



**MAYOR'S ADVISORY TASK FORCE ON
AT-GRADE RAIL CROSSINGS ALTERNATIVES ANALYSIS
Edmonds City Hall Brackett Conference Room (Third Floor)**

June 9, 2016

The meeting was called to order at 9:35 a.m. by Co-Chair Nelson in the Edmonds City Hall Brackett Conference Room, 250 5th Avenue North, Edmonds.

TASK FORCE MEMBERS PRESENT

Michael Nelson, Co-Chair
Jim Orvis, Co-Chair (arrived 9:50 a.m.)
Kirk Greiner, Edmonds Resident
Cadence Clyborne, Edmonds Resident
Phil Lovell, Edmonds Resident
Joy Munkers, Community Transit
Lorena Eng, WSDOT

TASK FORCE MEMBERS ABSENT

Lynne Griffith, WSDOT – Ferries Division
Jodi Mitchell, Sound Transit
Rick Wagner, BNSF

CITY STAFF PRESENT

Patrick Doherty, Econ. Dev & Comm. Serv. Dir.
Phil Williams, Public Works Director
Rob English, City Engineer
Bertrand Hauss, Transportation Engineer
Jeannie Dines, Recorder

CONSULTANTS PRESENT

Rick Schaefer, Tetra Tech
Chuck Purnell, Tetra Tech
Sandy Glover, Parametrix

Mr. Schaefer described the process for reviewing the Level 2 alternatives and said he did not expect to complete the evaluation today. Following today's workshop, the consultant team will flesh out the draft for review at the next meeting.

I. Review and Approval of 5/26/16 Meeting Summary

TFM Greiner moved to approve the 5/26/16 Meeting Summary. TFM Clyborne seconded the motion. Motion carried unanimously.

II. Project Activity Update

Mr. Schaefer advised on Tuesday the Council was briefed on the status. The Council was complimentary of the work the task force has been doing. In response to a question regarding the Ferry Division's interest in the project, Mr. Williams provided the Council the history, the State's support for the process and described the Ferry Division's long term planning. A brief discussion

followed regarding whether it has been adequately communicated to the public that the task force is no longer considering Edmonds Crossing or train trench as alternatives.

III. Level 2 Evaluation Workshop

Mr. Schaefer described the process for review, explaining the intent was to draw distinctions between the alternatives. The consultant team is working on cost estimates; costs for the pedestrian/bicycle options are in the \$10 - \$40 million range depending on elevators, property occupied, etc.; emergency access options are in the \$30 million range and ferry options range from \$150 - \$400 million. The larger, costlier projects will require greater participation by other agencies. Mr. Williams noted the estimated cost of Edmonds Crossing in 2008 was \$237 million.

Task force members, staff and the consultant team reviewed the Edmonds Waterfront Access Study Level 2 Screening Evaluation – June 2016 and discussed ratings for each of the alternatives:

- Ferry Alternatives
 - Dayton Street New Ferry Terminal
 - Main Street Ferry Overpass 1 (full build)
 - Main Street Overpass 2 (minimum build)
 - Main Street Ferry Underpass

Comments included:

- Major issues are #4, #6, #10.
- Underpass has more negatives than positives – congestion, mobility, access, whether people would use it
- Underpass most favored by citizenry because physical footprint below ground, right fit for community
- Dayton Street requires a lot of private property and has vertical view problem
- Main Street vista is one of primary view corridors in the city
- Underpass at Main Street is more acceptable but fear city would never undertake due to expense and disruption
- Underpass is costly; magnitude and disruption would be unacceptable
- Projects that are acceptable in their final form are unacceptable due to cost and disruption
- Underpass more difficult for ferry and railroad during construction
- Main Street Minimum Build less impactful to views, more likely to get grant funding and more likely to be fundable because not as expensive
- Dayton Street is only one that does not require temporary rerouting of ferry loading/unloading
- Dayton Street totally dismantles Harbor Square, a lot of private property to be acquired. City may be able to get mitigation for marsh which contributes to cost of project but also may be able to obtain grants. Also addresses one of City's main stormwater problems
- Ferry terminal is in Ferries Division's long range plan due to sea level rise issue
- Raising ferry dock for sea level rise reduces incline of overpass, but could be problematic for underpass as would increase incline
- Railroad has stated that anything over tracks needs to be 23.5 feet plus to allow them to eventually raise tracks to accommodate sea level rise. This project could solve a portion of responsibility to raise tracks in the future. Have requested clarity from BNSF regarding required height of an overpass, no response yet
- Challenge of underpass related to sea level rise is groundwater, pumps, maintenance, etc.

- Federal rules 4(f) and 6(f) regarding parks are huge issues, Dayton alternative eliminates Olympic Park, all alternatives affect the park unless on existing alignment
- Tribes also need to be a partner/supporter
- Council's priority is emergency access
- Function, cost, funding sources are all considerations
- Question whether overpass is acceptable to community
- Using criteria, the two Main Street overpasses were rated the worst
- Question whether overpasses would be as acceptable to Ferries
- Minimum build has a lower level functionality/service for ferries
- How do ferry alternatives compare to existing holding on dock/lanes?
- Suggest task force take a field trip from current ferry terminal to Dayton
- Anything above 30 feet faces stiff opposition from community regardless of effect on views
- Have temporary construction impacts been adequately identified?
- Ferry alternatives are the most expensive. This process undertaken to address emergency access and less expensive solutions to that

(Co-Chair Nelson left the meeting at 10:38 a.m. and participated by phone for a portion of the meeting.)

- Pedestrian/Bicycle Access Only Alternatives
 - Midblock Overpass
 - Main Street Overpass
 - Main Street Underpass

Comments included:

- Funding is an issue for a solution with limited utility
- Fear pedestrian/bicycle-only access too expensive for limited use
- Midblock overpass impacts new community center
- Main Street overpass impacts view corridors
- Emergency accesses require tremendous amounts of land
- Safety concerns with pedestrian/bicycle underpass
- Parking structure and pedestrian overpass in Sound Transit 3
- Diesel fumes on the overpass
- Overpass getting dirty from diesel smoke
- Sound Transit's glass enclosed overpass in Mukilteo that has a view of the waterfront
- Ramps for underpass more acceptable to public than stairs
- Maintenance issues with elevators
- Main Street overpass eliminates restaurant location (former Skippers)
- Height clearance under the overpasses
- Level of service for emergency response of ferry, pedestrian/bicycle and emergency access alternatives

Discussion included why Edmonds Crossing was selected over a terminal at Dayton in the past, considering the new Mukilteo terminal in cost estimating, limited problems with the tunnel in Bremerton, the consultant meeting with staff to discuss shoreline regulations and parks, partnership opportunities, potential archeological impacts with underpass, and view impacts.

- Emergency Access Roadway Alternatives
 - Admiral Way Overpass

- Dayton Street Overpass
- Edmonds Street Overpass

A brief discussion followed regarding pros and cons of the emergency access roadway alternatives. It was agreed rating of Emergency Access Roadway Alternatives would occur at the next meeting.

IV. Next Meeting – June 23, 2016: 10:00 a.m. - 12:00 p.m.

- Review Emergency Access Roadway Alternatives ratings
- Consultant team will do draft ratings based on discussion
- Mr. Schaefer will mail copies of materials to task force members

Mr. Doherty suggested the co-chairs publish an article in the Beacon following the next meeting.

V. Adjourn

The meeting was adjourned at 12:40 p.m.