

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

**Group/Organization:** Elliott Bay Marina Businesses (Dwight Jones, Marina Manager; Rick Giboney, Restaurants Unlimited; Sherry, Palisades General Manager)  
**Date:** May 18, 2006, 2:00 pm – 3:00 pm  
**Location:** Palisades Restaurant  
**Team Members:** Kirk Jones, Cela Fortier, Pete Smith, and Sarah Brandt

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### **Overview**

Project team members met with business owners and managers located at Elliott Bay Marina, an area that will require a project detour during Magnolia Bridge construction. After providing a brief update and describing possible detour route concepts, Kirk asked the group to provide ideas about how SDOT can help minimize impacts on the marina and maintain good communication throughout the project. The group offered the following suggestions and questions (project team responses, as needed, are indicated with *italics*).

### **Discussion**

- Palisades has a staff of about 220, and the group estimates that approximately 500 people travel to the marina every day as customers, vendors, and employees.
- People who have their boats moored at the marina will use the detour the first time, figure it out, and be fine. Those who make deliveries to the marina should also be fine after initially figuring out the detour.
- The bigger problem will be helping restaurant patrons, who infrequently visit the marina, find their destinations. In addition, while patrons make reservations to visit Palisades, Maggie's Bluff relies on passersby, who will be less frequent if they cannot get to the marina easily.
- Possible tools to help mitigate impacts and notify marina users of the detour:
  - Launching a serious media campaign
  - Using the restaurants' listserves
  - Providing a briefing to the Seattle Yacht Club a year or so before construction starts
  - Posting directional signs to Palisades, marina, etc.
- The group favored the temporary ramp detour over the surface detour route.

- How should marina businesses provide input and state preferences about the project? *Kirk explained that there is no formal process, and that Rick could simply provide a letter to the project team.*
- Thorndyke will be busier with the detour between 21<sup>st</sup> Avenue W and the marina.
- The detour intersection at Galer will be congested with Amgen's expansion. *Kirk noted that traffic flows would be in opposite directions during peak times, which should minimize congestion.*
- Will the western surface route to the marina remain after the project? *This will depend on how the Port chooses to develop North Bay.*
- Are the Amgen, cruise ship, Port, and Magnolia Bridge projects coordinated? *Yes, different project teams meet occasionally, as needed.*
- It would be great if the cruise ships allowed their passengers to disembark and walk to Palisades or Maggie's Bluff.
- The cruise ships will require many deliveries, which could conflict with deliveries to the marina.
- Develop the western surface route as soon as possible so the marina and restaurants can between telling customers to use it.
- Dwight and Rick would like to receive notice of DAG meetings. Sarah will add them to the email list. Marina stakeholders should use Kirk and Cela as their first point of contact.