

Summary Minutes

Agenda

- I. Welcome
- II. Overview of Next Steps
- III. DAG Member Thanks & Recognition
- IV. Project Updates
- V. Final Design Recap
- VI. DAG Archiving
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- VIII. Public Comment
- IX. Adjourn

Attendees

Design Advisory Group

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

Project Team

- ✓ Dirk Bakker, KPFF
- ✓ Sarah Brandt, EnviroIssues
- ✓ Grace Crunican, City of Seattle
- 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 #32 Summary Minutes*
- ✓ *Open House Summary – October 16, 2007*
- ✓ *Design Advisory Group Influence on the Project – March 2008*

I. Welcome

Sarah Brandt, EnviroIssues & Kirk Jones, SDOT

Sarah Brandt welcomed the group and reviewed the agenda. She asked for any edits to the October 3 DAG meeting summary within the next week.

John Coney announced sad news of Doug Lorentzen's passing. There will be a memorial in the Friends of the Library book storage room on Saturday at 11:00 a.m. Doug was a great community- and civic-minded person and will be missed in Magnolia.

Kirk Jones announced that this meeting will be the last formal gathering of the Magnolia Design Advisory Group. The DAG's work has been a big help to Kirk and to SDOT.

II. Overview of Next Steps

Grace Crunican, SDOT

Grace Crunican, SDOT Director, provided an overview of project work since the 2001 earthquake and described SDOT's next steps for Magnolia.

After the 2001 earthquake, many City facilities needed updating. The Alaskan Way Viaduct is one facility in that group and work on many parts of that project is actually on schedule. SDOT also worked on bridges across the canal, such as the Fremont Bridge. The Magnolia Bridge was also bolstered to make it safer.

The *Bridging the Gap* funding package contributed toward the most crucial projects, including the Alaskan Way Viaduct, Spokane Street, and the Mercer project that has been 40 years in the making. Bridging the Gap covers a 9-year period and SDOT will be requesting further funding once that funding has been used. Grace does not expect to request all \$260 million needed for the Magnolia Bridge, but does expect to get about \$50 million and then use that to request funding from other agencies, including WSDOT, the federal government, and the tax base in the area.

Discussion

Kenworthy: We are aware of the City's many transportation needs and priorities. Can we count on you to recommend the Magnolia Bridge project in that 10th year when more funding is being requested?

Crunican: Yes, you can. I think if we make it clear what people are investing in, they'll go for it.

Kenworthy: What will happen in the event of an emergency? We don't have a substantive answer from the Port of Seattle about building a road.

Crunican: In my experience, if we're clear on what we think works for an emergency route and have talked with the Port about it, they will move fast during an emergency.

Kenworthy: We don't have anything written describing the best plan.

Jones: We have the six possible scenarios we laid out in the document that Dave Schneider (City of Seattle) and Dan Burke (Port of Seattle), shared with the DAG. I talked with Dave last week and he knows completing that document is on his plate.

Kenworthy: It is hard to hear that people are talking but not get a substantive answer. If you can lend us a boost with getting a substantive answer that would be great.

Crunican: I'm happy to do that. Every year a certain number of issues get worked out with the Port, so we'll work on this issue.

Kenworthy: Could SDOT give us their plan of what will happen if the Port doesn't sign an agreement, and what you think the best alternatives are?

Crunican: Great idea. Yes, we can do that. Give us three months – we're working on an emergency event evaluation right now. Once the evaluation is complete, I can write you and let you know what SDOT's plan would be.

Kenworthy: Great.

Coney: The big message that the Queen Anne Community Council and the Chamber of Commerce would like to send is a request for a fourth access point between Queen Anne and Magnolia. We would like a West Armory Way crossing over the BNSF tracks. It's an important connection for Magnolia – we have experience with one of the existing bridges being blocked and it causes lots of traffic and delay.

Crunican: We would need to work that through with the Port. Thanks for letting me know that.

III. DAG Member Thanks & Recognition

Grace Crunican, SDOT

Grace presented each DAG member with an award recognizing their service to the DAG, SDOT and the Magnolia community. The awards presented were recycled glass tiles created by local Bedrock Industries and engraved by an adjacent business, Dimensional Imaging. The SDOT team was pleased to use a local cluster economy to produce these awards.

