now, we see trucks getting stuck on the Dravus and Emerson bridges quite often. The telephone poles, curbs and STOP signs are constantly getting hit by trucks making tight turn at these access points. All of these things waste time, cause traffic snarls, cost money and make things unsafe. We don't ride bikes to work because our work requires travelling great distances and riding a bike is not a practical option. Pretty much for the same reason why all the presenters drove or took an Uber to the meeting. We do like to ride for fun, but in the mountains and in less traffic. Our QA neighbors are following the bridge issue closely. They already see traffic jam spillage onto their neighborhood - from folks to the north and west trying to get to/from downtown. With the demise of the viaduct, QA knows traffic will get much worse.	6/8/2018 10:01 PM
20	How can you remove a big access point and not build another one? What happens in case of an emergency?	6/8/2018 9:44 PM
21	All cons to losing bridge	6/8/2018 7:48 PM
22	The impact of removing the Magnolia Bridge affects our public safety for emergency vehicles and will cause congestion. The impact of Expedia moving in and construction from Sound Transit etc also stresses our roads. Our money has been used in an irresponsible manner. The 17 year delay in fixing the Magnolia Bridge has escalated the cost - perhaps that money was used to create bike lane infrastructure etc. The needs of the people are secondary to the desires of the leadership and their political aspirations. We are one of the first neighborhoods tapped for our tax dollars but we don't even have our basic roadways repaired-bridges, potholes, etc.	6/8/2018 6:41 PM
23	SDOT gave a totally inadequate, dated presentation offering no real information. I feel the city should license bike riders to pay for bike lanes. Bike lanes are clogging the only access roads in and out of the neighborhood with no replacements. The idea that bikes will force the elderly or families with children out of their cars is ridiculous. SDOT should offer bus routes to Ballard and Queen Anne. If they want to reduce traffic, SDOT needs to guarantee that emergency police and ambulances can get into the neighborhood in a specific amount of time. Ethical planning would include emergency response instead of less access.	6/8/2018 6:35 PM
24	we need the Magnolia Bridge!!!	6/8/2018 10:00 AM
25	The QA/Magnolia community needs to understand SDOT's priorities and funding plans for all traffic management projects contemplated for the next 20 years.	6/7/2018 12:12 PM
26	There are no pros. Cons: Bus service to/from Magnolia will be impacted and will further clog Dravus and Emerson. Travel times will be increased for all modes of transportation. Businesses will be impacted with fewer non-residents visiting. Cruise terminal and Marina will be impacted as S. Magnolia residents will no longer be able to access those areas and businesses directly.	6/7/2018 8:12 AM
27	SDOT, provided nothing other than budget cost for the removal of the current bridge...which was at best a estimate which was based upon no fact or facts.	6/5/2018 10:17 AM
28	It has recently come to light that the city and SDOT determined in 2015 that the only viable option to address the aging Magnolia bridge is a 1:1 replacement of the bridge. This decision was based on what was best for the environment, the community, traffic flow etc. During the May 21 meeting, the SDOT rep (who we now know was involved in the 2015 1:1 bridge replacement recommendation) did an about-face and claimed that 1:1 bridge replacement was not an option. Clearly there are political forces at play now that have significantly de-prioritized the environmental impact and the Magnolia community. It seems that SDOT and the Port are working together to push their new agenda of bridge removal through.	6/5/2018 9:28 AM
29	As a resident who currently commutes into the city, I travel across the Magnolia bridge a minimum of two times a day. This bridge is by far the best access into and out of our neighborhood, and one of the greatest draws to living in Magnolia is that you feel you are a world away but in reality can get downtown in as little as 10 minutes depending on the time of day. This will change if we do not have the current traffic pattern that the bridge offers. Further, I've been exploring opening a business in the Village and the challenges that this would present to visitors coming into our community make me legitimately concerned about the viability of a business within our neighborhood. We must have the bridge to maintain the state we are in today. The currently proposed solutions are unacceptable as they will increase congestion and travel time into and out of our neighborhood.	6/5/2018 8:15 AM
30	We need a 1:1 replacement bridge. No other alternative is acceptable to those of us who live here. I heard the speakers at the May 21st meeting, but it seems the decisions have essentially been made and the voices of the residents are almost unwelcome at this point. I've paid property taxes in this city for 25 years and now I'm told there's no money to replace a major thoroughfare that allows me to interact/connect with the rest of the city. Why? Replacing the Magnolia Bridge has been on the city's radar since the Nisqually quake in 2001 and as I recall, it was to be replaced (in kind) by now, so what happened to the anticipated funds?	6/5/2018 10:55 PM
31	A complete bottleneck for Magnolia residents.	6/5/2018 8:40 PM
32	All Cons	6/5/2018 7:33 PM
33	So many audience members demonstrated an unwillingness to listen that the presentations were rendered moot because the rest of us couldn't hear. The meeting planners were evidently surprised by the turnout and did not plan accordingly. The meeting was chaotic and discouraging.	6/5/2018 6:03 PM
34	Same question as above? Current SDOT presentations do not contain enough information about the alternatives for intelligent, practical decision making.	6/5/2018 4:15 PM
35	the plans presented by the city seem very reasonable, especially given they have selected an alternate access point that will be less of a burden to tax payers and still provide direct access to Magnolia.	6/5/2018 2:53 PM
36	Person who presented was not a decision maker, nor well enough informed about the subject matter. We need all options being considered to be presented in a very simple, very clear manner - with pros, cons and estimated costs for each alternative. Seems that impact studies were quite old and didn't anticipate future growth in traffic.	6/5/2018 2:34 PM

37	We need a 1:1 replacement of the Magnolia Bridge. We spent years determining this after the earthquake. I am furious that the city would consider throwing all of that work and community input aside. Your plans might work for an ADDITIONAL or EMERGENCY access point, but will be completely wrong and detrimental as a "replacement." Include the 1:1 replacement in your analysis. Or look at an at-grade connection from the marina up the hill.	6/5/2018 1:44 PM
38	I prefer replacement of Garfield bridge and widening Dravus. Property taxes from this neighborhood should be adequate	6/2/2018 9:53 AM
39	Impacts include many loud locals unhappy about the right thing being done.	6/1/2018 12:09 AM
40	Traffic backup on Thorndyke approaching Dravus to make a right turn is already horrible since the bike lane went in place. Take 3-4 light changes to turn on Dravus during rush hour. They took away an entire right turn lane for the few, the bike riders	5/31/2018 11:21 AM
41	Cons: I really do not like anything that brings increased traffic on Thorndyke and anything that could jeopardize the stellar bike infrastructure and new bike lane leading up to that street. Additionally, this gets in the way of the 31 and 33 bus routes that use that street. Bikes, buses and pedestrians should be given right of way. Pros: Improving Dravus intersection not a terrible idea.	5/31/2018 9:30 AM
42	SDOT assumed a bridge is impossible financially. But having all traffic go through Dravus and the north route will be insane. SDOT person was unwilling to think of how many different actors—state, city, port, businesses, railroad, etc could all put in funding. He said an LID is impossible, but a low one might be possible.	5/30/2018 10:34 PM
43	As long as Magnolia gets a new bridge to replace the high Magnolia bridge. I feel the area will remain accessible.	5/30/2018 9:57 PM
44	Pro - update the Magnolia Bridge! Pro - light rail on 15th ave! Con - lack of transparency of implementing affordable housing	5/30/2018 2:12 PM
45	1) Obviously, cost is a limiting and crucial factor, but it is not the only factor. This is a transportation project, the most important consideration needs to be how people—in cars, in buses, on bikes, on foot—can move into and out of Magnolia. Lowest cost does not necessarily mean greatest value. 2) Please plan for growth. If Emerson and Dravus, with current traffic loads and a third alternative access point, already are congested, how awful will they be as the population increases if the third access point is removed? There is only so much capacity that can be added to those routes, and rerouting traffic that otherwise would have used the bridge will add congestion to 15th (also already congested) and surface streets within Magnolia. 3) It isn't just about cars; do the current traffic counts include buses? The numbers for the bridge seemed quite low. Plus, what about pedestrians walking to the waterfront? If we do build a new bridge, I would request a direct route for pedestrians between Magnolia and Smith Cove/Billett Bay Park/Myrtle Edwards Park, rather than having to cross the tracks and then cross back. 4) But it is about cars, too. Magnolia is a very hilly home to many seniors and families who simply cannot walk half a mile uphill to get to the bus or bike to three different schools. Many people in Magnolia need to use a vehicle, whether SDOT likes it or not.	5/30/2018 12:01 AM
46	remove bike lanes from Emerson and widen Dravus	5/29/2018 12:20 PM
47	See above	5/29/2018 11:11 AM
48	Despite assurances, SDOT is not taking into consideration the current traffic constraints of the Dravus and Government Way entrance/exist points from Magnolia - they are already backed up/insufficient. Removing the bridge will only make issues catastrophic. This will also only get worse with Expedia moving in	5/29/2018 9:24 AM
49	Not acceptable to have an alternative that dumps cars, buses and trucks on the east side of Magnolia where the roads are not equipped for the amount of traffic. This is not a Functional alternative.	5/29/2018 8:31 AM
50	SDOT doesn't seem to understand that the Thorndyke and Dravus routes are severely negative in their impact to our community.	5/28/2018 11:51 PM
51	See above comments	5/28/2018 10:45 PM
52	Failure to replace the bridge will create congestion and safety issues as entering and exiting Magnolia will become a serious challenge.	5/28/2018 9:03 PM
53	The presentation failed to take into account the actual impact removing the bridge without a replacement would have on the community.	5/28/2018 8:14 PM
54	Cons: -Traffic traffic (especially after bike lanes!) -Evacuation, no way "alternative routes" will help support an evacuation off of magnolia -Emergency Vehicles, most use the bridge to get to areas in magnolia quickly. No police station in magnolia, so this is important for Magnolians. Especially with the rise of theft, break-ins etc No Pros	5/28/2018 6:16 PM
55	This is not a solution - this is a laughable excuse for not allocating the proper resources to help maintain the wonderful neighborhood as it grows to more and more new household owners.	5/28/2018 4:57 PM
56	Demolish the bridge and build something else at armour	5/28/2018 3:12 PM
57	Northern proposals would dramatically increase our commuting time to downtown.	5/26/2018 12:48 PM
58	see above	5/26/2018 11:41 AM
59	Good document. Did not see, but resident discussion indicates the needs of the port seem to vastly outweigh the needs of residents. The solution should take into consideration growth for moving people and goods multi-modally.	5/26/2018 9:46 AM
60	SDoT makes their minds up before scheduled meetings, Seattle residence do not have say in their future.	5/26/2018 9:25 AM
61	Cons: end result only 2 ways out and into Magnolia. 3 car lanes each way	5/25/2018 11:49 PM
62	I would like to see viable solutions.	5/25/2018 10:54 PM
63	The Magnolia bridge must be fixed. Otherwise, we only have two ways off Magnolia and the traffic will be horrible.	5/25/2018 8:14 PM

