

# Fauntleroy Terminal Trestle & Transfer Span Replacement Project

## Public Comment Log

Last updated: 3/11/2022

### Purpose

This document provides an ongoing log of all comments about the project organized into themes. WSF began tracking comments in this log in December 2020, when community engagement planning began. WSF updates this document monthly. Public comments provided during community meetings are detailed in separate meeting summaries.

### Comment log key:

- MoP: Member of the public
- WSF: Washington State Ferries
- Comments received in the last month are **bolded** and comment date is **highlighted**.

### New comment overview

Since February 10, 2022, we've received **13** new comments and inquiries about the following themes:

- Project alternative considerations and suggestions.
- Project alternative evaluation criteria.
- Purpose and Need Statement document correspondence and revision requests.
- Communications from advisory group members.

### Draft project alternatives for Level 1 screening

**3/7/2022** – MoP writes WSF about what multi-modal options are possible to include in Fauntleroy Ferry terminal project alternatives:

**"I just read about the alternative concepts for the new Fauntleroy ferry terminal. As the project has many years of design ahead, I wanted to put in a plug for early consideration of better alternative transportation connections for people walking, biking, busing. Not just the infrastructure at the terminal (but maybe include a separate bike lane to make it easier for those riding to get to the loading area for bikes??) but also in recommendations for area improvement (e.g., complete bike lanes on both sides of Fauntleroy). These are beneficial now and could also serve to encourage others to partake, which should be considered from a climate perspective."**

**3/7/2022** – MoP writes WSF with satisfaction about alternative proposals to increase dock capacity and overhead passenger loading:

**"I'll send some detailed comments to the project email but overall I'm absolutely thrilled to see that increasing the dock capacity and overhead passenger loading are elements of many of the possible alternatives. Both of those elements are clear improvements to the**

functionality of the terminal.

**3/2/2022** – MoP writes WSF with considerations about project alternative suggestions including comments on terminal locations, project alternatives to increase dock capacity, passenger loading, and traffic control:

**“1. Any terminal location other than Fauntleroy Cove likely involves a dramatic cut in ferry service to Vashon and Southworth. Not only would the crossing take longer, increasing carbon emissions, but the boats cannot make as many crossings in a day, thus reducing service. Also, Ferries would be travelling alongside or even inside the Vessel Traffic System lanes instead of crossing them and this creates the possibility of complex right-of-way situations and even more delays due to marine traffic. No alternative location to Fauntleroy can be seriously considered.**

**2. Any alternative that increases the dock capacity and/or includes separate passenger loading are all great and worth considering for exactly the reasons that WSF staff identified in the meeting. The water is quite shallow in Fauntleroy Cove and extending the dock shouldn't be too technically difficult. A longer dock would be slightly more difficult for transit riders and non-drivers, whereas a wider dock likely would not. The impact on the neighboring Cove Park and Fauntleroy Creek matters and could hopefully be mitigated. One potential compromise could include turning the existing passenger walkway into a traffic lane (it's already paved) and constructing a separate passenger walkway over the water using light-penetrating materials to mitigate eelgrass impact. That could give us a slightly wider dock with increased capacity with minimal impact on adjacent areas.**

**3. It's satisfying to feel that WSF has considered the comments that I have previously submitted regarding the Fauntleroy Terminal project and to see those ideas reflected in the alternatives. For the public record, here's those comments again:**

**Three Keys to Success at Fauntleroy:**

**1. Passenger loading that is physically separated from vehicle loading such that both can occur simultaneously;**

**2. Dock capacity that matches or exceeds vessel capacity such that departures are not delayed by fare collection; and**

**3. Effective traffic control to minimize or eliminate the frustration, accidents, road rage and violence that regularly occurs on Fauntleroy Way SW.”**

**3/4/2022** – MoP recommends WSF consider an alternate Fauntleroy ferry location:

**"I just looked at the West Seattle [B]log recap of the WSF community meeting. It sounds like some ideas are being looked at that don't seem realistic, which is fine. Keep an open mind I suppose.**

**Would some[one] mind commenting on the following:**

**I live in Endolynne and have lived in West Seattle all my life.**

**Have you looked at long term leasing Jack Block Park and a chunk of Terminal 5 from the port? The chunk could be big enough for all the cars in line at Fauntleroy even on the 4th of July with no problem at all.**

**Terminal 5 have been pretty much unused correct? Talk about a place to park cars that wouldn't bother anyone. The dock? Already built, although I'm sure would be need to be modified. Amazing ADA access, check. Beautiful park? Check. I-5 access, check.**

**If people coming from Vashon are really going south, and don't want to end up downtown- isn't that location a pretty good on-ramp to I-5, west seattle and Burien?**

**Do some eminent domain to remove Salty's, build a park/ kiss and ride at Jack Block. It's already pedestrian friendly. All the ferry traffic could be processed without much impact to Harbor Ave. no one lives over there. It's a Greenbelt.**

**Keep the 7-11 there isn't much else to disrupt over there."**

**3/3/2022 – MoP suggest an alternate location:**

**"What about moving the ferry to be adjacent the West Seattle Water Taxi in Seacrest Park?"**

**3/3/2022 – MoP shares suggests that the Fauntleroy dock stay in its current location:**

**"I know it is very early in the process but wanted to share that Lincoln Park and Lowman Beach are treasures that my entire extended family enjoys when they visit us. Our toddler loves watching the ferries come and go from the swings at the south end of Lincoln Park, along the water. We take him there almost every week to do this and play on the beach. (Photo attached)**

**Also we love watching the wildlife (birds, seals, sea lions, cool fish under rocks at low tide) at Lincoln Park and Lowman Beach, and that wildlife would be chased away by ferries if the**

ferries were moved closer.

We would like the dock to stay in its current location for these reasons.”

### Level 1 screening criteria

**3/3/2022** – MoP suggests including the carbon footprint of routes and proximity to transit connections as part of Level 1 screening criteria:

1. Using downtown as a starting point, measure the carbon footprint for travel to Vashon and Southworth from Elliot Bay versus Fauntleroy, including the drive to Fauntleroy. Calculate it also for the future electric ferries and cars. In other words, include in your criteria the carbon footprint of various options.
2. Provide data on the destinations of vehicles that use the Southworth and Vashon ferries, i.e. what percent go south, north or east upon arrival at Fauntleroy. This would inform the decision about choosing other locations.
3. Keeping in mind that increasing the use of bus/light rail is necessary for our future environmental wellbeing, analyze each location for ease of mass transit use.

**3/2/2022** – MoP writes WSF to request Fauntleroy neighborhood impact mitigation remain one of its highest priorities for screening project alternatives:

“I moved into the Fauntleroy neighborhood in 1985 fully aware that the ferry impacted the residential neighborhood. I give WSF kudos for its outreach efforts around the dock replacement but ask that WSF make neighborhood mitigation one of its highest priorities in scoping the project parameters. I get that the City of Seattle controls the streets that ferry traffic uses but WSF and Seattle should be working closely together to position the ferry to be as good a neighbor as it can be. Here is a list of suggestions that would minimize neighborhood impact.

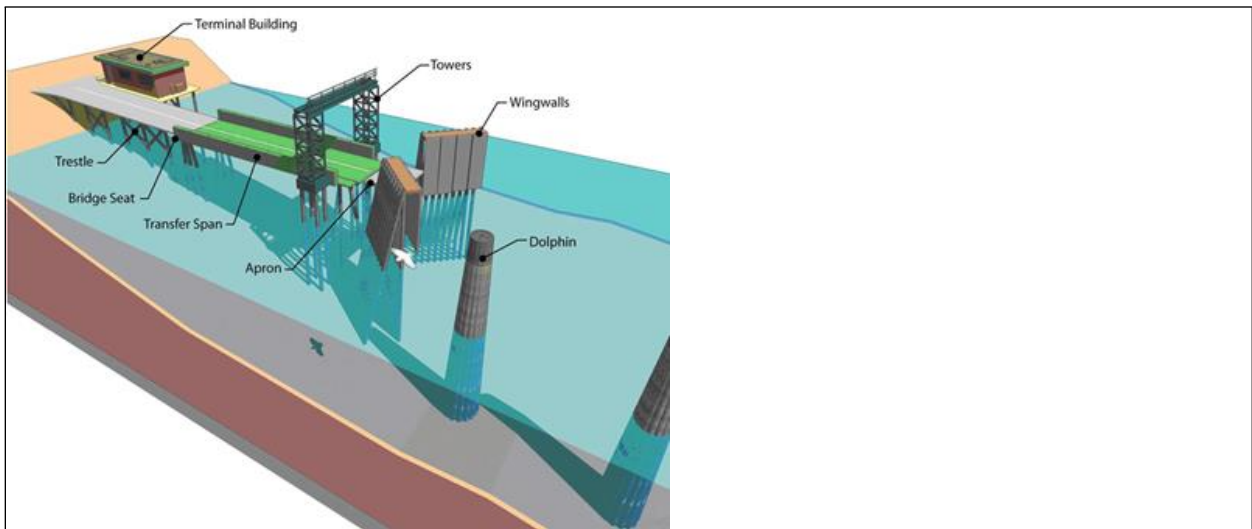
1. Install a light at the end of the dock on Fauntleroy that would remain green for north/south traffic and turn to red only upon sensing off loading dock traffic. This would free up Washington State Patrol/Seattle Police to go up and down the queue on Fauntleroy, ticketing for bad behaviors such as blocking driveways, line cutting, and unsafe U-Turns as well as towing cars that are illegally parked in the queue lane. This labor needs to be budgeted as essential and would go a long ways in making Fauntleroy safer during high peak hours.
2. Motorist bad behaviors could be minimized if a formal queue lane was established

along Fautleroy on the east edge of Lincoln Park. Cars would enter at the north end of the Park with a structured U-Turn for north bound cars, and exit at the very south end of the Park onto Fautleroy. Some parking inside the park would be lost – however parking along the west edge of Fautleroy would be open to the public all day and not close during the long rush hour period.

3. Given the success that Kitsap County has had with its passenger only ferries, I have to wonder how WSF is forecasting passenger demand and as such, the need for Fautleroy to handle passengers via an elevated passenger terminal. Any such structure should be as unobtrusive as possible. I'd like to see the passenger walkway remain on the south edge of the dock but with a roof for weather protection and any elevated piece placed at the very west end of the dock. I have to say that the Mukilteo elevated walkway is well done with its attention to native art and would hope that similar aesthetics would be planned for the passenger area at the Fautleroy terminal.
4. Washington State concluded in 1980 that Fautleroy Way could handle 1.25 million cars per year. Since then, Fautleroy Way has lost 2 lanes, overall speed was reduced and in two sections, speed was further reduced to 20 mph to accommodate schools. In its 2040 long-range plan, WSF quotes 1.65 million vehicles crossing in 2017 and projects that 1.9 million vehicles will use this terminal by 2040, clearly exceeding the 1.25 million maximum identified in 1980. At a minimum, the missing 2 lanes need to be restriped back and the speed increased to 35 mph.
5. Incentives need to be given to encourage people to use the ferry outside of rush hour, such as reduced fares.
6. The blocks south of Wildwood need protection from drivers, frustrated from waiting in the queue to travel east on Wildwood, who leave the line and speed on these residential blocks. A series of speed cushions are needed for these blocks.
7. Stagger offloading of motorcycles in the mornings in order to avoid the collective roar through the neighborhood.

