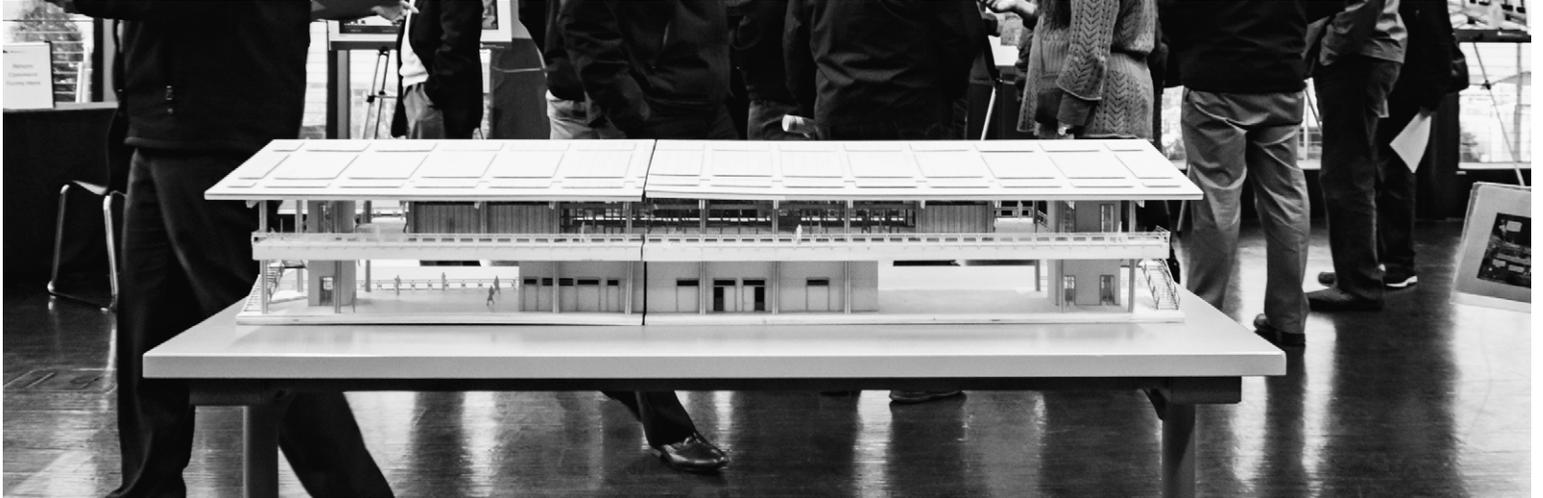




Washington State Ferries



February 2016

Mukilteo Multimodal Design Open Houses Public Involvement Summary



Table of Contents

Background	3
Overview	3
Notification	4
Open House Overview	4
Comment Summary	5
Next Steps	11

Photos are courtesy of community member Joe Kunzler.



Background

The Mukilteo/Clinton ferry route 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 60-year old Mukilteo ferry terminal is among Washington State Ferries' (WSF) busiest facilities, but is vulnerable to earthquakes and needs key repairs to continue providing safe and efficient service.

The new terminal will improve safety and the efficiency of loading and unloading passengers and improve access to nearby transit. Design of the new terminal is underway and the first phase of construction to remove the tank farm pier and make way for the new terminal, was completed in February 2016. The new terminal is scheduled to open in 2019.

Mukilteo Multimodal Project Timeline

2004	2006	2007	2007-2009	Feb 2010	Spring 2010	Fall 2010	2011
<ul style="list-style-type: none"> WSF and FTA begin work on a NEPA/SEPA Environmental Assessment (EA) Environmental Assessment (EA) 	<ul style="list-style-type: none"> FTA issues a notice of intent to prepare an EIS (February 2006) NEPA/SEPA EIS scoping process EIS public scoping meetings 	<ul style="list-style-type: none"> Washington State Legislature puts Mukilteo Multimodal Project on hold Conduct environmental analysis 	<ul style="list-style-type: none"> Revise concepts to address public comments, minimize effects to sensitive resources and meet seismic standards 	<ul style="list-style-type: none"> WSF and FTA reinstate NEPA/SEPA EIS process 	<ul style="list-style-type: none"> Revise the project purpose and need statement 	<ul style="list-style-type: none"> Conduct NEPA EIS scoping process and comment period Hold public scoping meetings 	<ul style="list-style-type: none"> Prepare Draft EIS

