

WSF Mukilteo Comments

From: ted@ted4mukilteo.com [ted@ted4mukilteo.com] **Sent:** Thu 2/23/2012 6:41 AM
To: WSF Mukilteo Comments
Cc:
Subject: Mukilteo Multimodal Project - Draft EIS Comment
Attachments:

The following is the contents of a form submitted on 2/23/2012 6:41:03 AM

====My Contact information=====

Name: Ted Wheeler
E-mail: ted@ted4mukilteo.com
Phone: 206.383.0665
Street Address: PO Box 912
City: Mukilteo
State: WA
Zip Code: 98275

==== My Question/Comment/Complaint =====

I-032-001

Elliot Point 1 is the most reasonable and safest option. This plan keeps the traffic at the docks where it should be instead of having the traffic line up the speedway causing havoc with the everyday functions of the city of Mukilteo. As we know the growth of the traffic with any of the other options just add to the speedway back up. If the state has in mind the safety of the people in Mukilteo we can not keep the ferry where it is now. During the peak times in the summer we have the back ups that cause unsanitary conditions when the cars are lined up the speedway and they can't get out to relieve themselves. Some still can't hold it until they get on the ferry. Now the res are disturbed or the bushes are. We have traffic backing up the hill all the way to 84th at times and how does that effect the EMT's from their response time now. Do you want to be the one where your parent needs to get medical attention and the EMT's can get to their home as quickly as they should? Are you one that rides your bike on the speedway and nearly gets hit because the traffic is back up and the turning vehicles don't see you at the intersection? The state has a hyway going through Mukilteo and has to look at the best way to get the traffic to the ferry the safest way. By doing this the only way is to control the flow coming and going to the ferry and Elliot Pt 1 may not be perfect but it seems the best option. Keep the congestion at the docks! The state is great at having beautiful facilities and architecture, including landscaping. We know you will make it not only functional but beautiful.

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=== Browser Type ===

Browser: Mozilla/5.0 (compatible; MSIE 9.0; Windows NT 6.1; Trident/5.0)

I-032-001

Thank you for your comments regarding the project 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 providing the best balance of environmental benefits compared to effects.

The Preferred Alternative would reduce the ferry queue along SR 525 during peak travel times because it increases the holding area. Queues would also be shortened by optimizing transaction time at toll booths and when all four toll booths are open.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multi...> 2/24/2012

WSF Mukilteo Comments

From: teg24601@gmail.com [teg24601@gmail.com] **Sent:** Fri 1/27/2012 2:11 PM
To: WSF Mukilteo Comments
Cc:
Subject: Mukilteo Multimodal Project - Draft EIS Comment
Attachments:

The following is the contents of a form submitted on 1/27/2012 2:11:35 PM

====My Contact information=====

Name: Thomas Gill
E-mail: teg24601@gmail.com
Phone: (360)632-2268
Street Address: 888 Decker Ave
City: Langlely
State: WA
Zip Code: 98260

==== My Question/Comment/Complaint =====

- I-033-001** | Elliot Pt. 1 and The Existing Site improvements are the only viable options. Elliot Pt. 2 has criss-crossing traffic which will cause issues. I would like WSDOT to consider in addition to improving the ferry dock and holding lanes, that some modification/replacement of the existing approach bridge and roadway should be considered, including replacing the highway bridge, with one that takes the ferry bound traffic directly over the railroad and avoiding any traffic controls, also a fly-over ramp for traffic coming off of the ferry would improve traffic flow.
- I-033-002** | WSDOT also should consider the full re-routing of SR-525 to avoid Mukilteo entirely, as it is a residential area, and the traffic is not compatible with the community. A new approach within the Japanese Creek gulch would help alleviate traffic issues, as would an approach along the waterfront, either from Everett or Harbour Pointe. In addition to these comments, WSDOT needs to work hard to secure 7-day-a-week Sounder Service, outside of normal work hours so people can use it as a viable alternative to driving.

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=== Browser Type ===
Browser: Mozilla/5.0 (Windows NT 5.1; rv:9.0.1) Gecko/20100101 Firefox/9.0.1

I-033-001

Thank you for your comments about the project alternatives. The Mukilteo Multimodal Project does not include modification or replacement of SR 525 bridge or roadway. Rather the focus of the project is to improve operations and safety at the ferry terminal, which is an independent issue.

I-033-002

The purpose of the Mukilteo Multimodal Project is to improve the safety and reliability of operations and facilities serving the mainland terminus of the Mukilteo-Clinton ferry route. Re-routing SR 525 and creating a new roadway in Japanese Gulch is outside the scope of the Mukilteo Multimodal Project. As stated in Chapter 1, Purpose and Need, most future growth is to be met through improved multimodal system functions, rather than increasing vehicle use alone. Appendix E, Alternatives No Longer Considered, in the Final EIS documents the alternatives considered but not studied further and describes the screening evaluation measures and results for the project. Additionally, the *Mukilteo Multimodal Ferry Terminal Project Alternatives History Through 2009* (published by WSDOT in June 2010 and available on the project's website: <http://www.wsdot.wa.gov/Projects/Ferries/mukilteoterminal/multimodal/library.htm>) documents the project's development of concepts and alternatives, and how access through Japanese Gulch was considered.

Sound Transit is the agency responsible for Sounder service and determining the train schedules, which are developed in coordination with BNSF.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multim...> 2/1/2012

WSF Mukilteo Comments

From: Timcoulter41@gmail.com [Timcoulter41@gmail.com] **Sent:** Sun 2/19/2012 9:23 AM
To: WSF Mukilteo Comments
Cc:
Subject: Mukilteo Multimodal Project - Draft EIS Comment
Attachments:

The following is the contents of a form submitted on 2/19/2012 9:23:34 AM

====My Contact information====

Name: Tim Coulter
E-mail: Timcoulter41@gmail.com
Phone: 425 315 0999
Street Address: 6643 Waterton Circle
City: Mukilteo
State: WA
Zip Code: 98275

==== My Question/Comment/Complaint =====

I-034-001 We recommend option 1 with future consideration of running ferry traffic through Japanese Gulch in order to remove excess traffic off the Speedway.

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=== Browser Type ===

Browser: Mozilla/5.0 (iPad; CPU OS 5_0_1 like Mac OS X) AppleWebKit/534.46 (KHTML, like Gecko) Version/5.1 Mobile/9A405 Safari/7534.48.3

I-034-001

Thank you for your comments. The purpose of this project is to improve the safety and reliability of operations and facilities serving the mainland terminus of the Mukilteo-Clinton ferry route. Re-routing SR 525 and creating a new roadway in Japanese Gulch are outside the scope of the Mukilteo Multimodal Project because it is inconsistent with the project's purpose and need, which itself is based on both local and regional land use and transportation plans. As stated in Chapter 1, Purpose and Need, most future growth is to be met through improved multimodal system functions, rather than increasing vehicle use alone. The *Mukilteo Multimodal Ferry Terminal Project Alternatives History Through 2009* (published by WSDOT in June 2010 and available on the project's website: <http://www.wsdot.wa.gov/Projects/Ferries/mukilteoterminal/multimodal/library.htm>) documents the project's development of concepts and the alternatives, and how access through Japanese Gulch was considered.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multi...> 2/24/2012

You forwarded this message on 2/16/2012 9:15 AM.

WSF Mukilteo Comments

From: caslea@whidbey.net [caslea@whidbey.net] **Sent:** Thu 2/16/2012 6:21 AM
To: WSF Mukilteo Comments
Cc:
Subject: Mukilteo Multimodal Project - Draft EIS Comment
Attachments:

The following is the contents of a form submitted on 2/16/2012 6:21:59 AM

====My Contact information====

Name: Tom Leahy
E-mail: caslea@whidbey.net
Phone:
Street Address:
City: Freeland
State: WA
Zip Code: 98249

==== My Question/Comment/Complaint =====

I-035-001 My choice is Elliot Point #2. Compared to #1 it has a smoother entry to the toll booths and the signaled intersection gives control over the traffic entering the booth area. As I am usually a walk on who uses the bus and the commuter train #2 requires less of a walk to the train.

Elliot Point #1 just seems a "clunky" design for entering the toll booth area and requires a longer walk to the train. "No build" is not an option to me.

I-035-002 Will either of the Elliot Point designs allow for a three boat service?

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=== Browser Type ===

Browser: Mozilla/5.0 (compatible; MSIE 9.0; Windows NT 6.1; WOW64; Trident/5.0)

I-035-001

Thank you for identifying your preference for Elliot Point 2. 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.

The Preferred Alternative would provide a continuous walkway along the shoreline from the First Street extension to the transit center, and provide a walkway connecting to Mukilteo Station. The Preferred Alternative's design could also accommodate a second slip should WSDOT decide to build one in the future; however, it is not part of the current project.