Some of these are simple and some are not. But most involve WSF and the City working together to make the ferry a better neighbor.”

## Terminal design/size/location



2/10/2022 – CAG member inquires about the scope of the Fauntleroy replacement project, specifically asking whether the Towers, Wingwalls and Dolphins are part of the project:

“I would like to confirm that the Towers (other than replacing the cables with hydraulic rams), Wingwalls and Dolphins are not part of this project.”

12/13/2021 – MoP writes WSF to consider how updates to the Fauntleroy dock may reduce the view from her home:

“As a 39 year resident in this house overlooking the Fauntleroy Ferry Dock, I’m sure you are aware of the impacts that have taken place to reduce our views over those years, so I hope and pray everyone is being cautious and mindful that we can’t afford to lose any more. The increase in the traffic queue, making it so difficult to get in and out of our driveways is bad enough, but to see our precious views continue to diminish is really devastating.

Please keep us informed of your continued progress with this project. I’m 87, with macular degeneration and am hard of hearing, so am prevented from attending your sessions, unfortunately. I was on the FCA board for over 20 years and have always been interested and [email cuts off here]”

12/2/2021 – CAG member writes WSF to share a project alternative solution:

“I have a late entry to add to the alternatives. Double deck the dock. I understand the cost may be an issue. However, it would address the capacity issue while not changing the foot print.”

11/22/2021 – MoP writes to WSF to share their opposition for expansion of the Fauntleroy Ferry dock and provides alternative solutions:

“I am writing to express my deep concern about any potential increase in the ferry traffic from the Fauntleroy ferry dock. ... I believe a better solution is to revise your existing Fauntleroy schedule (maybe run on the hour versus 30 minutes) to allow for a ferry boat from Southworth and Vashon to downtown Seattle. This will lower the vehicle traffic in our neighborhoods and cut pollution at the same time. I would also add a “Good To Go” ticket lane to help alleviate the back-ups onto the street. By spending the money for a downtown terminal versus expanding

the Fauntleroy ferry dock, you would be investing in a long-term solution and help us address global warming. Other benefits would be less wear and tear on our roads and the West Seattle Bridge. “

11/22/2021 – MoP writes WSF to share their opposition for expansion of the Fauntleroy Ferry Dock due to the potential increase in traffic it could pose in the Fauntleroy residential area: “I am firmly opposed to any expansion of the Fauntleroy ferry dock. Please work to develop ways to reduce the existing ferry traffic.”

11/4/2021 – MoP writes WSF with technical question about overwater coverage requirements and the size of the Fauntleroy dock: “One technical question. Considering only overwater coverage requirements, can an increase in size at the Fauntleroy dock be mitigated by removal of an equal area from the former pier 48 dock?”

11/2/2021 - CAG member, writes the project inbox to share concerns about proposed terminal alternatives:

“As a CAG member, I am anxious to review the options for replacing the Fauntleroy terminal and improving traffic flow. While I believe an expanded terminal dock is the best solution, I am open to all feasible solutions including Good-to-Go, moving the toll booth and lengthening the dock as well as anything else that will move more vehicles while disrupting the neighborhood less. The issue I have with some proposed alternatives is their conflict with one of the major goals of this project - a proposal that benefits ALL stakeholders. I fail to see how many of the suggestions I have read provide any benefit to either Southworth or Vashon ferry riders. I trust that while future meetings will not produce a "perfect" solution, we will get closer to win-win-win.”

11/2/2021 – MoP writes WSF with suggestions about potential alternatives:

“I received an update letter from your Dept, in re; the Fauntleroy Ferry Dock, of which I had made suggestions to deal with the Dock's possible:

- \* Repairs
- \* Replacement
- \* Relocation
- \* Re-Routing

All of which it seemed were "Possibilities", but none of them being probabilities ie; completely up for debate.

In the update I just received:

I did not see where it updates me on "What exactly if going to be done about the Dock ie; "What is the plan for the structure in whole? What has been proposed? What PHYSICALLY is going to be done with the Dock and Traffic etc...?" As I was just now typing to you, my "inventive mind" just brought a thought into focus. In thought of the traffic and location of the Ferry Terminal: Just North of Lincoln Park is a road that runs from Lowman Beach Park, to 48th

Avenue SW, to SW Graham Street, all the way to Fauntleroy Avenue West & East bound.

Here's my thought in re; Traffic from and too...#1- Create Full Landing Parking Lot in water. Not to disrupt the streets as much. Large enough to hold Toll booths as-well the majority of traffic. (Is there a true need for a limitation as to the size of this Parking-Ferry Terminal Plot?)

11/1/2021 – CAG member writes WSF about the possibility for the relocation of Fauntleroy terminal:

“Curious if the scope of this group includes the possibility of a recommendation for permanent closure of the Fauntleroy Terminal and therefore creation of another set of public groups for siting and building a new dock elsewhere? If this is possible, and given this relocation is roughly a minimum 10-20 year project (potentially longer), can you also confirm we would still need to address interim Fauntleroy terminal improvements. Therefore this group should plan for at least an interim (10-20 year) continued use of the Fauntleroy terminal and our committee work should continue regardless of possible terminal closure. “

11/1/2021 – CAG member writes WSF with questions they would like answered in advance of the upcoming CAG meeting on 11/3/21:

“Thank you for these documents. In advance of our meeting on Wednesday, I would like to the following questions/issues addressed please:

1. I would like to see the corrected copy of the “Accommodate ridership forecasted...” page to reflect the corrected number of bike and walk on passengers. The original number was grossly inflated by including car passengers in this count. Could you send this out to the CAG group prior to our meeting? Simply putting a revised report on the website does not adequately inform the rest of the CAG group of this change.
2. Which brings to me to the need to install an overhead passenger loading ramp when there is only a small number of daily walk-on’s and almost no accident or injury statistics identified.
3. In the June 30th Final & Long-Range plan page 6: Overall ridership is down 13% since 1999 even while population growth has increased in Kitsap County and Vashon. These seem to be at odds with WSF assumption of future growth for the Triangle. In fact, the City of Seattle’s 1997 resolution 29566 agreed that there should be no further expansion of the West Seattle ferry dock and efforts should be made to reduce the amount of traffic. The conditions that lead to this decision has not changed whatsoever. Repairing the dock to bring it up to seismic and environmental standards is understandable but expanding this project well beyond this objective is incurring massive expenses when funding is quite limited.
4. January 26, 2009, Dow Constantine’s letter to David Mosley, WSDOT included the following statement: \*\*First, Fauntleroy is different from most other communities that host a WSF docking facility in that it receives virtually no direct benefit from ferry operations. Ferries are a lifeline for island communities, and a significant convenience for the Kitsap Peninsula. They funnel workers into downtown Seattle, as well as smaller



employment centers. And, ferry traffic benefits at least some businesses in the traditional downtowns of Edmonds and Mukilteo. In contrast, Fauntleroy is a residential neighborhood and ferry traffic largely bypasses its small business district. Drivers who exit the ferry are just passing through on their way to somewhere else. \*\*I include this statement as it was written in support of redirecting a significant portion of ferry traffic to downtown where they are closer to their final destination. This includes expanding the walk on ferry system so that passengers travel directly to downtown.”

10/25/2021 – MoP writes WSF, members of city council and the legislature about their opposition to expansion of the Fauntleroy terminal:

“The existing ferry traffic coming out of Fauntleroy exceeds the tolerable level any community should have to deal with. The impacts on communities such as South Park, Westwood, Morgan Junction, Gatewood, Arbor Heights, Fauntleroy, Highland Park, Delridge are unhealthy and reduce the quality of life in these communities. I am firmly opposed to any expansion of the Fauntleroy ferry dock. “

10/21/2021- MoP writes WSF and members of the legislature about her opposition to expansion or enlargement of the ferry dock and instead urges some direct ferry service to downtown Seattle, and adoption of the “Good To Go” system for the ferries.

10/21/2021- MoP writes WSF to express concern and opposition towards the potential expansion of the Fauntleroy ferry dock:

“This issue of attempting to expand the Fauntleroy ferry dock has been going on for over four decades and has been repeatedly rejected by the residents of West Seattle, the Seattle City Council, King County Council member Greg Nickels, Seattle Mayor Royer, and Washington State Senator Phil Talmadge and others. And for good reason.

Instead of eliminating single destination ferries to Vashon and Southworth, which exacerbates vehicle congestion in the immediate Fauntleroy, Gatewood neighborhoods, or implementing more passenger only ferries from Vashon and Southworth that take riders directly downtown, or making a concerted effort to reduce the number of single occupancy vehicles (SOVs), the ferry system has greatly added to the pollution, congestion, and road-rage incidents being forced on tax paying, voting citizens of the Fauntleroy, Gatewood and Morgan Junction communities.

During the past forty-plus years, there has been no reduction in the 80% of single occupancy vehicles that use these routes. And while it has been shown that auto emissions are the highest source of green-house gasses, in a time where we suffer as a City, State and nation over global warming, further enabling an increase in an ever-growing number of vehicles from outside King County into these residential neighborhoods is totally unacceptable. While the City of Seattle makes more and more efforts to reduce residents use of personal vehicles, by among other things encouraging the use of public transportation, it is ludicrous to enable more cars and SOVs from outside King County to wreak environmental havoc, while increasing the already in-

tolerable congestion into West Seattle.

Instead of increasing the size of the Fauntleroy dock, Washington State Department of Transportation (WSDOT) and Washington State Ferries (WSF) should concentrate on working with King County Metro to coordinate getting ferry riders to their destination, and adding passenger only boats that take riders directly downtown - where it's been documented that over 78% of the riders coming into Fauntleroy go."

10/17/2021 – MoP emails project inbox to advocate that the new ferry terminal be able to accommodate a 144-Car Class ferry when it is fixed; MoP shares:

"This will make commutes much shorter, increasing ridership and tourism onboard. They will even rival the Jumbo Mark II class in daily ridership, allowing them to fill in for and eventually replace it. Its shallow draft could even allow the 144-Car Class to even fill in for the Kwa-di-Tabil Class ferries. This ferry could maybe service any route with the fewest carbon emissions. As such it will likely become the pride of the fleet; also likely to increase tourism onboard especially at first. Having more of the 144-Car Class will be a greater pride boost to the pride of the fleet. If a vessel gets more sister ships, it is a tribute to the value of the vessel. It leaves a bigger mark on history. The 144-Car Class ferry will be no different.

The 2040 Plan however is currently based on a worst-case scenario of the Fauntleroy Terminal remaining a problem twenty years from now. Washington State Ferries wants to condense the fleet to more efficiently use their funding (a lot of which is your tax money). But the Fauntleroy terminal prevents them from doing so completely. Probably following the production of the 5 additional Olympic-class ferries currently on order, a whole additional class of ferries will be built just for Fauntleroy triangular route; the 124-Car Class. The fleet doesn't want the 124-Car Class, but they have to have it because of Fauntleroy Terminal. It's a necessary evil! Having these ferries will be a 50-year reminder of our inability to solve this problem. It will cost us extra tax dollars not only to have purchased this extra ferry class but also to maintain it. The fleet also likes ferries that can service different routes in a pinch. I don't trust a ferry class built especially for one route to do this.

