

EDMONDS CROSSING

Connecting ferries, bus & rail



10.1 Introduction

This section contains responses to comments received at the January 22, 2003, public open house held at Edmonds City Hall to present the modified preferred alternative. These comments were submitted by organizations and individuals who attended the open house, collected by the court reporter, and/or submitted via electronic mail. Summaries of the substantive comments and the responses are listed by comment type in the following sections, immediately followed by hard copies of the respective comments.

Where similar comments are made by different individuals, the reader is referred to preceding comments and responses by the individual making the comments and by the comment number.

10.2 Organizations and Individuals Commenting

The following are the organizations and individuals who commented at the January 22, 2003, open house.

- **Organizations**
 - Town of Woodway
 - Port of Edmonds

- **Individuals Submitting Written Comments**
 - Andrea Alexander
 - Donna Bader
 - Rick Bader
 - Rex Lee Carlaw
 - Allen Clark
 - John and Kathy Dewhirst
 - Gloria Ginnever
 - Carol Hahn and Roger Oliver
 - Brad Hanson
 - Virginia Hardman
 - Steve Hearn
 - Roger Hertrich
 - K. Johnson
 - Judy McAdam
 - John McGibbon
 - Hank Moravec
 - Henry and Evelyn Odell

- Don G. Porter
- Janet R. Robertson
- Susie Schaefer
- Geoff Scotton
- Harry Speiser
- Rita B. Speiser
- Mary Wilson
- Wain and Karen Wischer

- **Individuals Submitting Comments by Telephone or Personal Conversation**

- Sarah (Kitsap County)
- Les Bloom
- Carol Hahn
- Jan and Evelyn Odell
- Bill Malan

- **Individuals Submitting Verbal Comments**

- William Anderson
- Robert London
- William Mulkey
- Ellen White
- Rita Burns Speiser
- Don Porter
- Edward McMorrow
- Peter Block

10.2.1 Organizations

Town of Woodway

Comment 1:

On behalf of the Woodway Town Council and our residents, I am writing to convey our community's support for the proposed realignment of the Edmonds Crossing Project's ferry dock. As we have learned from a presentation provided by Stephen Clifton of your staff and Doug Playter and Jerry Weed of CH2M HILL Engineering, the ferry loading dock has been redesigned to be located in an alternative location along the Port of Edmonds' breakwater. The environmental enhancements, increased recreational and aesthetic improvements and safety issues collectively improve the impacts that will be realized from this project.

Response 1:

Comment acknowledged.

Comment 2:

While there are many planning issues to consider, we do want to register our concern about traffic patterns associated with our northernmost neighborhood, the Woodway Estates. The residents of this portion of our Town will be impacted by the proposed traffic controls that will be implemented at the intersection of Pine Street and State Highway 104 as well as the proposed restriction to vehicles traveling from the east, desirous of entering the Edmonds Crossing Project (and our adjacent neighborhood) via Pine Street. While this issue will need additional negotiation, the proposed changes are exciting and definitely worthwhile.

Response 2:

Please see Comment and Response 4 in Section 10.2.3, "Other Comments Received (Anonymous)," (page 10-19).

Comment 3:

The Town of Woodway strongly endorses the proposed ferry dock realignment as well as the total project. We appreciate the City of Edmonds' continued efforts to bring this critical transportation resource to fruition. The multimodal center will not only enhance the adjacent communities but our entire Puget Sound region.

Response 3:

Comment acknowledged.

Port of Edmonds

Comment 1:

This is to inform you that the Port of Edmonds, at their March 10, 2003 Commission meeting, passed Resolution No. 03-01 expressing endorsement of the Modified Point Edwards Alternative of the Edmonds Crossing Project and supporting final agency adoption, funding, and implementation.

Response 1:

Comment acknowledged.

Stephen



Town of Woodway

23920 113th Place West
Woodway, Washington 98020-5299
(206) 542-4443 Fax (206) 546-9453

RECEIVED

FEB 07 2003

OFFICE OF THE MAYOR

February 5, 2003

The Honorable Gary Haakenson
Edmonds City Mayor
121 5th Avenue S
Edmonds, WA 98020

Gary
Dear Mayor Haakenson,

On behalf of the Woodway Town Council and our residents, I am writing to convey our community's support for the proposed realignment of the Edmonds' Crossing Project's ferry dock. As we have learned from a presentation provided by Stephan Clifton of your staff and Doug Playter and Jerry Weed of CH2M Hill Engineering, the ferry loading dock has been redesigned to be located in an alternative location along the Port of Edmonds' breakwater. The environmental enhancements, increased recreational and aesthetic improvements and safety issues collectively improve the impacts that will be realized from this project.

While there are many planning issues to consider, we do want to register our concern about traffic patterns associated with our northernmost neighborhood, the Woodway Estates. The residents of this portion of our Town will be impacted by the proposed traffic controls that will be implemented at the intersection of Pine Street and State Highway 104 as well as the proposed restriction to vehicles traveling from the east, desirous of entering the Edmonds Crossing Project (and our adjacent neighborhood) via Pine Street. While this issue will need additional negotiation, the proposed changes are exciting and definitely worthwhile.

The Town of Woodway strongly endorses the proposed ferry dock realignment as well as the total project. We appreciate the City of Edmonds' continued efforts to bring this critical transportation resource to fruition. The multi-modal center will not only enhance the adjacent communities but our entire Puget Sound region.

Sincerely,

Carla A. Nichols

Carla A. Nichols

Cc: Woodway Council

RECEIVED

March 12, 2003

MAR 14 2003

OFFICE OF THE MAYOR

Mayor Gary Haakenson
City of Edmonds
121 - 5th Avenue North
Edmonds, WA 98020

Dear Mayor Haakenson: 

This is to inform you that the Port Commission of the Port of Edmonds, at their March 10, 2003 Commission meeting, passed Resolution No. 03-01 expressing endorsement of the modified Pt. Edwards alternative of the Edmonds Crossing Project and supporting final agency adoption, funding and implementation.

Respectfully Yours,



Christopher W. Keuss CMM
Executive Director

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MAR 17 2003

**COMMUNITY SERVICES
DIRECTOR**

RESOLUTION NO. 03-01
PORT OF EDMONDS, A MUNICIPAL CORPORATION

**RESOLUTION EXPRESSING ENDORSEMENT OF THE MODIFIED PT. EDWARDS
ALTERNATIVE OF THE EDMONDS CROSSING PROJECT AND SUPPORTING FINAL
AGENCY ADOPTION, FUNDING AND IMPLEMENTATION.**

BE IT RESOLVED BY THE PORT COMMISSIONERS OF THE PORT OF EDMONDS:

WHEREAS, the Edmonds Crossing Project has been under consideration, analysis and public review and discussion for many years; and

WHEREAS, the Port has been an interested and active participant, and has been consulted regularly by the project sponsors, the City of Edmonds and the Washington State Department of Transportation; and

WHEREAS, the Port is convinced that relocating the ferry terminal from its present congested location, eliminating the railroad grade crossing and collocating the terminal with other transportation facilities is in the long term best interests of the community; and

WHEREAS, the Port agrees with the project sponsors that the Pt. Edwards site is, on balance, the most desirable of those sites studied and analyzed in the Draft Environmental Impact Statement; and

WHEREAS, the Port is persuaded by the City's analyses that the "Modified" alternative is superior to the original Pt. Edwards alternative in terms of its overall environmental impacts; and

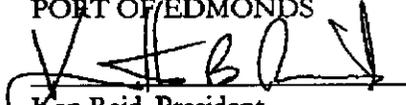
WHEREAS, based on the City's statements regarding its discussions with signatory agencies, the Port is also convinced that the "Modified" alternative represents a substantial improvement in the project's likelihood of final approval, funding and implementation; and

WHEREAS, the Port makes this resolution subject to the avoidance of or appropriate mitigation of any negative impacts of the "modified" alternative on the Port's properties, operations, plans or its constituents; and

NOW, THEREFORE, BE IT RESOLVED that the Port Commission of the Port of Edmonds encourage the project's earliest possible completion, so that the community, and its local governments, may move with confidence and predictability towards a plan for integrating the waterfront with the downtown upon the removal of the present ferry terminal and its operations.

Approved this 10 day of MARCH, 2003

PORT COMMISSION OF THE
PORT OF EDMONDS


Ken Reid, President

ATTEST:


Fred Gouge, Secretary

10.2.2 Individuals Submitting Written Comments

Andrea Alexander, 7104 230th Street SW, Montlake Terrace, WA

Comment 1:

The design changes are great. I like the park being incorporated into the design.

Response 1:

Comment acknowledged.

Donna Bader, 835 12th Avenue North, Edmonds, WA

Comment 1:

Likes the plan very much.

Response 1:

Comment acknowledged.

Rick Bader, 835 12th Avenue North, Edmonds, WA

Comment 1:

Changes are well conceived and appear to address a multitude of concerns. It should be implemented as soon as possible.

Response 1:

Comment acknowledged.

Rex Lee Carlaw, Montlake Terrace, WA

Comment 1:

Point Edwards is inconvenient for foot passengers. Parking will be inadequate, the dock long and exposed, the walk to city center lengthy, and furthermore the Sounder and Amtrak station will be far removed for both residences and businesses. The foot of Dayton Street location would be much better and even a serious study of expanding and redesigning the existing location would be handier for walk-ons. I am opposed to the Point Edwards project.