64	The pros of the SDOT presentation is that they are considering alternatives looking at the costs, which seems to be something that s. Is not particularly good at, witness there 12 million dollar a mile bike pads. Having said that their communication strategy is horrendous because it is left everyone with the impression that they will not be doing the one-to-one replacement of the bridge that they have already spent significant money determining is the right choice. They did not have costs paid for in the past when they made that decision so now knowing the cost or higher but still not funded shouldn't really necessarily change the outcome particularly when in the interim the other two alternative infra have become less viable, witness removal of lanes on the other bridge at the top of Magnolia to provide dual direction bike lanes that even the 3% of the population who are bikers don't always use, eliminating traffic capacity on that route. The other cons of the SDOT presentation include that the only person available has no idea about the project. It was such a clear and offensive dodge of the issue. As with many things SDOT does, completely embarrassing and incompetent.	5/25/2018 7:41 PM
65	The problem with the presentation is that they did not present information on impacts. As a resident I'm concerned about traffic flow, negative impact to our businesses, and impact on property owners (and renters) of new traffic routes.	5/25/2018 7:19 PM
66	Impacts of the SDOT presentation? It made me understand that the City of Seattle is clearly considering not replacing the Magnolia Bridge at all and is seriously considering a lower cost alternative that will significantly hurt the Magnolia community. The only "pro" was to understand the SDOT's position on this matter. The only "con" was that no one who actually has decision-making authority on bridge replacement was present. Not sure if this was because the meeting planners did not invite the right people or if the SDOT just sent someone they knew would provide basic information.	5/25/2018 5:40 PM
67	Since P of S mentioned their plan to develop land it appears they want the bridge removed for better land use. However this will create problem for access by residents and emergency vehicles. This will also affect business and other commercial ventures.	5/25/2018 4:38 PM
68	Lack of any responsibility for preventing our commitments, ability to deliver on time/on budget, elimination of the one unencumbered way to magnolia (no bike lanes, left hand turns)	5/25/2018 2:38 PM
69	There is no preliminary analysis of the financial and traffic flow impacts of the differing plans between the various alternatives, thus making the analysis not much better than useless. We need to understand rough costs and rough peak/horn and expected traffic flow expectations.	5/25/2018 1:55 PM
70	They have a limited amount of options and money...I like Wheeler Bridge option and improve other exits and entrances I am not convinced the bridge has to go to the village...the bridge is there has been for over 80 years and Village has waxed and waned regardless...changed from services to retail and back...Magnolias have to support the Village. Think of a non confrontational way to get information when SDOT has done with its work...not sure past meeting was a good venue for information sharing really.	5/25/2018 1:17 PM
71	See above	5/25/2018 12:35 PM
72	Magnolia would be quieter and less like a suburb.	5/25/2018 12:06 PM
73	We pay high property taxes, are basically on an island, and have minimal services. The quality of life here is changing at an incredibly rapid pace -- and not for the better.	5/25/2018 11:39 AM
74	The presentation doesn't appear to consider commute and ingress/egress TIMES to/from Magnolia. Ensuring commute times are not increased should be a key consideration.	5/25/2018 11:34 AM
75	Should have started with why we need to replace yeh bridge. Status/safety/risks/etc. More details about the specifics and impacts of each segment proposal would have been helpful. Also, impact of not replacing Magnolia bridge.	5/25/2018 10:37 AM
76	The Magnolia Bridge is the KEY way to get to Magnolia. The other routes are used but due to new apartments, Dravus is over-used and with the new bike lanes, Emerson is totally congested.	5/25/2018 10:26 AM
77	Again, I see only negative impacts because of increased commute times and traffic congestion. There will also likely be a negative impact on housing prices. Magnolia is wonderfully situated right now with easy access to the city. Anything that affects that affects the desirability of the neighborhood. It might not be felt in a boom market now, but will have significant consequences once this bubble bursts. Further, making it harder to leave Magnolia or enter Magnolia could have negative ramifications in a natural disaster or emergency as people either try to leave or try to get back in to their children, families, pets, etc.	5/25/2018 10:10 AM
78	No good option except to replace Magnolia Bridge is acceptable	5/25/2018 9:49 AM
79	Will there be upgrades to Thordyke and Gilman to handle increased traffic for both cars and business vehicles? Funneling all bus traffic to Magnolia through Dravus St. will certainly add to congestion. Will there be shuttles from Magnolia and Queen Anne to carry train riders to the light rail stations?	5/25/2018 8:49 AM
80	The presentation by SDOT was completely lacking in detail or explanation. The answers to many questions were "I don't know" or "look at the website." The presenter admitted SDOT is relying on information and survey results 10+ years old. Such a big decision needs current information and thoughtful investigation.	5/25/2018 8:25 AM
81	PROS - having a meeting. CONS - insufficient data presented regarding bridge options, insufficient data on traffic demands with a lost bridge, insufficient data and assumptions on impact to Thordyke, Dravus and Emerson, insufficient data on peak usage and commute times in and out of Magnolia, no mention of risks from delayed time for Emergency Services not being able to use the Magnolia Bridge, lack of understanding in funding options and costs, no top leadership from SDOT present that had authority, no one present from SDOT that seemed to have a sense of historical issues and problems created by the 2001 bridge shut down. Moreover, the SDOT rep basically didn't want to hear any comments about funding a full bridge replacement. There seemed to be no or very little coordination with lawmakers and a vision. Really poor presentation and lack of leadership by SDOT.	5/25/2018 8:23 AM
82	at one point years ago there was consideration to run a street on marina place and connect into 32nd ave west via West Galer st, there is only a tiny portion of the road missing (actually there is a path there) this is not even a consideration from what I can see but why can't it be?	5/25/2018 8:13 AM
83	Take the money set aside for transportation and figure this out. I'm sure there's a way engineers can figure out a way to retrofit this thing. How much was spent on the retrofit that didn't work? Sue that contractor and take the money to help replace the bridge. I can't believe this is even up for discussion.	5/25/2018 8:36 AM
84	has an alternative route of surface past Elliott Bay marina to 32nd Ave and come up to the village without a bridge at all?	5/25/2018 8:18 AM

