



Washington State Ferries

# Mukilteo Multimodal Project

## **Community Guide** to Scoping and the Project Concepts



*Fall 2010*



Washington State  
Department of Transportation



U.S. Department of Transportation  
Federal Transit Administration

# Moving Forward: A New Mukilteo Multimodal Terminal



The Clinton-Mukilteo ferry route links SR 525.

The Mukilteo Terminal serves the Mukilteo-Clinton ferry route and is part of State Route (SR) 525, a major transportation corridor and critical link for residents and commuters between Whidbey Island and the Seattle-Everett metropolitan area. The terminal is among Washington State Ferries' (WSF) busiest facilities, but has not had significant improvements for almost 30 years and needs key repairs. The current terminal layout makes it difficult for passengers to get in and out of the terminal and contributes to traffic congestion, safety concerns and conflicts between vehicle and pedestrian traffic.

WSF is planning to improve ferry operations, safety, transit connections and access by moving forward with the Mukilteo Multimodal Project. WSF and the Federal Transit Administration (FTA) reinitiated the environmental process for the project in February 2010 and are now proposing new project concepts for review and evaluation. WSF began the environmental process back in 2004, however the project was put on hold in 2007 due to lack of funding and constructability issues with the previously proposed alternatives.

WSF is planning to prepare an Environmental Impact Statement (EIS) for the project in compliance with the State and National Environmental Policy Acts (SEPA/NEPA). As a potential source of funds for this project, the Federal Transit Administration (FTA) is participating as the federal lead for the NEPA EIS process. The first step in that process is project scoping, occurring in fall 2010. A final decision on the specific project to move forward is expected in winter 2012, with construction beginning in 2015.



The project will improve loading and unloading of passengers and vehicles.

## What are the project benefits?

- Improved safety for passengers and those traveling around the terminal
- Better and safer access for pedestrians and bicyclists
- Improved ferry operations and efficiency in loading and unloading vehicles and passengers
- Convenient transit connections

## Mukilteo Multimodal Project Timeline

2004	2006	2007	2007-2009	February 2010	Spring 2010	Fall 2010 <i>We are here</i>
<ul style="list-style-type: none"> <li>• NEPA Environmental Assessment (EA)</li> <li>• EA public scoping meetings and comment period</li> </ul>	<ul style="list-style-type: none"> <li>• Determine environmental impacts requiring further analysis in an Environmental Impact Statement (EIS)</li> <li>• FTA issues a notice of intent (NOI) to prepare an EIS (February 2006)</li> <li>• NEPA 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> </ul>	<ul style="list-style-type: none"> <li>• Study cultural resources and conduct geotechnical investigations</li> <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 reinitiate 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>

## What is Scoping?

Scoping is held early in the life of a project and helps determine the “scope” of issues to be studied in an environmental review document. During the scoping phase of the environmental process, WSF and FTA will review and consider public input to determine the adequacy of the draft statement of purpose and need, the range of reasonable concepts for meeting the project purpose and need, and potentially significant issues and impacts that the Draft EIS will analyze in detail.

Scoping is an opportunity to gather feedback that will shape the project. Members of the public, tribes and other government agencies may offer comments through November 19, 2010 on the proposal, the statement of purpose and need, the project concepts and the significant issues and impacts. Included in this document for your review and comment are:

- Topics to be studied in the environmental document
- Project purpose and need
- Range of proposed concepts

Following scoping, the SEPA/NEPA Draft EIS will present the results of an in-depth analysis of the project in relationship to key environmental resources. The EIS will identify the potential benefits and effects of the project and suggest measures to avoid or minimize any adverse effects. Public comment and review are essential components throughout the entire environmental process and an additional comment period will follow the release of the Draft EIS. More information about how to get involved and provide comments is provided at the end of this document.



