

Washington State Ferries

**SR 160/Fauntleroy Ferry Terminal Trestle
and Transfer Span Replacement Project**

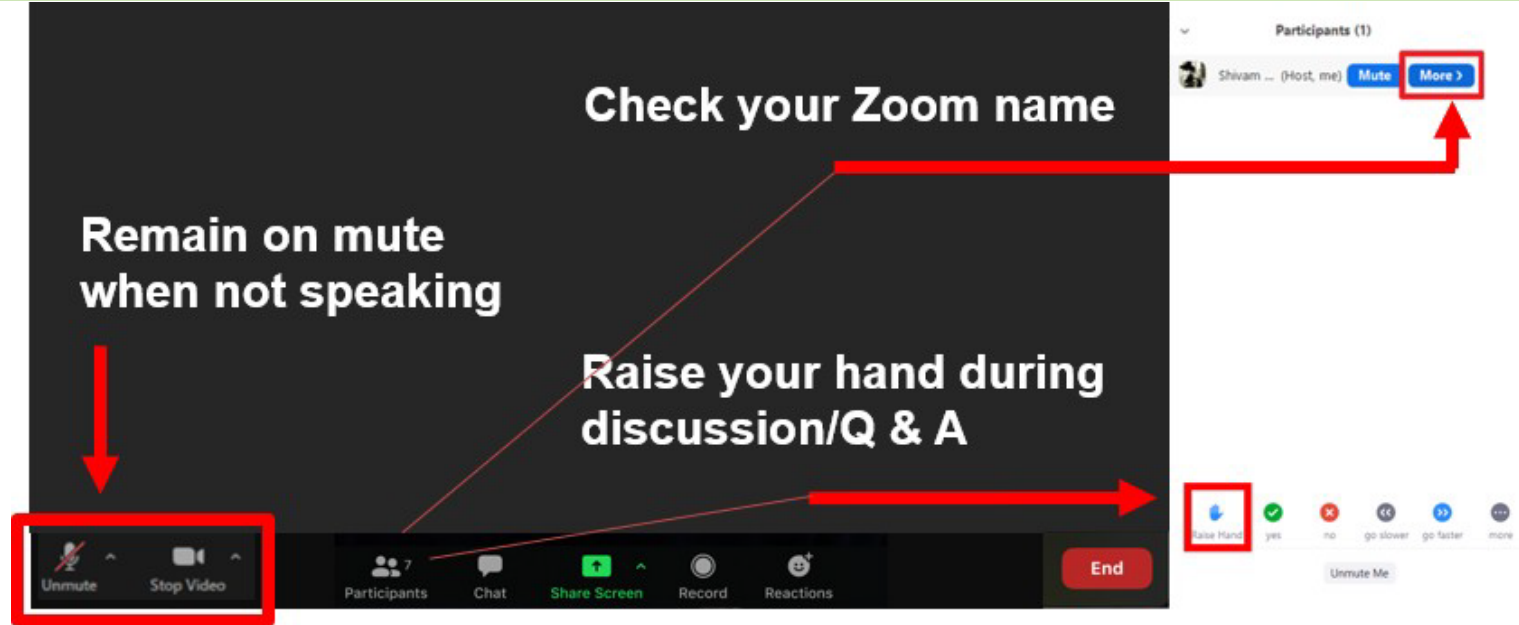
Community Advisory Group Meeting #7

May 4, 2022

Welcome to tonight's meeting!

- Community attendees joining to view meeting
- Meeting recordings will be posted on project website:
wsdot.wa.gov/projects/sr160/fauntleroy-terminal
- Community encouraged to share comments and questions anytime:
FautleroyTermProj@wsdot.wa.gov
- CAG receives a log of public comments ahead of each meeting

Using Zoom



Technical difficulties? Send a chat to **tech support** or call or text 206-979-8721
Send comments to FautleroyTermProj@wsdot.wa.gov

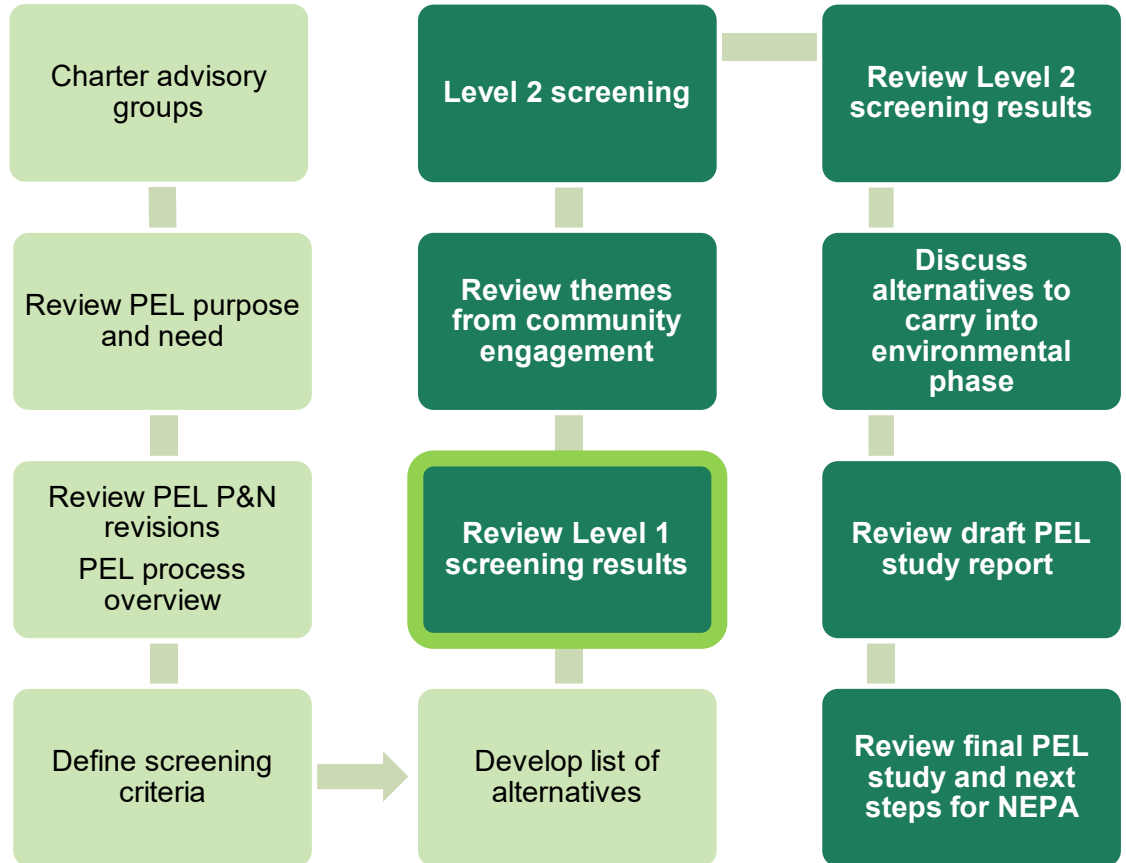
Meeting objectives

- Show how WSF incorporated CAG feedback in updated Level 1 alternatives and screening criteria
- Discuss Level 1 screening report and results
- Gather CAG input on upcoming community engagement



