



Design Advisory Group Meeting #32

Magnolia Community Center
October 3, 2007, 4:00 – 5:30 PM

Summary Minutes

Agenda

- I. Welcome
- II. Project Updates
- III. Open House Display Boards
- IV. Next Steps
- V. Public Comment
- VI. Adjourn

Attendees

Design Advisory Group

- ✓ Dan Burke
- ✓ Fran Calhoun
- John Coney
- Lise Kenworthy
- Doug Lorentzen
- Jose Montaña
- ✓ Mike Smith
- ✓ Janis Traven
- ✓ Dan Wakefield
- Dan Bartlett (alternate)
- Robert Foxworthy (alternate)

Project Team

- ✓ Dirk Bakker, KPFF
- ✓ Sarah Brandt, EnviroIssues
- Matt Dalton, HNTB
- ✓ Gerald Dorn, HNTB
- ✓ Brian Elrod, HNTB
- ✓ Kirk Jones, City of Seattle
- ✓ Kit Loo, City of Seattle
- Peter Smith, HNTB
- ✓ Lauren Stensland, EnviroIssues
- Yuling Teo, City of Seattle
- Marybeth Turner, City of Seattle

Meeting Handouts

- ✓ *Agenda*
- ✓ *Draft DAG #31 Summary Minutes*
- ✓ *Mainline Structure & 15th Avenue W Overcrossing Structure*
- ✓ *Magnolia Bluff Structure & 23rd Avenue Ramps Structure*
- ✓ *Proposed Overlook Features Facing South*
- ✓ *Pedestrian Path & Bicycle Connections*
- ✓ *Lighting, Railing, Sidewalks, & Column Treatment*
- ✓ *Selecting Design Features for the New Magnolia Bridge*
- ✓ *Next Steps: Project Planning & Funding*
- ✓ *Potential Detour Routes During Construction*
- ✓ *Aesthetic Treatment – 3D Images (1.1 – 1.4)*
- ✓ *Aesthetic Treatment – 3D Images (2.1 – 2.3)*
- ✓ *Aesthetic Treatment – Wall Treatments (3.1 – 3.3)*
- ✓ *Aesthetic Treatment – Railing & Paving (4.1 – 4.2)*
- ✓ *Bus Stop Options (5.1 – 5.2)*

- ✓ *Aesthetic Treatment – Pedestrian Pathways (6.1 – 6.4)*
- ✓ *Aesthetic Treatment – Pedestrian Pathways (7.1 – 7.2)*
- ✓ *Temporary Route During Construction (8.1)*

I. Welcome

Sarah Brandt, EnviroIssues

Sarah welcomed the group and reviewed the agenda. She asked for any edits to the August 1 DAG meeting summary within the next week.

II. Project Updates

Kirk Jones, SDOT

Design Update

Kirk reported that the consultant team will submit 30% design plans next week, which will be the first time that many City departments will have a chance to see the details of the plans. After the departments return comments, the team will carry the design on the foundations to the 60% level. The plan set will be at about 50% at that point and SDOT will hold design there. This design strategy keeps SDOT as prepared as possible for a catastrophic event.

Funding Update

The SDOT finance team has finished the work associated with Bridging the Gap and is starting on identifying possible funds for this project. Their funding strategy should be done by the end of 2007 and they are looking at federal, state, and local funding sources. This project is not part of the Federal-Aid Highway System, so it's difficult to compete for federal funds. One possible strategy would be to try getting the bridge added to the Federal-Aid Highway System.

Port of Seattle Coordination

Kirk reviewed the detour image (*Potential Detour Routes During Construction*) with the group. In the past, Kirk has presented possible surface route detours over the Galer flyover and through the Port property, or having a temporary ramp onto the existing bridge structure. This new idea is a temporary ramp that connects to the new bridge, allowing SDOT to demolish the existing bridge at one time, rather than demolishing one half while the other is in use. This image was done by KPFF, and they coordinated with the Port. It includes separating security to the north and south of the temporary access so that the public can travel through secure areas of the Port. The detour options are only preliminary options; the contractor chosen for the project would work out the detour and could come up with another solution that would work even better.

Discussion

Smith: Would these detours be phased in during construction?

Jones: Yes, we would start from the highest part of the structure, at the bluff, and remove the on-ramp to the marina. Then we'd build east until we were too close to the existing structure, make the temporary ramp connection, and demolish the old structure. Once the

connections to 15th Avenue W were made, the marina ramps would be rebuilt. People using the marina would be affected by detours for the most time and would need to use the surface road connection to 20th Avenue W or 21st Avenue W.

Smith: That road would already be in place?

Jones: It would either already be in place due to Port development or SDOT is committed to putting that street in as part of the construction process. Dan Burke (Port of Seattle) has already talked with City Ice and Trident about the emergency route concepts. They've said they can work with it and they know they'll need to adjust their operations. Dan and David Schneider (SDOT) would be happy to talk with the Magnolia Chamber of Commerce or Magnolia Community Club if you have questions.