I-035-002

Neither of the Elliot Point alternatives would allow for a 3-boat service since their current designs have only one completed slip. However, these alternatives could accommodate a second slip should WSDOT decide to build one in the future.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multi...> 2/16/2012

WSF Mukilteo Comments

From: mukhoops44@hotmail.com [mukhoops44@hotmail.com] **Sent:** Sat 2/18/2012 1:28 PM
To: WSF Mukilteo Comments
Cc:
Subject: Mukilteo Multimodal Project - Draft EIS Comment
Attachments:

The following is the contents of a form submitted on 2/18/2012 1:28:39 PM

====My Contact information=====

Name: Tom Lowery
E-mail: mukhoops44@hotmail.com
Phone:
Street Address: 4605 88th st sw
City: Mukilteo
State: WA
Zip Code: 98275

==== My Question/Comment/Complaint =====

I-036-001 I STRONGLY support the Eliot pier options. I STRONGLY believe that not only the ferry needs to be relocated, but, as an avid saltwater fishermen who uses the current public launch regularly in the summertime, that facility needs to be relocated as well. About 15 years ago...3 years after moving to Mukilteo...I had a conversation with a Park Ranger from the state of Washington and he told me then that "if you looked at every point in Puget Sound and tried to select the worst one to put a boat ramp on, THIS would be the worst." Please relocate both the ferry and the ramp. Additionally, with recent improvements to the park, MANY fisherman's parking slots have been lost and the traffic in that park is ridiculous in the summers.

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=== Browser Type ===
Browser: Mozilla/5.0 (Windows NT 6.0; WOW64; rv:9.0.1) Gecko/20100101 Firefox/9.0.1

I-036-001

Thank you for 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 providing the best balance of environmental benefits compared to effects. The public boat launch is outside of the scope of this project and would not be affected by the Preferred Alternative.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multi...> 2/24/2012

WSF Mukilteo Comments

From: vderks@comcast.net [vderks@comcast.net] **Sent:** Thu 2/16/2012 5:33 AM
To: WSF Mukilteo Comments
Cc:
Subject: Mukilteo Multimodal Project - Draft EIS Comment
Attachments:

The following is the contents of a form submitted on 2/16/2012 5:33:49 AM

====My Contact information====

Name: Vicki Derks
 E-mail: vderks@comcast.net
 Phone: 425-245-3866
 Street Address: 724 First Street suite 204
 City: Mukilteo
 State: WA
 Zip Code: 98275

==== My Question/Comment/Complaint =====

I-037-001 My first comment concerns the number of businesses that will be affected. The study refers to one business in the Mongrain building. I have been a business tenant in that building since 2007. In addition to myself there are five other tenants.

I wish there were magical answers to remedy the dangers at 525 and Front street that could be devised with the no build option however I don't believe they exist. Considering every other option removes the Mongrain building it is my belief that the Elliott Point option 2 - the relocation furthest East on the Tank Farm is the best choice for the community as a whole. It is the option that gets the most traffic off of 525 and allows for the greatest opening up of shoreline access. It is also my understanding it has the least potential for artifacts.

The one plan I wholeheartedly oppose is the rebuild in it's current location. Doing so would not only eliminate Ivars which is a tremendous asset to the community, it would totally cut off access to the shoreline.

I-037-002 Mukilteo has played host to the ferry many years. While I believe most of us wax poetically on it's existence, there is no avoiding the hardship that accompanies it's presence. The obvious issue of traffic stacking up along 525 causing backups through out our community is easy to see.

I-037-003 Just as burdensome though not as obvious is the tremendous parking shortage. Every evening as the ferry commuters descend upon our community they capitalize on every spot legal and otherwise to park their 'land side' autos. In addition to parking issues, the commuters are so hell-bent on making their ferry they drive very aggressively.

I-037-004 Mukilteo is a beautiful community and I am proud to have my business here. I think the community has given so much already to the ferry system, the tank farm, the airport all in the interest of public good. I think it's time Mukilteo's good was considered and in my opinion the Elliott Point furthest East relocation is the best option for the community as a whole for now and for the future.

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=== Browser Type ===

Browser: Mozilla/5.0 (iPad; U; CPU OS 3_2_2 like Mac OS X; en-us) AppleWebKit/531.21.10 (KHTML, like Gecko) Version/4.0.4 Mobile/7B500 Safari/531.21.10

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/Inbox/Mukilteo%20Multi...> 2/16/2012

I-037-001

Thank you for identifying your opposition to Existing Site Improvements, and your preference for the Elliot Point 2 Alternative or the "furthest east" option, which is the Elliot Point 1 Alternative. WSDOT appreciates the information about the Mongrain building and tenants. Please refer to section 4.2, Land Use, in the Final EIS for updated information for the properties and businesses affected by the project. All of the alternatives would displace the uses in the Mongrain Building. WSDOT will work with the affected parties to provide compensation and relocation assistance in compliance with applicable regulations. Section 4.2.7 of the Final EIS discusses mitigation measures and the requirements of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (42 USC 4601) and Washington State Real Property Acquisition Policy Act (RCW 8.26).

I-037-002

Both the Elliot Point alternatives would help reduce the queuing along SR 525 since the terminal would be located on the Tank Farm property, allowing for more vehicle holding space off of SR 525 during the peak periods.

I-037-003

As stated in Chapter 1 of the Final EIS, the purpose and need is focused on improving safety, reliability, and multimodal connections. Consistent with the WSDOT Ferries Division *Final Long-Range Plan (2009)*, the alternatives are designed to minimize the need for additional driving to the terminal and an increased supply of overnight parking is not needed to achieve the purpose and need. Therefore, the build alternatives do not propose additional parking supply for overnight or long-term use. The Final EIS does note that the City of Mukilteo is investigating options for increasing parking supply for a variety of uses and this could make access more convenient for some travelers.

The design refinements for the Preferred Alternative avoid impacts to Mukilteo Station's existing parking and relocate the proposed ferry employee parking to the transit center. Chapter 2 of the Final EIS further describes the Preferred Alternative's design refinements.

I-037-004

Thank you for your comments.

Why are you interested in the project?

- I live nearby, 2nd Street

Please share your comments about each project alternative.

I-038-001 No-Build/Existing Site Improvements

Make use for the existing farm tanks. Create green walk throughs/paths – memorial for what history is there.

Elliot Point 1

Cost of both of these projects will far exceed the projected amounts.

Elliot Point 2

Why relocate all the traffic, bus terminals to the front of our beautiful waterfront. Consider all the traffic fumes, noise to the residents.

Name: Anne Payne

Address: 1142 2nd Street

City: Mukilteo

State: WA

Zip: 98275

E-mail: anne.payne@gmail.com

I-038-001

Thank you for your comments regarding the project 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 providing the best balance of environmental benefits compared to effects. The purpose of this project is to provide safe, reliable, and efficient service and connections at the Mukilteo Terminal between Island County and the Seattle/Everett metropolitan area; please see section 1.4.1, Project Purpose, in Chapter 1 of the Final EIS.

WSDOT's cost estimates reflect the agency's current best practices for predicting costs based on real-world factors and relative risk, complexity, timing, and scope of each alternative.

The Draft and Final EISs reviewed air quality, noise, and other factors related to the alternatives. The Preferred Alternative includes a promenade, landscaping, and other features to expand public waterfront areas and allow the exiting terminal area to be redeveloped for other uses, consistent with adopted city plans.

I-039-001 | *Heard a speaker say that the increase of 73% was to occur in 2040 – the story boards say 2030 – which is it?

Why are you interested in the project?

- I live nearby, 917 3rd Street, Mukilteo.
- I'm an occasional ferry rider.

Please share your comments about each project alternative.

I-039-002 | **No-Build**
Preferred by Old Town residents – least environmental impact.

Existing Site Improvements
Not worth the extra money

Elliot Point 1
Worst option

Elliot Point2
2nd worst option

No one wants to sacrifice our waterfront for a parking lot and 4-lane highway.

Name: Anonymous

I-039-001

The 73 percent increase on the Mukilteo-Clinton route is for 2030 (this represents growth from 2006 to 2030) and can be found in the WSDOT Ferries Division *Final Long-Range Plan*.

I-039-002

Thank you for your comments regarding the project alternatives and for stating your preferences. 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.

Why are you interested in the project?

- I live nearby. Up hill.
- Other: Grew up here.

Please share your comments about each project alternative.

I-040-001

No-Build

Simply – the ferry is as important to the history of Mukilteo as the lighthouse. Don't move it!

Please share your feedback on the environmental analysis

Obviously no build is best.

Other comments?

I-040-002

Why don't you move the ferry to the Scott Park Site? Everett Ave runs right into it. Lots of parking. On – and then you could sell the light house.

Name: Anonymous

I-040-001

Thank you for your comments regarding the project 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 providing the best balance of environmental benefits compared to effects.

I-040-002

Alternatives that would move the terminal to locations outside Mukilteo were previously considered and screened out because they would not improve transportation conditions and would not meet the purpose and need. Please see the Final EIS Appendix E, Alternatives No Longer Considered, for more information about how the alternatives analyzed in the Draft EIS were developed. Additionally, the *Mukilteo Multimodal Ferry Terminal Project Alternatives History Through 2009* (published by WSDOT in June 2010 and available on the project's website: <http://www.wsdot.wa.gov/Projects/Ferries/mukilteoterminal/multimodal/library.htm>) documents the project's development of concepts and alternatives.

Why are you interested in the project?

- I'm a regular ferry rider: Childcare, 2x's a week

Elliot Point 2

I-041-001 | I like this. We have to do either Elliot Point 1 or 2. I prefer this; it's not so far from main areas and it costs less.

Name: Anonymous

I-041-001

Thank you for your comments regarding the project alternatives and your preference. 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.

Why are you interested in the project?

I live nearby. If so, where? Clinton.