IV. Project Updates

Kirk Jones, SDOT

Environmental Update

The Biological Assessment and the Environmental Assessment (EA) final documents are with WSDOT for review. Kirk anticipates hearing from them in three to four months. Then the EA will be published for review and then finalized.

Cultural & Historic Resources Update

The Department of Archaeology and Historic Preservation (DAHP) was concerned about the new bridge being near the Admiral's Residence – which is not historical but is eligible for historical status. SDOT has done a few photo renderings showing the new bridge. The change is dramatic in one view, because there are many fewer columns in the new structure, but the new bridge is also somewhat closer to the Admiral's Residence than the current

structure. There was a concern about noise impacts, and the noise consultant says there will only be a one to two decibel increase in noise (barely perceptible). Visual impacts are the only concern, so some mitigation conditions (e.g. tree planting) may be imposed. There will be a meeting in two weeks to get a determination from the DAHP and then SDOT will complete the Cultural & Historic Resources Report.

Port of Seattle Coordination

SDOT has been working with the Port of Seattle about cruise ship terminal activity. The last meeting was about different alternatives for detour routes during construction. SDOT is coordinating with the Port about having a detour road during construction connect to the new bridge instead of the old bridge.

Discussion

Coney: Does the Korry Electronics Company moving to North Bay have any impact on this?

Jones: No, the Port is just assuming the new bridge as a given for all of their planning.

V. Final Design Recap

Jerry Dorn, HNTB

Jerry Dorn reviewed the open house on October 16, 2007. The public had a chance to view the final designs during that meeting. In general the feedback was very positive and people liked the overlooks, sidewalks, and overall aesthetics of the bridge design. There were questions about access during construction and how long the detour would be in place, as well as questions about seismic design requirements.

The team has been aggressively advancing the bridge design, to get as much done as possible before the project is shelved. The footings are designed and detailed so that if there is a catastrophic event SDOT can go out with an early contract for the new structure. The girders and superstructure have been designed broadly, but not down to the details. The team is documenting all the decisions that have been made and writing a technical memo to store all the details. This will all be complete in the next month.

Kirk explained that the team is stopping at a logical point in the design process. SDOT had an experience with the Spokane Street Bridge where design was done too far in advance of construction and designs had to be repeated. This team is being careful to design aspects that are very unlikely to need changes in the future. Kirk has also met with other teams that shelved their projects and picked them up later, to see what lessons they learned. For example, they found that drainage design was a challenge, but this project already has a commitment from Seattle Public Utilities to accept the water from the future Magnolia Bridge.

VI. DAG Archiving

Sarah Brandt, EnviroIssues

Sarah directed the group to the document called *Design Advisory Group Influence on the Project – March 2008* and asked them to look it over. She explained that SDOT wants to make sure the work of this group is recorded and carried forward. DAG members can send any additions or changes to this document to Sarah.

Discussion

Coney: I would urge that we guard against trimming bike and pedestrian elements. I wouldn't be disturbed by a change in the route.

Kenworthy: I really appreciate Kirk's thoughtfulness and integrity. I doubt we would have stayed part of this group for 5 years without that. I would also like two copies of the TS&L study.

Jones: I can get you a copy on a CD.

Kenworthy: That will work. I also recommend including the additional criterion of economic impact. We've broken ground with that in this group and it's been a great thing that I hope will be a pattern in the future. Preserving family wage jobs is really important and I hope that goes forward.

Coney: The Queen Anne Community Council is on record supporting the replacement of the bridge and I will do my utmost to have Queen Anne support any funding opportunities that arise for the bridge. In return we'd hope the Mercer Street project will get support from the Magnolia Community Club. I'm working with the chair of the Magnolia Community Club to have a joint meeting of our committees so we can be mutually supportive.

VII. Next Steps

Kirk Jones, SDOT

Kirk Jones outlined next steps for the project. One aim is getting local dollars together to leverage and that includes Port of Seattle dollars. SDOT will be talking with the Port about an in kind contribution or something like that. SDOT also has a meeting with BNSF in a few weeks. The America Public Works Association has BNSF coming to their event so that local agencies can talk to BNSF directly about important projects.

Kirk thanked the group again for coming today and for all their efforts.

VIII. Public Comment

Kirk Jones, SDOT

There were no members of the public available for comment.

IX. Adjourn

Kirk Jones, SDOT

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