



Washington State Ferries

Mukilteo Multimodal Project

Mukilteo Multimodal Project Update



**Shoreline Hearing
February 25, 2014**



**Washington State
Department of Transportation**



**U.S. Department of Transportation
Federal Transit Administration**



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Mukilteo Multimodal Project

Purpose and Need

- Reduce congestion and safety concerns
- Improve operations and efficiency
- Improve multimodal connections
- Accommodate growth



Terminal deficiencies



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Alternatives Development Process

- Reviewed 9 concepts and a no build
- Identified four sites to be studied in the EIS- all in Mukilteo
- Selected a Preferred Alternative in May 2012





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Preferred Alternative – Modified Elliot Point 2 Project Features

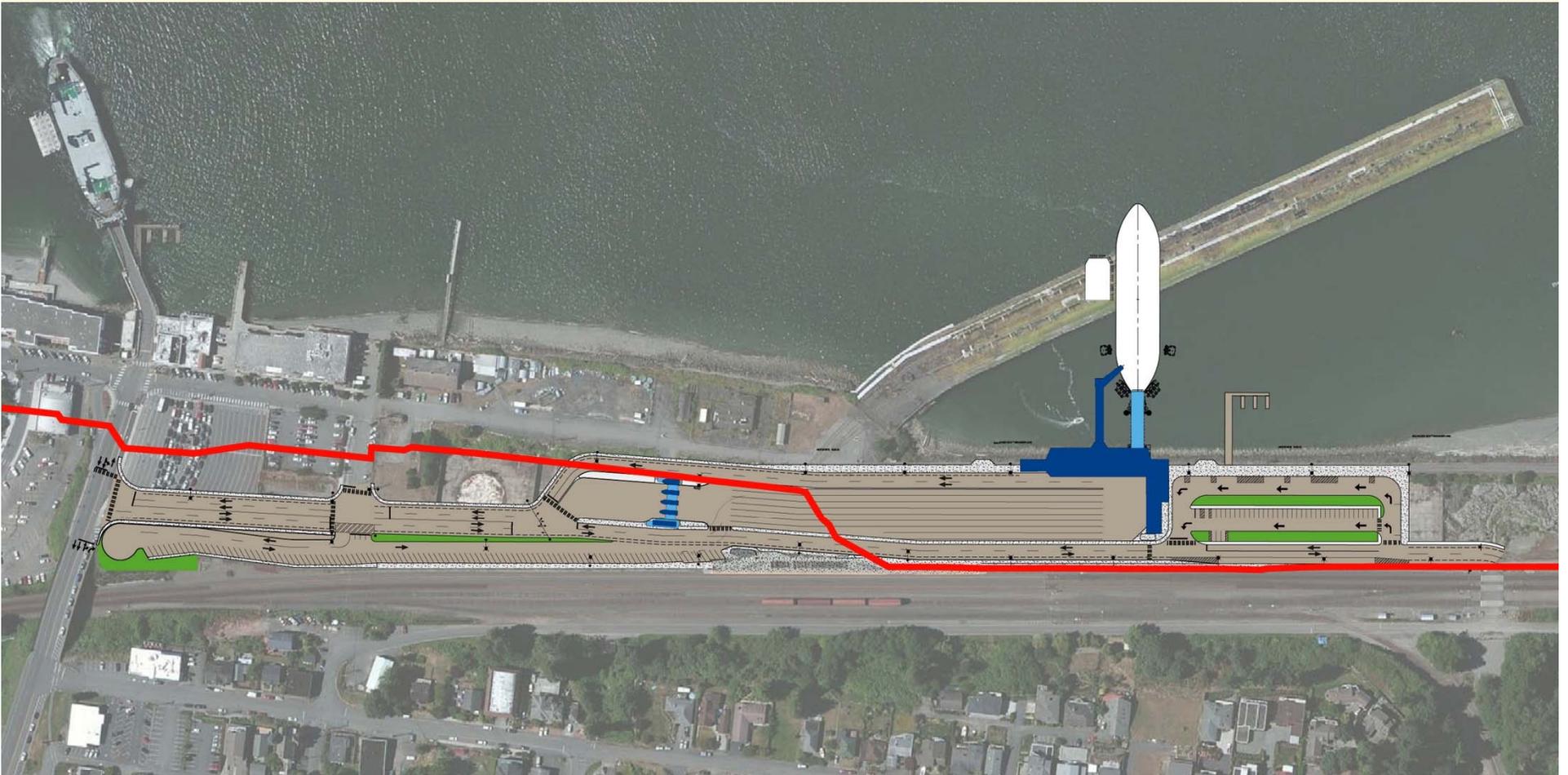




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Project Features





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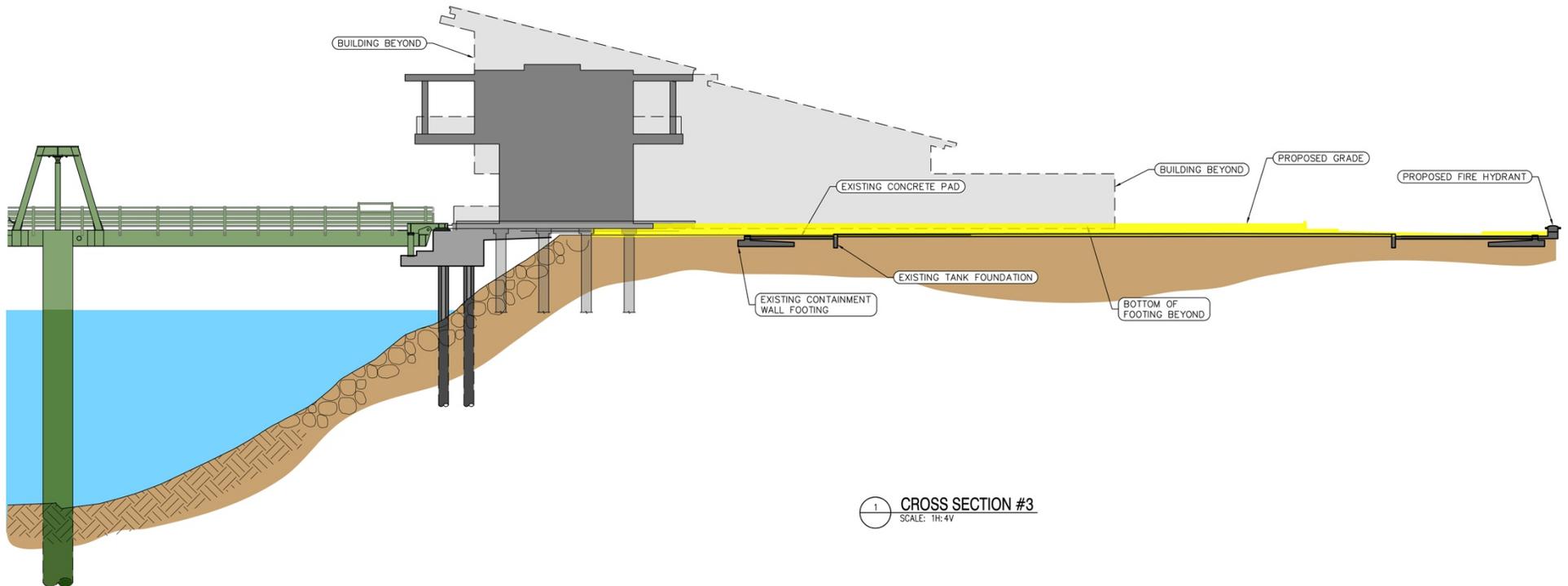
Shoreline Enhancement Plan - Urban Waterfront and Urban Waterfront Park



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Project Features



1 CROSS SECTION #3
SCALE: 1H: 4V



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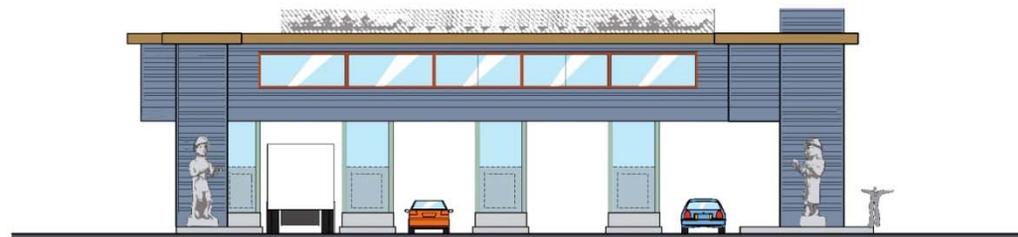
Project Features



