



Welcome!

Meeting purpose

Thank you for joining Washington State Ferries and the City of Mukilteo. At tonight's open house you will have the opportunity to:

- Learn about what to expect during the first phase of construction, including work hours, truck haul routes, and noise
- Provide feedback on plans to mitigate traffic impacts near the terminal
- Meet with members of the project team and review plans to mitigate environmental impacts

Agenda

5:30 p.m. Open house: view display boards around the room and discuss with project staff

A narrated presentation will play on a loop throughout the meeting

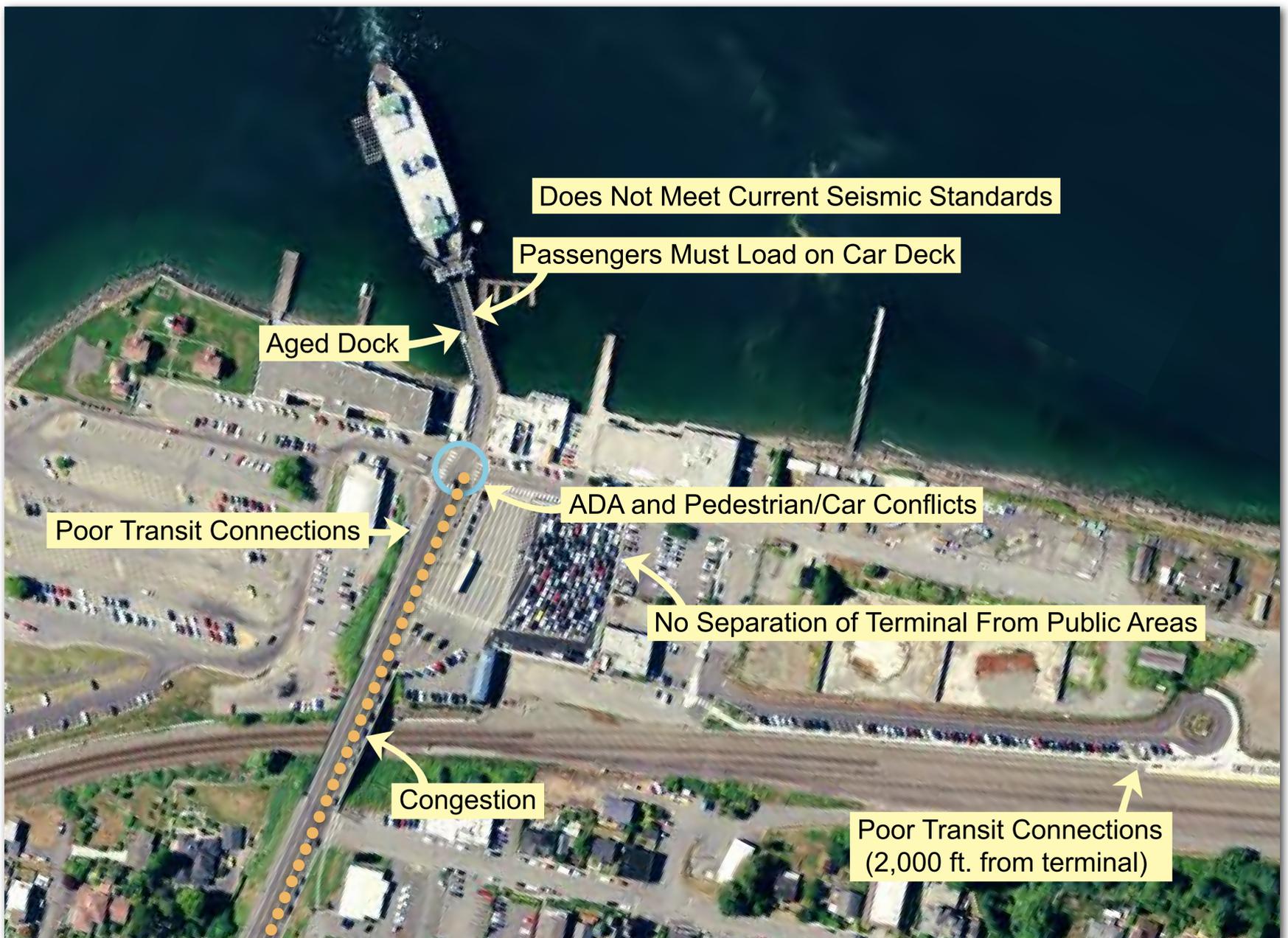
7:30 p.m. Meeting adjourns



What is the Purpose and Need for the Project?

