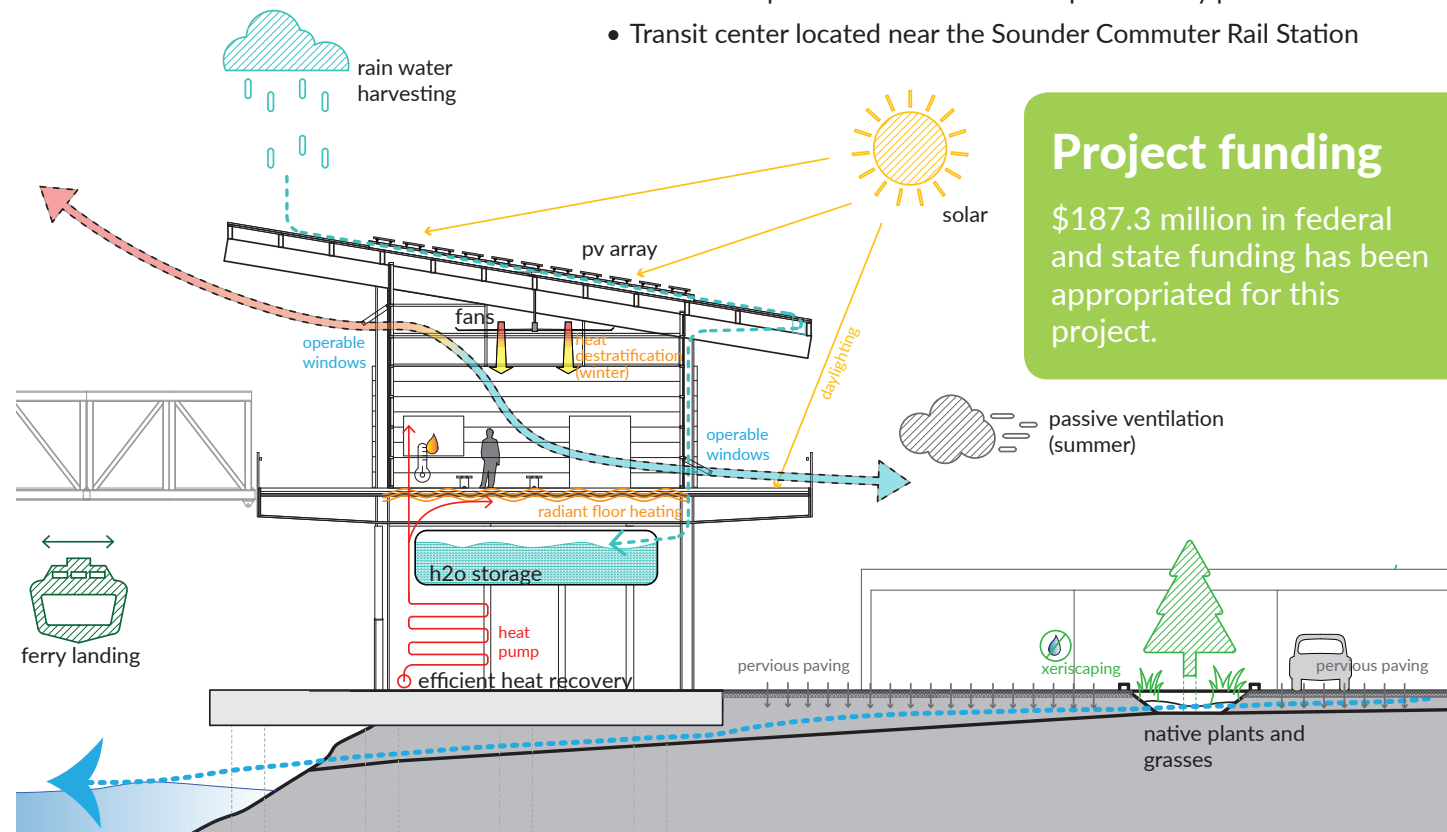


Project design

The site that formerly housed an abandoned U.S. Air Force fueling pier will soon be home to a building that's light on the earth, honoring our commitments to tribal partners and the city of Mukilteo. Tribal cooperation was key to the project's design. Terminal, toll booths, and other structures incorporate tribal cultural elements.

