

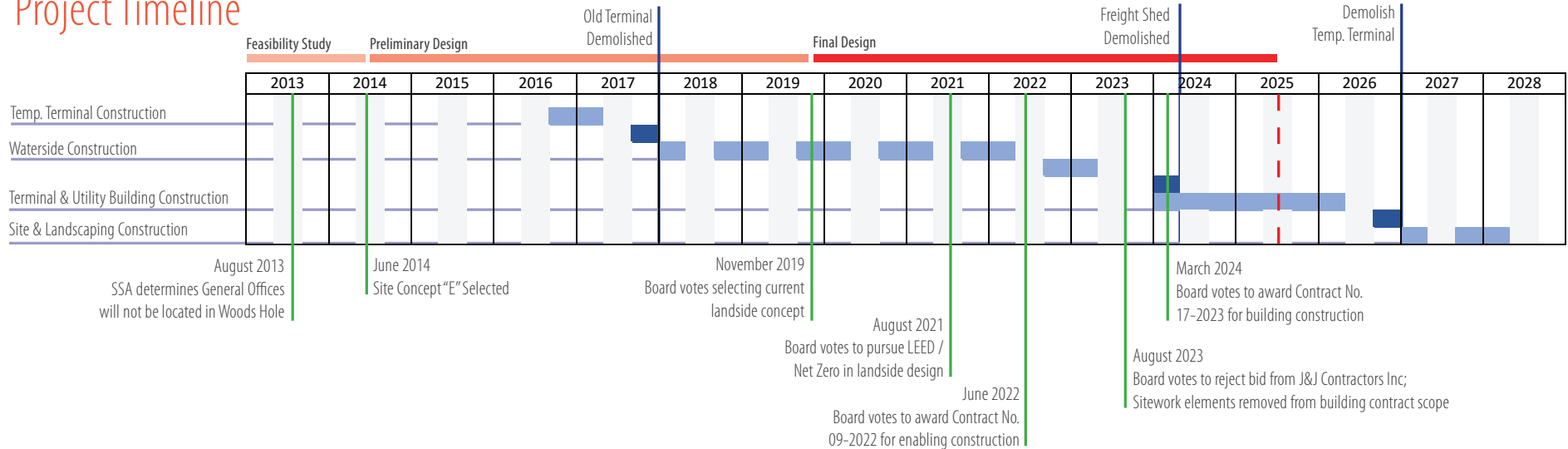
Project Summary



Woods Hole Ferry Terminal Reconstruction Project Summary

July 2025

Project Timeline



Feasibility Study

Community & Town of Falmouth Input

1. June 11, 2013 Stakeholder Interviews
2. September 3, 2013 Community Presentation
3. November 14, 2013 Public Meeting
4. March 4, 2014 Woods Hole Community Working Group
5. March 11, 2014 Woods Hole Community Working Group
6. April 2, 2014 Woods Hole Community Working Group
7. April 8, 2014 Woods Hole Community Working Group
8. April 16, 2014 Community Presentation
9. May 28, 2014 Community Presentation
10. June 9, 2014 Woods Hole Community Working Group

Preliminary Design

Community & Town of Falmouth Input

1. November 18, 2015 Falmouth NOI Presentation
2. March 3, 2016 Falmouth Town Meeting
3. April 14, 2016 MA DEP Hearing - Falmouth Town Library
4. January 27, 2017 Chapter 91 Public Hearing
5. June 17, 2017 Falmouth Terminal Design Presentation
6. July 18, 2017 Martha's Vineyard Terminal Design Presentation
7. October 1, 2018 Falmouth Select Board Presentation
8. October 9, 2018 Falmouth Community Presentation
9. October 10, 2018 Martha's Vineyard Community Presentation
10. December 6, 2018 Crane Street View Shadow Public Session
11. December 20, 2018 Waterside Lighting Design Meeting
12. February 7, 2019 Resiliency Vulnerability Analysis Meeting
13. March 28, 2019 Community Presentation
14. April 2, 2019 Falmouth Historical Commission
15. April 4, 2019 Resiliency Vulnerability Analysis Meeting
16. April 8, 2019 Community Presentation
17. June 9, 2019 Woods Hole Community Working Group