The Mukilteo Multimodal Project purpose is to improve transportation between Whidbey Island and the mainland by providing safe, reliable and efficient service for all modes by:

- Reducing conflicts, congestion and safety concerns for pedestrians, bicyclists and motorists by improving local traffic and safety in the terminal area
- Updating the terminal facility to improve the safety, security, quality, reliability, and efficiency of multimodal transportation
- Accommodating future demand projected for transit, carpools, pedestrians, bicycles and general purpose traffic

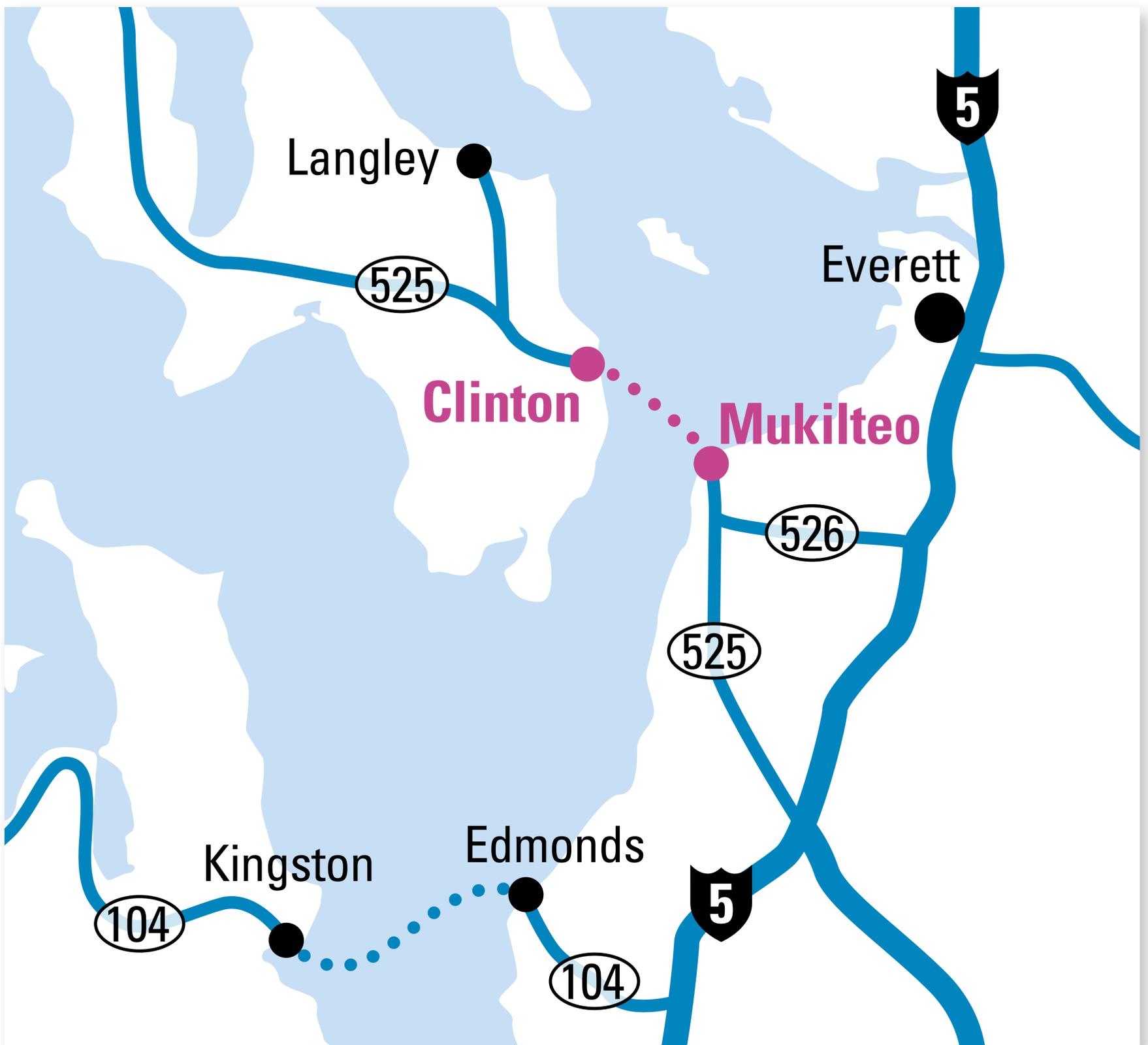


Mukilteo terminal deficiencies



Mukilteo/Clinton Route Characteristics

- 2-boat service
- 15 minute crossing
- Sailings every 30 minutes
- Current Usage
 - WSF's busiest route
 - Over 2 million vehicles per year
 - Almost 4 million total riders per year
- Future Usage
 - 124 percent increase in walk-on ridership (by 2040)
- Transit Connections
 - Bus service (Everett Transit, Island Transit and Community Transit)
 - Commuter Rail Service (Sounder train)