*WSF is holding public scoping open houses to encourage comments on the Mukilteo Multimodal Project.*

## Key facts about Mukilteo Terminal

- It serves the third largest annual ridership, with four million total riders in 2009
- Mukilteo/Clinton is WSF’s second busiest route for vehicle traffic
- Transit connections at the terminal include bus service (Everett and Community Transit) and commuter rail service (Sound Transit)
- Sailings on the Mukilteo-Clinton route occur every 30 minutes and the total crossing time is 15 minutes

Spring 2011	Fall 2011	Spring/Summer 2012	Fall 2012	Winter 2012	2015	2019
• Prepare Draft EIS	• Draft EIS public hearings and comment period	• Prepare Final EIS	• Publish Final EIS	• Issue Record of Decision (ROD) • Begin project design	• Construction	• Project complete

# ***Environmental Resources***

The SEPA/NEPA EIS will include an analysis of impacts for each project alternative in regard to a variety of environmental resources. Public comments will help us identify the most important issues to consider as we evaluate each project alternative. The following are examples of resources that WSF will study in the environmental document.

- ***Transportation***
- ***Ecosystems***
- ***Cultural Resources***
- ***Hazardous Materials***
- ***Noise***
- ***Air***
- ***Energy***
- ***Social and Community Resources***  
*(including environmental justice, recreation, public services and utilities)*
- ***Geology and Soils***
- ***Water Resources***
- ***Visual***
- ***Land Use and Economics***  
*(including acquisitions and displacements)*
- ***Climate***

# What is the Purpose and Need for the Project?

The purpose of the Mukilteo Multimodal Project is to improve the terminal by providing safe, reliable and effective service for all transportation modes by:

- Reducing conflicts, congestion and safety concerns for pedestrians, bicyclists and motorists by improving local traffic, safety and security at the terminal facility and its immediate surroundings
- Updating the terminal facility and ferry operations to improve the safety, quality, reliability, efficiency and effectiveness of multi-modal transportation
- Accommodating future demand projected for all modes of travel

## Mukilteo Multimodal Terminal Deficiencies



(continued)

## What is the Purpose and Need for the Project?



*The timber structures are aging and need replacement.*



*Additional bus bays are needed at the terminal.*



*Pedestrians and vehicles sharing the same transfer span are a safety concern.*

The project will address a number of existing deficiencies at the terminal, including

- Safety issues between vehicles and pedestrians, especially with traffic on SR 525/Front Street and in the terminal facility itself.
- Since it was constructed in 1952, few improvements have been made at the ferry terminal. The existing timber structures are beyond the end of their useful life and need replacement.
- The current facility does not allow for new US Coast Guard and Department of Homeland Security protocols that require the ability to separate terminal areas from public areas in cases of natural disaster or other emergencies.
- Multimodal connections are deficient and significantly hamper the quality and reliability of the transportation system.
- Capacity improvements are necessary to accommodate the anticipated 73% annual increase in passengers on the Mukilteo-Clinton ferry route by 2030. Partner transit agencies that serve the terminal have projected similar growth in transit ridership. Improvements to pedestrian access are needed to allow passengers to better connect with existing transit services.

The full Purpose and Need Statement is available online at:  
[www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/](http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/)

# Overview of Project Concepts

Currently, WSF is considering nine build concepts and a “no build” concept. We are considering sites in Mukilteo, Everett and Edmonds. Both SEPA and NEPA require a “No-build Alternative” in all environmental impact statements. The project concepts identified in this document represent possible solutions to the current and future challenges at the terminal as described in the purpose and need. Each project concept combines solutions to multi-modal connections, vehicle holding, capacity and other facility components. During the environmental process, we will explore the potential of each of these concepts and study their environment impacts.

WSF and FTA encourage community members to give feedback on the concepts and how well they address the project purpose and need. Public feedback will help determine viable alternatives to carry through the EIS and identify a preferred alternative at the outcome of the environmental process.

Drawings and descriptions of the 10 concepts are provided on the following pages, categorized by location.

