

Magnolia Bridge Replacement Project Speakers Bureau

Group/Organization: BINMIC
Date: November 12, 2003, 7:30 AM
Location: Ballard Neighborhood Service Center
Team Members: Kirk Jones, Peter Smith, Teresa Platt, Hadley Greene

Overview

Approximately 12 people attended the regularly scheduled BINMIC Action Committee meeting. Kirk Jones reviewed the alternatives being studied in the Draft EIS and described the revised project schedule. Lise Kenworthy described the recent Port Commission meeting and the Commissioner's questions and comments on the project.

Questions/Comments

- Will trucks still be able to use the Galer Flyover?
- Is there a bike trail on Alternative A?
- Will truck access to Terminal 90/91 be maintained?
- BINMIC members are opposed to Alternative D, as it destroys the Trident/City Ice building.
- Where does the support come for Alternative D? Why is it still on the table? Who is pushing for this alternative?
- Has the Port commented on Alternative D?
- When will preliminary cost figures for taking out the Trident/City Ice building be available?
- Public comment from industry and impacted businesses was not considered. Trident commented on the alternatives earlier in the process, and all the alternatives that we liked are now gone. How much weight is given to public comment?
- What about BNSF? It looks like Alternative D goes through more tracks than the others?
- Has there been any discussion of Alternative D's effects on industry? The alternative limits industry growth, and the ramp configuration limits development to the west.
- Can the D ramp be shifted to the west? Does it have to be in that location rather than parallel to the bridge, as in Alternative A?
- All the good alternatives are gone. Are A-Ramps and A-Intersection the best of what is left?
- What changes have been made to Alternative H to accommodate the P-Patch?
- It is interesting how the City is willing to consider the impacts to the P-Patch and the railroad, but it is willing to cut-off a water-dependent business from the waterfront.

- If the bridge were healthy, the Port would still want to build a new one. This is a convenient opportunity for the Port to get what they want and to accommodate their plans to carve up industrial land.
- From a BINMIC perspective, the No Build alternative is the best. But, if you need a replacement, Alternative A is the best, not Alternative H because it carves up the industrial property.
- Our problem with Alternative A is the ramp locations. We have difficulties with the current ramp configurations.
- We object to Alternative H because of the surface road and having community traffic driving through an industrial area. It causes conflicts with industrial traffic.
- The closer the “spine road” is to the building, the worse it is for Trident’s operations because there is no room to expand.
- When the City’s appraisers look at the Trident and City Ice property will they look at how each alternative causes the property value to change? Alternative H renders the property value worthless.
- Are the remediation costs for the tank farm built into the project’s cost estimates?

Briefing Materials

- 4 Alternatives
- Alternatives fact sheet
- Newsletter
- 2030 PM Peak Hour Traffic
- Project Schedule