Jan-Mar 2012	June 2013	Summer 2014	2015-early 2016	2016-2017	2017	2019
<ul style="list-style-type: none"> Draft EIS public hearings and comment period 	<ul style="list-style-type: none"> Publish Final EIS 	<ul style="list-style-type: none"> Received Record of Decision (ROD) in August 	<ul style="list-style-type: none"> Remove tank farm pier and dredge (phase 1) <p>Phase 1 complete</p>	<ul style="list-style-type: none"> Final design of new ferry terminal (Phase 2) <p>We are here</p>	<ul style="list-style-type: none"> Construct ferry terminal (Phase 2) 	<ul style="list-style-type: none"> Complete project

Overview

On Feb. 23 and 24, 2016, WSF partnered with Washington State Department of Transportation (WSDOT) to host open houses and gather feedback on 60 percent design plans for the Mukilteo Multimodal Project as well as traffic analysis, intersection improvements, and bicycle and pedestrian access to the new terminal. Project team members from WSF, WSDOT, and the City of Mukilteo attended the open houses to answer questions and listen to the community. The open houses were held at Clinton Community Hall and the Rosehill Community Center from 5:30 to 7:30 p.m.





Notification

The open houses were publicized through the following channels:

- Postcard mailer to Mukilteo residents
- Display advertisement and press release to local newspapers
- Email announcement to subscribers of the project listerv
- Announcement in Assistant Secretary Lynne Griffith's Weekly Update
- Announcement on both the City of Mukilteo and WSF project websites
- Social media announcements
- Posters in the Mukilteo terminal and aboard Mukilteo/Canton ferries

How did you hear about the open house?



69 - Local news



38 - Email



27 - Postcard



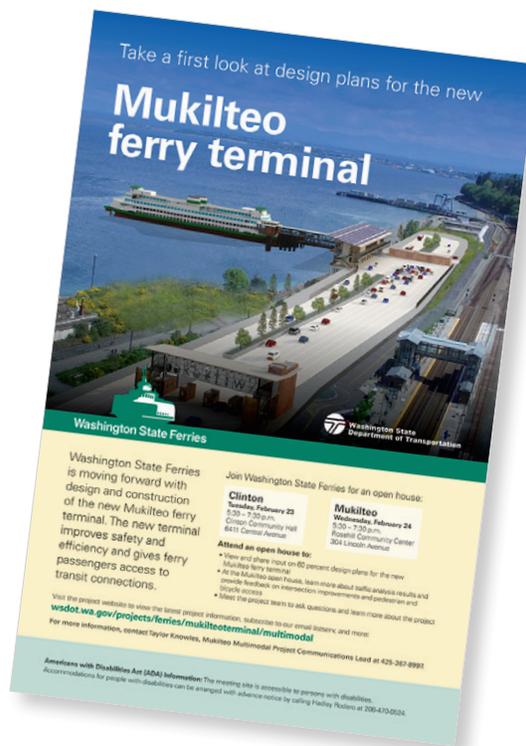
4 - Poster



5 - Website and social media



18 - Other (word of mouth, community group, etc.)





Open House Overview

More than 240 community members attended the open houses. Attendees were greeted by project staff, asked to sign-in, and provided with a project fact sheet and comment form. A presentation began at 6 p.m. and featured a project overview, highlighted the design plans, and shared options to improve access to the new terminal. Display boards around the room featured project background information, design plans and renderings, and access improvement options. Attendees were encouraged to share their comments directly with staff, on flip charts, or by submitting a written comment form.

Comment Summary

WSF accepted public comments in person at the open houses, and by mail and email. Below is a summary of feedback collected between Feb. 23 and March 10. Transcribed comments are included in italics below to highlight the tone of public comment.

Design

General interest and support for the Mukilteo ferry terminal design plans.

