The base model month for traffic analysis was May, which is used by WSDOT Ferries Division as an average travel month, and is consistent with the Long-Range Plan. January is typically the lowest ridership month. Additional information about travel forecasts and modeling is included in section 3.2 of the *Transportation Discipline Report*

Chapter 1, Purpose and Need, describes the reasons WSDOT is proposing the project; the purpose of the project is not focused on reducing the queue on SR 525, although WSDOT is seeking to minimize the adverse environmental effects of the propose project. Chapter 2, Alternatives, describes how alternatives were developed to respond to the purpose and need. However, a system to manage peak demand alone would not be effective in resolving the long term safety, security and reliability issues for this essential public facility in a manner consistent with the purpose and need.

I-131-004

As described in section 3.3.1 of the Draft EIS and the Final EIS (see Figure 3-6), the queue lengths from the toll booths would be reduced with Elliot Point 1 and the Elliot Point 2 (now Preferred) Alternatives, compared to the 2040 No-Build Alternative. Because the Elliot Point alternatives propose to relocate the existing ferry terminal to the east, the queue lengths on SR 525 are anticipated to be shorter compared to today. The queue length on SR 525 would increase slightly with the Existing Site Improvements Alternative. This comparaitive advantage would still be in place during higher travel periods.

The Final EIS Chapter 3.7 also includes mitigation measures proposed for the Preferred Alternative, as well as other alternatives, updating the potential measures described in the Draft EIS. These mitigation measures were defined in consultation with the City of Mukilteo and balance the need to reduce the severity of transportation impacts, while

avoiding the creation of additional environmental effects to property or other resources, including historic properties or archaeological sites.

I-131-005

The issues mentioned in this comment are all discussed in detail in the relevant sections of the Draft EIS, and updated information and mitigation measures are provided in the Final EIS. Several of the topic areas you mention were accompanied by additional technical reports that provided further information. However, you do not provide specific examples of the types of impacts that you believe are not covered, and you do not specifically refer to the EIS text itself, which would help WSDOT and FTA respond to your comments in more detail. The technical analysis for several of the areas you mention, including air quality, noise and vibration, transportation, and visual impacts, each have well defined methodologies that WSDOT and FTA have applied to numerous projects that have undergone rigorous environmental review. WSDOT and FTA have no information that would support the conclusion that the project would affect the health and well being of north shore residents; these populations would be on a hillside that is separated from the closest sites by an existing railroad and a roadway; for air quality, noise, visual, traffic and other environmental areas, the analysis examines effects on sites that are closer than or in the same vicinity as the area you mention, and the effects were the same or lower than No-Build, or they were within acceptable ranges.

I-131-006

WSDOT has been developing alternatives for the Mukilteo Multimodal Project since the beginning of the NEPA/SEPA process in 2004, and has considered relocating the ferry terminal. A summary of this process can be found in the Final EIS Appendix E, Alternatives No Longer Considered. This analysis did look at locations in Edmonds and Everett.

I-131-007

As noted in the response to I-131-001, a modified version of the Elliot Point 2 Alternative has been selected as the Preferred Alternative. It has been modified to reduce the project's footprint and maximize its performance. Elliot Point 2 was supported by the majority of commenters. The Preferred Alternative is supported by WSDOT's partners including the City of Mukilteo.

I-131-008

Exhibit 3-7 in the Final EIS *Transportation Discipline Report* approximates that 59 percent of the growth in PM peak ridership would occur in the walk-on passenger category for westbound sailings (Mukilteo to Clinton), 25 percent of the growth in vehicle passenger (increasing vehicle occupancies), and 16 percent growth in vehicles. For eastbound sailings (Clinton to Mukilteo) in the PM peak, the majority of the growth occurs in vehicles and vehicle passengers because the vehicle carrying capacity of these sailings is rarely exceeded today during the PM peak. Therefore, the Mukilteo Multimodal Projects emphasizes improvements focused on accommodating increased walk-on passengers as well as vehicles. This project proposes to improve connections to nearby bus and train stops. Also, additional bus facilities are proposed as part of the Build Alternatives to improve the efficiency and operation of transit at the Mukilteo Ferry Terminal.

WSF Mukilteo Comments

From: kris huxford [krishuxford@comcast.net] **Sent:** Tue 3/13/2012 8:11 PM
To: WSF Mukilteo Comments
Cc: Sara Bruestle
Subject: Mukilteo ferry terminal proposal
Attachments:

This is to be forwarded to Paul Krueger:

Mr. Krueger,

I-132-001 I know I may be a day late with this letter but that is only because I wanted to research the information more. I live in the Old Town area of Mukilteo and therefore I believe that any major changes to the ferry terminal including the unbelievable proposal of spending $150-165 million dollars; is financially irresponsible. The state simply does not have that kind of money and improvements were promised more than 4 years ago and the wonderful transportation secretary spent the money for Mukilteo site on the Vashon island runs. There are numerous reasons why this is a very disturbing idea. For the following reasons:

**changing the waterfront into a 4 lane highway is a great way to destroy our beautiful seaside town

**noise impacts

**environmental impacts

**pollution impacts

*****Indian fishing rights impacted*******

I-132-002 local businesses will be removed and therefore no longer exist in our town because of the ferry department. I personally do not want to see anymore businesses ruined and people out of work because of this irresponsible act. We would no longer have IVARS (great supporter of local fundraisers, lighthouse festival) the Art building where 6-10 art related businesses would be lost which would be a HUGE impact to all artists in the state, and the local SilverCloud Inn who provides tourists with a place to stay that is unique to this area. Who can say they spent the night on the waterfront with ferryboats coming in at night..what a great ambiance. I love driving down the speedway and as you curve towards 5th street, there is the awesome wonder and sight of seeing the ferry come in or out, especially at night.