Final Design

Community & Town of Falmouth Input

1. January 29, 2020 Falmouth Conservation Commission
2. February 4, 2020 Falmouth Historical Commission
3. March 23, 2021 Community Forum
4. July 7, 2021 Community Forum
5. July 15, 2021 Falmouth Fire Department Design Review Meeting
6. July 15, 2021 Falmouth Dept. of Public Works Design Review Meeting
7. July 21, 2021 Falmouth Bicycle & Pedestrian Committee Meeting
8. September 27, 2021 Cahoon Park - Community Design Review Meeting
9. October 16, 2021 Cahoon Park - Community Site Walk
10. November 4, 2021 Community Forum
11. November 18, 2021 Cahoon Park - Community Design Review Meeting
12. January 12, 2022 Cahoon Park - Community Design Review Meeting
13. January 19, 2022 Community Forum
14. August 25, 2022 Falmouth Dept. of Public Works Design Review Meeting
15. May 7, 2024 Falmouth Historical Commission Presentation
16. August 8, 2024 Falmouth Dept. of Public Works Meeting
17. October 1, 2024 Falmouth Dept. of Public Works Meeting
18. October 22, 2024 Falmouth Dept. of Public Works Meeting

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Feasibility Study Outcomes

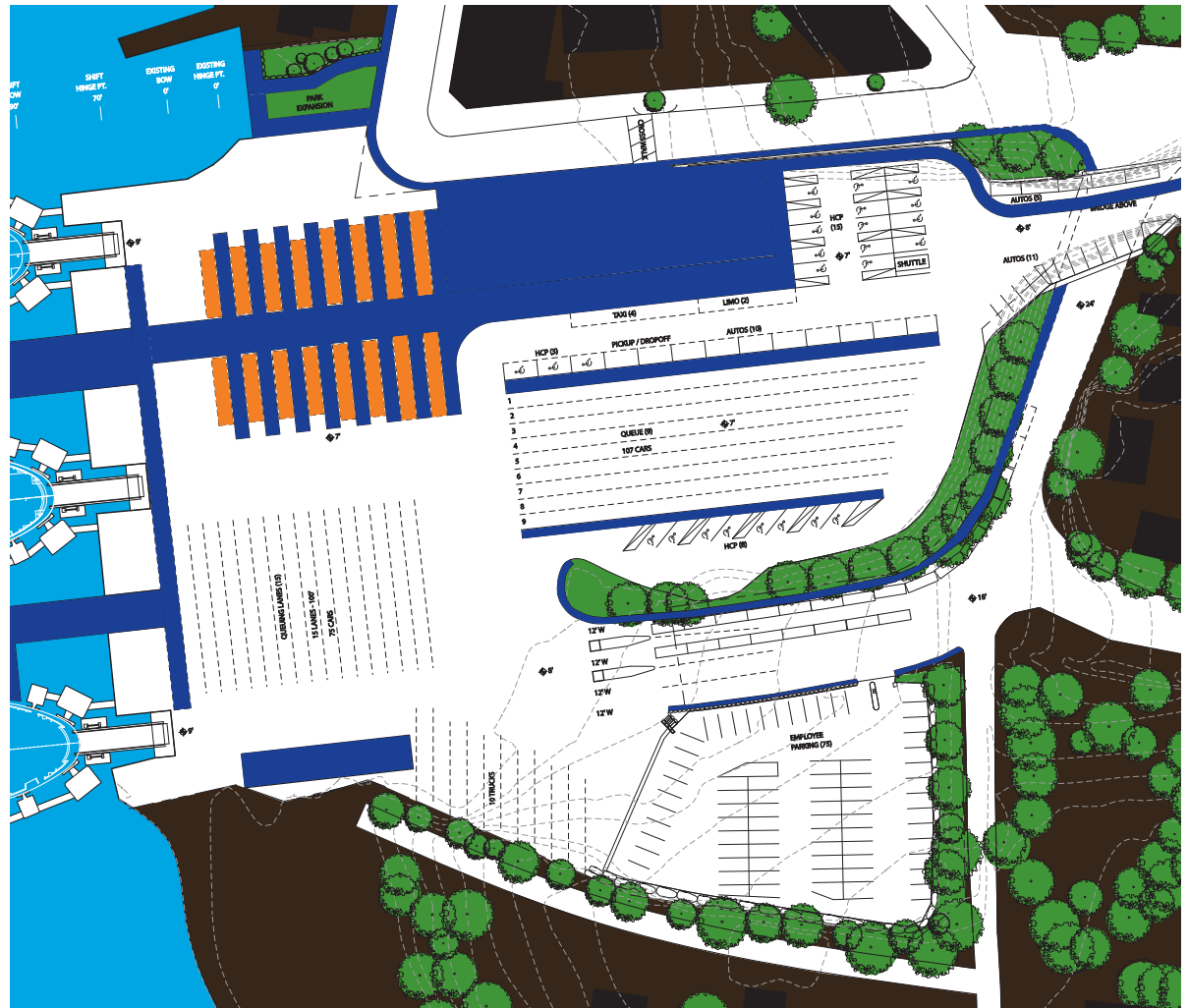
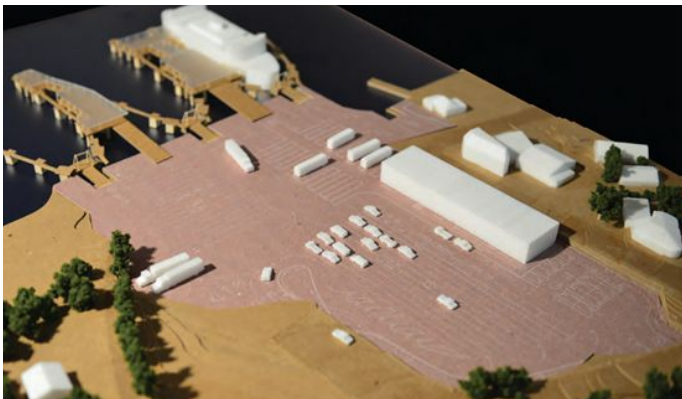
DESIRED OUTCOMES				STEAMSHIP AUTHORITY	PASSENGERS	FREIGHT CARRIERS	WH COMMUNITY	PRIORITY	PROGRESS 3.16.17
FUNCTIONAL OUTCOMES									
								PRIORITY	DESIGN RESPONSE
F1	Program	▲ max	overall effectiveness of terminal operations	●	●	●			
F1.1	Walking Distances	▼ min	walking distance from bus/terminal to slips	●	●				
F1.2	Auto queue	▲ max	auto queue capacity (min 175 / 3300lf)	●	●				
F1.3	Curb cuts	▼ min	need to create new curb cuts for exiting			●			
F2	Flexibility	▲ max	landside flexibility for staging different vehicle combinations	●	●	●			
F3	Quality	▲ max	durable, long-life construction of marine and land structures	●	●	●			
F4	Phasing	▼ min	disruption to operations during construction	●	●	●	●		
F5	Security	▲ max	ability to comply with Marsec 1, 2 & 3 security screening and holding requirements	●	●	●			