1 SUPERVISOR BUILDING SECTION
SCALE: 1/8" = 1'-0"



2 SUPERVISOR BUILDING EAST ELEVATION
SCALE: 1/8" = 1'-0"



3 SUPERVISOR BUILDING WEST ELEVATION
SCALE: 1/8" = 1'-0"

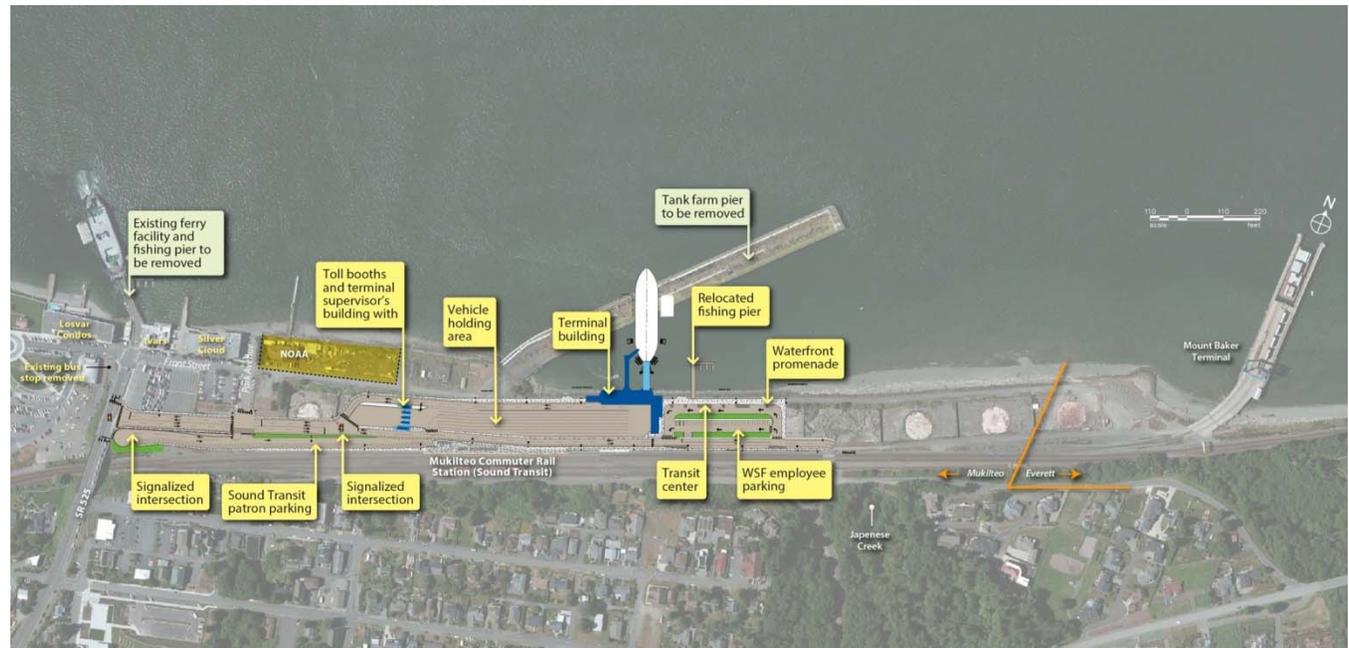


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Project Benefits - Landscaping

- Project has about 37,000 sf of landscaping area
- 1 tree per every 4 parking stalls
- No landscaping in holding areas