All concepts, with the exception of the no-build have the following components:

- One operational ferry slip
- New multi-bay transit area\*
- Pick-up/drop-off area\*
- Holding lanes with dedicated staging for bicycles, carpools and priority vehicles

\*The “Edmonds - Existing” concept does not include these features.



## Why is WSF considering sites beyond the existing Mukilteo terminal location?

We have identified concepts at locations in addition to the existing Mukilteo Terminal site, in order to ensure that we consider all potentially reasonable alternatives in the early planning stages of the project. Only those concepts that meet the project’s purpose and need and are deemed reasonable will be carried forward for further analysis in the Draft EIS.

# Existing Site No Build Option



## Key Characteristics

- Located at existing Mukilteo terminal site
- Ferry crossing time is 15 minutes
- Provides a new slip, trestle and transfer span at the existing location of the present slip
- Replaces passenger building
- No improvements to SR 525/ Front Street intersection
- No improvements to vehicle holding
- Replaces toll booths
- No improvements to bus bays
- Existing Tank Farm and Mount Baker terminal piers to remain

## Walking Distance (miles)

Ferry to Bus	Ferry to Mukilteo Commuter Rail Station
.08	.35

# Existing Site

## Existing Site Improvements Concept



### Key Characteristics

- Located at existing Mukilteo terminal site
- Ferry crossing time is 15 minutes
- Provides a new slip, trestle and transfer span just east of the present slip
- Replaces passenger and maintenance building
- Extends First Street
- New signalized intersection at SR 525 and First Street
- New passenger drop-off
- Four new toll booths
- Six bus bays
- Existing Tank Farm and Mount Baker terminal piers to remain
- Relocate Port of Everett fishing pier
- Overhead passenger loading