The Mukilteo/Clinton ferry route links SR 525



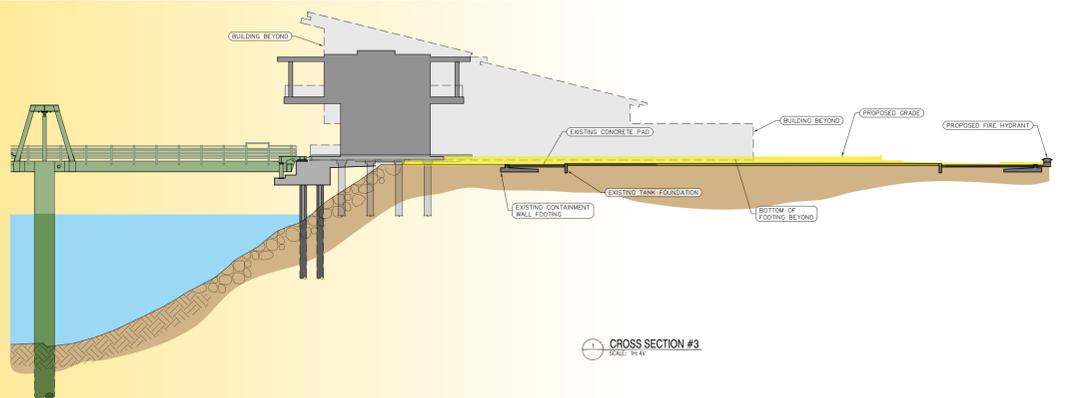
Project Features



Passenger Terminal Building

- The new passenger terminal building will serve as the new ferry terminal hub.
- WSF is working closely with local tribes to reflect the cultural significance of the Mukilteo Point Elliott area in the design of the terminal building. This coordination will be reflected in a Memorandum of Agreement with the Tribes as required by NHPA Section 106.
- At a minimum, the building will meet LEED Silver environmental requirements.
- The project team will minimize building height to protect the view of the waterfront.
- Vehicles will travel from the holding area, through the first floor to the ferry vessel.
- Overhead loading will allow pedestrians to enter directly onto the second story passenger ferry deck.

Deep water at the terminal building site allows for a condensed project footprint.



Project Benefits: Environmental

The Mukilteo Multimodal Project improves the environment by:

- Decreasing overwater structure by almost three acres
- Removing four percent of the remaining creosote-treated timber piles in Puget Sound
- Enhancing stormwater treatment
- Improving fish habitat by removing the existing ferry terminal
- Containing hazardous materials