Agenda

- Welcome
- Updates on Level 1 approach
- Review findings of Level 1 screening
- Community meeting planning
- Next steps



Public comment log

Recap and updates

What we heard last time

- Level 1 screening criteria was not comprehensive enough to screen out alternatives that aren't feasible.
- Too many alternatives seemed to have major flaws, but not enough information was provided to screen them out.
- Incorporate some operational elements into alternatives rather than calling them "supplemental considerations."
- Difficult to give feedback on alternatives without having information from Level 1 analysis.
- The most important issues will come in Level 2, eagerness to get there sooner.

Draft Level 1 screening criteria

Level 1 Screening Question

How well can the alternative address the PEL purpose and need for **structural reliability**?

How well can the alternative address the PEL purpose and need for **resilience**?

How well can the alternative address the PEL purpose and need for **operational efficiency**?

How well can the alternative address the PEL purpose and need for **safety**?

How well can the alternative address the PEL purpose and need for **growth in travel demand**?

How well does the alternative meet **operational requirements**?

What is the **cost to construct**?

Revised Level 1 screening criteria

- Ability to meet requirements for **structural reliability**.
- Ability to accommodate projected **sea level rise**.
- Ability to improve **operational efficiency** (i.e. minimize dwell time, process vehicles more efficiently, maintain on time performance).
- Ability to reduce the **number of conflict points** between traffic modes (safety for people driving, walking and biking).
- Ability to meet **operational requirements**.
- Ability to **keep current sailing schedule**.
- Ability to enhance **multimodal connections**, connect to transit and/or allow for growth in walk-ons, bicycles and vanpools.
- Ability to avoid changes to **parks and recreational areas** (Section 4(f)/6(f), RCO-funded projects).
- Ability to avoid changes to **traffic circulation** on local streets near ferry terminal.
- **Project cost** (design, planning, right of way, risk, construction).
- Alignment with current **project schedule**.
- Amount of **additional right of way** needed beyond existing terminal footprint.
- **Permitting and coordination** (level of coordination with Tribes and other partners, permitting complexity).
- Changes to existing **policies and regulations** that risk project delay.

Revised Level 1 alternatives

A-1: Replace dock at same size and location

A-2: Replace dock at same size and location and add *Good To Go!*

A-3: Replace dock at same size and location and add advance ticketing

A-4: Replace dock at same size and location and add two-lane holding on Fauntleroy Way

A-5: Replace dock at same size and location and add two direction approach for holding

A-6: Replace dock at same size and location and add remote holding at 45th and Fauntleroy Way

A-7: Replace dock at same size and location and add remote holding at Lincoln Park

B: Expand existing dock – 124-vehicle capacity

C: Expand existing dock – 186-vehicle capacity

D: South Lincoln Park terminal

E: Lowman Beach terminal

F: Move terminal to Colman Dock

G: Move terminal to Southwest Elliott Bay (Jack Block Park, Seacrest Park, T5 area)

H: Move Terminal to Burien

I: Move Terminal to Des Moines



NOT TO SCALE

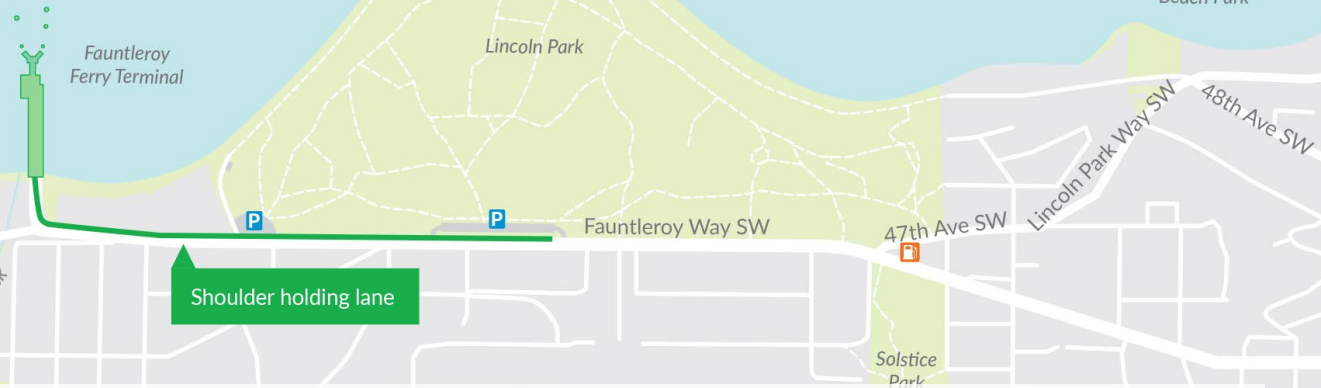
Alternatives A-1, A-2 and A-3

Features

- Replaces dock but would not change size
- Holding for up to 80 vehicles on dock
- Holding lane on Fauntleroy Way for 106 vehicles
- Holds 186 vehicles total

Operational elements (to consider in Level 2)

- Overhead loading



- **Alternative A-1** Replace dock at same size and same location.
- **Alternative A-2** Replace dock at same size and same location and add **Good To Go!**
- **Alternative A-3** Replace dock at same size and same location and add **advance ticketing.**