### Walking Distance (miles)

Ferry to Bus	Ferry to Mukilteo Commuter Rail Station
.16	.41

# Mukilteo

## Elliot Point Concept: Option 1



### Key Characteristics

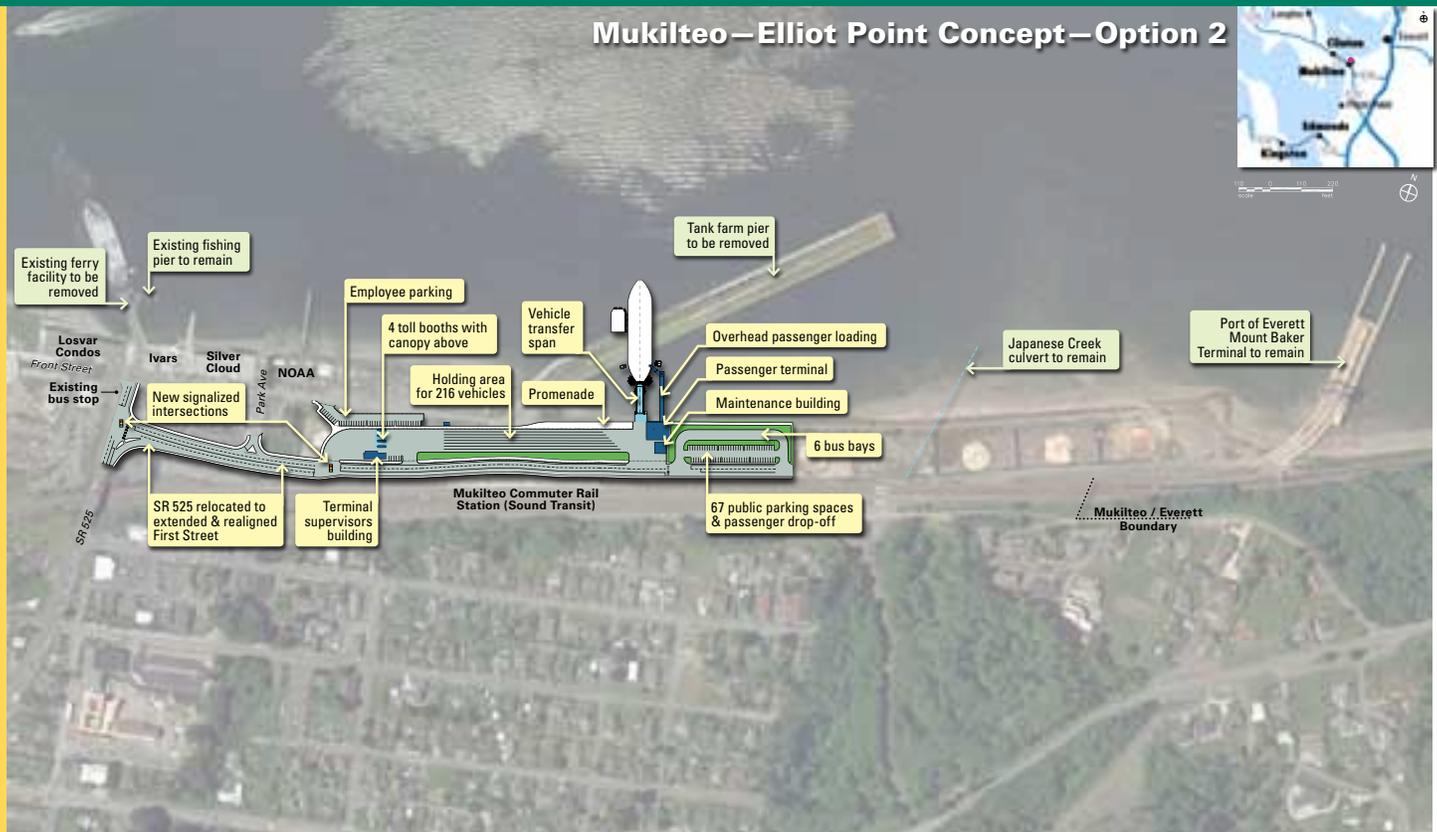
- Located at Tank Farm property
- Ferry crossing time is 15 minutes
- Removes existing terminal
- Provides a new slip, trestle and transfer span
- New passenger and maintenance building
- Extends and realigns First Street and SR 525
- New signalized intersection at SR 525 and First Street
- New passenger drop-off
- Vehicle holding added for 216 vehicles
- Four new toll booths
- Six bus bays
- Removes Tank Farm pier
- Daylights part of Japanese Creek
- Overhead passenger loading

### Walking Distance (miles)

Ferry to Bus	Ferry to Mukilteo Commuter Rail Station
.15	.41

# Mukilteo

## Elliot Point Concept: Option 2



### Key Characteristics

- Located at Tank Farm property
- Ferry crossing time is 15 minutes
- Removes existing terminal
- Provides a new slip, trestle and transfer span
- New passenger and maintenance building
- Extends and realigns First Street and SR 525
- New signalized intersection at SR 525 and First Street
- New passenger drop-off
- Vehicle holding added for 216 vehicles
- Four new toll booths
- Six bus bays
- Removes Tank Farm pier
- Overhead passenger loading

### Walking Distance (miles)

Ferry to Bus	Ferry to Mukilteo Commuter Rail Station
.08	.19

# Mukilteo

## Elliot Point Concept: Option 3



### Key Characteristics

- Located at Tank Farm property
- Ferry crossing time is 15 minutes
- Removes existing terminal
- Provides a new slip, trestle and transfer span
- New passenger and maintenance building
- Extends and realigns First Street and SR 525
- New signaled intersection at SR 525 and First Street
- New passenger drop-off
- Vehicle holding added for 216 vehicles
- Four new toll booths
- Six bus bays
- Removes Tank Farm pier
- Overhead passenger loading

