



City of Edmonds Media Release

Mayor David O. Earling

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EDMONDS RECEIVES \$700,000 STATE GRANT TO FORWARD WATERFRONT CONNECTOR PROJECT

***State Money Matched by \$295,000 in Local Funding to Begin Design,
Environmental and Permitting Work***

(Edmonds, WA) - Mayor Earling has announced receipt of a \$700,000 state appropriation to support initial design, environmental work, and permitting for the Edmonds Street Waterfront Connector project. The state money is joined by \$295,000 in matching local funds from the City of Edmonds, the Port of Edmonds, Burlington Northern Santa Fe Railroad (BNSF), Sound Transit and Community Transit.

With continued opportunities for significant input by the public and agency stakeholders, the City will refine the alignment and bridge type for the Waterfront Connector. This will in turn help narrow the focus on the specific areas of environmental impact that will require further analysis during the permitting process. From there, the initial design can be developed and will form the basis for seeking the funding to complete final design and construction.

“This is exciting news for Edmonds as this is an important next step in accomplishing our goal of providing a safer, more reliable crossing for pedestrians and emergency vehicles at our downtown waterfront,” says Mayor Earling. “I look forward to traveling to Washington D.C.

later this year to continue our work to secure federal funding to complete this critical project for our region.”

Last November, Mayor Earling unveiled his recommendations for alternatives to the at-grade rail crossings at Main and Dayton Streets on the heels of a set of findings and recommendations issued by his appointed Advisory Task Force following a 13-month study process.

After initially considering up to 51 various alternatives to address pedestrian and vehicle safety, efficient traffic movement, emergency access, and intermodal access, the Task Force held four public open houses to engage members of the public through the process of analysis and narrowing the field of alternatives. Ultimately the Task Force identified a preferred alternative: a single-lane structure connecting Sunset Avenue at Edmonds Street to the parking lot at Brackett’s Landing North, dubbed the Edmonds Street Waterfront Connector. Representing the best balance of cost and function with the smallest environmental, biological, and archeological footprints, the Waterfront Connector project will allow instant access to the waterfront by fire and police units when access is blocked by train traffic at the City’s two at-grade access points, Main and West Dayton Streets. Currently, emergency responders have to wait until train traffic clears, or in the event of a train parked over both crossings, must cross on foot through the trains. Presently, the at-grade railroad crossings at Dayton and Main Streets are temporarily blocked by 35-40 trains each day along the city’s waterfront and could eventually be blocked by up to 100 trains a day by 2030. In the infrequent occasions when a train is stalled in front of the ferry lanes for a significant time, the Waterfront Connector may also aid in ferry off- or on-loading with the assistance of traffic control officers.

The anticipated cost of the Waterfront Connector project is estimated to be 30 million. Mayor Earling plans to travel to Washington D.C. with several colleagues later this year to continue to work with federal officials to secure the federal funds needed to complete the project. For more information about the project, please visit the Edmonds Street Waterfront Connector web page on the City website at <http://www.edmondswa.gov/community-services/alternatives-analysis.html>.

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