F6	Safety	▼ min	risks to pedestrian and staff safety posed by vehicle movements	●	●	●			
F12	Permitting	▼ min	the time and effort it takes to permit the proposed design	●		●			
F7	Vessel Turnaround	▼ min	the time it takes to unload and reload a vessel	●	●	●			
F8	Congestion	▼ min	level of congestion on landside at peak times	●	●	●	●		
F9	Flood Zone	▼ min	vulnerability of equipment and spaces during flood events	●	●	●			
F10	Offices	▲ max	ability to keep all offices on site	●		●			
F11	Maintenance	▲ max	ability to keep maintenance facilities on site	●					
CUSTOMER EXPERIENCE OUTCOMES									
E1	Customer Journey	▲ max	ability of all arriving and departing travelers to navigate the terminal and grounds	●	●	●			
E2	Personal Service	▲ max	ability of staff to help people with questions	●	●	●			
E3	Ticketing	▲ max	ease of getting tickets and getting on vessel	●	●	●			
E4	Transit Options	▲ max	customer and neighborhood convenience of landside public transit options	●	●	●	●		
E5	Weather Protection	▼ min	passenger exposure to inclement weather between vessels and landside transportation	●	●				
COMMUNITY OUTCOMES									
C1	Traffic	▼ min	likelihood of negative traffic impacts on local streets	●	●	●	●		
C2	Public Restrooms	▲ max	convenience of public restrooms that are accessible to all users	●	●	●	●		
C3	Bike Path	— par	maintain public access to bike path with improved egress	●	●	●			
C11	Environmental	— par	assurance that there will be no harmful environmental effects on people	●		●			
C4	Image	▲ max	visual relationship between the terminal facility and Woods Hole	●	●	●			
C5	Village Connections	▲ max	ways that the terminal can feel connected to Woods Hole village	●	●	●			
C6	Noise	▼ min	the amount and volume of noise from backing vehicles	●		●			
C8	Public Access	— par	increase public access to water's edge as possible	●		●			
C9	Water View	▼ min	obstruction of water views from Library intersection	●		●			
C7	Public Parking	— par	maintain public parking on-site as possible	●					
C10	Community Revenue	— par	maintain business from SSA office employee's use of services	●		●			