The Mukilteo Multimodal Project includes removal of the tank farm pier



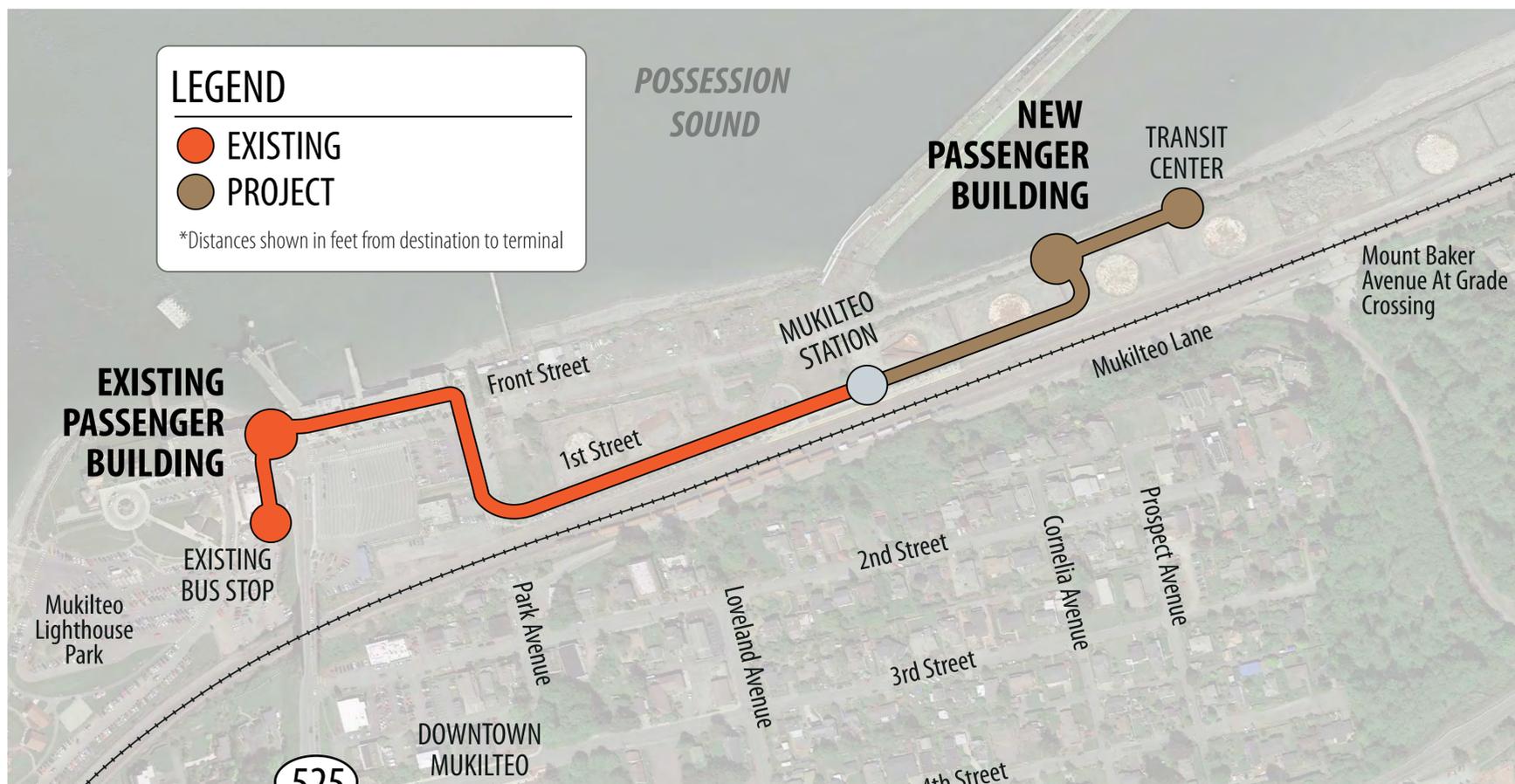
Existing Air Force Tank Farm site



Existing Mukilteo ferry terminal



Project Benefits: Transportation

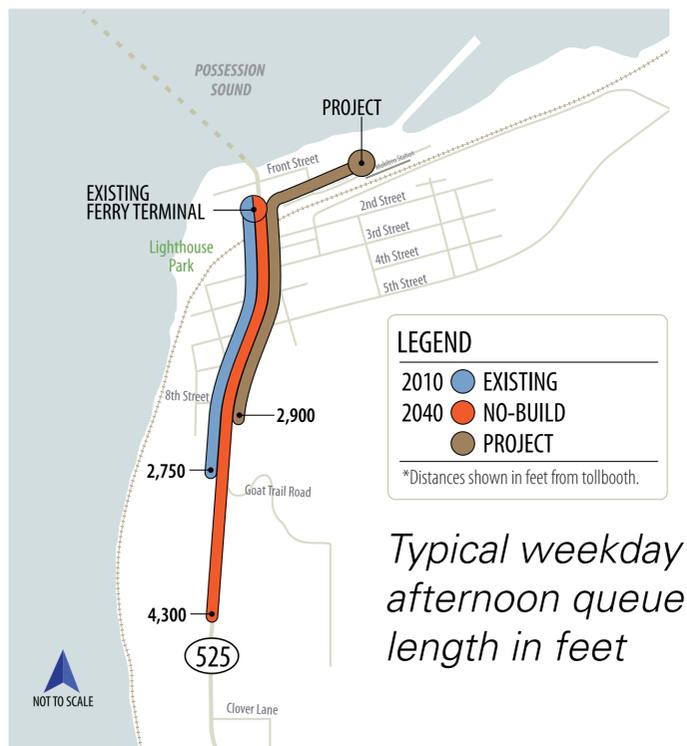


Multimodal Connections

The Mukilteo/Clinton route is a major commuter route. Because vehicle traffic is limited by the size of the vessel, creating a terminal with good multimodal connections is critical to meet future passenger growth.

	ST to WSF Passenger Building	Bus to WSF Passenger Building	Bus to ST
Existing Terminal*	1,730	190	1,850
Project*	745	225	970

