

Magnolia Bridge Replacement Project Speakers Bureau

Group/Organization: BINMIC
Date: March 10, 2004, 7:30 AM
Location: Ballard Neighborhood Service Center
Team Members: Kirk Jones, Peter Smith, Hadley Greene

Overview

Approximately 16 people attended the regularly scheduled BINMIC Action Committee meeting. However, by the time the Magnolia bridge came up for discussion only three members of the BINMIC committee were in attendance. Kirk Jones announced that Alternative H has been removed from the EIS. Alternatives A and D will continue to be studied. Kirk described the current status of the discipline reports, explaining that the removal of Alternative H may change the overall EIS schedule. Other items on the BINMIC agenda included discussion of the Port of Seattle's North Bay Project, Leary Way improvements, and the South Lake Union Transportation Study.

Questions/Comments

- What is the alignment of the Port's suggested alternative? So far nothing has been shown to the public about what the Port is recommending. *The Port has not submitted anything official to the City.*
- Will SDOT add a third alternative to the EIS? *SDOT is considering whether it is appropriate to carry two alternatives into the EIS. They will consult with FHWA and WSDOT and will make a decision soon.*
- Are A-Intersections and D-Intersections driven by the Port's development plans and their projected traffic levels? *No. All analysis uses traffic projections that are based on current zoning and land use.*
- It seems like providing ramps for the Magnolia community to get to Elliott Bay Marina uses a lot of taxpayer money for a very few people's benefit.
- Is the north exit off of each alternative primarily for marina traffic? *It allows all traffic to get to the surface, including marina traffic and traffic going to Smith Cove Park.*
- Trident Seafoods is concerned about the security issues associated with allowing the public to have access to surface road underneath the bridge. *The ramps from Alternative A or D would be outside of the secure area. A gate would be required for secure area access.*
- Will surface connections from the Galer Flyover to Terminals 90 and 91 remain? *Yes, Galer Flyover operations will remain the same as they are today, and surface streets will still connect to the Port's secure area.*
- Today there are two ramps from the bridge to the surface, will both ramps be included in the EIS alternatives? *No, the center ramp to the Port property will be eliminated.*

- Which alternative will SDOT recommend? *The EIS will look at the trade-offs of each alternative, as well as the ramp and intersections options.*
- Since Alternative D impacts Trident Seafoods more than Alternative A, BINMIC recommends Alternative A-Ramps.
- Which alternative does the Port prefer? *The Port has said that it can live with either Alternative A or D.*
- Is the Port a financial partner in the project? *No, not at this point. The Port may be asked to contribute construction funding.*
- Does Alternative A require any buildings to be taken? *No . However, while not taking the building directly, Anthony's will lose upper access that connects to the existing bridge. This has been discussed with Anthony's.*
- When will Dravus Street be replaced? *The analysis shows that it is functional until at least 2030.*