Response 1:

The Point Edwards alternative balances the needs of foot passengers and ferry, bus, and rail traffic and the resulting intermodal connections while minimizing environmental impacts. Based on study thus far, it appears that the Point Edwards alternative achieves a better balance than the Mid-Waterfront alternative. Studies have indicated that most of the foot passengers that are this ferry route are connecting to locations other than to the City center. By

improving the multimodal connections, this project will facilitate their mobility. A local connector bus would operate along Admiral Way to provide access for those foot passengers needed to reach the downtown area. As many as 550 parking spaces would be provided at the Point Edwards site (460 longer-term spaces in a garage and 90 short-term spaces in a surface lot). This amount of parking is significantly more than what is provided at the existing ferry terminal and is considered adequate for the projected demand. If additional demand materializes, the Point Edwards site offers opportunities to expand the parking supply. The distance between the multimodal center and the ferry is approximately 1,300 feet (compared to 700 feet at the existing facility), or a 6-minute walk. An enclosed, weather-protected overhead walkway will be provided for foot passengers. The Mid-Waterfront alternative at the foot of Dayton Street would cause far greater impacts than the Point Edwards alternative, including displacement of residential and commercial uses, loss of Olympic Beach Park, and loss of Port of Edmonds property.

Allen Clark, 806 Dayton Street, Edmonds, WA

Comment 1:

The new plans are an excellent improvement to present conditions.

Response 1:

Comment acknowledged.

John and Kathy Dewhirst, via email

Comment 1:

It is my understanding that the ferry captains were concerned about the Point Edwards location being exposed to southwest winds and strong currents off the Point, especially in stormy weather, which would make docking an incoming ferry difficult and time consuming. Are these concerns reduced by the new location?

Response 1:

The Modified Point Edwards alternative location is slightly more protected from heavy winds and currents. Winds and currents at this area, however, are substantial during certain environmental conditions. During strong wind events, 25 knots or higher, the ferries likely would use the north slip. This slip would be oriented toward 190°True so that an approaching ferry would be heading into the wind for winds from the south to southwest, with the wind nearly on the bow for southerly winds and on the forward starboard quarter for southwesterly winds. This would make the approach easier than at the existing ferry terminal where these winds are nearly broadside on the vessel. The floating breakwater to be placed southwest of the south slip would further help to protect the ferries from southwest waves at all three slips.

Comment 2:

Are there sidewalks planned from the current Pine Street/SR 104 intersection to the terminal building?

Response 2:

Yes, a shared 6-foot-wide sidewalk/bicycle path is provided along the site of both the loading and existing lanes.

Comment 3:

Will the future residents on the condos on the "upper yard" site be able to walk from their condos to the terminal building?

Response 3:

Yes, residents of the condos, as well as Woodway residents, would be able to access the terminal via the Terminal Access Road.

Comment 4:

Will the project be responsible for building sidewalks along Admiral Way?

Response 4:

Sidewalks currently exist along Admiral Way.

Comment 5:

I assume that the condo project on the "upper yard" site will be built prior to the Edmonds Crossing project. In order to prevent these new residents from trying to stop construction of the project, the City of Edmonds needs to require that each condo buyer sign some sort of legal agreement that acknowledges the facilities.

Response 5:

The City has discussed this issue with the condo developer. The developer intends to place appropriate language in their CCRs.

Comment 6:

Will the pedestrian connection between the park and the marina boardwalk remain?

Response 6:

Yes. The height of the ferry terminal would be high enough above the existing ground level to allow for continued use of activities beneath, including the existing pedestrian walkway. It is estimated that the clearance above the walkway would be at least 10 feet.

Gloria Ginnever, 114 2nd Avenue South, No. 203, Edmonds, WA

Comment 1:

None of the plans address the parking needs at Marina Beach Park. At present, there is not enough parking. By enlarging the park, parking will become an even more serious issue.

Response 1:

Parking at Marina Beach Park is adequate to meet the need during the majority of the time. During times of peak usage additional parking is available in the Marina approximately 500 feet north of the park. During final design of the project, the need for additional parking within the park will be evaluated.

Comment 2:

I am glad to see that the plans do not include commercial development (shops) that could detract from downtown.

Response 2:

Comment acknowledged.

Carol Hahn and Roger Oliver, 1031 Second Avenue South, Edmonds, WA

Comment 1:

Supports Modified Pt. Edwards Alternative. We feel that a reasonable compromise has been reached.

Response 1:

Comment acknowledged.

Brad Hanson, 210 Pine Street, Edmonds, WA

Comment 1:

The preferred alternative could do a better job of getting traffic to the ferry terminal by eliminating the traffic light at the SR 104/Pine Street intersection and incorporating an underpass for off-loading vehicles destined for northbound SR 104. The use of a traffic light would be counterproductive in efficiently moving vehicles to and from the terminal in that unloading vehicles heading north on SR 104 would be doing so at a time that would impede vehicles arriving at the tollbooths to board the ferry. Forcing traffic travelling northbound (and downhill) along SR 104 to stop at this traffic light could be hazardous and noisy (especially related to heavy trucks). This situation would be greatly improved by 1) realigning SR 104 to a straight approach to the tollbooths and 2) use an underpass for unloading ferry vehicles to northbound SR 104. Southbound SR 104 traffic north of Pine Street destined for the ferry terminal

could also use the proposed underpass or an overpass. This modification would eliminate the need for at least one lane of SR 104 north of Pine Street; this lane could be removed and reclaimed as a wetland or used as parking for City Park.

Response 1:

A number of improvements to the SR 104/Pine Street intersection are proposed as part of both build alternatives. With those improvements, the traffic analysis indicates that the intersection would operate safely and with adequate capacity to accommodate the projected volumes. An underpass is not considered necessary to the operation of the intersection and would add significant costs to the project.

Virginia Hardman, 916 9th Avenue South, Edmonds, WA

Comment 1:

I'd like the Mid-Waterfront alternative because the ferries could be seen from many homes.

Response 1:

Comment acknowledged.

Steve Hearn, 1140 Third Avenue South, Edmonds, WA

Comment 1:

Looks great. I appreciate the inclusion of aesthetic and pedestrian safety considerations into the plan.

Response 1:

Comment acknowledged.

Roger Hertrich, 1020 Puget Drive, Edmonds, WA

Comment 1:

I fish along the Port breakwater. The Modified Port Edwards alternative would be a barrier for the passages of fish in that area.

Response 1:

The only potential fish passage issue with regard to the proposed ferry pier would be the same at Point Edwards, Mid-Waterfront, and the existing main street ferry pier, and is related to juvenile salmonids. The proposed pier has been redesigned to facilitate under-pier passage. It has been split into three piers with gaps in between to let light in under the piers. Reflective paint would be applied under the pier to further illuminate the area under the pier decks. The over-water portion of the Point Edwards pier has been significantly reduced. Fish passage

would not be an issue with adult salmonids or any other species/life stage other than juvenile salmonids.

Comment 2:

The public is against view blockage from super-high ferries and associated loading equipment. Who wants to look at that from the Port Marina and Marina Beach Park. There is no excuse for ruining this view. This is a very negative impact.

Response 2:

The Modified Point Edwards alternative would affect views at Marina Beach Park and the Port of Edmonds Marina. The proposed project would lead to the removal of the UNOCAL pier. With the removal of the pier, the views from the park to the west and south would improve significantly by providing a unified and unobstructed view of Puget Sound, the Kitsap Peninsula, and the Olympic Mountains. These views are very important because they provide visitors their first impression upon entering the park and their main focus as they enjoy the facilities. Views of Puget Sound and the Kitsap Peninsula looking north from the park would be partially obstructed by the ferry pier. Views from the pedestrian walkway in the marina looking south toward Puget Sound are already largely obstructed by the boat sheds and the breakwater. The southern views do not open up until the pedestrian bridge over the breakwater. In a way, the proposed project would not eliminate this view for pedestrians but would rather delay it until the pedestrians crossed underneath the proposed ferry pier. It should be noted that the Mid-Waterfront alternative would have the same effect on views from the marina to the north and from Olympic Park.

Comment 3:

The location of ferry traffic would be so close to the Port Marina entrance that it would be detrimental to boats entering and leaving the Marina.

Response 3:

Operating to and from the existing terminal, ferries routinely cross within approximately 500 yards of the entrance to the Marina. At the Point Edwards location, ferry crossings in front of the Marina would only occur during inclement weather when the most northerly slip would be used (less than 5 percent of the time). The typical approach to the Point Edwards terminal would again be approximately 500 yards from the Marina entrance but would not be in a crossing route.

Comment 4:

The lack of emergency vehicle access to the west side of the railroad tracks to handle a major rail emergency is the largest unanswered question for this project.

Response 4:

The access of emergency vehicles to Admiral Way (west side of railroad tracks) is not an issue that this project is required to address; however, the existing access would not be negatively impacted by this project. If there were an existing access issue on Admiral Way, then this would be addressed by the Edmonds Fire and Rescue Department. Fire Station 17 (located at 275 Sixth Avenue North, in the Maxwell-McGinnis Public Safety Complex just north of City Hall) serves downtown and the Edmonds Bowl area, waterfront, Port of Edmonds, and Town of Woodway. Emergency vehicles would continue to access Admiral Way by way of Dayton Street or Main Street. In the unlikely event that a train accident blocked both Dayton Avenue and Main Street at the same time, there would be the opportunity for emergency vehicles to drive to the multimodal center parking area and walk across the tracks to provide emergency aid, which is much closer access than is currently available.