Results of Level 1 screening

Level 1 findings summary matrix

Level 1 Screening	Alternatives advancing to Level 2 screening							Alternatives not advancing to Level 2 screening							
Criteria for Level 1 screening compared to existing conditions	A-1: Replace dock at same size and location	A-2: Replace dock at same size and location and add Good To Go!	A-3: Replace dock at same size and location and add advance ticketing	A-4: Replace dock at same size and location and add two-lane holding on Fauntleroy Way	A-5: Replace dock at same size and location and add two direction approach for holding	A-6: Replace dock at same size and location and add remote holding at 45th and Fauntleroy Way	A-7: Replace dock at same size and location and add remote holding at Lincoln Park	B: Expand existing dock—124 vehicle capacity	C: Expand existing dock—186 vehicle capacity	D: South Lincoln Park terminal	E: Lowman Beach terminal	F: Move terminal to Colman Dock	G: Move terminal to Southwest Elliott Bay (Jack Block Park, Seacrest Park, T5 area)	H: Move terminal to Burien	I: Move terminal to Des Moines
Ability to meet requirements for structural reliability.															
Ability to accommodate projected sea level rise (Resilience).															
Ability to improve operational efficiency (i.e. minimize dwell time, process vehicles more efficiently, maintain on time performance).															
Ability to reduce the number of conflict points between traffic modes (safety of vehicles, bicycles and pedestrians).															
Ability to meet operational requirements (186 vehicles on the dock or in upland holding, access and maneuverability for an Issaquah class vessel, connection to a minor arterial).															
Ability to keep current sailing schedule (number of peak departures and crossing time).															
Ability to enhance multimodal connections, connect to transit and/or allow for growth in walk-ons, bicycles and vanpools.															
Ability to avoid changes to parks and recreational areas (Section 4(f)/6(f), RCO-funded projects).															
Requires changes to traffic circulation on local streets in ferry terminal area.															
Project cost (design, planning, right of way, risk, construction) alignment with funding.															
Alignment with current project schedule.															
Project feasibility—amount of additional right of way needed beyond existing terminal footprint.															
Permitting and coordination (level of coordination with external partners, permitting complexity, Tribal coordination).															
Policy risk.															

Key: High likelihood to meet criteria Moderate likelihood to meet criteria Low to no likelihood to meet criteria

Alternatives advancing to Level 2

A-1: Replace dock at same size and location

A-2: Replace dock at same size and location and add *Good To Go!*

A-3: Replace dock at same size and location and add advance ticketing

A-4: Replace dock at same size and location and add two-lane holding on Fauntleroy Way

A-5: Replace dock at same size and location and add two direction approach for holding

A-6: Replace dock at same size and location and add remote holding at 45th and Fauntleroy Way

A-7: Replace dock at same size and location and add remote holding at Lincoln Park

B: Expand existing dock – 124-vehicle capacity

C: Expand existing dock – 186-vehicle capacity

D: South Lincoln Park terminal

E: Lowman Beach terminal

F: Move terminal to Colman Dock

G: Move terminal to Southwest Elliott Bay (Jack Block Park, Seacrest Park, T5 area)

H: Move Terminal to Burien

I: Move Terminal to Des Moines

Alternative A-1: Replace dock at same size and location

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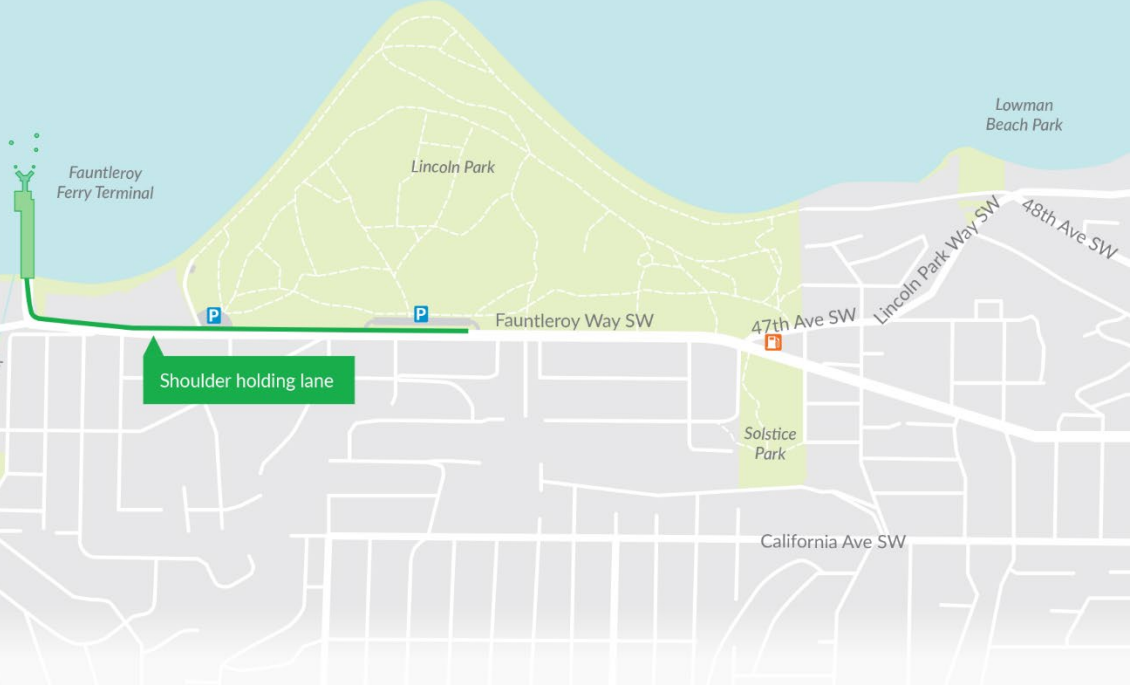


Features

- Replaces dock but would not change size
- Holding for up to 80 vehicles on dock
- Holding lane on Fauntleroy Way for 106 vehicles
- Holds 186 vehicles total

Operational elements (to consider in Level 2)

- Overhead loading



Alternative A-1 meets many core elements of the purpose and need but does not improve operational efficiency of the terminal.