King County Metro Coordination

Kirk reported that Metro has asked SDOT to keep the north and south bus stops on the bridge. The plan for the north bus stop is having a six-foot sidewalk down the off-ramp to provide access. On the south side, the bus stop would be near the bicycle and pedestrian connection point.

Type, Size & Location (TS&L) Study

The DAG received a copy of the TS&L study last meeting and it is also posted on the project website.

Environmental Update

SDOT has finished the first round of comments on the Biological Assessment (BA) and Environmental Assessment (EA). There were lots of comments and SDOT resubmitted the documents in September. The BA will take the longest and is being reviewed by WSDOT right now. They promised they would complete it by the middle of this month. Once WSDOT has finished, WSDOT will send it on to the Department of Fish & Wildlife and they get up to six months for review. WSDOT will ask that they turn it around more quickly. After that, SDOT can publish the EA, so Kirk anticipates publishing in approximately eight months.

DAG Update

Kirk reported that the design package should be finished by the first of next year, so the final DAG meeting will take place in early 2008. Kirk has invited Grace Crunican to the final DAG meeting. The DAG has done a great job and SDOT wants to say thank you.

Kirk also responded to the question from last meeting about how the Seattle Planning Commission's recommendations might affect this project. It doesn't appear that they will effect the project, because the bridge is a given for any Port development. If people are interested, the report is available on their website. They make five recommendations about how the City might adjust their current policies to encourage industrial development, but Kirk doesn't think this bridge project is affected by those recommendations. Also, Kirk noted that the City Council did not approve the Port's proposed overlay for the Northbay site.

III. Open House Display Boards

Sarah Brandt, EnviroIssues

Sarah reviewed what will be presented at the open house. SDOT will hand out the newsletter, a brief comment form, and key display boards as 8.5"x11" color handouts. Jerry Dorn (HNTB) explained that the team has updated images of the design features to include people and cars.

The open house will have several stations to walk visitors through the history of the project. The first station will be the project goals and history, along with Alternative A. The second will be the structure type renderings showing how the new bridge will look. The third will include the new design features, including the board showing the design process (*Selecting Design Features for the New Magnolia Bridge*) and the final station will show the possible detours and explain the current funding situation and next steps.

Kirk also added that he's requesting a new board showing the lane configuration on the new bridge, since a few people have called him to ask about that. The new bridge will make merging from the ramp up to the bridge easier and safer. Some people have also asked about the intersection at 15th Avenue W and the merge there. Right now there is a plan to have a Bus Rapid Transit lane there, making it easier to merge across that lane since it will have fewer vehicles. SDOT will also work to make that merge longer.

Sarah asked for comments from the DAG on any of the boards.

Discussion

Traven: You have a spelling error on the overlook boards.

Brandt: Thanks, we'll get that fixed.

Traven: I think the Minneapolis bridge collapse will be on people's minds and so more information about detours and safety would help.

Jones: We can show some additional detours and I can discuss that also.

Traven: People will ask about funding and it will be deflating for them to find out that we don't have funding now. Is there an action they can take? Can you tell them who to talk to or write to?

Jones: I'll explain funding during the presentation. We are where we are, and we're in a good position to be eligible for future funding.

Brian Elrod (HNTB) talked about the new design features. In the last meeting, the DAG discussed possible colors for the structure and Brian brought samples of the colors, called Mt. St. Helens (taupe color) and Mt. Baker (darker taupe). The Mt. Baker color will be for the girders and will make the bridge profile appear thinner.

Discussion

Smith: These colors are a coating?

Elrod: The color is a pigmented sealer, so it's a type of paint.

Calhoun: How often do you reapply it?

Elrod: Every fifteen years or so, or more often to clean up graffiti.

Jones: The steel girders we have now need to be repainted every ten years or so.

Elrod: We'll fine-tune the colors and move forward.

Brandt: Any other thoughts?

Smith: I would tell people how great the sight lines are going to be from the new bridge.

Jones: We'll also show the before and after views of what the bridge will look like.

Dorn: Emphasize that it will have a much more protected bike and pedestrian lane.

Wakefield: Even bikers that use the traffic area of the road will have an easier time because the roadway will be wider.

Brandt: Anything else for the good of the order?

Jones: Thanks very much and we hope to see you at the open house in a couple of weeks.

IV. Next Steps

Kirk Jones, SDOT

The project open house is on October 16, 2007, and is open to all members of the public. The open house was announced in a newsletter mailed to all Magnolia residents and the Queen Anne residents nearest the bridge, a display advertisement in the Magnolia News, and on the project website. This will be the last general public meeting and all the information will also be posted to the project website.

Kirk encouraged DAG members to attend the meeting so they can be thanked publicly for their hard work on this project. The DAG will meet next in 2008, date to be announced.

V. Public Comment

Kirk Jones, SDOT

There were no members of the public available for comment.

VI. Adjourn

Kirk Jones, SDOT

With no further comment from the project team or DAG members, the meeting was adjourned.