K. Johnson, 9207 Park Road, Edmonds, WA**Comment 1:**

A careful analysis and comparison of the Modified Pt. Edwards alternative and the Mid-Waterfront alternative needs to be presented to the public and decision-makers. What are the economic and social costs of each? How will train, commuter rail and bus service be accommodated with each alternative? How will parking needs be handled with each?

Response 1:

Ten years of studies and multiple public meeting, open houses and committee meetings have culminated in the proposed solution. The Environmental Impact Statement details out all of the economic and social costs of each of the alternatives. Train, commuter rail, and bus service concepts are clearly defined for each alternative. Parking needs were studied and parking facilities were proposed in each alternative to meet the identified demand.

Judy McAdam, 19902 Maplewood Drive, Edmonds, WA**Comment 1:**

It is difficult to believe that a project of this size can not take care of emergency access for police and fire protection for people who work, live, eat, and play along the waterfront. It is a problem now and will still be after project completion.

Response 1:

Please see Comment and Response 4 under Roger Hertrich above.

John McGibbon, 842 Main Street, Edmonds, WA

Comment 1:

Full support for the proposed changes.

Response 1:

Comment acknowledged.

Hank Moravec, 915 Olympic Avenue, Edmonds, WA

Comment 1:

I like the new proposal. It integrates Edmond's "maritime" facilities well and enhances Edmond's image as a boat-centric destination.

Response 1:

Comment acknowledged.

Henry and Evelyn Odell, 404 Third Avenue South, A202, Edmonds, WA

Comment 1:

Great project. The plan seems to be very well conceived in all ways. We wish to show our strong support.

Response 1:

Comment acknowledged.

Don G. Porter, 200 Beach Place, No. 202, Edmonds, WA

Comment 1:

I support the Modified Pt. Edwards Alternative.

Response 1:

Comment acknowledged.

Janet R. Robertson, 10523 240th Place SW, Edmonds, WA

Comment 1:

What will this project cost us? Spell out the financial structure of the project for the public. How will it be funded? Gas tax? Vehicle excess tax?

Response 1:

The preliminary estimated cost associated with the full buildout of the Point Edwards Alternative is \$165.3 million.

As authorized under E2SSB 6140 “Regionalism Bill,” representatives from King, Pierce, and Snohomish Counties are working together to promote investment in the region’s transportation system. This bill provides the citizens of King, Pierce, and Snohomish Counties an opportunity to make direct investments in the region’s transportation system by creating a Regional Transportation Investment District (RTID). Under the current Snohomish County Unified List, funding proposed for the Edmonds Crossing project is listed at \$128 million. If approved by the RTID Executive Board and Planning Committee, the voters will have an opportunity to vote on the funding package. Existing and future federal funding will make up the remaining balance needed to fund the project.

Susie Schaefer, 1055 Edmonds Street, Edmonds, WA**Comment 1:**

My concern is about the impact to the “Dog Beach.” It looks like the possible enlargement of Marina Beach Park and the removal of the UNOCAL pier will eliminate the “Dog Beach.” We still need the “Dog Park.” It is heavily used everyday. There is no alternative in Edmonds for an off-lease dog area.

Response 1:

It is important to note that the dog park is not a park but land secured with federal transportation grant dollars for transportation purposes. Under the Draft EIS Point Edwards alternative, the 140-foot-wide pier would have traversed through the existing area now used for dogs. Under the Modified Point Edwards alternative, the existing area used by dog owners would not be impacted and, in fact, would be improved with the removal of the UNOCAL pier. Following issuance of the Final EIS, the City will examine what to do with the area south of the existing Marina Beach Park used by dog owners.

Comment 2:

My other concern is the impact of widening the ferry access road in the vicinity of the fish hatchery. The upland forest habitat on both sides of the road in this area contains many nesting migratory and non-migratory birds. The increased traffic and the wider road will impact the nesting activity.

Response 2:

As noted in the EIS, the project would result in a permanent loss of 3.56 acres of upland forest habitat. Individuals displaced from this habitat would likely move to other available forest habitat southeast and southwest of the site when possible; this would be particularly true of birds and larger mammals. It is possible that these other habitat areas are already populated with other

competitive individuals. As a result, some of the displaced wildlife would not be able to find suitable unoccupied habitat niches.

Geoff Scotton, 11301 Makah Road, Woodway, WA

Comment 1:

There is no noise mitigation planned in the vicinity of the Pine Street/SR 104 intersection. My concern is that truck traffic will slow for the corner and “hit” SR 104 at a near stop. I believe that there will be a significant increase in noise at ground level close to Pine Street. I urge that appropriate noise mitigation measures be considered.

Response 1:

As part of this project, a number of improvements will be made to the SR 104/Pine Street intersection. One of those improvements would be a free movement (nonstop) for two existing lanes destined southbound on SR 104. While likely proceeding more slowly than traffic currently does at this location along SR 104, the vehicles would still be climbing the same grade as currently exists.

The noise analysis conducted for the project has taken into account the noise from all vehicles, including trucks, at representative noise-sensitive locations in the vicinity of the SR 104/Pine Street intersection. At the backyard location of the residence at 11301 Makah Road, existing average daytime background noise level is near 52 dBA. Noise level calculations, without taking the shielding effects of vegetation and trees into account, indicate that future (2030) average traffic noise level at this location would be approximately 59 dBA during peak-hour traffic conditions. This noise level is well below the FHWA noise abatement criteria and does not exceed existing noise levels “substantially” (by 10 dBA or more). Therefore, no noise mitigation measures are recommended for these areas.

Rita and Harry Speiser, 200 Beach Place, No. 104, Edmonds, WA

Comment 1:

We prefer the Modified Port Edwards Alternative. We do not want the Mid-Waterfront Alternative.

Response 1:

Comment acknowledged.

Mary Wilson, via email, 1116 Second Avenue South, Edmonds, WA

Comment 1:

I would like to voice support for the Edmonds Crossing, which, unlike Brightwater, demonstrates government working with local elected officials,

community groups, and the populace to address a pressing need, while taking careful steps to enhance the public spaces and accommodate a wide variety of community and environmental concerns.

Response 1:

Comment acknowledged.

Wain and Karen Wischer, Edmonds, WA

Comment 1:

A noise barrier should be provided along the east side of SR 104 to protect the residential areas.

Response 1:

Future increases in traffic volumes on SR 104 would occur regardless of the project. It is anticipated that, by 2030, the residential areas south of Pine Street and east of SR 104 would experience increases in noise levels of approximately 2 dBA over existing noise levels with or without the proposed project. Future peak-hour traffic noise levels at these locations are not expected to approach or exceed the FHWA noise abatement criteria. Therefore, noise mitigation would not be necessary.

Comment 2:

A sidewalk along Pine Street starting east of SR 104 to Third Avenue South should be provided.

Response 2:

East of SR 104 is outside the Edmonds Crossing project area. Sidewalks along this section of Pine Street would be developed as part of the City-sponsored improvement projects.

10.2.3 Other Comments Received (Anonymous)

Comment 1:

Show that the City and County can develop the area between downtown and the existing ferry terminal area before the terminal move decision is made.

Response 1:

With the exception of public rights-of-way, land between the existing Main Street ferry dock and downtown (1st Avenue) is owned by the private sector (specifically, land between Railroad Avenue and SR 104 (Edmonds Way) and Dayton and Main Streets). Improvements within existing public rights of way are planned along both sides of the railroad tracks as part of Sound Transit's proposed Edmonds Sounder Station. Improvements will also be made to existing

parking lots south and north of the existing Amtrak station as part of the Edmonds Station project. The remaining land is owned by private individuals and the City has no control, with the exception of zoning subject property. At such time as the private parties choose to redevelop the properties, the City will administer the processing of permits as required to ensure compliance with City, State, and Federal regulations.

Comment 2:

I want individuals to be liable for any costs over the proposed \$150 million.

Response 2:

Cost estimates that have been provided are based upon only rough estimates of what the work might involve and are useful in determining the approximate maximum funding needs. It is likely that variations may occur as the details of the actual work and schedule of construction are finalized. It should be noted that the \$128 million currently identified in the Regional Transportation Investment District would pay for a significant portion of the project, but not all. Existing and future federal funding will make up the remaining balance needed to fund the project.

Comment 3:

It has not been presented that the current situation presents any significant problems, and certainly not to justify this kind of expense. Edmonds does not have a traffic problem. This represents a capricious and irresponsible use of public funds. The current ferry terminal is part of the character and tradition of Edmonds and should remain where it is, accessible from downtown by foot. Why not have a public hearing about this?

Response 3:

The need for this project has been discussed and analyzed for more than 10 years; the need for the project is demonstrated throughout the EIS. Numerous public meetings have been held, including the January 22, 2003, open house, and the public sentiments expressed at these meetings over the years has generally been favorable and supportive of the need for the project. The Edmonds Downtown Waterfront Plan, which the City Council approved in 1994, contains supporting goals and policies for locating the Edmonds Crossing project at the UNOCAL site.

Central Edmonds is currently served by multiple modes of transportation, each with separate terminal facilities. The lack of an integrated terminal serving all modes of travel makes transfers between modes cumbersome and time-consuming, particularly for individuals who are forced to walk from one mode to another. The terminals for ferry, rail, and transit modes are not sited appropriately, nor are the connecting linkages efficient from the user's perspective. Without improvement, inconvenience and delay to travelers could be expected to increase in the future." In a future without the proposed project, conditions for intermodal travelers would further deteriorate. As demand grows,

the inefficiencies resulting from these conflicts would increase, and accident hazards would worsen. Without improvements, the movement of people and goods would be increasingly interrupted by the bottleneck at the Edmonds ferry terminal and the downtown area.