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85	I have not seen or heard any comparatives of the various alternatives - that is all of the 6 (?) alternatives that are neither Dravus nor existing replacement. They are laid out and described, but otherwise seem not to be considered	5/25/2018 8:05 AM
86	SDOT is correct in their comment that the City doesn't have the funds to replace the bridge in its present place. Ms. Bagshaw was in a meeting at Magnolia Lutheran a few years ago and told us (under direct questioning from Bruce Carter) that the City's plan at that time was "no plan to replace the bridge"... and Bruce added "until it falls down?" to which Ms. Bagshaw had no reply, but reluctantly admitted that such a scenario would be the most likely way to get Federal funds to make a replacement happen. From that point onward, I've viewed SDOT comments about the Mag Bridge as "dissembling, misdirection and lies", as they never address the replacement issue. Also, the bridge engineers who attended the Bagshaw meeting (SDOT) maintained that it was and continues to be "adequate and safe" except in the event of an earthquake.	5/25/2018 6:57 AM
87	Same as above	5/25/2018 6:15 AM
88	No help or understanding provided	5/25/2018 6:10 AM
89	Very significant although the presentation lacked any real details, alternatives, costs and the leader of the project. This aspect was extremely poorly handled.	5/25/2018 6:03 AM
90	See above statement	5/25/2018 5:29 AM
91	SDOT does not have a feasible plan. 'Cost-effective' is an oxymoron in the context of their plans. Nothing proposed will be an 'effective' replacement or substitute for the bridge.	5/24/2018 11:25 PM
92	Presentation was poor and facility to show slides was severely inadequate. The engineer was thrown to the wolves by his management. None of their options are as good as bridge replacement - however even if bridge is replaced other option may be needed during period bridge is replaced unless a way is found to build parallel bridge -- no discussion about what the possibilities are. Other than one-for-one Bridge replacement, only an option with a bridge over railroad from Armory to Thordyke is even a compromise. Dravus and Emerson/Gilman improvements are needed (especially after the disaster bike lanes recently added) but will still be insufficient especially for those on Southern side of Magnolia.	5/24/2018 11:11 PM
93	It is going to cause so many traffic backups and make magnolia even more secluded.	5/24/2018 11:00 PM
94	Bad roads, bad traffic, wastes money , reduces access and they do not have any responsibility for the welfare of magnolia. No bridge is blackmail .	5/24/2018 10:37 PM
95	Pros: none Cons: massive traffic congestion	5/24/2018 10:34 PM
96	We need the bridge	5/24/2018 10:27 PM
97	Charge Magnolia home owners a percentage to rebuild the bridge. We cannot lose access to downtown Seattle via the entire south side of Magnolia.	5/24/2018 3:21 PM
98	none	5/24/2018 8:46 AM
99	It's hard to say - the lack of SDOT's planning means we don't really know what our options are. The bridge needs to be replaced. Or some south end equivalent access point needs to be established.	5/24/2018 8:18 AM
100	It is unacceptable that the leader of the project was not at the meeting. But his substitute did as well as he could considering the topic. Every decision by the current City Council and SDOT was proved disastrous for our city. I'm outraged that this project has been "on the books" for 17 years, obviously placed at the bottom rung of priorities. SDOT and the Council seem biased in their apparent choice to not replace the bridge. Alternate access points only benefit the Port. There is no viable alternative to replacing the bridge that will manage the traffic flow into Magnolia. And I don't see where those alternate routes extend well into the heart of Magnolia. Thordyke and Government Way cannot take on all of Magnolia's traffic Once again, SDOT and their governing body- the Seattle City Council- are blatantly ignoring the best interests of Seattle residents.	5/24/2018 7:57 AM
101	Safety Health Access Property value	5/23/2018 8:17 PM
102	Looks like they have already made up their decision to tear down the bridge and not replace it. This is going to be a boondoggle for Magnolia.	5/23/2018 8:50 PM
103	The biggest impact is the impact to safety, commute times and a decline in our property values	5/23/2018 7:44 PM
104	This city needs to be audited. Where is all the millions and millions of dollars being spent?	5/23/2018 6:42 PM
105	Uncertainty, worry for residents since no questions were answered.	5/23/2018 5:48 PM
106	You guys already know the answer to this. And the residents have been loudly reminding you repeatedly!	5/23/2018 3:42 PM
107	We need some way of connecting the South end of Magnolia to the city. When the bridge comes down, will they be able to put in a roads or something that can guide the 1/3 of the neighborhood off the bluff without diverting them to Dravus. I would ask that SDOT take a new survey, the data they used was several years old. I would also ask that Sally Bagshaw and members of SDOT attempt to leave Magnolia and drive south on 15th during the morning rush hour. I would ask that Sally Bagshaw and SDOT attempt to leave Magnolia going north over the bridge via Emerson at 4pm on a weekday, and hopefully they could experience the back up when the bridge is up. We should also take a look at how the bridge going up and down continuously affects traffic. Would there be a way to limit it to certain times, like on the hour, or every 30 minutes? Additionally I do not know if the light rail will be effective if we cannot get the residents off of Magnolia to use the light rail.	5/23/2018 2:14 PM
108	Any alternative that reduces the number of incoming lanes into Magnolia is unacceptable. We've already had 20% of incoming lanes removed by the bike lane on Emerson.	5/23/2018 1:58 PM
109	Improving Dravus could help with traffic flow, but the real issue is often the Ballard Bridge. There needs to be a tunnel build under the waterway to alleviate the backups caused by ships.	5/23/2018 12:18 PM
110	TrafficAccess	5/23/2018 12:13 PM
111	There was a failure to communicate. SDOT failed to address the community concerns; we need access that is at least as good as we have now and considering one land has been removed from the Fishermen's terminal access to Magnolia we probably need improved access. They failed to explain how options other than 1 to 1 replacement can meet the community needs. New access needs to be in place before the bridge is taken out of service. I think the community can understand the cost issues but we need to be assured we will have access.	5/23/2018 11:35 AM
112	This would greatly increase commute time for thousands of residents and workers.	5/23/2018 11:05 AM
113	the lack of concern for the need to rebuild the bridge	5/23/2018 10:42 AM