I'm a regular ferry rider. Primary trip purpose: Work

Please share your comments about each project alternative.

I-042-001 | **Elliot Point 2**

Best option – (Transportation connections) both Elliot Point 1 and 2 are missing an important design component.

Other comments?

This is not just a numbers counting problem – decent human environment needs to be part of the solution. (cafes, boardwalks, etc.)

Name: Anonymous

I-042-001

Thank you for your comments regarding the project alternatives. The purpose of the Mukilteo Multimodal Project is to provide safe, reliable and efficient service and connections for those traveling between Island County and the Seattle-Everett metropolitan area and beyond. For these reasons, improvements are focused on the terminal building, ferry operations and intermodal connections.

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. The Preferred Alternative does include a continuous walkway along the shoreline.

Why are you interested in the project?

- I live nearby, Langley.
- I'm a regular ferry rider. Primary trip purpose: Work, other

Please share your comments about each project alternative.

I-043-001

No-Build

I believe the dock needs to be moved to enhance public transportation options. The walk to the Sounder is too far and could discourage use of such transit options.

Existing Site Improvements

Same cost as Elliot Point 2 but would require closing local restaurants.

Elliot Point 1

I think this plan has a larger footprint and therefore more impact on the shoreline.

Elliot Point 2

I like this alternative because of the proximity to transit options. I believe this is important to encourage use of public transportation especially with the size of expected growth.

Please share your feedback on the environmental analysis

Looks good

Other comments?

I-043-002

I would like to see some parking provided for people who walk on to visit Whidbey Island. Many people who walk on to visit Whidbey Island. Many people who drive their cars because there is no overnight parking or street parking in Mukilteo. The parking should be very reasonable to encourage people to leave their cars (for short periods of time – 2-3 days maximum).

Name: Anonymous

I-043-001

Thank you for your comments regarding the project alternatives including your preference and key observations. 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.

I-043-002

As stated in Chapter 1 of the Final EIS, the purpose and need is focused on improving safety, reliability, and multimodal connections. Consistent with the WSDOT Ferries Division *Final Long-Range Plan (2009)*, the alternatives are designed to minimize the need for additional driving to the terminal and an increased supply of overnight parking is not needed to achieve the purpose and need. Therefore, the build alternatives do not propose additional parking supply for overnight or long-term use. The Final EIS does note that the City of Mukilteo is investigating options for increasing parking supply for a variety of uses and this could make access more convenient for some travelers.

Why are you interested in the project?

- I live nearby. 6555 Humphrye Rd, Clinton.
- I'm an occasional ferry rider

Please share your comments about each project alternative.

I-044-001 | Elliot Point 2

Even though this is more expensive, I feel that in the long run this will be the better choice. You get what you pay for.

Name: Anonymous

I-044-001

Thank you for your comments regarding the project 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 providing the best balance of environmental benefits compared to effects.

Why are you interested in the project?

- I live nearby, Clinton.
- I'm an occasional ferry rider

Please share your comments about each project alternative.

I-045-001

No-Build

No

Existing Site Improvements

No

Elliot Point 1

Ok, but too spread out for walkers.

Elliot Point 2

The best alternative. It would provide for expected growth of ferry traffic.

Please share your feedback on the environmental analysis

Due diligence.

Name: Anonymous

Email: sharonco2002@yahoo.com

I-045-001

Thank you for your comments regarding the project 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 providing the best balance of environmental benefits compared to effects.

Why are you interested in the project?

- I live nearby. Island
- I'm an occasional ferry rider

Please share your comments about each project alternative.

No-Build

I-046-001

Why is there not a holding area at tank farm to get cars off 525 waiting for boat. If do this add rest rooms.

Name: Anonymous

I-046-001

The No-Build Alternative would include just minor improvements to the existing ferry terminal; the Mukilteo Tank Farm would not be used at all.

Why are you interested in the project?

- I live nearby, 3rd Street.
- Other: I am a transit commuter and local pedestrian.

Please share your comments about each project alternative.

I-047-001 | No-Build

Preferred alternative.

- 1.) I think WSF should adopt a reservation system for this location like the Keystone – Pt. Townsend route. This option has less of a negative input to! Pedestrians, surface water runoff, noise, air quality (car fumes).
- 2.) Adopting a reservation system has improved the quality of life in Pt. Townsend, also the ferry experience by reducing/removing backups.
- 3.) Pavement is not the solution.
- 4.) Business closure is not the solution.
- 5.) Replace in kind, the dock
- 6.) Widen the transit center in back. Mukilteo needs to stop the sale of parking for non-use (ferry riders)

I-047-002 | 7.) Proper zoning and land use code enforcement would benefit the highest and boost the sale of parking for non-use of commercial properties on site.

Please share your feedback on the environmental analysis

I-047-003 | Where are the results of the collaboration with tribes and artifact research demonstrated?

Name: Barbara Faris-Bateman, AIA

Organization: Transit Engineer, Metro Transit King County

Address: 1124 3rd St.

City: Mukilteo

E-mail: I am already on your list, thanks.

I-047-001

Thank you for your comments on the Mukilteo Multimodal Project. WSDOT has identified the Elliot Point 2 Alternative as the Preferred Alternative. Please see the Final EIS for updated information on the alternatives and their environmental effects.

The Preferred Alternative includes many of the elements you recommend, but the decision to implement a reservation system is a separate operational issue. WSDOT is evaluating candidates for the reservation system on routes throughout the ferry system to determine where reservations would be most effective.

I-047-002

The Final EIS discusses the displacement of businesses, and parking currently used by business, in section 4.2, Land Use. Each alternative is evaluated in terms of the extent to which it accommodates the City of Mukilteo goals for a mix of commercial and residential uses in the downtown and waterfront sub-areas. The City of Mukilteo zoning requirements for parking would be met by the ferry terminal and any future development that may occur in the vicinity.

I-047-003

Section 4.6 of the Final EIS presents the cultural resources in the study area and potential effects to them. This section also describes the coordination efforts with tribes and other parties with the responsibility to protect cultural resources. The Section 106 Memorandum of Agreement is included as Appendix J to the Final EIS.

5. Betty Nichols

I-048-001

9 MS. NICHOLS: I'm Betty Nichols, and I guess
10 I represent the grandparents on the island. There are
11 plenty of us who have grandchildren who come across, who
12 have children come across, and there's no place for
13 overnight parking. There's no place to catch your
14 grandkids, have them come on the island and stay with
15 you.
16 Also, as we get older, that walk to transportation
17 is inhibited when it's a quite a bit longer. So I would
18 voice that project No. 2 is probably the best one.

I-048-001

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.

As stated in Chapter 1 of the Final EIS, the purpose and need is focused on improving safety, reliability, and multimodal connections. Consistent with the WSDOT Ferries Division *Final Long-Range Plan (2009)*, the alternatives are designed to minimize the need for additional driving to the terminal and an increased supply of overnight parking is not needed to achieve the purpose and need. Therefore, the build alternatives do not propose additional parking supply for overnight or long-term use. The Final EIS does note that the City of Mukilteo is investigating options for increasing parking supply for a variety of uses and this could make access more convenient for some travelers.

11. Charlie Pancerzewski

I-049-001

5 MR. PANCERZEWSKI: I'm Charlie Pancerzewski.
6 I live on Sixth and Church. We've lived here in Mukilteo
7 for 43 years now in Old Town, so we've had plenty of time
8 to see the ferry traffic increase and with the problems
9 that have occurred from it.
10 One of the things that I don't see in many of these
11 plans and the environmental impact is the impact of other
12 growth that will happen as a result of whatever the
13 ferries do here.
14 If I were a private owner of the tank farm, and I
15 came in and said I was going to utilize a large portion
16 of it for two and a half million cars a year, I would
17 have to provide a traffic plan not only for what I use it
18 for, but also for the uses that would be in addition to
19 that on the same property.
20 You also have the current existing ferry property
21 that will be used partly for other purposes if the ferry
22 reaches the tank farm, and those other purposes will
23 incur additional traffic needs as far as us going in and
24 out of the properties. I don't see any of that addressed
25 here, but I think the overall plan should be included in
15
1 the EIS.

I-049-002

2 We're putting the additional traffic light in on the
3 speedway. Of course, that's necessary if you have to
4 exit from the tank farm property because all of those
5 cars have to go up the speedway for the most part, and
6 you can't have traffic going back and forth on the
7 speedway while the exodus is taking place.
8 You also have the traffic light on Fifth, which is
9 only a block or so above it. And we've seen in the
10 summertime in particular with the traffic lights turning
11 red for up and down traffic so that the Fifth Street
12 people can get out onto the speedway that it backs up way
13 beyond where I live.
14 And, frankly, it takes me five to seven minutes to

I-049-001

To develop travel forecasts for a roadway and ferry network, two demand models were used:

1. The Ferries Division Long-Range Plan 2009-2030 model was used to determine ferry ridership and distribution of ferry passengers.
2. The Puget Sound Regional Council (PSRC) 2040 Regional model was used to determine traffic forecasts for the state and regional roadway network.

The Mukilteo Multimodal Project would not create growth; its operations are not expanding (see section 3.3.1 of the Final EIS) and the increase in ridership is what is expected regardless of whether a new terminal is built or not.