Comment 4:

Make sure that cars that are going to or coming from the ferry terminal and multimodal center do not have a chance to access SR 104 via Woodway streets. All project traffic needs to be channeled via SR 104 only and not via Woodway streets or 226th in South Edmonds.

Response 4:

Traffic coming from and going to the multimodal center will have direct access to SR 104 without accessing local streets within Woodway. Local Woodway citizens will also have access to the multimodal center by way of the new signalized intersection on Pine Street, west of SR 104. This connection is a result of requests from the citizens and officials of Woodway for access at the north end of the community. Because the new design is able to hold enough vehicles equivalent to four ferryboat loads, there will be very little ferry line backup onto SR 104, this will eliminate the need for people cutting through neighborhoods to avoid the backup. The network of neighborhood streets through Woodway is a very long and circuitous route that would not be of any advantage to someone trying to avoid the ferry line on SR 104. However, it is important to remember that WSDOT has no legal authority to prevent people from using public streets.

Comment 5:

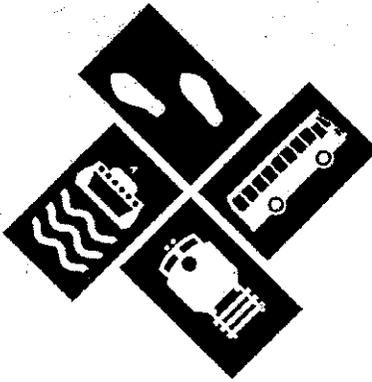
Why don't you think about having ferry routes from Kingston directly to Seattle during the a.m./p.m. commuting hours?

Response 5:

Alternative ferry service from Kingston to Seattle has been tried in the past during extended closures of the Edmonds ferry terminal. Any long-term plans for service into Seattle will require significant capital investment in the Seattle terminal (expanded dock and forth slip/overhead loading) with probable limited success. Most recently in 1996, WSF ran direct service from Kingston to Seattle during the Edmonds dock reconstruction. During that service, the vessels ran partially full with autos, and had limited passenger traffic. The trip is long, and limits the number of crossings a vessel can make in any given period. As a result, the cost of direct Kingston to Seattle ferry service is very high, and would result in unacceptable costs to WSF, or extraordinarily high tariffs for our customers. The current configuration is the best utilization of the state's capital assets.

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EDMONDS CROSSING



Connecting ferries, bus & rail

Open House—January 22, 2003

Tell us what you think

The City of Edmonds and the Washington State Department of Transportation (WSDOT) want your comments on the Modified Point Edwards Alternative and the proposed project. Your comments will be considered during preparation the Final Environmental Impact Statement for the project.

Please return this form tonight or send your comments via e-mail to clifton@ci.edmonds.wa.us to by January 24, 2002.

I think the designs are great - !!

I like the change - to use the ferry and also live in the area -

I like the park being incorporated into the design - if we wait for

the ferry, we can sit in the dock

street jobs! And the park

(Over)

EDMONDS CROSSING

Connecting ferries, bus & rail

Open House—January 22, 2003

Tell us what you think

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Please return this form tonight or send your comments via e-mail to clifton@ci.edmonds.wa.us to by January 24, 2002.

I like the plan very much. We've lived in Edmonds for 34 years and are aware of the problems, with trains and parking

(Over)

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THIS CHANGE HAS BEEN "A LONG TIME COMING" AND IS WELL CONCEIVED AND APPEARS TO ADDRESS A MULTITUDE OF CONCERNS I.E. traffic, environment, fish, & more.

1 THING THE PLAN SHOULD BE IMPLEMENTED ASAP!!

VERY GOOD PRESENTATION!

(Over)

Swope, Bob/SEA

From: Clifton, Stephen [Clifton@ci.edmonds.wa.us]
Sent: January 23, 2003 12:37 PM
To: Swope, Bob/SEA
Subject: FW: Comments on Modified Point Edwards Alternative

-----Original Message-----

From: Rex Lee Carlaw [mailto:rex@actionusa.org]
Sent: Thursday, January 23, 2003 10:58 AM
To: clifton@ci.edmonds.wa.us
Subject: Comments on Modified Point Edwards Alternative

Point Edwards is inconvenient for foot passengers. Parking will be inadequate, the dock long and exposed, the walk to city center lengthy, and furthermore the Sounder and Amtrak station will be far removed for both residences and businesses. The foot of Dayton Street location would be much better and even a serious study of expanding and redesigning the existing location would be handier for walk-ons. I am opposed to the Point Edwards project.

Rex Lee Carlaw

Rex Lee Carlaw, USA Director & Associate Latin America Director
Action International Ministries Web: www.actionintl.org
PO Box 398 Email: rex@actionusa.org
Mountlake Terrace, WA 98043-0398 USA Fax: 425-775-4800
Office: 425-775-4800 Cell: 360-620-4819 Home: 360-297-7553

EDMONDS CROSSING

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I believe the Pt Edwards roadway at the Marina is much preferred to the former concept at the old Union oil Pier site. I believe your plans are an excellent improvement to the present conditions

(Over)

Swope, Bob/SEA

From: Clifton, Stephen [Clifton@ci.edmonds.wa.us]
Sent: January 27, 2003 10:03 AM
To: Swope, Bob/SEA
Subject: FW: Edmonds Crossing

-----Original Message-----

From: Dewhirst, John [mailto:John.Dewhirst@co.snohomish.wa.us]
Sent: Friday, January 24, 2003 10:11 AM
To: clifton@ci.edmonds.wa.us
Subject: Edmonds Crossing

January 24, 2003

I found the new "Modified Point Edwards Alternative" superior in many ways to the older alternative, especially if this new alternative is less expensive to build. I like not dividing the park in half and creating a barrier between the marina and the park.

One issue which needs to be brought to the public's attention is the operations aspects of the ferryboats. It was my understanding that the ferryboat captains were very concerned about the Pt. Edwards location being exposed to SW winds and strong currents off the point, especially in stormy weather, which would make docking an incoming ferry difficult and time consuming. Are these concerns reduced by this alternative location?

The only concerns/questions I have are minor in nature, but still need to be addressed:

1. Are there sidewalks from the current Pine/SR 104 intersection to the terminal building?
2. Can the future residents of the condos on the "upper yard" site walk to the terminal building from their condos?
3. Will this project responsible for building sidewalks along Admiral Way?
4. I assume the condo project on the "upper yard" will be built first. I am concerned that future condos will protest and try to stop the construction of this facility in the finest Edmonds' tradition. I think that the City needs to require that each condo buyer sign some sort of legal agreement that acknowledges the terminal, etc, etc.
5. Will the pedestrian connection between the park and the marina's boardwalk remain? Hope that it will.

Many thanks on a good job and good luck

John and Kathy Dewhirst

EDMONDS CROSSING

Connecting ferries, bus & rail

Open House—January 22, 2003

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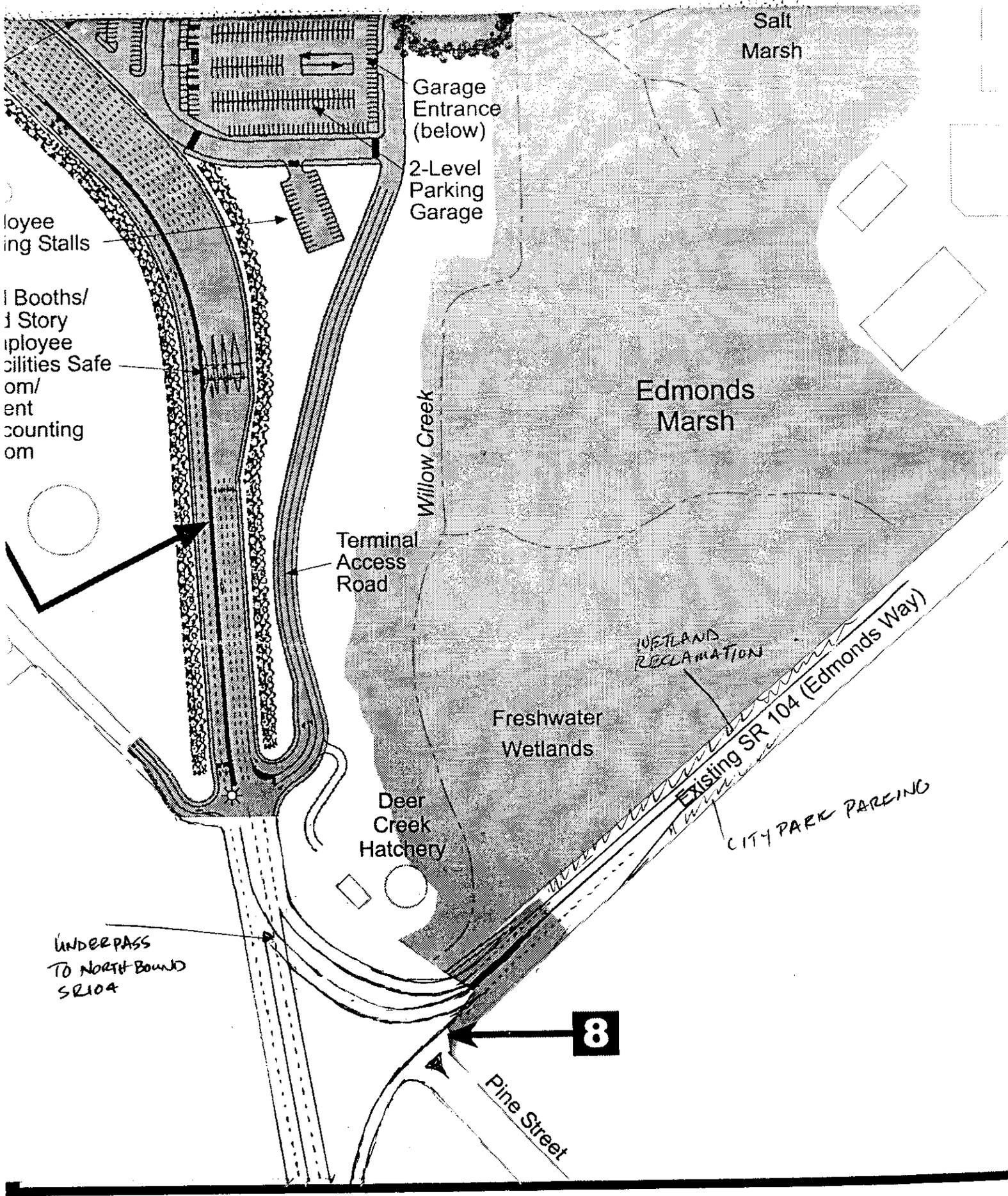
None of these plans address parking for the Marina Park. At the present there is not enough parking. By enlarging the park (removing uncol pier) & combining the "dog" beach with Marina Park parking is a serious issue. People who have small children & the elderly who are the main users will not be able to use this park without sufficient parking. The plans are great otherwise. I am glad you are not adding any commercial projects to detract from downtown. Having restaurants on the waterfront is great but please don't add a lot of shops, etc.