Alternative A-2: Replace dock at same size and location and add *Good To Go!*

N
NOT TO SCALE



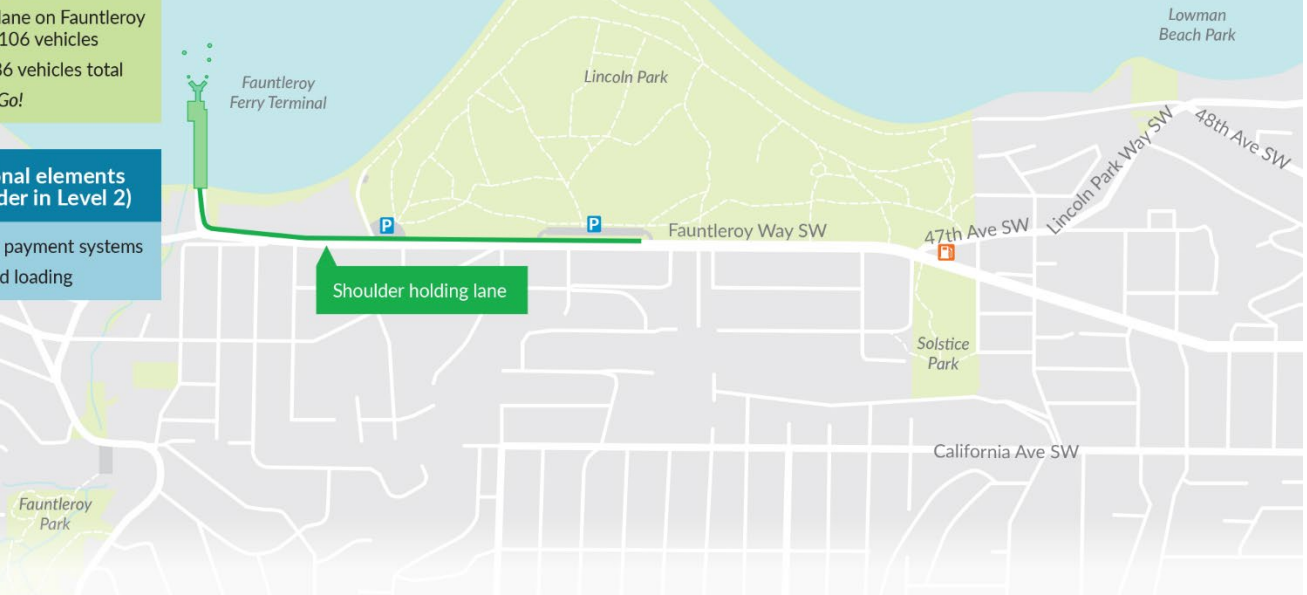
Features

- Replaces dock but would not change size
- Holding for up to 80 vehicles on dock
- Holding lane on Fauntleroy Way for 106 vehicles
- Holds 186 vehicles total
- *Good To Go!*

Operational elements (to consider in Level 2)

- Advance payment systems
- Overhead loading

Shoulder holding lane



Alternative A-2 WSF would need to evaluate the potential benefits of *Good To Go!* and request authorization to implement this system—a policy change that could delay the project schedule.

Alternative A-3: Replace dock at same size and location and add advance ticketing

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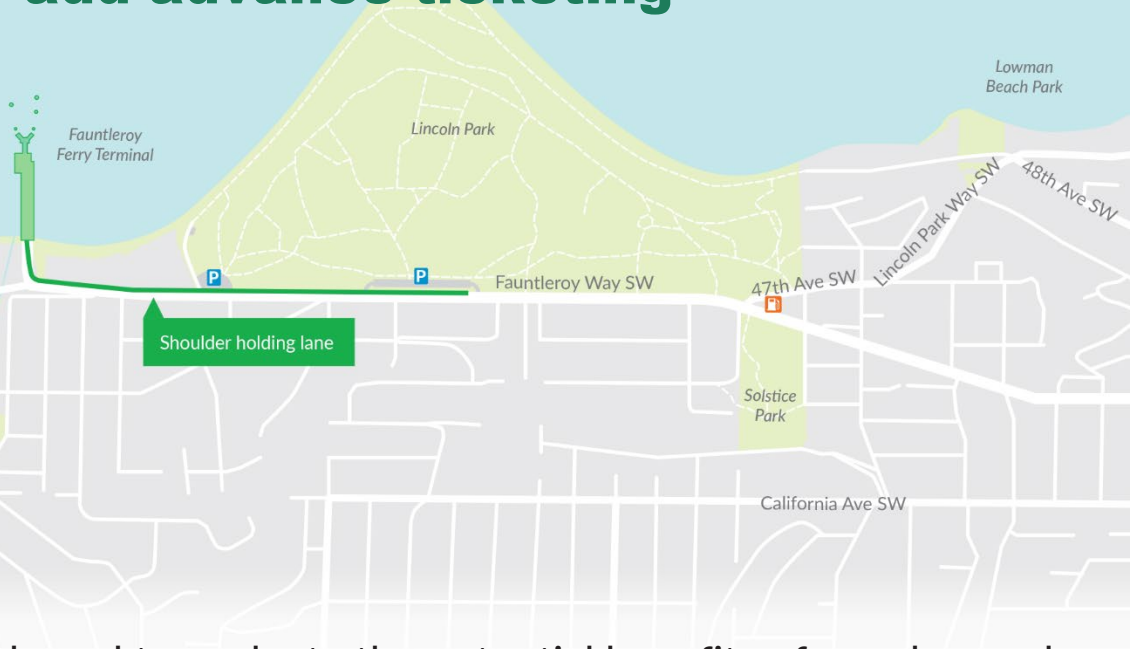


Features

- Replaces dock but would not change size
- Holding for up to 80 vehicles on dock
- Holding lane on Fauntleroy Way for 106 vehicles
- Holds 186 vehicles total
- Advance ticketing

Operational elements (to consider in Level 2)