- *We have waited a long time for this project to get started. I would like to congratulate you all for the excellent effort that has been made thus far.*
- *Nice layout!*
- *The project looks great.*
- *The design plans meet everything that is mentioned in the Record of Decision dated August 2014.*
- *Please improve design of maintenance building.*
- *The new terminal looks very beautiful, and it appears that the traffic flow will be an improvement.*

Mukilteo Multimodal Project
Washington State Department of Transportation
Comment Form

Mukilteo Multimodal Project Design Open House
Thank you for attending tonight's open house! Once you have viewed the design plans and met with project staff, please share your comments below.

Good you have a rest room
Need bus from terminal to Future of Flight to Boeing

Please share your comments on the concepts to improve access to the new Mukilteo ferry terminal.
Bus from Boeing to Future of Flight to Terminal

Please share your additional feedback on the Mukilteo Multimodal Project?
BUT WE ALREADY

I would like to be added to the project mailing list, please provide the following:
Joe Kim 210

Name: _____ State: _____ Zip: _____
house(s) did you attend? _____
n _____
to _____



Design Plans

Several commenters requested safe and accessible access to the new terminal for disabled and elderly customers.

- Provide a parking space for ADA (attendant) next to ADA elevator.
- Why is train station 800' from overhead load/unload area for boat? Is this ADA complaint? How many stairs up/down will there be from passenger load/unload to train? Make passenger fare free from Mukilteo rather than Clinton – and save the restrictions in the buildings in Mukilteo.
- Please make sure adequate handicapped parking is near the accessible elevator to load pedestrian passengers who are handicapped. If the driver is also the person's attendant, the car must be parked to walk on with (the wheelchair can't just be dropped off).
- Need many more [parking] spots than the 1 or 2 allow for ramps to unload cars.
- Very important to make interconnection with bus service and train service easy/quick, especially important for elderly and ADA user needs. Walk from train is lengthy now for elderly.
- I have an adult relative who uses a wheelchair, and cannot get in or out of a vehicle without help. We also need to be able to park very near the building entrance when dropping him off, as there are times he cannot manage the wheelchair for much distance. Half a block would be much too far for him.
- Will there be ADA ramps to use if elevators fail?
- The promenade is not what we expected. Having to climb stairs into a building and down the other side to get to the Port of Everett Park. We have

more access to the waterfront now than we will have after the ferry moves.

General interest in passenger waiting and drop off areas.

- Longhouse- a waiting area – where are the chairs? Benches only?
- So, if someone is picking you up from the ferry, where do they park? And, how far does the passenger have to walk? Passenger drop off from a car?

A few comments indicated concern for ventilation in the terminal building.

- The Long House will be a hot house without ventilation!
- It will also make that building difficult to heat in the winter, and expensive to cool in the summer due to the solar gain of those huge south facing windows.

A few comments about maintenance of the terminal building windows.

- The huge windows are a maintenance and financial operating cost concern. The building is a striking design, but all that glass near the saltwater is going to be dirty most of the time.
- The windows are dramatic, and very beautiful – on paper. But in practicality – they just don't seem easy to keep clean, and likely will be an energy usage problem.

Interest in landscaping and artwork.

- Tribal artist should be given preference in artist selection map on floor like other ferry terminals.
- I would love to see if there can be a way to include these [Madrone] native trees in the

waterfront plans as I believe their beauty enhances the waterfront as well as being most appropriate for that area!

One comment requested accommodations for electric vehicle charging at the future Mukilteo ferry terminal.

- *Including electric vehicle support equipment as part of the Mukilteo WSF upgrade would help the state meet the goals of reducing fuel use, air pollution and climate change impacts. Please be proactive and install EV support equipment during this upgrade along with conduit to support future expansion of EVSE at minimal expense.*

Several people shared interest in additional concessions at the new terminal.

- *Is there provision for some restaurant (like Ivar's) to service patrons waiting in line?*
- *Will there be services inside the terminal, such as vending machines, a coffee bar, a cash machine, a newspaper/magazine shop.*
- *Since the ferry ride is so short many people don't have time to purchase food onboard and would really like to have the option to buy food in line... Ferry riders are a very significant customer base for those restaurants. Not allowing customers to connect with these businesses could be devastating for them.*
- *I believe it will hinder business to not only the restaurants nearby but ferry business itself... Being relegated to their vehicles for a 2 hour wait or a small customer wait area with a vending machine will likely deter them from ferry usage period and will hurt everyone's bottom line including the WSF system. Mukilteo would love to see a more comprehensive customer service based set-up for ferry waits.*

There was widespread support for building a second slip to accommodate a third vessel on the Mukilteo/Clinton route.