The Final EIS discusses future planned projects in the area and the potential impacts of those projects when combined with the Mukilteo Multimodal Project for each resource discussed in the document. You can find these discussions within the "Cumulative Effects" subsections in Chapter 3 and Chapter 4.

I-049-002

WSDOT would monitor and maintain the signals at the First Street Extension and 5th Avenue intersections with SR 525 to optimize traffic flow. As described in section 3.3.1 of the Final EIS (see Figure 3-6), the queue lengths from the toll booths would be reduced with the Preferred Alternative (a modified version of Elliot Point 2) and Elliot Point 1 Alternative, compared to the 2040 No-Build Alternative. Because these two 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.

I-049-002

15 get out of my property onto Sixth, particularly if I want
16 to go down the speedway instead of up the speedway. And
17 the only way to do that sometimes is to go up the
18 speedway, turn around and come back down in order to get
19 to the waterfront area.
20 I heard one gentleman in here earlier say that we're
21 all used to this, and that's it's no problem. Everybody
22 is used to the ferry traffic. Perhaps he doesn't get out
23 into the ferry traffic that often, but we do. We've
24 certainly seen the impact of it, and it's been increasing
25 significantly in the last two years.
16
1 So I think the best needs to address is the overall
2 traffic problem from what the ferry is supposed to do,
3 and not just deal with the ferry traffic by itself.

Among the refinements made to the Preferred Alternative, which are described in Chapter 2 of the Final EIS, the holding area was expanded to have the capacity of up to 266 vehicles. This also helps to reduce the queues from extending onto SR 525.

7. Cheri Filion

I-050-001

8 MS. FILION: My name is Cheri Filion, and
9 that's F-I-L-I-O-N. I'm a long-time Whidbey part-time
10 resident, and I use this ferry on a regular basis.
11 It's interesting to see that none of these
12 alternatives really are perfect alternatives. There
13 seems to be drawbacks to each one of them. And trying to
14 figure out which one is the best and has the fewest
15 drawbacks or the most benefits to offset the drawbacks is
16 really the challenge.
17 One thing, however, that I have not heard is anybody
18 talk about reducing the wait time. There is still only
19 going to be one ferry coming in every half hour.
20 So they're going to build a place to put all the
21 cars that are projected for the future, but they're not
22 going to reduce the wait. And as we all know, that wait
23 is what's creating the line up the hill, the line down by
24 the dock, the lines on the other side, and nothing has
25 talked about that particular issue, which makes my life
10
1 going up to Whidbey Island and back into Seattle much
2 enhanced.
3 And I learned to work around it over the years,
4 picking my times very carefully, but it is a challenge.
5 And I should think that that needs to be looked at if
6 we're going to put one and a half to two -- what is it --
7 150 million dollars into building a new terminal for
8 Mukilteo on this side of the ferry.

I-050-001

Thank you for your comments on the Mukilteo Multimodal Project. Currently, changes in ferry schedule for the Mukilteo-Clinton route are not proposed.

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 impacts, or improve other benefits. Reliability improvements are designed to reduce waits because late boats increase wait time and lines. Multimodal connections also reduce wait time because fewer people would need to drive on in order to make the trip. Please see Chapter 2 of the Final EIS for information about the design refinements.

Why are you interested in the project?

- I live nearby, Seattle and Clinton.
- Other: Live in Seattle, second home on Whidbey.

Please share your comments about each project alternative.

I-051-001

No-Build

Don't leave as is. We need to move into the future.

Existing Site Improvements

Better, but not by much.

Elliot Point 1

This is preferred choice due to traffic holding. I don't like the extended ferry dock or length of walk to some of the transit. But much preferable to existing dock. Also has good car waiting area.

Elliot Point 2

Good access to transit, and shorter dock. Issue: how to expand holding area in future.

Other comments?

I-051-002

A. Ferries should be part of Washington State road system. The same as bridges, highways, and the passes, and supported by the same taxes. Ferries aren't step children.

I-051-003

B. None of these plans look to reduce the wait time for the ferry. Still only 1 boat every 30 minutes. All ferry riders will still be waiting hours and hours in line.

Already on email list.

Name: Cheryl L. Filion

Address: 1133A 10th Ave E

City: Seattle

State: WA

Zip: 98102

E-mail: filioncl@comcast.net

I-051-001

Thank you for your comments regarding the project alternatives and identifying your preference for Elliot Point 1. 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 impacts, or improve other benefits. Reliability improvements are designed to reduce waits because late boats increase wait time and lines. Multimodal connections also reduce wait time because fewer people would need to drive on in order to make the trip. Please see Chapter 2 of the Final EIS for information about the design refinements.

I-051-002

Comment acknowledged. Washington State Ferries is a division within the Washington State Department of Transportation.

I-051-003

The Preferred Alternative's design can accommodate a second slip should WSDOT decide to build one in the future, although the second slip is not part of the proposed action. Chapter 3 of the Final EIS provides a discussion of the direction provided to the project by the WSDOT Ferries Division *Final Long-Range Plan* (2009), and notes the policy guidance provided by the long range plan to determine when a second boat would be added due to excessive waits and lower transportation service levels. However, the number of ferry runs is an independent decision from the terminal improvements, which are focused on improved multimodal connections and improved safety and

security, rather than vehicle capacity expansion. For these reasons, the Mukilteo Multimodal Project does not assume an increase in the ferry schedule for the Mukilteo-Clinton route, which would be made at the point that WSDOT proposed constructing the second ferry slip.

9. Cheryl Adams-Taylor

I-052-001

18 MS. TAYLOR: For anyone who doesn't know me
19 -- Nancy Waddell knows me.
20 MS. WADDELL: Yes.
21 MS. TAYLOR: But I am responsible for the
22 south end of Whidbey Island getting their Herald, their
23 USA Today and New York Times.
24 Option No. 1 and 2 are not doable, okay? Folks, let
25 me put that out there right now. Those aren't doable for
14
1 me. I catch the 1:05 ferry every night. I take the
2 10:30 across, and the 1:05 coming back.
3 Any time they talk about shutting down the 1:05,
4 that's not doable for me. My press doesn't go to print
5 until about 10 till 12. And then to shut that down again
6 like they did that one time, to go through Edmonds was a
7 nightmare. I had to drive around both ways almost every
8 day when that was shut down.
9 The only other alternative I see in that process is
10 to go through Oak Harbor, which you're all going to get
11 your papers late, period.
12 So Elliot Point 1 and 2 looked like really great
13 ideas to me. I love those ideas. I think we can work
14 with the tribal elders to make absolutely fabulous
15 beautiful tribute to the history there.
16 That'd be absolutely lovely, and get some Indian
17 artists involved in that, tribal artists involved in
18 that. That would be great. Some covered walkways would
19 be nice, yes. That would be great.
20 Connecting the transit, if I had time to enjoy it
21 would be great. I don't have time to enjoy it, but
22 everybody else could enjoy it.
23 Like I said, I just want to make everybody aware
24 that, you know, the no-build option or the existing site
25 improvements, nobody wants to lose Ivar's. Nobody wants
15
1 to do that. It's just compounding the problem that we

I-052-001

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-052-001 | 2 already have, but we do need something different
3 definitely, and that's all I would like to say on it.
4 Thank you.

4. Christine Schmalz

- I-053-001** 1 MS. SCHMALZ: Hi, everybody. I have this
2 picture we got in the book on page No. 5. It looks like
3 to me that we're going to have a super highway on our
4 waterfront with little access if you look at the drawing.
5 I used to work with the highway department. I don't
6 know how many people live within walking distance, but it
7 seems awful close to the water to me to not cause
8 pollution from the oil and the gasoline in the parking
9 lots.
10 When I saw the picture up there of the parking lot
11 with the cars parked on the waterfront, I thought this
12 has got to be the most expensive parking lot in America
13 on the coast. I've lived on both coasts, and I've never
14 seen a parking lot of that size on the waterfront.
- I-053-002** 15 Also, I am down there every day. And when you're
16 past 525 on the bridge, you're below sea level. So once
17 a year we're flooded about this much water. The cars are
18 flooded. We're going to have to fix that, too.
19 So where they want to put the highway used to be all
20 water, and now it's fill. And the tide comes from
21 within, from underneath and keeps pulling the sand out.
22 So not only will we have problems with pollution,
23 backwash, but we'll also have problems with the flooding
24 because the railroad tracks flood once a year also, so I
25 see this as a big problem.
- 7
- I-053-003** 1 I do not want Mukilteo to have a big parking lot on
2 the water. And just like the song says, the days are
3 left with a parking lot. And what better place to put it
4 except on the Sound?
5 To me this seems ludicrous, and our state is already
6 three billion dollars in debt, the ferry system. To add
7 this to it, I don't know where the money's going to come
8 from, and that's all I have to say. Thank you.

I-053-001

The purpose of this project is to provide safe, reliable, and efficient service and connections at the Mukilteo Terminal between Island County and the Seattle/Everett metropolitan area; please see section 1.4.1, Project Purpose, in Chapter 1 of the Final EIS.

The project will provide enhanced stormwater treatment to treat runoff from pollutant-generating impervious surfaces in the project area. Stormwater treatment facilities are being designed to avoid untreated runoff from flowing directly into Possession Sound. Please see section 4.11 of the Final EIS for additional information about water resources with the Preferred Alternative.

