



# Woods Hole Ferry Terminal Design

**BIA**.studio

October 2018

# Project Goals

- Slip reconstruction needs
- Improve ferry accessibility
- Improve pedestrian safety
- Respond to flood zone requirements
- Improve vehicle operations
- Improve experience for travelers and village
- Size to accommodate existing traffic, not growth

# Outcome Criteria

## FUNCTIONAL OUTCOMES

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
F7	Vessel Turnaround	▼	min	the time it takes to unload and reload a vessel
F8	Congestion	▼	min	level of landside congestion 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
F12	Permitting	▼	min	the time and effort it takes to permit the proposed design

## 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

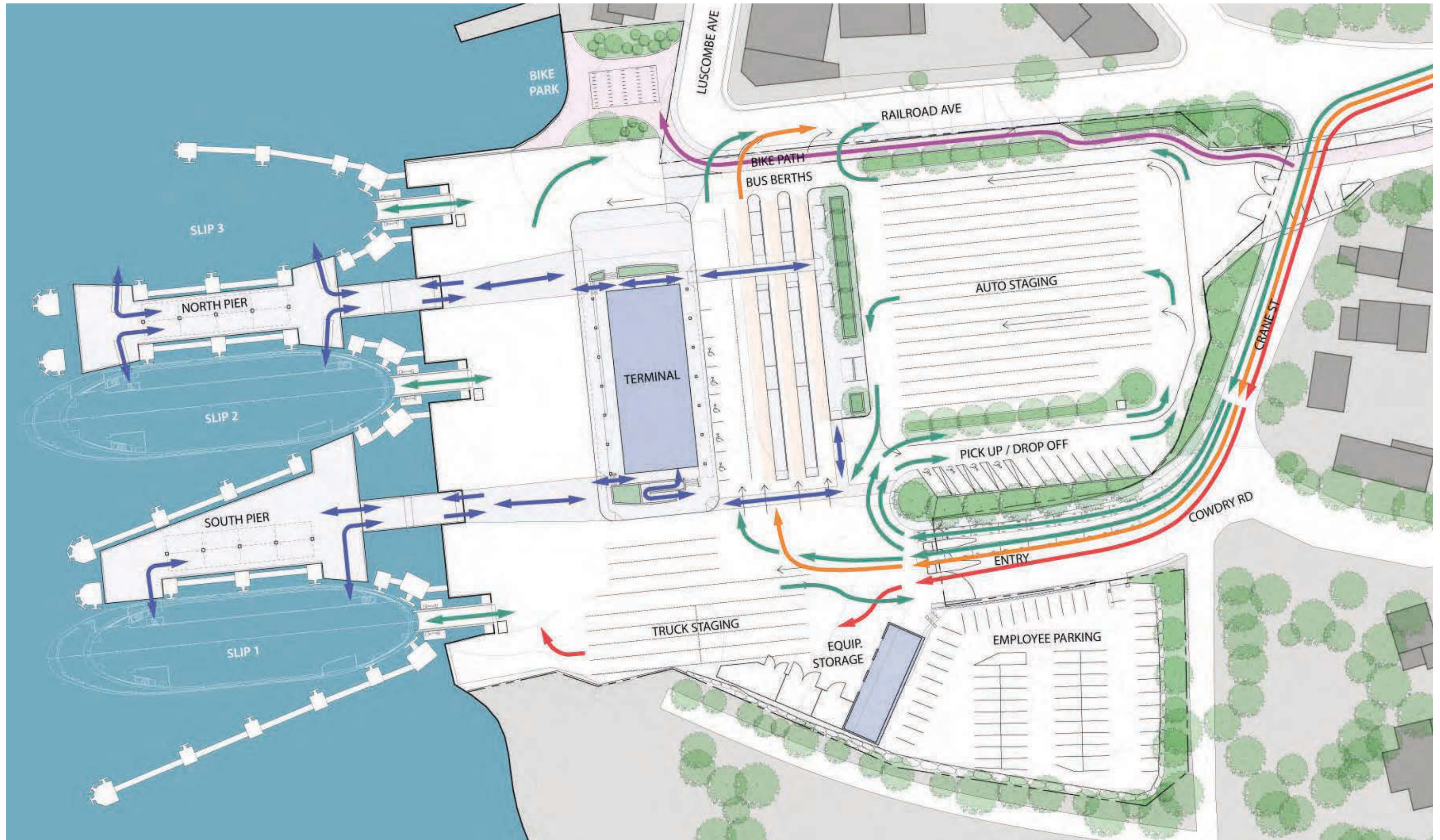
## COMMUNITY OUTCOMES

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
C7	Water View	▼	min	obstruction of water views, particularly from Library intersection
C8	Public Access	—	max	increase public access to water's edge
C9	Public Parking	—	max	maintain public parking on-site
C10	Community Revenue	—	max	maintain business from SSA office employee use of services

