Thornton Creek Bridges Study
August 2019 Drop-in Sessions Summary

Overview

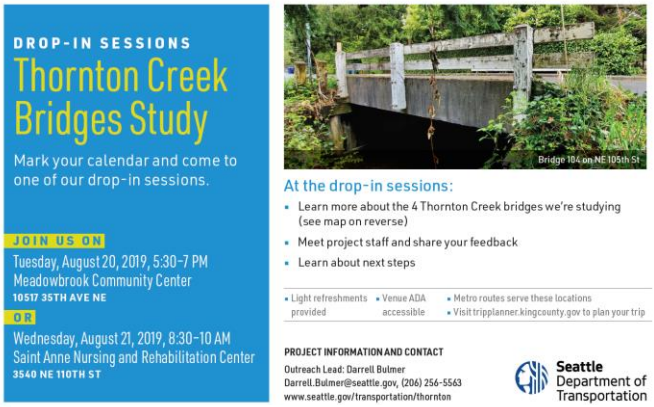
We hosted two 90-minute drop-in sessions, one on August 20 and the other on August 21, to introduce the public to the Thornton Creek Bridges Study. The sessions were held at Meadowbrook Community Center (MCC) and Saint Anne Nursing and Rehabilitation Center (Saint Anne's), respectively. To accommodate project area neighbors' varying schedules, the MCC session was held in the evening, while the Saint Anne's session was in the morning. The intent of the events was to share information about the need for the study, the project background, the bridge locations, and ways to stay informed throughout design.

Promotion

We sent postcards to 7,200 project area addresses inviting community members to the drop-ins.

Additional promotion included announcements on the project website and emails to stakeholders and community members.

A total of 40 people attended the drop-ins: 26 at MCC and 14 at Saint Anne's.



The postcard was sent to 7,200 neighbors to promote the drop-in sessions.

Materials

Light refreshments were provided. All attendees received the project fact sheet, a printed survey, and a comment form.

Display boards included information on the following topics (see page 5 for screenshots):

- Project background
- Project purpose
- Information on each bridge
- Potential improvements
- SDOT street standards
- Ways to stay informed

August 20 drop-in session at Meadowbrook Community Center

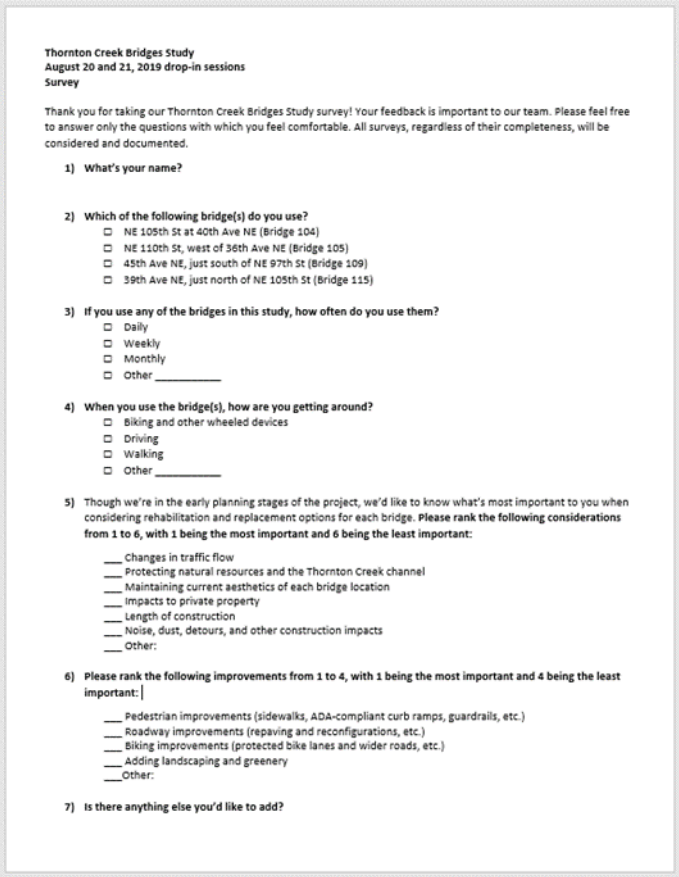
High-level feedback themes

We used a short survey to help us understand:

- How the community uses the four bridges (e.g., frequency and mode)
- Community priorities when considering bridge rehabilitation and replacement options (e.g., length of construction, impacts to private property, protecting natural resources)
- What elements are most important to consider in future bridge designs (e.g., pedestrian or biking improvements, landscaping, or roadway improvements)

Survey findings

The following is a summary of the responses and comments from the survey and comment forms distributed to community members at the drop-ins to gather feedback on the project. The 23 respondents' feedback are sorted into key themes below.



Thornton Creek Bridges Study
August 20 and 21, 2019 drop-in sessions
Survey

Thank you for taking our Thornton Creek Bridges Study survey! Your feedback is important to our team. Please feel free to answer only the questions with which you feel comfortable. All surveys, regardless of their completeness, will be considered and documented.

1) **What's your name?**

2) **Which of the following bridge(s) do you use?**
- ☐ NE 105th St at 40th Ave NE (Bridge 104)
- ☐ NE 110th St, west of 36th Ave NE (Bridge 105)
- ☐ 45th Ave NE, just south of NE 97th St (Bridge 109)
- ☐ 39th Ave NE, just north of NE 105th St (Bridge 115)

3) **If you use any of the bridges in this study, how often do you use them?**
- ☐ Daily
- ☐ Weekly
- ☐ Monthly
- ☐ Other _____

4) **When you use the bridge(s), how are you getting around?**
- ☐ Biking and other wheeled devices
- ☐ Driving
- ☐ Walking
- ☐ Other _____

5) Though we're in the early planning stages of the project, we'd like to know what's most important to you when considering rehabilitation and replacement options for each bridge. **Please rank the following considerations from 1 to 6, with 1 being the most important and 6 being the least important:**

___ Changes in traffic flow
___ Protecting natural resources and the Thornton Creek channel
___ Maintaining current aesthetics of each bridge location
___ Impacts to private property
___ Length of construction
___ Noise, dust, detours, and other construction impacts
___ Other:

6) **Please rank the following improvements from 1 to 4, with 1 being the most important and 4 being the least important:**

___ Pedestrian improvements (sidewalks, ADA-compliant curb ramps, guardrails, etc.)
___ Roadway improvements (repaving and reconfigurations, etc.)
___ Biking improvements (protected bike lanes and wider roads, etc.)
___ Adding landscaping and greenery
___ Other:

7) **Is there anything else you'd like to add?**

Overview

- **Bridge use (number of users):** NE 110th St Bridge (17), NE 105th St Bridge (14), 39th Ave NE Bridge (13), 45th Ave NE Bridge (9)
- **Frequency of use:** Daily (13), weekly (6), monthly (1)
- **Method of transportation:** Driving (16), walking (16), biking (8)

Respondents were asked to rank what was most important to them regarding rehabilitation and replacement options. Considerations, listed in order of importance, were:

- Protecting natural resources and the Thornton Creek channel
- Maintaining current aesthetics of each bridge location
- Impacts to private property
- Changes in traffic flow
- Length of construction
- Construction impacts (e.g., noise, dust, detours)
- Other*

  ***Includes: Drainage, safety, relative cost of replacement versus repair, structural integrity, safe pedestrian accommodation and ADA

We also asked people to rank bridge improvement elements that we should consider. Improvements, listed in order of importance, were:

- Pedestrian improvements (sidewalks, ADA-compliant curb ramps, guardrails)
- Roadway improvements (repaving and reconfigurations)
- Biking improvements (protected bike lanes and wider roads)
- Landscaping and greenery
- Other*

***Includes: Drainage, flood control, repair and maintenance of existing bridges, roadway lighting for people walking, safe structures, maintaining the current aesthetics of bridges – feeling of "rural" landscape

Bridge use

Most respondents use more than one of the bridges daily. The most frequently used bridge is NE 110th St bridge (bridge 105). Driving and walking are the most common ways people use the bridges.