I-053-002

Thank you for your comment regarding flooding and potential wave scour in the vicinity of the Mukilteo Multimodal Project. As discussed in section 4.11, Water Resources, of the Final EIS, WSDOT has considered these issues in the environmental impact analysis. Section 4.11 also describes WSDOT's detailed engineering study of tides, waves, and currents. A modified version of the Elliot Point 2 Alternative has been identified as the Preferred Alternative because, among other reasons, it is largely outside the FEMA 100-year floodplain. With any of the alternatives, fill composition, foundation structures, and drainage system designs would be selected to minimize the risk of impacts.

I-053-003

Your comment about not wanting a parking lot on the waterfront is noted. The ferry holding area is not for long-term parking and it requires a location adjacent to the ferry dock. The Preferred Alternative also minimizes other parking areas, and it opens areas elsewhere along the waterfront that are currently used for loading. Transportation effects, such as queuing and parking, for the Preferred Alternative are discussed in Chapter 3 of the Final EIS.

The total budget for the Mukilteo Multimodal Project is \$90.1 million, including a mix of state and federal funds. To date, WSDOT has secured \$29 million in federal grants and current federal funding that allows WSDOT to complete the Final EIS. Because of its multimodal emphasis, WSDOT believes the project is competitive for securing additional federal funding once the EIS process is complete, but legislative action would also be needed before the project could be fully implemented.

14. Curt Gordou

I-054-001

6 MR. GORDOU: It sounds like a lot of great
7 points we covered. I just want to reemphasize for the
8 sake of visitors to Whidbey and for the sake of long-term
9 usage on the ferry who really intend to maintain a
10 long-term presence over to Mukilteo without backups, and
11 without having to put two boats on, that we really need
12 to emphasize more walk-on.
13 The only way to do that is with overnight parking
14 and day parking that's accessible. And that's also going
15 to benefit -- it spirals forward because it's going to
16 benefit Clinton because we sort of have a chicken and egg
17 thing here where we're not going to gain more transit
18 runs down to the ferry until they're required. And we're
19 not going to have people walking across to visit Whidbey
20 for the weekend until there's a transit here.
21 So we've got sort of a whole process that's caught
22 up, and I'd like to suggest that -- I heard a couple
23 people suggest that maybe the Washington State Ferries
24 isn't responsible for this parking lot.
25 I'd sure like to see them take a stab at either
20
1 designing in, or figuring out a way to help fund parking,
2 not specifically for the sake of tourism here or
3 congestion, but it's all their own long-term problem.
4 It's very similar to Puget Power years ago going
5 toward energy conservation in the home as opposed to
6 building new facilities to provide more power.
7 Let's get more people out of their cars and walking
8 across, and make a legitimate attempt at that. And I
9 think that Washington State Ferries needs to take a major
10 role in that. Thanks.

I-054-001

The proposed build alternatives would improve multimodal connections and facilities at the Mukilteo Ferry Terminal to encourage greater walk-on ridership. Sound Transit and the City of Mukilteo have discussed the possibility of developing a joint-use parking garage that would provide an accessible location for day and overnight parking.

11. Dale Christensen

I-055-001

2 MR. CHRISTENSEN: Hi, I'm seeing these
3 proposals for the first time as I suspect some of you in
4 the audience are as well.
5 Let me just first of all say something that I think
6 is all in our hearts, and that is that I am just amazed,
7 and I applaud the effort that's been gone through so far
8 to come up with alternatives and proposals.
9 This is a long process. It's not done. We know
10 that, but the steps that have been taken so far are
11 really good ones, and outlining the alternatives. They
12 really, really are.
13 And while we can tweak or make comments on certain
14 ones, and, of course, that's our purpose tonight, I just
15 really want to applaud you folks and for your
16 presentation tonight.

I-055-002

17 My view is that given all the concerns, Elliot Point
18 2 seems at first glance to make the most sense to me.
19 There are some issues. There are some tweaks. One of
20 them is perhaps moving the ferry terminal to the west as
21 one of my preceding speakers had mentioned. That ought
22 to be considered.
23 I don't know the pros and cons of doing that, but I
24 think -- and, of course, the multimodal transportation is
25 perhaps the one that drives my decision the most if I
17
1 were to vote. And I'll certainly make a comment that I
2 would endorse that particular option, Elliot Point 2.
3 Thank you.

I-055-001

Thank you for this compliment.

I-055-002

Thank you for your comments regarding the project alternatives and identifying your preference for Elliot Point 2. 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. The Preferred Alternative design is described in Chapter 2 of the Final EIS.

Many concepts and locations for the ferry terminal were considered during the development of alternatives as described in the Final EIS and the *Mukilteo* Multimodal Ferry Terminal Project Alternatives History Through 2009 (published by WSDOT in June 2010 and available on the project's website: <http://www.wsdot.wa.gov/Projects/Ferries/mukilteoterminal/multimodal/library.htm>). The No-Build and Existing Site Improvements alternatives are the option considered in the Final EIS that are west of the Preferred Alternative's location. The Preferred Alternative is located on the west end of the Mukilteo Tank Farm property. If the alternatives were to be moved further west, it could impact other private properties including Ivar's, the Silver Cloud Inn, and the NOAA Mukilteo Research Station.

Why are you interested in the project?

- I live nearby, Clinton.
- My business is affected by the ferry.
- I'm a regular ferry rider. Primary trip purpose: Work

Please share your comments about each project alternative.

I-056-001

No-Build

Not acceptable

Existing Site Improvements

Impractical given growth projections

Elliot Point 1

Not preferred because of diminished multimodal access and higher cost

Elliot Point 2

Best option. All options need overnight parking.

Please share your feedback on the environmental analysis

Good as far as I can tell

Other comments?

I-056-002

Need long term parking

Name: Dale Christensen

Address: 4185 Redwood Dr.

City: Clinton

State: WA

Zip: 98236

E-mail: dalechristensen@whidbey.com

I-056-001

Thank you for your comments regarding the project alternatives and identifying your preference for Elliot Point 2. 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. The Preferred Alternative design is described in Chapter 2 of the Final EIS.

I-056-002

As stated in Chapter 1 of the Final EIS, the purpose and need is focused on improving safety, reliability, and multimodal connections. Consistent with the WSDOT Ferries Division *Final Long-Range Plan (2009)*, the alternatives are designed to minimize the need for additional driving to the terminal and an increased supply of overnight parking is not needed to achieve the purpose and need. Therefore, the build alternatives do not propose additional parking supply for overnight or long-term use. The Final EIS does note that the City of Mukilteo is investigating options for increasing parking supply for a variety of uses and this could make access more convenient for some travelers.

The design refinements for the Preferred Alternative avoid impacts to Mukilteo Station's existing parking and relocate the proposed ferry employee parking to the transit center. Chapter 2 of the Final EIS further describes the Preferred Alternative's design refinements.

Why are you interested in the project?

- I live nearby, Park Ave.
- I'm an occasional ferry rider
- Other: I live above Old Town Mukilteo – use Goat Trail Road daily!

Please share your comments about each project alternative.

I-057-001

No-Build

It would increase the same problems with mixing foot traffic and autos, but on a much LARGER SCALE. Sounds Foolish. No.

Existing Site Improvements

Does not address the issues of the holding lanes along SR 525; it gets “crazy” on summer weekends with the backups mixing with the locals autos (very difficult to negotiate thru the traffic). An increase over time of the above will lead to fatalities. No.

Elliot Point 1

A great improvement! The best for SR 525 holding lanes and less pedestrian vs. auto blending. Drawback is Multimodal with longer walks for trains and buses. Not a perfect solution; BUT THE BEST OPTION for years to come.

Elliot Point 2

The best for bus and train connections, but more SR 525 holding lanes than E. Point 1. Certainly much better than No Build and Site Improvement options. Also, not a perfect solution, but the 2nd BEST OPTION for years to come.

Please share your feedback on the environmental analysis

I-057-002

Getting rid of the tank farm makes sense (what a blight) only concern is with Indian artifacts that may cause options.

Other comments?

I-057-003

We need to think about the future of Mukilteo and the mixing of pedestrians, autos and cyclists. With time, the increase in population will make this issue cornerstone to how this impacts this region (in a positive or negative way).

Name: T. Dale Townsan

Address: 860 Park Ave

City: Mukilteo

State: WA

Zip: 98275

E-mail: foothdale@hotmail.com

I-057-001

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 providing the best balance of environmental benefits compared to effects. The Preferred Alternative's design is described in Chapter 2 of the Final EIS.

I-057-002

The potential disturbance of archaeological resources for each alternative is discussed in the Draft and Final EISs, as well as the Cultural Resources Discipline Report. WSDOT and FTA consider potential effects to cultural resources seriously and are developing measures to resolve adverse effects. WSDOT has been conducting a collaborative planning and cultural design process with the Native American tribes.

I-057-003

The Preferred Alternative provides improvements such as wide sidewalks, bike lanes, and accessible sidewalks to improve the safety and comfort for all users.