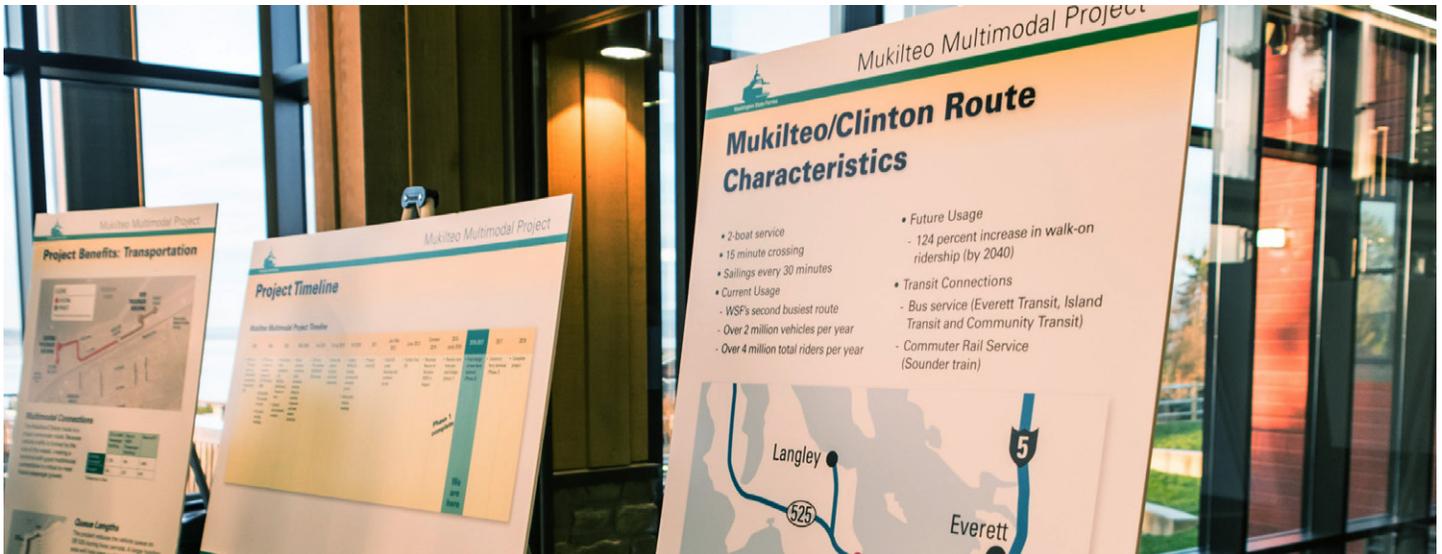
- *Keep existing slip as emergency alternative.*
- *Terribly disappointed that design does not include 2 loading facilities on the Mukilteo side.*
- *This project represents a failure to address capacity. The absence of a 2nd slip and a 3rd boat is a stunning lapse of judgment you failed to explain why this lapse took place.*
- *I am so surprised that the new terminal is not proposed with the capability to handle two boats (2 slips) like the Clinton side does. Ever seen the*

weekend ferry traffic lined way up the Speedway at times in the summer???? This proposal without the two boat slips seem very short-sighted Profoundly short-sighted!!

Parking

Many Clinton attendees expressed interest in overnight parking options in Mukilteo.

