



**Open House Summary**  
**September 13, 2006**  
**Blaine K-8 School, 5:30 to 8:30 pm**

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## **Overview**

The sixth Magnolia Bridge Project Open House was held on September 13, 2006, from 5:30 to 8:30 p.m. at the Blaine School in Magnolia. Stations were set up in the Blaine School lunchroom to present the bridge structure type alternatives being evaluated, along with the history of the project, images of the Preferred Alignment Alternative (Alternative A), and potential bridge amenities and detour routes. The open house was held to share the possible structure types that might be used for the new Magnolia Bridge and to gather public feedback that will guide the upcoming selection of a bridge structure type for each section of the new bridge.

Approximately 60 people signed in at the meeting. Information on the benefits and costs of the proposed structure types, additional views of proposed bridge columns, and a guide to the sections of the bridge being used for design work was provided in a packet with a comment form. Project team members were on hand to answer questions and explain each of the alternatives. Members of the project team included Kirk Jones (Seattle Department of Transportation Project Manager), Yuling Teo (SDOT), Jerry Dorn, Jeremy Miles and Brian Elrod (HNTB), and Chelsea Tennyson and Lauren Stensland (EnviroIssues).

At 6:30 p.m., Kirk Jones gave a brief presentation reviewing the possible structure types and explaining the benefits and costs of each proposed option. After the presentation, Kirk invited the public to ask questions or offer comments using the microphone set up for that purpose.

Public input was gathered at the meeting in several ways: (1) through discussions with project team members, (2) on large flip charts located near different information stations where the public was invited to write comments or questions, (3) on comment forms (meeting attendees were invited to complete the comment form and leave it at the meeting or mail it in at a later date), and (4) through oral comments heard after the presentation.

## **General Summary**

The following are common issues and concerns raised during the open house, either on flipcharts, during the question and comment period after the presentation, or on comment forms. This list is not all-inclusive, but attempts to capture the key points heard

repeatedly from the public.

- Many attendees preferred the cast-in-place concrete box girder over the prestressed concrete girders, particularly for the Magnolia bluff section of the bridge. The prestressed concrete girders option was supported by those who specified a design for the 15<sup>th</sup> Avenue W Overcrossing.
- Curved flare columns received the most positive written comments from attendees.
- Functional bridge design was the most popular project priority chosen by members of the public, while project cost was not chosen by any commenter. Table 1 provides a summary of the number of members of the public that chose a given project priority on their comment form.

**Table 1. Project Priorities Provided on Comment Forms**

Potential Priority	Comments selecting given aspect as a project priority
Functional bridge design	7
Attractive bridge design	6
Bike & pedestrian facilities	5
Other: Minimal future maintenance	1
Other: Minimum impact on area businesses	1
Other: Road surfacing	1
Other: No local taxing district	1
Other: More space at bus stops	1
Project Cost	0

- Transit, bicycle and pedestrian access—Several citizens raised questions about access for mass transit, bicyclists, and pedestrians on the new bridge. There was interest in overlooks from a few citizens, though others thought they were an inefficient use of project funds.
- Traffic calming—A few citizens on the Magnolia bluff are concerned about the high speed of cars entering Magnolia and asked for traffic calming measures.
- Impacts—Noise impacts and impacts to the Ursula Judkins viewpoint were a concern of some citizens.

## **Public Input**

The following section includes verbatim comments captured during the question and answer period after the presentation, submitted via comment forms returned at the open house and on flipcharts during the meeting.

### **Oral Comments/Questions**

The following questions and comments were offered after Kirk Jones' presentation. Responses to questions are indicated in *italicized font*.