1. Dave Hoogerwerf

I-058-001

5 MR. HOOGERWERF: Thank you. You spell my name
6 H-O-O-G-E-R-W-E-R-F. Now everybody's got to spell that
7 backwards.
8 My name's Dave Hoogerwerf. I'm on the Ferry Advisory
9 Committee from Clinton, so I've been following this
10 process quite carefully over the last few years.
11 And in looking at all the options, I certainly think
12 that we have to do something. What's down there I think
13 everybody agrees is dangerous. It's unworkable.
14 You know, you can't even talk to a Mukilteo person
15 anymore because of the backups. They hate all ferry
16 riders, and, you know, to a certain extent you have to
17 commiserate with them.
18 So I think we have to do something. I think option 1
19 and option 2 really don't make any sense to me if you're
20 going to spend 65 million dollars just to keep what you
21 have when you could buy an option for 120 million. You
22 know, incrementally that's -- it's a lot of money, but
23 it's a small amount I think to pay for that.
24 So I look at all the alternatives, and personally I
25 think Elliot Point No. 2 is a good one, mostly because I
3
1 think we have to get people out of their cars. And in
2 order to get people out of their cars, we've got to get
3 them onto transit, and we've got to get them into cars on
4 the other side.
5 So that 700 feet of walking to get onto the Sound
6 Transit and to the Transit Center I think is critical.
7 1,200, 1,500, 1,400 feet is a long ways to walk in the
8 rain.
9 I understand -- I've been talking to our friends
10 over in Mukilteo a lot, and they like the No. 1
11 alternative. And I can understand that because it opens
12 up a lot more waterfront.
13 We could have a really great waterfront down there.
14 The parks would be great and everything if we could just

I-058-001

Thank you for your comments regarding the project alternatives and identifying your preference for Elliot Point 2 Alternative. 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. The Preferred Alternative's design is described in Chapter 2 of the Final EIS. The updated pedestrian connections and estimated walking distances are discussed in section 3.3.3 of the Final EIS. For the Preferred Alternative, the walking distance is about 745 feet between Mukilteo Station and the ferry passenger building, and about 225 feet from the passenger building to the Transit Center.

I-058-001 15 solve that problem of getting people over to the transit.
16 There are some alternatives to No. 1 if we could get
17 funding somehow away from – WSF doesn't have any funding
18 for parking and that kind of thing because it's not in
19 their bailiwick.
20 But if we could get maybe a walkway across that
21 directly from the ferry over to that parking garage at
22 the parking area for the Sound Transit, I think that
23 could be very good.
24 So, you know, I'm kind of torn. I think the No. 2
25 alternative is the best one as it sits today. With some
4
1 modifications, I think the No. 1 alternative could really
2 be a good one and be good for all of us, so I'm voting
3 for both.

4. Dean Enell

- I-059-001** 15 MR. ENELL: I'm on the Clinton Ferry
16 Advisory. I have four comments. One is something you
17 probably didn't hear in Mukilteo the other night, but I
18 think there's a certain charm to the Mukilteo ferry line
19 over there.
20 It's kind of the opposite of an experience at SeaTac
21 Airport where you have a bunch of lines and a bunch of
22 cement everywhere.
23 With the ferry dock down there, you have the
24 intersection between people. You have the ferry guy,
25 who's getting a lot of interesting hand signals and
8
1 stuff. And believe it or not, I think it's a bit of a
2 tourist attraction. It's been around for 50 years, and I
3 hope in the new design some of that could be preserved.
4 I think it's a valuable, historical local color aspect.
- I-059-002** 5 Next is the cost of the ferry tickets. The ferry
6 tickets up in Vancouver are about 50 percent higher than
7 ours in Canada, and a lot of that is because they have a
8 rather sophisticated operation up there with nice-looking
9 terminals and stuff.
10 And I think for South Whidbey Island, the cost of
11 the ferry ticket is a very important thing. And I sure
12 hope that gets factored into the design so you can keep
13 that down one way or another. Just don't turn it into a
14 very expensive operation that's sterile.
- I-059-003** 15 Lastly, you say it's a 73 percent increase in users
16 by 2030, I think it was, and you expect to accommodate
17 that by increasing the number of walk-ons.
18 So I'd just like to point out that in the 20 years
19 that I've been here, I've seen nothing done to increase
20 the number of walk-ons. So I hope you take that serious,
21 and you actually try and do that.
22 The easiest way obviously is to reduce the cost,
23 increase the increment between the cost of walking on and
24 the cost of driving on.

I-059-001

Thank you for your comments.

I-059-002

Comment noted. However, ticket pricing is not a component of this project.

I-059-003

WSDOT predicts a 73 percent increase in annual passengers (1,840,000 to 3,175,000) on the Mukilteo-Clinton route from 2006 to 2030. Presently, the vessels serving the Mukilteo-Clinton route can accommodate approximately 1,200 walk-on passengers per sailing. The proposed alternatives would improve multimodal connections and facilities, including overhead passenger loading, to increase the number of walk-on passengers.

I-059-004 25 The last comment I have is I was just kind of
9
1 curious why the no-build is 65 million, which is
2 comparable to the other one, and I was curious why that
3 would cost so much.

I-059-005 4 Lastly, I think I'd prefer Elliot Point No. 2
5 because it is closer to the transit facilities. I think
6 the cost is less than Elliot Point No. 1. Thank you.

I-059-004

The No-Build Alternative includes facility maintenance and structure replacements as necessary to keep the facility functional. Nearly all of the ferry docking, loading and unloading facilities would need to be replaced because they will have reached the end of their lifespan by 2040. In addition, the terminal building, passenger building and toll booths would also need to be replaced in the coming decades to keep the ferry terminal operational. WSDOT has estimated these costs would add up to an estimated \$60 to \$65 million (in 2015 dollars) to maintain the current facility in operating order.

I-059-005

Thank you for indicating the reasons for your preference for Elliot Point 2. 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.

6. Dorothy Stahr

I-060-001

21 MS. STAHR: Hi, I'm Doe. The specific
22 concerns that occurred to me first were, given the much
23 extended walking space that people would need to get up
24 towards the park, is to provide a wind break or weather
25 shelter for the pedestrians especially, and to make sure
10
1 that the sidewalk doesn't taper down so much so that one
2 baby carriage gets pushed into the street to pass
3 another. I'm just thinking ahead, okay?
4 And it occurred to me, especially if you're really
5 encouraging passengers, walk-ons and allowing for the
6 fact that not all of them can really coordinate with the
7 public transit to get where they need to go, factoring in
8 something like they have at the airport, which is the
9 cell phone waiting lot, temporary parking where people
10 are coming to pick up passengers so that you can call
11 them, and then to actually have a phone on the dock so
12 that those wild creatures that live on Whidbey Island who
13 are off the grid and don't even own a cell phone can call
14 somebody.
15 So the cell phone parking lot idea, and then shelter
16 for the pedestrians in transit. Thanks.

I-060-001

The Preferred Alternative, as well as the other alternatives, would upgrade pedestrian connections between the terminal and other transit facilities. However, improvements to other destinations such as Lighthouse Park are beyond the scope of the project. Other transit amenities such as pick up or drop off access are included in the Preferred Alternative conceptual design and would be further refined during final design. Please see Chapter 2 of the Final EIS for information about the design refinements.

10. Doug Hofius

I-061-001

7 MR. HOFIUS: I'm just happy to comment on
8 this. I'm an architect, and one of the things that we
9 don't need to lose sight of is the fact that there's
10 transit connections that are very important. There's
11 parking which is very important, but it's also an
12 opportunity for space building.
13 And what you have in Mukilteo right now is really a
14 neat synergy between people, cars and businesses, which
15 both of the Elliot Point designs currently miss because
16 there wouldn't be any more Ivar's. There wouldn't be any
17 more Diamond Knot that would work for ferry passengers,
18 and I think those are legitimate things to be talking
19 about.
20 Good places have more than one thing going on.
21 They're not just a sea of parking, so I'll just leave
22 that.

I-061-001

Thank you for your comments regarding key elements that you consider important to integrating the multimodal center within the fabric of the community. Section 4.2 of the Final EIS describes how the alternatives, including the Preferred Alternative (a modified version of Elliot Point 2), relate to the City of Mukilteo plans for a centralized waterfront district. Ivar's would remain with the Preferred Alternative. Please see Chapter 2 of the Final EIS for information about the design refinements.

You forwarded this message on 2/28/2012 11:13 AM.

WSF Mukilteo Comments

From: freddrewien@clearwire.net [freddrewien@clearwire.net] **Sent:** Mon 2/27/2012 1:11 AM
To: WSF Mukilteo Comments
Cc:
Subject: Mukilteo Multimodal Project - Draft EIS Comment
Attachments:

The following is the contents of a form submitted on 2/27/2012 1:11:49 AM

====My Contact information=====

Name: fred Drewien
E-mail: freddrewien@clearwire.net
Phone:
Street Address: 2001 vandalia Ave
City: bremerston
State: WA
Zip Code:

==== My Question/Comment/Complaint =====

I-062-001 Mukilteo altrnitive #1 is my choice

=====

=== Browser Type ===

Browser: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; .NET CLR 2.0.50727; .NET CLR 3.0.04506.648; .NET CLR 3.5.21022; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729; .NET4.0C; .NET4.0E)

I-062-001

Thank you for identifying your preference for Elliot Point 1. 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. Please see Chapter 2 of the Final EIS for information about the design refinements.

