

# Public Meeting – May 12, 2016

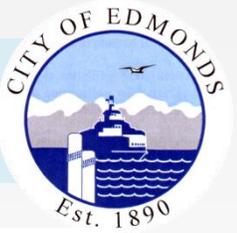


## Agenda



- 6:00 – 8 View displays and talk with team  
Share ideas on flipcharts, comment forms or laptops
- 6:15 Presentation
- 6:40 Questions & Answers
- 7:00 – 8 Open house





## WHO ARE OUR PARTNERS?

Mayor Earling appointed an Advisory Task Force to help guide and lend expertise to the process. Task Force members represent:

- Edmonds residents and businesses
- City of Edmonds
- WSDOT
- Washington State Ferries
- Sound Transit
- BNSF
- Community Transit
- Port of Edmonds



## How does Rail Traffic Affect Access?

Gate Closures at Main Street and Dayton Street crossings:

- 37.5 closures average per day
- 80 minutes average per day (5.5% of the day)
- 2:12 average closure duration (3:54 for unit trains)

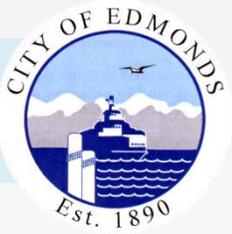
At Main Street crossing (daily average):

Vehicles Delayed (84% ferry traffic)	Pedestrians Delayed
709 delayed by closures	115 delayed by closures
28.7 vehicle-hours	4.7 person-hours

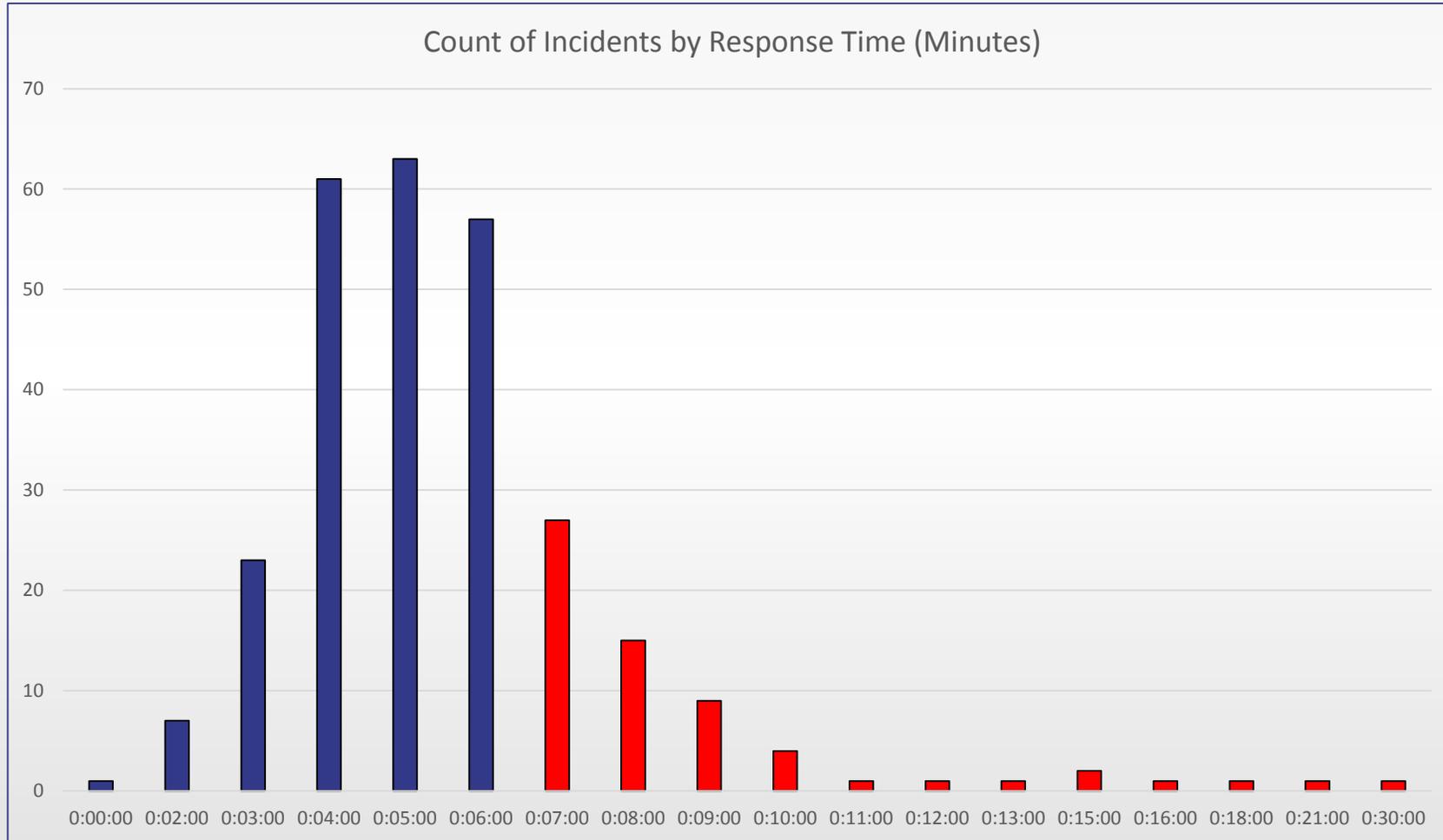
Over 10 ferry loadings/off-loadings affected daily

