

## Magnolia Bridge Stakeholder Meeting Minutes Summary

**Date and time:** May 4, 2017, 1 – 2:30 PM

**Location:** Magnolia Community Center, Madrona room

**Facilitator:** Marni Heffron, Heffron Transportation, Inc.

**Project Manager:** Pamela Vasudeva and Kit Loo, Seattle Department of Transportation

**Support:** Gretchen Muller, Cascadia Consulting Group and Erin Kirkpatrick, Cascadia Consulting Group

### Attendees:

- Kelli Goodwin, Port of Seattle
- Joseph Gellings, Port of Seattle
- Mike Smith, Magnolia Chamber
- Tom Tanner, Magnolia Community Council
- Ben Broesamle, Magnolia Community Council
- Bruce Carter, Magnolia Community Council
- Steve DeForest, Magnolia Community Council
- Janis Traven, Magnolia Community Council
- Brian Van Abbema, King County Metro
- Maggie McGehee, King County Metro
- Steve Jones, Seattle Public Schools
- Gail Heaton, First Student
- Brandon Baker, Elliott Bay Marina
- David Graves, Seattle Parks
- Marilyn Vancil, Seattle Department of Transportation
- Kit Loo, Seattle Department of Transportation
- Chris Rule, Sound Transit

**Introductions:** SDOT is conducting a planning study that will identify short and long term solutions should the existing Magnolia Bridge structure be closed temporarily or permanently. The goal of the 1<sup>st</sup> stakeholder meeting was to brainstorm potential short term solutions and develop draft goals/objectives. Marni Heffron, from Heffron Consultant, is working on the emergency response plan and interim solutions. An RFQ is out for an engineering consulting firm to evaluate up to 3 permanent solutions that could replace the function of Magnolia Bridge.

**1997 Emergency Response Background:** During the 2001 earthquake SDOT put out signs that routed all traffic to Dravus St and Emerson St. In addition, police were stationed at Dravus to allow - a double left NB on 15<sup>th</sup> Ave W onto Dravus during the PM peak and a double right from W Dravus St onto 15<sup>th</sup> Ave W during the AM peak. The Community felt the protocol put in place post the event was inadequate; there was a period when traffic continued to use Magnolia Bridge prior to the City closing the bridge. SDOT responded that there are protocols put in place that immediately dispatches Bridge Inspectors to assess the City's bridges post a seismic event, prioritizing major transportation routes followed by secondary bridge structures.

In the future, SDOT is considering installing quake-meters and gates like the ones installed on the Alaskan Way Viaduct. This technology will enable automated gates to restrict access onto bridges until inspections are completed and verify the bridge is safe to reopen.

The School District attended the meeting to learn more about the emergency response planning process. During an emergency, SPS is primarily concerned with developing a communication plan with parents regarding the safety of their children and to understand alternative route/s into and out of Magnolia. Most of the students that are bused are traveling to out-of-zone schools (option school, specialty). KC Metro currently reverts to their snow routes during an emergency.

Magnolia Community Council formed a group called the Magnolia trail Project that is looking at a bicycle option that would extend along Marina Pl W through T-91 and City ROW onto 32<sup>nd</sup> Ave W. The group has conducted a feasibility study, prepared by SVR, to evaluate the different alignment options. This could potentially be used as an emergency route.

The community hopes the City will consider low-cost options to improve traffic flow at other intersections including Dravus and Emerson as well as provide convenient access from new developments to the Village. Some of the interim solutions could include:

- Left turn from 15<sup>th</sup> Ave W onto W Bertona St
- Left turn at 20<sup>th</sup> Ave W
- Add more signals on 15<sup>th</sup> Ave W
- Left turn from W Emerson Pl onto 15<sup>th</sup> Ave W
- Provide a shuttle service from Magnolia to 15<sup>th</sup> Ave W
- Water taxi

**Permanent Solutions Goals and Objectives:** Twenty-five alignments were considered in the originally study. Many of these replacement alignments functioned comparably to Magnolia Bridge along with improved bicycle and pedestrian enhancements. A majority of the alignments were infeasible to construct at the time due to environmental concerns, right-of-way issues, and/or restrictions in development and re-zoning. With changes in land uses some of these options can be brought back to the table. The group revised the original goals and objectives to meet current "needs" vs "wants" in the study area. See the attached document for a summary

of the Draft Goals/Objectives, Analysis Criteria and SDOT's Current Emergency Response Plan Goals/Objectives. We will bring these to the next stakeholder meeting to finalize them.

### **Wrap Up**

The next stakeholder meeting is scheduled for June 22<sup>nd</sup> at the Magnolia Community Center, Madrona Room from 1:00-2:30 PM. SDOT will bring back a proposed emergency response plan, prioritized list of goals and objectives and 3 interim solutions if the bridge is closed.