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114	Repair or rebuild the current bridge, as traffic is only increasing everywhere in Seattle. The Village would become isolated and desolate being so removed from the rest of the city.	5/23/2018 10:23 AM
115	Cons - increased traffic congestion and travel times will hurt current residents/businesses and deter future residents/businesses from the area.	5/23/2018 10:18 AM
116	Re-routing traffic onto already-strained Dravus and Emerson will be a mess.	5/23/2018 9:51 AM
117	Na	5/23/2018 8:44 AM
118	Con is not replacing the bridge when we pay huge taxes to live here	5/23/2018 8:04 AM
119	Same pros and cons as of past presentation. Overall cons presentation was that there was no perspective for Magnolia itself ... was off SDOT and Pier but not the community	5/23/2018 7:28 AM
120	Presentation focused too much on SDOT's processes, not so much on neighborhood impacts. The presenter's knowledge was too limited. Too many questions could not be answered, or they were dodged.	5/23/2018 7:26 AM
121	Access to/from Magnolia	5/23/2018 7:16 AM
122	I feel Magnolia has been let down by SDOT and the city council. My only suggestion is do not remove the Magnolia Bridge.	5/22/2018 10:57 PM
123	Not replacing the Mag bridge would be a terrible mistake. This neighborhood has tens of thousands of residents that would be left with only 2 ways to get into the neighborhood. One is extremely busy (Dravus) with the new apartments. The other has recently been made worse (Emerson) with the reassignment of one lane to a bike lane. Unacceptable!!!	5/22/2018 10:56 PM
124	The presenter did a decent job of over-viewing the study being conducted but it took some questions to make clear that the study is to find potential alternatives to a 1:1 replacement and that the 1:1 plan is still on the table.	5/22/2018 10:46 PM
125	We experienced unkind delays and traffic back ups when the bridge was out of service after the Nisqually Earthquake. To live our lives this way with no end in sight is beyond just being a burden. We deserve access to our homes.	5/22/2018 10:45 PM
126	Hard to say when there was nothing presented that would give any idea of what is in the works. The gentleman from SDOT spoke a lot but said nothing.	5/22/2018 10:33 PM
127	Pros: total bridge replacement is still one of the alternatives Cons: cost of bridge replacement They haven't looked at other resources for money for bridge, ie federal government like they did for West Seattle Magnolia residents not represented in planning committee or final vote of bridge replacement. They have spent too much money on bike lanes that are used by less of a population than Magnolia Bridge They studied bridge replacement in 2001 and 2007 and didn't do anything about it Presenter couldn't answer specific questions about the project Bureaucracy is holding up movement on project Mayor and city council not in attendance at meeting. Why did we come? Alternatives were not reviewed at meeting - not a clear picture of alternatives on the table Widening Dravus is not feasible. Apartments are being built there and Dravus is not a direct route to magnolia village and bluff. Not a good alternative They already messed up Emerson with bike lanes. Traffic is backed up more now all the time. Thruway is not a good option for bridge to go to as it's not direct to rest of Magnolia. It will congest side streets None of the people making the decision about the bridge drive it daily They didn't consider it's the main way for emergency to get to Magnolia (SPD, ambulances, Fire etc) There are only 3 ways to get to and from Magnolia. The bridge has 1/3 of the traffic. They didn't seem to understand that affecting the bridge negatively will significantly impact traffic flow	5/22/2018 10:15 PM
128	They didn't tell us anything. The options were not presented.	5/22/2018 9:59 PM
129	I don't think SDOT addresses the issue.	5/22/2018 9:58 PM
130	There were no concrete answers. Now I'm in power attended our representative and mayor were absent. We have not heard from fire, medical and other emergency services as to how this will impact response time. Fire and police response times should be evaluated, including the impact the new apartment and Expedia headquarters will bring to our neighborhood.	5/22/2018 9:49 PM
131	Nothing less than a total Seattle City Council replacement will be acceptable.	5/22/2018 9:49 PM
132	Poorly presented. Presenter had little information or answers to questions.	5/22/2018 9:41 PM
133	Didn't get any answers.	5/22/2018 9:33 PM
134	They really belted around the issue but seemed to be saying they can't afford a 1:1 replacement for our bridge. That is totally unacceptable. When any accident occurs, or the Ballard Bridge breaks down, traffic backs up south of Dravus and is gridlocked. If we don't have the Magnolia Bridge, there is no way in or out. This is a serious quality of life issue as well as a safety issue for getting emergency vehicles in and out. Not acceptable.	5/22/2018 9:04 PM
135	Big impact on the Village, none of the alternatives provide clear access to the Village. Also bus routes, though I think Metro's long term plan is to move the routes to Dravus to tie in with light rail. I'd like to see better access to Smith Cove and Marina. Cons - increased congestion at Dravus will get worse with light rail. The plan is to totally rebuild Dravus bridges over 15th and over rail tracks - not clear if SDOT plans to do that before the bridge is declared unsafe. Could mean Magnolia down to only one access point.	5/22/2018 8:56 PM
136	It will decrease home values and limit accessibility for emergency service vehicles	5/22/2018 8:54 PM
137	SDOT needs to show their cards - particularly given that on more than one occasion since the 2001 Nisqually Earthquake event making the Magnolia Bridge imminently in need of demolition, POS has made public presentations about T-91 Uplands redevelopment proposals. It is clear that Seattle (Mayor, SDOT, Council) are playing a waiting game, at Magnolia's expense - and want to leverage POS redevelopment of T-91 Uplands by requiring significant POS financial participation in replacement of the Magnolia Bridge.	5/22/2018 8:10 PM
138	No indication of a fix for the Magnolia bridge until the bridge is deemed obsolete, which will not only negatively effect public transportation but all transportation in and out of Magnolia, not limited to driving transportation but pedestrian and bicycles. I would suggest that steps are taken to repair or replace the bridge before the bridge fails an inspection like the presentation implies.	5/22/2018 7:52 PM
139	Same as above.	5/22/2018 7:51 PM
140	Given the number of residents living in Magnolia, it's reasonable to imagine Dravus and Emerson being able to accommodate all traffic. It already takes upwards of 45+ min some days to enter/exit Magnolia (travel 3 blocks) via those routes.	5/22/2018 7:49 PM
141	Having a bridge leading to the south side of Magnolia is crucial since the other entries/exits are already congested throughout the day.	5/22/2018 7:28 PM

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142	We were upset that no one was present that could answer any questions.	5/22/2018 7:17 PM
143	See above.	5/22/2018 7:06 PM
144	The impact are significant for Magnolia. I saw only cons. The only pro was better access to Magnolia village.	5/22/2018 6:43 PM
145	The presentation was very disappointing. There was a lack of knowledge as well as commitment to sharing ideas with the group, and a lack of engagement during the design process with Magnolia residents. Money was presented as the decision-maker but quality of life and community voice seemed low on the list. Extremely enraging. Solutions should be explored to pay for the bridge creatively.	5/22/2018 5:49 PM
146	If the bridge is taken down there would be no southern entrance into the neighborhood for Emergency response vehicles. This puts the lives of our kids who attend the public and parochial schools at a greater risk. It also increases traffic for public transportation vehicles forced into the remaining two entrances. W Dravus is already at over-capacity and is about to get worse with increased housing density on W Dravus slated to open soon. W Emerson is also a full capacity prior to losing another lane to the new bike lane. A new bridge is the only real solution unless the city plans to re-connect W Mariner Place with W Galer and expand it to 4 lanes we would lose if the bridge is closed.	5/22/2018 5:26 PM
147	He did a very poor job describing the options and getting us all on the same page. See my end comments for ideas.	5/22/2018 5:17 PM
148	SDOT needs to go back and figure out why they've changed their approach since 2007. We voted in good faith for the levy in 2015 and that money has been squandered. Send your executive next time. It was unfair of you to send a PM in knowing how contentious this is. If we need to have tough conversations show up and have them.	5/22/2018 4:07 PM
149	Few answers.	5/22/2018 4:06 PM
150	There will be a tremendous negative impact, to businesses, traffic, commute times, safety, Home prices, and more. It's not acceptable to not replace the bridge. We have voted for taxes for this.	5/22/2018 3:53 PM
151	There will be a tremendous negative impact, to businesses, traffic, commute times, safety, Home prices, and more. It's not acceptable to not replace the bridge. We have voted for taxes for this.	5/22/2018 3:53 PM
152	As stated above, you have already reduced the traffic lanes on the other point of egress from Magnolia from three lanes to two, now you plan to not replace the bridge. It is madness and will create a huge traffic flow issue. The bridge needs to be repaired and/or rebuilt.	5/22/2018 3:49 PM
153	Total disaster. No bridge, say goodbye to village commerces. Increase in traffic on to 2 other roads to Magnolia. What are costs of the other options? None given.	5/22/2018 3:28 PM
154	I suggest they find the fund to replace the current bridge. Their ideas will negatively impact our lives and property values.	5/22/2018 3:00 PM
155	SDOT did not "use their words" to explain the options shown on the difficult-to-see slides, which led me to believe that Mr. Loo was not entirely familiar with them.. A combined map/photo with the Port areas, proposed access routes and light rail possibilities would be helpful.	5/22/2018 2:48 PM
156	When the Ballard bridge is up, traffic backs up onto 15th Ave W choking off all access into the neighborhood from the south. How will emergency vehicles get into our neighborhood? The clearest impact of the SDOT presentation is that Magnolia has been a low rung priority for the funding available for the last 17 years. This was made abundantly clear by sending a representative that could only vaguely answer questions and kept asking people to refer to the website that we wanted him to explain to us! I felt bad for the guy- he was thrown under a bus by his higher ups that had no choice but to avoid the citizens of Magnolia that are rightly angry for being so poorly served by their city employees. Put more effort into finding the funds necessary to replace the existing bridge in like kind. Quit wasting our tax dollars on studies of options that everyone knows will not meet the needs of the community. Access to Magnolia from the southern part of the neighborhood is critical.	5/22/2018 2:45 PM
157	PROS: increasing ease of access to Magnolia (and to other roads), CONS: I imagine a multi-component idea would be quite pricey	5/22/2018 2:44 PM
158	One hesitates to change anything! I'd like to see the bridge replaced exactly where it is.	5/22/2018 2:37 PM
159	No pros only cons seem if bridge not replaced. Replace bridge with turn lanes to access Elliott Bay Marina. So much more density occurring in neighborhood need to maintain at least the access we have.	5/22/2018 2:03 PM
160	Not enough information, we need a bridge	5/22/2018 2:03 PM
161	Dravus and Emerson et. are already at capacity (and beyond) during rush hour. Going from 28th ave. W to 15th ave. W can take over a half hour. The addition of hundreds of new apartments at 15th and Dravus will only exacerbate this problem. In addition, the only buses that come into Magnolia currently use Emerson (#31) and the Magnolia bridge exclusively. Adding those 4 (?) routes to Dravus and Emerson will only make traffic worse.	5/22/2018 1:09 PM
162	Nope, just nope. Rebuild the bridge and stop spending money on bike lanes	5/22/2018 11:57 AM
163	Where will the bus route be with the bridge. It will be a traffic nightmare getting in and out of magnolia. Dravus already has traffic all the way up the hill.	5/22/2018 10:55 AM
164	Can't comment since I wasn't there.	5/22/2018 9:54 AM
165	Traffic congestion, uncomfortable living circumstances, limiting speed of receiving emergency help, lack of exits in case of earthquakes.	5/22/2018 9:46 AM
166	Presentation difficult for layperson to understand. Most options are deemed infeasible. If I am reading correctly the only option still on the table is to "Widen" Dravus Street for residents and fix the lower portion of the bridge for the Port. Appears there is no replacement option on the table any longer.	5/22/2018 6:28 AM
167	Ever since the 2001 Nisqually quake, the community has given a clear and consistent message: the bridge needs an in-kind replacement. Alternative funding sources such as Federal, State, LID, tolling, bonds/levies need to be revisited. It is unacceptable that 15+ years have elapsed and we have no replacement bridge or funded plan to show for it.	5/22/2018 12:57 AM

