

Magnolia Bridge Stakeholder Meeting #4 Minutes

Date and time: July 17, 2018 1-2:30 PM

Location: Magnolia Community Center, room

Facilitator: Wes Ducey, Seattle Department of Transportation

Project Manager: Wes Ducey, Seattle Department of Transportation

Support: Lisa Reid, SCJ Alliance; Marni Heffron, Heffron Transportation, Inc.; Gretchen Muller and Miguela Marzolf, Cascadia Consulting Group; Kit Loo, Seattle Department of Transportation

Magnolia Community Council video recording of meeting:

<https://www.facebook.com/MCCSEA/videos/2122593341102744/>

Attendees:

- Ben Broesamle, Magnolia Community Council
- Lynn Hogan, Magnolia Community Council
- Carol Burton, Magnolia Community Council
- Janis Traven, Magnolia Community Council
- Tom Tanner, Magnolia Community Council
- Bruce Carter, Magnolia Community Council
- Don Harper, Queen Anne Community Council
- Fred Rapaport, NAC
- Kelli Goodwin, Port of Seattle
- Geri Poor, Port of Seattle
- Rosie Courtney, Port of Seattle
- Lindsay Wolpa, Port of Seattle
- Eve Lori, Port of Seattle
- Luka Ukrainczyk, King County Metro
- Jason Thibeaux, Magnolia Chamber of Commerce
- Pat Craft, Magnolia Chamber of Commerce
- Mike Smith, Magnolia Village
- Bill Franks, Global Seas
- Richard Lazaru, Expedia

Introduction & Agenda

The Magnolia Bridge Planning Study is developing permanent alternatives that replace the functional needs served by the existing Magnolia Bridge structure. Upon reviewing and evaluating the 25 alignments from the original 2002 replacement effort, the design team has identified three possible alternatives to replacing the existing Magnolia Bridge in-kind. The goal of this fourth stakeholder meeting is to share the results of the public outreach efforts, provide updates on the scope and schedule of this planning study, and provide additional details on the cost estimates and travel time analysis for each of the three alternatives alongside the in-kind replacement.

Where We've Been & What We've Heard

A presentation was given to share the results of the 4 drop-in sessions and the online survey. The presentation provided an update on the scope and schedule. This presentation also provided additional detail on the cost estimates and the travel modeling details of each of the three alternatives. Lastly, the presentation identified next steps in the Planning Study process.

The results of our June outreach efforts showed that there is strong support for the in-kind replacement of the Magnolia Bridge. Of the three alternatives presented at our outreach events and in the online survey, Alternative 1 and Component 5B ranked highest. There was concern that Component 5B would impact nearby residences on Halladay St and Thorndyke Ave W. Many feel W Dravus St could not be improved enough to support the additional trips.

Based on the feedback received, the Magnolia Bridge Planning Study scope and schedule has been amended to update the cost and traffic analysis for the in-kind replacement option. The timeline for the study has been extended to the end of 2018. The addendum will provide direct comparison of costs and traffic impacts of the in-kind replacement and recommended alternative. The complete alternatives analysis will be completed by the end of summer 2018 and the in-kind replacement analysis will be completed in fall 2018.

Before presenting the cost estimates and travel times analysis, SDOT provided a brief description of the alternatives and components presented at the drop-in sessions and online open house and referenced the handout provided at the stakeholder meeting. SDOT provided a brief description of what a Single Point Urban Interchange (SPUI) is as it relates to Alternative 3 and responded to a question about identifying a funding package for both the recommended alternative and the in-kind replacement.

Total Cost – In-kind Replacement and Alternatives

SDOT and the consultant (SCJ) presented information about the cost estimates for each alternative and the in-kind replacement.

Costs Discussion

- A stakeholder asked for confirmation about the \$151M before contingencies. SCJ confirmed the origination of the cost estimates and that they used today's estimated values for construction costs.
- A stakeholder asked why property acquisition costs (\$34M) are so high for a bridge that already exists. SCJ replied that the replacement structure's footprint, particularly approaching the bluff, would need to be shifted to the south. SDOT added that costs will continue to be refined.
- A stakeholder asked about rumors of a separate pedestrian and biking bridge across W Dravus St being factored in to considerations. SDOT replied that it has not but is an opportunity for coordination with Sound Transit.
- A stakeholder suggested adding time estimates for design and construction. This stakeholder also stated her disapproval of Components 7 & 8 as she did not see a benefit to the community. SDOT stated that feedback is being collected on the alternatives and components.

- A stakeholder had asked if the costs reflect other street improvements that may be needed as part of the implementation of the different components. SDOT stated that the scope of this planning study is to identify the costs to provide the base functional needs that the existing bridge serves.

Travel Time Analysis

The consultant (Heffron) restated the scope of this Planning Study, noting that the travel times for the in-kind replacement will be analyzed in the fall of this year, using 2035 traffic projections. The travel time analysis looked at future conditions for the year 2035 and included growth projections.