*Distances in feet



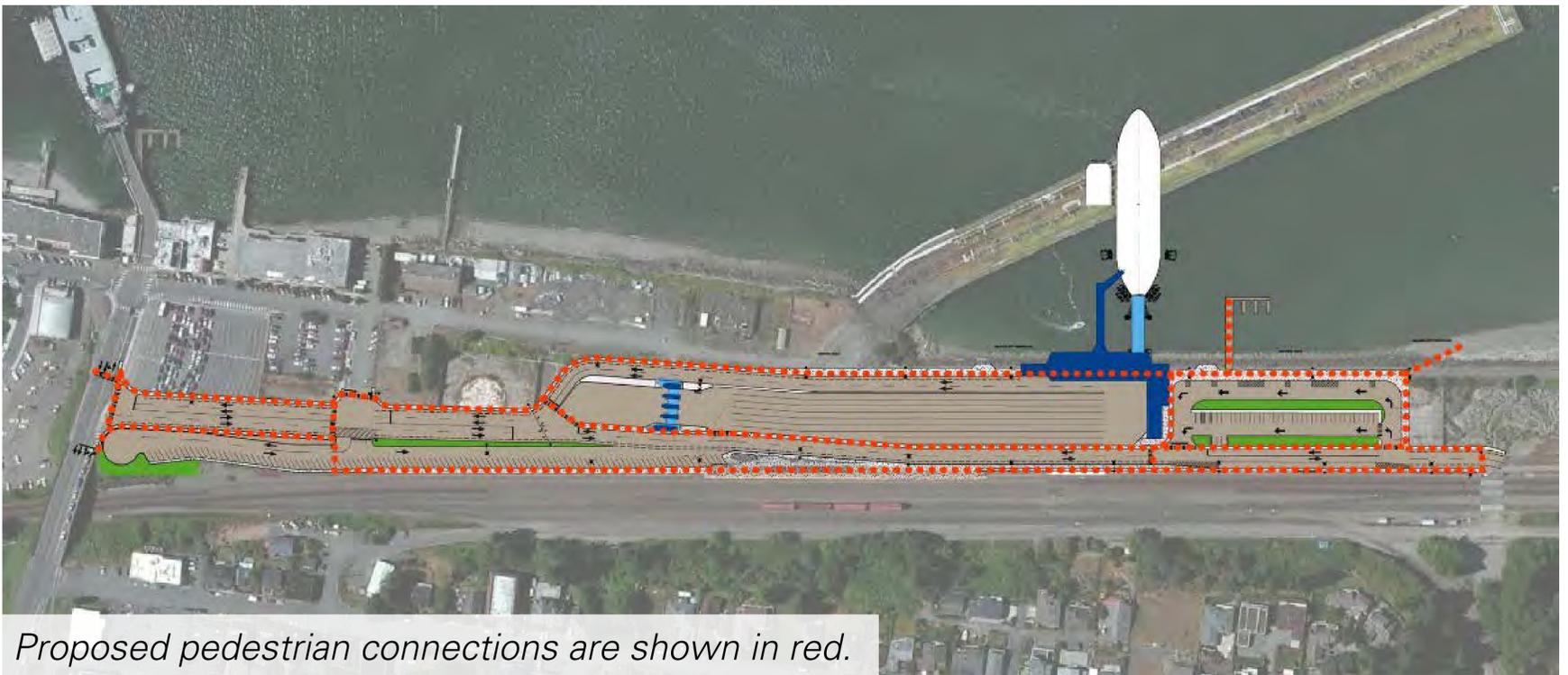
Typical weekday afternoon queue length in feet

Queue Lengths

The project reduces the vehicle queue on SR 525 during busy periods. A larger holding area will help keep waiting vehicles off local streets.

Project Benefits: Pedestrian Connections

The project provides a continuous walkway along the shoreline. The terminal's second story connects directly to the overhead loading ramp and waterfront promenade.



What to Expect During Construction

Existing ferry terminal remains open

The existing Mukilteo terminal and Mukilteo/Clinton ferry service will remain open during construction.

Pier removal and dredging begin spring 2015

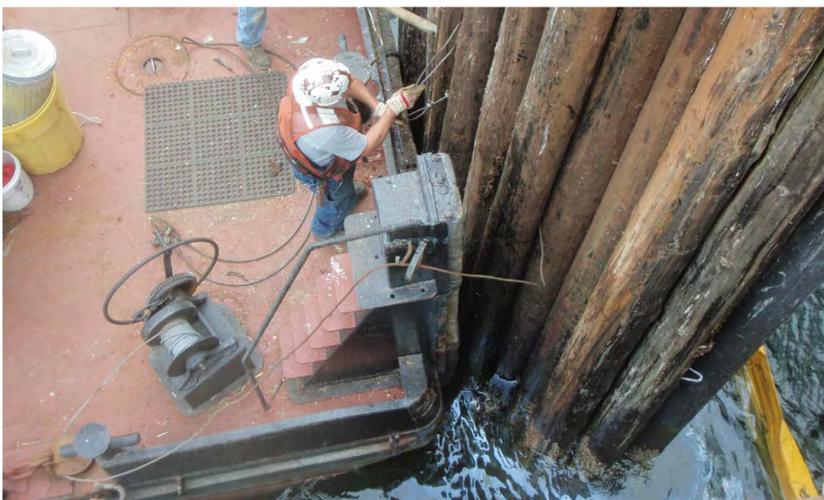
The first phase of construction will remove the tank farm pier and dredge at the site of the new ferry terminal. Phase 2 construction will begin in 2017.

In-water work on hold during spring/summer fish window

Between mid February and July, crews will refrain from heavy in-water construction in accordance with National Marine Fisheries Service, United States Fish and Wildlife, and Washington State Department of Fish and Wildlife requirements.

Trucks and barges hauling materials

WSDOT's traffic control plan minimizes disruption to local streets, property owners, and businesses. Truck traffic will be limited to SR 525 and Front Street. About 85 percent of materials will be removed from the pier by barge, reducing truck traffic.



Noise

Construction noise will be limited to 7 a.m. to 6 p.m. on weekdays and 9 a.m. to 5 p.m. on Saturdays. There will be no work on Sundays or holidays unless the City grants an exemption.