- Good To Go!
- Overhead loading

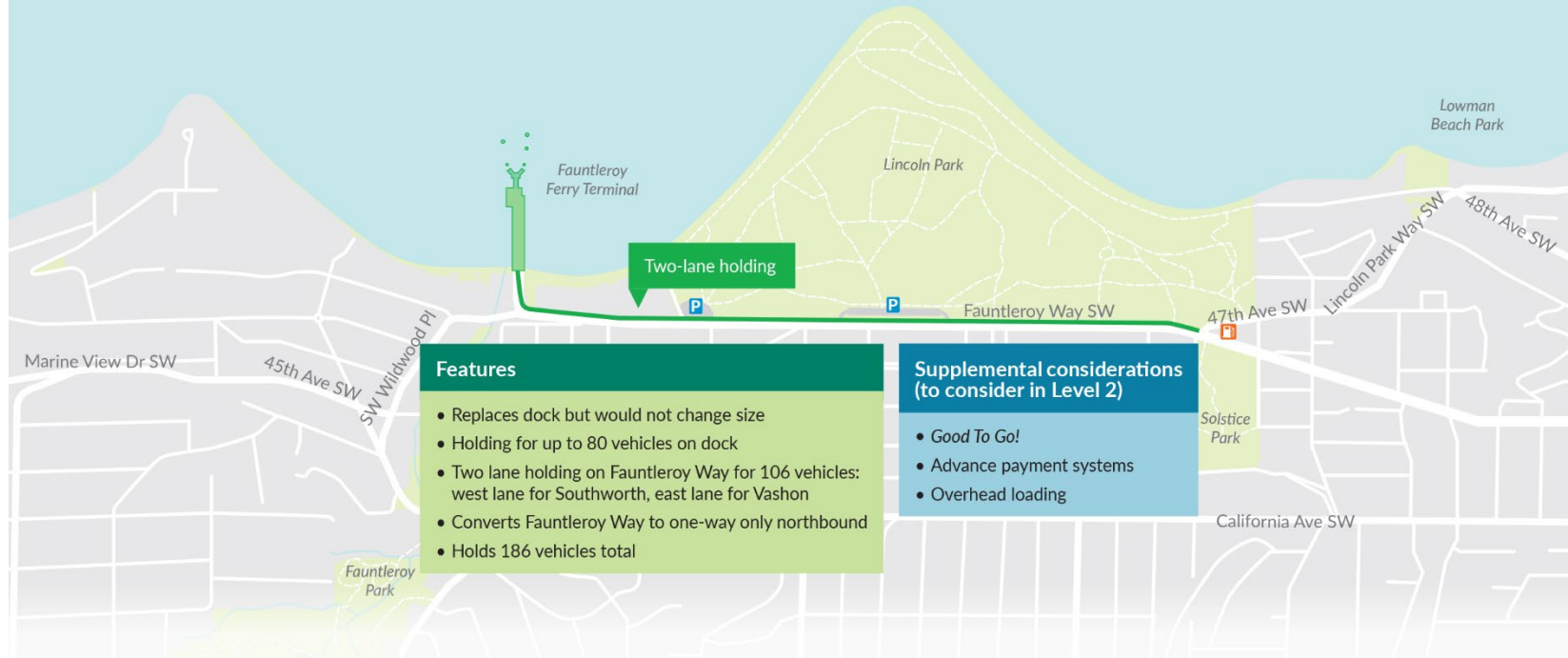


Alternative A-3 WSF would need to evaluate the potential benefits of an advanced ticketing system and request authorization to change fare collection processes—a policy change that could delay the project schedule.

Alternative A-4: Replace dock and add two-lane holding on Fauntleroy Way



NOT TO SCALE



Alternative A-4 Affects on traffic circulation require more coordination with Seattle Department of Transportation (SDOT). This alternative may improve operational efficiency by separating vehicles headed to Southworth and Vashon Island.

Alternative A-5: Replace dock and add two-direction approach for holding



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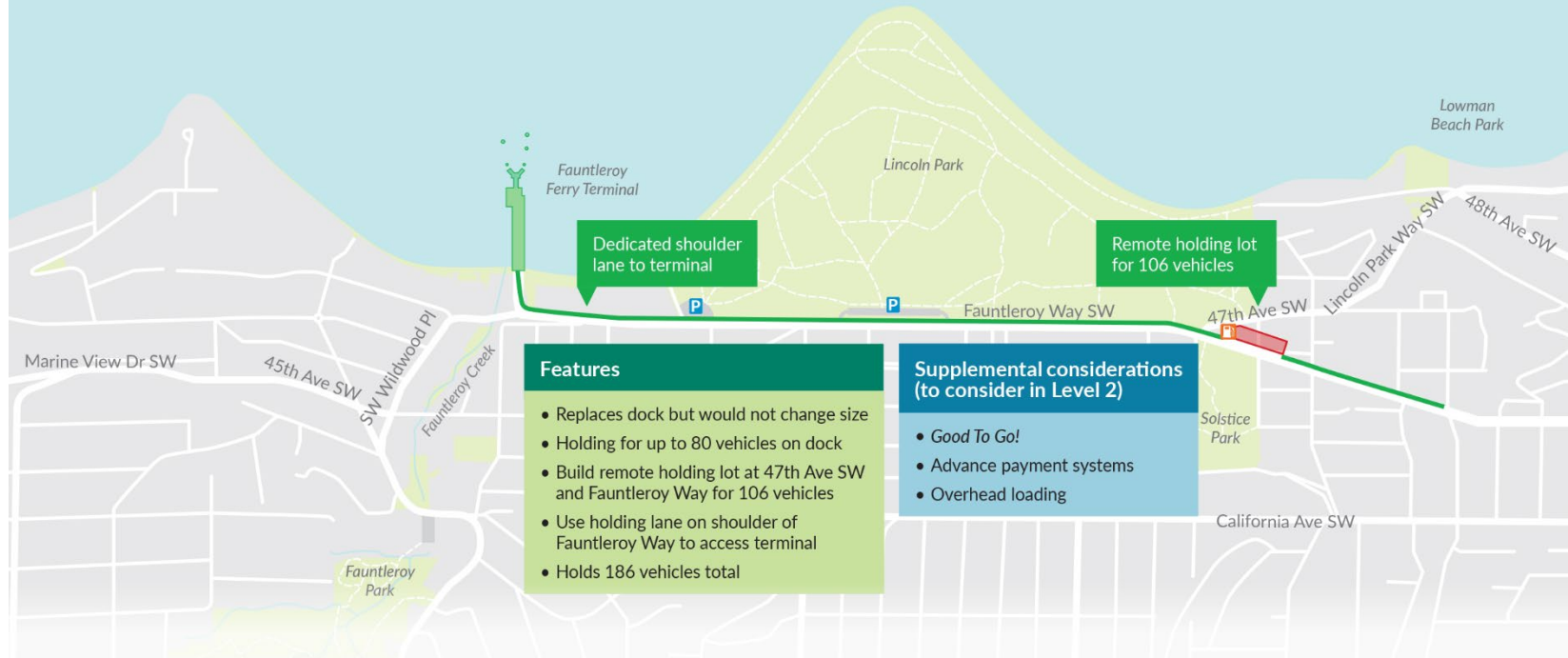


Alternative A-5 Affects on traffic circulation require more coordination with SDOT.

