

Magnolia Bridge Replacement Project Speakers Bureau

Group/Organization: Port Commissioners
Date: November 11, 2003
Location: Port of Seattle, Pier 69
Team Members: Kirk Jones, Pete Smith, Brad Hoff

Overview

The project team went before the Commission to inform them of the three build and one no build alternatives that will be included in the EIS. The presentation walked through each alternative and it's ramp configuration. This was also the first opportunity to officially let commissioners know about the project's extended schedule.

Notes

Miller: Regarding Alternate A – Will there be a full stop intersection? Will there be a free right-hand turn for vehicles driving westbound toward Magnolia who wish to enter Port property? Many people have asked me about whether the north gate on Port property will be opened. We must remind them that the gate was closed when the use for the land was a parking lot. Now that we're planning a different use, the gate will be opened.

Jones: You are correct there will be a full stop intersection as in a fully signalized intersection. There may be an opportunity for vehicles leaving Magnolia traveling east to not stop at the intersection – it's too early to tell for sure.

Edwards: Are you able to thread between the buildings on alternative D?

Jones: We've looked at it and it's just too tight.

Molloy: What are the advantages to alternative D? I'm concerned the ramps are close to the greenbelt.

Jones: The main advantage from the Port's perspective would be to give you more land associated with the waterfront. The ramps can be moved, we'll have to study that further.

Miller: Is D more expensive than H?

Jones: We've only done some preliminary numbers and expect each of the alternatives to be within about 15% of each other.

Nordquist: Do relocation costs factor into your numbers?

Jones: They will eventually, but again what we've got is just a ballpark set of figures.

Davis: If you can't keep City Ice whole, would it eliminate the D alternative?

Jones: We've committed to keeping City Ice whole. The building we'd be taking can be recreated at other locations at Interbay.

Miller: A 6.5% grade is awfully steep. What grade do we have on the West Seattle bridge? Think as you design this about how poor our snow and ice removal capabilities are. Couldn't you flatten the grade by starting the run up the hill further from the Bluff?

Jones: We've got a 6% grade out in West Seattle. The current Magnolia Bridge is at 6.5% and each one of the alternatives has a component at 6.5%. You're correct we could flatten this but it would require more Port land for that and the ramps.

Miller: Where did your 1% growth figure come from in your projections? That doesn't sound like it accounts for any of our plans for North Bay.

Jones: Our figures account for maximum build out with current zoning standards

Nordquist: What about the number of vehicles coming into a redeveloped North Bay? Are they in your figures?

Jones: Well it difficult to...

Miller: We don't think our redevelopment will be under current zoning standards. Has the City told you to use that as a basis for your projections?

Tierney: Kirk if I may. Somebody at our Forum asked Kirk if the Port Commission had taken a position on which bridge alternative it favors. Kirk responded that it would be premature for the Commission to take a stance because information is still being developed. Similarly, we haven't given the bridge team any scenarios from which to extract numbers because it's too early on in our planning process. So they are going with what is known now. By August of 2004 we'll have some scenarios to share with both the Commission and the bridge team.

Miller: I've heard many people at the Forum say how important it is for these two projects to work closely together.

Tierney: I can assure you we are.

Edwards: We all know 15th is an important freight corridor. Do any of these alternatives have less impact on 15th avenue traffic?

Jones: None of the alternatives has significantly less impact on 15th. Alternative H may have a very slight benefit due to the two access points.

Action Items

No action items were set.

Briefing Materials

PowerPoint presentation