Truck Hauling Hours

Monday-Thursday, 7 a.m.-2:45 p.m.
Friday, 7 a.m.-1:00 p.m.

Waterfront recreational safety

Crews will post signs to inform kayakers, swimmers, divers, and other visitors of any off-limits zones or potential safety hazards related to construction. WSF will reach out directly to the diving community to develop safety measures for divers during construction.

Stay Informed

WSF will communicate with the public throughout construction. We will notify affected residents and businesses in advance of work that may cause noise or disruption.

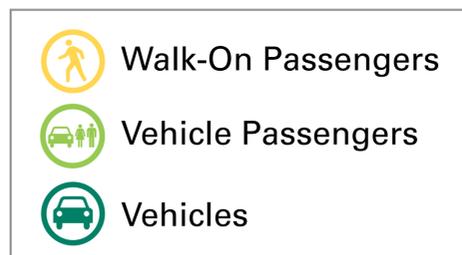
Subscribe to our project listserv and visit: www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/ for frequent updates.



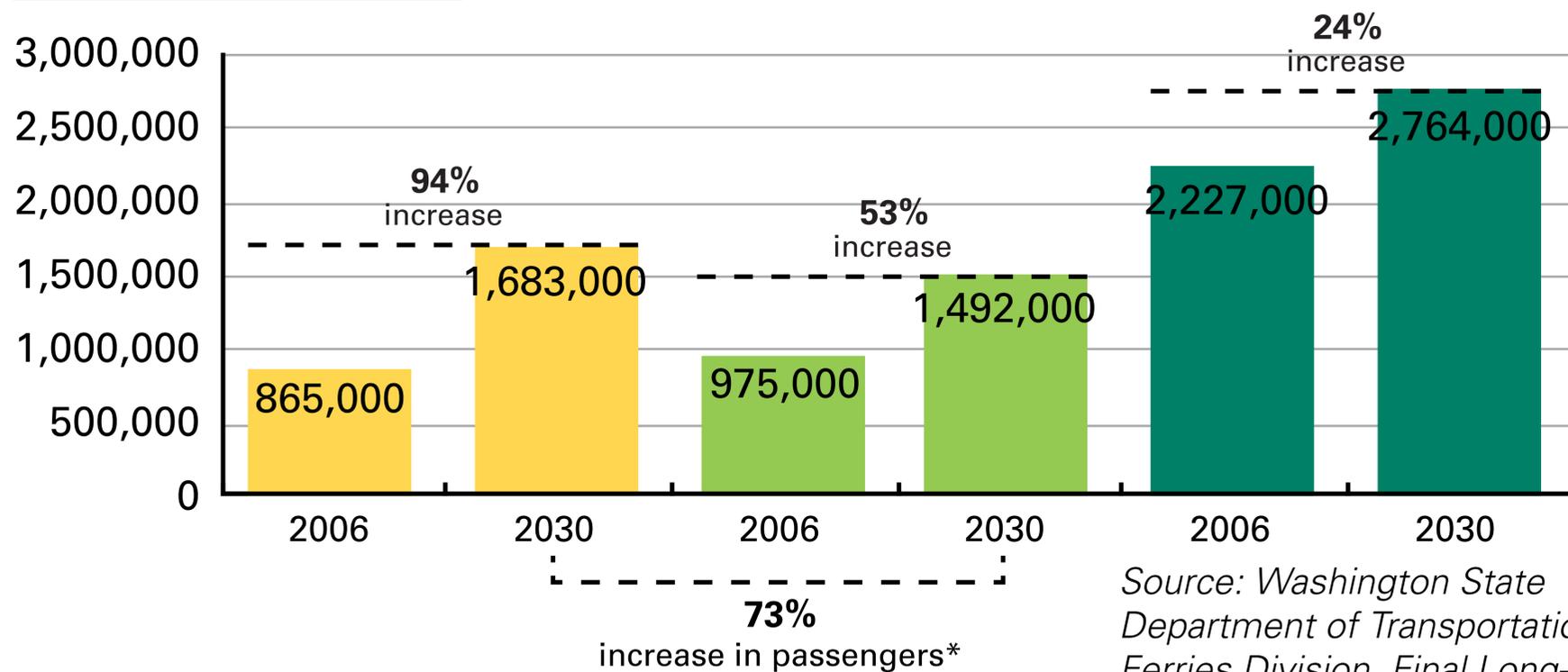
Traffic: Projected Ridership Increases

The 2009 WSF Long Range Plan projected a 94 percent increase in walk-on passengers and a 73 percent increase in overall passengers (walk-ons and vehicle passengers*) from 2006-2030.