<https://remotemail.wsdot.wa.gov/exchange/MukilteoComments/DEIS%20Comments%20-...> 3/2/2012

WSF Mukilteo Comments

From: tgptc@yahoo.com [tgptc@yahoo.com] **Sent:** Wed 2/29/2012 6:25 AM
To: WSF Mukilteo Comments
Cc:
Subject: Mukilteo Multimodal Project - Draft EIS Comment
Attachments:

The following is the contents of a form submitted on 2/29/2012 6:25:47 AM

====My Contact information=====

Name: George Buehler
E-mail: tgptc@yahoo.com
Phone: 360-331-5866
Street Address: Box 966
City: Freeland
State: WA
Zip Code: 98249

==== My Question/Comment/Complaint =====

I-063-001 | There is nothing wrong with the current terminal. The state is broke and there are far more important things to spend funds on than this.
Funny how this sort of thing snowballs along....

=====

=== Browser Type ===

Browser: Mozilla/5.0 (Windows NT 5.1; rv:10.0.2) Gecko/20100101 Firefox/10.0.2

I-063-001

Thank you for your comments. The No-Build Alternative includes facility maintenance and structure replacements as necessary to keep the facility functional. Nearly all of the ferry docking, loading and unloading facilities would need to be replaced because they will have reached the end of their lifespan by 2040. In addition, the terminal building, passenger building and toll booths would also need to be replaced in the coming decades to keep the ferry terminal operational. WSDOT has estimated these costs would add up to an estimated \$60 to \$65 million (in 2015 dollars) to maintain the current facility in operating order.

2. Helen Price Johnson

I-064-001

24 MS. JOHNSON: Thank you. I'm the county
25 commissioner Helen Price Johnson, and I wanted to bring
4
1 you greetings from across the water, but also to say that
2 we're working very hard with Island Transit to make
3 multilevel connections on our side.
4 And I would urge us to look at ways to increase that
5 capacity here because we all know that fuel prices are
6 going to continue to increase.
7 We know that the ability for Washington State
8 Ferries to build more ferries and more slips in the
9 future is greatly diminished.
10 So we need to be able to get ourselves out of our
11 cars and use different modes of transportation. We're
12 going to have -- our island needs this connection for our
13 commerce. We need to have our groceries delivered across
14 on the ferry, and it's vital to our livelihood.
15 But we see ourselves in partnership with the folks
16 in Mukilteo, and I think that it's -- whichever
17 alternative we end up with, if we can reduce the amount
18 of traffic that's dependent on vehicles and we can get
19 more people using different modes of transportation,
20 that's going to bode us well into the future.

I-064-001

Thank you for your comments. As described in Chapter 1, the purpose and need is focused on meeting future demand through improved multimodal connections. The Preferred Alternative, a modified version of the Elliot Point 2 Alternative, would improve the multimodal connections for rail and bus users, bicycles, and pedestrians. This will enhance the usability and efficiency of the ferry system for all users.

2. Commissioner Helen Price Johnson

6 MS. PRICE JOHNSON: All right. First, I want
7 to thank our friends from Mukilteo for coming over. We
8 have a couple of elected officials. We have Mayor Joe
9 Marine, who's joined us tonight as well as city
10 councilman Kevin Stoltz. Is there somebody --
11 MR. SCHMALZ: And Steve Schmalz.
12 MS. PRICE JOHNSON: I'm sorry. I haven't met
13 you yet. Thank you. I'm glad to meet you. I'm happy to
14 have you here.

I-065-001

15 A couple of us went over to the public hearing last
16 night over in Mukilteo and got to hear the comments
17 there, and I'm really anxious to hear what this group has
18 to say.
19 The two goals that I think we should be focused on
20 is improving the multimodal connections. The only way to
21 address the backup that Ivan spoke to is to get people
22 out of those cars in the first place.
23 And there's a couple initiatives on this side of the
24 water that we're working on through Island Transit. I
25 know the Clinton Future Search Conference that was
5
1 recently held had some goods ideas on how to get people
2 up the hill without their cars, and I think that that's
3 something that this community will continue to strive
4 for.
5 And I think that that's also -- as rising gas prices
6 and ferry fares increase, more and more people will be
7 looking for those alternatives. And it's incumbent upon
8 both of our communities on both sides to try to maximize
9 that.

I-065-002

10 The other thing I think, and it was also alluded to
11 earlier are the tribal concerns. And I believe that we
12 should be giving the most weight to those alternatives
13 that minimize the impact to those cultural resources.
14 And I think that's -- we need to have the tribes be
15 supportive of this project for it to go forward, and I

I-065-001

Thank you for your comments. One of the purposes of this project is to provide a terminal and supporting facilities with the infrastructure and operating characteristics needed to improve safety, security, quality, reliability, and efficiency of the multimodal transportation connections.

I-065-002

WSDOT has identified a modified version of the Elliot Point 2 Alternative as its Preferred Alternative. This alternative would avoid excavation or other intrusions within the shell midden and could better accommodate potential design features that reflect the site's cultural and historic significance. Also, the Preferred Alternative could better accommodate design elements that commemorate the cultural and historic significance of the area to Native American tribes. The Final EIS Chapter 2, Alternatives, describes the design refinements, and Chapter 4, Environmental Impacts and Mitigation, describes the mitigation measures and updated environmental information for the Preferred Alternative. Chapter 7 of the Final EIS also summarizes the project's outreach and coordination with Tribes.

I-065-002 | 16 think that that would be a good strategy for us.
17 I'll wait and listen to more of your comments. I
18 wanted to introduce the other Ferry Advisory Committee
19 members who are here, though, Dean Enell and Bruce
20 Mulvahey. Did I pronounce your last name right?
21 MR. MULVAHEY: Close.
22 MS. PRICE JOHNSON: So if you wanted to speak
23 to any of them, and also Donna Keeler from Island County
24 Regional Transportation is here, if you could raise your
25 hand. These are all people who I know are very
6
1 interested to hear your thoughts as well.

7. Ivan Solkey

I-066-001

20 MR. SOLKEY: I had several concerns about
21 this. Firstly, they're talking about spending the money
22 before they've appropriated it. They don't have funding
23 for this.
24 Secondly, they don't have the land yet. The tribal
25 community has not signed off on it. The Air Force is not
11
1 going to give them land until they do, so we're talking
2 about things that may not happen at all.
3 Thirdly, none of their designs -- they talk about
4 they want to reduce the amount of vehicle traffic on
5 their boats to reduce maintenance, to reduce costs, but
6 they're not doing anything to encourage that.
7 They're not building parking spaces. Mukilteo
8 certainly has cracked down and taken back many, many of
9 the overnight parking spaces, reducing the amount of
10 walk-on traffic that they have.
11 And none of these plans come forward with anything
12 suggesting that they're going to increase that number and
13 permit people to have a car on both sides like we've done
14 for many, many years, and walk across the boat and
15 reducing their maintenance costs.
16 So until those things are resolved, I really don't
17 understand why we're moving forward on any of this. None
18 of these plans address -- all of them, to the best of my
19 knowledge, run traffic right back through the same
20 intersection in downtown Mukilteo that was designed for,
21 what, a hundred, 200 cars an hour back in the '50s. And
22 now we're pushing thousands of cars through it in an
23 hour, and they're talking about just continuing that.

I-066-002

24 And thirdly, I've heard no -- everybody says that
25 the current situation, the current Mukilteo dock is in
12
1 disrepair. It needs to be replaced. We've got to do
2 something about it and so on and so forth, but I've heard
3 no timelines as to when.

I-066-001

Thank you for your comments on the Mukilteo Multimodal Project. The EIS is being developed in accordance with the state and federal environmental regulations and is helping WSDOT and FTA determine whether or not to seek funding to implement the project. The EIS does not make any assumptions about future legislative or appropriation decisions. Chapter 2 of the Final EIS describes the current status of the U.S. Air Force land transfer to the Port of Everett, and also explains why commuter parking for ferry patrons is not part of the proposed project. Chapter 3 discusses transportation effects and mitigation, including potential improvements to congested intersections.

I-066-002

WSDOT inspects the Mukilteo Terminal annually and it is currently safe for operation. The purpose of the Mukilteo Multimodal Project is to provide safe, reliable, and efficient service and connections. Once the environmental process is complete and the federal Record of Decision signed, the construction of this project can begin. The next steps for the completion of the environmental process are given in Chapter 7, section 7.4 of the Final EIS. WSDOT plans to construct the Mukilteo Multimodal Project between 2015-2019.

I-066-002 | 4 When is that going to be condemned? Who's going to
5 finally call that and say, we've got to do something now
6 for safety sake? So those are my comments. Thanks.

WSF Mukilteo Comments

From: jimpayner@gmail.com [jimpayner@gmail.com] **Sent:** Tue 2/28/2012 7:21 PM
To: WSF Mukilteo Comments
Cc:
Subject: Mukilteo Multimodal Project - Draft EIS Comment
Attachments:

The following is the contents of a form submitted on 2/28/2012 7:21:43 PM

====My Contact information=====

Name: james payne
E-mail: jimpayner@gmail.com
Phone: 425-367-9712
Street Address: 1142 2nd street
City: mukilteo
State: WA
Zip Code: 98275

==== My Question/Comment/Complaint =====

I-067-001 We have recently moved into 1142 2nd street near the Boys and Girls club which will be directly affected if the ferry is moved to the most easterly location.

Our main concern would the noise of both the ferry engines and cars starting up and idling.

I just wanted to tell you our concerns now, all be it a very small factor in the big scheme of things, but would we be eligible in some way of planning compensation to sound proof the property? It would be very important to us.