- *Parking for overnight is critical for people who work for living wages. This does not provide a living wage.*
- *Where is parking for walk-on from Mukilteo to Clinton – visitors to residents of Whidbey need parking!*
- *Need parking for commuters and the people walking on who need to stay longer than the ridiculous 4 hours!*
- *The Clinton side has 2400 parking spaces so the Mukilteo side should have a comparable quantity or more.*
- *Must have parking near the ferry in Mukilteo for commuters but also for visitors to come and visit residents on the island. Our friends and families need to park and then walk on to visit and this reduces car traffic*
- *Need long term (8 hour or more) parking option (secure) at Mukilteo side to promote walk-ons, this will increase capacity without needing to increase # or side of ferries in the future.*
- *Can existing holding lot be used for parking?*
- *A number of people expressed an interest in long term parking (i.e.: 24 – 72 hours) near the ferry terminal. Since much of the existing waiting area will be unused when the new terminal is operational, why not use that for long term parking...a private company, e.g.: Diamond, might be interested. This sounds like a 'win-win' situation to me.*
- *Why isn't a parking garage shared by WSF/ Sounder Commuter Trains/Community Transit planned? A multi-modal transportation hub requires a lot of parking.*
- *Are private parking lot models with shuttles from private vendors such as at SeaTac Airport being considered?*
- *We truly wished that the ferry parking could have been designed over the water and the land could have been used for the Mukilteo community instead of the commuters and tourists.*



Noise

A few Mukilteo residents shared concern about noise from construction and operations of the new terminal.

- *Sound barrier needed for bluff neighbors.*
- *Speaker system must not send announcements into bluff homes.*
- *What will be done to reduce noise from P.A. System?*
- *Is it possible to use signage instead of audio announcements to reduce noise?*

Multimodal Connections

Many attendees shared support for accessible and convenient connections to transit.

- *Improvement in transit connections to encourage more non ferry pedestrian traffic.*
- *I think WSDOT needs to make damn sure there are good bus routes from the Multimodal Terminal to the Future of Flight to Boeing for Mukilteo...buses are key to the terminal's success.*
- *I truly believe that the most important thing we can do is ask the state to promote the CT Park and Ride Plus on Bernie Webber drive in Mukilteo. This is the best way I know of to get riders to and from the ferry as walk ons without creating an increased parking/traffic problem on the waterfront. Bus and (even better) a trolley style means of transportation to and from the Park and Ride Plus and the ferry terminal would do wonders for our community.*
- *Train station needs to be located directly off the load/unload overhead – and needs to be covered!*

Pedestrian Access Improvement Concepts

WSDOT staff shared proposed concepts to improve pedestrian access to the new terminal. Attendees provided the following comments.

Attendees shared concerns about vehicle lane reductions on SR 525.

- *Loading/unloading needs 2 lanes, there now and each way. Allow bikes/pedestrians to load/unload 1st as is now. One lane turns on 525 also problematic.*
- *Taking away one lane for off-loading is a grave mistake. Every year for the past 34 that I have ridden the ferry, the traffic has increased and in the last five years Olympic School lot has to be used for over flow ferry traffic on many weekends.*
- *The 2 to 1 lane exit proposal appears to fly in the face of logic – the WSF project staff need to get out in front of this and provide concrete estimates of the difference in departure from – dock times between 2 and 1 lanes.*
- *Under the present unloading system with two lanes getting off the ferry and heading south on SR 525 there's enough of a bottle neck beginning at the intersection with 5th Street in Mukilteo. At 5th Street, the two lanes from the ferry merge into one and remain one lane until about 76th Street when a center turn lane is added. Consequently, motorists, who are outside lane getting off the ferry, floorboard their gas pedals for about two blocks in order to get ahead of the inside lane when they go through the light on 5th Street.*

- *“Road diets” are punitive and in this case, completely the wrong direction to take.*
- *1 lane on SR 525 is not acceptable under any circumstances. This is a State Highway, and the service levels cannot be reduced.*
- *The idea to reduce to one lane the vehicle traffic leaving the ferry must “go off the table” immediately.*
- *Think the bottleneck on 1st St, with two lanes trying to merge to one before reaching highway 525, will be a nightmare!*
- *The two lane configuration must be maintained all the way to the current merger location at 5th Street. The number one priority for this project should be given to smooth, safe and expeditious flow of traffic.*
- *Since the volume of traffic is only going to increase over time, the only answer to the congestion delays on the Speedway (SR525) during peak traffic periods is, additional routes.*

General concern about traffic on SR 525 from ferry loading and offloading.