# Over 26 Location Options Studied



# Final Concept Site Plan 6/2014



# Progress



*New SSA Administrative Office Building (2018)*



*SSA Staff in Front of Old Terminal - Building Demolition Phase 2A (2018)*

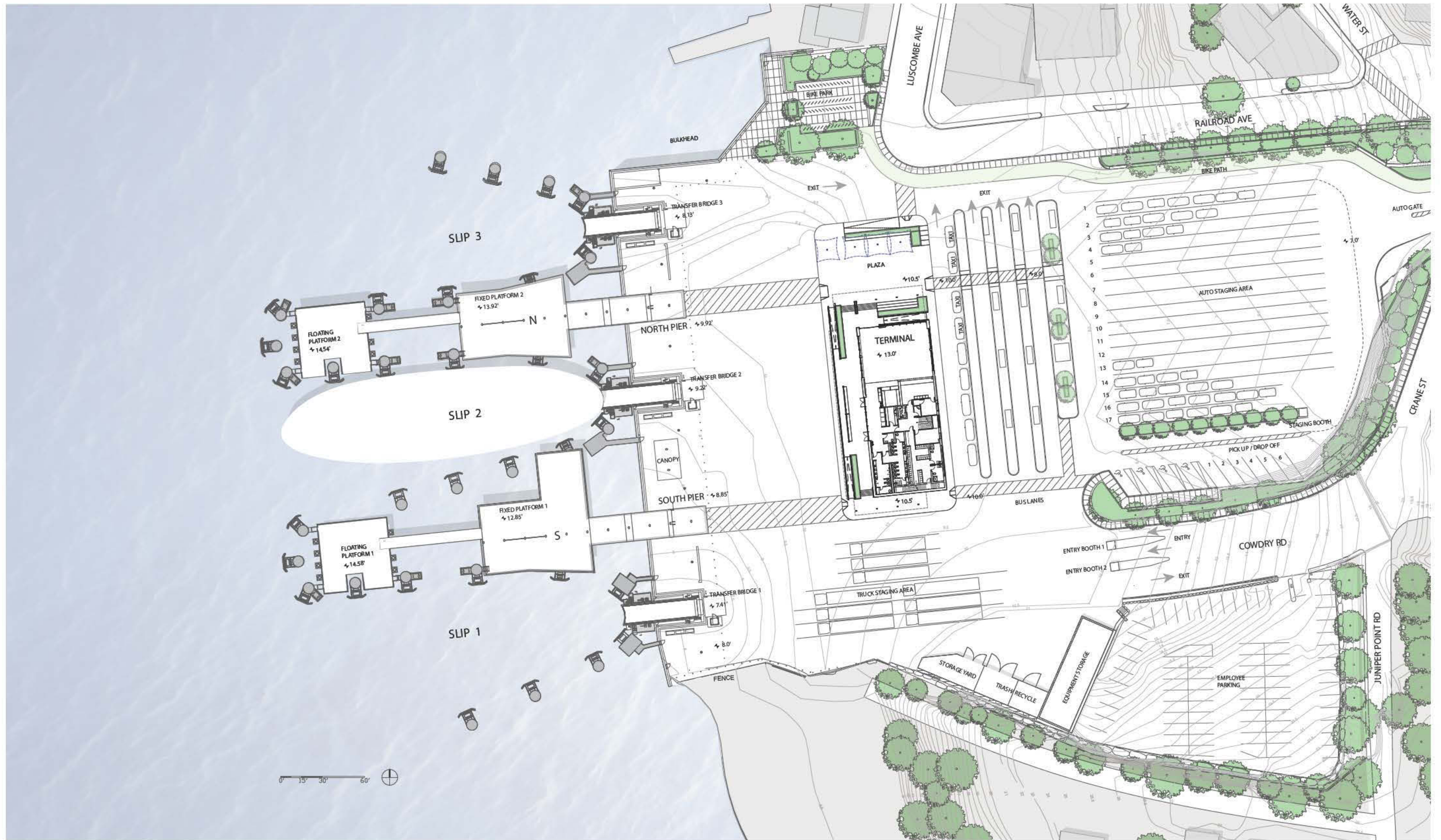


*Temporary Modular Terminal (2017)*

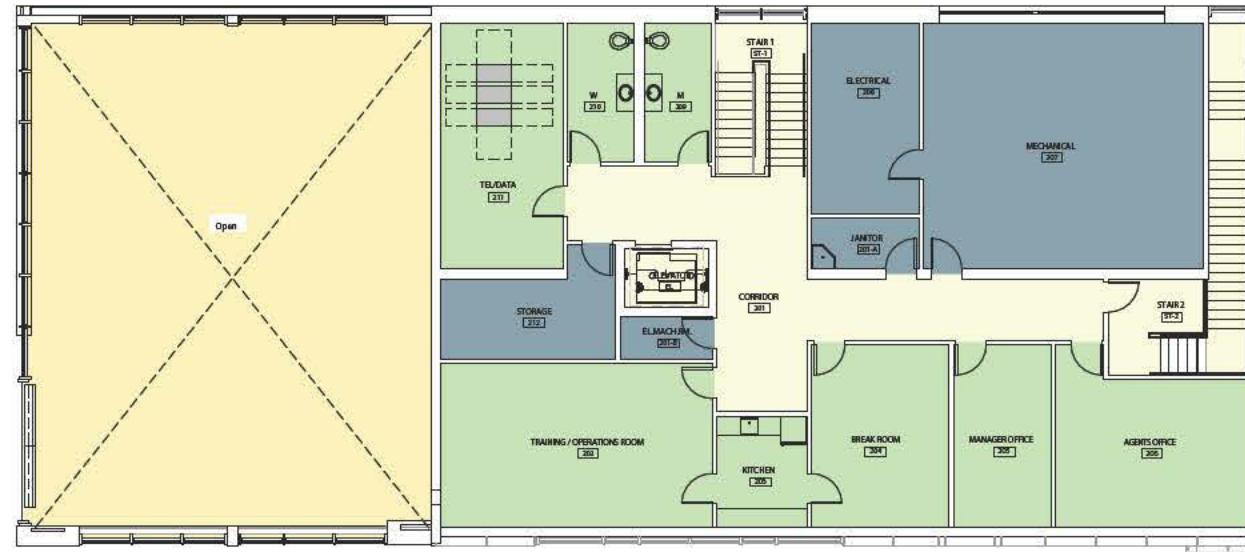


*Slip Reconstruction - Phases 2-4 (2018-2021)*