Woods Hole Ferry Terminal Reconstruction Project Summary

July 2025

Feasibility - Concept A

- Level site with minor changes to existing grade
- Terminal building located along Railroad Ave



Woods Hole Ferry Terminal Reconstruction Project Summary

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Feasibility - Concept B

- Split level site with elevated Terminal building and walkways to Piers
- Terminal building located on raised platform
- Pickup / Dropoff and Buses exit on Railroad Ave.



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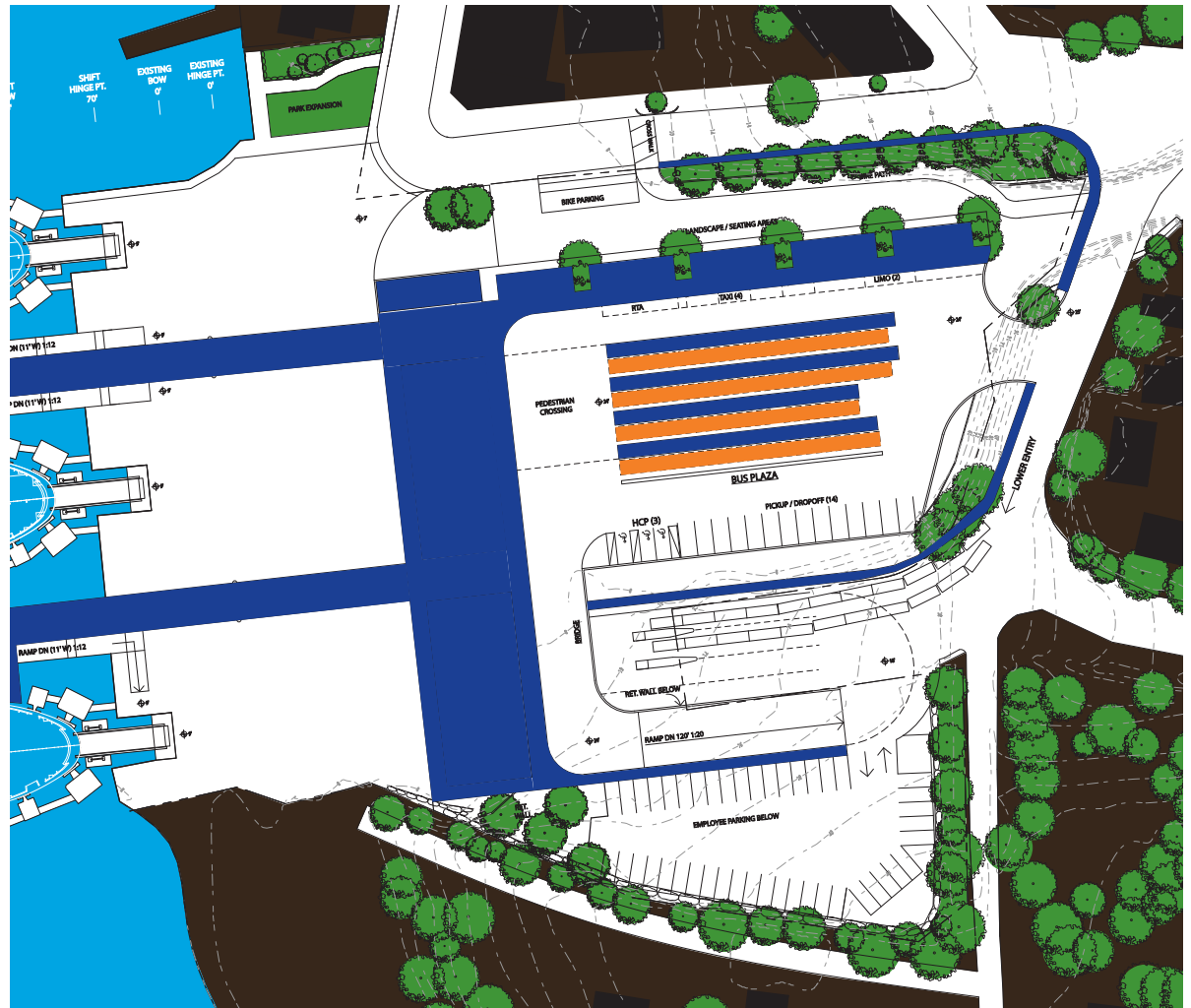
Feasibility Study Options - November 2013