Environmental

Protecting natural resources and Thornton Creek channel was ranked as the most important consideration for bridge rehabilitation or replacement.

August 20 drop-in session at Meadowbrook Community Center

Safety for people walking

- Pedestrian improvements were ranked as most important to focus on
- Respondents suggested:
    - Installing sidewalks on the bridges
    - Enhancing access to public transit near the bridges
    - Installing lighting on pedestrian routes and bridges
    - Installing ADA ramps for people to access sidewalks on or near the bridges
- Respondents also expressed concerns about:
    - Safe passage for students to schools
    - Bridge work taking away from the already few resources for sidewalks
    - The use of bridges as bike routes

Drainage and flooding

- Respondents expressed concern over existing drainage issues near the bridges, especially west of NE 110th St bridge (bridge 105), and about flood control

Aesthetics

- Respondents suggested maintaining current aesthetics of bridges, repainting the bridges, and placing signage to emphasize the bridges' connection to the creek
- Respondents expressed concerns about maintenance of the bridges

Roadway

- Roadway improvements ranked second most important to focus on
- Respondents expressed a need for intersection improvements near NE 105th St bridge (bridge 104)
- Respondents expressed concerns that:
    - Planting strips and bike lanes will take away from parking and vehicle lanes
    - Removing space for vehicle parking will negatively impact property values

General

- Many respondents expressed appreciation for early outreach efforts on the project
- Respondents expressed concerns for the safety of people walking and biking and for the structural integrity of bridges

Next steps

The presidents of the Meadowbrook Community Council and the Thornton Creek Alliance were both in attendance and are interested in project briefings for their members.

Feedback from the community survey will inform conceptual design alternatives and design criteria to be developed this fall. SDOT will reach back out to the community to share details when they are available.

Display boards

Welcome!

Thornton Creek Bridges Study

DROP-IN SESSION

www.seattle.gov/transportation/thornton

Seattle Department of Transportation

MOVE SEATTLE

Purpose of the Study

Our primary goal is to identify feasible solutions that address long-term multimodal transportation demand, such as biking, walking, driving, and taking transit.

Our objectives are to:

- Explore rehabilitation and replacement options
- Produce a detailed report that includes current conditions of the soil, structures, and waterflow; consideration of impacts; and recommendations for future designs

These bridges will remain safe to use while we conduct this study.

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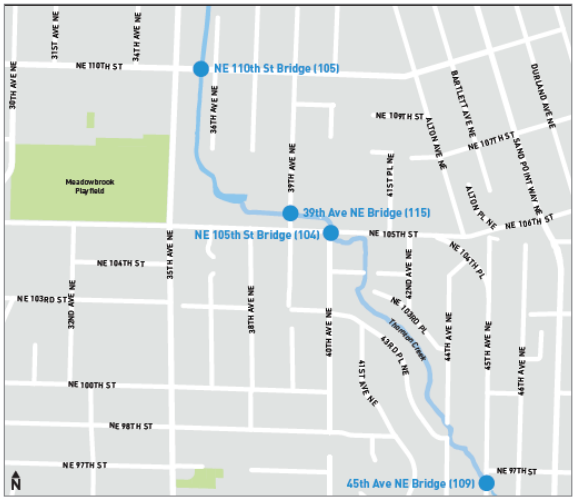
Project Background

We're studying 4 bridges in the Matthews Beach neighborhood of northeast Seattle. The bridges each carry thousands of vehicles per day across the Thornton Creek Channel and are, on average, more than 65 years old.

The bridges are showing signs of deterioration, so we're exploring rehabilitation and replacement options. The study is being conducted as part of the 9-year Levy to Move Seattle approved by Seattle voters in 2015.