I-132-003 destruction of the natural beauty that I get to enjoy without having to look at : more buildings than we could ever need (2 stories high is against city height restriction code)

500 cars

sitting off the water

an above ground walkway terminal

and a 6 bay

bus barn turnaround area

ugly security

fences all over the place would make it feel like a prison yard

triple number

of cars coming into Mukilteo to ride the ferry across

I-132-004 I already deal with the noise from the Boeing Dreamlifter as it does its takeoffs that you cannot carry on a conversation until 5-10 minutes later due to the tail noise
the lovely train noise that they blow the horn longer than they are supposed to do

I-132-005 I want for the future to see a walkway and maybe some 1/2 story buildings on the western tip, that I could

I-132-001

Thank you for your comments on the Mukilteo Multimodal Project. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

Several refinements to the Preferred Alternative have been identified to further improve its ability to meet the purpose and need, reduce environmental impacts, or enhance other project features. These refinements have been incorporated and are intended to:

- Minimize queuing on SR 525
- Develop passenger buildings without constructing within a shell midden (a sensitive archaeological site)
- Avoid impacts to the Sound Transit Mukilteo Station's existing parking
- Avoid reducing the general parking supply in Mukilteo's central waterfront area
- Provide a continuous walkway along the shoreline from the First Street extension to the transit center
- Better accommodate potential design features that reflect the site's cultural and historic significance to Native American tribes
- Accommodate a relocated fishing pier and seasonal day moorage
- Extend First Street from SR 525 to the Mount Baker railroad crossing to improve emergency access and egress

The overall footprint of the Preferred Alternative remains similar to the Elliot Point 2 Alternative depicted in the Draft EIS. Please see Chapter 2 of the Final EIS for information about the design refinements.

I-132-005 enjoy with my child. We are already risking our lives trying to cross after the ferry disembarks. I see people every day trying to cross while the ferry unloads and cars crossing as well and not one ferry person tries to stop them, because they seem to disappear. Every biker I talk to states that it is a matter of time before something bad happens at the current location. We have a large number of vehicles coming and going everyday especially during the summer who do NOT live here and have no idea how to navigate and behave when it comes to crossing. I believe that if there was a ferry worker placed at the current site at all times, people would not act in a irresponsible way thinking they can beat the cars. I have a neighbor who was paralyzed due to a car turning at the intersection.

I-132-006 Here are my thoughts:

Must make improvements to current terminal for safety #1 priority
Build a stairway off the bridge to allow pedestrians to arrive safely to train station, ferry terminal and safer beach access
You will still have to close down the run no matter what happens. Run the ferry from Edmonds like you did over the summer...seemed to work just fine. This also allows for 2nd ferry run and people could have 2 options of getting to Whidbey Island as well as driving north to Anacortes.

Please consider these concerns very carefully since this impacts the future of what Mukilteo becomes. I do not want a concrete jungle and a 4 lane highway on my waterfront. I did not move here because of the ferry system, it was because of the uniqueness of our seaside town.

Thank you,

Kris Huxford

I-132-002

The discussion of business displacements for each of the alternatives is discussed in Final EIS section 4.2.3 Long-Term Environmental Impacts and section 4.2.6 Cumulative Impacts. All of the alternatives would displace the uses in the Mongrain Building. WSDOT is working with the affected parties to provide compensation and relocation assistance in compliance with applicable regulations. The Preferred Alternative would not displace Ivar's.

Under any of the alternatives, the visual amenity of watching ferries arrive and leave the terminal would be available from many viewpoints.

I-132-003

The Visual Quality analysis in Draft EIS section 4.4.2 Affected Environment describes the extent to which natural features such as Puget Sound, the Olympic Mountains and peaks in the Cascade Mountains are available from various viewpoints and relate to elements of the built environment including commercial and industrial uses and the existing ferry terminal. The analysis in Draft EIS section 4.4.3 Long-Term Environmental Impacts indicates that distant natural views will be retained for all alternatives. The character of development along the waterfront will be changed little by the No-Build and Existing Site Improvements Alternative. The Elliot Point 1 and 2 Alternatives generally improve the visual quality of the shoreline by replacing portions of the existing Tank Farm assemblage of partially demolished facilities with linear open space along the shoreline and the ferry holding facility, transit facilities as well as a smaller dock. The potential visual quality impacts of redevelopment of portions of the waterfront not utilized by the ferry terminal are discussed in Draft EIS section 4.4.6 Cumulative Impacts. These areas would be available for development under city codes for a variety of mixed uses and amenities such as open space and a promenade along the shoreline. The visual impacts of such future non-

ferry-related development is not affected by the choice of ferry terminal alternatives.

I-132-004

Your comments about airplane and train noise are noted. In the Draft EIS, the parking facility for employees associated with the Elliot Point 2 Alternative was the only project element with the potential to increase noise levels at two sensitive receptors (Losvar Condominiums and Silver Cloud Inn) within the project's noise screening area. However, to minimize the potential for noise impacts, the Preferred Alternative has been refined to move employee parking closer to the terminal and away from the sensitive receptors.

I-132-005

Pedestrian safety is a top priority at WSDOT. Recent improvements include a signal to direct pedestrians when it is safe to cross the transfer span at the Mukilteo Ferry Terminal. Ferry employees are present at the intersection during ferry terminal loading and unloading. The Preferred Alternative would eliminate pedestrian conflicts at the transfer span, which improves safety.

I-132-006

Thank you for your comments.

3/12/2012

Paul W. Krueger
Project Environmental Manager
WSDOT Ferries Division
2901 Third Avenue, Suite 500
Seattle, WA 98121-3014

Comment: Mukilteo Multimodal Project DEIS

I-133-001 On January 27, 2012 the public was asked to comment on the 900 page (+/-) Mukilteo Multimodal Project DEIS and additional discipline reports. Forty Five days were allowed for public comment. This is not enough time for the public to read, digest and comment on the study. The comment period should be extended.

AIR QUALITY

I-133-002 If either of the Eliot Point alternatives is built on the Tank Farm, I will no longer be able to live here. Adding a new ferry terminal three hundred and seventy five feet from my home will have an extreme negative impact on my health, property enjoyment, and home value.

I am a seventy four year old widow living on the bank above and closest to the sites chosen for the two Eliot Point options. I am a sensitive receptor as I have Idiopathetic Pulmonary Fibrosis, an irreversible fatal lung disease suffered by only 3 people in 100,000. Yet, the Mukilteo Multimodal Project DEIS fails to include *individual* residential homeowners, like me, as sensitive receptors in the study area. *(Figure 4.8-1. Environmental Characteristics, Project Area, Sensitive Receptors, and Study Area)*

The DEIS Air Quality studies are very general in nature and do not address how the outcome of adding either Eliot Point alternative below my residential neighborhood will effect either me or other people living here. There appears to be no environmental justice or mitigation mentioned in the DEIS for the individual, "sensitive receptor," who will be particularly susceptible to potential project related releases of hazardous materials.