(Over)

Comments on Edmonds Crossing Preferred Alternative - SR 104 Pine St intersection

Although the preferred alternative does a good job of getting traffic to the ferry terminal while minimizing impacts on the local community it could be further improved by realignment and elimination of the traffic light at SR104 and Pine St. by incorporating an underpass for off-loading vehicles destined for northbound SR104. The use of a traffic light at the bottom of the relatively steep hill with a significant right hand curve is an extreme safety hazard because it is visually obscured. Besides being unsafe, requiring large heavy vehicles to stop at the bottom of this hill would also increase noise in the already noise impacted neighborhood. The use of a traffic light would be counterproductive in efficiently moving vehicles to and from the ferry terminal in that vehicles unloading and headed northbound on SR104 would be doing so at a time that would impede vehicles arriving at the tollbooths to board the ferry that is being unloaded. This situation could be greatly improved by 1) realigning SR 104 to a straight approach to the tollbooths (see figure) and 2) use of an underpass for northbound SR 104 traffic. Southbound SR104 traffic north of Pine would only be able to get access to the ferry terminal unless an under or over pass was added. However, convenient access from the waterfront to SR 104 already exists on the 5th avenue arterial. This modification would eliminate the need for at least one lane of SR104 north of Pine St.. This lane could either be removed for wetland reclamation or used for parking for City Park.

Brad Hanson
210 Pine St.
Edmond, WA 98020



Salt Marsh

Garage Entrance (below)

2-Level Parking Garage

Employee Waiting Stalls

Booths/1 Story Employee Facilities Safe Room/ Rent counting room

Edmonds Marsh

Willow Creek

Terminal Access Road

WETLANDS RECLAMATION

Freshwater Wetlands

Existing SR 104 (Edmonds Way)

Deer Creek Hatchery

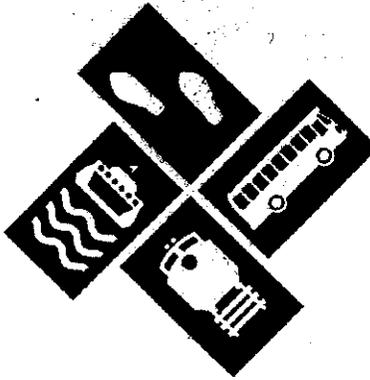
CITY PARK PARKING

UNDERPASS TO NORTH BOUND SR 104

8

Pine Street

EDMONDS



CROSSING

Connecting ferries, bus & rail

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I'd like the mid waterfront plan because I enjoy seeing the ferries and the farther south, the less the view of them from many homes.

Virginia Hudson

(Over)

EDMONDS CROSSING

Connecting ferries, bus & rail

Open House—January 22, 2003

Tell us what you think

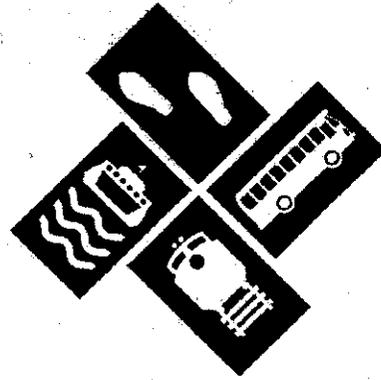
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Looks great. I appreciate the aesthetic and pedestrian safety (crosswalk over SR104) considerations in the plan. I expect to be using the crossing quite a bit to take the ferry, train and access the beach. Thanks for your time on making Edmonds a better place to live and work -

(Over)

EDMONDS CROSSING



Connecting ferries, bus & rail

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~~Damn~~ the Indians! Move the Line

Who wants to look at loading facilities from the port and Marina Beach?

The City Council previously had the 4 No's for the Main Street Dock. The public is Against sight/view blockage from SuperTi berms and overhead loading equip.

I fish along the Port breakwater as the Salmon follow it although they ARE forced into Medium deep water.

The proposed Dock at South end of breakwater is a second barrier for the ~~fish~~ fish

The location of Ferry traffic ~~is~~ so

close to the port entrance ^(over) is a detriment to boats entering LEAVING

Edmonds Crossing Open House Comments Continued

the part.

There is NO excuse for ruining View
from a LOCAL beach.

That is A Very negative
ENVIRONMENTAL IMPACT

(Lost) the Lack of Access
to the west side of Rail Tracks
to take CARE of a MAJOR Rail emergency
No Ability by emergency vehicles is to
cross over the Tracks is
the largest unanswered question
for this project

You can also send your comments via e-mail to clifton@ci.edmonds.wa.us by January 24, 2002.

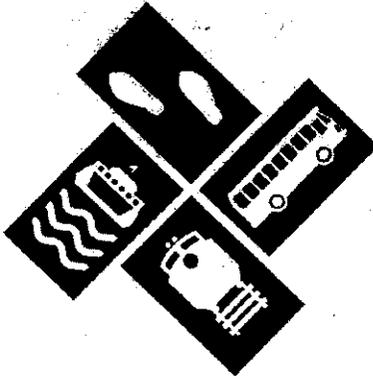
Please include your name, address, and telephone number in case we need clarification of your comments.

Name Roger HERTZMAN
Address 1020 Puget Drive
City Edmond State Wa Zip Code _____
Telephone 425 578 9572 E-mail _____

Would you like to receive future mailings about the project? Yes _____ No _____

Thank you for your comments

EDMONDS



CROSSING

Connecting ferries, bus & rail

Open House—January 22, 2003

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I think that the modified Pt. Edwards Alternative is essentially the same as the Pt. Edwards Alternative. The key difference being the orientation of the ferry pier to accommodate tribal fishing treaties. I support this modification.

That leaves a choice between the mid-waterfront draft EIS alternative and the modified Pt. Edwards alternative. I think that a careful analysis and comparison of the multi-modal transportation center needs to be presented to the public and decision makers. What are the economic and social costs of each choice.

(Over)

Edmonds Crossing Open House Comments Continued

It is not clear, to me, how the existing train service, the proposed Sound Transit train service, and existing and future bus service will be accommodated under these two alternatives. I would also like to know how these two alternatives accommodate parking and future parking expansion needs

You can also send your comments via e-mail to clifton@ci.edmonds.wa.us by January 24, 2002.

Please include your name, address, and telephone number in case we need clarification of your comments.

Name K. Johnson
Address 9207 Park Rd
City Edmonds State WA Zip Code 98020
Telephone _____ E-mail _____

Would you like to receive future mailings about the project? Yes No

Thank you for your comments

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It is difficult to believe that a project of this size can not take care of emergency access for police & fire. It is a problem now and will still be a problem after completion.

The new plan looks good - please find a way to include emergency police & fire protection for people who work - live - eat - play - and enjoy the senior center, in our water front.

(Over)

January 22, 2003

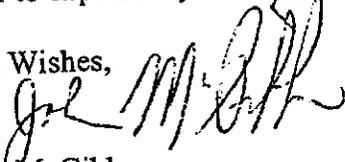
Stephen Clifton
Community Services Director
121 - 5th Avenue North
Edmonds, WA 98020

RE: Edmonds Crossing Proposed Modified Pt. Edwards Alternative

Dear Mr. Clifton,

I have reviewed the Edmonds Crossing Open House Newsletter and am sending you this letter to express my full support the proposed changes.

Best Wishes,



John McGibbon
842 Main Street
Edmonds, WA 98020

EDMONDS CROSSING

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I like the relocation proposal a lot (Revised Pt. Edwards Alternative). It integrates our Edmonds "maritime" facilities well, i.e., the existing marina and the ^{new} ferry transport system become a compact entity, rather than being widely distributed visually and aurally. It thus enhances Edmond's "aura" as a boat-centric destination, as ~~well as~~ a complement to its current restaurant-centric destination.