- *The proposed ferry holding area should be twice the size as projected.*
- *Motorcycles need to be boarded last. Start a pilot program now...before the summer season. We are sick of the early morning wake-up from the cycles*
- *I envision cars in the ferry lane on 525 to be going faster as the new holding lanes will hold more cars which is generally good but may increase an already unsafe situation.*
- *The intersection of 525 and 5th street is already fairly dangerous as some cars don't realize its*

a ferry lane and use the lane to turn right at the light (Also, some do realize it and are just using it as a short cut when there isn't a line in that lane). Could we have an arm come down in the ferry lane during the red light (like at a railroad crossing) to keep cars from making a right on red turn from the ferry lane?

- *Seems like there will still be long line back-ups during peak summer hours up on SR 525, keeping the present “mess” of inconveniences as drivers and passengers are “stuck” in their cars*
- *Concerned that new terminal light be synched with 5th Ave light so that offloading traffic does not have 2 long lights to wait for to set off ferry.*
- *Concerned about 525 need for walkways/sidewalk for bicycle/pedestrian downhill to ferry terminal.*
- *In the computer model all cars are the same size and drive the same speed...the real world you need to deal with big trucks, trailers, campers etc. in addition to regular cars. If an accident occurs or a big truck is disabled at the merger site at the beginning of an offload, there is not enough capacity to hold an entire ferry load. Consequently the off-loading would come to a complete halt and the loading of the ferry for the next trip would be delayed.*
- *If the design is based on the first traffic light allowing a certain number of cars to get through this light before there is sufficient capacity to hold the remainder of the ferry load so that loading can commence for the return trip.*
- *Will this synchronization of the light be automatic or will this be done manually? The ferries do not arrive at Mukilteo exactly at the same time all day long.*





Mixed support and concern about the pedestrian bridge alternative.

- *I decided for multiple reasons to take the walk from the current (inadequate) ferry terminal bus stop up to Rosehill Community Center. The walk was strenuous and a road diet is not going to fix the slope. A new bridge with an easier slope is a win-win-win and worth the money.*
- *Don't do the separate bridge and switch back – too expensive for the utility of project.*
- *The zig zag design for bikes/pedestrians seems ill conceived, far too long and very expensive. An elevator near the ferry terminal itself, with a walking bridge across to the hillside to the south seems much more practical.*

Mixed support and concern for bicycle and pedestrian access to the new terminal.

- *Pedestrians need sidewalks, current situation places pedestrians in harms way when walking along HWY 525. Second, without parking, people are forced to drive on to ferry.*
- *Bicycle lane scheme is part of a social engineering scheme to get people out of their*

cars and on to bicycles. For the graying local population, afflicted with arthritis, artificial hips, and varying degrees of coronary artery disease, that simply is not going to happen.

- *How many bicyclists are on the run from Clinton to Mukilteo? I don't want to accommodate bikes compared to people who are elderly and drive their cars. After all we pay for ourselves on this run.*
- *Bike lane disappears a few hundred yards uphill on HWY 525. Extend bike lanes full length of HWY 525 Hill and add sidewalks.*
- *We don't need to add 2-5' bike lanes there are not any lanes present now and there have not been accidents.*
- *The far simpler idea and much less expensive idea would be to have bikes use the existing First Street heading west, riding with traffic because it is legal, and pedestrians walk on the sidewalks to an elevator and bridge which would be jointly paid for by Sound Transit and WSF and WSDOT. The best location would be at the Sound Transit station.*

Next Steps

WSF will consider public feedback as design advances. WSDOT and the City of Mukilteo will review public comments on pedestrian access improvement options. WSF will host a public meeting prior to ferry terminal construction in early 2017.

Stay Involved

Visit the project website for the latest news:

www.wsdot.wa.gov/Projects/Ferries/mukilteoterminal/multimodal/

For more information, contact:

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Miscellaneous

Attendees shared several miscellaneous comments.

- *I don't want any more fare increases to make sure all these new expeditions do not fall back on islanders?*
- *Has the SR 525 Bridge been evaluated for seismic safety? If not, why not? More than 4 Million people rode the WSF Clinton/Mukilteo ferry in 2015. That bridge gets heavy traffic now, which will increase over time*
- *Railway bridge widening is an important safety feature. Obviously these are not entirely WSF's responsibilities, but nevertheless should be taken up by the transport department.*
- *What will you do to calm traffic in Clinton – we have asked for 10 years!*