Alternative A-6: Replace dock and add remote holding at 45th and Fauntleroy Way



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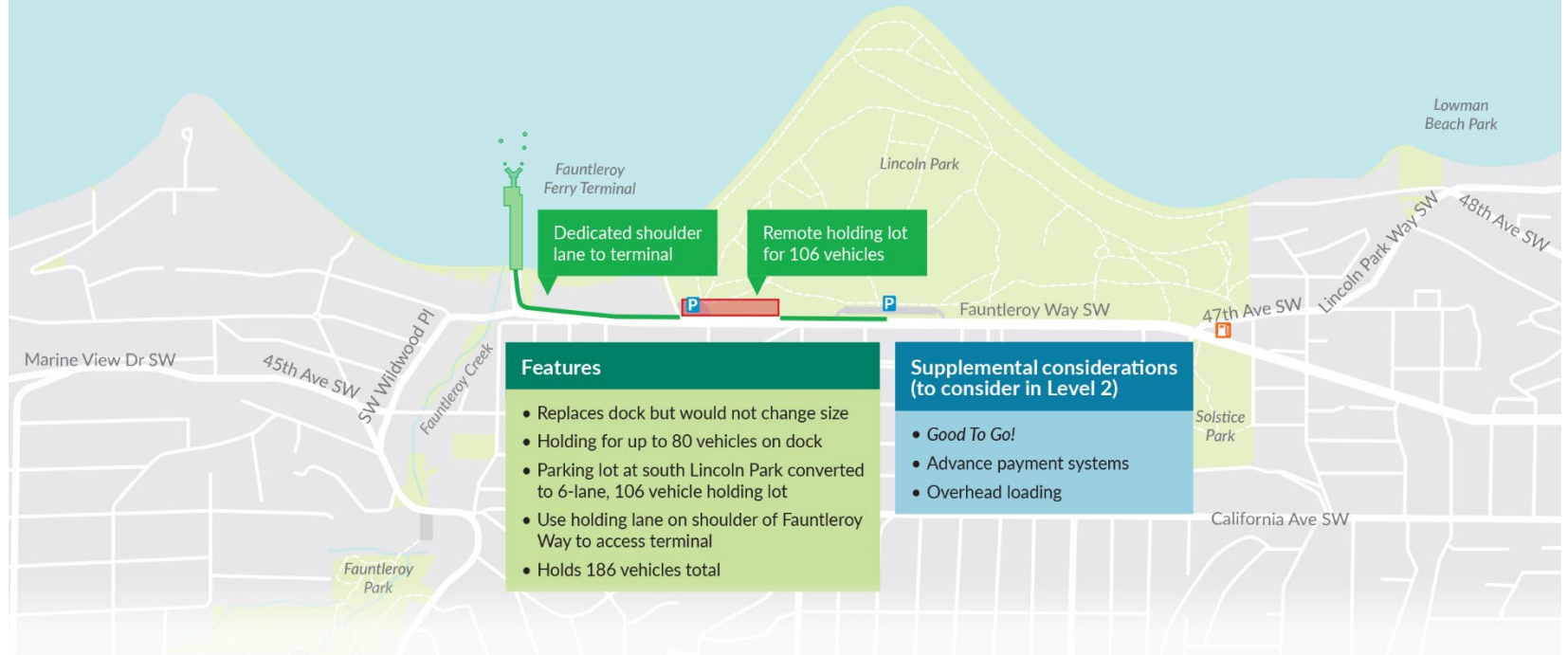


Alternative A-6 Affects on traffic circulation require more coordination with SDOT, require purchasing more right of way and changing policy to hold vehicles in a new location.

Alternative A-7: Replace dock and add remote holding at Lincoln Park



NOT TO SCALE



Alternative A-7 In addition to the factors associated with building a remote parking lot mentioned under A-6, this alternative requires more coordination with permitting agencies and impacts Lincoln Park.

Alternative B: Expand existing dock – 124 vehicle capacity

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NOT TO SCALE

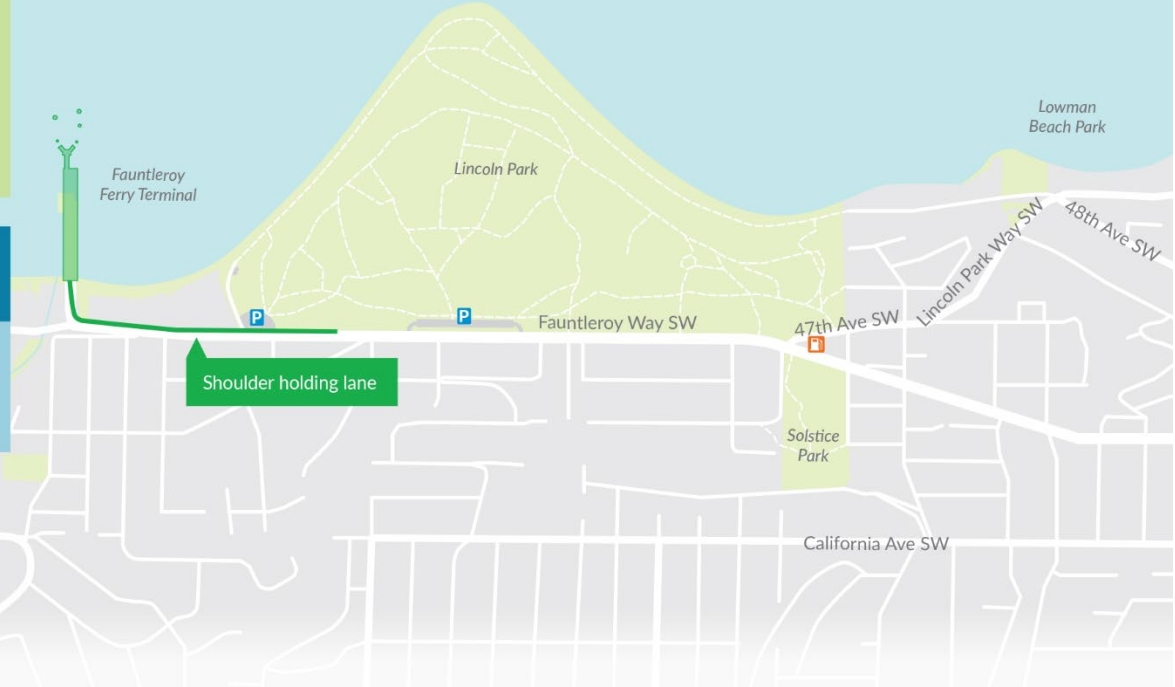


Features

- Lengthening dock by 220' increases holding capacity to 124 vehicles
- Holding lane on Fauntleroy Way for 62 vehicles
- Holding for up to 186 vehicles total