(Over)

Henry R. Odell
404 Third Ave. South A202
P.O. Box 128
Edmonds, Washington 98020

January 24, 2003

RECEIVED

JAN 27 2003

COMMUNITY SERVICES
DIRECTOR

Mr. Stephen Clifton
Director of Community Services
City of Edmonds
121 5th Avenue North
Edmonds, WA 98020

Reference: Project Update – Alternative for Point Edwards Ferry Terminal, etc.

Dear Sir:

My wife and I are residents of Edmonds. Our condo overlooks to the west, the Unocal property and the Port of Edmonds Marina.

We have studied with great interest the above brochure dated January 2003. The plan seems to be very well conceived in all ways. We wish to show our strong support.

Sincerely,

Henry R. Odell
Henry R. Odell

Swope, Bob/SEA

From: Clifton, Stephen [Clifton@ci.edmonds.wa.us]
Sent: January 27, 2003 10:24 AM
To: Swope, Bob/SEA
Subject: FW: (no subject)

-----Original Message-----

From: CHAHNO@aol.com [mailto:CHAHNO@aol.com]
Sent: Friday, January 24, 2003 11:03 AM
To: clifton@ci.edmonds.wa.us
Subject: (no subject)

January 22, 2003

Dear Mr. Clifton,

Though we will be unable to attend the Edmonds Crossing Open House this evening, we both wanted to let you know we have read and considered the material received in the mail. We both feel that the committee has reached a reasonable compromise in what is being presented this evening.

Thank you for your diligent efforts toward the Edmonds Crossing Project.

Carol Hahn
Roger Oliver
1031 Second Avenue South
Edmonds, WA 98020-4101
425-776-7785

EDMONDS CROSSING

Connecting ferries, bus & rail

Open House—January 22, 2003

Tell us what you think

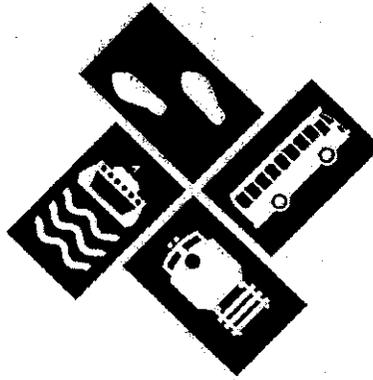
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*I do not want Pt. Edwards alternative,
Draft EIS & Mid-Water Front alternative,
Draft EIS. I support Revised Pt. Edwards
alternative.*

(Over)

EDMONDS



CROSSING

Connecting ferries, bus & rail

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Please spell out entire financial structure for the private population: Gas tax? Vehicle excise tax? What will this cost us? Presentation was excellent!

(Over)

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Thank you for the presentation this evening.
This plan appears to be an improvement & I
look forward to the EIS for it.

My concern is about the impact on DOG
BEACH. It appears that the enlargement of
~~Marina Beach park~~ Marina Beach park & the
removal of the Unocal Pier will eliminate
DOG BEACH. Currently the pier serves as the
Division between the People Park & the Dog Park.
We will still need the DOG park. It is heavily
used by dogs & their owners every day rain or
shine. There are no alternatives in EDMONDS for
off leash dog area.

My other concern is the widening of the
road leading to the proposed docks by the hotel
& the south side of the road. The upland forest habitat.

(Over)

Edmonds Crossing Open House Comments Continued

on both sides of the road contains many nesting migratory & non-migratory birds. The increased traffic & the wider road will impact the nesting activity.

You can also send your comments via e-mail to clifton@ci.edmonds.wa.us by January 24, 2002.

Please include your name, address, and telephone number in case we need clarification of your comments.

Name Susie Schaefer
Address 1055 Edmonds St.
City Edmonds State WA. Zip Code 98020
Telephone 771-8165 E-mail Susie.Schaefer@verizon.net

Would you like to receive future mailings about the project? Yes No

Thank you for your comments

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Connecting ferries, bus & rail

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Name: Geoff Scotton

Address: 11301 Makah Rd

Phone: 425-771-4486

I expressed my concern that there is no sound mitigation planned in the revision to Pine St to allow traffic to/from the ferry terminal. My property backs onto Pine St at the ~~point~~ corner of Pine & 104. Jerry Weed indicated that there was no need for this as truck traffic would not be going up-grade until on 104. I indicated that truck would slow for the corner and hit 104 at a near stop. Jerry said that the design "is what it is". I pointed out that I had raised this concern in the original impact study (in writing) and

(Over)

Edmonds Crossing Open House Comments Continued

that the study only had estimated sound readings well up the hill in Woodway.

I believe that there will be significant increase in noise levels at ground level close to Pine St and request that sound mitigation measures be put in place.

Further discussion with Stephen Clifton indicated that sound mitigation (such as a sound wall barrier) are being considered. I urge this to be undertaken.

You can also send your comments via e-mail to clifton@ci.edmonds.wa.us by January 24, 2002.

Please include your name, address, and telephone number in case we need clarification of your comments.

Name Geoff Scotton
Address 11301 Makah Rd
City Woodway State WA Zip Code 98020
Telephone 425-771-4486 E-mail geoff.scotton@gte.net

Would you like to receive future mailings about the project?

Yes



No

Thank you for your comments

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We prefer THE REVISED POINT EDWARD ALTERNATIVE

WE DO NOT WANT THE MID-WATERFRONT, DRAFT E.I.

Harry Speiser

HARRY SPEISER

200 BEACH PL #104

EDMONDS, WA 98026

(Over)

EDMONDS CROSSING

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Thank you for considering my thoughts
I prefer the 'Revised Point Edwards Alternative
As Explained
I would be apposed to "Mid-Water Front Altern-
ative, Draft EIS"

Rita B Spenser
200 Beach Rd #104
Edmonds, WA 98020 (425) 776-8355

(Over)

-----Original Message-----

From: mary wilson [mailto:maryvwilson@hotmail.com]

Sent: Thursday, March 13, 2003 9:58 PM

To: clifton@ci.edmonds.wa.us

Subject: Edmonds Crossing

To the City of Edmonds:

I have recently worked against government projects, by helping found the Washington Tea Party in opposition to locating King County's Brightwater plant in Edmonds.

I would like to voice support for the Edmonds Crossing, which, unlike Brightwater, demonstrates government working with local elected officials, community groups, and the populace to address a pressing need, while taking careful steps to enhance the public spaces and accommodate a wide variety of community and environmental concerns.

The dangerous backup of cars on streets waiting for the ferry has become an unmanageable problem with the increase of ferry ridership in the last twelve years. While the ferry terminal adds to the charm of downtown Edmonds, it threatens to overtake the downtown and strangle the natural flow of Edmonds towards the water. The relocation and expansion of the terminal addresses the problem of the waiting cars on local streets and frees up land for public space along the water. It also provides a hub for buses, pedestrians, cars, trains, ferries, and perhaps a monorail !

Thank you.

Mary Wilson
Board Member of the Washington Tea Party
1116 2nd Ave S
Edmonds, WA 98020

Swope, Bob/SEA

From: Clifton, Stephen [Clifton@ci.edmonds.wa.us]
Sent: January 27, 2003 8:03 AM
To: Swope, Bob/SEA
Subject: FW:

-----Original Message-----

From: Wain & Karen Wischer [mailto:edm.wisch@verizon.net]
Sent: Saturday, January 25, 2003 9:06 PM
To: clifton@ci.edmonds.wa.us
Subject:

Hi,

I was re-reading my e-mail from the other night and what I mean to say was: The two things we would request are:

1. Sound barrier on east side of Hwy. #104 to protect the residential areas
2. Sidewalk on Pine Street starting east of Hwy. #104 to 3rd Avenue So, (instead of east to Pine Street)

Thank you for your consideration in these matters.

Wain and Karen Wischer

EDMONDS CROSSING

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Open House—January 22, 2003

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* SHOW THAT THE CITY + COUNTY CAN DEVELOP THE AREA BETWEEN DOWNTOWN + THE CURRENT FERRY TERMINAL AREA BEFORE THE TERMINAL IS MOVED. DECISION IS MADE.

* I WANT INDIVIDUALS TO BE LIABLE FOR ANY COSTS OVER THE PROPOSED \$150 MILLION.

(Over)

EDMONDS CROSSING

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I AM OPPOSED TO MOVING THE FERRY AT ALL. IT HAS NOT BEEN DEMONSTRATED TO ME THAT THE CURRENT SITUATION PRESENTS ANY SIGNIFICANT PROBLEMS AND CERTAINLY NOT TO JUSTIFY THIS KIND OF EXPENSE. EDMONDS DOES NOT HAVE A TRAFFIC PROBLEM. THIS TO ME, REPRESENTS A CAPRICIOUS AND IRRESPONSIBLE USE OF PUBLIC FUNDS. THE CURRENT FERRY LOCATION IS PART OF THE CHARACTER AND TRADITION OF EDMONDS AND SHOULD REMAIN AT THE END OF MAIN ST WHERE IT IS ACCESSIBLE FROM DOWNTOWN BY FOOT AND MAKES DOWNTOWN AVAILABLE TO FOOT TRAFFIC FROM THE FERRY.

WHY NOT HAVE A PUBLIC HEARING ABOUT THIS??

(Over)

EDMONDS CROSSING

Connecting ferries, bus & rail

Open House—January 22, 2003

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- ① Please do something to be sure that the cars from the ferry, & those taking trains, & bus (parked) do not have any chance to get to SR 104 via Woodway & Woodway roads.