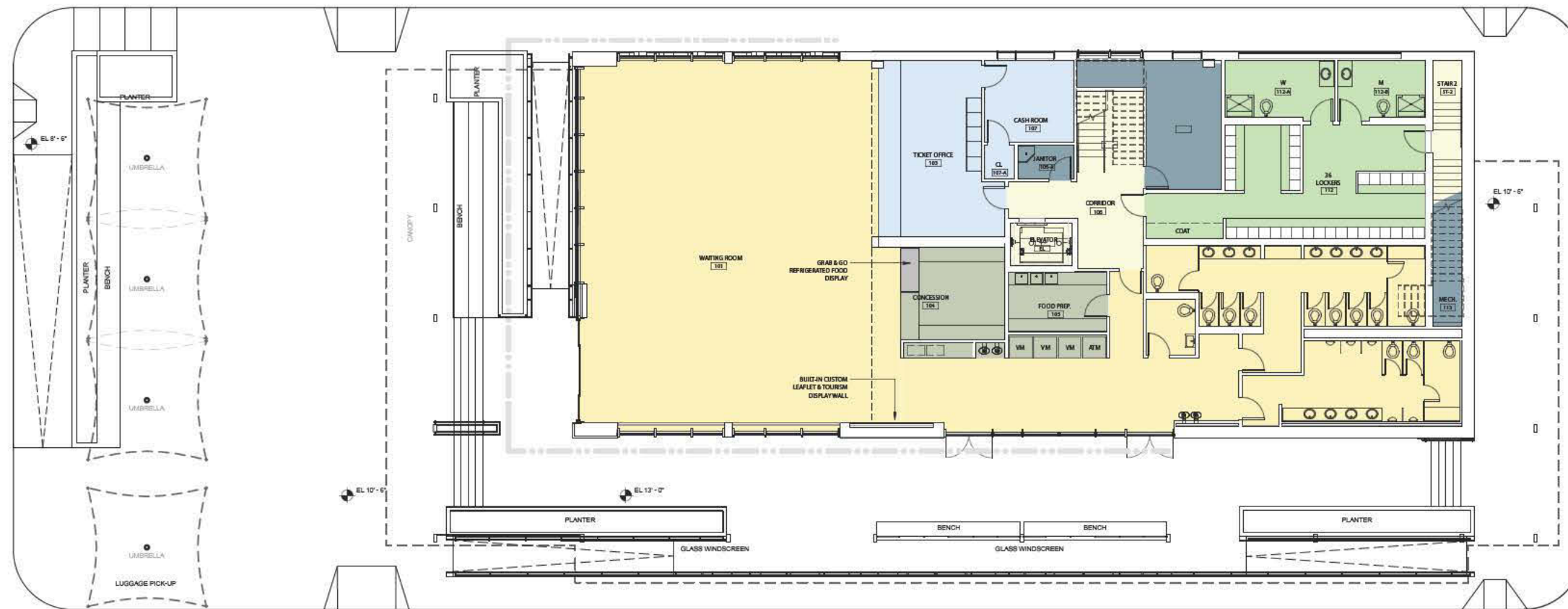
# Site Plan



# Building Plans



SECOND FLOOR PLAN



FIRST FLOOR PLAN

# Renderings



CRANE STREET BRIDGE - LOOKING WEST



RAILROAD AVE / LUSCOMBE AVE - LOOKING SOUTHWEST



# ELEVATIONS & RENDERINGS



WAITING ROOM - LOOKING WEST



WAITING ROOM - LOOKING NORTH



WATERFRONT - LOOKING SOUTHWEST



NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION

# Woods Hole Village