The air quality surrounding my home will be negatively changed by adding: diesel fueled ferries which will run every half hour from 5:05 AM until an hour past midnight; a new four lane road; queuing (idling); a 216 vehicle holding area (idling); 6 Bus bays (diesel); a passenger drop off area plus public and employee parking. Yet, the air quality analysis indicates that the Mukilteo Multimodal Project would not result in any significant adverse air quality impacts *in the study area*. Consequently, no operational impact mitigation measures are warranted or proposed. ***(4.7.7 Mitigation Measures Long-Term Mitigation)***

Cummulative Impacts

I-133-003 Existing levels of emissions of fine particulates and ozone in the project area of the proposed Point Eliot options include those from: the existing ferry terminal and its operations; numerous diesel locomotives (currently 44 to 46 per day) on the BNSF mainline; a particularly odious Boeing spur diesel locomotive; marine vessels; overhead jet flights from Paine Field; nearby industrial sources. The DEIS air quality study either minimizes, or does not address, the cumulative amount of air toxins the project will emit

I-133-001

Thank you for sharing your concerns about the air quality and cumulative effects analysis in the Draft EIS. We hope our responses help better explain the air quality analysis conclusions presented in the document.

The Draft EIS comment period met the 45-day requirements for public review established under NEPA and SEPA regulations. The main EIS was approximately 400 pages, with nearly 80 pages of figures and illustrations to help readers, and it included a 30-page Executive Summary reviewing the Draft EIS findings. Your figure may include the technical appendices and background technical report, which were provided for additional reference, but the main section of the EIS fully disclosed the anticipated adverse environmental effects of the alternatives considered.

I-133-002

Your concern about air quality impacts near your home is acknowledged, and we are sorry to hear about your lung disease. Please note that the section of the Draft EIS to which you refer (section 4.8) is the hazardous materials section, not the air quality section. Air quality effects are discussed in Section 4.7, Air Quality, which explains the air quality standards set by the Environmental Protection Agency to protect public health, including the health of "sensitive" populations such as asthmatics, children and the elderly. The Mukilteo Multimodal Project must and will conform to these standards.

It is generally acknowledged among air quality professionals and scientists that the existing or background concentration in the Puget Sound region is less than 3 parts per million (ppm) which is well below the 9 ppm and 35 ppm for the 8 hour and 1 hour National Ambient Air Quality Standards (NAAQS) set by EPA. CO was analyzed at new signalized intersections out to the year 2040 assuming the proposed project is built. Receptors were placed within 10 feet of the vehicle

I-133-003 to the nearby neighborhood and the effect those toxins will have on individual "sensitive receptors."

Impacts of the Project Alternatives *(4-112)* note that PSRC has analyzed possible cumulative impacts associated with the project, but *have not* identified long-term regional cumulative air quality impacts. Puget Sound is currently classified as a maintenance area for CO. Also, levels of emissions of fine particulates and ozone are on the rise. With the EPA's more stringent standards for both ozone and fine particulates, the region could soon be designated non-attainment for these pollutants.

A project area, seasonal air quality, cumulative impact study is needed to show just how much fine particulate matter (PM10 and PM2.5) and carbon monoxide (CO) currently exist and how much more will be added to the upland neighborhood with the construction and operation of the Tank Farm Multimodal project. Additionally, mitigation options need to be addressed.

It is "reasonably foreseeable" that either of the Point Eliot Ferry Options could lead to cumulatively significant environmental impacts when "added to past, present, and reasonably foreseeable future actions." There are numerous existing uses and proposed projects and developments in this same area that will together create significant cumulative impacts in the area. Noise, air quality, traffic, lights, land and shoreline use, and ecological impacts of all of these projects together will be not just significant, but overwhelming in many respects. The combination of these will, in fact, make the area unlivable for some humans if either Eliot Point option is chosen.

Conclusion

I-133-004 While air quality and cumulative effects of the Point Eliot options are my foremost concern, there are so many other environmental and cultural issues associated with these two options. Please choose one of the other less environmental/culturally damaging options available for the Mukilteo Terminal. And choose one that does not abut a residential neighborhood.

Patricia Kessler

1146 2nd Street
Mukilteo, WA 98275
(425) 710-9399
patkessl@aol.com

Attached:
1.) Google Map / Distance between 1146 2nd Street & Tank Farm
2.) DEIS Map / Neighborhood above Eliot Point 1&2 Options

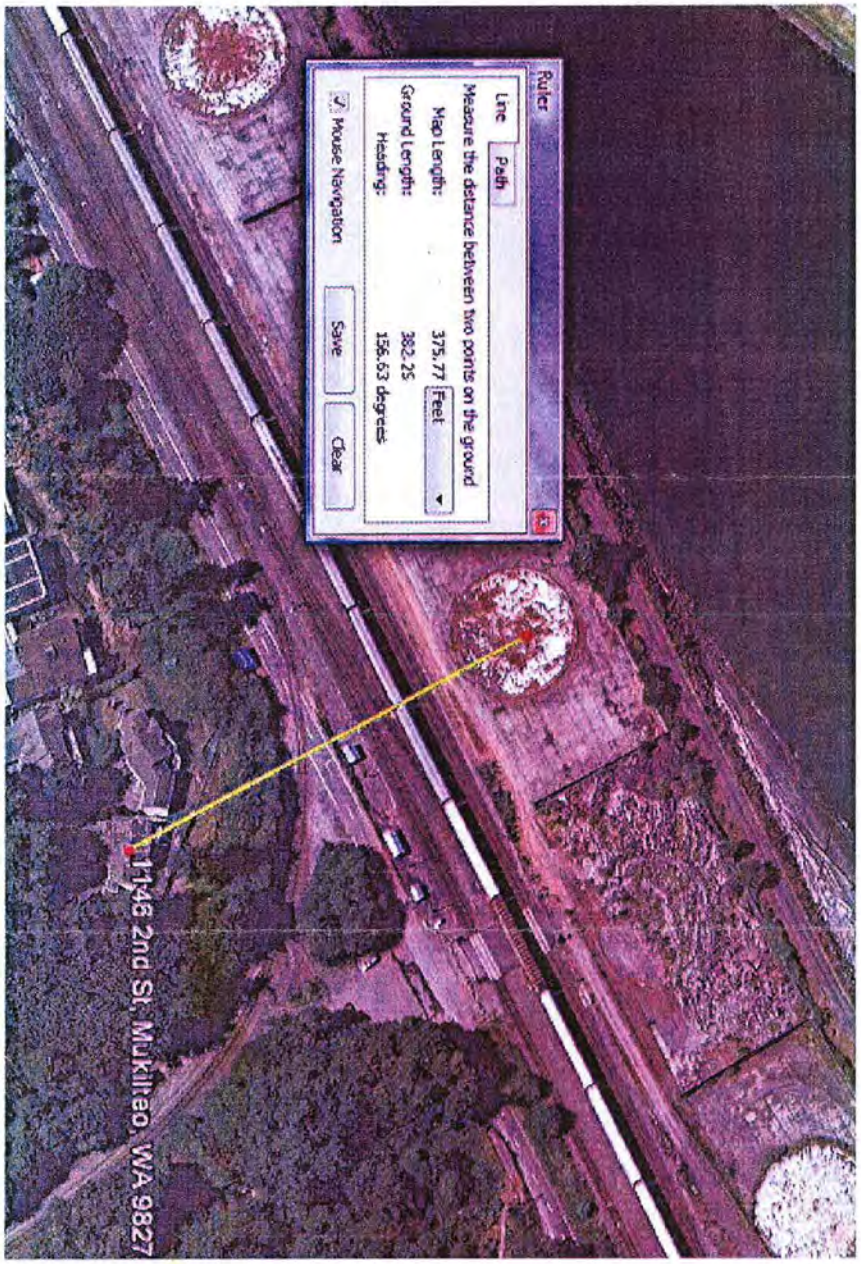
sources. Predicted 8-hour emissions ranged between 3.6 ppm and 4.9 ppm which at this distance is only slightly above background levels and well below the 9 ppm NAAQS standard. As the Draft EIS concludes, the air quality in the study area during project operation will not exceed EPA's standards for public health.