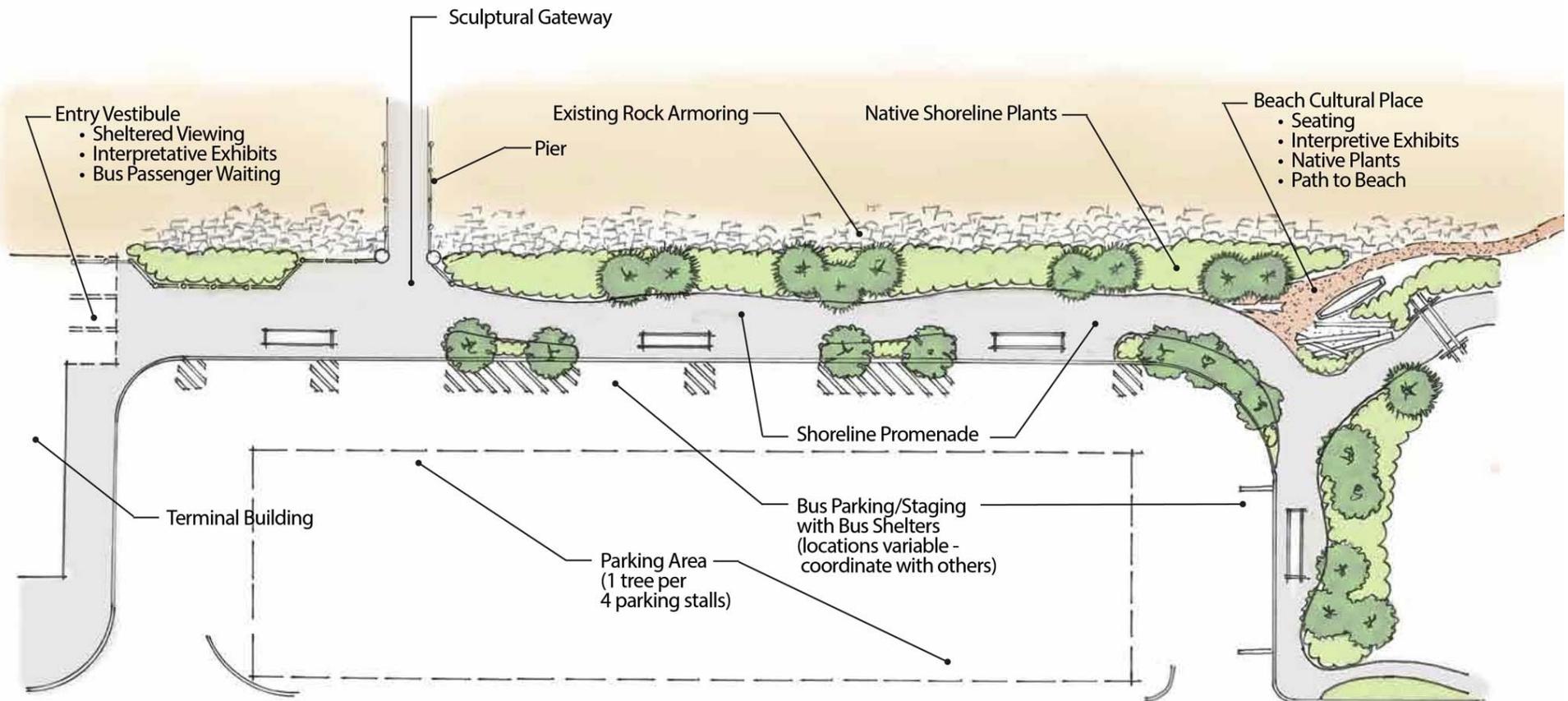




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Project Benefits – Beach Access