Supplemental considerations (to consider in Level 2)

- Good To Go!
- Advance payment systems
- Overhead loading

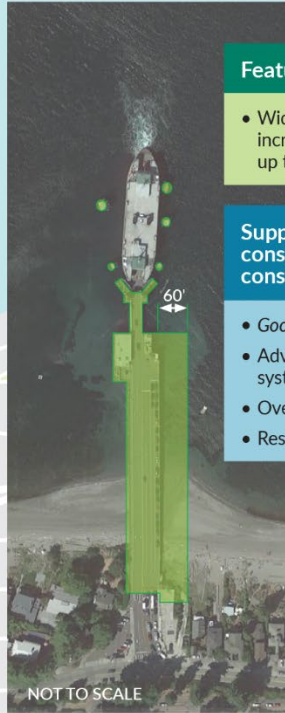


Alternative B Expanding the dock requires coordination with partner agencies for permitting.

Alternative C: 186 vehicle capacity



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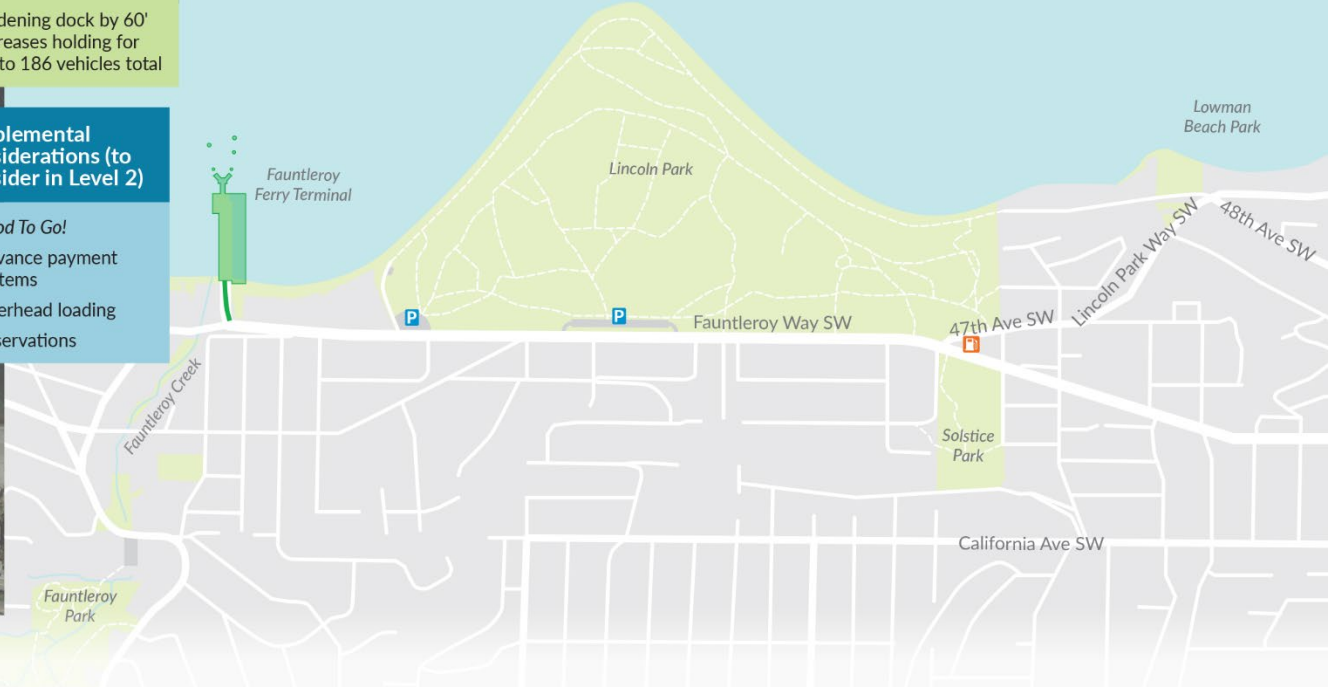


Features

- Widening dock by 60' increases holding for up to 186 vehicles total

Supplemental considerations (to consider in Level 2)

- Good To Go!
- Advance payment systems
- Overhead loading
- Reservations

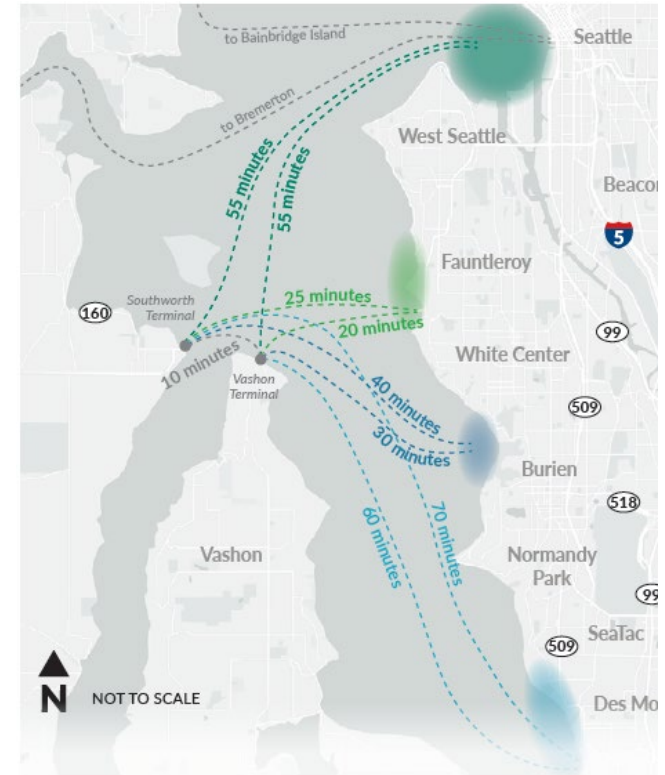


Alternative C Expanding the dock to accommodate 186 vehicles require more permitting and impacts Cove Park.