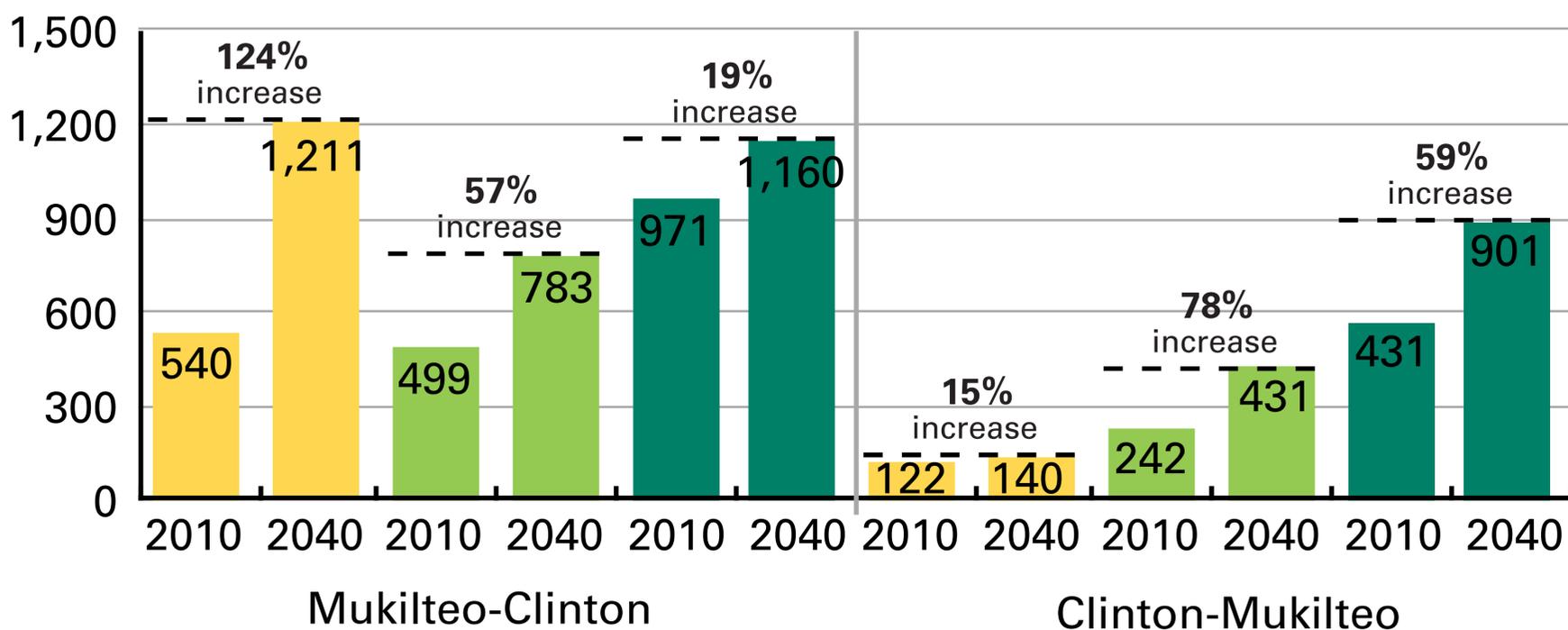
The ridership counts and projections from the 2006 Long Range Plan were projected in the EIS to 2040 to match the Puget Sound Regional Council's 2040 vision. PM peak (3pm-7pm) volumes are shown below.



Annual Ridership (2030)



PM Peak Ridership, 3pm-7pm (2040)



Source: Final Environmental Impact Statement, Traffic Discipline Report, June 2013

* Not including vehicle drivers.

Traffic: Improvements

The Mukilteo Multimodal Project includes the following features to reduce congestion near the ferry terminal.

Signalized intersections

The project adds two signalized intersections near the new terminal loading area. The signals will meter traffic during ferry offloading and create breaks in traffic along SR 525.



