

## Welcome!

### *Meeting purpose*

At tonight's open house you will have the opportunity to:

- View and share input on 60 percent design plans for the new Mukilteo ferry terminal, including cultural design elements, environmental features, terminal building design, and customer experience.
- Meet the project team to ask questions and learn more about the project.
- Learn more about traffic analysis results and provide feedback on intersection improvements, and pedestrian and bicycle access on SR 525.

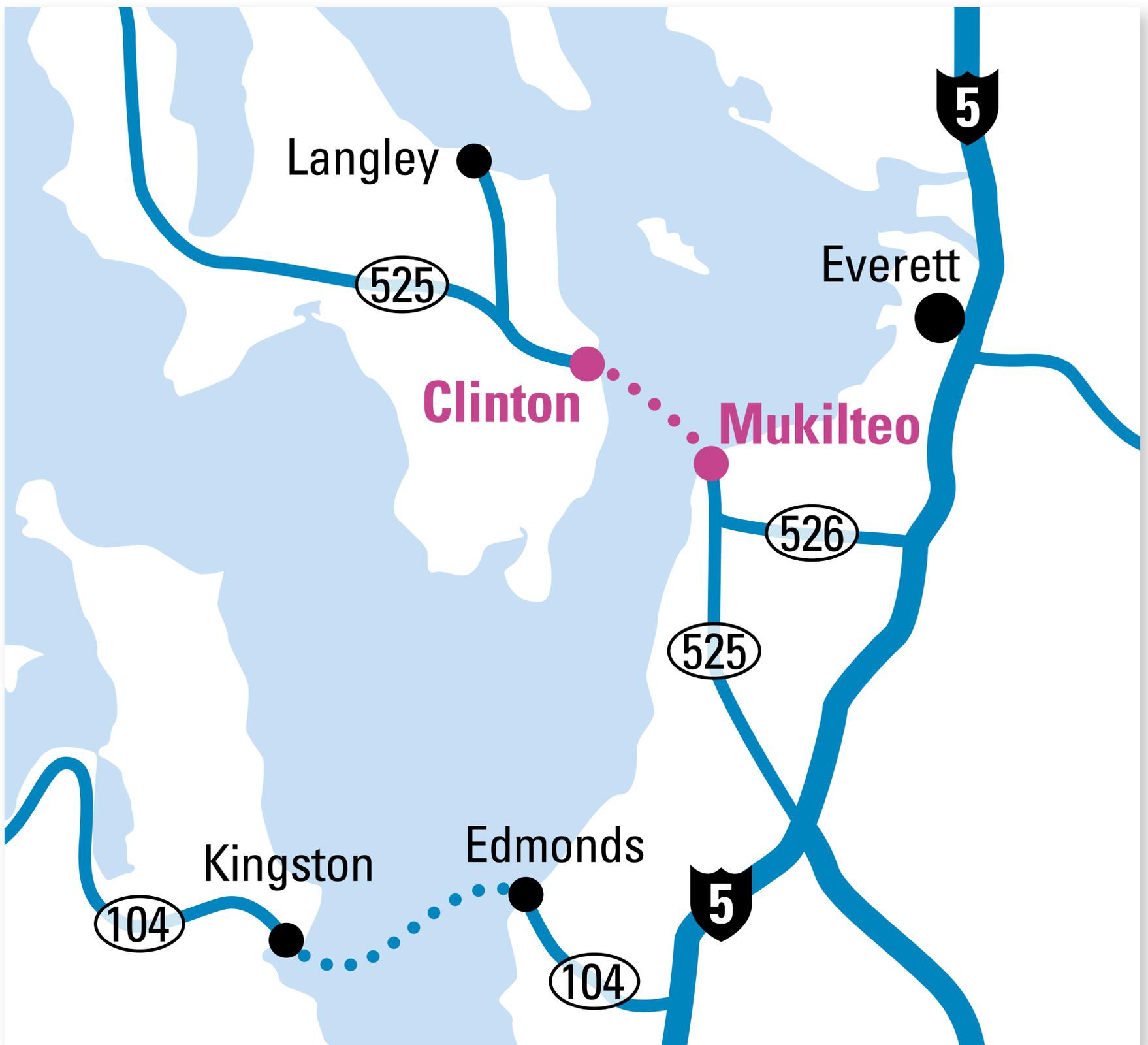
### *Agenda*

- 5:30 p.m. Open house: view display boards, talk to project staff, fill out comment forms located around the room**
- 6:00 p.m. Overview presentation**
- 6:30 p.m. Open house continues**
- 7:30 p.m. Meeting adjourns**



## Mukilteo/Clinton Route Characteristics

- 2-boat service
- 15 minute crossing
- Sailings every 30 minutes
- Current Usage
  - WSF's second busiest route
  - Over 2 million vehicles per year
  - Over 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