Alternatives not advancing to Level 2

Alternatives F, G, H and I drastically increase sailing times and decrease frequency of sailings reducing the amount of ferry service to Vashon Island and Southworth.

- **South Lincoln Park** and **Lowman Beach** locations require purchasing more right of way, reconfiguring local streets to create ferry access and provide fewer connections to transit.
- Additional 3 million riders per year to **Colman Dock** slows ferry service for all riders and require extensive coordination.
- Factors at **Southwest Elliott Bay, Burien, and Des Moines** locations would increase overall project cost, affect schedule, and require extensive permitting and coordination with multiple partner agencies.
 - Fewer transit connections
 - Impacts to parks
 - Increased traffic on surrounding streets
 - Require WSF to purchase new right of way for a terminal and connections to local street grid



Question and answer

Community outreach

Upcoming engagement

Virtual community meetings

May 24, noon-2 p.m.

May 25, 6 - 7:30 p.m.

Online open house

May 18 – June 13

Online at engage.wsdot.wa.gov



You're Invited!

Come learn more about a project to replace the Fautleroy Ferry Terminal

What's the project?


The Fautleroy terminal was built in the 1950s and needs substantial work in order to maintain safe and reliable service on the Fautleroy/Vashon/Snohomish ferry route. Washington State Ferries is starting the planning process for a multi-year project to address several challenges faced by the current terminal:


- Parts of the terminal are aging, structurally vulnerable and overdue for replacement
- Rising sea levels could damage the dock from debris causing high tides in the future
- Long standing operational challenges

Questions or comments?

- Send us an email: FautleroyTermProj@WSDOT.WA.GOV
- Visit us on project website: bit.ly/WSPFautleroyTerminalProject

Virtual meeting details

 Wednesday, March 17, 11 a.m.
Register here (required in advance): bit.ly/2021FautleroyTerminalMeeting1

 Thursday, March 18, 6 p.m.
Register here (required in advance): bit.ly/2021FautleroyTerminalMeeting2

Both meetings will cover the same material and are designed to give attendees the option to join the meeting that best fits their schedule.

Join us for a virtual community meeting

WSP staff will provide a brief presentation and then answer questions from meeting participants. Topics will include information about:

- Why the current terminal needs to be replaced
- How project plans will be developed
- How the community can expect to be involved

Free WiFi

To find the nearest Drive-In (Free) WiFi location visit: www.commerce.wa.gov/building-infrastructure/washington-state-drive-in-wifi-hotspots-location-finder/

Community outreach goals

- Provide information so the community can better understand the challenges with the existing terminal and what WSF needs to consider when preserving and upgrading the terminal.
- Share information about the PEL purpose and need statement and the Level 1 screening process.
- Gather community input on issues to consider and potential impacts.
- Share information about how community members can stay informed and involved.

Getting the word out

- Project webpage update
- Legislative and FAC notifications
- Email listserv notifications
- Press release
- Social media
- WSF Weekly Update
- Rider alerts
- Flyers at terminals
- Video screens on ferries
- Briefings to community organizations

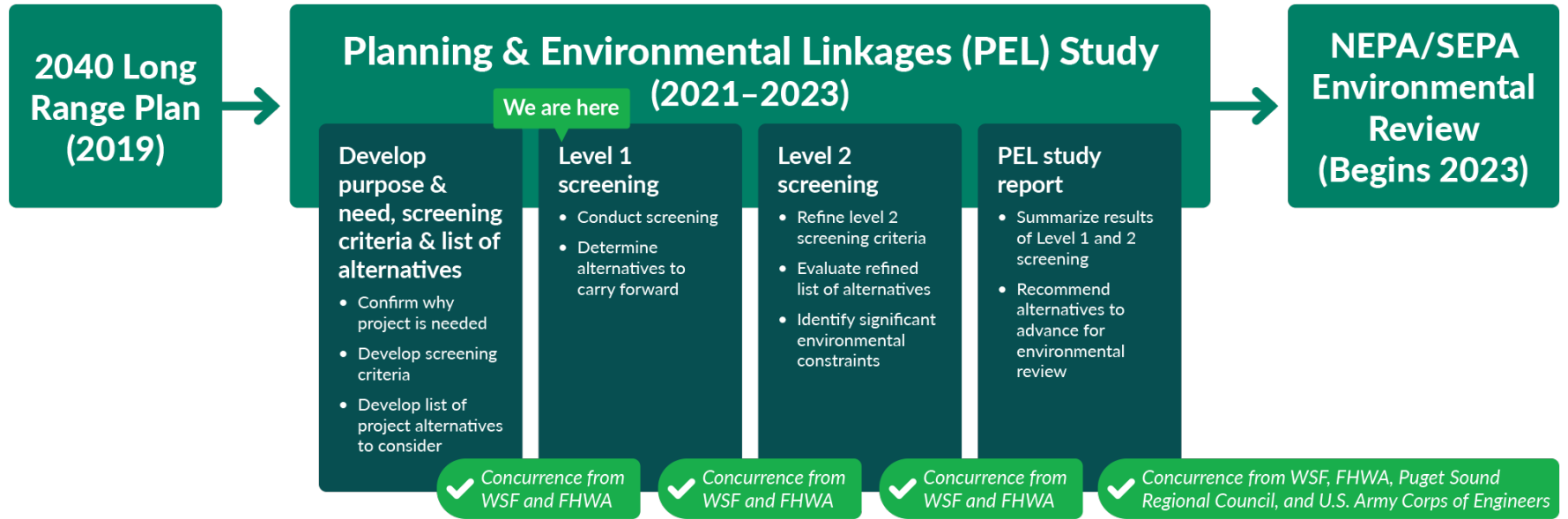
CAG help with outreach

- Share on your own channels
- Personalized emails to your community groups
- Post flyers in your neighborhood
- *How else do you want to help?*

Discussion

- What information should we highlight at the upcoming community meetings?
- What do you need to help get the word out?
- Which organizations should we brief?
- What else should we know about engaging your community?

PEL process moving forward



Next steps

Next CAG meeting will focus on:

- Review community feedback
- Preview of Level 2 screening

Stay in touch!

Questions or comments?

FautleroyTermProj@wsdot.wa.gov

Project website

wsdot.wa.gov/projects/sr160/fauntleroy-terminal

Thank you!