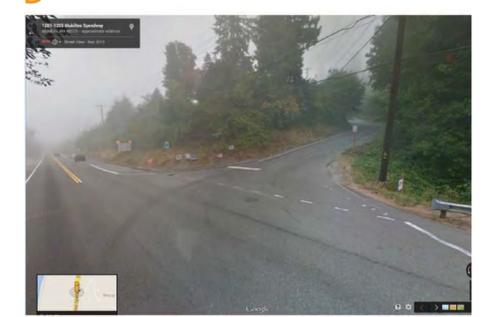
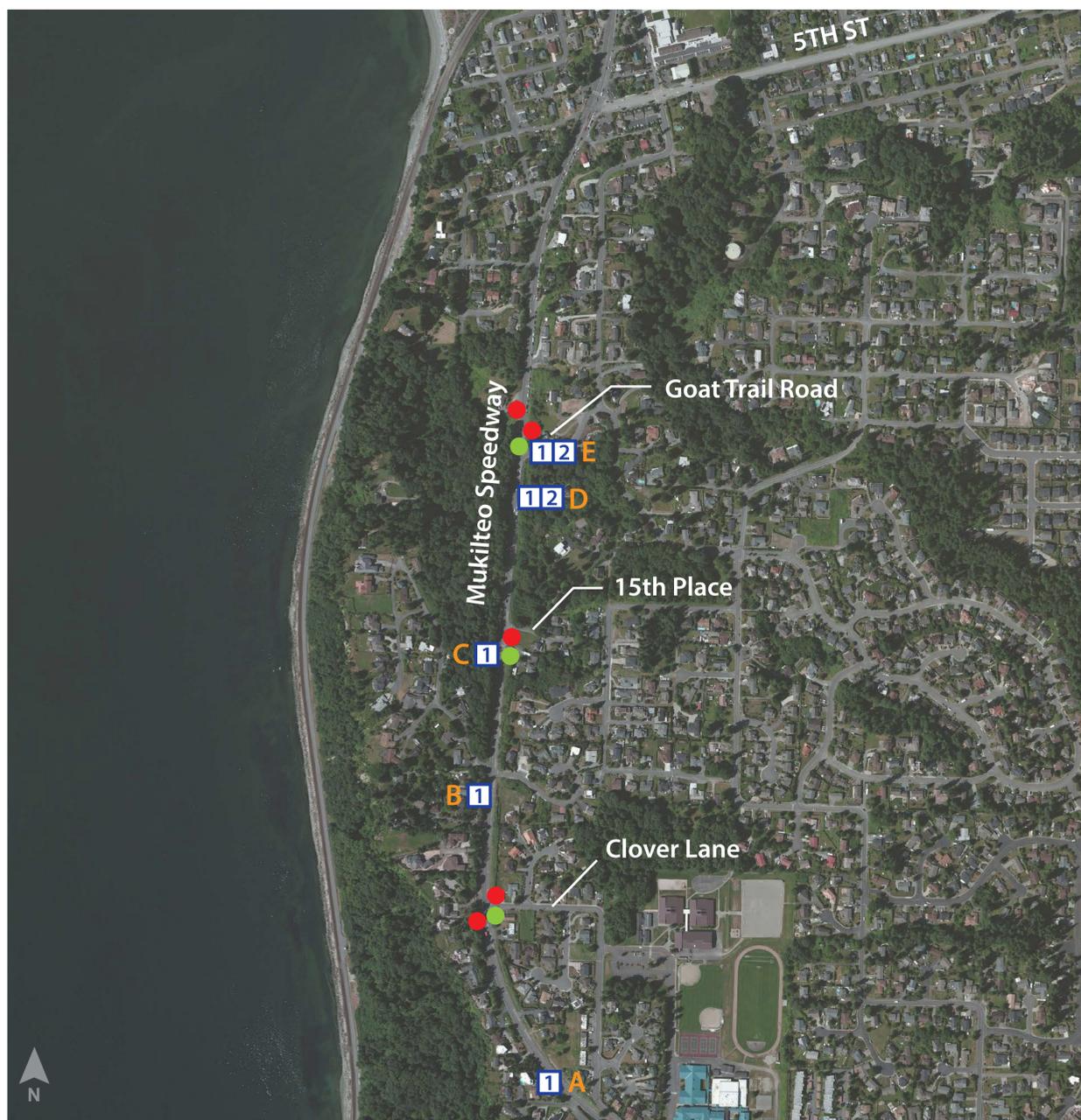
Ferry offload lanes can hold half of the ferry vehicle capacity, allowing traffic metering without affecting ferry operations.

Traffic: Improvements

The Mukilteo Multimodal Project includes the following features to reduce congestion near the ferry terminal.

Improving sight lines at intersections, including Goat Trail Road

WSF has identified five intersections where brush clearing and grading would improve sight lines for drivers entering SR 525. Signage could also be installed in holding lanes near intersection with limited sight lines.



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CORRIDOR SAFETY ISSUES / LOW COST IMPROVEMENTS

- Sight Distance
 - 1 - Brush Cleaning/Grading
 - 2 - Setback "Do Not Block" area in ferry holding lane
- Pedestrian Crossing Improvement
- Bus Stop
- A-E Sight photos

Traffic: Potential Improvements

Washington State Ferries and the City of Mukilteo are working closely to identify additional traffic improvements. We want to hear from you! Please use the stickers to indicate which traffic improvements you prefer and share your ideas with members of the project team.

Signal Improvements

The traffic analysis prepared for the Environmental Impact Statement identified two signals that would operate below acceptable level of service in 2040.

- SR 525 and 5th St.
- SR 525 and 88th St. SW

Cost: \$500-\$600k

Pedestrian Crossings

Pedestrian crossings at bus stops along SR 525 would improve pedestrian access to transit.

Cost: \$50-\$100K per crossing



- Pedestrian Crossing Improvement
- Bus Stop

<i>Signal Improvements</i>	<i>Pedestrian Crossings</i>