Travel Times Discussion

- A stakeholder asked if the W Galer St flyover would be removed. Heffron Transportation Inc. responded that it would remain, but that vehicles would be allowed to make a southbound right turn over Elliott should components 7 & 8 be constructed.
- A stakeholder asked how much traffic travels to Smith Cove and/or the Port. Heffron Transportation Inc. replied that there's relative little but that the travel times analysis incorporated 2035 growth projections.
- A stakeholder mentioned that Magnolia Community Council did a survey about how people enter and leave Magnolia. She strongly encouraged the project team to look at that data. She stated that almost half of the people that responded to the survey use the Magnolia Bridge as their primary access to and from Magnolia. Heffron Transportation Inc. replied that the traffic data analyses are a reliable source for bridge usage. Heffron Transportation Inc. also stated that, of the 3 main bridges, W Emerson Pl is the highest used bridge and W Dravus St is the second.
- A stakeholder asked about the W Galer St Flyover and impacts on the Port if the Magnolia Bridge is not replaced. He also asked if these analyses looked at how much Port traffic is coming in across W Dravus St, 20th Ave W, and 21st Ave W. Heffron Transportation Inc. stated that this was part of the traffic analysis.
- A stakeholder added that personal travel times should be included and stated that impacts to Metro should also be considered.
- A stakeholder noted that the volume of occupants in the vehicle using the bridge should be taken into consideration as part of the analysis besides just the number of vehicles.
- A stakeholder asked about Sound Transit light rail alignments and how the proposed alignment along 15th Ave W would impact the components 7 & 8. Heffron Transportation Inc. replied that the ST alignments are either to the east behind the ramp or to the west where they come up the backside of BNSF. The main conflict would occur with Component 5B if there was a center-running alignment on 15th Ave W. Heffron Transportation Inc. added that there will continue to be coordination with Sound Transit.
- A stakeholder mentioned that speed of construction is important.
- A stakeholder mentioned combining Component 10, 5B, 7, and 8 and the ramps to access Expedia and the Port as another alternative. [I.e., those components repackaged into a new alternative.]
- A stakeholder asked about an economic assessment for impacts on Chamber businesses if there are time delays. SDOT confirmed that this type of analysis would be part of the environmental and impacts assessment should an alternative move forward to design.

- A stakeholder mentioned the need for an acknowledgement of the cost to [King County] Metro. SDOT confirmed, mentioning the timing of this process.
- A stakeholder asked why the cost to [King County] Metro and personal delays wasn't on the recommendations/consideration. SDOT confirmed that freight and transit analysis metrics will be part of the alternatives analysis.
- A stakeholder asked about the costs associated with the in-kind replacement, saying he found estimates on bridges from all over the country coming in way under the projected cost. SCJ replied that those estimates are not apples-to-apples. Liquefaction zones are a big consideration for cost. Slope stabilization is also another big consideration for cost. SCJ reiterated that they have been working with a firm that does construction and project management for bridge construction projects.
- A stakeholder reiterated their concern that the cost estimates seemed inflated. SDOT reiterated the challenges of comparing bridge costs across the country without knowing the site considerations for each location.

Next Steps

SDOT will be working with the Seattle Office of Economic & Community Development and the Magnolia Chamber to develop an intercept survey that will be administered at Magnolia Village. The survey is designed to gather more information about visitors to Magnolia Village, including: starting point, purpose for visit, and length of stay.

SDOT plans to host another stakeholder meeting in the fall to provide updates on the alternatives analysis, the recommended alternative, and the analysis of the in-kind replacement. SDOT also plans to provide project updates to the community by the end of 2018.

Next Steps Discussion

- A stakeholder encouraged SDOT to do more than what was presented. He was interested in seeing the social and economic impacts.
- A stakeholder mentioned that the schools really haven't been considered, including the new school that's opening in Magnolia.
- A stakeholder asked about the timing of the intercept survey. SDOT stated that the survey is scheduled to happen before the presentation to decision-makers.
- A stakeholder asked if there will be discussion of phasing of construction possibilities in the next discussion. SDOT confirmed yes.
- A stakeholder commented that the way SDOT has planned to fund large infrastructure projects has not been working. She asked how SDOT goes about securing funding and encouraged out-of-the-box thinking. SDOT encouraged all stakeholders to continue that conversation with their elected officials.
- A stakeholder is concerned about Component 2A. If 20th Ave W is widened, what's going to happen to all those businesses? Heffron Transportation Inc. responded that 20th Ave W is wide enough. Most of the parking is within the City's right-of-way and the businesses wouldn't need to be moved.
- A stakeholder suggested publishing the handouts and meeting presentation a few days in advance of meetings to give stakeholders time to get familiar with the materials.

- A stakeholder asked how consultants are counting cars and traffic. Heffron Transportation Inc. described the various data collection techniques.
- A stakeholder followed up by asking about freight trucks. Heffron Transportation Inc. replied that SDOT has data on the typical vehicle classification for the bridge.
- A stakeholder thanked project team for sharing and adding the in-kind replacement to the discussion. He also thanked the community for coming and encouraged them to keep coming.

Public Comments

Concerned Resident

On the in-kind replacement, are we looking at a 3-lane or 2-lane bridge in the last \$191M section? Marginal cost may not be necessary because 1 lane going up and 1 lane coming down may be adequate and may reduce the cost of \$191M.

Concerned Resident

Are you in coordination with Seattle Public Schools? Coming from Ballard High School already takes over 1 hour. And I know many kids run across where someone was already killed. I'd like kids coming from Ballard or Lincoln High School to be considered.

Concerned Resident

The traffic studies, I think they need to be current because the bike lanes along Thorndyke Ave W have impacted the commute especially at W Emerson Pl. They've limited the throughput from 15th Ave W by 50%. Not it's just 1 lane so it's had major impacts, so I'm assuming there's a larger percentage of people using Magnolia Bridge because of that.

Concerned Resident

The property acquisition costs for Alternative I, if you brought it down W Halladay St, where it's very narrow. Do people know that their property may have to be acquired?

Concerned Resident

I realize that funding wasn't the topic of discussion, but I would encourage stakeholders to contact Pramila Jayapal and congress people regarding funding options. There is a possibility of funding for the in-kind replacement. So as a citizen and resident, I take it upon myself to talk to our congress people.

Concerned Resident

Could you look at holding the meeting at night when more people can come?