Woods Hole Ferry Terminal Reconstruction Project Summary

July 2025

Feasibility - Concept C

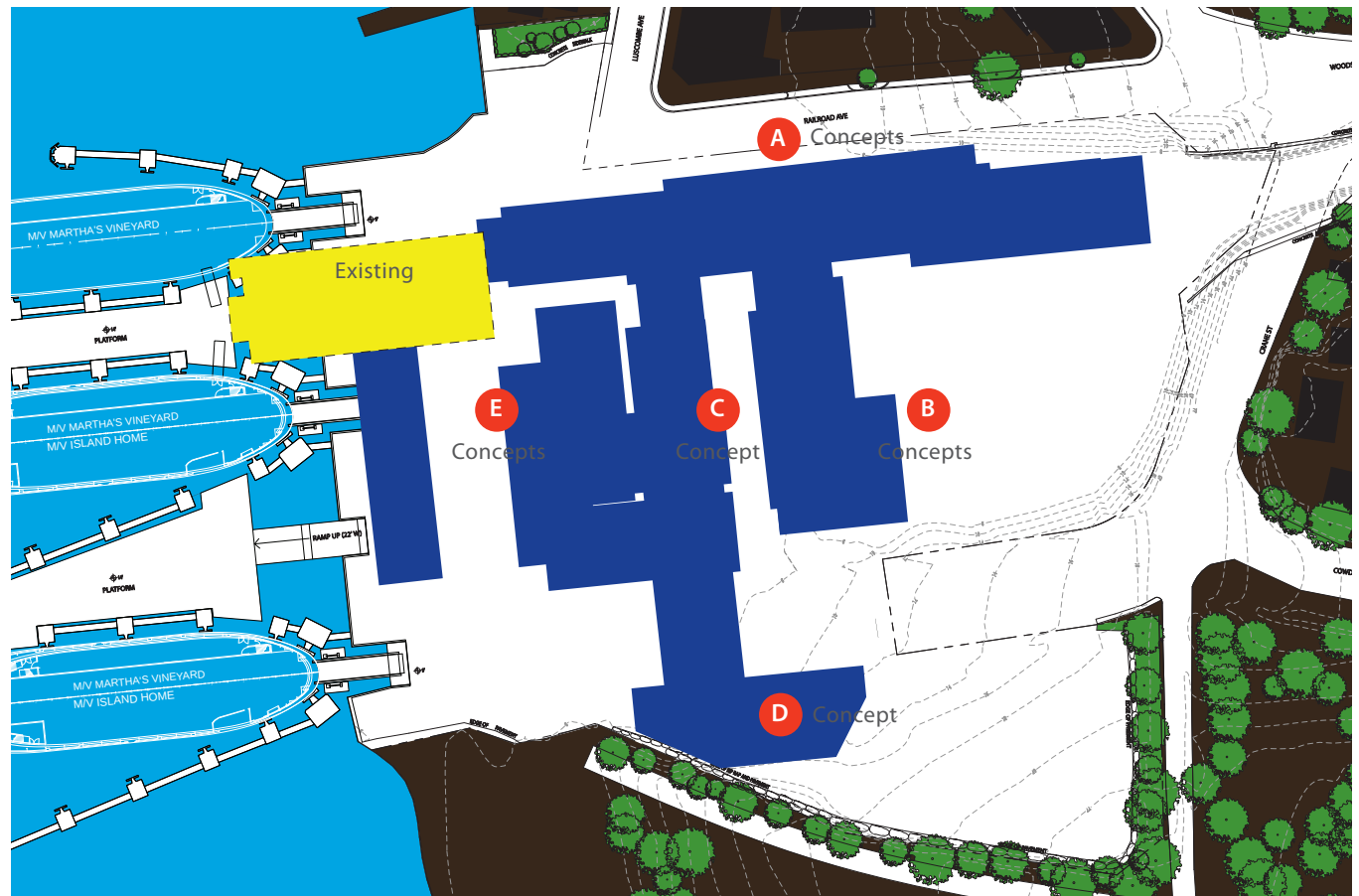
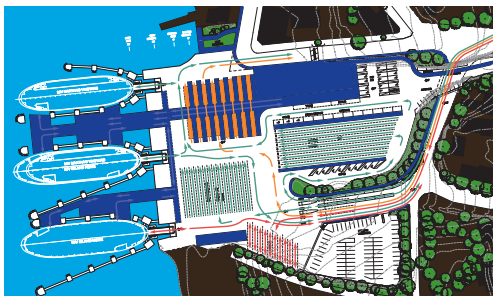
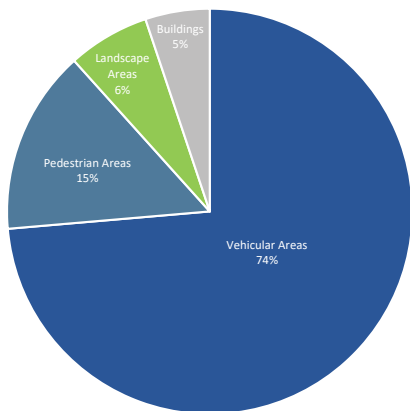
- Two Level Site with elevated deck separating all pedestrian traffic from vehicular staging and loading areas.
- Terminal building located on deck above staging area with buses and pickup / dropoff access via Cowdry Road