All traffic to & from the multi-modal area needs to be channeled via SR 104 only & not via Woodway roads or 226th in So. Edmonds.
- ② Why don't you think about having ferry routes from Kingston to Seattle during the a.m. / p.m. commuting hours?

(Over)

EDMONDS CROSSING

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Please return this form tonight or send your comments via e-mail to clifton@ci.edmonds.wa.us to by January 24, 2002.

Sounds great!

(Over)

10.2.4 Individuals Submitting Comments by Telephone or In-Person

Sarah, Kitsap County

Comment 1:

Concerned about affordable parking at the new terminal.

Response 1:

The cost of parking has not been addressed in the EIS and any decision to charge parking fees has not been made. If the Department of Transportation decides to charge parking fees, they would be at a competitive market rate and would help to pay for the construction and operation of the parking facility.

Les Bloom, Edmonds, WA

Comment 1:

Supports Modified Pt. Edwards Alternative.

Response 1:

Comment acknowledged.

Carol Hahn, Edmonds, WA

Comment 1:

Supports proposed project and changes at Pt. Edwards.

Response 1:

Comment acknowledged.

Anonymous

Comment 1:

Doesn't want ferry terminal moved.

Response 1:

Comment acknowledged.

Jan and Evelyn Odell, Edmonds, WA

Comment 1:

Unable to attend open house. Great project. Wonderful!

Response 1:

Comment acknowledged.

Bill Malan, Edmonds, WA

Comment 1:

Likes the proposed culvert under Pine Street and the daylighting of Willow Creek.

Response 1:

Comment acknowledged.

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10.2.5 Transcribed Verbal Comments

William Anderson

Response 1:

Please see Comment and Response 1 for Geoff Scott above.

Robert London

Response 2:

Please see Comment and Response 3 in the previous Section 10.2.3, "Other Comments Received (Anonymous)," (page 10-18).

William Mulkey

Response 3:

Your proposed concept would be a solution for a high traffic volume application. The situation at the proposed Point Edwards ferry terminal is not a high traffic volume application. The traffic to and from the ferry terminal is limited by the number of vehicles that each ferry can carry (approximately 210 on existing vessels). While this causes a surge of traffic to occur during each unloading of a vessel that surge of traffic dissipates within 5 to 10 minutes through the existing signal controlled intersections. The forecast level of traffic using the ferry terminal does not justify the expense of creating grade separated traffic movements for access to the new terminal. The existing merge at 5th Avenue where SR 104 comes in on the right of the 5th Avenue traffic currently operates with very few accidents and limited congestion. Modification of this interchange is not warranted by the existing or near term projected traffic volumes.

Ellen White

Response 4:

One drop-off point would be directly in front of the multi-modal center between the center and the surface parking lot. Buses accessing the center via the terminal access road would drop off passengers at the north end of the multi-modal center and west of the parking garage. In both cases, pedestrians would use stairways or elevators to reach the elevated passenger walkway to the ferry terminal at the end of the pier or to reach the other side of the railroad tracks. Buses connecting to downtown Edmonds would drop off passengers along Admiral Way immediately west of the railroad tracks and the multi-modal center. Again, those pedestrians would use stairways or elevators to reach the other side of the tracks or the elevated passenger walkway to the ferry terminal. Carts, similar to those used at airports, would be available along the walkway to transport individuals unable to walk between the multi-modal center and the ferry terminal.

Response 5:

Comment acknowledged.

Rita Burns Speiser

Response 6:

Comment acknowledged.

Don Porter

Response 7:

Comment acknowledged.

Edward McMorrow

Response 8:

The Edmonds City Council first dealt with the issues related to the operation of the ferry terminal in Edmonds by sending a letter to the Washington State Department of Transportation on August 23, 1989. In that letter, the City stated its concerns in a list that was referred to as the “four no’s.” This list of things which the City did not want to happen included opposition to expanding the operations at Main Street for additional ferry slips. In June of 1992 the City completed a feasibility analysis of the Point Edwards area and provided a concept defining multiple ferry slips. Since this beginning all concepts for the Edmonds Crossing Multimodal facility have included at least two ferry slips. Numerous opportunities have been provided for interested individuals to review and comment on the expansion of the facilities to multiple ferry slips for nearly ten years.

Response 9:

Kingston currently has two active operational slips and a third slip that is used to store vessels.

Response 10:

Kitsap County comprehensive plans and growth management concepts have been factored into the travel demand information contained in the environmental documentation. The relocation and accompanying expansion of the Edmonds ferry terminal provides future flexibility in ferry operations but does not, by itself, lead to the growth suggested in your comment. The key action that would lead to growth in traffic is a decision to add vessels to the ferry fleet to expand the service between Edmonds and Kingston. One of the key concepts behind the facility planning is to enhance the opportunities for travelers to use mass transit. The facility is a multi-modal concept which encourages people to leave their single occupant vehicles behind and to walk aboard the ferry and use mass

transit when they arrive in Edmonds. As long as additional vessels are not added growth will come primarily from walk-on users.

Response 11:

The City of Edmonds is currently the sponsor of this project and the use of eminent domain procedures under the Growth Management Act has never been considered part of the project implementation process. To date, the project has seen significant support from most individuals and agencies. In fact, the project is supported by the PSRC Destination 2030 MTP for Central Puget Sound Region (Destination 2030); VISION 2020: 1996 Updated MTP; WSF System Plan for 1999-2018; Snohomish County GMA Comprehensive Plan Transportation Element; City of Edmonds Comprehensive Plan; and Port of Edmonds Strategic Plan and Master Plan. The project is not seen as a threat that would require someone to take legal action to stop its implementation.

Response 12:

The Mid-Waterfront location is not the preferred alternative for numerous environmental and community impact reasons. Your comment about the train station being closer to downtown is obviously true but the number of users coming from the core business and condo downtown area is very, very small when compared to the total users of the multimodal facility. The Point Edwards terminal location is less convenient for these downtown users and would require either a long walk or the use of the Community Transit bus linkage but the overall result would be better for the community as a whole.

Peter Block

Response 13:

Pedestrian access would be available via a walkway from the SR 104/Pine Street intersection along the terminal access road. Bicycles would be allowed to access the terminal building along this access roadway as well.

Bicycles intending to board the ferry would be required to access the ferry via the auto tollbooths like other ferry terminals. The holding area has been designed with 6-foot bicycle lanes for both loading and exiting bicycles.

Within the multimodal center, access will be provided across the railroad tracks by either using an elevator or stairs to the second level from either side of the tracks where an over crossing will be provided. The terminal building will be accessible from both sides of the railroad.

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**January 2003 Open House—
Transcript of Testimony**

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EDMONDS CROSSING PROJECT
TRANSCRIPT OF TESTIMONY

January 22, 2003
5:30 p.m.

City Hall Brackett Meeting Room
121 5th Avenue North, Third Floor
Edmonds, Washington 98020

Testimony Taken By
JOHANNA CHAPIN, C.C.R.
Van Pelt, Corbett & Associates
423 Second Avenue Extension South, Suite 21
Seattle, Washington 98020

Edmonds Crossing Project, January 22, 2003

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I N D E X O F T E S T I M O N Y

<u>Testimony of:</u>	<u>Page</u>
WILLIAM ANDERSON 11515 Bella Coola Road Edmonds or Woodway *	3
William Mulke 23726 91st Place West Edmonds, Washington 98026	5
Ellen White Post Office Box 4341 Bremerton, Washington 98312	7
Rita Burns Speiser 200 Beach Place, Unit 104 Edmonds, Washington 98020	8
Don Porter 200 Beach Place, #202 Edmonds, Washington	9
Edward J. McMorrow 1024 4th Avenue South 98020	10
Peter Block 23821 115th Place West Woodway, Washington	14
* ROBERT LONDON MS. 2/20/03 910 12 TH PLACE NORTH EDMONDS, WASHINGTON	3

Edmonds Crossing Project, January 22, 2003

1 TESTIMONY OF WILLIAM ANDERSON

2 11515 Bella Coola Road

3 Edmonds or Woodway

4
5 The concern I have is the approach to -- the new
6 approach on Pine Street to Highway 104. That approach is
7 kind of a sharp right turn onto 104, cars both approaching
8 and, mainly the concern would be, leaving the ferry. That's
9 where the grade starts on Highway 104. That's where the
10 hill starts at 104.

11 Under the present system, the ferry, you have close
12 to a half a mile, if not three quarters of a mile of level
13 pavement of 104 that primarily commercial traffic can get up
14 some speed to go up the grade, and under the new system,
15 they will be nearly coming from a standing start on that
16 right turn on Pine Street and start going up the hill right
17 there where it starts at the beginning. That's going to
18 create a tremendous noise problem, and I haven't had any
19 comments -- or seen any comments of where they're going to
20 handle that increased noise.

21 My name is Robert London. My address is 910 12th
22 Place North in Edmonds. I'm opposed to the ferry being
23 moved at all. I think it should stay where it is. I don't
24 see any significant problem that's caused by its current
25 location. I do not think Edmonds remotely has a traffic

1 problem. I think the traffic looks fine. I'm down there
2 very frequently when the ferry is loading and unloading.
3 I'm here in Edmonds during the day, every day. I don't see
4 that problem. I think the ferry is part of the character
5 and nature of Edmonds where it is at the end of Main Street.
6 I think it's part of the Edmonds tradition. I think it
7 should be accessible to foot traffic from Main Street, as it
8 currently is, and accessible to foot traffic from the ferry
9 going to Main Street. People will want to come across by
10 foot and be able to walk to Main Street. And I think, you
11 know, contemplating this kind of expense to solve, to me,
12 what is relatively a nonproblem or maybe small environmental
13 problems is a very inappropriate, capricious use of public
14 funds.