### Walking Distance (miles)

Ferry to Bus	Ferry to Mukilteo Commuter Rail Station
.14	.22

# Mukilteo

## Mount Baker Terminal Concept



### Key Characteristics

- Ferry crossing time to Clinton would be 15 minutes
- Removes existing terminal
- Provides a new slip, trestle and transfer span
- New passenger and maintenance building
- Extends and realigns First Street and SR 525
- New signaled intersection at SR 525 and First Street
- New passenger drop-off
- Vehicle holding for 216 vehicles
- Four new toll booths
- Six bus bays
- New transit access lane
- Removes Tank Farm pier
- Japanese Creek in open channel with buffer
- Displaces Port of Everett rail-barge pier
- Overhead passenger loading

### Walking Distance (miles)

Ferry to Bus	Ferry to Mukilteo Commuter Rail Station
.24	.68

# Edmonds

## Edmonds Existing Concept



### Key Characteristics

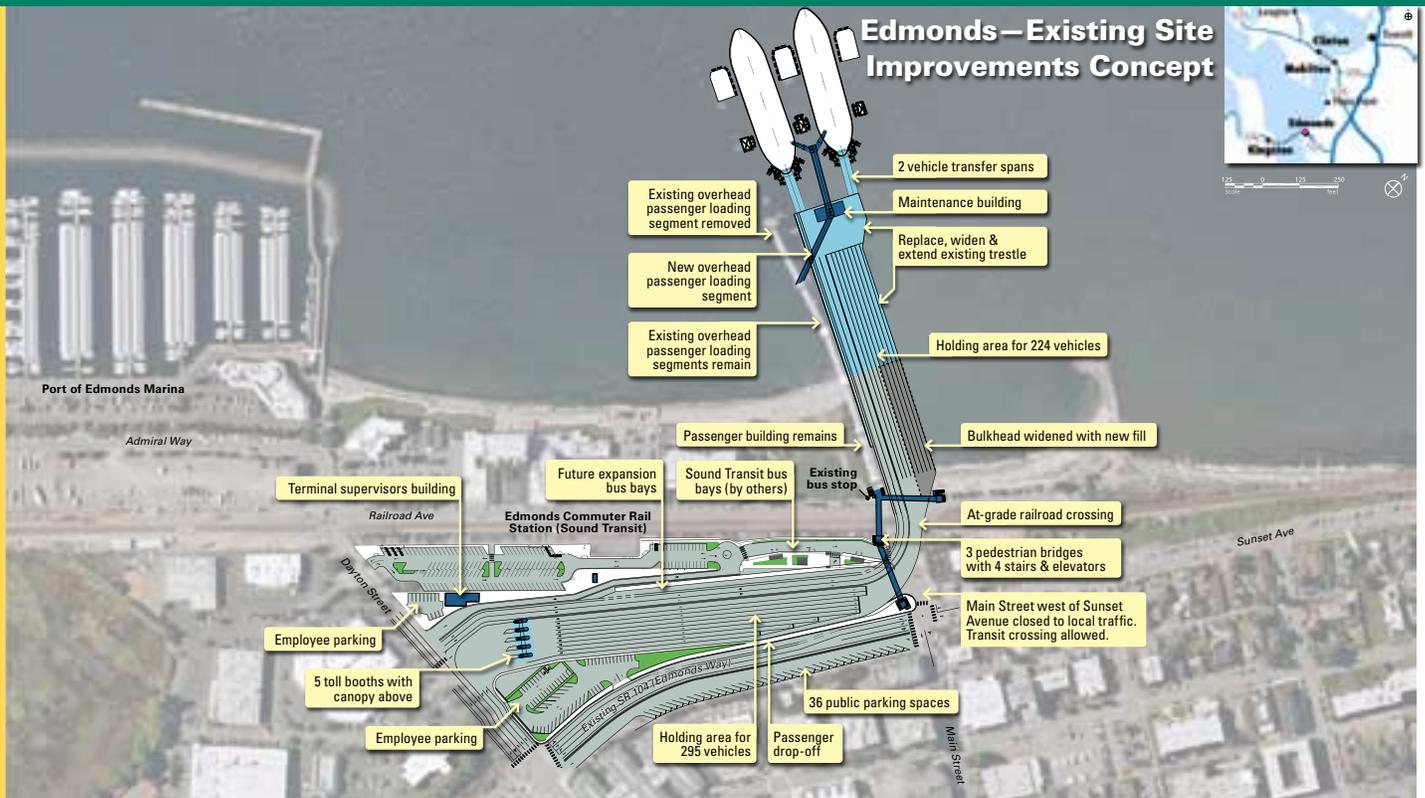
- Relocates Mukilteo ferry service to the existing Edmonds Ferry Terminal
- Traffic from Kingston and Clinton will both use the existing Edmonds terminal facilities
- Ferry crossing from Clinton to Edmonds would be 50 minutes
- No improvements to existing terminal
- Three existing toll booths