Feasibility Study Options - November 2013

Feasibility Study - Site Layout

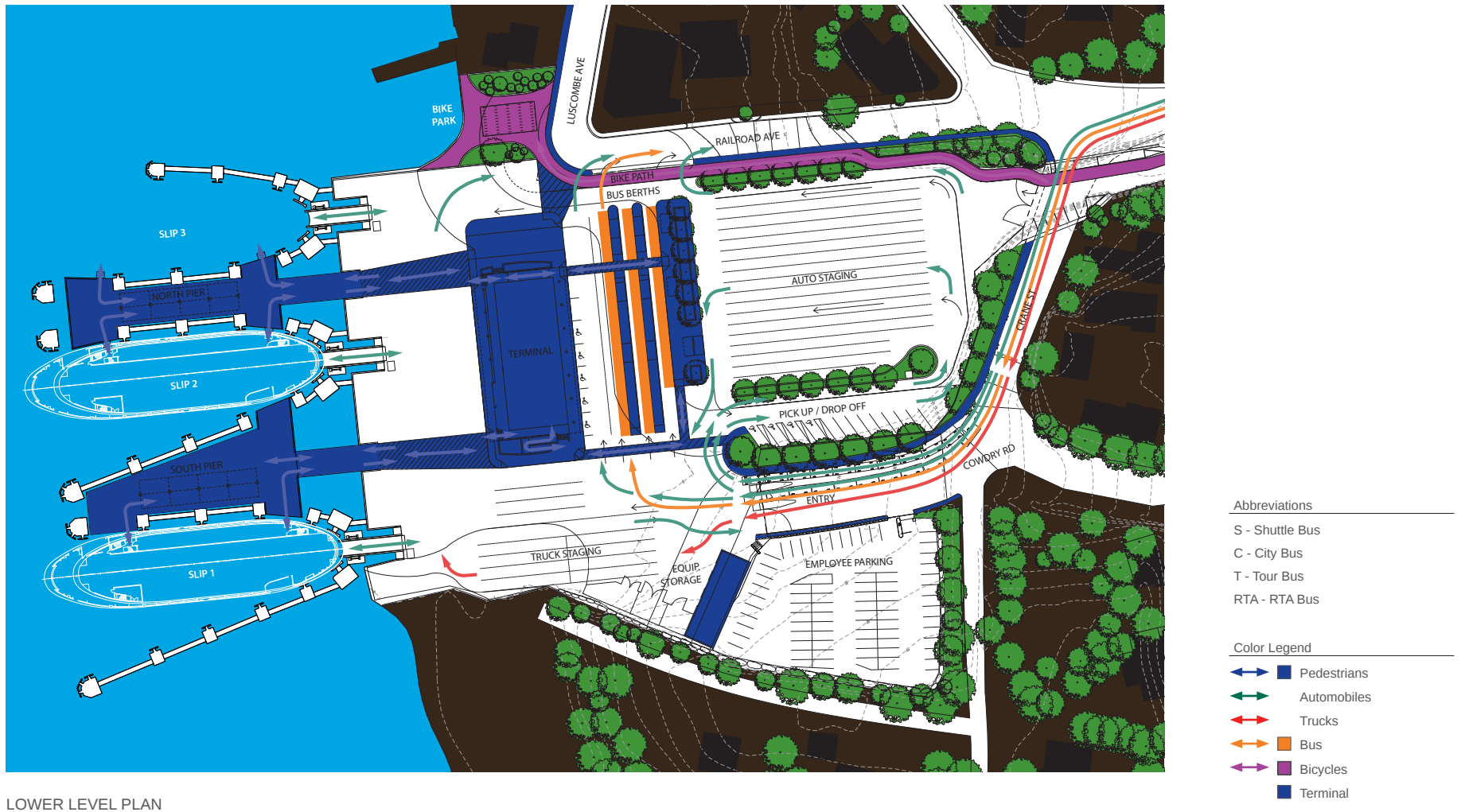
- 26 Additional Siting Concepts Studied
- "E" Concept Selected by SSA Board after extensive community input process