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168	SDOT is wasting more time and money on redundant studies and repeating work that has already been completed. The work completed in 2007 concluded that the Magnolia Bridge replacement parallel to the existing bridge is the best and most cost-effective solution. The work has already been done. The only thing left to plan is the budget and source of funding. The Port, BNSF, the State, and the Federal Government, must all contribute heavily to the funding, especially from the 15th Ave exit and flyover to the Smith Cove exit. The City and perhaps a LID for Magnolia should contribute to the final Magnolia connection section.	5/21/2018 11:31 PM
169	We don't care about sound transit! We want our bridge!	5/21/2018 11:03 PM
170	The impact of removing the bridge is that traffic leaving and returning to Magnolia will be slower and more convoluted than it is. The bridge leads to three main arterials for the neighborhood with no stop lights; no other route provides this. I recommend replacing the bridge.	5/21/2018 10:43 PM
171	Before removing the bridge, build the alternative or the new bridge. If that is not possible, meet with the city and ask them to put a hold on densification of the area. I worry most that Magnolia has one police officer to help out in emergencies. The time it takes for emergency vehicles to get to those in emergency situations is fairly long. When you take away that access to Magnolia, you are putting residents at risk.	5/21/2018 9:13 PM

Q9 Please use this space to share your ideas or solutions

Answered: 146 Skipped: 163

#	RESPONSES	DATE
1	Revisit access via 32nd. I am a working mom and I commute to elementary schools, preschools, after-school activities, and a full day of work downtown. Literally, if traffic is worsened in/out of Magnolia it will directly impact my career as I will not be able to spend as many hours at work and also take care of my kids. I'm trying to do both currently and the only way that works is because I can get to/from downtown relatively quickly. My primary goals are that there are easy ways in/out of Magnolia during rush hours.	6/19/2018 10:22 PM
2	Replacement of the Magnolia bridge is paramount. Distributing traffic to other entry points is unacceptable.	6/18/2018 12:40 PM
3	We need accurate comparison data for the FOUR options on the table that includes 1:1 replacement.	6/14/2018 8:36 PM
4	Build a replacement bridge... in the end whatever it costs it won't be as much as the overruns will cost for all the things the city, SDoT etc will need to change in order to accommodate another solution. Any alternative solution will become a money sink as various entities grab large chunks of money to decide to reinvent the wheel, simply because the city did not think this through and fund a bridge, thus saving itself more money than any cost the bridge replacement will incur.	6/14/2018 5:14 PM
5	Direct replacement of the Magnolia Bridge is the only acceptable option.	6/14/2018 3:20 PM
6	Replacing Magnolia Bridge 1:1 is clearly best solution. If Armory Way option is chosen, should be routed to let traffic off as far south as possible on Thorndike, but this would likely make Boston into a de facto arterial (even though Blaine/Condon would probably be the designated arterial). Armour is another possible arterial but the median on 27th would need to be removed. The misalignment of all streets crossing 28th will lead to more left turns and likely more accidents. A thorough study of traffic impacts ACROSS THE NEIGHBORHOOD must be done, as studying just the streets closest to the bridge entrances is wholly inadequate.	6/14/2018 11:18 AM
7	Alternative 1 is fine. But what would be ever better is to add new bridges at Bertona and Barrett by lidding that part of the rail yard. Adding a lid would allow for two new entrances to Magnolia and add space for a new city park for Interbay or land for a new Junior/High school which will be needed as the population continues to grow.	6/14/2018 9:59 AM
8	Don't remove what can be fixed . Modify but don't cut access. More frequent smaller bus shuttles might ease transportation to and from the Rapid Ride Bus Routes.	6/14/2018 8:10 AM
9	Replace existing bridge 1:1	6/14/2018 7:29 AM
10	the only option is rebuild the bridge	6/14/2018 6:59 AM
11	Replace or repair existing Magnolia Bridge. Look at other bridges in nearby towns and similar locations that have been recently for much less money than has been proposed for this project. There are numerous examples of structures that share similar challenges yet have been built for as little as 1/4 the cost. Also new techniques are now available that may significantly reduce the cost to repair the existing structure resulting in a bridge less expensive than the currently proposed alternatives.	6/13/2018 11:41 PM
12	No comment	6/11/2018 7:37 PM
13	my biggest concern is the inefficiency of bus routes and increased traffic that will occur if the bridge becomes decommissioned. I'm also concerned about reduced access to an already cut off corner of Seattle.	6/10/2018 10:54 AM
14	Hold SDOT responsible to work with the state, feds and the port to stop wasting money on absurd alternatives and to figure out how to build the bridge. Even a toll may work.	6/9/2018 7:02 PM
15	Replace the bridge Add more lanes for car traffic and better access Bike lane this year have compromised traffic significantly	6/9/2018 11:51 AM

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16	We need three ways to enter and leave Magnolia. Whenever we are limited to just two (because of construction) there is a dramatic impact on our quality of life.	6/9/2018 7:14 AM
17	I can't afford a LID. We all pay very high taxes for all kinds of projects and very expensive infrastructure for downtown, Pike/Pine, ID, U District, lower QA growth. SDOT and City Council didn't proposed a LID specific to these areas. It should not do so here.	6/8/2018 10:01 PM
18	I trust a suitable, safe and comparable replacement will be built for Magnolia residents. We definitely need the bridge to be replaced in some shape or form. Ideally in a cost effective manner. And in the location of the current bridge.	6/8/2018 9:49 PM
19	Need to have a replacement bridge. It would feel too isolated and not make magnolia very livable	6/8/2018 9:44 PM
20	keeping/improving all 3 access in and out of Magnolia	6/8/2018 10:00 AM
21	The Magnolia community is a significant tax source for the city. It is unconscionable that SDOT has not appropriately planned for a bridge replacement. Instead we are stuck with bike lanes that no one wanted and few from the neighborhood use. Seattle seems to treat our neighborhood as if it weren't really part of the city. They take our tax money and then reduce or eliminate services. (i.e. No bridge replacement, threat of kids going to Lincoln instead of Ballard High School, no monorail, no Westside access to new SR99 tunnel, etc.) The bridge takedown will also negatively impact the planned low income housing at Fort Lawton. You can't add lots of new housing and then fail to provide infrastructure. The only solution is to replace the Magnolia Bridge.	6/7/2018 8:12 AM
22	The solution is simple.....simply replace the bridge by a new bridge....	6/6/2018 10:17 AM
23	Could you also keep us up to date on Carla Skoglund's request for a full audit of how the city used the transportation money that was supposedly earmarked for our community in the last levy? I think it was a reasonable request and one that may convince the city they need to be accountable and they need to come to the bargaining table. Right now, other than public pressure, there is nothing that can make them come to the bargaining table and nothing holding them accountable for anything.	6/6/2018 9:28 AM
24	Rebuild the bridge. This is why we pay taxes. We live in Magnolia for many reasons and are all passionate residents who truly love and value our community. We have chosen to live there for a variety of reasons, but I would speculate that a majority of residents regularly rely on the Magnolia bridge on a daily basis. Proposing alternative solutions to this critical thruway is appalling. This will increase transit times and congestion in our community. It will make the community less appealing and will pose challenges for the viability of our businesses. As a taxpaying citizen, the fact that we are even having this conversation is appalling. Meanwhile, we're happy to spend millions of dollars on homelessness but your taxpaying citizens are not being preserved the rights to standard provisions which the city should be providing. Unacceptable.	6/6/2018 8:15 AM
25	We need a 1:1 bridge replacement. Find the money.	6/5/2018 10:55 PM
26	We have to have a replacement bridge. To move the traffic from the Magnolia bridge to Dravus and Nickerson Emerson simply will not work.	6/5/2018 8:40 PM
27	1:1 replacement is the only viable solution.I have lived in Magnolia 57 years.A lifelong resident.	6/5/2018 7:45 PM
28	1:1 replacement is the only viable solution.I have lived in Magnolia 57 years.A lifelong resident.	6/5/2018 7:45 PM
29	Daily, I watch fire engines, polices cars, ambulances and other emergency vehicles rapidly driving up the bridge to save people's lives. It is obviously the fastest, easiest and quickest route. It must be replaced. Thinking side streets will recreate the path of the bridge is short sided and not what is needed.	6/5/2018 6:03 PM
30	Find someone who actually knows how to manage complex community discussions and decision-making and have that person/entity manage the process.	6/5/2018 6:03 PM
31	Make SDOT and its consultants work harder to show the community the advantages of the proposed alternatives. There really are some. Better drawings are needed for their presentations. They need to include in their presentations the expected routing of traffic to the village and elsewhere. SDOT needs to pay for these things now. Be wise. Think this through. Don't just do the same knee-jerk decision making that did not work for us in 2002-2008.	6/5/2018 4:15 PM
32	this survey seems biased towards keeping / duplicating the existing magnolia bridge -- but I value peace and quiet in the neighborhood. i do live near the bridge, but would prefer to drive further than see so much traffic flying by at high speed (since everyone seems to think it's the autobahn). centrally located access points will distribute the traffic more evenly than the current bridge, and have just as much potential to get people where they need to go quickly.	6/5/2018 2:53 PM

