

## **Magnolia Bridge Replacement Project Community Meeting**

**Group/Organization:** Wheeler Area Neighborhood and 15<sup>th</sup> Ave Businesses  
**Date:** March 19, 2003  
**Location:** Coe Elementary School  
**Team Members:** Kirk Jones, Marybeth Turner, Lee Holloway, Anthony Katsaros, Brad Hoff, Sarah Brandt

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### **Overview**

Kirk presented the four final alignments and described the decision to complete an EIS. He related previous community outreach efforts and then opened the floor for questions and comments. Approximately 22 people attended the meeting, and attendees vocally opposed Alternatives B and H.

### **Notes**

Questions were raised during the Q&A period on the following:

- ♦ Are the ends of Piers 90/91 active?
- ♦ Will the EIS scoping meeting include an open record?
- ♦ Is there any difference in the treatment of comments given orally or in writing? Are they both given legal standing?
- ♦ In terms of Alternative H, will you be able to mix/match alternatives (such as the northern Alternative H route with other southern routes?
- ♦ How much property will be lost if Alternative H is chosen? How many properties would be affected?
- ♦ Are there any alternatives that wouldn't take property?
- ♦ Which other routes will take residences?
- ♦ Have you performed a cost comparison among the four alternatives?
- ♦ How will you finance the project?
- ♦ Who will make the final recommendation?
- ♦ How were consultants on the project team selected?
- ♦ In terms of traffic, if there were new north and south accesses, what percentage would migrate to the northern route that now use the southern route?
- ♦ Do you have 2030 traffic projections on Elliott/15<sup>th</sup> Ave?
- ♦ Do all four alternatives include marine access?
- ♦ What are the slope/grade requirements?
- ♦ How will traffic be funneled onto Thorndyke Ave under Alternative H?
- ♦ Will new arterials be developed off of Thorndyke Ave?
- ♦ Will you try to keep traffic on the current routes?
- ♦ Where is the Port coming down on this issue? What alternative does the Port like?

- ♦ Will the value of the Port's property increase if there are less visual obstruction from the bridge structure?
- ♦ How much influence does the Port have in this process?
- ♦ What will you do with westbound traffic once it gets to Thorndyke?
- ♦ Neighbors near Alternative H are concerned with:
  - Noise of stop-and-go traffic
  - Cut through traffic between 28<sup>th</sup> Avenue and Thorndyke Ave.
  - Light impacts (headlights, etc.)
  - Change in neighborhood character (people like Magnolia as it is: quiet)
- ♦ One residents survey of her neighbors (~20 people talked to) revealed no voice for a fourth access
- ♦ There are currently no backups on the existing Magnolia Bridge since the Galer Flyover was built (and trains don't create delays)
- ♦ Backups on 15<sup>th</sup> Ave have also decreased since the Galer Flyover was built
- ♦ Why is there a need for more access?
- ♦ Who really wants a fourth access point?
- ♦ Why would Magnolia get a second bridge when there are so many other more critical issues and troublesome area? (e.g., Viaduct)
- ♦ There seems to be less concern for people than for businesses and other factors in this process.
- ♦ How does public input get incorporated?
- ♦ Have you factored the monorail into project planning? How about monorail parking areas?
- ♦ Will Alternative H create more traffic congestion at Wheeler?
- ♦ Who's on the Design Advisory Group?
- ♦ Design Advisory Group members all have other axes to grind (and don't represent average citizens)
- ♦ Representation on the Design Advisory Group doesn't accurately reflect people in Magnolia. People are frustrated with the lack of representation for their viewpoints on the DAG, and those on the DAG are poor liaisons back to the community.
- ♦ There are still voids in the communication with citizens (e.g., gaps in the mailing list, some haven't received postcards, etc.)
- ♦ One resident has talked with approximately 1,500 people, and most want to maintain the bridge where it is and wonder who developed Alternative B.
- ♦ Will you quantify the number of comments for and against each alternative?
- ♦ It appears that Alternative B is the only alternative that would impact wildlife. (*Kirk explained that Alternative A would also impact water habitat.*)
- ♦ One resident explained that she's heard the Port is in favor of Alternative B.
- ♦ Why are contaminated sediments at the tank farm an issue (Alternative D)?
- ♦ What is good about Alternative H?
- ♦ Has the Port provided a date that they expect to start their redevelopment of their property?
- ♦ Is Alternative A the same height as the existing bridge? Can it be made seismically safe?
- ♦ In the evaluation of costs, consider the additional cost in time, distance, and gas that Alternative B will create as a longer route.

### **Action Items**

None.

### **Briefing Materials**

- ♦ Frequently asked questions sheet
- ♦ Fact sheet about the four final alignments
- ♦ Comment form
- ♦ Newsletter