### Walking Distance (miles)

Ferry to Bus	Ferry to Edmonds Commuter Rail Station
.19	.30

# Edmonds

# Edmonds-Existing Site Improvements Concept



## Key Characteristics

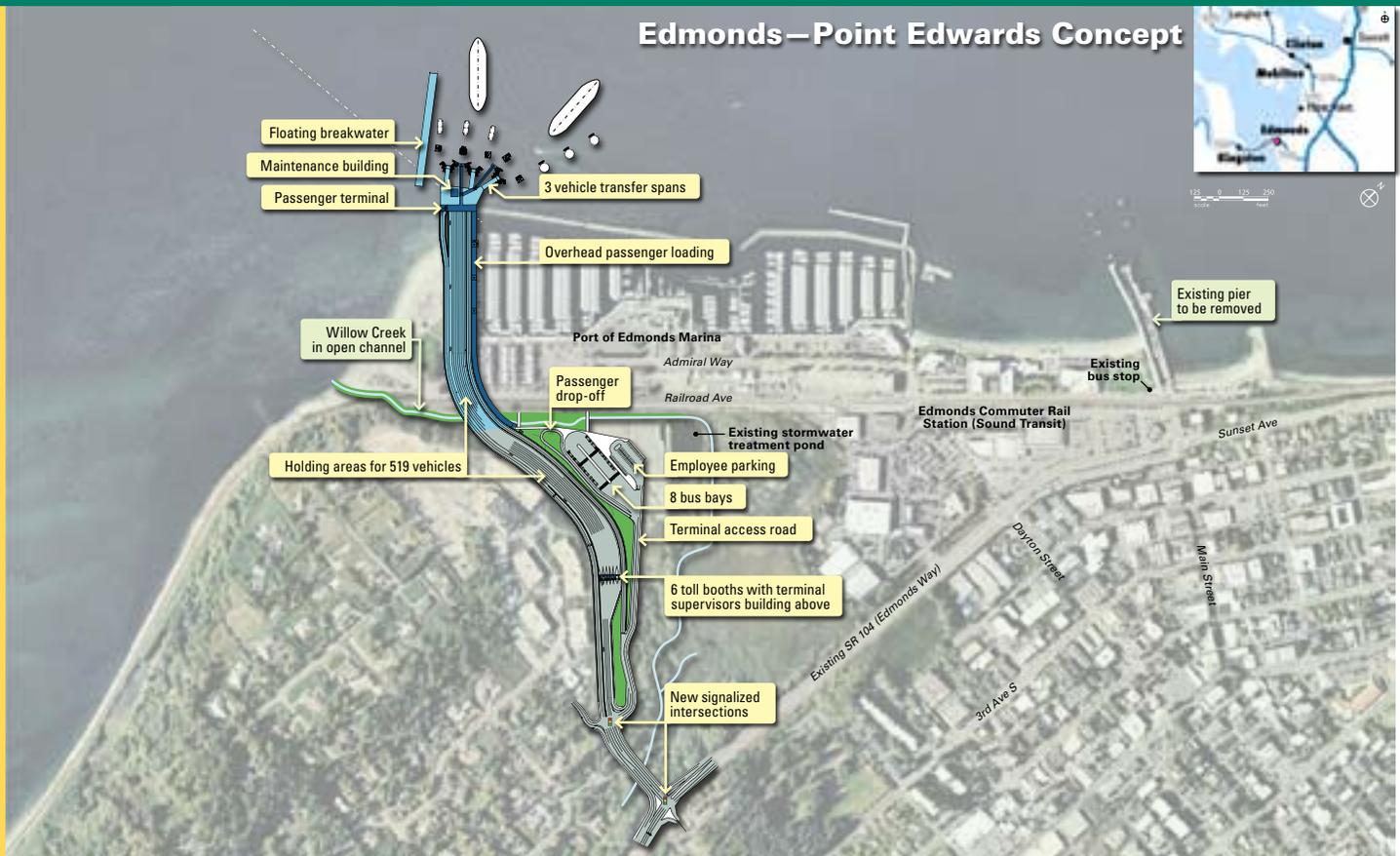
- Relocates Mukilteo ferry service to the existing Edmonds Ferry Terminal
- Provides service from Edmonds to both Kingston and Clinton
- Ferry crossing time from Clinton to Edmonds would be 50 minutes
- Replaces, widens and extends trestle
- Overhead passenger loading
- Two new transfer spans
- Close Main Street west of Sunset to local traffic
- New pedestrian bridges
- Five toll booths
- Vehicle holding added for a total of 519 vehicles
- New passenger drop-off
- Future expansion of bus bays

