

Magnolia Bridge Planning Study – Draft Purpose and Goals

The original *Magnolia Bridge Replacement Type, Size, and Location (TS&L) Study* (HNTB, July 2007) documented the purpose and goals for that project. These had been developed in conjunction with the Seattle Department of Transportation (SDOT) and community to create criteria by which the original 25 alignment alternatives were screened. The stated purpose and goals as well as the first-level analysis criteria were reviewed with the Stakeholder Advisory Committee in May 2017. Changes to the original purpose and goals were made to address the current 2017 study area ‘needs’.

Purpose

The purpose of the Magnolia Bridge Planning Study is to replace the existing Magnolia Bridge structure, approaches, and related arterial connections with facilities that maintain convenient and reliable vehicular and non-motorized access between the Magnolia community and the rest of the City of Seattle. Because the existing bridge provides the only public vehicular access to the land between North Bay, also referred to as Terminal 91, Smith Cove Park, Elliott Bay Marina, and U.S. Navy property, the project purpose also includes access to these areas. The goals will be used to help determine up to 3 interim and long term permanent solutions in the event Magnolia Bridge is closed temporarily or permanently.

Project Goals

- A. *Provide a permanent solution/s that is financially feasible to build.*
- B. *Provide a safe and reliable route(s) to Magnolia.*
- C. *Provide access from the waterfront, Marina, Smith Cove Park and T91 to 15th Ave W.*
- D. *Provide a third access point into Magnolia (in addition to W Dravus Street and W Emerson Street).*
- E. *Provide a vehicular route that is grade-separated from the BNSF Mainline railroad tracks.*
- F. *Maintain or improve traffic flow on and connections to the 15th Avenue W corridor.*
- G. *Increase the level of bicycle and pedestrian connectivity from 15th Ave W to south Magnolia.*
- H. *Consider the future ST3 light rail when planning new connections.*

Analysis Criteria

The following criteria were developed as part of the original TS&L Study to eliminate proposed alignments from further consideration that do not meet the project goals. The analysis criteria have been updated to reflect the revised project goals.

1. **Cost** – The cost of the alignment should be financially feasible to build.
2. **Vehicular Access to Magnolia** – The alignment should provide safe and reliable access to Magnolia.
3. **Vehicular Access to Marina/Waterfront from Magnolia** – The alignment should provide a workable access route to the waterfront, Marina, Smith Cove Park and T91.

4. **Traffic flow on 15th Avenue** – The alignment should maintain or improve traffic flow on and connections to the 15th Avenue corridor.
5. **Bicycle and Pedestrian Connections** – The alignment should provide adequate bicycle and pedestrian access to/from Magnolia, Terminal 91, and the Smith Cove waterfront.
6. **Transit** – The alignment should provide bicycle, pedestrian and transit connections to the proposed Sound Transit station.

SDOT's Emergency Response Plan

Department of Homeland Security - Priorities:

1. Life safety
2. Incident stabilization
3. Property/Environment Conservation

SDOT's Mission Essential Functions:

- Maintain key arterial operations
- Mitigate hazards in the right of way
- Issue permits authorizing use of the ROW
- Disseminate critical transportation information