The vehicle holding area would be near capacity during some peak periods, but the majority of time it would be substantially below capacity. We have found that under worst case scenarios less than 20 percent of the vehicles in the holding area are idling. This is typically only on the hottest or coldest day of the year to keep the heater or air conditioner running. Unlike cars queued up an intersection, random individual vehicles dispersed throughout the holding area would not produce concentrations that would violate the NAAQS.

I-133-003

The Draft EIS discussed potential cumulative impacts of the project on the air quality, noise, transportation and land use. These discussions are in Chapter 3, Transportation; section 4.2, Land Use and Economics; section 4.3, Noise and Vibration; and section 4.7, Air Quality, of both the Draft EIS and the Final EIS.

There have been a few studies looking at how far particulates, mostly from diesel engine emissions, travel away from the highway. Most studies indicate that the concentrations of particulates drop off to around half the original concentration before it reaches 500 feet from the highway when the wind is blowing directly from the highway and the monitor is downwind. At about 1,300 feet from the highway, concentrations are not elevated above background levels. Particulate matter emitted from vehicles at the terminal would be intermittent and temporary and would not rise above background concentrations at these distances. It is also important to note that motor vehicles are subject to emissions regulations that require them to be many orders of magnitude



cleaner than the diesel locomotives commonly used daily along the BNSF railroad tracks, which are nearer to your residence than any of the alternatives considered.

I-133-004

Thank you for sharing your concerns about the air quality and cumulative effects analysis in the Draft EIS.

After the publication of the Draft EIS, WSDOT identified a modified version of the Elliot Point 2 Alternative as the Preferred alternative. Some design refinements were identified to help the alternative better meet the project's purpose and need, reduce environmental impacts, and improve other project features. Please see Chapter 2 in the Final EIS for more information about these refinements.

2) UPLAND RESIDENTIAL COMMUNITY

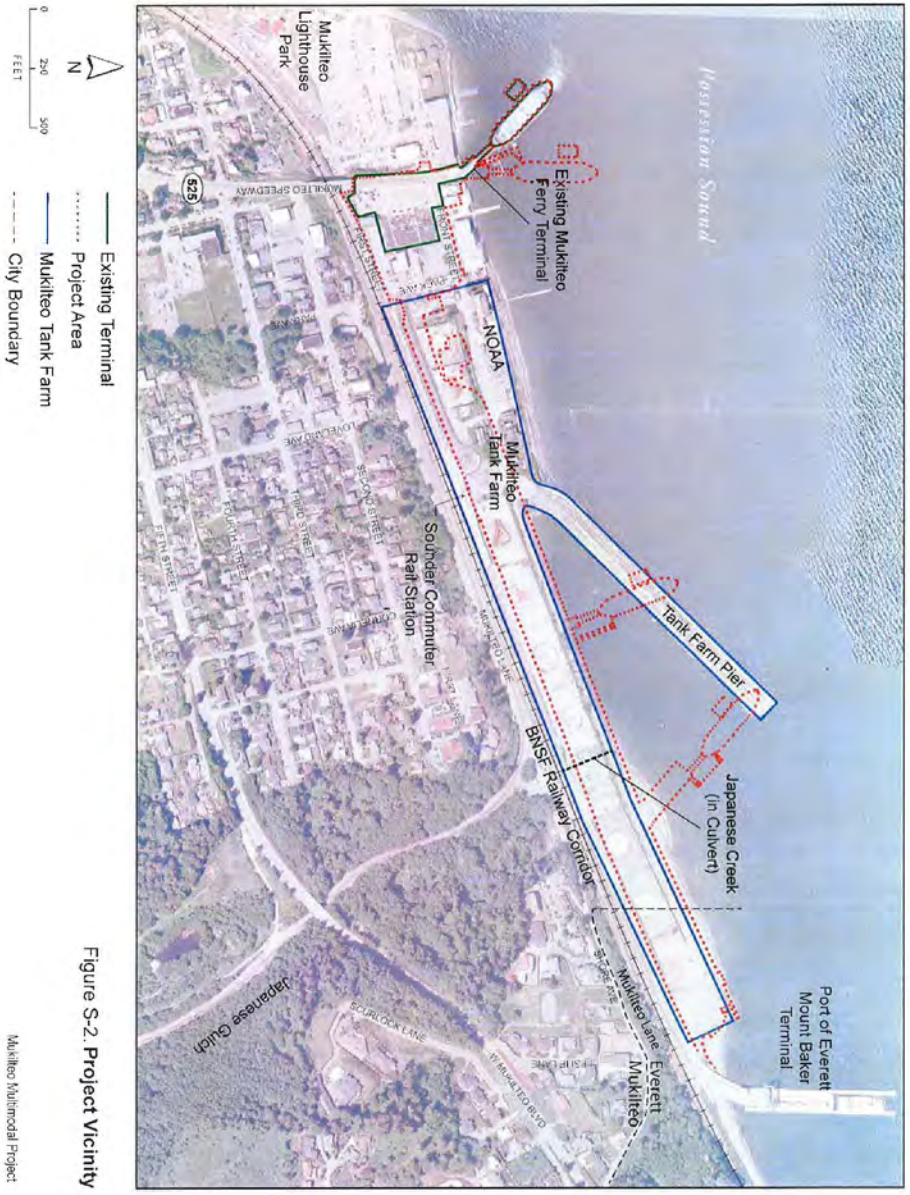


Figure S-2. **Project Vicinity**

Comment Form

Mukilteo Multimodal Project Draft Environmental Impact Statement

The Federal Transit Administration and Washington State Ferries invite your comments on the Draft Environmental Impact Statement (EIS) and the project alternatives. The Draft EIS comment period runs until March 12, 2012. All comments received during the comment period will be addressed in the Final EIS. Return this form at the public hearings or mail to the address provided on the back. Comments can also be provided by email to: mukilteocomments@wsdot.wa.gov.