- We've asked before that you consider the speeding problem as drivers go from the bridge onto Magnolia Bluff. Something needs to be done to address safety concerns in that area.  
*Your concerns have not been forgotten. We're not yet to the stage of planning to consider traffic calming measures, but they are a possibility.*
- I back out into the traffic flowing off the bridge onto the bluff area. If you straighten out that S curve, as your plans show, people will drive even faster through my neighborhood.  
*I appreciate your concern and we will try to address it.*
- You are planning to take some of the Ursula Judkins viewpoint land. Are you widening the lanes in that area?  
*The lanes on the bridge are 11-foot lanes, but by the time we're connecting with the road on Magnolia Bluff, the road is tapered back to match the existing road width in that area.*
- Is the fish plant going to stay where it is? I know that transit stop on the bridge serves a lot of workers – will it stay in place?  
*We'll work to continue that service.*
- Can you phase bridge construction if there is not enough funding to complete the whole bridge at once?  
*No, that's not feasible. We're planning to build the whole bridge.*
- One of the project goals is access from Magnolia to Smith Cove Park and the marina area. What are you doing about the U-turn issue on the current bridge?  
*There are two things. The City expects that a surface roadway will be constructed across Port property so drivers can use Thorndyke to connect to the park area. We are also designing the bridge so that a U-turn is not possible.*
- Can the bridge be designed to make it easier to exit at 15<sup>th</sup> Avenue?  
*It will be a smoother turn, but will look much the same. The merge will be longer which should make the transition easier.*

- What about for those making a left turn going north?  
*The signal intersection that exists now handles that traffic effectively. It will still be a signal intersection.*
- I have concerns about the Ursula Judkins viewpoint. The bridge deletes our parking area. We have park design plans underway and need to talk with you about the part of the park that you are taking.  
*I don't believe it eliminates your parking area, but the driveway configuration will need to be adjusted. We can discuss design details with you when we reach that phase of the design process early next spring.*
- What about paving improvements to reduce noise? Do the alternatives shown tonight have different noise impacts?  
*No, they don't. The new pavement is expected to be quieter than what is there now.*
- You should consider using rubberized asphalt.  
*We've used that other places in the City and are seeing how it works out.*
- You should consider an elevator to the bridge instead of a ramp for the pedestrian connection to the Elliott Bay Trail.  
*That's something we could consider – I don't know that elevators are used in a setting like this one.*

### Comment Form Input

Ten comment forms were collected at the meeting. Verbatim comments are provided below and are grouped by question. Blank spaces indicate sections that were left blank by respondents.

Which bridge structure concepts to you prefer, and why?

- Prestressed concrete and tapered columns – lower cost, clean appearance, apparently will work well
- Cast in place, curved flare columns – like the look
- 15<sup>th</sup> Ave: Prestressed concrete – Angular Flare column
- Mainline: Prestressed concrete – Angular Flare column
- 23<sup>rd</sup> Ave Ramps: Straight Cast-in-place box girder – Curved Flare columns
- Mag. Bluff: Haunched Cast-in-place box girder – Curved Flare columns
- Aesthetic treatment: Option 1 for all segments
- 23<sup>rd</sup> - Haunched Cast-in-Place Box Girder
- Magnolia Bluff - Haunched Cast-in-Place Concrete Box Girder
- Curved Flared columns
- Pre-cast whenever possible
- Overlook points for pedestrians
- Bike access
- Solar powered lighting with back up power grid lighting

- I like the curved flare on columns. Yes, please include overlooks. Yes, bike access from bridge to Myrtle Edwards trail is important. Ramp, not elevator, please.
- Curved flare columns and boxed in (girder concealed) looks cleaner. Haunched “B” for all segments (except 15<sup>th</sup> Ave Overcrossing where style “A” pre-stressed girders would be more expedient, less disruptive to traffic flow, faster to construct) because less columns, most graceful design.
- Aesthetic treatment options #1 appears most fluid, elegant, and timeless and most unobtrusive.

Which bridge structure concepts do you dislike, and why?