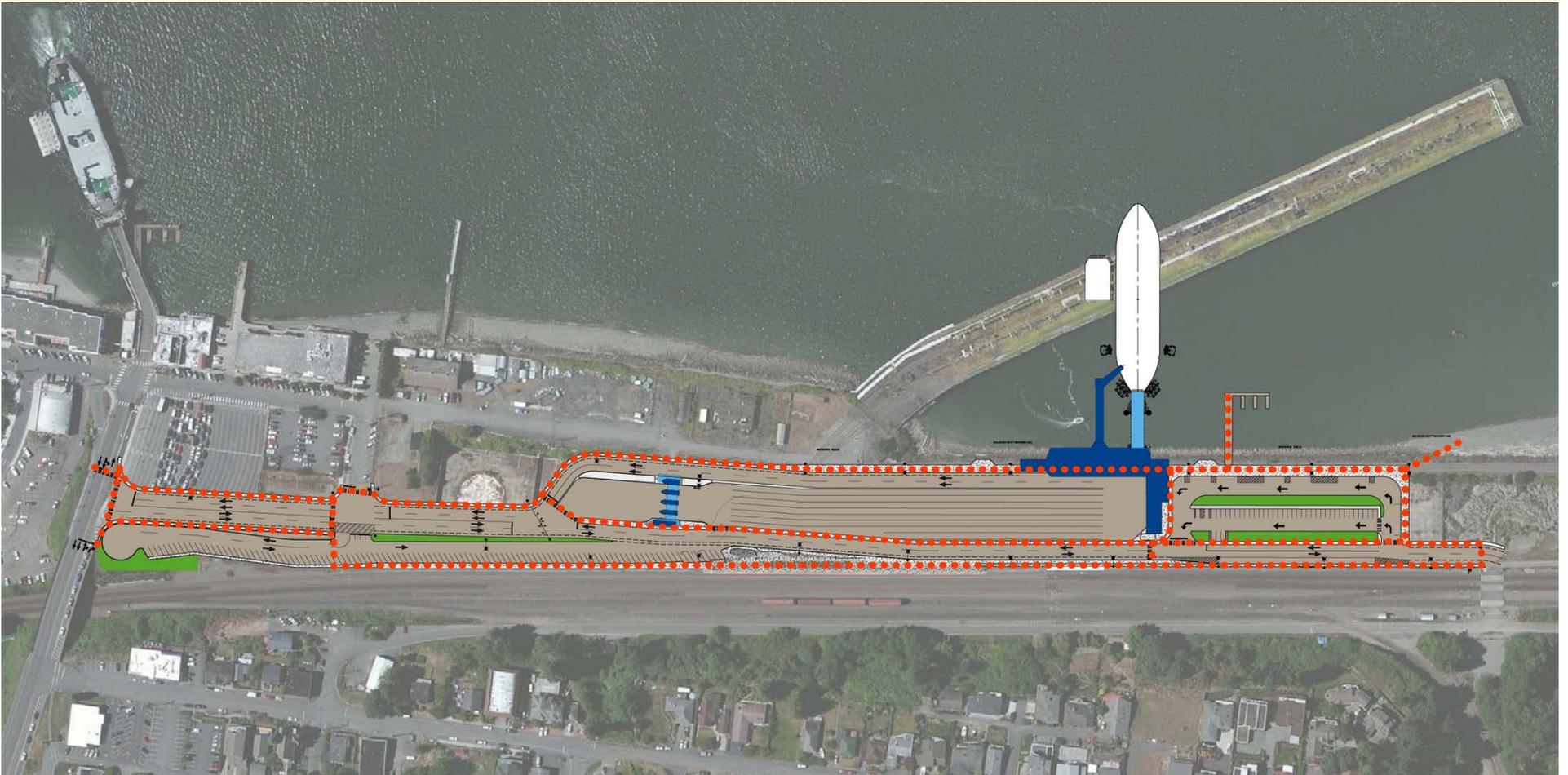




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Project Benefits – Pedestrian Links





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Project Benefits – Pedestrian Links