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33	Replace bridge, connect to smith cove, widen dravus, make traffic flow better at dravus.	6/5/2018 2:34 PM
34	We should have three entry ways to Magnolia as we have 20k residents, most of whom need to get in and out of Magnolia each day. Having two entryways is not an option. We don't need the exact same bridge, but we need something comparable in and out of that area.	6/5/2018 1:37 PM
35	I am deeply concerned about safety of the Magnolia community without a major boulevard type access that the Magnolia bridge provides. The time it would take for ALS vehicles and police vehicles with the choked up Dravus and Emmerson routes and a circuitous narrower alternative it not acceptable. We already have high property crime, there have been numerous bank robberies where the school children have had to shelter in place. Imagine a school shooting! a multi home fire! I can foresee lawsuits regarding unnecessary loss of life or property to run into the many millions, making 300-400 million for a Magnolia bridge replacement seem well spent	6/2/2018 9:53 AM
36	Build a new bridge as per the original plan. Could the bridge be a historical structure??? Magnolia should be designated as a historical neighborhood.	6/1/2018 1:47 PM
37	Stop being annoying, be a decent person and stop posting these.	6/1/2018 12:09 AM
38	already have. thank you	5/31/2018 11:21 AM
39	Although I love the Bridge, it's a bridge primarily used for rich people in multi-million dollar homes. It's freeway design is totally unsafe and unnecessary. I think it should be preserved via tolling and bus/bike access should be significantly improved.	5/31/2018 9:30 AM
40	Nothing specific	5/30/2018 9:57 PM
41	Please update & replace the Magnolia Bridge! Please support light rail on 15th ave!	5/30/2018 2:12 PM
42	Don't bother rebuilding the bridge.	5/30/2018 12:22 PM
43	We need a third access point at the southern end--whether that is a one-to-one replacement for the bridge or something else! Thank you to everyone who cares about Magnolia and has worked hard to make our voices heard :)	5/30/2018 12:01 AM
44	Replace the existing Bridge with a Functional alternative that does not dump existing traffic on surface streets on east side of Magnolia where there is only one lane each way and with proposed Sound Transit rail stop.	5/29/2018 8:31 AM
45	This neighborhood is filled with young families and retirees. Many of the people who have to come and go by car are driving to activities not related to work that are outside of the neighborhood, and that public transportation doesn't serve effectively. Dr appointments, kid pickups, errands, etc.	5/29/2018 7:37 AM
46	We need to have a cost-blind approach to what would be best for the community. Only then can we balance all our options and come up with something that makes sense for all. We need to be thinking for the next 100 years; the current bridge will last 100 years by the time it's done and we owe the future the same care.	5/28/2018 11:51 PM
47	The Magnolia Bridge is an essential part of this community. All of Seattle is growing in population density and that includes Magnolia. Which means the bridge presence will be more important in the years ahead. The Village business district could become a vital area for residents outside of Magnolia but only if the bridge stays as an access point. Also, the access via the north near fisherman's terminal has been decreased by one lane for bikes. Magnolia does not have that many bikers to warrant this decrease or expense. It is upsetting the city would prioritize bike access over bridge repair or replacement.	5/28/2018 9:28 PM
48	Solution: 1. Replace the bridge. Consider the tax revenue that comes from the Magnolia community and do what's right. 2. Come up with four best alternative, consider the cost, then replace the Magnolia bridge with a temporary toll to make up the difference in cost.	5/28/2018 9:03 PM
49	Federal or state funding, redo City and County budget to account for money spent across all departments to increase funding options for a replacement bridge or significant repairs	5/28/2018 8:14 PM
50	Magnolians need that bridge.	5/28/2018 5:16 PM
51	If there's no bridge replacement, add a lightrail station on the way to Ballard to help alleviate the driving need to get downtown.	5/28/2018 4:57 PM
52	The focus on the needs of Magnolia citizens was missing from the "Magnolia Bridge Community Conversation". My takeaway from the meeting is none of the presenters know what they are doing and none of them care about the citizens of Magnolia.	5/28/2018 2:35 PM
53	Replace the bridge with at least as many lanes as it has.	5/27/2018 7:41 AM

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54	I don't know what the structural considerations are - seismic, truck and traffic loads, volume, other? My hope is that the bridge is re-purposed for pedestrian and bicycle (including e-bike) use and possibly bus/light rail.	5/26/2018 9:46 AM
55	A mix of city transportation funds and LID for magnolia, Queen Anne, interbay and potentially Ballard. All of these neighborhoods will be impacted by congestion if there is no bridge replacement.	5/25/2018 10:54 PM
56	Government...do not veto. The Magnolia bridge must be fixed. For ant of you that were in the city when we had the mudslides and part of the bridge was damaged, you know the inconvenience this caused Magnolia. Imagine if it was taken away. Not a good idea. Listen to Magnolia residence.	5/25/2018 8:14 PM
57	The bridge must be replaced. If it takes an l i d and some combination of City funds particularly since the citizens of Magnolia pay an inordinate amount for police and fire protection that goes to all the rest of the city but very little to us, and most particularly if the homeless housing in Fort Lawton passes such that there is even further burden on the Northern portions of Magnolia Inlet and Outlet in order to provide the services that that population will most desperately need, we simply cannot afford to lose this. In fact if that passes one would think that some of the homeless Levy should go to repairing the bridge to ensure that they can get in and out.	5/25/2018 7:41 PM
58	I'd like to see an audit and have an explanation to why there is no money to fix/replace the bridge.	5/25/2018 6:47 PM
59	The bridge needs to be replaced or a 3rd southern access road must be created.	5/25/2018 4:39 PM
60	We need a magnolia address city council candidate who can win district 7 in fall of '19	5/25/2018 2:38 PM
61	We enter from Dravus, Emerson and Mag Bridge not one of the options. Not sure how relevant the last question is to transportation issues facing us today or what you are really trying to ask.	5/25/2018 1:17 PM
62	See above	5/25/2018 12:35 PM
63	A safe bridge would be extremely expensive soni think it's fair to remove it	5/25/2018 12:06 PM
64	I am extremely worried about access for emergency services.	5/25/2018 11:39 AM
65	Account for the money. Replace the bridge with a solution that maintains the status quo for commute and transit times.	5/25/2018 11:34 AM
66	We are one of the 7 Hills that make up Seattle. The Bridge is the main arterial to our neighborhood. Our tax base for the Seattle Budget should dictate that there IS money to replace this connection to our neighborhood. Simply saying there is no money is not acceptable. This money should come from the MOVE SEATTLE Budget!	5/25/2018 10:26 AM
67	Stabilize the bridge. Or leave it alone. I'd rather take my chances than not have it.	5/25/2018 10:10 AM
68	Replace bridge	5/25/2018 9:49 AM
69	We used to shop at QFC and often drove Dravus St. Due to increased traffic in that area we try to avoid it.	5/25/2018 9:49 AM
70	No one seems to be talking about the ramifications of the Magnolia Bridge going away and building some small overpasses and narrow access roads instead. Traffic volumes on the bridge now. Commute times out of Magnolia at peak morning rush hour is already backed up thanks to SDOT adding bus only lanes. Impact to clogging Thorndyke and making turns onto small roads - buses, semi trucks, emergency vehicles. Clogging Dravus and Emerson (already messed up by SDOT for taking lanes away for bikes). What all this would do to commuters going to Ballard up and down 15th Ave West, which is already bad during peak am and pm drive times. On a higher level, where are lawmakers on any of this? Why aren't they at these meetings? Who is leading this conversation? Who should it be? MCC? A coalition?	5/25/2018 9:23 AM
71	W Marine place to W galer st - 32nd ave west	5/25/2018 9:13 AM
72	Stop the stupid bike lanes that hardly anyone can use and put the money towards maintaining our streets and bridges. Magnolia, Quem Anne and Ballard residents have already paid for this bridge!	5/25/2018 8:36 AM
73	Don't let money impact long term traffic and access issues to the Magnolia neighborhood	5/25/2018 8:18 AM
74	Fix or replace the bridge immediately; we have been taxed for it; funds diverted and wasted	5/25/2018 6:10 AM