- The one that takes the most time to build
- I don’t like the elevator idea. Unsafe, unclean, and a maintenance problem. Ramp is better.
- Overlook areas seem frivolous, extravagant, especially considering there still isn’t any improved access from Magnolia to the waterfront. No traffic-speed management provisions apparent. Open girders look messy, unfinished, providing nesting areas.

Which project priorities are most important?

- Functional bridge design; bike & pedestrian facilities
- Future maintenance – the less needed the better
- Attractive bridge design; Functional bridge design
- Attractive bridge design; bike & pedestrian facilities
- Attractive bridge design; Functional bridge design; Bike & Pedestrian facilities
- Functional bridge design & Economic impact; Minimum impact on area businesses, T 90 – 91, Magnolia Village
- Attractive bridge design; Functional bridge design; Road surfacing. We are living on the west end of the bridge. Road noise is a major problem for our quality of life. We urge that the new bridge road be provided with a low noise paving and that other methods be explored for noise abatement.
- 1: Attractive bridge design  
2: Functional bridge design
- Don’t do local taxing district for bridge – very bad idea! Will we do the same for 520? Viaduct?
- Attractive bridge design; Bike & Pedestrian paths need to be wider than existing to be safe, allow for bypass. Bus stops need to have more space, out of pedestrian & bike paths.

Which project information sources are most useful to you?

- Project mailing list or email list
- Project mailing list or email list
- Project mailing list
- Newspaper coverage; Project website; Project mailing list or email list
- Newspaper coverage; Project website; Other
- Newspaper coverage; Project website

- Project mailing or email list
- Project mailing list or email list

#### Additional comments?

- Bridge should provide views for vehicle occupants and pedestrians. Lighting should be designed to discourage birds from sitting on them.
- Who do I contact about the traffic lights at 15<sup>th</sup> & Dravus. Traffic gets backed up to the bridge over the RR tracks during evening rush hours when lights are on blink.
- During Alternate selection a perpendicular North Ramp and traffic light were abandoned due to lack of need and expense. If need were to be assessed for overlooks they would be abandoned – there is no need for the expense of overlooks, they should be removed from Plan!
- Impressed by site location new bridge and minimal traffic delay and minimal cost of my preferred concepts. Prefer railings option 4.
- Please work to keep existing trees
- Make the structure to include Artistic features including architectural detailing in columns
- Thank you for being so thoughtful
- Concerns – minimum disruption during construction. Maintaining traffic flow on 15<sup>th</sup>
- Great presentation – thanks! Don't hear only the few people who want to slow traffic. Make it so we can go faster with safety. This impacts more people. Figure out a way to deal with safety issues without slowing speed.
- Initial project goal to improve access from/to Magnolia and waterfront was sacrificed – Why?? “Preferred” alignment A fails to respond to neighborhood/local Magnolia need for access to Interbay, Smith Cove Park, Mid-Span on-demand-signal would almost traffic and allow legal auto access from bluff.
- Stop light at top of bridge to slow traffic and also allow pedestrian crossing

### Flipchart Comments

#### Structure Types

- The haunched cast-in-place designs have the cleanest lines and look most modern
- Magnolia Bluff structure A – with Angular Flare columns – my vote

#### Bridge Amenities

- Railing – Option 1; Roadway – Option 2; Lighting – Option 1; Accent – Option 3; Overlook – Middle option
- Higher wall creates feeling of protection – like center schematic
- If access to Port from eastbound is not a priority, overlooks should be discarded!

## Other

- Let's not forget Transit. Metro currently has a very actively used stop – right on the bridge – about halfway – right above Pier 90/91. It is served by workers – at the Fish Company – bike riders, workers, joggers, runners, hikers – in the short – a lot of people. This will be an asset in the future as use of that area continues to grow. There's talk of park use, industrial, and housing – yet to be decided. In addition, BRT (Bus Rapid Transit) is being considered on 15<sup>th</sup> NW – and this would be a major transfer point and needs to be taken into consideration. Thanks.