Bridge locations



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NE 110th St Bridge (105)

Existing bridge

- Bridge is 27 feet wide, with a roadway width of 24 feet
- A pedestrian crossing on each side
- The structure shows some signs of deterioration of the primary timber pile, timber railing, and supporting elements.
- There are minor signs of deterioration on the underside of the bridge


Streetview of NE 110th St bridge (105) looking west


NE 110th St bridge (105) southside pedestrian crossing

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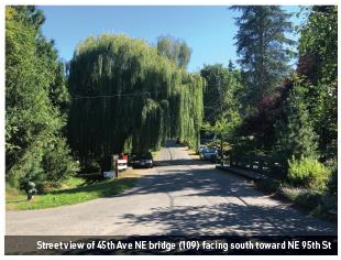
The Levy to MOVE SEATTLE

45th Ave NE Bridge (109)

Existing bridge

- Bridge is 31 feet wide with a roadway width of 24 feet
- Sidewalk on each side of the bridge
- 45th Ave NE has no sidewalks or landscaping
- Bridge has a concrete railing with timber protective fencing
- The structure shows some signs of deterioration of primary timber pile, supporting elements, and concrete bridge railing


Streetview of 45th Ave NE bridge (109) facing south toward NE 95th St


Looking west toward 45th Ave NE bridge (109)

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39th Ave NE Bridge (115)

Existing bridge

- Bridge is 23 feet wide, with a roadway width of 20 feet
- A timber pedestrian bridge provides a pedestrian crossing approximately 30 feet to the west of 39th Ave NE bridge, along a trail system surrounding Meadowbrook Pond
- The structure shows some signs of deterioration of primary timber pile and railing, supporting elements, and on the underside of the bridge. There are also signs of settling asphalt at the bridge corners.


Streetview of 39th Ave NE bridge (115)


Looking west at 39th Ave NE bridge (115)

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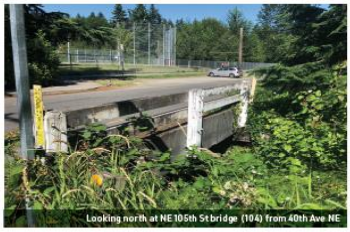
NE 105th St Bridge (104)

Existing bridge

- Bridge is 27 feet wide, with a roadway width of 22 feet
- No sidewalk on south side
- Sidewalk on north side of roadway abruptly ends before the intersection
- Guardrail runs along the sides
- The structure shows some signs of deterioration of the primary timber pile, timber railing, and roadway surface

Street view of NE 105th St bridge (104) facing east



Looking north at NE 105th St bridge (104) from 40th Ave NE

Street Standards

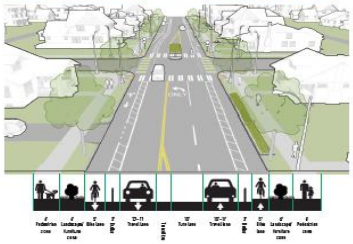
SDOT "street standards" are design criteria that have a significant impact on the livability of the city as well as the health, safety, and welfare of its citizens.

Examples include:

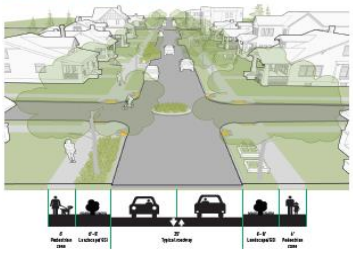
- Width of a sidewalk
- Diameter of a curb radius
- Number and width of traffic lanes
- Location of utilities
- Walking and biking improvements

These illustrations show how street standards could apply to the Thornton Creek bridges.

Street standards for NE 110th St bridge (105)



Street standards for NE 105th St bridge (104) and 45th Ave NE bridge (109) and 39th Ave NE bridge (115)



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Potential Improvements

Potential improvements to the 4 bridges may include, but are not limited to, the following:

- Increasing bridge widths
- Replacing or rehabilitating existing bridges
- Building new foundation elements
- Planting of landscaping and vegetation
- Adding sidewalks and curb ramps
- Roadway restructuring
- Channel improvements
- Adding protected bike lanes

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Stay Informed

We'll share information and seek public input throughout this project.

Your participation will help ensure that bridge designs reflect feedback from the community.

If funding is available, the project will move forward to bridge design.

Project contact

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