Making the transition from Olympic Class to 144-Car Class production as seamless as possible will reduce costs further if they share similar manufacturing processes. This transition could also allow the fleet to cancel some to all of the upcoming 5 Olympic Class ferries in favor of 144-Car Class ferries. Construction of the 124-Car Class will disrupt this transition."

9/29/2021 – CAG member shares a vision for the project and suggests solutions to several challenges:

#### First, The Vision

Envision a modern efficient dock built on time and on budget. A dock built to withstand seismic and climate challenges that will enhance the natural and human environment. Designed to be as appealing to view as the ferry boats. A dock moving transportation into the future with rapid processing, loading vehicles at 6-10 per minute. A sleek terminal with amenities. An improved

near shore environment with decreased creosote, more over water natural light from the raised dock height, improved warm lowered directional lighting, and decreased noise. A dock with a system that collects and treats runoff to prevent polluted water from entering Fauntleroy Creek and Fauntleroy Cove. All this accomplished with no or minimal expansion.

#### Replacement, not Expansion

The title of the project is Terminal Trestle and Transfer Span Replacement. There is no funding currently approved by WA State legislature for expansion. The site is extremely constrained, with a pump facility bordering one side and a viable salmon stream on the other. For 42 years Fauntleroy, the surrounding communities, their state representatives, City Council members, Mayors, King County executives and others have opposed expansion. Increasing vehicle volumes makes even less sense now on this now downsized 2 lane, 25mph residential street with Rapid Ride services to Light Rail Stations. This was the only dock in the system to improve its on time performance in 2019, due to schedule and operating changes developed in cooperation with WSF and representatives from all three communities served. Subsequent to these changes, on-time performance averaged at 90%, among the best in the system. Boats left full, Vashon complaints plummeted. Problems can be solved without building overwater.

#### Spread the Peak, Speed the Board

There are 4-5 hours a day of rush hour. Rush hour delays occur at every vehicle transportation corridor, all freeways, all ferry routes. All other times load here without backups or delays related to the dock even with this size dock and with the antiquated tolling. All sailings possible should be dual destination, especially when 2 boat schedules or during weekday or weekends rush hours. WSF should follow the 2040 Plan and the three recent legislated studies recommendations to reduce and spread the peak and speed ticketing and boarding.

- Maximize utilization of system capacity through adaptive management strategies to spread out peak demand such as an expanded reservation system, improved fare collection methods and fare structure.
- Promote mode shift through investments in technology and infrastructure that promote and prioritize HOV, pre-ticketing, walk-on and bike-on passengers and improved multimodal connections.

#### Ticket Holders Lane, not Ticket buyers Lane

Backups can and do occur at any hour due to unavailable boats, crews, marine conditions, Vashon medical emergencies, large events and other non-dock related problems. A larger dock will not solve this. A two-boat backup now during Covid occurs regularly and at peak times means 250+ cars must be accommodated, way beyond the scope of any imagined expansion. There is space for more than 180 cars in the ferry holding lane from the dock to the gas station at the north end of Lincoln Park. The ferry holding lane will always be necessary on Fauntleroy. It should be used and turned into a Ticket Holders lane, not a Ticket Buyers lane. Vehicles could then load at pre-ticketed speeds well within current dwell times. This is accomplished first by requiring all vehicles to have a ticket before entering or queuing for the dock. WSF purchases the gas station, moving ticketing booths there and leaving the scanning at the dock choke point. Online tickets continue to be promoted; these pre-ticketed vehicles directly access the queue. Improperly ticketed or non-ticketed vehicles are sent 1 mile north. This is very cost effective. There are no added personnel, no immediate fare changes needed for implementation, it has reduced construction costs, it utilizes existing pavement already signed for peak rush hour use, already SDOT approved for this use. Good-To-Go type ticketing or a

hybrid with the toll booth operator clicking a button to add passengers could be incorporated at a later date if technology is satisfactory to WSF needs. It does not require residential home purchases, reduces overwater construction, allows more time for the ticket transactions.

#### Overhead Loading increases Overhead costs

Overhead loading is a large capital expense and adds a long-term increase in staffing. It increases ferry operational costs, maintenance costs and requires boat modifications and backup systems. It decreases the chances that WSF will meet its mandated operational costs coverage. Gains in operational efficiencies opportunities are minimal for simultaneous loading. These opportunities can also be gained by changing the timing of the loading of pedestrians, motorcycles and bicycles. Cost savings is tens of millions. Safety data for multimodal loading is good system wide. The two other docks on this route do not have it. It could be funded as a separate project for all three docks at the same time if studies warrant it, at a later date. Safety measures currently in place including the traffic police are more essential. Road rage has led to guns pulled here.

#### Build Boats and Bridges

Cost overruns are a given in Ferry projects. Mukilteo cost about \$187 million so far, still not fully completed. Colman was funded in stages, construction started at \$350 million, and is now \$490 million with mission creep and corrosion problems continuing increased funding needs. The Marine Highway is our most expensive highway system. Since 1951 it has been “temporary” until bridges could be built. Inadequate vessels are a long-term unresolved problem. The system needs 21 boats to fully operate, currently has 17, with a significant number aging out. WSF must prioritize cost savings in terminal replacement and ask for boats. Where possible bridges should be built.

9/15/2021 – CAG member writes WSF stating:

I read through the 2040 Plan and the referenced 2018 UW study. Neither appeared to address the 1981 study that the Fauntleroy dock being suitable unless annual traffic exceeds 1.25 M cars per year. (We are well over that number). Nor the City of Seattle’s 1997 resolution 29566 that there should be no expansion of the dock and efforts should be made to reduce the amount of traffic.

Could you please comment on these two issues at our next meeting? I am having trouble reconciling the current plan with the prior analysis.

9/7/2021 – MoP writes WSF Assistant Secretary Patty Rubstello inquiring if a decision has been made to expand the Fauntleroy Ferry Terminal dock in light of conflicting and confusing statements contained in funding authorization language on the WSDOT website.

8/18/2021 – MoP couple writes the project inbox with suggestions to the P&N statement suggesting:

“Location: There is an assumption that service from Southworth/Vashon will not be relocated. If the criteria/justification for maintaining the existing location exists, this must be clearly stated in the Purpose and Needs as background information along with a link to the supporting data. “

8/16/2021 – MoP writes WSF stating:

June 30 2009 Final & Long Range Plan pg. 26

Based on comments heard at the Fauntleroy public hearing and comments received by the

<p>City of Seattle, the concept of expanding the Fauntleroy dock (as proposed in the Draft Scenario A) was not viewed as feasible. As a result, the project was removed from the Revised Draft Plan, and WSF will investigate all possible roadway and right-of-way options, if expanded vehicle holding is needed.</p>
<p>8/2/2021 – MoP suggests a new location for the terminal be considered -one that has capacity for a large agency facility, and that space for microenterprise might be a good idea to consider if within WSF purview to include in terminal design.</p>
<p>7/29/2021 – MoP forwards an idea from the Vashon Ferry Riders Facebook page about a ticket holders line.</p>
<p>7/14/2021 - MoP suggests the best way to achieve various goals for the project could be by constructing a floating dock, additionally providing a pdf document of a self-drawn overview diagram of their proposal.</p>
<p>5/28/2021 - 6/10/21 – MoP inquires with King County Wastewater Treatment Division about the Barton Street Pump Station’s access needs for inspection and maintenance, whether WSF will have the option to purchase adjacent property, and whether KCWWD and WSF will be working on restoration together. King County shares the comment with WSF for tracking.</p>
<p>5/24/2021 – Fauntleroy Community Association (FCA) president writes WSF Assistant Secretary that FCA supports the project, but does not approve of increasing the footprint of the structure over water, the purchasing of resident homes, or the alteration of Cove Park for the project.</p>
<p>5/3/2021 - MoP asks how the future design of the terminal will affect a property they are thinking about buying.</p>
<p>4/22/2021 - MoP would like to see refitting of the future dock within its current parameters since they just remodeled their home to fit the views of the current dock structure and mentions it would maintain the neighborhood feel.</p>
<p>4/20/2021 - MoP states they have seen the ferry traffic increase to the point where it is having a negative impact on the community. “I believe the only solution is to move the ferry dock out of our beautiful neighborhood.”</p>
<p>4/9/2021 - MoP writes that WSDOT needs to stop relying on assumption that West Seattle is opposed to a second slip at Fauntleroy and suggests WSDOT provide the Fauntleroy community with a better explanation of second slip benefits such as reducing backups of cars.</p>
<p>3/26/2021 - MoP shares that the “...terminal presents challenges with vehicle queuing on Fauntleroy Way, with only one shoulder holding lane to serve two destinations and a small terminal, with only enough dock space for approximately 80 cars (that is served by three 124-car Issaquah class ferries) using a single slip. Only if enough dock space is provided to allow at least one-ferry’s capacity on the dock will the current difficulties with loading, on-time sailing, and rider dissatisfaction be removed. In short, by the time of the completion of the Fauntleroy terminal project, the dock must be able to hold at least 124 cars.”</p>
<p>2/12/2021 - MoP requests WSF move the dock .5 miles south of Salty’s restaurant, adjacent to but not part of Terminal 5. Mentions minimal view impacts, large holding lanes, and vanpool</p>

lots. Involves purchase/long-term lease of land from the Port of Seattle.

1/12/2021 - MoP writes that the Fauntleroy dock needs to be large enough to accommodate a fullload for whichever vessels will serve the route and must include a way to load passengers and cars simultaneously.

12/15/2020 - MoP requests WSF determine if the current site (at Fauntleroy) is the best location, stating: "The site has very difficult constrictions for rebuilding. There are environmental concerns regarding the stream, eel grass beds. There is a pump station permanently restricting the choke point entry. Continuing operations during construction is a tough problem. The terminal is in a residential zone. Can it be moved? "Seattle has refused access at Colman Dock, use of Terminal 46, or Terminal 5. Fauntleroy is Seattle, with difficult and currently absent bridge connections and projected increases in traffic problems with urban up zoning expected. Fauntleroy Way is a two lane road with 25mph speedlimits. WSF claims to have statistics that vehicles travel equally to destinations north and south of Fauntleroy. What about locations in Burien, such as the extension of route 518 connecting to Sea- Tac? Seattle Parks has codes against use of park space such as Lincoln Park. Multiple houses would need to be demolished to place the dock on the south border of the park (if park land itself was not to be used), or to expand the footprint at the current site. Either plan would invoke community wrath."

### **Ticketing/fare rates**

1/10/2022 – CAG member writes WSF to inquire about ferry loading and fare collection operations:

"Could you please forward this email to appropriate person in operations? I would like a response.

There is an ongoing challenge with Southworth to Vashon ferries via Fauntleroy that is reducing fares collected.

The first issue is the crew is not loading the Vashon-bound vehicles on the upper level wings, which in-turn makes it possible to track the Vashon-bound passengers when the vehicle exits on Vashon.