Tell us about yourself. Why are you interested in the project?

- ❑ I live nearby. If so, where? _____
- ✓ I'm a regular ferry rider. If so, what is your primary trip purpose?
  - ❑ Work
  - ❑ School
  - ❑ Other – Childcare 2x/wk
- ❑ I'm an occasional ferry rider
- ❑ My business is affected by the ferry
- ❑ Other: _____

1. Please share your comments about each project alternative.

No-Build _____

Existing Site Improvements _____

Elliot Point 1 _____

I-134-001

Elliot Point 2 ✓ I like this. We have to do either Elliot Point #1 or #2

I prefer this; it's NOT SO FAR from main west + it costs LESS.

I-134-001

Thank you for your comments regarding the project alternatives and identifying your preference for the Elliot Point alternatives. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors, including comments from members of the public, agencies and tribes, and the alternative's ability to meet the project's purpose and need while provided the best balance of environmental benefits compared to effects.

2. Please share your [illegible] ımental analysis.

3. Other comments?

Mukilteo Multimodal Project

Washington State Ferries
Attn: Paul Krueger
2901 3rd Avenue, Suite 500
Seattle, WA 98121

If you would like to be added to the project mailing list, please provide the following:

Name: _____

Organizatio[illegible] _____

Address: _____

Norman Brocard & Elisa Miller
6569 Simmons Dr.
Whidbey Island
Clinton, WA 98236

City: _____ State: _____ Zip: _____

E-mail: _____

Thank you for your comments!

Comment Form

Mukilteo Multimodal Project Draft Environmental Impact Statement

The Federal Transit Administration and Washington State Ferries invite your comments on the Draft Environmental Impact Statement (EIS) and the project alternatives. The Draft EIS comment period runs until March 12, 2012. All comments received during the comment period will be addressed in the Final EIS. Return this form at the public hearings or mail to the address provided on the back. Comments can also be provided by email to: mukilteocomments@wsdot.wa.gov.

Tell us about yourself. Why are you interested in the project?

- ☑ I live nearby. If so, where? old town for many years
- ☑ I'm an occasional ferry rider
- ☐ I'm a regular ferry rider. If so, what is your primary trip purpose?
  - ☐ Work
  - ☐ School
  - ☐ Other
- ☐ My business is affected by the ferry
- ☐ Other: _____

1. Please share your comments about each project alternative.

I-135-001 **No-Build** Ferry line in constant and is not working well
The No-build would be ok if ferry cars were stored somewhere else

Existing Site Improvements ok but Ivar's needs to remain where it is

Elliot Point 1 Too big

Elliot Point 2 Too way Big
where can people go to enjoy QUIET beach?

I-135-001

Thank you for your comments on the Mukilteo Multimodal Project. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

Several refinements to the Preferred Alternative have been identified to further improve its ability to meet the purpose and need, reduce environmental impacts, or enhance other project features. These refinements have been incorporated and are intended to:

- Minimize queuing on SR 525
- Develop passenger buildings without constructing within a shell midden (a sensitive archaeological site)
- Avoid impacts to the Sound Transit Mukilteo Station's existing parking
- Avoid reducing the general parking supply in Mukilteo's central waterfront area
- Provide a continuous walkway along the shoreline from the First Street extension to the transit center
- Better accommodate potential design features that reflect the site's cultural and historic significance to Native American tribes
- Accommodate a relocated fishing pier and seasonal day moorage
- Extend First Street from SR 525 to the Mount Baker railroad crossing to improve emergency access and egress

The overall footprint of the Preferred Alternative remains similar to the Elliot Point 2 Alternative depicted in the Draft EIS. Please see Chapter 2 of the Final EIS for information about the design refinements. The Preferred Alternative would avoid displacing Ivar's.

2. Please share your feedback on the environmental analysis.

I-135-002

the whole thing seems way TOO complicated for our quaint little area
we live here because we like small + quaint.

3. Other comments?

Is there ANY chance of moving the whole mess to Everett? Options are WAY overdone - Too big for our area!
Is Kimberly Clark site a possibility?

EVERETT WA 982
12 MAR 2012 PM 2 T

Mukilteo Multimodal Project

Washington State Ferries
Attn: Paul Krueger
2901 3rd Avenue, Suite 500
Seattle, WA 98121

98121$1080

If you would like to be added to the project mailing list, please provide the following:

Name: Renee Ripley
Organization (if applicable):
Address: 914-4TH ST.
City: Mukilteo State: WA Zip: 98275
E-mail: ripcom@mac.com

Thank you for your comments!

I-135-002

Your preference for smaller, less complicated alternatives is acknowledged. Nearly three decades of planning efforts have focused on different approaches and alternatives to address the need for an improved multimodal facility at Mukilteo. Moving the terminal out of Mukilteo to Everett was considered, but determined not feasible. For a full summary of alternative development process for this project, please see the Draft EIS Appendix E, Alternatives No Longer Considered.