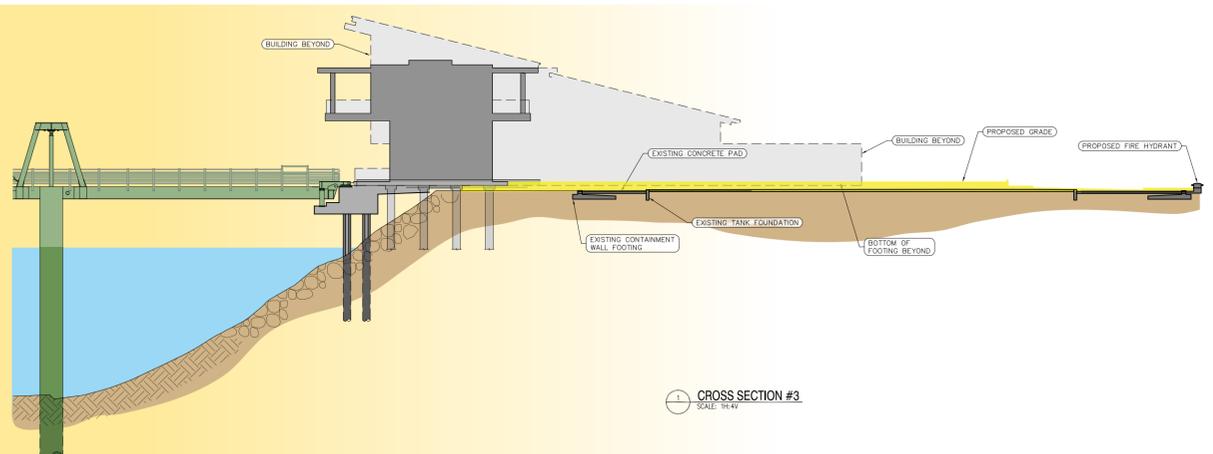
## Project Features



### *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.
- 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.



## Protecting the Environment



The tank farm pier stood unused since 1989



Removal of the Mukilteo tank farm pier is complete

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

The Record of Decision provides clear guidelines on how the project will minimize impacts to the environment:

### Preserving water quality

WSDOT is meeting all water quality standards during pile removal, installation, and dredging. Stormwater will be collected and treated during operation of the new terminal.

### Creating a healthier ecosystem

Removal of the tank farm pier eliminated approximately 7,000 tons of creosote treated timber pilings which will improve the long term health of the ecosystem.

### Protecting wildlife

Seasonal restrictions on heavy construction will limit impacts to crab and fish populations that are critical to supporting birds, salmon, and other wildlife. During construction, a monitoring program will be in place to avoid impacts on marine mammals.

### Bird perches near new terminal

WSF will build bird nesting platforms near the waterfront and away from ferry structures.



## Project Benefits: Transportation

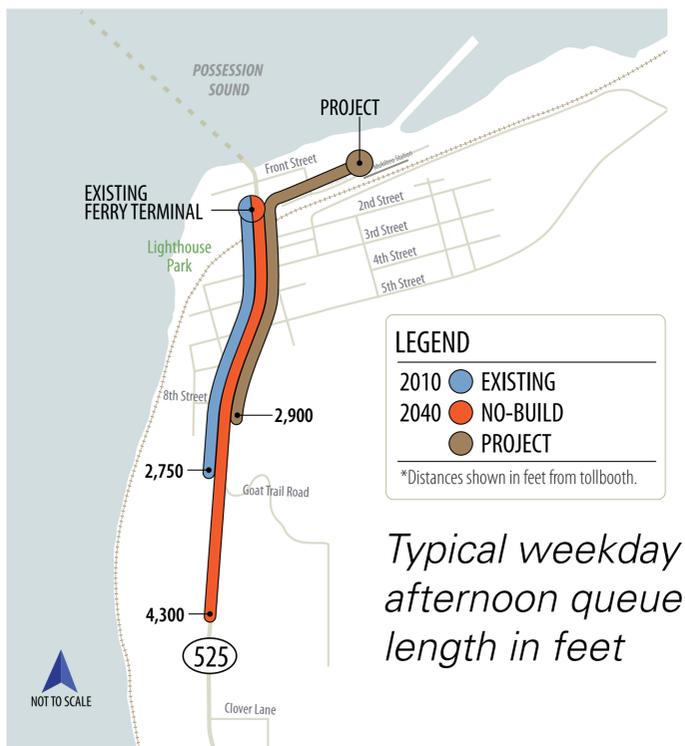


### Multimodal Connections

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



### 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.

## Noise

Here is a brief overview of what to expect during construction and operation of the new terminal:

### Terminal construction (2017-2019)

- Noise restrictions will be the same as pier removal. Noise from impact pile driving will be louder than the vibratory removal during pier demolition, but will be significantly shorter in duration.
- More information about terminal construction will be available at a future open house.