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Edmonds Crossing Project, January 22, 2003

1 TESTIMONY OF WILLIAM MULKEY

2 23726 91st Place West

3 Edmonds, Washington 98026

4

5 What I have is, I have a problem with using Pine
6 Street for the entrance road into the new ferry terminal.
7 What I would like to see them do is, as you come down the
8 hill over the bridge across 3rd that runs underneath, is to
9 take the right lane and go elevated with it, and then curve
10 it around across the current 104 and build a parallel road
11 to Pine Street end of the parking lot at the ferry terminal.
12 And then coming out of the ferry terminal, to build the road
13 adjacent to the new one going in and elevate it and bring it
14 up over Pine Street and come into the current highway going
15 up the hill before they get to the 3rd Street Bridge -- or
16 3rd Avenue Bridge. And then when they get up to the top of
17 the hill where the 5th Avenue merges in, that they would
18 make Highway 104 the Main Street end of the two lanes going
19 on up the hill to the top of the hill around the curve, and
20 that Pine Street -- at Pine Street coming out of Edmonds
21 waterfront, the right lane could be made to turn right only
22 onto Pine Street, and the left inside lane should go to the
23 right and elevated -- should go underneath the exit from the
24 ferry that's elevated over Pine Street, which you have to go
25 past the intersection, should go to the right and underneath

1 that elevation and be elevated up and come back in to the
2 main 104 and merge in from the right side. And then 5th
3 Avenue, before it gets to the current bridge where 104 goes
4 underneath it going down to the ferry, they should have it
5 elevated and turn to the right and swing around over the top
6 of everything and then merge back in from the right at the
7 top of the hill. That way there would be no traffic
8 crossing each other; everything would be free flowing.

9 I realize it will cost a lot of money to do that,
10 but if you're looking at a program that probably will last a
11 hundred years, it would be cost efficient, and that way Pine
12 Street would be left strictly as a local street and that
13 people coming down the hill could make a right turn onto
14 Pine or they could go straight into the Edmonds waterfront,
15 because a lot of people that live in South Edmonds use the
16 waterfront because of the senior centers there and Port of
17 Edmonds and parks that are along the waterfront. A lot of
18 people would like to have access to Pine, and then Pine
19 Street itself, west of the current Highway 104, can be used
20 strictly just for the people living in Woodway and new
21 condominium construction that's going to be in the Unical
22 site. SR104 should be separated from Pine Street on its
23 entrance into the holding area and not use Pine Straight,
24 repeating, not use Pine Street as the Edmonds road to it.

25

1 TESTIMONY OF ELLEN WHITE

2 Post Office Box 4341

3 Bremerton, Washington 98312

4
5
6 I like this revised point adversed alternative.
7 Although this does not show it, I would also like to know
8 what are the drop-off points going to be for passengers and
9 what facilities are going to be made available for persons
10 of disabilities.

11 And let's see. What else was there? And I
12 understand that they're going to have -- the holding area
13 can hold 800 and some cars, which is better than what it is,
14 which I really like that. And other than that, I really
15 can't think of anything else, but I do like this proposal,
16 and I hope it gets passed.

1 TESTIMONY OF RITA BURNS SPEISER

2 200 Beach Place, Unit 104

3 Edmonds, Washington 98020

4
5 It's more commonly known as the uptide.

6 I am wanting a record that I'm in favor of Revised
7 Point Edwards Alternative, and I would not be interested in
8 having it the mid waterfront alternative draft EIS. That
9 would not be desirable. The first one is my preference.
10 And I thank you very much.

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TESTIMONY OF DON PORTER

200 Beach Place, #202

Edmonds, Washington

I wanted to oppose these two alternatives. The one that has the ferry landing down by the fishing pier and the one that has it down by the Union Oil pier. What I would support is what is called the Revised Point Edwards Alternative. That's my main concern. I do not want those two alternatives. I want this one.

1 TESTIMONY OF EDWARD J. McMORROW

2 1024 4th Avenue South, 98020

3

4 I have followed the ferry dock relocation issue
5 since it was first put on the agenda in the City of Edmonds,
6 which I have been told was 1980 -- I thought it was '78 --
7 and I've been, I think, to every meeting. The first draft
8 EIS, which was put out two, three years ago, was the first
9 time that the expansion of the dock, by that I mean putting
10 in more than one auto ferry slip, which that shows three as
11 does the current one, that was never asked of the people of
12 Edmonds what they thought of that, if they wanted that. All
13 they talked about was, Do you want the dock to move? And I
14 went there specifically seeing if they would say, We're
15 going to make it bigger, too. They never did.

16 So I think the people of Edmonds have not properly
17 had a chance to consider the implications of expanding that
18 capacity of that dock, and that is, if you consider that if
19 you were to put a third dock in Kingston with overhead
20 loading, you possibly could actually at some point put nine
21 boats on the run as a maximum.

22 Of course I don't see that happening, but I point
23 that issue out in considering the nature of the northern
24 Kitsap Peninsula, specifically Port Gamble, which is
25 basically owned by -- I think they go under the name of

1 Olympic Resources, which is the old Pope and Talbott
2 company. I believe they would put some sort of a resort
3 that would generally be classified as a resort under growth
4 management so they can avoid the urban designation. They
5 can probably pull that off -- golf course. They will put in
6 the sewage treatment plant, I am certain of that, which
7 would allow increasing densities in development everywhere
8 in the north Kitsap Peninsula.

9 But to do a project of that nature and to sell it
10 at a decent price, they need to have a connection to the
11 valuable economic market of the east side of Puget Sound,
12 and that will come at the price of Edmonds real estate
13 values. Because if they can expand the runs on the ferry to
14 give more -- carry more capacity, then I think -- if they
15 can show at least that it's possible, they'll get people to
16 buy into that, and then there will be the political pressure
17 to go ahead and expand this.

18 So what I've read in the previous discussions of
19 traffic implications, there was really no consideration for
20 increased urbanization that this development would allow in
21 the north Kitsap Peninsula and that effect on traffic in
22 Edmonds. And I know under growth management that
23 jurisdictions can be forced to accept certain critical
24 facilities in spite of their oppositions, but the whole
25 reason of existence for growth management is to confine

10 | 1 | urban sprawl. This project facilitates it.

2 | So if the DOT were to attempt to use growth
3 | management principles, the law of that eminent domain over
4 | objections of the people of Edmonds, I believe the grounds
5 | for a court challenge would be ample evidence, and if not
6 | the letter of growth management, then the intent of the
7 | legislature, because that project, that legislation was
8 | marketed to the people, presented to the people chiefly as a
9 | way to contain urban sprawl. So if the DOT is planning to
10 | use eminent domain essentially under growth management to
11 | plant this thing on here, they're going to end up with a
12 | court case. There's no doubt about that, and I believe I
13 | have legal standing to bring that because of my previous
14 | discussions of this and on the record in your previous
15 | materials. So be prepared to go to court.

16 | Of course, you can do like Sound Transit and buy
17 | all the attorneys, I guess, around town, which they've done,
18 | retained a whole bunch of different companies, but I do have
19 | a few attorney clients myself, and I'm sure I can find one,
20 | and I'm certain that various environmental groups would be
21 | able to do this. And in spite of, there certainly are
22 | advantages to the proposal in daylighting the creek and all
23 | these other things, there certainly are advantages, however,
24 | I actually think what this so-called mid waterfront location
12 | 25 | is better because it puts the train station close enough to

12

1 downtown that people can walk to it. I think if you really
2 want to get people to be able to walk from their condos in
3 downtown Edmonds and get on the train and go to downtown
4 Seattle, they need that mid waterfront park area to take the
5 old -- what they call it, waterfront antique place, what it
6 used to be the old Safeway store, that would have to be
7 taken under eminent domain, and that would be the bus
8 station, train station, everything should really go there.
9 That's my suggestions. So I think that's all I can think of
10 now.

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Edmonds Crossing Project, January 22, 2003

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TESTIMONY OF PETER BLOCK

23821 115th Place West

Woodway, Washington

I would like to comment on the pedestrian overcrossing aspects of this project, and convey to the City that the town of Woodway is very interested in seeing that some form of pedestrian access is provided from the uplands portion over the railroad tracks to the port or Marina Beach area. I understand that from the presentations tonight that there will be some access through the terminal, and it is important that this access be unrestricted for pedestrians and bicycles. Thank you.

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C E R T I F I C A T E

STATE OF WASHINGTON)
) ss.
COUNTY OF KING)

I, the undersigned Notary Public in and for the State of Washington, do hereby certify that:

I am not a relative or employee or counsel of any of the parties to said action, or a relative or employee of any such attorney or counsel, and that I am not financially interested in the said action or the outcome thereof;

The witness, before examination, was duly sworn to testify the truth, the whole truth, and nothing but the truth; and

The transcript attached thereto is a true record of the proceedings.

In witness whereof, I have hereunto set my hand and affixed my seal this 12 day of February, 2003.

Johanna Chapin

JOHANNA CHAPIN

CSR No. CH-AP-IJ-334MP

Notary Public in and for the State of Washington, residing at Seattle.