From: WSF Mukilteo Comments <MukilteoComments@WSDOT.WA.GOV>
Sent: Tuesday, March 13, 2012 3:13 PM
To: Maya Hunnewell
Subject: FW: Comments for the Mukilteo Multimodal Project Draft Environmental Impact Statement

Follow Up Flag: Follow up
Flag Status: Completed

From: Kevin Stoltz [mailto:kstoltz@ci.mukilteo.wa.us]
Sent: Mon 3/12/2012 10:08 AM
To: WSF Mukilteo Comments; daniel.drais@dot.gov
Cc: 'Kevin Stoltz'; 'Steve Schmalz'
Subject: Comments for the Mukilteo Multimodal Project Draft Environmental Impact Statement

To: Paul Krueger (Washington State Ferries) mukilteocomments@wsdot.wa.gov <mailto:mukilteocomments@wsdot.wa.gov> , Dan Drais (Federal Transit Administration) daniel.drais@dot.gov <mailto:daniel.drais@dot.gov>

From: Kevin Stoltz, Mukilteo City Council member and resident of Old Town Mukilteo (near the current ferry dock), Steve Schmalz, Mukilteo City Council member and business owner at Mukilteo's waterfront area (near the current ferry dock).

Subject: Comments on the Mukilteo Multimodal Project Draft Environmental Impact Statement

I-136-001 Please consider addressing the DEIS comments below in the final EIS for the Mukilteo Ferry terminal project.

As a residents, business owners, and Mukilteo City Council members in Mukilteo, we find it very disturbing that it appears the decision has already been made to support the Elliott Point 1 selection by WSF, Sound Transit, Port of Everett, and the City of Mukilteo before some huge shortcomings have been addressed in the DEIS. The City of Mukilteo comment letter appears to be more of a vote for EP1 than a comment letter on the DEIS which has been typical of the supporters of EP1. We were the only two dissenting votes opposed to EP1 (and are actually in favor of the "No-build" option with intelligent improvements) and are also the two council members who spend the most time in this part of town. We believe the DEIS has become just another step that has to be completed so the "cooperating agencies" can say they have addressed the concerns of the public which then allows them to move forward with the official selection of the option they have preferred all along.

I-136-002 With the "improvements" in recent years which include widening the ferry holding area, the Sounder station, and the Boeing pier, we have lost alternative vehicle and pedestrian access to the waterfront area previously provided by 1st Street and the Mt. Baker crossing.

1

I-136-001

WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects. WSDOT has not made a final decision on the project until after the environmental documentation is completed. Similarly, FTA will not approve or take other action on the project until after the Final EIS has been completed. Your opposition to the Elliot Point 1 Alternative is acknowledged.

FTA and WSDOT are committed to conducting the NEPA and SEPA process in a way that is fair, open, and in accordance with applicable state and federal regulations. The project has a long history that reflects the commitment of the agencies to seek public input throughout the planning process, to develop and improve alternatives with the most promise in achieving the project's purpose and need, to carefully consider the findings of extensive environmental analysis, and to consider the comments and suggestions of the public and other agencies.

I-136-002

Both the Preferred Alternative and Elliot Point 1 Alternative would extend First Street to the Mount Baker railroad crossing, in part to improve emergency access and egress. This is consistent with the City of Mukilteo's plans to open the Mount Baker crossing to general-purpose traffic.

The previous expansion of the vehicle holding area was implemented in accordance with a previous environmental review and permitting process, and is now considered an existing condition for which for further mitigation is not proposed in this EIS. However, as part of the Preferred

I-136-002 Pedestrian mitigation required as a condition of widening the ferry holding area hasn't been accomplished and the alternative vehicle improvements (RH turn lane at the ferry dock intersection - SR-525 and Front Street) which have been accomplished, while having improved some traffic congestion issues at the ferry dock intersection, the new turn lanes have actually resulted in less safe pedestrian crossing.

Unfortunately, it's not clear at this time if the original mitigation steps required as a condition of expanding the ferry holding lanes by the Hearing Examiner have been forgiven in exchange for the changes actually accomplished. We have seen nothing come before the Mukilteo City Council indicating one way or another and at the time of this writing, Mukilteo staff has failed to respond to the request.

I-136-003 Even though all the public officials seem to agree that once an alternative is chosen, changes can be made to ensure Mukilteo resident's concerns are addressed, past experience hasn't proven this to be the case so we're hoping the final EIS will actually address the issues below:

* The DEIS inadequately addresses the projection of 73% increased passengers by 2030.

I-136-004 o No pedestrian improvements to the SR-525 bridge are proposed. Currently the SR-525 bridge is the only access to the waterfront and the sidewalk is an unsafe 41" requiring pedestrians passing each other to frequently step off the sidewalk and into the vehicle travel lane.

I-136-005 o The Elliott Point 1 option shows a pedestrian access route along Mukilteo Lane and then over the Mt. Baker RR crossing. Mukilteo Lane has no sidewalks or even facilities for pedestrians. Walking off the vehicle travel lane on one side puts you into BNSF right of way and the other side is a open drainage ditch. Similarly, the Mt. Baker RR crossing has no crossing path for pedestrians only the vehicle crossing lanes. The DEIS should have never proposed a route where pedestrians have to walk in vehicle travel lanes.

I-136-006 * The DEIS fails to provide any mitigation for the increased traffic on SR-525 due to ferry ridership growth. If the 73% increase forecast by 2030 is even close, mitigation measures are surely appropriate to handle this growth. Is the local community expected to pick up the tab to ensure the impact of growth in ferry ridership is covered?

I-136-007 * Elliot Point 1 and 2 both do NOT account for or mitigate any increased pollution levels on the residential neighborhoods directly above the proposed areas. The busiest times when the most vehicles are in the ferry holding area are in the summer afternoons. That's also when there is typically an on-shore flow and all the additional vehicle exhaust would flow directly into the neighborhoods (in addition to the ferry exhaust). In the current location the holding area is adjacent to commercial zoning and the overflow holding is dispersed over a larger area. Elliot Point 1 is the worst offender where both the holding area and the overflow holding is parallel to each other and directly in line with the residential (and not commercial) areas.

I-136-008 * Elliot Point 1 and 2 build a 4 lane road the entire length of the waterfront. After the "improvements" of recent years have resulted in removing the alternate access to Mukilteo's waterfront and replaced it with 4 wide RR tracks and additional barriers, a 4 lane road added to that without any additional means for pedestrians to cross will complete the dissection of the community from its waterfront.

I-136-009 * Elliot Point 1 and 2 as well as the Existing site improvements as presented remove valuable businesses including the Art Building which is the home to the world renowned Mongrain Glass Studio and 4 other local Mukilteo businesses.

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Alternative a continuous walkway would be provided along the shoreline from the First Street extension to the Transit Center.