*Based on traffic recorded, June 16 through July 3, 2012*





## Emergency Calls Across the Tracks



277 incidents

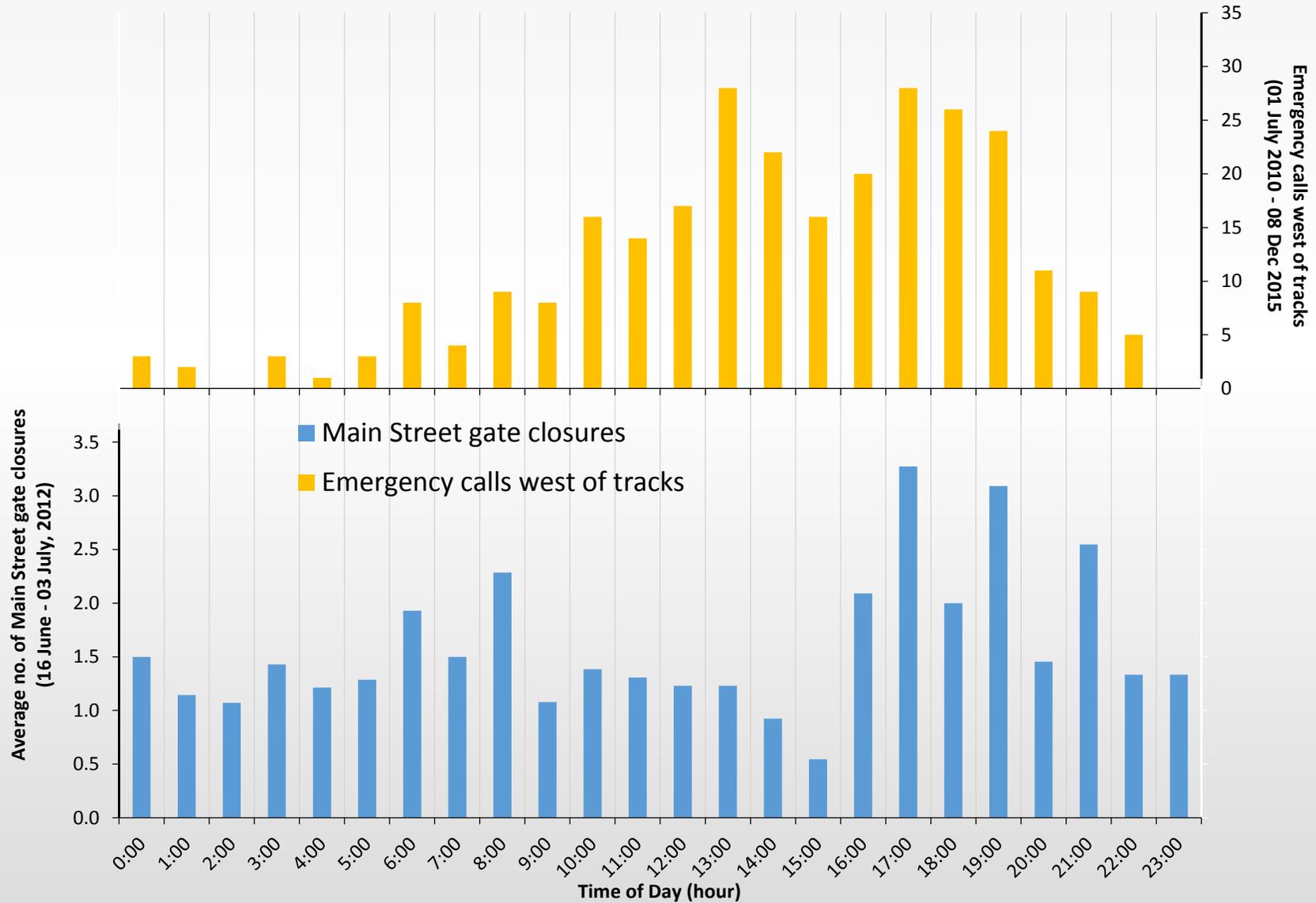
64 had response times of 7 minutes or longer

Variety of causes for delays

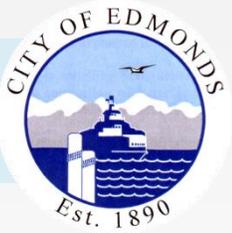
*Fire District 1 records July 1, 2010 to December 8, 2015*