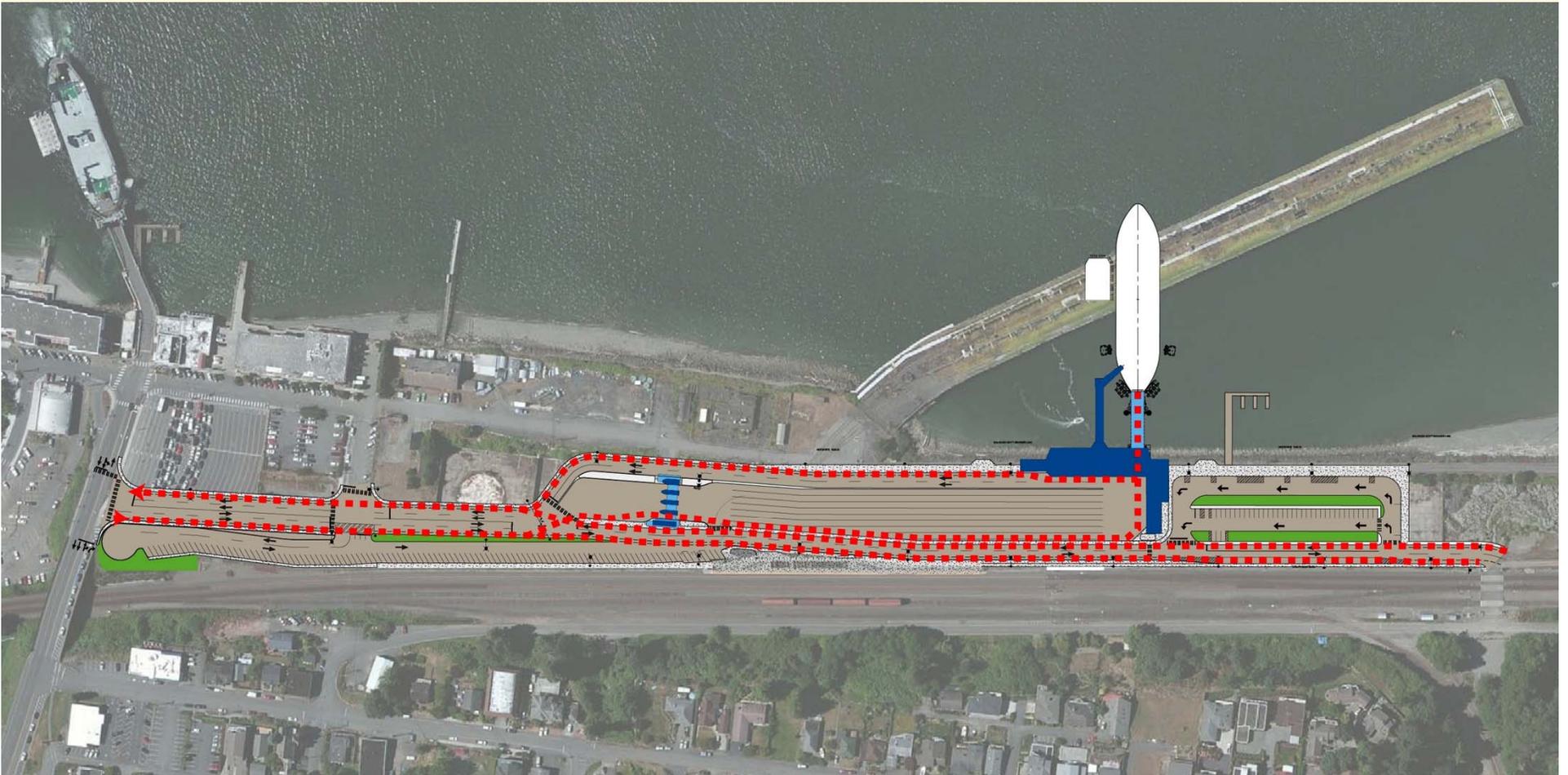




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Project Benefits – Bicycle Links





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Project Environmental Benefits

- Decrease in almost 3 acres of overwater structure
- Removal of 4% of the remaining creosote-treated piles in Puget Sound
- Enhanced stormwater treatment with filter media and street sweeping
- Removal of the existing ferry terminal near sand lance spawning areas
- Containment of upland hazardous materials



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Historic and Cultural Elements

- Use of imported fill to protect buried archaeological resources
- Avoid excavation within areas of intact archaeological resources
- Monitor areas to be excavated (outside known midden area)
- Comply with the provisions of the Section 106 Memorandum of Agreement with tribes and interested parties to protect cultural and historic artifacts



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Cultural Design Elements

- Work with tribes and interested parties to integrate Native American Coast Salish architectural and artistic elements into terminal design per the Section 106 MOA
- Use of traditional motifs, objects and narrative content
- Building and facility design such as landscaping materials and form
- Signs, drawings and photography
- Educational displays



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Natural Resource Mitigation Measures

WSF will use best management practices to protect fish and aquatic life, water quality, marine mammals, and endangered birds. These include (but are not limited to):

- Use of pile removal and installation techniques to reduce noise and turbidity
- Control and monitoring of water quality during in-water construction
- Timing restrictions on in-water work to protect sensitive migrating and spawning species such as salmon, rockfish, and sand lance



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Natural Resource Mitigation Measures