I-136-003

The Final EIS Chapter 3, Transportation and theEIS Transportation Discipline Report (TDR) consider the effects of the anticipated 73 percent passenger growth for the route. However, not all of this growth would result in a commensurate increase in vehicle traffic using the route. Both Chapter 1, Purpose and Need, and Chapter 3, Transportation discuss the WSDOT Ferries Division *Final Long-Range Plan* (2009) directions for addressing future growth by improving multimodal functions and service rather than increasing vehicle carrying capacity. The analysis considers the increase across all modes, and reviews future transportation conditions in the immediate vicinity of the ferry terminal, local roadways in Mukilteo. The Final EIS provides additional detail on transportation mitigation measures related to the impacts that have been identified for the Preferred and other alternatives. The Record of Decision for the project will detail the mitigation commitments to be implemented as part of the project.

I-136-004

The Mukilteo Multimodal Project does not propose modification or replacement of the SR 525 bridge. Chapter 1 details the purpose and need defined for the Mukilteo Multimodal project through public scoping; WSDOT prioritizes bridge replacement projects through a separate program, and the replacement of the bridge is not necessary to satisfy the purpose and need for the Mukilteo Multimodal Project.

I-136-005

Chapter 3 of the Draft EIS identified Mukilteo Lane as a potential route that some pedestrians could use to reach the terminal, but it is not a proposed element of the project. The Final EIS has been revised to

I-136-010 * The additional traffic signal adds yet another barrier to pedestrians accessing the waterfront as well as vehicles by requiring all pedestrians and vehicles accessing the waterfront to compete with vehicles exiting the ferry and entering SR-525. Additionally, this light will result in additional backups adjacent to Mukilteo's business district and residential neighborhoods.

I-136-011 o The SR-525 bridge should include wider sidewalks as mitigation.

o There should be a pedestrian underpass to provide access to Lighthouse Park without having to cross through a 4 lane intersection.

I-136-012 * Elliot Point 1 eliminates part of the public access park that was built when the Boeing Pier was built. Unfortunately, this park has been completed for almost 6 years and still doesn't have any authorized access for vehicles or pedestrians but to not account for this park and its eventual authorized use is a serious oversight in the DEIS.

I-136-013 * The government pier that will be removed as part of the Elliot Point 1 and Elliot Point 2 options is the home to abundant wildlife above and below. I haven't heard any discussion regarding whether there are mitigation plans for wildlife when the pier is removed or if it's just not something required.

I-136-014 * Historic and Cultural Resources. The DEIS seems to cover these concerns in detail with the solution appearing to be bringing in fill so as to not disturb potential sensitive areas. What isn't addressed adequately, is what is the potential for other development in the area considering fill appears to be the solution to build the holding area. Also, the utilities and storm water drainage will likely have to go deeper than 5 feet so it seems there is additional risk involved even if the fill is brought in.

I-136-015 * As already mentioned, the changes already made (including expanding the holding lanes and removal of alternate access to our waterfront area along 1st street) should have included mitigation measures to reduce the vehicle and pedestrian congestion at the ferry doc intersection. Instead all the changes made have forced ALL vehicle and pedestrian traffic coming to the waterfront to pass through this intersection. The No Build option needs to include reasonable mitigation that should have already been completed with other related projects in recent years.

I-136-016 Considering the projected costs, risks involved, and adverse impact to the surrounding community, we believe the No Build option with intelligent and past due improvements would serve the community the best. As mentioned previously, we also believe the decision has already been made so hope the final EIS will incorporate solutions the deficiencies identified in the DEIS.

Sincerely,

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clarify this distinction. Mukilteo Lane is a low volume residential roadway that is currently used by pedestrian traffic, and the number of pedestrians from the ferry using Mukilteo Lane is expected to be low. This route would be more likely to be used by visitors to the Mount Baker Terminal shoreline area, using the Mount Baker railroad crossing. The Final EIS clarifies that the primary pedestrian route to the Preferred Alternative (or Elliot Point 1) would be along the new First Avenue extension leading to Preferred Alternative; this facility would be designed to meet WSDOT design standards for vehicle and pedestrian safety.

I-136-006

Chapter 3 of the Final EIS and Chapter 7 of the *Transportation Discipline Report* (TDR) describe potential measures to mitigate the impact for the No-Build and Build Alternatives, including intersections on SR 525. Not all of the growth along SR 525 would be due to ferry traffic. The Record of Decision will identify the committed mitigation measures to be implemented as part of the project.

I-136-007

The operation of the build alternatives would not generate additional traffic compared to No-Build, but would help minimize the impacts of the future traffic that is expected whether this project is built or not. The air quality analysis indicates that the Mukilteo Multimodal Project would not result in adverse air quality impacts in the study area. Chapter 4.7 of the Draft and Final EIS discuss the localized air quality analysis conducted (known as "hot spot" analysis), which models locations identified as having the highest numbers of queuing vehicles and then predicts the potential for people who are immediately adjacent to be exposed to contaminants that exceed EPA-designated thresholds. The analysis showed that none of the alternatives would violate air quality standards in any location, and additional mitigation is not necessary. The residential areas to the south of the alternatives are further removed from the areas analyzed in detail. The exposure levels would be less

than the areas modeled and are anticipated to be below the typical background levels found in the area, which currently meet national air quality standards.

I-136-008

Both the Preferred Alternative and Elliot Point 1 Alternative would extend First Street to provide access to the ferry terminal. The roadway would be 4-lanes to the ferry toll booths, and then narrow to 2/3 lanes. The First Street extension would provide clearly marked pedestrian crossing locations, including at least 2 crossings at a signalized intersection for pedestrians. The project would also construct a portion of the waterfront promenade, providing pedestrian access to the waterfront, as part of these two Build alternatives. As your comment notes, the BNSF railroad, which has been in its current location since the earliest days of the city's settlement, is between the city and the waterfront; the existing Tank Farm is also not open to the public and separates the city from a large part of the waterfront area. Both the Preferred Alternative and Elliot Point 1 would increase access to the waterfront and they would not create additional barriers within the city.

I-136-009

The Draft EIS and the Final EIS disclose that all build alternatives would require the acquisition of the building in which the glass studio and related tenants and businesses are housed. Compensation and relocation assistance would be provided in compliance with application regulations.

I-136-010

Traffic signals would provide clearly marked and safe locations for pedestrians to cross the First Street extension; they would not be considered a barrier because they facilitate safe access. The proposed terminal configurations for the Preferred Alternative and Elliot Point 1,

which include the First Street extension traffic signal, would improve vehicle and pedestrian access to businesses along Front Street. Both alternatives would reduce vehicle queues from the ferry terminal, even with the added traffic signal at the SR 525/First Street intersection.