# Hour Distribution of Emergency Calls and Gate Closures



# Edmonds Waterfront Access Study

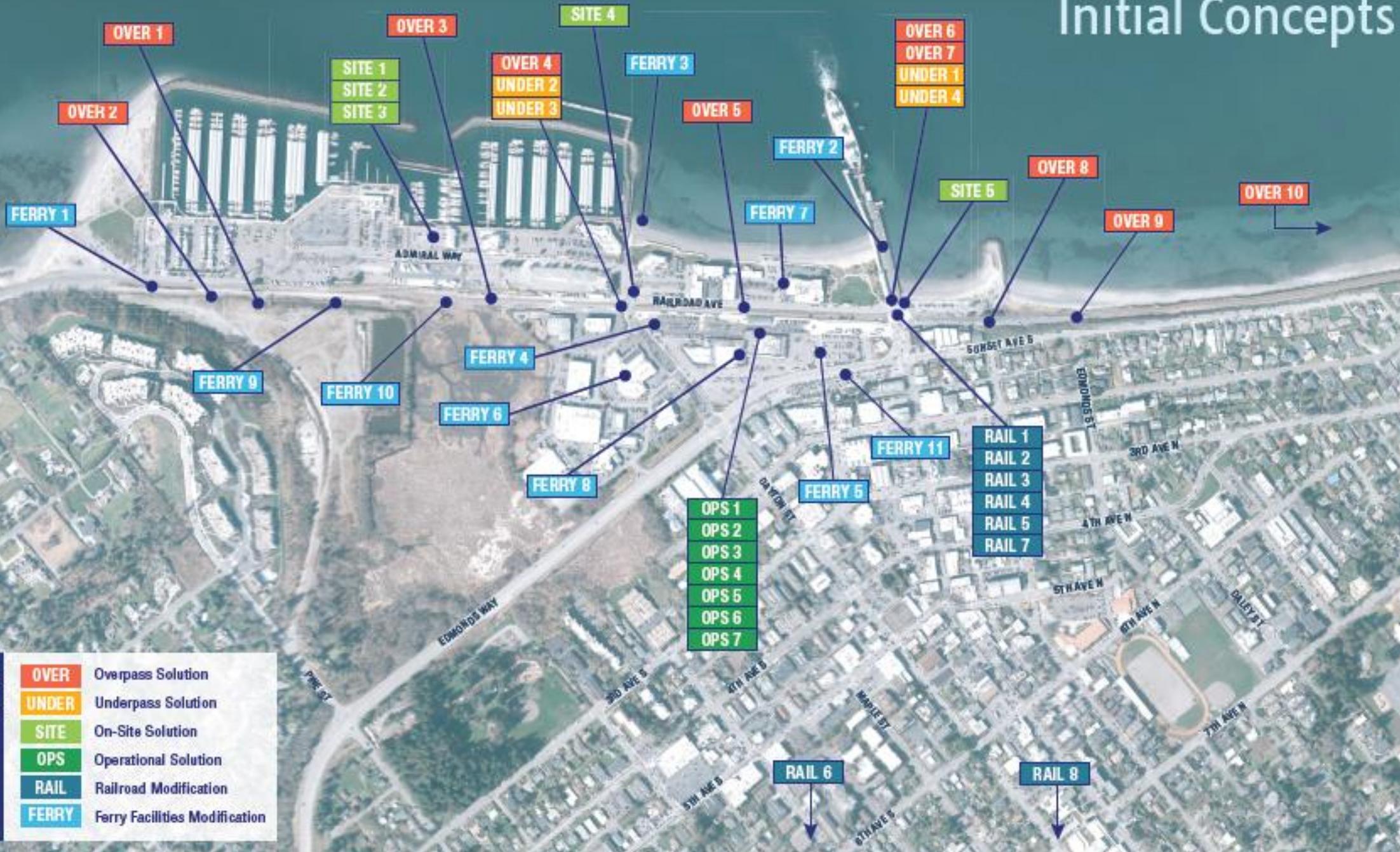
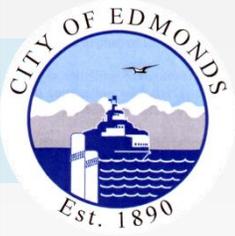


