

Magnolia Bridge Replacement Project Speakers Bureau

Group/Organization: Port's Neighborhood Advisory Committee (NAC)
Date: October 15, 2003
Location: Pier 59, Rm 3CC5
Team Members: Kirk Jones, Teresa Platt, Marybeth Turner, Randy Hammond, Brad Hoff

Overview

Members of the Port's NAC heard a brief overview of the project's progress including recent milestones and descriptions of the three alternatives being studied in the Environmental Impact Statement (EIS). Kirk Jones began the presentation by walking through the EIS schedule explaining that the Draft EIS would be released in roughly a year. Kirk mentioned that no preferred alternative would be identified in the EIS and that if construction funding could be secured, 2008 was the earliest construction could start. He then discussed the pros and cons associated with each alternative and briefly described the how traffic would use the three (or four with H) bridges into Magnolia. Eleven NAC and Port officials attend the meeting.

Notes

Questions/Comments

- What is the dotted line running east/west on the southern component of D? *It is a conceptual rendition of a surface road carry traffic across Port property after crossing the railroad tracks.*
- If the tank farm wasn't there, would alignment change? *Not much. We might move south a bit to get a clear run over the railroad tracks so we wouldn't have to put a column in the middle of their yard.*
- Does alignment D with an intersection assume a traffic signal? *Yes.*
- On alignment D with an intersection, does traffic going east continue through the intersection or does it stop? *Traffic moving eastbound does not have to stop.*
- Magnolians won't like having an intersection.
- Kirk clarifies that alternative H would require a new ramp to allow eastbound traffic to turn south onto 15th at the Galer flyover.
- Why does the graph depicting the three bridges show 100 more cars with H is added? *We attribute that to a quirk in the modeling, which might be explained by H's two distribution points handling traffic slightly more efficiently.*

In listening to plans for the Alaska Way Viaduct, they're talking about building to withstand a 500-year earthquake. What standard is the Magnolia Bridge going to be built to? *I'm not positive off the top of my head. We'll be in a similar range with one key difference. We'll design a bridge to withstand an event, however it may need to be closed after the event for repairs. SDOT determined that Dravus was the main link to Magnolia and so has invested heavily in retrofitting that bridge. It will remain functional after a major earthquake.*

- Does the southern component of H have an intersection before the bridge leading up to the Magnolia bluff? *Yes it does.*
- Would it be possible to build ramps off the southern component of H so an intersection wasn't necessary? *Yes it's physically possible but it would require a great deal more of the Port's land. We have already explored tapered ramps as well as a cloverleaf-like structure.*
- Why is the northern bridge only shown in alternative H? *The southern component of Alternative H can't function without the northern portion. The traffic volumes would be too high at the Galer flyover. Because the A and D alternatives can handle the entire traffic volume the northern portion is not necessary and would represent added expense.*
- Are the school busses included in your traffic counts? *Yes they are.*
- With all the alternatives connecting at the current connection to the Magnolia bluff, I wanted to encourage the City to explore some traffic calming remedies for the top of the hill. Many residents have complained about the speed of cars at that point. *We've heard quite a bit about that during our public involvement process.*
- Where else can the community get involved? *We plan to keep having an open process and want people's feedback. We're taking this same information out to a host of groups like BINMIC, Magnolia Community Club, Queen Anne/Magnolia District Council. We'll be having our next public meeting on November 20th from 5:30-8:30 pm. As far as the EIS process goes, our next official meeting will be around this time next year when we host a hearing after the release of the Draft EIS.*
- If the Port moved the tank farm and cold storage, could A be moved north so it wasn't built over the water? *That's possible, but remember the City Ice building that would be moved there has both cold storage and processing capabilities. The building moved in alternative D is just cold storage so that it's much easier to relocate. We want to keep the businesses functioning at that location.*
- What's the cost comparison between the alternatives? *A couple of years back we ball parked hard costs and came up with at \$40-50million dollar figure. Now a good rule of thumb is to double that so we're looking in the neighborhood of around \$100 million. There's only about a 10-15% difference between the three options.*

Briefing Materials

- 3 Alternatives handout
- Traffic model handout
- Project schedule