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75	There is plenty of money to replace the Magnolia Bridge if the money the City Council has would only use it in ways to serve all the people of Seattle. Too much is wasted away. We pay a lot in taxes, more than some neighborhoods, and deserve to have our bridge replaced. Emerson is a nightmare now with a bike lane that didn't to be built as it was and Dravus is backed up because of the No Turn. With single family housing disappearing, can congestion will only get worse. Solution? Rebuild the bridge. Period.	5/25/2018 5:53 AM
76	It would be extremely unsafe in an earthquake. Somebody needs to look for money to replace it.	5/25/2018 12:02 AM
77	I'm convinced that the Port is in the driver's seat and does not want to see a bridge replacement due to the impact of construction on current and future operations on the Pier 91 property. I believe the most sensible solution for maintaining a 3rd - southern - route is through the Port property. One way or another. 'Occupy the Port' as far as I'm concerned - and elect City Council People and Port commissioners who will be responsive to the needs of the citizens rather than large, international business interests.	5/24/2018 11:25 PM
78	Build the bridge again to be stronger and more supportive than it is now.	5/24/2018 11:00 PM
79	Please use our tax dollars to save the bridge. We are paying for bike lanes and homeless encampments - it's the least the city can do for hard working people.	5/24/2018 10:34 PM
80	We need to continue to distribute access to Magnolia by using three routes to keep the traffic volume in each route at a manageable level.	5/24/2018 10:27 PM
81	Do not take away this bridge	5/24/2018 10:27 PM
82	Spend the money to repair or replace the bridge for the community that pays the taxes, instead of the homeless!	5/24/2018 10:24 PM
83	I'm supportive of bike safety. But with my job, I carry heavy equipment to and from work every single day. I cannot hop on a bike or sit in unnecessary traffic every time I have to go to work-6/7days a week downtown Seattle.	5/24/2018 3:21 PM
84	I have no alternative solution, but fear the extra heavy traffic back-up when Expedia moves in and the development of new businesses along 15th Ave. W	5/24/2018 8:46 AM
85	There must be a south Magnolia access point to keep Magnolia safe and to make it thrive. Given the amount of money Seattle is willing to spend on small populations (homeless and cyclists), there should be zero issue whatsoever in the city's ability to fund and construct a new bridge.	5/24/2018 8:18 AM
86	My only solution is to promote the bridge replacement as the only viable alternative, and to work on voting the current Council out of their offices!	5/24/2018 7:57 AM
87	Why doesn't the city ban heavy trucks from using the bridge immediately, to preserve its functional life as long as possible and provide more time for a replacement to be built???	5/23/2018 9:48 PM
88	The bridge needs to either be maintained or replaced. There is no acceptable alternative. Magnolia homeowners contribute a substantial amount of tax revenue to the city, we should not have to suffer because the city is mismanaged and cannot afford the bridge as a result.	5/23/2018 9:27 PM
89	We need a new city council and a new mayor	5/23/2018 8:50 PM
90	We have paid and they mispent our money. They owe us a new bridge! I would be willing to toll the bridge to help pay.	5/23/2018 8:42 PM
91	replace the Magnolia Bridge	5/23/2018 6:42 PM
92	REPLACE THE MAGNOLIA BRIDGE!!!! YOU KNOW IT IS UNSAFE AND IT DISGUSTS ALL OF US THAT THE CITY DOESNT CARE! REPLACE THE MAGNOLIA BRIDGE AND QUIT WASTING EVERYONES TIME WITH THIS DEBATE!!!!	5/23/2018 3:42 PM
93	I know that Magnolia residents have been criticized for not wanting more development. However we do pay taxes, and area already feeling pressured by only have 3 access points into /out of the neighborhood.	5/23/2018 2:14 PM
94	No roadway in the city of Seattle should be taken away, especially with the current unoptimization of traffic. Either expand the two other existing entrances significantly and reduce amount of lights, rebuild the magnolia bridge, or build a new bridge at a different southern entrance.	5/23/2018 12:13 PM

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95	The presenters at the meeting seemed to have no feel for the community concern. What people hear is the city will remove 1/3 of the access to the neighborhood. One lane has already been removed from the Fishermen's terminal access, Dravus is grid locked with new development, density is being encouraged. So the result is limited access to Magnolia, delay in emergency services. It seems that we pay high taxes and get increasingly limited services (1/2 a policeman at any given time, no response to calls about property crime, no street maintainece)	5/23/2018 11:35 AM
96	With growing multi-family housing in Magnolia, Queen Anne and Ballard, we need the bridge to keep access options to magnolia. Plus, with a thriving Seattle business environment, Magnolia has become a key neighborhood to support our economy (I support our high property tax--now we need to support our transportation needs for this neighborhood). Magnolia has one of the largest resident populations in Seattle, and it's critical to keep the bridge.	5/23/2018 11:05 AM
97	Please do not remove the bridge Please, it would cost some persons life due to response and delivery time to emergency services. I have made note of this comment as well with others and the City of Seattle will be held accountable when this tragic incident happens to a Magnolia resident.	5/23/2018 10:42 AM
98	Cutting off tax paying citizens is not an option.	5/23/2018 10:23 AM
99	A third access point to Magnolia is important given how much population has already moved in here and how much more is anticipated with Expedia coming. Any third access point should ideally be made in a way that mimics the existing bridge by keeping traffic flow moving and not creating additional congestion on other streets or entrances to Magnolia.	5/23/2018 9:51 AM
100	The impact of removing or restricting traffic flow at the area where the Magnolia Bridge is currently would be massive. And it would affect neighborhoods all the way from Bell Town to Crown Hill. We need to find and allot money to repair or rebuild the bridge.	5/23/2018 9:41 AM
101	Please keep/maintain the Magnolia Bridge!!! We would seriously consider moving out of the neighborhood if Dravus - and the already clogged up Emerson route - were our only option.	5/23/2018 8:07 AM
102	We are new to this city and neighborhood yet this is the first we heard about the bridge going away. It's interesting that the quake occurred 17 years ago. If the bridge is unsafe why have Magnolia residents/visitors and/or business patrons been allowed to use this bridge all along. Why tear it down (& not replace it!!) now?	5/23/2018 7:28 AM
103	The property tax on our house has increased 60% over the same period the bridge replacement cost has increased 41%. And the city says it doesn't have the money?	5/23/2018 7:26 AM
104	Our family really likes the idea of eliminating access from the bridge to distribute the traffic over several other access points - will feel less like a freeway there. Perhaps make an aerial park similar to NY's High Line!	5/23/2018 7:16 AM
105	This is an essential piece of infrastructure in a growing region. Replacing the Magnolia bridge goes hand in hand with increasing urban density and access to public transportation. Thank you for your consideration.	5/23/2018 4:52 AM
106	Keep the bridge. Not doing so would be very detrimental to traffic on I-15 and entry/exit to and from Magnolia. Dravus and Nickerson are traffic nightmares already.	5/22/2018 10:57 PM
107	Not replacing the Mag bridge would be a terrible mistake. This neighborhood has tens of thousands of residents that would be left with only 2 ways to get into the neighborhood. One is extremely busy (Dravus) with the new apartments. The other has recently been made worse (Emerson) with the reassignment of one lane to a bike lane. Unacceptable!!! I can't believe that the city is spending millions on bike lanes and not supporting the current infrastructure that exists for the tax paying residents of the city.	5/22/2018 10:56 PM
108	I have no idea of the feasibility, but I know the area well. Here is my basic concept: It is not separate ideas, but a whole interconnected plan. (Assuming there will not be a total bridge replacement) #1- Port needs to give up some land. Period. #2 Elliot Bay trail gets replaced with a north south road. (heretofore called Road X) #3 - Remove the high part of the bridge, keep the lower part and create an exit to connect with Road X #4 Open up two or 3 of the east west streets that now dead end around or below Thorndyke. (ie: Boston, crockett, or Newton and have them connect with Road X #5- Add a new smaller bridge to Connect 15th Ave W to Road X, but farther north, by opening up either Wheeler, or Barrett or ? It would cross over the railroad tracks. It would need a new stoplight along 15th which will also serve to slow it down (a good thing). This Newly opened up road/overpass, will also connect to Road X.	5/22/2018 10:33 PM
109	Replace the bridge in its entirety. Only acceptable option is one-on-one replacement. Anything else will severely affect traffic.	5/22/2018 10:15 PM

