

Magnolia Bridge Replacement Project Speakers Bureau

Group/Organization: BINMIC Action Committee
Date: April 9, 2003
Location: Ballard Little City Hall
Team Members: Kirk Jones, Lee Holloway, Teresa Platt, Sarah Brandt

Overview

Approximately 10 people attended the regularly scheduled BINMIC Action Committee meeting. Kirk Jones presented an overview of the process to date and the four alignment finalists, and then opened the floor for questions.

Notes

BINMIC members raised the following questions and comments:

- How is the Port involved in this decision? How much influence will they have in the process?
- Is Alternative B a viable route?
- Even though Alternative B may not comply with current city policies, those policies can be changed.
- Will you study additional elements of the environment in the EIS (e.g., air, noise, etc.)?
- Will economic impacts be studied (e.g., cluster economics)?
- Alternative B appears to reduce structural complications associated with the bridge.
- Are you designing for future development?
- Is the Port willing to have the north – south surface street that is drawn on each alignment map?
- The Port doesn't want their property split into several pieces.
- Why would you include an option with two access points?
- You shouldn't cater to the wishes of Queen Anne (particularly providing two access points).
- Does Alternative H oppose the principles of the Olmsted Plan?
- Opposition voiced against Alternative H given its perceived high cost.
- Concern was expressed about the impact of Alternate D upon the cold storage buildings and businesses (City Ice and Trident).
- Who made the decision to keep these four finalists, the city or state?
- Use the lowest cost alternative.
- This area seems to have a “champagne taste on a beer budget” – folks here need to get real about the resources available to build the bridge (especially in light of local budgets and the Viaduct and 520 funding problems).

- Will you know total costs before you build the new bridge?
- Concern voiced that the WSDOT representative on the DAG is a bridge engineer, not a freight mobility expert (another BINMIC member commented that freight mobility experts don't even exist).
- Would the cheapest structure be the northern segment of Alignment H? Can you use that alone, and will the EIS have enough information to make a final decision to only use that piece?
- By impacting businesses and housing, the tax base in the area will decrease.
- Have you picked a preferred alternative already?
- Are you working closely with the monorail?

Action Items

None.

Briefing Materials

- FAQs
- Fact sheets
- Copies of the slide show presentation
- Comment forms