## HOW WILL WE STUDY ALTERNATIVES?

NOV. 2015	DEC. 2015 – FEB. 2016	MAR. 2016 – APR. 2016	MAY 2016 – JUL. 2016	AUG. 2016 – SEP. 2016
<b>STUDY MILESTONE</b>				
Understand existing conditions	Identify alternatives	Screen alternatives (Level 1 review)	Evaluate alternatives (Level 2 review)	Develop recommendations
<b>TECHNICAL ANALYSIS STEPS</b>				
<ul style="list-style-type: none"> <li>Observe, quantify and document existing conditions at Main Street and Dayton Street crossings.</li> <li>Review data from previous studies and community input.</li> </ul>	<ul style="list-style-type: none"> <li>Compile potential measures to improve access, including both long-range and near-term solutions.</li> <li>Develop screening criteria.</li> <li>Prepare list of alternatives for screening and evaluation.</li> </ul>	<ul style="list-style-type: none"> <li>Review alternatives within initial criteria to determine feasibility.</li> <li>Eliminate infeasible alternatives.</li> <li>Document findings.</li> </ul>	<ul style="list-style-type: none"> <li>Further develop the remaining alternatives.</li> <li>Apply more detailed criteria to evaluate alternatives.</li> <li>Document findings and initial recommendations.</li> </ul>	<ul style="list-style-type: none"> <li>Develop preferred alternative recommendations based on analysis.</li> <li>Present to City Council and Legislature.</li> <li>Document final recommendations in a report.</li> </ul>
<b>GET INVOLVED</b>				
Share your experiences with waterfront access and ideas for improving access PM OOH	Share your thoughts on alternatives to consider and screening criteria PM OOH	Provide feedback on screened alternatives PM OOH	Provide feedback on evaluated alternatives and initial recommendations PM OOH	Review preferred alternative recommendations PH
Share your feedback throughout the study				

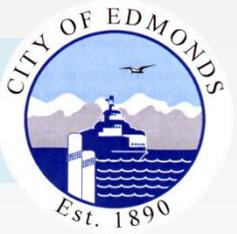
- PM Public meeting
- OOH Online open house
- PH Public hearing