Key project elements

- Passenger and maintenance buildings
- Passenger overhead loading
- Toll plaza with four toll booths and seven vehicle holding lanes
- In-water docking and loading structures
- Transit center for connections to buses and trains
- Signalized intersection and expanded vehicle holding area to reduce congestion on SR 525
- Waterfront promenade that will link up to the city park
- Transit center located near the Sounder Commuter Rail Station



For More Information

<http://bit.ly/MukilteoProject>

Email: MukilteoProject@wsdot.wa.gov

Phone: 206-515-3495

Twitter: @wsferries

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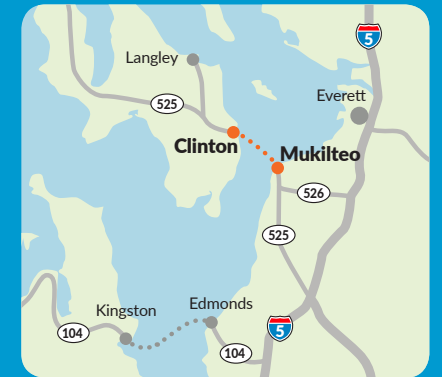
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Mukilteo Multimodal Ferry Terminal Project

Project overview

The Mukilteo/Clinton route is the state's busiest route for drive-on passengers, carrying 2.3 million vehicles and 4.2 million riders annually. Part of State Route (SR) 525, it's the major transportation corridor connecting Whidbey Island to the Seattle-Everett metro areas. The existing terminal, built when ridership and surrounding population numbers were far less than today, is aging and is seismically vulnerable.

The Mukilteo Multimodal Ferry Terminal project boosts transportation safety and reliability for a growing Seattle metropolitan region. Its location near the Sounder commuter rail station improves transit connections. Planned to open in fall 2020, the passenger building replaces the 62-year-old terminal with one that improves passenger safety and reduces congestion conflicts between walk-on and drive-on passengers. The project removes 7,000 tons of creosote-soaked timber piles from Puget Sound.



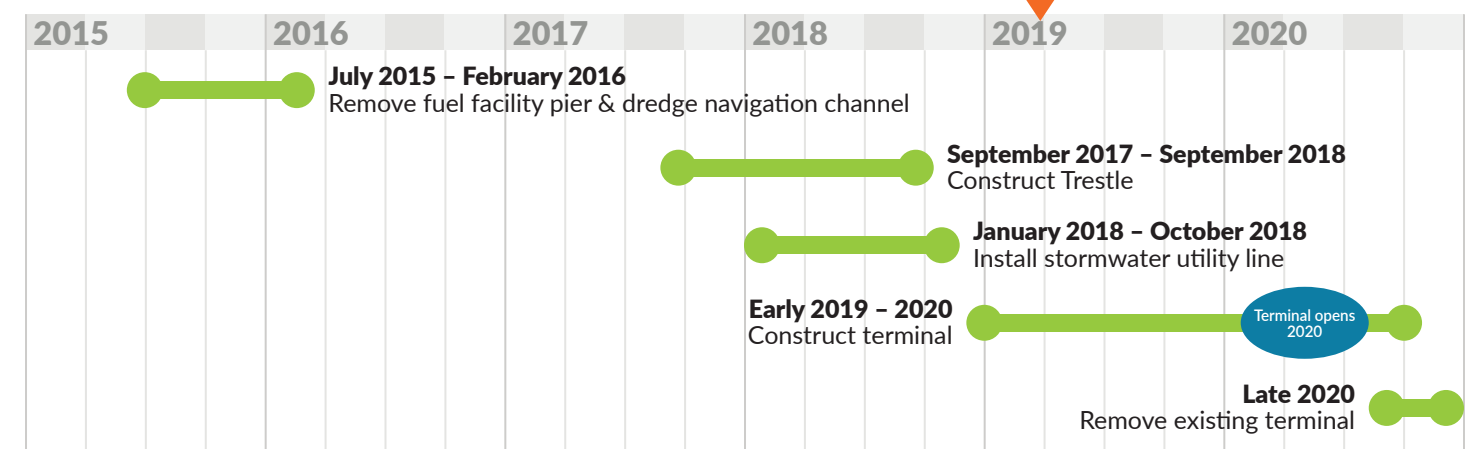
Mukilteo/Clinton Ferry Route Characteristics

