

Magnolia Bridge Replacement Project Speakers Bureau

Group: Queen Anne Community Council – Transportation Committee

Date: September 24, 2003, 7:30 PM

Location: Queen Anne Community Center – 1901 1st Ave. West

Team Members: Kirk Jones, Peter Smith, Hadley Greene

Overview

Kirk Jones updated the Queen Anne Community Council's Transportation Committee on the project's process and described the alternatives being studied in the EIS. Erin Fletcher from the Seattle Monorail Project was present. She discussed coordination between the monorail and the Magnolia Bridge Project. Approximately 10 people attended the meeting. Committee members and visitors asked several questions clarifying the alternatives. Other questions and comments are listed below.

Notes

Questions:

- How does the property owner at the east end (Mr. Hays) feel about Alternative A?
- How much information can you tell us about the Port's plans?
- Is the Port planning to use the tank farm?
- Does the Port own the building that CityIce occupies?
- Will the old bridge structures be removed when a new bridge is built?
- Have Magnolia residents expressed any objection to signalized intersections on the bridge, or having to use 21st Ave W to access the waterfront?
- Does 21st Ave W exist off of Thorndyke now, or will a new street be built?
- If 21st Ave W is used, do is the north part of Alternative H necessary?
- Would 21st Ave W cross the railroad tracks?
- Why did the project team decide to eliminate the east end of the existing bridge and use the Galer Street flyover for the south part of Alternative H?
- What is the rationale behind the Wheeler/15th underpass?
- How will the triangle that results between Armory, Wheeler and 15th affect plans for a monorail maintenance facility?
- When will the EIS be completed? Is there a preferred alternative?
- Do any of the alternatives include accommodations for bicycles and pedestrians on the Galer Flyover, to get people over 15th Avenue?
- When will construction begin? What will happen if the monorail begins construction before the bridge? How will this affect construction?
- Is the eastern end of the existing Magnolia Bridge seismically fit to become a bicycle/pedestrian overpass?
- Which alternative is best from a pro-park (Smith Cove Park) point of view?

- Has the Parks Department decided on the footprint for Smith Cove Park? Has the property exchange been completed? *Here participants discussed the status of Smith Cove Park, its current land use designation (General Municipal Use), and how each bridge alternative would impact the park.*
- What is the impact of the north part of Alternative H on the P-Patch?
- Will the existing bridge be kept open for as long as possible during construction? Which alternative will close the bridge first?
- How will traffic be effected during construction?
- Will Alternative H make the flow of traffic on 15th Ave better or worse?
- Will the Port wait until 2008 to build? How will the Port's plans and the bridge replacement project integrate?

Comments:

- Magnolia residents just want a surface alternative to get to the waterfront.
- We believe most people will prefer the Wheeler/Armory interchange instead of an S-curve.
- The committee is interested in seeing a bicycle/pedestrian overpass over 15th Ave.
- Do not clutter Interbay with many bridges and elevated intersections because it limits the use of the land underneath. Parallel ramps are preferable, as they are more efficient at using the available space.

Briefing Materials

- Alternative handouts
- Traffic modeling diagrams and figures
- Project schedule