# Initial Concepts

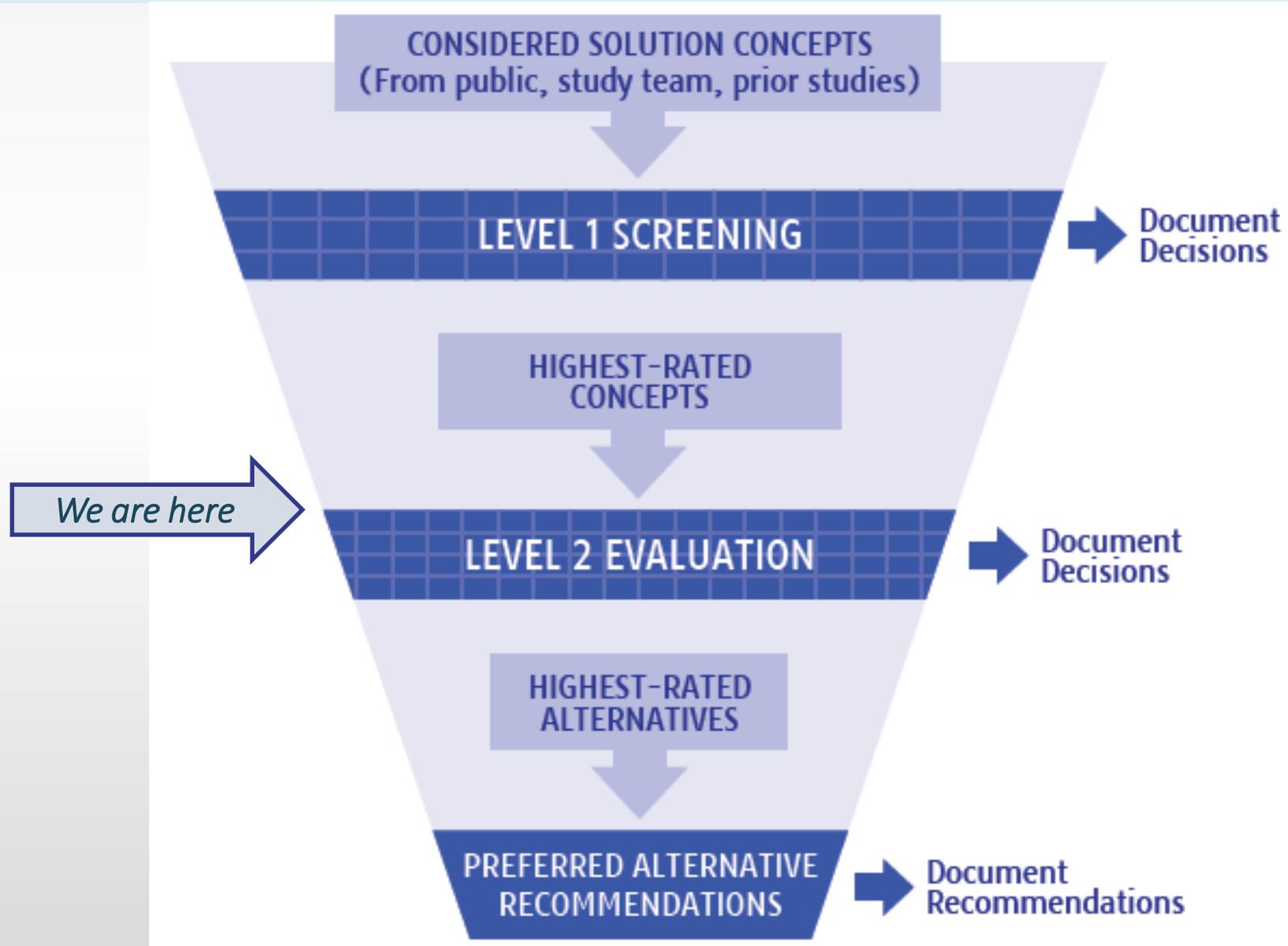


**LEGEND**

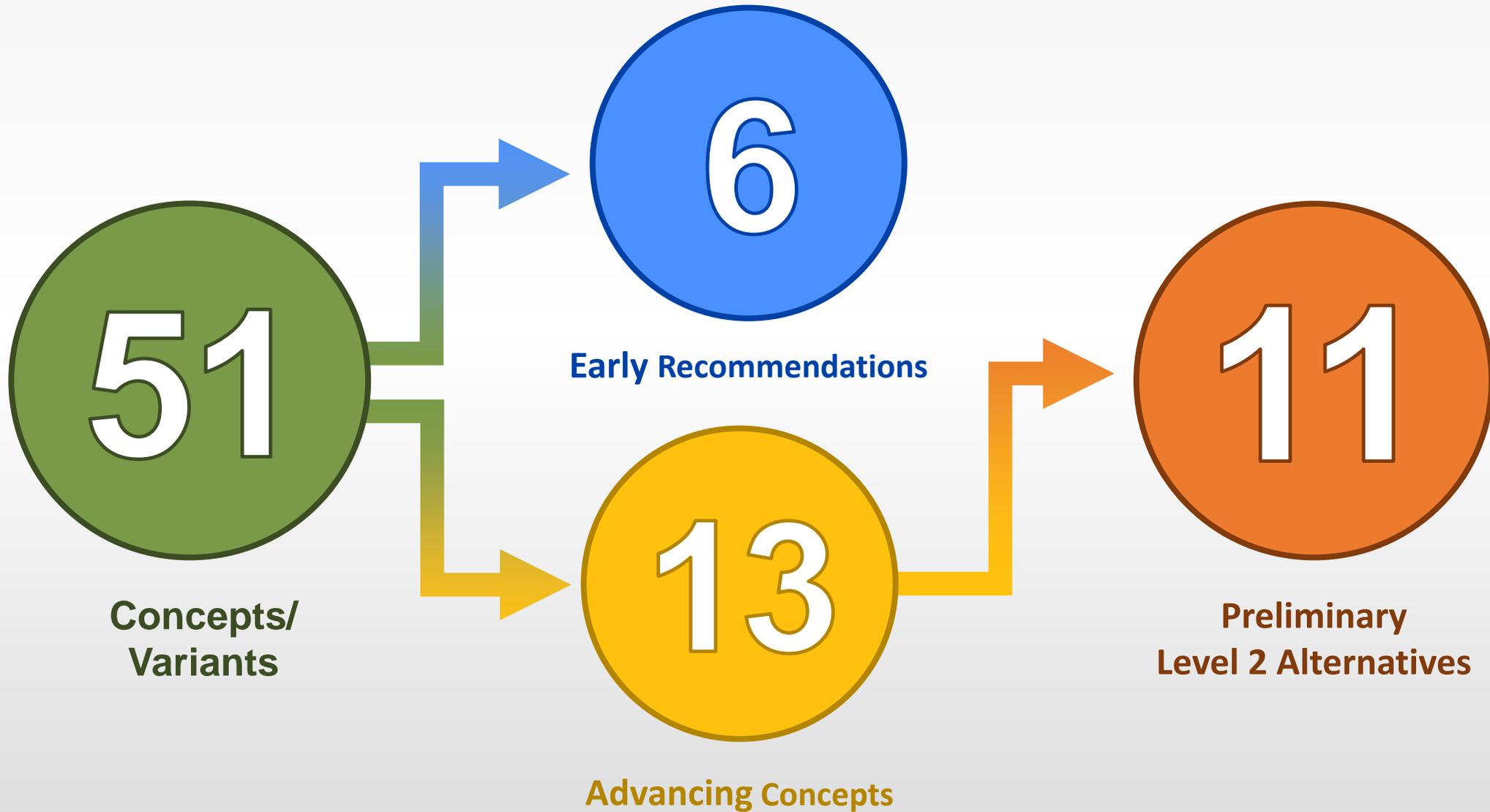
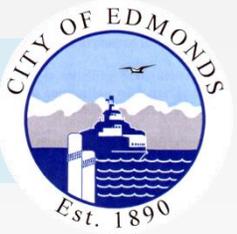
OVER	Overpass Solution
UNDER	Underpass Solution
SITE	On-Site Solution
OPS	Operational Solution
RAIL	Railroad Modification
FERRY	Ferry Facilities Modification



## 2-Stage Screening / Evaluation Process



# Level 1 Outcomes





# Level 1 Concept Screening Criteria

1 - Does the concept improve **reliable emergency response** to west side of the railroad?

2 - Does the concept reduce delays to **ferry loading/ unloading** of vehicles?