### New terminal operation

- Regular announcements over the public address system will be limited to 9 a.m. – 6 p.m.
- Emergency announcements are allowed at all times.
- Noise will be minimized with volume control, location specific announcements, and non-audible communications.
- Speakers will be directed away from residential communities.
- Signage will encourage drivers to turn off engines in vehicle holding areas.

### Ferry terminal pile driving noise





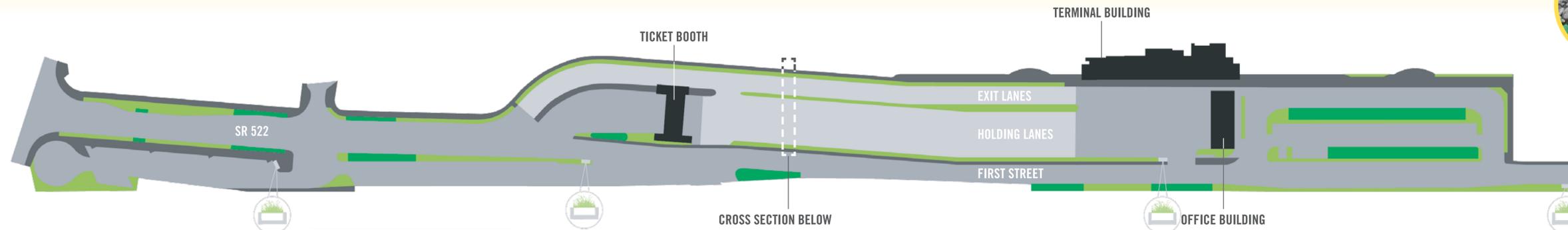
# Project Timeline

## Mukilteo Multimodal Project Timeline

2004	2006	2007	2007-2009	Feb 2010	Spring 2010	Fall 2010	2011	Jan-Mar 2012	June 2013	Summer 2014	2015-early 2016	2016-2017	2017	2019
<ul style="list-style-type: none"> <li>WSF and FTA begin work on a NEPA/SEPA Environmental Assessment (EA)</li> </ul>	<ul style="list-style-type: none"> <li>FTA issues a notice of intent to prepare an EIS (February 2006)</li> <li>NEPA/SEPA EIS scoping process</li> <li>EIS public scoping meetings</li> </ul>	<ul style="list-style-type: none"> <li>Washington State Legislature puts Mukilteo Multimodal Project on hold</li> <li>Conduct environmental analysis</li> </ul>	<ul style="list-style-type: none"> <li>Revise concepts to address public comments, minimize effects to sensitive resources and meet seismic standards</li> </ul>	<ul style="list-style-type: none"> <li>WSF and FTA reinstate NEPA/SEPA EIS process</li> </ul>	<ul style="list-style-type: none"> <li>Revise the project purpose and need statement</li> </ul>	<ul style="list-style-type: none"> <li>Conduct NEPA EIS scoping process and comment period</li> <li>Hold public scoping meetings</li> </ul>	<ul style="list-style-type: none"> <li>Prepare Draft EIS</li> </ul>	<ul style="list-style-type: none"> <li>Draft EIS public hearings and comment period</li> </ul>	<ul style="list-style-type: none"> <li>Publish Final EIS</li> </ul>	<ul style="list-style-type: none"> <li>Received Record of Decision (ROD) in August</li> </ul>	<ul style="list-style-type: none"> <li>Remove tank farm pier and dredge (phase 1)</li> </ul> <p><b>Phase 1 complete</b></p>	<ul style="list-style-type: none"> <li>Final design of new ferry terminal (Phase 2)</li> </ul> <p><b>We are here</b></p>	<ul style="list-style-type: none"> <li>Construct ferry terminal (Phase 2)</li> </ul>	<ul style="list-style-type: none"> <li>Complete project</li> </ul>



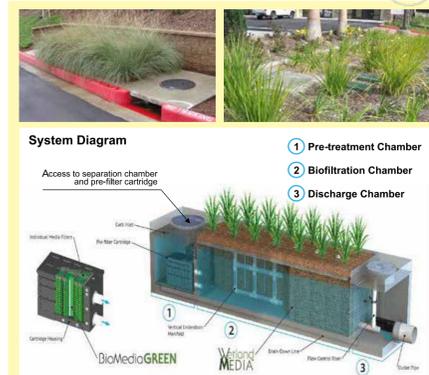
## Treating Stormwater



### PERVIOUS CONCRETE

Stormwater infiltrates a special concrete mix with void spaces that allow water to pass through.