Woods Hole Ferry Terminal Reconstruction Project Summary

July 2025

Feasibility Study Consensus Scheme



LOWER LEVEL PLAN

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Feasibility Study Complete June 2014

Feasibility Study Consensus Scheme

Page Two

Friday, June 20, 2014

Woods Hole Residents Greet New Plans For Steamship Terminal With Approval

By SAM HOUGHTON

Residents of Woods Hole voiced approval for the latest Steamship Authority feasibility layout for the Woods Hole ferry terminal last week in a meeting hosted by the Woods Hole Community Association.

"Hearing an extraordinary negative, unlike November," said Steven M. Sayers, general counsel for the Steamship Authority who presented the latest plan called Option E. The audience of approximately 20 Woods Hole villagers cut him off with laughter and some cheers.

Residents of the village were highly critical of the authority's

plans and general operations at a meeting last November.

"This is much better," Walter Sebanbacher, a resident of Cowdry Road, said. His property abuts the authority lot. "They've done a good job."

Thomas H. Renshaw, who has been a critic of the project, attended the meeting but did not comment.

The new feasibility layout is "ironically" similar to what the layout of the terminal is now, Mr. Sayers said.

The Steamship Authority Board of Governors is expected to approve the concept next week in Nantucket, Mr. Sayers said. That

there will be a year of seeking permits before construction can begin. Designers from Bertaux + Iwerks estimate total construction to be \$30 million. Mr. Sayers said it was one of the cheapest of past feasibility designs.

The terminal building in the feasibility layout presented would be located slightly east of where the terminal building is now. It would be two stories tall and its base would sit 12 feet above the water level to comply with Federal Emergency Management Agency flood zone regulations. Mr. Sayers said that the building will block the view of the ocean that the boats already

block. Villagers at past meetings hoped for a better view of Great Harbor and he said that out of the approximately 30 alternative sites to place the building designers have looked at, this was the best.

The authority's presentation showed a conceptual image of what the terminal building would look like from Woods Hole Road next to the library. Only a tip of the roof was visible behind a tree. Murmurs of approval went through the audience. Chris Iwerks, who designed the feasibility layout, said that the view down Railroad Avenue will be preserved with this new concept as well.

Conceptual designs of the terminal in the past had fit that would be placed into an eastern section of the lot that many villagers opposed because the roofs of buses would be visible from Woods Hole Road and the Crane Street bridge. Only a minimal amount of fill would be needed for this concept.

The Shining Sea Bikeway in the earlier designs would have an incline over the fill of 13 to 16 feet and then there would be a sharp decline into the village. That hill has been erased with this concept.

The taxi and bus waiting area would be placed in the rear of the terminal building. At the last board of governors meeting, Falmouth representative Catherine Norton and Martha's Vineyard representative Mark N. Hanover wanted better access for handicapped passengers. This new concept allows for a shorter distance for passengers exiting taxis and buses.

The vehicle queue for Martha's Vineyard bound travelers would be in the rear of the terminal near the Crane Street bridge. Vehicles exiting the terminal after departing from two of the three slips would exit through Cowdry Road at the southern section of the terminal instead of driving through the terminal and out Railroad Avenue.

Mr. Sayers said that there would be less interaction between pedestrians and vehicle traffic.

Terminal: New plan placates Woods Hole business owners

from A1

— although the terminal itself will be 13 feet above sea level to move it out of the flood zone. The plaza will be about 10½ feet above sea level.

The terminal building has been moved farther away from the intersection of Woods Hole Road, Crane Street and Railroad Avenue, making it look smaller from that vantage point and opening up water views on both sides of the building.