*Purpose & Need*

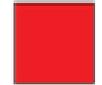
3 - Does the concept reduce **delays & conflicts** at street/ railroad crossings for people walking, biking or driving?

4 - Does the concept provide safe and efficient **passenger connectivity** between available modes of travel?

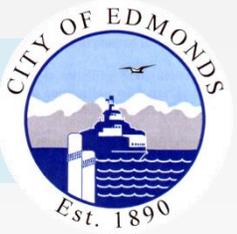
5 - Is the concept **feasible** to implement?

6 - Does the concept avoid creating **social and/or economic impacts**?

7 - Does the concept avoid negative **environmental effects**?

	- Yes		- Somewhat		- Not Very Well	<b>X</b>	- No, Fatal Flaw
					- With Challenges		

Concept	Purpose and Need				Feasibility			Result
	Improves reliable emergency response access	Reduces delays to ferry loading/unloading	Reduces delays for all at rail crossings	Provides safe/efficient intermodal connectivity	Is feasible to implement	Avoids environmental effects	Avoids creating social and/or economic impacts	
<b>ROADWAY OVERPASS</b>								
OVER 1	▼	▼	■	■	▼	▼	▼	<b>DISCONTINUE</b> Displacement of dry moorage stacks is too extensive for the Port to accommodate
OVER 2A	▼	●	▼	▼	✖	✖	▼	<b>DISCONTINUE</b> Relies upon Edmonds Crossing (Ferry 1), which is discontinued from consideration as it was removed from WSF long range plans
OVER 2B	▼	●	▼	▼	✖	✖	▼	
OVER 3	■	■	■	■	✖	Not Assessed	Not Assessed	<b>DISCONTINUE</b> Does not meet purpose and need
OVER 4A	●	▼	●	▼	▼	▼	✖	<b>DISCONTINUE</b> Anticipated economic effects more extensive than Overpass 4B
OVER 4B	●	▼	●	■	▼	▼	▼	<b>ADVANCE TO LEVEL 2</b> Dayton St Pedestrian/Emergency Access Overpass ✓
OVER 5	▼	■	▼	●	●	●	●	<b>ADVANCE TO LEVEL 2</b> Midblock Pedestrian/ Limited Emergency Access Overpass ✓
OVER 6	●	●	▼	●	✖	✖	✖	<b>ADVANCE TO LEVEL 2</b> Main Street Ferry Overpass 2 ✓
OVER 7A	▼	■	▼	●	●	▼	●	<b>ADVANCE TO LEVEL 2</b> Main Street Pedestrian/Limited Emergency Access Overpass ✓
OVER 7B	▼	■	▼	●	●	▼	●	
OVER 7C	▼	■	▼	●	●	▼	●	<b>DISCONTINUE</b> For similar functionality, the cost and visual impact is greater than for Overpass 7A
OVER 7D	▼	■	▼	●	●	▼	●	
OVER 8	●	▼	▼	▼	▼	✖	▼	<b>DISCONTINUE</b> Grades are steeper and impacts to park greater than for Overpass 9
OVER 9	●	▼	▼	▼	▼	✖	▼	<b>ADVANCE TO LEVEL 2</b> Edmonds Street Pedestrian/Emergency Access Overpass ✓
OVER 10	■	■	■	■	✖	Not Assessed	Not Assessed	<b>DISCONTINUE</b> Does not meet purpose and need



## Level 1 Outcomes – Early Recommendations

### **Recommend City advance independently:**

Crosswalk improvements at Main Street/Railroad Avenue (On-site 4)

Crosswalk improvements at Dayton Street/Railroad Avenue (On-site 5)

### **Recommend City advance with BNSF:**

Emergency notification to stop trains outside of Edmonds (Operational 4)