The second issue is the dock workers are not collecting fares on Vashon.

My most recent experience with this situation was the 7:20 pm Vashon-Southworth ferry on December 22. All the Vashon vehicles were loaded on the lower level, which was totally blocked when the Fauntleroy to Vashon vehicles were loaded. When we did exit, it was clear no one had been waiting to collect fares.

What is the ferry system doing to collect these fares in the future?”
3/18/2021 – MoP writes asking if there is a law precluding WSF from implementing a passenger-rides-free policy and why WSF hasn’t experimenting with a Good-to-Go scanner in at least one of the toll booths, even if for only no-passenger vehicles?
1/12/2021 – MoP writes about streamlining ticketing processes.
12/15/2020 – MoP writes WSF stating: Determine how best to process and hold vehicles. Good to Go? Mandatory pre-ticketed? Toll one way east bound? Toll booths with prolonged transactions must be a thing of the past. Choose how to automate processing. Must street lanes be “holding” lanes?
12/8/2020 – MoP asks if WSDOT/WSF are still considering “Good2Go” passes.
12/6/2020 – MoP writes after 12/3 stakeholder webinar saying the meeting went well and the new terminal design must focus on the choke point. Serious planning and directional tolling should proceed, tech engineers recommended fare structure change at the Triangle route and the Fauntleroy rebuild is the perfect opportunity to implement those changes. License plates can be utilized to measure over height/length of vehicles for fares and passengers can be quantified if desired in several ways. If cars proceed at 5mph via “Good to Go” passes, a 124-car dual destination vessel could be loaded on time with this size dock, allowing any new additional lanes to be utilized flexibly for carpools, buses, bikes/motorcycles, turnarounds.

<b>Environmental impacts</b>
<p>10/18/2021 – Fauntleroy Watershed Council writes with Fauntleroy Creek considerations:</p> <p>Fauntleroy Creek is an anadromous stream discharging into central Puget Sound a few yards south of the Fauntleroy Ferry Terminal. It typically flows north of its mouth through a tangle of driftwood to exit on the north side of the trestle. Releases by school children are the major source of coho juveniles in the creek. Smolts migrate to saltwater mid March-May and spawners come into the cove in September to prepare to enter the lower creek mid October-mid November.</p> <p>Washington State Ferries has a checkered history regarding stewardship of the creek. The most notable lapse occurred in 2001 when WSF scheduled pile driving during spawning season and promised to have a fish biologist monitor whether or not noise and vibration disrupted spawner behavior in the cove. WSF dismissed the biologist after one visit without notifying us. After this incident, WSF stewardship of the creek improved. Project leads now preview work timing with us to be sure it does not impact the creek. When the current project initially started, WSF’s environmental-compliance team met with me for a lengthy and productive discussion about possible implications for the creek and I offered to share whatever documents and data I could.</p> <p>Now that WSF has fully launched the project, I ask that project management take the following creek-related considerations into account:</p> <p><b>1. TRESTLE DESIGN</b></p> <p><b>Updating the trestle to current standards should keep polluted runoff from entering</b></p>

### **Fauntleroy Cove and improve spawner access to the mouth of the creek.**

I understand that a state-of-the-art system will be installed to collect vehicular fluids and other pollutants in trestle runoff so that it can be disposed of responsibly off site. Eliminating this source of pollution will be a step in the right direction to improve nearshore conditions for coho juveniles.

I further understand that WSF's current design standards will significantly reduce the number of piles. Given the orientation of the cove, drift logs naturally come in and get trapped by the piles, resulting in a thicket of piles in the creek channel, which often required dispersal by volunteers to ensure spawner access to the mouth of the creek. With fewer piles, drift logs may disperse naturally with tidal action.

### **2. OVERWATER COVERAGE**

Although increasing overwater coverage is not explicitly in the project workplan, it has come up as a possibility. These study findings speak to likely environmental implications:

Conclusions from 1999 and 2001 reports:

(1) Overwater structures create sharp, underwater light contrasts by casting shade over an area during the day. Light contrasts can also occur at night from artificial lighting surrounding a structure.

(2) Fish exposed to such underwater contrasts may have increased risk of mortality as a consequence of delays in migration, loss of schooling protection, and change in migratory routes to deeper waters.

(3) Despite considerable speculation that overwater structures increase the numbers and success of predatory fish, evidence supporting this contention is inconclusive.

(4) Overwater structures can reduce light levels 90 - 100 percent below ambient, which can significantly affect marine plant distribution and abundance, posing risks to estuarine ecosystems, especially where habitat is extremely limited and the shoreline is highly modified with piers and bulkheads.

[fws.gov/wafwo/Documents/EffectsofAction/Effects%20of%20Shade%20on%20Salmonids.pdf](http://fws.gov/wafwo/Documents/EffectsofAction/Effects%20of%20Shade%20on%20Salmonids.pdf)

WSDOT's 2002 study (*Effects of Large Overwater Structures on Epibenthic Juvenile Salmon Prey Assemblages in Puget Sound, Washington*) examined the effects of large overwater structures on juvenile salmon and their prey at three terminals. By extension, these effects would increase if the size of overwater structures increases. Researchers concluded that four interacting factors affected decreases or changes in epibenthos density, diversity, and assemblage composition:

(1) direct disturbance and/or removal by regular vessel disturbance,

(2) reduced benthic vegetation or compromised benthic vegetation function caused by shading and physical disturbance,

(3) physical habitat alterations (altered grain-size distribution from propeller wash or piling effects), and

(4) biological habitat alterations (increased shell hash from sea star foraging and reduced eelgrass density because benthic macrofauna disturbance).

[wsdot.wa.gov/research/reports/fullreports/550.1.pdf](http://wsdot.wa.gov/research/reports/fullreports/550.1.pdf)

WSDOT's 2010 study (*Assessing and Mitigating Dock Shading Impacts on the Behavior of Juvenile Pacific Salmon: Can Artificial Light Mitigate the Effects?*) examined if a fiber-optic lighting system might reduce the effects of ferry terminals on juvenile salmon (tested at the



Port Townsend terminal). Researchers found that using artificial light had promise as a mitigation method but could not determine if it could completely mitigate effects of the dock. [wsdot.wa.gov/research/reports/fullreports/755.1.pdf](https://wsdot.wa.gov/research/reports/fullreports/755.1.pdf)

### **3. PROP WASH IN NEARSHORE HABITAT**

As noted in the 2002 study, the continual churning of sediment in the cove by ferry arrivals and departures is worth examining as it impacts the habitat that coho juveniles find when they reach the nearshore.

As documented in WSDOT's 2019 report (*Ferry Vessel Propeller Wash Effects on Scour at the Kingston Ferry Terminal*), the magnitude of bed stress varies by propeller action (arrival or departure), vessel size, frequency, and natural topography. At the low end, scour from ferry wash is sufficient to disturb fine to medium gravel; at the high end, it is sufficient to disturb cobble. Such disruption of natural sediment processes has implications for seabed composition and water turbidity, which directly affect the abundance and diversity of flora and fauna in the nearshore.

### **4. CHEMICALS FROM VEHICLES**

I call to your attention (and that of WSF's environmental-compliance team) to the innovative work under way to understand the relationship of tire-related chemicals to salmon pre-spawn mortality in urban streams. Paul Levin, PhD, lead scientist with the University of Washington/Nature Conservancy Conservation Science Lab, has found that these chemicals are most concentrated in

stormwater runoff from streets where speeding and braking are prevalent. On Sept. 27, 2021, he responded as follows to my query about any data from moss-monitoring research near ferry terminals. As a user of the Fauntleroy Terminal, he is well acquainted with this area. While no hard data exist about the Fauntleroy Terminal, he suggests a possible correlation:

*Our approach to identifying pollution hotspots was 2-fold: 1) Knowing that we could never monitor all places, we wanted to come up with a statistical technique to predict pollution based on traffic volume, traffic behavior (speed, braking, etc.), land cover (how much pavement, etc.) and land use (industry, residential, farming, agriculture, etc.). Then 2), we ground-truthed our predictions. This showed that our statistical predictions of where pollution hot spots are was very good.*

*We do not have on-the-ground measurements from around the ferry but we do have estimates from our statistical model. It doesn't really highlight the ferry dock as particularly high, but it is clear that the roads leading to the ferry (Fauntleroy Way, Barton St.) are higher than surrounding areas in that part of West Seattle (but less than the roads leading towards Harbor Island, and certainly less than areas around South Park and the Duwamish River.*

We are fortunate that pre-spawn mortality has not been the issue with spawners here that it has been in other Seattle creeks. Having spawning habitat close to the mouth is a likely factor as their time in creek water is no more than 24 hours. However, were the volume of ferry traffic to increase, more speeding and braking would release more of these chemicals, resulting in increased risk of pre-spawn mortality.

8/2/2021 – MoP asks for a timelapse video camera to be installed so as to record Fauntleroy Creek and Cove to better understand wildlife use of the transition zone.

7/22/2021 - MoP asks what efforts WSF has made to reduce single-occupancy vehicles and promote

multi-modal transportation and integration with other transit agencies and routes.
6/3/2021 – MoP writes asking to install a camera on the ferry dock to capture tide time lapse of Fautleroy Creek log jam regarding Coho salmon passage.
3/3/2021 - MoP writes hoping upgraded facility is safe, balances nearshore infrastructure with salmon habitat enhancements, and features art/culture of Duwamish Tribe (if willing).
12/15/2020 - MoP requests WSF determine how best to improve conditions, specifically related to removing creosote, containing and cleaning runoff from the dock, installing non glare warm lights (“the current ones are abominable”), control noise pollution caused by the megaphone announcements, and finally through reducing the noise of loading.

## Funding

1/3/2022 – EAG member writes WSF to inquire about factors of the Fautleroy terminal replacement project, including ridership levels, cost and timeline estimates, need for preservation funding and potential allocation of funding:  “The WSF Electrification Plan prioritizes electrification of the central Puget Sound routes earlier than P.T/Coupeville and Anacortes/San Juans. Could you share some info on the factors that lead to this phasing? For example, how does ridership compare? (Are the central P.S. routes appx. 90% of the system ridership?) Also, are there issues with supplying power to those later routes that will take longer to resolve?  Are there any rough cost/timeline estimates for the Fautleroy terminal replacement project? Roughly how much do we think it will cost? When is the major spending likely to happen?  How would WSF deploy \$500m in new preservation funding if it were to be provided over 15 years? Would it be split something like ¾ for vessels and ¼ for terminals? Would it need to be staggered to support spending on specific major projects, or could it be used just as effectively if spread in even amounts each biennium?”
3/30/2021 - MoP writes asking for information on what the legislature approved for funding for improving efficiency at the Fautleroy Terminal.
3/30/2021 – MoP suggests WSDOT reallocate money for a second slip at Southworth to fund a second slip at Fautleroy.
3/10/2021 – MoP writes WSF asking for the request before the state legislature, the repair and replace funding proposal, and the basis for design document.

## Fautleroy/Vashon/Southworth route operations and planning

1/10/2022 – CAG member writes WSF to inquire about ferry loading and fare collection operations:  “Could you please forward this email to appropriate person in operations? I would like a
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response.