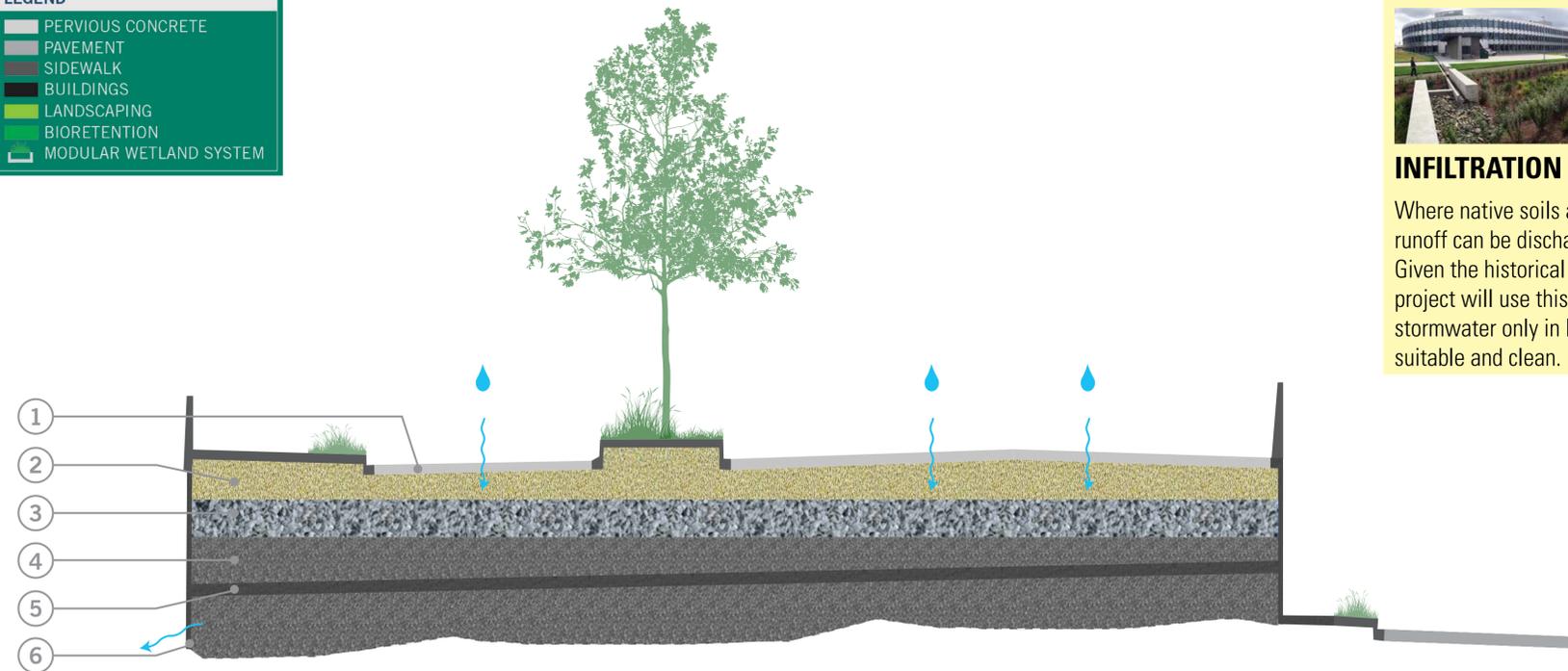
Pervious concrete reduces runoff to the storm drain system and treats stormwater by removing pollutants.



### FILTRATION

Filtering water is one approach to treating stormwater. The Mukilteo Multimodal Project will allow runoff to infiltrate through a layer of sand placed under the pervious concrete.

The project will also use Modular Wetlands Systems®, a mix of inorganic material designed to remove pollutants. The material is contained in an underground concrete vault with two bays. Water flows into the first bay, which contains a filter, then into the second, which contains the specially designed mix. After filtration, water flows to an outlet pipe.



1. Stormwater drains through PERVIOUS CONCRETE pavement.
2. 18-inch layer of SAND beneath the pavement provides treatment through filtration and microbial activity.
3. CRUSHED ROCK provides a porous layer to allow runoff to drain quickly.
4. The final grade will be four to six feet higher than the existing surface.
5. An IMPERMEABLE LINER will slope toward the Sound, dispersing the storm water over a wide area.
6. Clean water penetrates wall through SMALL HOLES.



### INFILTRATION

Where native soils are suitable, stormwater runoff can be discharged into the ground. Given the historical use of the site, the project will use this approach to treat stormwater only in locations where soils are suitable and clean.



### BIORETENTION

Stormwater flows from paved surfaces to a landscaped basin containing a specific soil mix of organics such as compost, sand, and other materials. Mulch is placed on top of the bioretention soil. Pollutants are broken down and absorbed by the plants. Often called Rain Gardens, these facilities treat stormwater, reduce peak flows, and provide a visually pleasing landscape.