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110	There needs to be more entrances into Magnolia, not less. The bike lanes have made traffic worse (longer lights).	5/22/2018 9:59 PM
111	Hold the City accountable Include Magnolia residents & business owners in the decision-making process Develop a plan & timeline to raise the money to implement the replacement plan already approved ~10 years ago No more meetings that don't address the real issues with speakers who are not "management" and/or cannot address the real issues or questions Elect reps who will participate	5/22/2018 9:58 PM
112	Replace the Magnolia bridge.	5/22/2018 9:49 PM
113	Nothing less than a total Seattle City Council replacement will be acceptable.	5/22/2018 9:49 PM
114	Bridge must be replaced in same or nearby location. Access to magnolia already too limited.	5/22/2018 9:41 PM
115	There's no way Dravus and Emerson can support the additional traffic from the bridge and the additional traffic from the apartments being built along 14th. Reducing the access points in and out of Magnolia from 3 to 2 seems to be a huge safety issue	5/22/2018 9:38 PM
116	We. MUST. Find a way to save or replace the bridge !!!!	5/22/2018 9:33 PM
117	I was extremely disappointed the no one in city leadership was there to take the hard questions. The gentleman from SDOT was the project manager I believe and unprepared to answer most of the questions he was asked. I displayed a huge failure of leadership in our city and I ask MCC hold them accountable and be willing to come to our neighborhood meetings.	5/22/2018 9:04 PM
118	Make sure when they are calculating cost of alternatives they factor in the value of our time and potential decrease in our property values if the bridge is not replaced	5/22/2018 8:54 PM
119	Put pressure on POS and make it clear Magnolia knows that they are the reason SDOT/Mayor/Council can't seem to come up with the money for replacement of the Magnolia Bridge. Meanwhile, Magnolia needs to start calling out SDOT/Mayor/Council for borderline bad faith in their conduct with our community.	5/22/2018 8:10 PM
120	I would love to have more public transportation options visited if the city is intending to take away one of Magnolia's major access points. Perhaps speeding up the Interbay portion of the Light Rail would be good alternative to creating bike lanes that realistically won't be used most of the year and bridges for cars that would only add to the pollution and car traffic.	5/22/2018 7:52 PM
121	TOLL BRIDGE TO RAISE FUNDS TO FIX OR REPLACE BRIDGE!!!!	5/22/2018 7:51 PM
122	I wish I had solutions, but if Magnolia residents were able to help pay for part of the cost of the bridge by applying for a grant or by making donations, I think they would...	5/22/2018 7:28 PM
123	I am willing to pay a tax to have a bridge.	5/22/2018 6:43 PM
124	Access to Magnolia is getting harder and harder, check out Emerson to and from Magnolia at 5pm	5/22/2018 6:39 PM
125	The simplest solutions tend to be the most effective and in the end, most economical. The bridge needs to be rebuilt. I wonder where the disaster funding that Patti Murray secured for the rebuilding of the bridge has gone, as well as why the solutions of the original task force to rebuild the bridge have been thrown out, when so much money was spent on the original study. The estimated budget was \$200 million two years ago, so I don't understand why it has doubled. The new proposed solutions are all band-aid approaches that will end up costing more than the bridge in the end. The fewest components, the less cost. There will be a variety of unforeseen issues due to the serious revamping of major traffic patterns that will end up costing more in the end. It's always better to do it Right the first time. Replace the bridge, no matter how long it takes.	5/22/2018 6:04 PM
126	If cost is the biggest obstacle we need to discuss creative options with the city to get this bridge to stay or be rebuilt. No other alternative is sufficient for our neighborhood.	5/22/2018 5:49 PM

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127	There is a general belief in Magnolia that we pay more in taxes than we get from the City. There's also the observation that we are generally not as liberal as the rest of Seattle. Suspicion that these two are connected is leading to serious pent up anger. Our policing, roads, ball fields, and even tennis courts are way below par. We've know this city bridge needs replacement for a long time. \$384 million doesn't have to come out of the city coffers all at once, but it does need to happen. Thousands of residents have bought into this community with three ways in and three ways out. Any less is grid lock. Our density is growing not declining. If Dravus can take more it should, but that won't solve the problem. If two thirds of Magnolia traffic from both hills tries to fight its way to Dravus you will have grid lock delays all through Magnolia, not just around Dravus. Forcing something up Thorndyke doesn't help much either. We need a South end exit to spread the traffic around.	5/22/2018 5:17 PM
128	Integrate with business leaders on your panels. You only have elected officials, and could use more business experts who've delivered on multiple profitable projects.	5/22/2018 4:07 PM
129	Not sure I have any ideas or solutions but feel strongly tearing down and not replacing the Magnolia bridge will have a highly negative impact on Magnolia residents and businesses. Traffic on Dravus and Emerson are already horrific at commute times and this would exacerbate that. It would make it almost prohibitive for people to get downtown or for others to visit Magnolia.	5/22/2018 4:06 PM
130	Replace the Bridge!	5/22/2018 3:53 PM
131	Replace the Bridge!	5/22/2018 3:53 PM
132	Not repairing / replacing the bridge will create a huge problem for not only Interbay and Magnolia but tourism in the city of Seattle.	5/22/2018 3:49 PM
133	Options for partnerships to fund the rebuilding of the bridge, Port, City, Federal, business.	5/22/2018 3:28 PM
134	Vote in politicians who are committed to maintaining critical infrastructure before starting new projects.	5/22/2018 3:00 PM
135	Discover the amount of sales, property, license and b&o taxes generated on our little "island" and request we receive the benefit of our fair share. It appears that other parts of town are having maintenance, repairs and safety challenges met when we can't even get interest in our serial arsonist. I feel that the city leaders (none of which reside on Magnolia) are milking us to the benefit of all the other parts of town. A collaboration between the Port and SDOT might be promising.	5/22/2018 2:48 PM
136	Please stop wasting our tax dollars trying to find an alternative to what the neighborhood clearly needs for safe access in and out of Magnolia- an in-kind replacement bridge.	5/22/2018 2:45 PM
137	Need to have the bridge with turn lanes to access marina, park and restaurants in both directions.	5/22/2018 2:03 PM
138	I understand the bridge is unsafe and it needs to be dealt with. I like the idea of extending Armory way/Williams over the train tracks because then the south side of the neighborhood has access but isn't having to drive 5 miles out of their way and sit in Ballard traffic on 15th just to get home.	5/22/2018 1:09 PM
139	Slow growth in interbay. Developers should not have priority over quality of life.	5/22/2018 10:56 AM
140	The west side of the city will be cut off from easy access to 99 when the tunnel opens, since we can no longer use Elliott and will have to use a surface street with stoplights or go across Mercer. Now you're limiting mobility even more? You would think a growing city with increased density would prioritize more routes to move people, not fewer routes. With young children who have many years of activities, school commutes to middle and high school, and other needs, we can't sit in traffic all day. The city is too congested to have the kids bike everywhere safely, so we need to drive, as the bus doesn't easily get from swimming to piano to soccer etc. My elderly disabled father needs to be able to drive around, as the bus doesn't meet his needs. Please replace the bridge. Patty Murray and our state reps need to prioritize this need.	5/22/2018 10:47 AM
141	See note above.	5/22/2018 9:54 AM
142	Does the "Port" want the bridge where it is or do they feel it is in the way? I get the feeling that the Port of Seattle wants to change the road way for their benefit with no regard to the residents. We need a 4 lane access point on the South end of the neighborhood. Feels like this project got shelved for trains and bike lanes in the city now the Magnolia residents are left out yet again.	5/22/2018 6:28 AM
143	Ever since the 2001 Nisqually quake, the community has given a clear and consistent message: the bridge needs an in-kind replacement. Alternative funding sources such as Federal, State, LID, tolling, bonds/levies need to be revisited.	5/22/2018 12:57 AM

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144	The Port, BNSF, and the State need to step up to cover the costs of 3/4 of the Bridge from the 15th Ave exit and flyover, across the railroad tracks and including the exits and connections to the Marina and to Piers 90 & 91. The cruise ship access and fishing fleet support is just too important for Port revenue and for the State economy. The final connecting portion of the Bridge is the only portion that should be part of a funding discussion. The only two options that should be under discussion are to connect to Magnolia at Galer Street, just like the current Bridge, or to widen the road to the Marina and extend it all the way to 32nd Ave W. The latter option would require an elevated bridge over a portion of Elliott Bay and the removal of several homes on lower Galer St. at 32nd Ave W. It would also require widening 32nd and revising the intersections in and around Magnolia Village.	5/21/2018 11:31 PM
145	Please rebuild the Magnolia bridge.	5/21/2018 10:43 PM
146	Please maintain three access routes to/from Magnolia.	5/21/2018 9:25 PM