There is an ongoing challenge with Southworth to Vashon ferries via Fauntleroy that is reducing fares collected.

The first issue is the crew is not loading the Vashon-bound vehicles on the upper level wings, which in-turn makes it possible to track the Vashon-bound passengers when the vehicle exits on Vashon.

The second issue is the dock workers are not collecting fares on Vashon.

My most recent experience with this situation was the 7:20 pm Vashon-Southworth ferry on December 22. All the Vashon vehicles were loaded on the lower level, which was totally blocked when the Fauntleroy to Vashon vehicles were loaded. When we did exit, it was clear no one had been waiting to collect fares.

What is the ferry system doing to collect these fares in the future?"

1/7/2022 – Media representative with WestsideSeattle.com writes WSF to inquire about a barge nearby the Fauntleroy ferry terminal, and the WSF 2040 Long Range Plan:

"I have a question about the barge now at the end of the pier. I assume it's part of the terminal replacement project and that it is run by Orion but can you tell me what specifically they are doing?"

I'd like to publish a bit more about the plan. Is there a press release or other source that talks about the specifics of the plans for the terminal? I have assembled this... As part of the Washington State Ferries [2040 long range plan](#), the Fauntleroy Ferry Terminal has been in the process of being updated and replaced. That work is set to begin in earnest in 2023. In addition to recommending that the state build new ferries immediately, the plan includes investments in terminal improvements to support more reliable service, a focus on new technology and strategies to improve the customer experience and manage growth. The plan reflects extensive input from ferry customers, the public and stakeholders, including nearly 900 comments. More than 7,500 people participated in 32 public meetings on land and on board ferries and in two online open houses over the last 18 months.

[See the complete long range plan here.](#)

Can we get on your mailing list? We've been publishing as the West Seattle Herald continuously since 1923. We would appreciate being included in your press release and meeting notifications mailings. "

12/1/2021 – CAG member writes WSF to respond to a comment they read in the comment log, related to Fauntleroy's current operations:

">18-20 hours a day when under normal functioning 3 boat schedule this dock does not overflow it's 80 car holding lanes.

> During the 4-5 hrs of peak travel, "rush hours", the dock overflows. When boats are unavailable, or crew is unavailable or emergencies disrupt the schedule this dock overflows.

The commentator would have us disregard four to five hours of peak travel to consider whether the dock is operating efficiently. The peak travel times are precisely the times when most people are making use of the dock. The idea that we should judge the efficiency of the dock by the late night runs rather than the morning and afternoon runs is designed to minimize the problems with the dock.

The Fauntleroy dock is seriously under capacity for the traffic that passes through it at peak times each day. The neighborhood is impacted by the vehicles waiting on Fauntleroy Way and many of those vehicles are idling because they have to move periodically rather than being parked on the dock until loading begins. We should be focused on providing the best experience possible at peak travel times."

11/22/2021 – MoP writes about opposition to the expansion of Fauntleroy dock due to the potential for increase in traffic, and suggests project alternatives:

"I believe a better solution is to revise your existing Fauntleroy schedule (maybe run on the hour versus 30 minutes) to allow for a ferry boat from Southworth and Vashon to downtown Seattle. This will lower the vehicle traffic in our neighborhoods and cut pollution at the same time. I would also add a "Good To Go" ticket lane to help alleviate the back-ups onto the street. By spending the money for a downtown terminal versus expanding the Fauntleroy ferry dock, you would be investing in a long-term solution and help us address global warming. Other benefits would be less wear and tear on our roads and the West Seattle Bridge."

11/18/2021 – CAG member follows up on an email chain related to WSDOT crew numbers, inquiring when FY 2022 ends.

11/9/2021 – MoP writes WSF inquiring about the prioritization of Fauntleroy terminal replacement versus a Southworth terminal redevelopment:

"I understand that the Fauntleroy terminal needs to be updated before the Southworth one, but I don't know why WSF has that approach? I'm sure there's some good reasons; could you inform? Could they be done simultaneously??

As a Southworth area resident, many of us here think that the separate Kitsap Transit team's planning effort for their Fast Ferries' parking/dockage needs would be greatly improved by WSF's proactive and expedited effort to overhaul Southworth together sooner - so that Kitsap Transit could park their inactive boats there, and stops considering an impact on the delicate Harper Ferry ecosystem with their current notions of altering the dock there."

11/8/2021 – CAG member writes WSF requesting information about ferry crew rates between 2018 and 2022:

“Could please provide the following information?

# of retirees and resignations among ferry crews in 2018 and 2019.

# of new hires for ferry crews in 2018 and 2019

# of new crew trained in 2018, 2019, 2020 and 2021.

# of new crew expected to being trained in 2022.”

11/4/2021 – MoP writes WSF about signage to make lane numbers at Fauntleroy Terminal more visible for a driver:

“A comment from those of us who travel TO Vashon from BOTH Tacoma and West Seattle. The lane numbers are opposite at Point Defiance (1-4 from right to left) and at Fauntleroy (lane 1 is on the left as you board).

The lane number is easily visible from the toll booth in Tacoma but at Fauntleroy it is halfway down the tarmac.

Is it possible that you could consider some signage at Fauntleroy that makes it easier to see from inside your vehicle which lane is which?

The very busy people loading the boats at Fauntleroy are ALWAYS pretty grumpy and they NEVER smile or point anymore.”

9/29/2021 – CAG members writes:

My comments to the CAG span from the early days when there was some belief that WSF was somewhat sincere in saying they were considering moving the dock. Mr. Sowers’ comment last night leads me to believe that will be cost prohibitive, and this issue is a moot point despite him continuing to lead us all astray with the line “We are still looking at everything.”

My comments include a period where I thought after 3 studies recommending that a pilot Good-To-Go project be started here, it actually might. The continued argument that there are revenue problems and coast guard problems lead me to propose a hybrid system where the tech captures a license plate and the booth operator clicks a button to add the passengers. I am sure that never saw the light of day. It needs to be system wide is always argued. There are many examples of WSF solutions that are not system wide, including reservations, overhead loading, dock size relative to vessel capacity to name a few.

I also revived a proposal that originated on Vashon. This moved the ticket booths 1 mile away up to the gas station and required a user have a ticket before getting to the choke point. I was looking for anything that would make the line a Ticket Holders line. Preticketing in any form solves the dwell time load. WSF online ticket sales have done some real good, but progress is too slow.

Over the many many times I have seen the typical slide presentation over these years processing has never been included. It is always raise the dock, fix the seismic problem, and

increase the size.
I now doubt processing improvements ever really played a part in the planning.
7/27/2021 – MoP writes suggesting adding King County Water Taxi services to the terminal, with regular service between Vashon and Fauntleroy, and Fauntleroy and Downtown Seattle to reduce environmental impact transporting vehicles and encouraging multi-modal transit.
4/26/2021 - MoP sends letter with comments and questions regarding the WSF 2013 Origin-Destination Travel Survey and travel patterns for the Fauntleroy/Vashon/Southworth route.
3/30/2021 - MoP writes with four alternatives for WSDOT to consider:  “A. Add second slip at Fauntleroy then rebuild old slip. AND increase net capacity on dock to meet max boat capacity. Initiate auto ticketing including passengers, and all passenger loading AFTER cars, combined these minimizes load times. All Boats stop at all triangle docks for every run results in best economy, lesswait times. Combining these REDUCE long ferry lines in West Seattle (makes neighbors happy). B. Keep Fauntleroy at one slip and add NEW Burien ferry at Seahurst Park via 12th Ave and 148th to Freeway, C. REPLACE on time performance metric with maximum vehicle movement metric. Having boats leaving partially full drastically increases wait times and back ups into W Seattle, and D. planned additional slip at Southworth is not worthwhile UNLESS there will be direct car ferries to Colman, which is very doubtful as no new slips will be added at Colman.”
3/3/2021 - MoP advocates for signage around the Fauntleroy terminal to reduce confusion.
12/15/2020 - MoP requests WSF determine how best to load passengers/bikes/vanpools: “Overhead passenger loading requires elevators and bulky view obstructing structures to the far end of the dock for each slip. Thick short docks into deep water with large land side vehicle holding lanes makes this ideal. Very difficult to apply this to the exceptionally long dock needed here given the accumulation ofsediments. Consider last on, first offloading for pedestrians. Consider first on, first offloading for Van Pools. Consider last on, last offloading for motorcycles and bikes. Motorcycles need to be last off so a column of cars in front of them will keep them from violating speed limits.”
12/15/2020 - MoP requests WSF determine how best to decrease single occupancy vehicles: “Incentives? Fares? Vanpool lots? Where? Transit partners increased all locations? With what money?Just make Rules? Limited SOV slots? Parking lots on the Island or the east side? If you build it they willcome and use good transit. A dock capable of holding 124 vehicles would still have lines way up the street if it stays this cheap and WSF keeps making it easier to drive on.”

## Purpose and Need

**3/2/2022 – TAG member shares considerations about revisions to Purpose and Need document:**

**“I also have reviewed the final purpose and need statement and checked back on previous iterations. I wanted to let you know I think some of the edits to the final draft are clearer**

and more succinct. I also think the language is more accessible to the multiple entities that are involved in the process (meaning not just government agencies).”

**2/22/2022** -- CAG member requests Purpose and Needs document alter the way the combined walk-on and car passenger counts are described:

“I just watched the 11/9 TAG meeting and noted that their Needs & Purpose statement still includes the combined walk on & car passenger counts. I need to ask that this number be split out as so long as the proposal to add an overhead ramp is on the table. Only the number of walk on passengers should be reviewed against the cost of this addition to the project. Right now, the number grossly inflates how many people would take advantage of a ramp vs. the current set up. As noted during this meeting, there is a set budget so to appropriately allocate funds, we need to ensure we get the “most bang for our bucks” so to speak.

**Could these split numbers be presented at our next CAG meeting?”**

2/3/2022 – MoP requests link to screening criteria.

2/2/2022 – MoP offers additions to project alternative screening criteria:

“How effectively does this concept encourage carpooling, vanpooling and use of transit to reduce vehicle traffic on the triangle route? This will support:

- optimizing limited boat and dock capacity
- speeding boarding
- reducing traffic congestion at the dock and throughout West Seattle”

1/7/2022 – MoP requests link to relevant Mukilteo screening criteria and other relevant documents.

“I understand from Mardi that you suggested CAG members look at the Mukilteo Multi-Modal Project Level 1 screening criteria to get a sense of the kind of things that will be addressed in the next phase of the Fauntleroy dock project. Can you please send me a link to the relevant Mukilteo documents, and any similar documents for the Coleman Dock project? Thanks for your help.”