I-136-011

These suggestions are noted; however, building wider sidewalks on the SR 525 bridge or a pedestrian underpass are not components of the Mukilteo Multimodal Project, as noted above in response to your comment I-136-004. The project does not worsen the condition of the bridge; therefore, mitigation is not proposed.

I-136-012

The park was included as part of the Section 4(f) analysis in the Draft EIS. The Elliot Point 1 Alternative has been refined to avoid impacts to the shoreline access area. Please see Chapter 2 of the Final EIS for further discussion.

I-136-013

The Mukilteo Tank Farm Pier has some habitat for wildlife that has adapted to it. Section 4.12, Ecosystems, of the Final EIS discusses the habitat and wildlife in the project area along with the potential impacts, benefits, and mitigation measures for the alternatives.

Removing the pier will improve shoreline and nearshore habitat by reducing overwater cover that shades aquatic vegetation and likely provides a barrier to nearshore salmonid migration. Removing the pier and existing terminal will also reduce the net overwater cover (section 4.12.3 of the Final EIS); this reduction of overwater cover would be considered mitigation for the project. Other opportunities for shoreline and nearshore habitat restoration are under consideration.

I-136-014

In addition to using fill to avoid cultural resources on the Mukilteo Tank Farm site, the Preferred Alternative avoids constructing any of the buildings or other features requiring foundations within the shell midden, a sensitive archaeological site. For example, utilities will avoid the shell midden; fill or other measures such as routing the utilities around midden areas are likely strategies that would be further explored during final design.

It is unclear if the comment is addressing other, unrelated development within the midden's boundaries, or if it is discussing developments other than holding lanes, but fill could be used to mitigate impacts at other locations or developments as well. However, other developments may not be subject to the same federal laws governing the Mukilteo Multimodal Project. A qualitative discussion of cumulative effects that may occur as a result of this project and other planned projects in the area is considered as part of the EIS discussions in Chapter 3 and 4 for all areas of the environment, including historic resources.

I-136-015

While WSDOT and the City of Mukilteo have implemented a series of measures to accommodate growing demand and address immediate safety issues at the existing terminal, these short term improvements do not address the full array of needs and concerns facing the existing terminal. Chapter 1, Purpose and Need, describes in detail why the Build alternatives are proposed. The No-Build Alternative is required under both NEPA and SEPA and is a point of comparison for the Build alternatives, but as a standalone alternative it does not address the purpose and need for the project. The Existing Site Improvements Alternative represents an alternative staying in the current location but reconfiguring and expanding it to help address the larger set of transportation and safety needs facing the Mukilteo terminal. Your comment does not identify specific mitigation measures that could be

considered, but the reconfiguration of local streets and the inclusion of pedestrian and intersection improvements for the Existing Site Improvements Alternative could be considered measures that minimize or avoid worsening the existing and future safety and congestion impacts anticipated with a No-Build Alternative.

I-136-016

Thank you for your comments on the Mukilteo Multimodal Project Draft EIS. Please refer to response to your comment I-136-001 above.

Comments from Maury Hood,
February 24, 2012

I-137-001 As I listened and reviewed the information provided, I see only one clear choice: Elliot Point 2 for the reasons below, not in any necessary order of priority:

1. It does not disrupt current traffic for 4 to 9 months like either the "No Build" or the "Existing Site Improvements" would require.

2. Iver's would remain, and a lot of Whidbey Islanders do dine there, as they can walk on and walk back with out experiencing any delays.

3. The distance to the rail terminal is less than half of any of the other solutions.

4. Elliot Point 2 & 1 both remove the old Tank Farm Pier, which should be considered a "must" in any of the proposals, as the rotting Creosote pilling would be removed and the "Net Change in overwater cover" is significant. Because of the shorter ramp required in Elliot Point 2, all because of deeper existing water, "2" is vastly superior.

5. Elliot Point 2 does not require any dealing with "Japanese Creek", and all the Archeological and Ecological potential problems those present.

6. Only Elliot Point 1 has a shorter "queue" projection, but requires the total build-out of the Tank Farm Property.

7. Elliot Point 2 would allow for the future use of a substantial portion of the Tank Farm Property, to solve the current and certainly future lack of near-by parking , either all day or overnight.

8. Future "Bus Bay" Terminal would not require crossing a busy street in either "1" or "2".

9. "2" is projected to cost less than any of the other proposals other than "No-Build", and **No Build is Not a solution.**

I-137-002 The plans were so small that it was not clear, but Elliot Point 2 needs to include vehicle access to the Mount Baker Terminal, without going through a toll booth.

Thank you for making such a large staff available to speak with and answer our questions.

Respectfully

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I-137-001

Thank you for your comments on the Mukilteo Multimodal Project. WSDOT has identified a modified version of the Elliot Point 2 Alternative as the Preferred Alternative. This decision was based on several factors including comments from members of the public, agencies, and tribes, and the alternative's ability to meet the project's purpose and need while providing the best balance of environmental benefits compared to effects.

Several refinements to the Preferred Alternative have been identified to further improve its ability to meet the purpose and need, reduce environmental impacts, or enhance other project features. These refinements have been incorporated and are intended to:

- Minimize queuing on SR 525
- Develop passenger buildings without constructing within a shell midden (a sensitive archaeological site)
- Avoid impacts to the Sound Transit Mukilteo Station's existing parking
- Avoid reducing the general parking supply in Mukilteo's central waterfront area
- Provide a continuous walkway along the shoreline from the First Street extension to the transit center
- Better accommodate potential design features that reflect the site's cultural and historic significance to Native American tribes
- Accommodate a relocated fishing pier and seasonal day moorage
- Extend First Street from SR 525 to the Mount Baker railroad crossing to improve emergency access and egress

The overall footprint of the Preferred Alternative remains similar to the Elliot Point 2 Alternative depicted in the Draft EIS. Please see Chapter 2 of the Final EIS for information about the design refinements.

I-137-002

Ultimately, a public access road is planned to the Mount Baker Terminal, but the Port is waiting for the U.S. Air Force property transfer before it undertakes this improvement.

The Preferred Alternative would extend First Street to an intersection with the Mount Baker railroad crossing, which would improve emergency access and egress. The intersection to the crossing would also be designed to serve non-motorized users as well as general purpose vehicles, consistent with the City of Mukilteo's plan to open the Mount Baker crossing to general-purpose traffic when the Port of Everett completes an access road leading to the Mount Baker Terminal and the terminal's public shoreline access area.