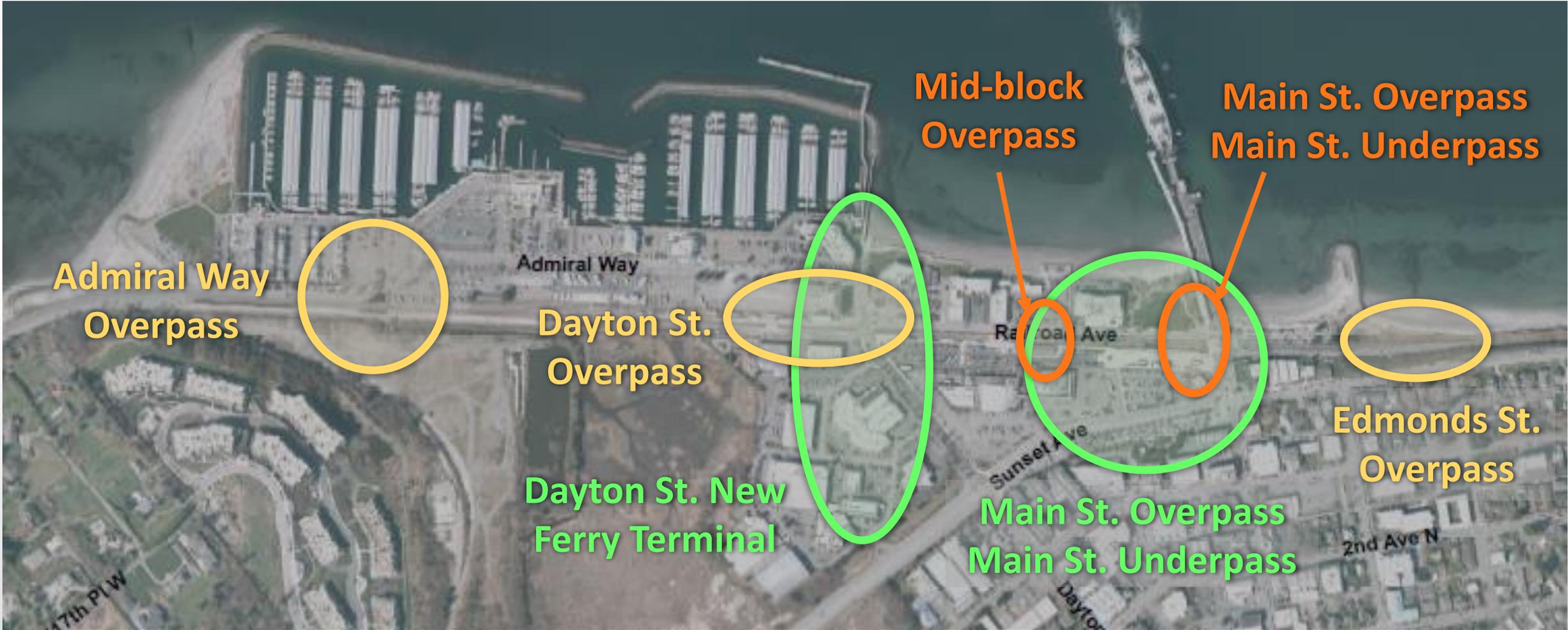
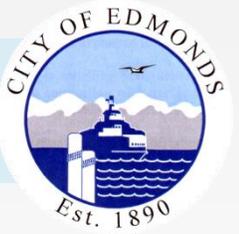
### **Recommend local agencies create/implement a Waterfront Emergency Evacuation Plan:**

First aid training for waterfront staff and residents (On-site 1)

Helipad operational planning (On-site 3)

Tsunami evacuation plan (Operational 7)

# Preliminary Level 2 Alternatives



Pedestrian/Bicycle

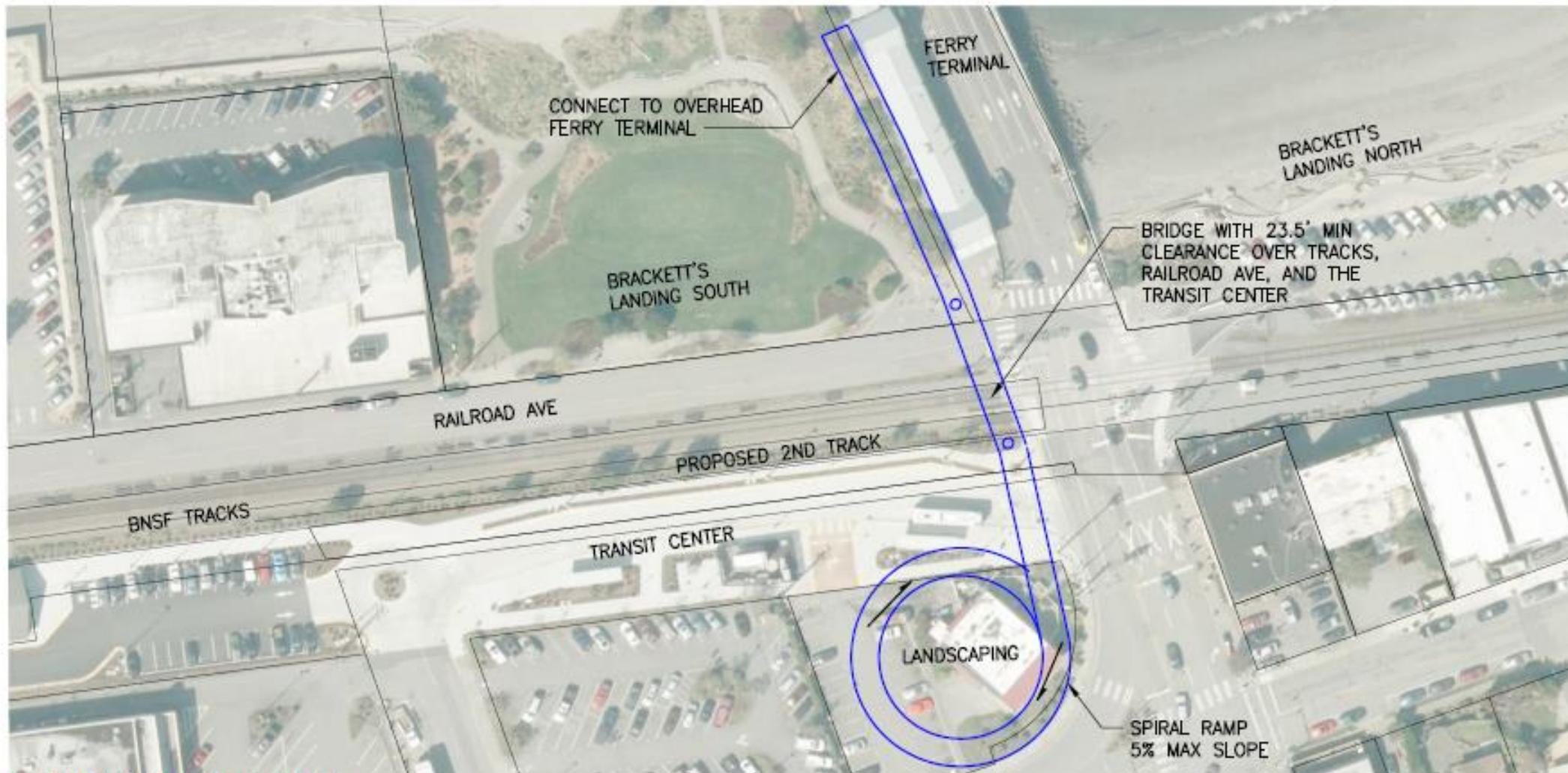
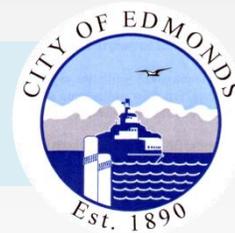
Pedestrian/Bicycle/Emergency Vehicle