12/30/2021 – CAG member shares her thoughts on modifications to Level 1 screening criteria and considerations for Level 2 screening criteria:

“Level 1 and possibly some Level 2 screening criteria will be developed next for the “Repair and Replace Fauntleroy Terminal” project. Recently used criteria were provided for CAG review. My thoughts of some modifications to the Level 1 Mukilteo criteria include:

1. Alter the safety question to “Does the concept improve the safety and security at the terminal facility, and\*\*\_the intersection and the arterial \_\*\* compared to the existing?” This should be acceptable to WSF. WSF has already stated they are going to alter the

intersection. Perhaps this means a traffic light, perhaps something else. This site is entirely different from Mukilteo because of the vision zero, Seattle SDOT policies, constricted size of the two lane arterial, the bus stops, the van lot, the pump station, etc. The dedicated ferry holding lane on the arterial is permanent. WSF has long argued that space is not under their control while they have continued to utilize it and expand its signed hours of use. WSF needs to use Level 1 screening for a concept that improves the traffic problems with this terminal AND the arterial. Currently the police officer is the gold standard for terminal and community safety during peak hours. And, arterial traffic management. Reminder: this dock had guns pulled and pointed during a road rage line cutter incident. The WSF safety record on this dock is exemplary. All the individuals who have helped to establish these records are to be commended.

2. Add “Does this concept improve the local environment, preserve the residences and the parkland in this residential community?”

This is necessary. Certainly getting rid of the creosote improves the local environment. Losing parks and residences and fish habitat does not. Adding traffic does not. Land next to or even across the street from this constricted site is at risk of development and incorporation into an expansion or “altered intersection”. This screening criteria is directly related to the problem of a larger dock and larger vehicle holding area and the impact on treasures of our community. Cove Park’s 70 feet of sandy beach access is extremely well used in all seasons. Record number of Salmon returned this year to Fauntleroy Creek. Increased overwater coverage, overhead lighting, overhead structures, pollution and noise will not improve these valuable community assets.

3. Add “Does this concept improve vehicle processing, improve multimodal travel, decrease SOV’s, and potentially shift peak travel volumes?” Delete criteria 2C, the requirement that the concept have 1.5x the vessel holding capacity.

Improved processing is the Win-Win-Win for all communities served by this route. A “Ticket Holders line” accomplished by any of the many recommended methods leads to fast efficient loading no matter what the volumes. Shifting the SOV percentage from 80% (highest in the whole system) even to 70% moves the equivalent of 144 cars of SOV’s during the peak hours. Solving ALL the dock “inefficiencies” by any method moves only an additional 100 SOV’s during the same peak hours. Building at 1.5x the vessel capacity requires 186 holding spaces, or 9.3 lanes on the dock available for parked cars, more than doubling the dock size with attendant environmental impacts. Improve the multimodal or transit accommodations, not spaces for SOV’s. Colman Dock was not built to 1.5x vessel capacity, due to multiple constraints. There is precedent for not building to this standard. Building additional space for SOV’s increases their percentages, their use, and their volumes creating more peak hour traffic jams...not less.

How did the Colman Dock screening criteria differ from the Mukilteo criteria?”



12/22/2021 – CAG member provides input on Level 1 and Level 2 screening criteria:

“In reviewing the Mukilteo screening criteria, my general impression is that the process would be much more effective if the list of potential environmental effects in Level 2 were considered in Level 1. The three effects shown in Level 1 would screen out very little, resulting in bad ideas' continuing under consideration well after they should have been tossed. Though the 10 effects shown in Level 2 are still general, they do create a finer mesh that would enable only worthwhile ideas to advance. As volunteers, we should not be asked to spend time weighing options we know will soon be eliminated.

Also, considering Level 2 effects first will give us all a clearer indication of where options fall on the project's priority list. As you well know, volunteer time is precious and needs to be used efficiently.”

11/4/2021 – CAG member writes WSF with suggestions for the P&N statement:

“80% SOV at the Triangle Route is the highest SOV in the entire system. Changing that should be a goal in the purpose and need.

If WSF solves every inefficiency in operations during peak travel times an additional 126 cars could be transported during those 4 hours. Even a 10 decrease in SOV with a HOV occupancy rate of 2 would eliminate the need to transport 144 cars in those same hours.”

11/3/2021 – CAG member writes WSF with comments on the P&N statement:

“There is a mischaracterization of the Triangle Route Operational Efficiency. The statement says “The Triangle Route experiences lower on time performance compared to other WSF routes.”

The Triangle Route operates above system wide average on time performance, above other multidirectional routes, now and in the past.

This route was the only route to improve its on time performance in 2019, pre pandemic. This occurred by implementing a schedule change, not a structural change.

18-20 hours a day when under normal functioning 3 boat schedule this dock does not overflow it's 80 car holding lanes.

During the 4-5 hrs of peak travel, “rush hours”, the dock overflows. When boats are unavailable, or crew is unavailable or emergencies disrupt the schedule this dock overflows.

According to the 2018 TRAC study if all the factors that contribute to rush hour decreased efficiency (processing, sorting, loading, etc) were solved by any methods or combination of methods a maximum of 126 more cars would be loaded during those 4-5 hours. The major limiting factor for increased throughput is number of boats on the route, not operational

efficiencies.

80% of the 126 more cars transported (100) would be SOV's. That percentage has not changed in decades.

This dock already operates above average.

Expanding the dock to serve 100 more SOV's during rush hour is not needed or justified. We have learned that building more SOV capacity does not solve urban traffic problems, it creates more traffic problems.

The fiscal costs to all Washington taxpayers and the environmental costs to this community do not warrant including this "operational inefficiency" as a Need or a Purpose for this project."

11/1/21 – CAG member writes WSF with thoughts about the P&N:

"I will make note of your 'refined purpose and needs' statement (FFT\_P&N\_10.26.21), and the additional text that have been added under the need section. I do appreciate the addition of the text box that provides the definition. I see that the agenda is allowing for an hour of discussion on this topic. I am hoping that clear objectives can be set at the start of this discussion on what exactly you are asking from the committee members. Is it to rubber stamp the proposed document, the discussion will be just that, conversation amongst ourselves or are we able to provide substantive input?

One thing I noticed, in several places; that the LRP is referred to as the driving document – for WSF's 2020 System Electrification Plan as well – especially related to increased traffic, yet, in first and only mention of 'accommodate future electrification at the terminal to charge hybrid electric ferries' is listed in the goals section.

Another item – in the needs section; both under Operational Efficiency and Growth in Travel Demand, which also touches on Safety, is the 'sea change' that has occurred and the impacts that are resultant; the addition of the new service from Southworth to downtown. The numbers of passengers that walked on during the commute runs, I believe somewhat safe to say they were heading downtown on the C Line. The impacts of the bridge closure and Covid are also unknown. I know you have to use some information when developing forecast, but think it is safe to say, the numbers will never be what they were thought to be, how much less, there is the question - but, feel that it will be safe to say, fewer passengers walking on, crossing the street, etc."

9/14/2021 – MoP writes WSF with suggestions for the P&N:

"The purpose of the Project is to maintain safe, reliable, and efficient service on SR 160 between West Seattle and Vashon Island, Southworth, and communities on the Kitsap

Peninsula and beyond, consistent with travel and ridership needs.

WSF intends to support the 2040 LRP recommendations and achieve the purpose of the Project by accomplishing the following objectives:

- Replace aging terminal structures to meet current seismic, storm, and tsunami design standards.

- Raise the elevation of the terminal to accommodate future sea level rise.

- Pursuant to the 2040 Plan, provide operational efficiencies by:

maximizing utilization of system capacity through adaptive management strategies such as an expanded reservation system, an improved fare structure and fare collection methods, and others that increase efficiency, spread out demand, and prioritize walk-on and bicycle customers.

(WSF must identify specific technology improvements that it will make to speed boarding at Fauntleroy - this technology is already in use by WSDOT for the Highway 99 tunnel, the Tacoma Narrows bridge and by highway agencies throughout the county.)

promoting mode shift through investments in technology and infrastructure that promote walk-on and bike-on passengers and improve multimodal connections.

(WSF must propose specific changes to fares to eliminate SOV discounts and integrate passenger fares into the regional transit pass and E-Purse system established by ORCA transit agencies.)

- Improve safety and Americans with Disabilities Act (ADA) accessibility for pedestrians, vehicles, and bicycles.

- Use the 2040 Plan strategies and recommendations to Manage Growth and promote Sustainability to reduce the projected increase of an additional 255,000 vehicle trips per year through West Seattle, and minimize the impacts of those trips.

#### Project Goals

The 2040 LRP provides a vision intended to guide the future service and capital investment decisions for this critical part of the state highway system. The following Project goals are guided by transportation system goals and fiscal and asset management constraints established by the legislature and the 2040 LRP:

Meet percent on-time performance goal for the route that are consistent with the rest of the system.

Accommodate future electrification at the terminal to charge hybrid electric ferries.

Promote sustainable modes of travel, such as walk-on and bike-on passengers, and enhance multimodal connections at the terminal.

Foster social equity and community values.

Maintain and improve the quality of the natural environment

Minimize impacts to the human environment in Fauntleroy and throughout West Seattle.

Be technically and economically feasible for WSF to construct, operate, and maintain.”



8/27/2021 – SDOT writes the project inbox with suggestions for the P&N:

Following up on that discussion, SDOT has a few suggestions for changes to this if it's not too late:

Project Need:

(Either in operational efficiency or growth management sections) The project should also prepare for future operational practices and policies, including reservations, mobile ticketing, pricing incentives by sailing time and vehicle type, and the technologies necessary to implement these changes.

Project Goals:

- Promote sustainable modes of travel, such as walk-on and bike-on passengers, and

enhance multimodal connections at the terminal. Should also advance federal, state, and local climate goals and reducing drive-alone trips and drive-on passenger traffic.

- Minimize impacts to the built and natural environment and balancing between the two.

8/23/2021 – The Dept. of Ecology writes the project inbox with suggestions for the P&N stating:

“As requested, I am providing some feedback on the purpose and need statement. I mostly focused on the goals as a couple things stood out and prompted questions on my part. Please note I am not familiar with this terminal so I took a look at the surrounding area on Google maps – it largely looks to be residential West Seattle neighborhood that I assume has businesses mixed in (grocery stores, gas stations, restaurants, dry cleaners, etc.). If I am incorrect, then some of my feedback may not be as relevant.

#### Goal Statement: Foster Social Equity and Community Values

I think the crux of conflict often centers around access and how that access either isolates or integrates something like a ferry terminal with the surrounding landscape and whatever is in it. To that end, I think it is important to define or understand who constitutes your community and what you mean by values. The terminal looks to be surrounded by private homes or neighborhood and sometimes the concept of community values get lost in the concerns of individual home owners. I also found myself wondering if the users were the local neighborhood or do we have more folks coming from further afield as well as thinking about users being people on the other end of the route. Maybe a clearer way to approach this goal is to understand if the terminal as public space will have a design that protects people’s privacy (as home owners) or integrates with the neighborhood (shoreline access, trails, where do cyclists and pedestrians go when waiting for their ferry, what kind of space do you create for the public to access and who is accessing it).

I also would like to know if there should be a separate goal for tribal interests or if they are included in the societal equity and community values goal. I am thinking of how Mukilteo Multimodal addressed this topic. Even though the tribes are sovereign nations, they are also a community and part of society and have their own spaces too. Do they have more than just aquatic/fish concerns? What about historical/cultural considerations?

I also wondered if WSF had even defined a geographical area for the concept of community – are you targeting both ends of the route since that will constitute users and locals on the Fauntleroy end where this terminal sits? This ties in with what I was saying above.