=====

=== Browser Type ===
Browser: Mozilla/5.0 (compatible; MSIE 9.0; Windows NT 6.1; WOW64; Trident/5.0; FunWebProducts)

I-067-001

Your concerns about potential noise impacts at your residence are acknowledged. WSDOT has identified the Elliot Point 2 Alternative as the Preferred Alternative. This alternative would locate the ferry terminal on the western portion of the Mukilteo Tank Farm, which is near your residence.

The noise analysis for the Preferred Alternative, presented in section 4.3 of the Final EIS, concluded that all project elements are far enough from the noise-sensitive land uses, such as residential neighborhoods, to avoid potential impacts. No sound proofing of buildings is proposed.

6. Jay Morris

I-068-001

25 MR. MORRIS: I'm Jay Morris. I live down

9

1 here on Second Street, and I was wondering why there

2 hasn't been any kind of a proposal to move the ferry down

3 or up into Everett to eliminate Mukilteo all together,

4 and then turn our waterfront into a beautiful park area

5 where we can bring tourists in here and enjoy it the way

6 that it used to be. That's all I have.

I-068-001

Moving the ferry terminal to Edmonds or Everett was considered during the screening process; however, these concepts were not moved forward. Please see Appendix E, Alternatives No Longer Considered, of the Final EIS for the discussion of the alternatives that WSDOT has considered during the project's planning process and why they are no longer under consideration. Additionally, the *Mukilteo Multimodal Ferry Terminal Project Alternatives History Through 2009* (published by WSDOT in June 2010 and available on the project's website: <http://www.wsdot.wa.gov/Projects/Ferries/mukilteoterminal/multimodal/library.htm>) documents the project's development of concepts and the alternatives, and how access through Japanese Gulch was considered.

Why are you interested in the project?

- I live nearby. Mukilteo
- I'm an occasional ferry rider
- Other: We purchased our house near "Old Town" Mukilteo so we can walk to the coffee shop, book store, etc. and not be dependent on our car for everything.

Please share your comments about each project alternative.

I-069-001

No-Build

No thanks – this doesn't help solve anything.

Existing Site Improvements

No thanks – not a problem solver either.

Elliot Point 1

This does allow for day-lighting the creek = Good.

Elliot Point 2 & Please share your feedback on the environmental analysis:

Best option because of the following four reasons:

1. Shortest distance between the ferry and other transit, resulting in fewer cars on the ferry (more walk-ons), fewer cars parked overnight (space issue) and fewer cars on the streets of Mukilteo = "Environmental" & "Quality of life"
2. Elliot Point #2 is more cost efficient than #1 = "Economic"
3. Elliot Point #2 has the shortest build over water = "Environmental"
4. Elliot Point #2 has the more efficient use of space (acreage) compared to Elliot Point #1. This would allow the eastern end of the tank farm to be developed as a green space = "Environmental"

Other comments?

I-069-002

The meeting at Rosehill in Mukilteo last night was very informative and very well run. Thank you!

Name: Jean Skerlong

Address: 910 Washington Ave,

City: Mukilteo

State: WA

Zip: 98275

E-mail: jeanskerlong@aol.com

I-069-001

Thank you for your comments regarding the project alternatives and identifying your preference for Elliot Point 2. 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.

I-069-002

Thank you for this compliment.

1. John Hayes

I-070-001

5 MR. HAYES: I would like to throw this speaker
6 phone in the trash can. Can you hear me? Well, hello.
7 All right. I'll try -- I'll hold my mouth away from it a
8 little better. Maybe you can hear me better if I holler
9 louder, or do you want me to talk softer? Can you hear
10 what I'm saying? Thank you.
11 I knew this day was going to happen, and I live in
12 the extreme close area to this project going on. And I
13 told my wife, you know, this is something that's going to
14 have to be done, but the beauty part of it is Mukilteo is
15 not going to be the sole supplier of money. The State of
16 Washington has got the monkey on their back for this one.
17 And the people that live in Mukilteo, generally after
18 they get here they kind of cool off, but nobody really
19 complains about the traffic on the speedway.
20 People are used to the situation and have been
21 traveling the same streets in Mukilteo for years and
22 years. I can't see how this function is going to affect
23 90 percent of the people in Mukilteo because everything is
24 going to be normal, people going to work, going to the
25 speedway. They go where they go. They get in traffic
3
1 jams and things like that, and everybody's used to it, so
2 there's no reason to worry about that.
3 It's my understanding that the State of Washington
4 is going to be the total -- as we used to say, the bull
5 goose. It's their problem to get people back and forth.
6 They happened to land on our big city of Mukilteo a
7 hundred years ago, and now we're faced with something
8 that nothing is going to change in our daily habits.
9 We go to work. We go to the beach. We take the
10 ferry. We get in line. We travel to wherever the
11 traffic's loaded up, and we live with it and in no way
12 complain about it.
13 I don't think you're going to have any complaints
14 about it when this thing gets started and underway. It's

I-070-001

Thank you for your comments. 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. Please see Chapter 2 of the Final EIS for information about the design refinements.

I-070-001 | 15 going to be a lovely spot. It's going to be a place
16 where it's going to on the beach.
17 You may want to cruise up and down First Street to
18 see how nice and enjoyable it is, and to see what we have
19 in Mukilteo. So unless you have a question that I'm not
20 able to answer, I'll save it for the next time. Thank
21 you.

3. Karen Wichert

I-071-001

23 MS. WICHERT: I'm pretty new to the area, but
24 so far I am enjoying Mukilteo a lot. I have concerns
25 about this. I understand this is a transportation
5
1 project, but, I mean, there's talks about beautifying the
2 area and doing something to enhance the community.
3 And I know an improved ferry system and an improved
4 transportation system would enhance the community, but I
5 don't see anything in the plans about what we're going to
6 do with the rest of the property, whether it's option 1,
7 option 2, option 3, option 4.
8 All that we see is that we're talking about the
9 ferry, so what's going to happen with the rest of that
10 land? What is going to enhance our community?
11 The future of Mukilteo, it would seem that we would
12 want to put in things that would draw people to spend
13 money in Mukilteo, to come to Mukilteo instead of just
14 coming to the ferry.
15 Now, if there's maybe a marina, maybe shops, maybe
16 additional restaurants, maybe additional park facilities,
17 something like that that brought people into Old Town
18 Mukilteo.
19 And I hear talk about renovating downtown Mukilteo,
20 but just having that improved ferry system is not going
21 to have people come and want to spend time and money
22 here. So I have concerns about that, and I'd like to see
23 that incorporated into this plan.

I-071-001

Analysis in section 4.2.6 of the Final EIS assesses the potential of each alternative to redevelop and meet the City's land use goals of mixed use development on the Mukilteo Tank Farm site and the current ferry terminal site. The alternatives vary in the extent to which they could accommodate relocation of the boat launch ramp currently at the Mukilteo Lighthouse Park and expansion of the current NOAA facility. The ferry system plans do not incorporate specific plans outside of its own development area for other uses, but the Final EIS does address the extent to which the redevelopment of the remaining land is constrained by the four alternatives considered.

WSF Mukilteo Comments

From: ken@kenkortlever.com [ken@kenkortlever.com] **Sent:** Wed 2/29/2012 7:18 AM
To: WSF Mukilteo Comments
Cc:
Subject: Mukilteo Multimodal Project - Draft EIS Comment
Attachments:

The following is the contents of a form submitted on 2/29/2012 7:18:30 AM

====My Contact information=====

Name: Ken Kortlever
E-mail: ken@kenkortlever.com
Phone:
Street Address:
City: Langley
State: WA
Zip Code: 98260

==== My Question/Comment/Complaint =====

I-072-001 | Moving the ferry slip north at Mukilteo seems like a logical choice. Adding good commuter parking, access to transit and trains and keeping the old town of Mukilteo a bit more open is a good idea.

=====

=== Browser Type ===

Browser: Mozilla/4.0 (compatible; MSIE 8.0; Windows NT 5.1; Trident/4.0; Avant Browser; .NET CLR 1.1.4322; .NET CLR 2.0.50727; .NET CLR 3.0.04506.648; .NET CLR 3.5.21022; .NET CLR 3.0.4506.2152; .NET CLR 3.5.30729; InfoPath.3; .NET4.0C; .NET4.0E; BRI/2; MS-RTC LM 8)

I-072-001

Thank you for your comments regarding the project 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 providing the best balance of environmental benefits compared to effects.

The Preferred Alternative would improve the multimodal connections for rail and bus users, bicycles, and pedestrians. This will enhance the usability and efficiency of the ferry system for all users. As stated in Chapter 1 of the Final EIS, the purpose and need is focused on improving safety, reliability, and multimodal connections. Consistent with the WSDOT Ferries Division *Final Long-Range Plan (2009)*, the alternatives are designed to minimize the need for additional driving to the terminal and an increased supply of overnight parking is not needed to achieve the purpose and need. Therefore, the build alternatives do not propose additional parking supply for overnight or long-term use. The Final EIS does note that the City of Mukilteo is investigating options for increasing parking supply for a variety of uses and this could make access more convenient for some travelers.

The design refinements for the Preferred Alternative avoid impacts to Mukilteo Station's existing parking and relocate the proposed ferry employee parking to the transit center. Chapter 2 of the Final EIS further describes the Preferred Alternative's design refinements.