

## **Magnolia Bridge Replacement Project Community Meeting**

**Group/Organization:** Thorndyke Area Neighborhood  
**Date:** March 11, 2003  
**Location:** Blaine School Cafeteria  
**Team Members:** Kirk Jones, Marybeth Turner, Lee Holloway, Richard Butler, Brad Hoff, Hadley Greene

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### **Overview**

Kirk presented the four final alignments and described the decision to complete an EIS. He related previous community outreach efforts and then opened the floor for questions and comments. Approximately 50 people attended the meeting, and attendees vocally opposed Alternatives B and H.

### **Notes**

Questions were raised during the Q&A period on the following:

- ◆ What mechanism will be used to secure funding for the project?
- ◆ Who determined which four alternatives should go on for further consideration?
- ◆ How does building on the shoreline (such as in Alternative B) affect the cost of the project and the timeline of the review process?
- ◆ Is Alternative H the most expensive of the four remaining alternatives?
- ◆ Are surface roads generally less expensive than bridges or aerial structures?
- ◆ When will traffic flow diagrams be made available to the public?
- ◆ What is the likelihood that a combination of the four current alternatives will be chosen?
- ◆ How long will the current bridge remain safe and usable?
- ◆ Which alternative does the Port of Seattle favor?
- ◆ What are the Port's requirements for access to their Interbay property? Have they made their requirements public?
- ◆ What steps have the project team taken to minimize the impact of the northern portion of Alternative H on the surrounding neighborhood?
- ◆ Could the Galer St. Flyover be used in any of the four alternatives? What would the impact on 15<sup>th</sup> and Elliott be if the flyover were to be used?
- ◆ If Alternative B is chosen, what percentage of the traffic will use Dravus to access the northern side of Magnolia? Will Dravus require improvements because of the anticipated increase in use? Are the costs of these improvements included in the figures for Alternative B?
- ◆ How does the traffic flow for Alternative B serve the needs of residents of the eastern, hill section of Magnolia?

- ◆ What is the justification for placing Alternative B in a landslide prone area? What measures would be taken to minimize the possibility that a landslide could harm the road?
- ◆ Which alignment would cause the least traffic disruptions?
- ◆ What are the impacts of the monorail on plans for replacing the Magnolia Bridge?
- ◆ Why does the north part of Alignment H intersect at Thorndyke and 23<sup>rd</sup> Avenue W instead of Thorndyke and 21<sup>st</sup> Avenue W?
- ◆ Is it true that the Galer Flyover cannot handle the volume of traffic that currently uses the Magnolia Bridge?
- ◆ Would Alignment H compound the 15<sup>th</sup> Avenue W traffic problem?
- ◆ Was Seattle City Council involved in narrowing down the alternates to the four remaining alternatives?
- ◆ How were pedestrians and bicycles considered when determining the four remaining alternatives? This resident suggested doing pedestrian counts in Magnolia Village.
- ◆ How will Alternative B take into account the underwater parks west of Elliott Bay Marina?
- ◆ Would funding for Alternative H include both bridges, or would the north and south portions be funded separately?
- ◆ Does the underpass at 15<sup>th</sup> mean that Alternative H would be more costly? Would it take more time to build than an aerial structure?
- ◆ What will the criteria be for the traffic modeling studies? When will the studies be completed?
- ◆ In Alternative H, what percentage of the traffic would choose the north bridge over the south bridge?
- ◆ How many people attended the open houses?
- ◆ Is an accounting of the \$9 million allotted for the Type, Size & Location study available to the public?
- ◆ How many lanes are proposed for Alternatives A, B and D?
- ◆ Why not take advantage of the existing landslide wall in Alternative A?
- ◆ What were the fatal flaws of Alternative C? Why was it taken off the table?
- ◆ What is the City's standard of compensation for taking businesses and residences?
- ◆ Would Alternative H include adding a light to Thorndyke?

During the Q&A, comments were made on the following issues:

- ◆ One resident felt that the second level screening was erroneous, and that, in fact, the impacts of Alternative B on Magnolia Village would be significant.
- ◆ One resident expressed preference for Alignment A and the north part of Alignment H. He suggested building the north part of Alignment H first and then building Alignment A.
- ◆ Several residents voiced their opposition to Alternative H.
- ◆ One resident questioned the need for a disruption in traffic patterns because Magnolia is not expected to grow significantly in coming years, and the existing access points have served the community well for almost eighty years.

- ◆ Several residents stated that the lack of traffic analysis was “infuriating”. They also emphasized that, in their opinion, Alternatives H and B were destructive to the community.
- ◆ Alternatives B and H will displace citizens and businesses, the goal should be to affect as few people as possible.

### **Action Items**

None.

### **Briefing Materials**

- ◆ Frequently asked questions sheet
- ◆ Fact sheet about the four final alignments
- ◆ Comment form
- ◆ Newsletter