#### Goal Statement: Minimize Impacts to the built and natural environment

For this goal, would WSF just be focused on minimizing impacts or also looking at ways to restore areas and would that action tie in with equity and values for the community? I also recommend really understanding local shoreline regulations. That is where I see the most conflict between communities and regulations. I assume the shoreline there is private property, but I recall a project where a fish barrier culvert as well as view from a public trail in the area caused consternation from the private home owners that were adjacent to the stream and trail where these two things were being addressed. It did result in delays to the shoreline

permits. I understand that might be wading into the weeds to early but worth thinking about what you mean by this goal. Also, should restoration be a separate goal, if one at all?

That about covers it. I think the purpose and need was pretty straightforward. I also think some of the goals like improving on-time performance are pretty straightforward. If I missed using some kind of form to submit these comments, please let me know. Anyone can call me if they have questions about these comments.”

8/23/2021 – King County Metro writes the project inbox with suggestions for the P&N stating:

“Thank you for the opportunity to comment on the preliminary Purpose and Need Statement for the Fauntleroy Terminal project. Under the Project Goals, bullet three (“Promote sustainable modes of travel, such as walk-on and bike-on passengers, and enhance multimodal connections at the terminal.”), transit integration should specifically be mentioned as part of multimodal connections. Metro has four routes that serve the Fauntleroy Ferry Terminal, including routes 116X, 118X, 119X, and RapidRide C Line. Currently, routes 116X, 118X, and 119X are suspended due to COVID-19 impacts. However, prior to the pandemic, Fall 2019 ridership shows over 300 daily boardings on weekdays at the stops at and adjacent to the terminal. Intentionally incorporating transit integration into the project’s goals will ensure that ferry users who ride transit will have safe, convenient, and cohesive transportation options.

Please let me know if you have any questions.”

8/19/2021 – MoP writes WSF with comments on the purpose and need stating:

“Following up on my Aug 17, 2021 comments on public access to all Advisory Group meetings for the Fauntleroy Terminal Trestle and Transfer Span Replacement Project, I want to comment on the Draft Preliminary Purpose and Need Statement dated July 19, 2021 provided to CAG members for discussion. The draft document proposes both a "Project Purpose" and "Project Need". Both the "Project Purpose" and "Project Need" expand the original stated intent of the project, which is to replace the existing dock structure.

While both the "Project Purpose" and "Project Need" list the physical and structural deterioration and seismic instability of the existing dock, they both include Operational efficiencies, Ridership forecasts and Passenger accessibilities. Specifically, the "Project Need" includes: Structural Reliability, Resilience, Operational Efficiency, Safety and Growth Management. Given the implications of something being listed as a "Project Need," I have serious concerns about this being an example of project creep.

The only "Need" around this project relates to the physical structure of the dock. The pilings and other support structure are failing and are seismically unstable. The dock is also too low to deal with the projected rising tides due to global warming. These have serious implications to the safety of passengers and crew who use the WSF system here in Fauntleroy. If not for these structural issues of the dock, this project would not be undertaken.

This project would not exist because of an issue with "Operational Efficiency." Nor would it exist because of a need for "Growth Management." Further, even the "Safety" issue has been expanded to include concerns that are unrelated to the true "Need" of replacing an unsafe

structure. Expansion of "Safety (need)" to suddenly include (a) all modes of traffic using the same transfer span to load and unload and (b) managing traffic at the intersection of the ferry dock and Fauntleroy Way SW, is clearly an example of project creep and outside the definition of a true "Need". If for example, concerns about all modes of traffic using the same transfer span to load and unload were a true "Need," WSF certainly would have addressed these same concerns on the recent major repairs/replacement of the dock at Vashon as well as other terminals at Southworth and the San Juan Islands. Similarly, to include relief of congestion on roads outside of WSF-leased property in Fauntleroy cannot be claimed as a "Need." In reality, this project is being undertaken to replace the existing physical structure for seismic and decay concerns and increase the height of the dock for tidal concerns. All other items listed are "Desires" or to use the document's terminology "Goals" and should be listed as nice-to-have, but-not-necessary true "Needs."

I would suggest that the stated "Purpose" be the replacement of the existing dock and transfer span while taking in to account an opportunity to consider Operational Efficiencies, Future Ridership and Passenger Accessibilities. The "Needs" statement should only include the replacement of the existing dock and Transfer span while "Project Goals" can include the Operational Efficiencies, Passenger Accessibility and Future Ridership."

8/18/2021 – MoP writes the project inbox with suggestions to the P&N statement suggesting:

“Location: There is an assumption that service from Southworth/Vashon will not be relocated. If the criteria/justification for maintaining the existing location exists, this must be clearly stated in the Purpose and Needs as background information along with a link to the supporting data.

Safety: Improving the safety of residents and passengers outside the terminal must be included and resolved. Specific areas of concern are the excessive speed of vehicles traveling to/from the ferry, vehicles making illegal turns to queue, and the potential for injury or harm to pedestrians trying to cross Fauntleroy and residents who must negotiate queued vehicles illegally blocking their driveways.

Growth management and environmental impact: Must include the impacts on the residential neighborhood. Exhaust from idling vehicles, light pollution and noise pollution will all increase with the anticipated growth noted in the background materials so we request that mitigation to these impacts be included and addressed as part of the project. Further erosion to the shoreline and Fauntleroy Creek, already adversely impacted by the current situation, must also be studied and mitigated.

Operational Efficiency: This must include automatic tolling and mitigation for traffic congestion in the neighborhood. In addition, managing ferry delays and boat/crew shortages must be addressed first because these factors currently contribute to significant backups and congestion. Just expanding the dock without solving for the problems that contribute to inefficiencies is pointless.

We are also requesting:

A commitment to interagency communication and coordination with King County Metro and Seattle Department of Transportation be identified and called out in your document. This is a small neighborhood and the growth projections for ferry ridership will need to have all three governmental agencies working together to ease impacts for ferry riders and residents.

The recordings of the other two advisory groups (TAG and EAG) which are currently not available on the website but, given that this is a public process, a link should be available on the website so that the public can review the content and provide additional comments.”

8/16/2021 – The Washington State Transportation Commission writes WSF with suggestions for the purpose and need stating:

“Reading through the statement document, there are not many comments I have. Overall, it seems really well thought out, however below are some thoughts on behalf of the WSTC staff: The plan seeks to accommodate ridership forecasts from the WSF 2040 LRP. Since the LRP was published in January 2019, it does not take into account any forecast changes since COVID. (Though, perhaps the LRP is a living document, and therefore this would be addressed with an updated version)

Along this same line, I was surprised to see no discussion regarding improved sanitization-related safety measures. “Safety” is listed as one of the project needs, however this is focused on collision prevention.

Finally, some of the project goals seem a bit broad, and don’t necessarily tie to any of the project objectives or needs. For example, one project goal is to “promote sustainable modes of travel, such as walk-on and bike-on passengers, and enhance multimodal connections at the terminal.” This is a great goal to have, however without a corresponding objective or need identified, I don’t see how this gets accomplished within the project.”

8/16/2021 – MoP writes the project inbox:

“The Purpose and Need Statement clearly identifies the issues in-play and provides the limitations DOT has when addressing these issues. I look forward to considering the alternative solutions for this challenge and working with the other stakeholders to come to a win-win solution.”

8/7/2021 – MoP writes WSF suggesting the purpose and need statement include addressing environmental issues, including a need for a stormwater retention system to treat water from the dock before entering Fauntleroy Cove, similar to the Coleman Dock water retention system. MoP similarly inquires when the meeting notes will be online.

8/3/2021 – MoP writes asking how to best suggest edits to the purpose and need statement.

- WSF replies stating the best way would be through the project inbox so comments can be shared widely with the project team for review and to the facilitator to log.

7/29/2021 – MoP suggests edits to the purpose and need statement to include the intended possible changes to the intersection, the loading, and safety needs as previously written stating:

“The simplified sentences would also allow consideration and discussions on alternatives that would otherwise be automatically excluded. Operational efficiency---The terminal needs improved cost efficient safe processing of vehicles, bicycles, and pedestrians. Safety—The terminal needs improved safe loading and unloading of all modes of traffic at the transfer span and the residential street.”



## Neighborhood Traffic

12/1/2021 – CAG member writes WSF to respond to a comment they read in the comment log, related to Fautleroy’s current operations:

“>18-20 hours a day when under normal functioning 3 boat schedule this dock does not overflow it’s 80 car holding lanes.

> During the 4-5 hrs of peak travel, “rush hours”, the dock overflows. When boats are unavailable, or crew is unavailable or emergencies disrupt the schedule this dock overflows.

The commentator would have us disregard four to five hours of peak travel to consider whether the dock is operating efficiently. The peak travel times are precisely the times when most people are making use of the dock. The idea that we should judge the efficiency of the dock by the late night runs rather than the morning and afternoon runs is designed to minimize the problems with the dock.

The Fautleroy dock is seriously under capacity for the traffic that passes through it at peak times each day. The neighborhood is impacted by the vehicles waiting on Fautleroy Way and many of those vehicles are idling because they have to move periodically rather than being parked on the dock until loading begins. We should be focused on providing the best experience possible at peak travel times.”

11/22/2021 – MoP writes to WSF to share their opposition for expansion of the Fautleroy Ferry dock due to the potential for increased traffic:

“I am writing to express my deep concern about any potential increase in the ferry traffic from the Fautleroy ferry dock.

The current noise, speeding and pollution from the existing vehicular traffic exceeds what any residential community should have to tolerate. The impacts on the West Seattle Bridge, and communities such as South Park, Westwood, Morgan Junction, Arbor Heights, Fautleroy, Highland Park, and Delridge are unhealthy and reduce the quality of life in these communities.

I am firmly opposed to any expansion of the Fautleroy ferry dock. Please work to develop ways to reduce the existing ferry traffic.”

11/22/2021 – MoP writes WSF to share their opposition for expansion of the Fautleroy Ferry Dock due to the potential increase in traffic it could pose in the Fautleroy residential area:

“The current volume of ferry traffic negatively impacts many of the West Seattle communities by forcing downtown commuters to navigate through our streets. This is a residential area with many of our children walking to school or the park. Ferry passengers in a hurry tend to speed in these same areas. Let’s help protect our kids and other pedestrians!”

11/10/2021 – MoP writes to WSF about concerns over impacts to the community from the

West Seattle Bridge closure and construction at the Fauntleroy terminal:

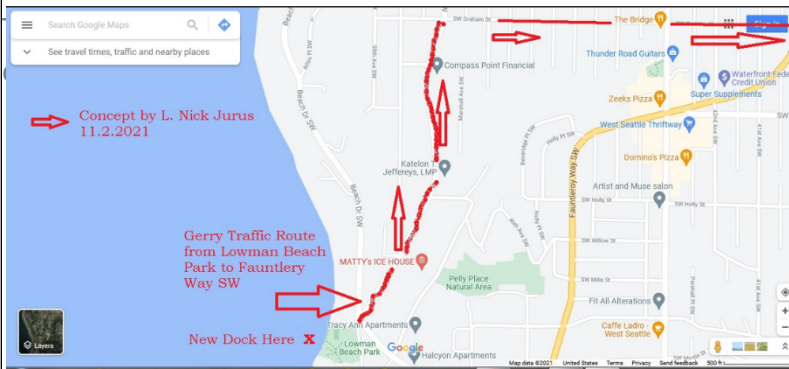
“My preference would be to not start the construction phase of the terminal replacement project until the West Seattle Bridge is back open to normal traffic. The projects may not seem related to people that don't live in the neighborhood but West Seattle is feeling very isolated right now and adding additional construction zones ahead of others getting completed is not desirable.”

