

## **Magnolia Bridge Replacement Project Speakers Bureau**

**Group/Organization:** Magnolia Community Club  
**Date:** May 11, 2006, 6:00 pm – 9:00 pm  
**Location:** Blaine School, Magnolia  
**Team Members:** Kirk Jones, Cela Fortier, Pete Smith, and Sarah Brandt

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### **Overview**

The Magnolia Community Club (MCC) hosted an extended meeting and invited four local projects to present updates. The four projects included (1) the Magnolia Bridge Replacement Project, (2) Amgen's future expansion, (3) the Port of Seattle's North Bay redevelopment plans, and (4) the Interbay Neighborhood Association's planning process. All four projects staffed stations at an open house between 6:00 and 7:00 pm, and then provided half-hour presentations to MCC members.

Kirk Jones, Seattle Department of Transportation (SDOT) project co-manager, presented a project update, including more information about how the modified alignment of Alternative A (nearer the existing bridge corridor) was comparing to the approved preferred alternative. Kirk explained that the modified alignment did not appear to significantly reduce impacts on parklands or the shoreline, and the public's significant concern about extending the detour time made the modification even more problematic. For this reason, Kirk announced that the design team is recommending that the modified alignment be dropped from further study, a move city officials will likely formally approve in the near future.

Kirk also presented two detour concepts, one that uses a surface connection between the Galer Flyover and 21<sup>st</sup> Avenue West, and a second that employs temporary ramps on the eastern end of the bridge that would allow drivers to use portions of the existing facility. Both alternatives would be paired with a surface detour route connecting 21<sup>st</sup> Avenue W. with Elliott Bay Marina.

MCC members had the following comments and questions. Project team responses are provided in *italics*.

### **Discussion**

- To be clear, SDOT will drop the modified alignment and proceed with Alternative A as originally proposed? *Yes, Grace Crunican, SDOT Director, has approved the design team's recommendation to drop the modified alignment from further study. However, I must add the caveat that permit agencies may still require us to move the alignment closer to the existing corridor to avoid shoreline impacts.*

- How will plans to move cruise ships to T-90 and T-91 impact this project? Will there be construction conflicts? *We don't anticipate conflicts. We will maintain traffic access beneath the bridge for the ships to load and off-load.*
- How are you evaluating impacts on Thorndyke Avenue W? With the bridge construction, Amgen expansion, and Port projects converging, more traffic volume will likely move to Thorndyke. Are there plans to help relieve pressure on Thorndyke, as well as mitigate for the resulting noise and pollution? *Bridge construction would only impact traffic levels on Thorndyke if the surface route between the Galer Flyover and 21<sup>st</sup> Avenue W were used. Otherwise, traffic patterns shouldn't change. Kirk suggested that those interested in traffic impacts review the environmental discipline report, which can be downloaded from the project website.*
- When you discussed land swaps, what plans do you have for the West Yard? *We didn't get that specific, and only discussed the general trade of current right of way for the right of way we need to build Alternative A.*