General Traffic/Pedestrian/Bicycle



7

# LEVEL 2 ALTERNATIVE DEVELOPMENT MAIN STREET PEDESTRIAN/LIMITED EMERGENCY ACCESS OVERPASS OPTION 1 - SPIRAL WITH OVERHEAD FERRY CONNECTION



## WORKING DRAFT

### Purpose and Need

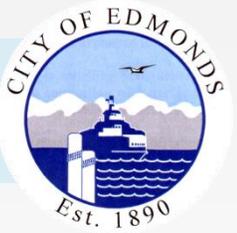
- Reliable emergency access**
  - On-foot
- Reduce delays of ferry loading & unloading**
- Access to waterfront**
  - Pedestrian
  - Bicycle
  - ADA
- Intermodal passenger connectivity**

### Project Elements

- 16' wide path
- Bridge over RR tracks
- ROW required
- ADA spiral ramp and ramp



## Level 2 Alternative Evaluation Criteria



1 - Does the alternative improve **reliable emergency response** to west side of the railroad?

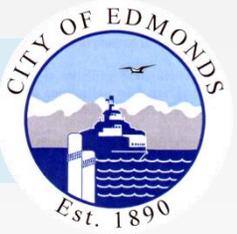
2 - Does the alternative reduce delays to **ferry loading/ unloading** of vehicles, bicycles and pedestrians?

3 - Does the alternative improve circulation and reduce **delays & conflicts for pedestrians, bicyclists, motorists and freight** at roadway/ railroad crossings?

4 - Does the alternative provide safer and more efficient **passenger connectivity** between ferry, commuter rail, bus transit for pedestrians, bicycles and motor vehicle travel?

*Purpose & Need*

## Level 2 Alternative Evaluation Criteria



5 - Does the alternative provide for **emergency evacuation** of the waterfront?

6 - Does the alternative fit with **urban design** concepts and **community goals**?

7 - Is the alternative consistent with current and future **transportation operations**?

8 - Is the alternative **fundable and permittable**?

9 - Can the alternative avoid or minimize **temporary construction impacts**?

10 – How does the alternative **affect the environment**?

11 - Does the Alternative address impacts of **sea level rise**?

## HOW CAN YOU PROVIDE INPUT?

### At this meeting:

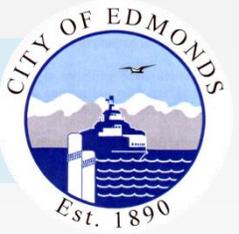
- Leave comments using a form or laptop
- Participate in individual discussions with study team or Task Force members
- Write thoughts on flip charts

### After this meeting:

- View materials and submit comments using our Online Open House until May 23, 2016:  
[edmondswaterfrontaccess.publicmeeting.info](http://edmondswaterfrontaccess.publicmeeting.info)
- Visit our website anytime: [www.edmondswaterfrontaccess.org](http://www.edmondswaterfrontaccess.org)
- Email: [info@edmondswaterfrontaccess.org](mailto:info@edmondswaterfrontaccess.org)
- Mail comments by May 23, 2016
- Call 425-771-0235 to ask questions
- Participate in future input opportunities



# Edmonds Waterfront Access Study



## Questions?