11/2/2021 – MoP writes WSF with suggestions about how to ease traffic around Fauntleroy Terminal:

“ To Control the Flow of Traffic Leaving and coming to the ferry terminal:

- \* Set up, Traffic Arms at intersections along the route.
- \* Create a TIME ZONE of Commuter time -vs- Non-Commuter time
- \* Set Traffic Arms At Intersections the same as Railroads do, only not controlled by traffic

coming, but instead controlled by COMMUTER HOUR SET TIMES. This would block roads intersecting with the Route from Terminal-to-Fauntleroy, IN TIME WITH the Ferry Schedule. All other times, no operation of the Traffic Arms.



final arm set at the intersection SEATTLE to have direct pass onto Fauntleroy. This would allow a continuous flow of traffic from the Ferry Terminal to and onto Fauntleroy. I am attaching a Map from Google I copied to place my thoughts onto. Hope it all makes sense.”

9/16/2021 – CAG member writes WSF stating:

“Any processing solution that allows WSF to take advantage of the 180 car capacity of the dedicated ferry lane for rush hour on Fauntleroy would have significant economical, efficiency and environmental impacts. Vashon’s dock is smaller than Fauntleroy’s and backs up on the residential street during high volume commutes. It loads boats on time mainly because there is no toll booth or processing. Suggestions to improve Fauntleroy processing have included required preticketing online, Good to Go, a ticket booth facility north of dock entry, hybrid digital and manual ticketing and one way east bound tolling. Dual destination sailings whenever possible but especially during rush hours on weekdays and weekends and during two boat schedules would also solve some capacity and efficiency problems. Increase processing, not pavement.”

8/16/2021 – CAG member writes WSF stating:

“June 30 2009 Final & Long Range Plan pg. 6

*Growth, Ridership Demand, and Service Needs. Although WSF serves nearly 23 million riders annually, ridership is down over 13% since its peak in 1999. While there is population growth expected in many of the communities served by WSF, it is not clear how this will translate into increased demand for ferry service. Ridership has declined from 2000 to 2006 throughout the system, despite population growth in counties serviced by WSF ranging from 4% growth in Kitsap County to 14% in Island County during the same period of time.*

WSF, I recognize that COVID has played havoc with projections, but it appears that there may be a trend that ridership may not increase as much as expected due to the “work from home” trending today. Could you provide updated ridership projections for the triangle?”

*“June 30 2009 Final & Long Range Plan pg. 26*

*Based on comments heard at the Fauntleroy public hearing and comments received by the City of Seattle, the concept of expanding the Fauntleroy dock (as proposed in the Draft Scenario A) was not viewed as feasible. As a result, the project was removed from the Revised Draft Plan, and WSF will investigate all possible roadway and right-of-way options, if expanded vehicle holding is needed.*

WSF, After reviewing the 2009 document, I noted the above statement. In our next meeting, could you comment on how this changed to Fauntleroy dock replacement? I suspect I do not fully understand this process.”

6/3/2021 – CAG member shared article on uniformed police officer traffic control at the Kingston ferry terminal with WSF.

12/15/2020 - MoP writes WSF stating:

“Determine how best to load passengers/bikes/Van pools. Overhead passenger loading requires elevators and bulky view obstructing structures to the far end of the dock for each slip. Thick short docks into deep water with large land side vehicle holding lanes makes this ideal. Very difficult to apply this to the exceptionally long dock needed here given the accumulation of sediments. Consider last on, first offloading for pedestrians. Consider first on, first offloading for Van Pools. Consider last on, last offloading for motorcycles and bikes. Motorcycles need to be last off so a column of cars in front of them will keep them from violating speed limits”

11/8/2020 – MoP writes expressing concern about vehicle traffic patterns, specifically turning left, after landing in Fauntleroy, overall traffic concerns in West Seattle and suggestion for traffic signals or roundabouts.

10/1/2020 – MoP expresses concern over how an inadequate plan will leave the Fauntleroy community clogged with traffic.

## Community Advisory Group format or role

2/10/2022 – TAG member inquires about changing the time of future TAG meetings:

“3rd Thursdays are always bad for me. I have several standing meetings. I will not be able to attend and will need to follow up with someone for the materials and catch up. If these meetings can be moved to another day or use a doodle that would be helpful.”

2/2/2022 – CAG member inquires about the purpose of the March 16 CAG meeting:

“A question; you mentioned the first meeting will be to introduce us to the level 1 screening questions, what do you hope to occur in the second meeting? Will it be continued review of the screening questions or is the plan to move onto level 2? ”

1/24/2022 – CAG member inquires about dates for an upcoming CAG meeting:

“I am reaching out to see about the next CAG meeting, any idea when it will be held? Lots of things to discuss.”

9/29/2021 – CAG member writes project inbox asking for the recordings of the TAG & EAG meetings as well as asking how public comments are shared.

9/15/2021 – CAG member writes WSF stating:

“In person meetings do lend themselves to more collaboration. It is difficult to have a true back and forth conversation on zoom. Is it possible to ask CAG members if we could share our contact emails? Several of us already know each other, and have been able to share ideas and concerns. On the Task force we regularly asked members from Southworth or Vashon to clarify or expand on their solutions or concerns by email. This allowed us to “get on the same page” or realize addition roadblocks our own biases had failed to understand. Members of CAG who do wish to communicate this way could opt in.

I appreciate getting the public comments days before the next CAG, allowing time to read and understand the suggestions.

8/30/2021 – CAG member writes WSF asking how best to comment and when the next CAG meeting is.

8/16/2021 – CAG member writes the project inbox stating they’d be interested in the TAG and EAG meeting recordings or summaries when they’re available. MoP additionally asks how to access the most recent public comments inquiring: “Are they batched and released later or continuously being added? Somewhere on the project website?”

8/16/2021 – CAG Member writes WSF about the Final & Long Range Plan:

“I reviewing the 2009 document, I noted the above statement. In our next meeting, could you comment on how this changed to Fauntleroy dock replacement? I suspect I do not fully understand this process.

<p>June 30 2009 Final &amp; Long Range Plan pg. 6  Growth, Ridership Demand, and Service Needs. Although WSF serves nearly 23 million riders annually, ridership is down over 13% since its peak in 1999. While there is population growth expected in many of the communities served by WSF, it is not clear how this will translate into increased demand for ferry service. Ridership has declined from 2000 to 2006 throughout the system, despite population growth in counties serviced by WSF ranging from 4% growth in Kitsap County to 14% in Island County during the same period of time.</p> <p>WSF – I recognize that COVID has played havoc with projections, but it appears that there may be a trend that ridership may not increase as much as expected due to the “work from home” trending today. Could you provide updated ridership projections for the triangle?”</p>
7/30/2021 – CAG member writes the project inbox asking about a ridership table in CAG slide deck.
7/29/2021 – CAG member writes WSF stating she never received the comment log.
7/6/2021 – CAG member asks WSF about CAG roster and recordings being made public.
7/14/2021 – CAG member responds stating they shared comments from the CAG with the FCA meeting (7/13); they ask if they can share CAG information and how the public can provide input.
7/14/2021 – CAG member asks if comments made to the inbox would be shared with other CAG members.
7/19/2021 – CAG member inquires if ALL comments are shared or only the ones that WSF “wants to send out”.
7/20/2021 – CAG member concurs but reiterates the worry that WSF might just be “checking the box” without a “formal recommendation” as an advisory body.
6/23/2021 – CAG member writes WSF and the project inbox expressing concerns about the lack of CAG member socioeconomic and racial diversity, the commitment to group process when some CAG members noted access and relationship to elected officials and discouragement about whether members of the group are open to new perspectives in this process.
5/12/2021 – MoP writes asking if there are committee members representing students commuting to Vashon Island.
5/11/2021 – MoP writes asking if he can make a 20-minute presentation to the CAG or TAG about “established engineering designs” that’ll mitigate construction, service, and neighborhood dock replacement interruptions.
7/14/2021 – MoP follows up suggesting the best way to achieve various goals for the project could be done by constructing a floating dock, additionally sending in a pdf document of a self-drawn overview diagram of their proposal.

## Community involvement

2/3/2022 – MoP inquires about aspects of the project contract involving community

engagement:

“I am checking to see who was selected for this contract? IMS provides project information for professional firms and any updates are greatly appreciated.”

12/23/2021 – EAG member requests an updated Community Engagement Plan:

“Wanted to check and see if there is an updated Community Engagement Plan; the most recent one I’ve seen is from July (attached).”

12/14/2021 – MoP writes to WSF requesting contact information for the long range project to replace the Southworth Dock in efforts to coordinate planning between WSF and Kitsap Transit on the project:

“I am trying to help facilitate Kitsap Transit needs for both docking and moorage at Southworth. Kitsap Transit is looking at taking a recreational dock at Harper to moor their boats even though Southworth would be their first choice, as it eliminates all the commute time of the ferries. I, and community members, believe that Kitsap Transit and WSF will be most successful if they work together right from the start to integrate needs.

While there has been discussions, and work done together to get the POF service started, I’m not confident that the long term planning groups have the updated long term needs integrated. As a citizen, I want to make sure that all parties are working together. My challenge is I don’t know who at WSF I should be in contact with. Your help will be appreciated.”

12/3/2021 – MoP writes WSF to be included on the project email distribution list:

“Hello, I am an interested party in the Southworth/Vashon/Fauntleroy ferry route and would like be connected to the project. Is there a way my email can be added so that I would be notified when meetings will be held?”

11/1/2021 – MoP writes WSF inquiring about community engagement and interaction with CAG members:

“I have 2 questions:

1. Will the community have the chance to make suggestions about alternatives or will we only be able to comment on several alternatives that have already been determined?

2. I have not seen any opportunities to discuss items directly with CAG members. In theory they are representing the views of their communities. Will this occur?”

10/31/2021 – MoP writes Fauntleroy project inbox to inquire if WSDOT intends to fix the West Seattle Bridge prior to beginning work on Fauntleroy Terminal updates.

10/28/2021 – MoP writes WSF inquiring about staff availability to provide a briefing including Fauntleroy ferry terminal updates at an upcoming West Seattle Transportation Coalition Meeting.

8/17/2021 – MoP writes WSF asking for TAG & EAG recordings and opportunities to provide

comment.
7/19/2021 – FAC member, writes WSF asking if there're any updates for report to the Vashon-Maury Island Community Council.
3/20/2021 – MoP writes advocating for high school students' involvement in the project and expressing interest in being a more involved individual on the project.
3/19/2021 -- MoP wrote expressing interest in being involved on the project.
3/18/2021 – MoP wrote expressing interest in being involved on the project specifically to help quicker construction, less community disruption, reducing local changes, easier berthing, and less damage from berthing errors.