Beth Colt, owner of the Woods Hole Inn and Quicks Hole Tavern, called the final look of the terminal "fantastic." Colt was a member of a working group that met regularly with the Woods Hole, Martha's Vineyard and Nantucket Steamship Authority to hash out the concept's particulars.

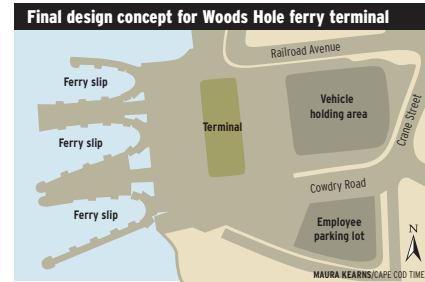
"A smaller building is going to be a positive," she said. "Rather than it being a concrete block, it's going to have a historically appropriate design and improve the entrance to the village."

The Steamship Authority board unanimously approved the design concept Tuesday at its meeting in Nantucket. It will take about 18 months to complete the permitting process and secure funding, with construction starting in about two years, said Authority General Manager Wayne Lamson.

The sunny end to the process is a sharp contrast from the thunderclap that came in November at a tumultuous meeting in Woods Hole.

At that community meeting, the three initial concepts for the terminal were presented to the village. But the discussion drifted from the terminal into general dissatisfaction with the Steamship Authority, and the only consensus that was reached was an angry vibe from the community.

After the meeting, long-time Steamship Authority



board member Robert Marshall resigned, saying he was disappointed with the session's direction and outcome. Falmouth selectmen later appointed Falmouth resident Catherine Norton to replace him on the five-member board. The Authority regrouped and kept pushing forward with a smaller set of residents. The working group included Colt; Woods Hole Community Association co-presidents Catherine Bumpus and Steve Junker; and Kevin Murphy, owner of Shuckers restaurant and a former Falmouth selectman.

"The process of including the community was really a big help to us," said Lamson. "Early on we were identifying their concerns and what they would like to see once the project was completed."

A big business concern was the flow of passenger traffic between the ferry terminal and the village, Colt said. Early proposals had the terminal complex elevated and more separate from the village, which would have made walking from the ferry to one of Woods Hole's 12 restaurants a challenge.

"Woods Hole is an incredible walking village," Colt said. "As a restaurant owner, if we didn't have the traffic passing by with

people headed to the Vineyard, it would be very difficult to maintain the number of restaurants we have here."

Bumpus called the proposal the "least bad" proposal on the table. The addition of a third operational boat slip, even though it's planned as a maintenance bay, remains troubling.

"A potential increase in volume will be easier for them to accommodate," she said. "While I believe them when they say they are not currently planning for it, it's still a concern for the community."

The Authority's architects, Bertaux + Iwerks, will now complete the feasibility study with the approved design concept, Lamson said. From there, a more detailed plan, including cost estimate, site plan and design details, will be created. He plans to continue meetings with the working group through that process, and Bumpus said group members want to continue their involvement.

"I think we have good lines of communication. Now, we hope to continue to talk with them on all sorts of issues," she said.

Follow Sean F. Driscoll on Twitter: @seanfdriscoll.

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Terminal Schematic Design

- Terminal design concepts explored massing, materiality, and roof forms for a two story Terminal building with exterior covered waiting spaces for passengers
- Second structure was to be a Freight Shed with only storage programming, not an occupied building
- Terminal program necessitated a 2 story building



Woods Hole Ferry Terminal Reconstruction Project Summary

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Terminal Schematic Design

VERSION	DESCRIPTION		VERSION	DESCRIPTION	
2017.1	Flat Roof with 40' Open Pergola June		2017.6	Saltbox with Roof Extension over Plaza 2 & 3 Bay Versions December - April 2018	
2017.2	Shed Roof with 40' Plaza Cover June		2017.7	Saltbox with Glass Roof over Plaza 2 & 3 Bay Versions December - April 2018	
2017.3	Saltbox - 40' Plaza Cover (60' Cover Alternate) June		2017.8	Saltbox with Flat Pergola over Plaza 2 & 3 Bay Versions December - April 2018	
2017.4	Saltbox - 40' Open Pergola June		2017.9	Saltbox with Canopies over Plaza 2 & 3 Bay Versions December - April 2018	
2017.5	Saltbox - 40' Sloped Canopy June				