## Walking Distance (miles)

Ferry to Bus	Ferry to Edmonds Commuter Rail Station
.26	.30

# Edmonds

## Point Edwards Concept



### Key Characteristics

- Relocates both the Mukilteo and the Edmonds ferry terminals to Point Edwards
- Located 2/3-mile south of the Edmonds terminal
- Provides service from Edmonds to both Kingston and Clinton
- Ferry crossing time from Clinton to Edmonds would be 50 minutes
- Removes Edmonds terminal
- New overhead passenger loading, passenger and maintenance buildings
- Three transfer spans
- New signalized intersection and terminal access road
- Six toll booths
- Vehicle holding for 519 vehicles
- Passenger drop-off
- Eight bus bays
- Willow Creek in open channel

### Walking Distance (miles)

Ferry to Bus	Ferry to Edmonds Commuter Rail Station
.39	.82

# Everett

## Port of Everett South Terminal Concept



### Key Characteristics

- New passenger and maintenance buildings
- One transfer span
- Ferry crossing time from Clinton to Everett would be 35 minutes
- New bridge over Terminal Avenue
- Four toll booths
- Vehicle holding for 216 vehicles
- New passenger drop-off
- Six bus bays
- Overhead passenger loading

### Walking Distance (miles)

Ferry to Bus	Ferry to Commuter Rail Station
.14	no direct access

# How to Get Involved

## Review the project background and scoping materials

We've provided this guide as a resource for community members to learn more about the scoping and environmental process, review the draft purpose and need for the project, and understand the project concepts.

## Submit comments

The public comment period runs until November 19, 2010. You can offer your feedback/input/thoughts on the scope of the Mukilteo Multimodal Project by:

- Providing comments at a scoping open house
- Submitting comments using our online comment tool at:  
[www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/](http://www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal/)
- Sending written comments via mail or email

*Mail your comments to:*  
Washington State Ferries  
Attn: Paul Krueger  
2901 3rd Avenue, Suite 500  
Seattle, WA 98121

*Email:*  
Hadley Rodero  
roderoh@wsdot.wa.gov

- You can also submit comments directly to the Federal Transit Administration (FTA) by sending them to:

Jennifer Horwitz  
jennifer.horwitz.ctr@dot.gov



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