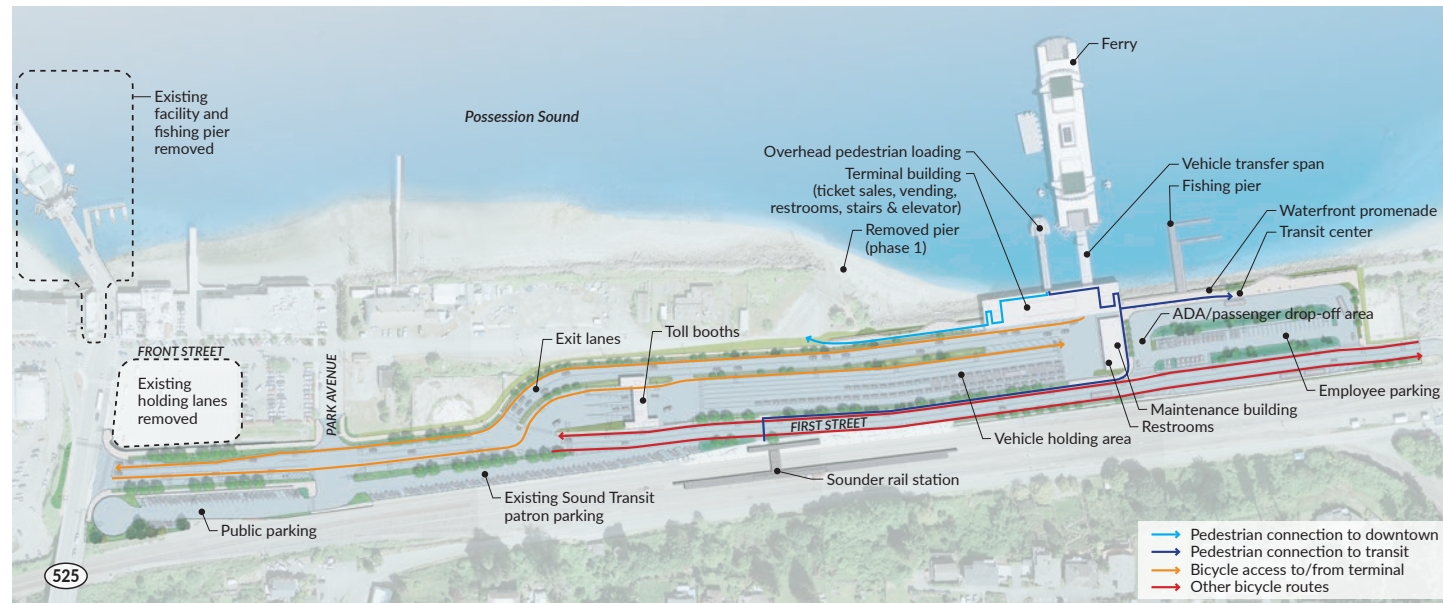
- 2-boat service
- 20 minute crossing
- Sailings every 30 minutes



Conceptual rendering of terminal building

Construction timeline





Project benefits

- **Passenger safety:** Reduces seismic risk and increases passenger safety by separating the terminal from public streets. It also eases congestion by separating pedestrian and vehicle traffic for safer, more efficient loading.
- **Increases efficiency** by loading pedestrians and vehicles simultaneously and providing transit access.
- **Multimodal connections:** Improves access to transit by locating the ferry terminal closer to the Sounder commuter rail station and providing a bus transit center.
- **State of good repair:** Replaces a 62-year-old, seismically deficient terminal built on eroded timber piles with a safer, more efficient facility. Relocates terminal to a new site, which allows the existing terminal to remain open during construction.
- **Supports economic growth:** Strengthens transportation in the growing Seattle region by replacing a ferry terminal annually serving 4.2 million riders – more than half of whom are commuters – with a multimodal facility designed to reliably handle the projected passenger growth for this route. By 2040, walk-on ridership during the peak afternoon commute is expected to more than double.

Community benefits

- **Environmental stewardship:** The new terminal will be constructed to LEED Silver specifications. It integrates solar panels, natural ventilation, rain water harvesting, enhanced stormwater treatment, native plantings, and other green elements into its design. The project improves the water quality of Puget Sound and transforms a site that formerly housed a fueling pier into a more natural environment.



- **Tribal influence:** Tribal cooperation was key to the design. The terminal incorporates tribal and cultural elements, such as a display case for rotating cultural exhibits.
- **Livability:** Gives the Mukilteo waterfront back to the residents and provides a beautiful waterfront promenade and allows for future construction of a city park. Expands affordable, healthy transportation options, including bicycling and walking. Improves connections to public transit, beaches, parks, and trails. Reduces traffic back-ups on SR 525.
- **A good neighbor:** Construction hours are set to minimize disruption to residents during construction. We'll notify neighbors in advance of any loud work.



Conceptual rendering of terminal building

What to expect during construction

Current ferry operations

The existing Mukilteo terminal remains open and Mukilteo/Clinton ferry service unchanged during construction. Crews will post signs to inform kayakers, swimmers, divers, and other visitors of off-limits zones or potential safety hazards related to construction over the water.

Pedestrian trail

The pedestrian trail is important to residents, and we kept it open for as long as possible. In March we closed the part of the trail that passed through the work zone to build the new First Street. This closure will last through early fall. We will look for times when we aren't working in the area to open the trail and will notify neighbors in advance.

Construction noise and lights

Construction can be noisy. We will limit work hours to 7 a.m. to 6 p.m. on weekdays and 9 a.m. to 5 p.m. on Saturdays to minimize disruption to neighbors. There will be no pile-driving on Saturdays. Work on Sundays or holidays is not anticipated. Construction lights will be directed away from terminal neighbors.

Fish window

No in-water work will take place during the fish migration window – mid February through July – to protect migrating fish, in accordance with National Marine Fisheries Service, United States Fish and Wildlife, and Washington State Department of Fish and Wildlife requirements.



The walls of the passenger building are up on the Mukilteo waterfront along with supports for the overhead passenger walkway.