WSF will use best management practices to protect fish and aquatic life, water quality, marine mammals, and endangered birds. These include (but are not limited to):

- Sequencing timing of work to avoid sensitive marine areas when marine species are most likely to be present
- Monitoring for marine mammals and marbled murrelets during construction
- Complying with all federal, state, and local permit conditions to protect fish and aquatic life



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Project Benefits – Queue Length





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Project Benefits - Intermodal Links



Alternative	ST to WSF Passenger Building	Bus to WSF Passenger Building	Bus to ST	2 nd St. to WSF Passenger Building
Existing	1730	190	1850	1120
Preferred	745	225	970	2660



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Project Benefit – Estimated Parking Changes

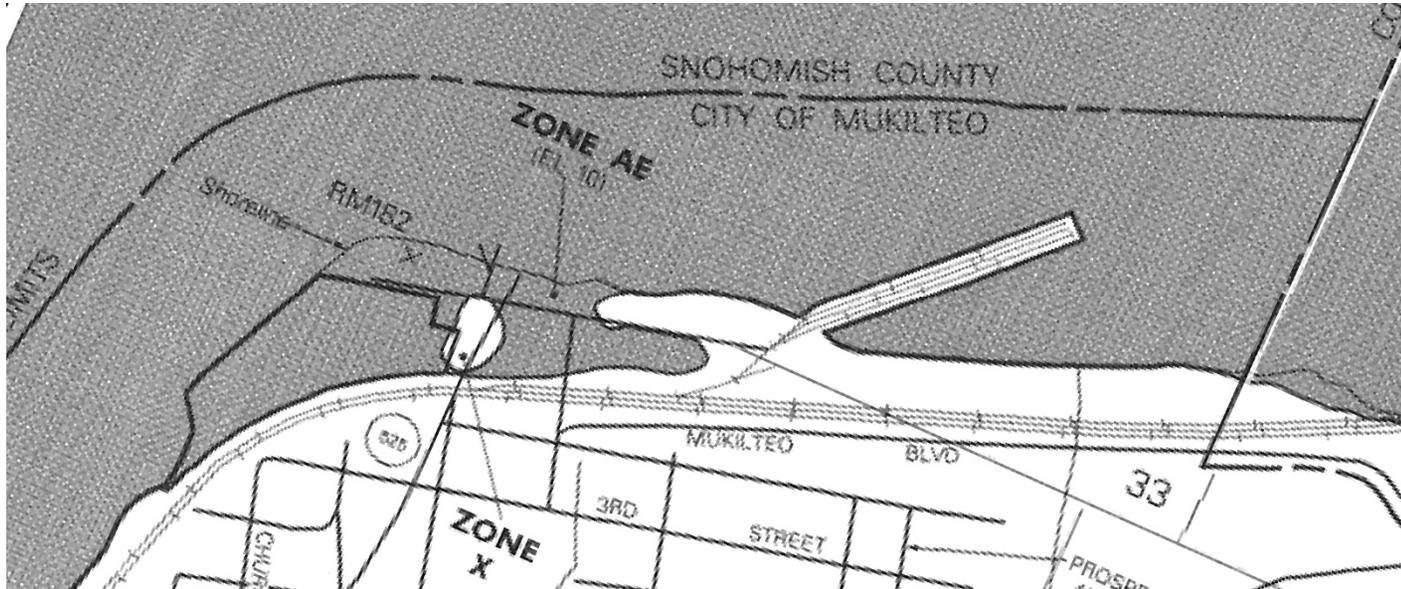
Parking Type	Before	After	Change
Parking lot	231	242	+ 11
On-street parking	69	86	+ 17
WSF employee parking	43	40	- 3



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FEMA Flood Map





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Project Milestones and Schedule

- January 2012 – Draft EIS released
- May 2012 – Preferred Alternative announced
- June 2013 – Final EIS release
- Winter/Spring 2014– Record of Decision (ROD)
- October 2013-May 2014 – Permits
- September 2014-February 2016 – Dredge and remove pier (Phase 1)
- 2016- 2019 – Upland and terminal construction (Phase 2)
- 2019 – Remove existing terminal (Phase 3)



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For more information, please visit:

www.wsdot.wa.gov/projects/ferries/mukilteoterminal/multimodal

Thank You