

Washington State Ferries

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

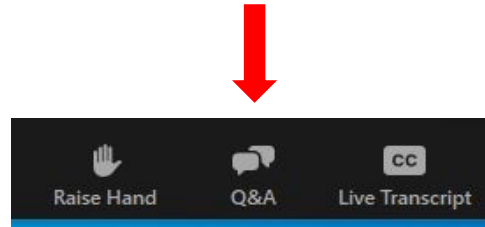
Community Meeting

May 2022

Welcome! We'll start soon

While you're waiting...

- All attendees are on mute.
- Find the Questions & Answers (Q&A) box to ask questions.
- If you are joining by phone you can participate during the Question and Answer sessions by pressing *9 to raise your hand and unmute.



Technical difficulties? Call or text 206-979-8721
Send comments to FautleroyTermProj@wsdot.wa.gov

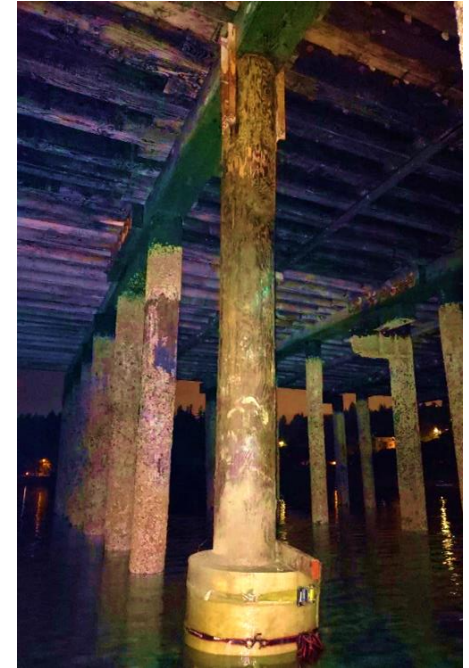
Agenda

- Project overview
- Options to replace Fauntleroy ferry terminal
 - What we studied in Level 1
 - What we will study in Level 2
- Next steps
- Question and answer session

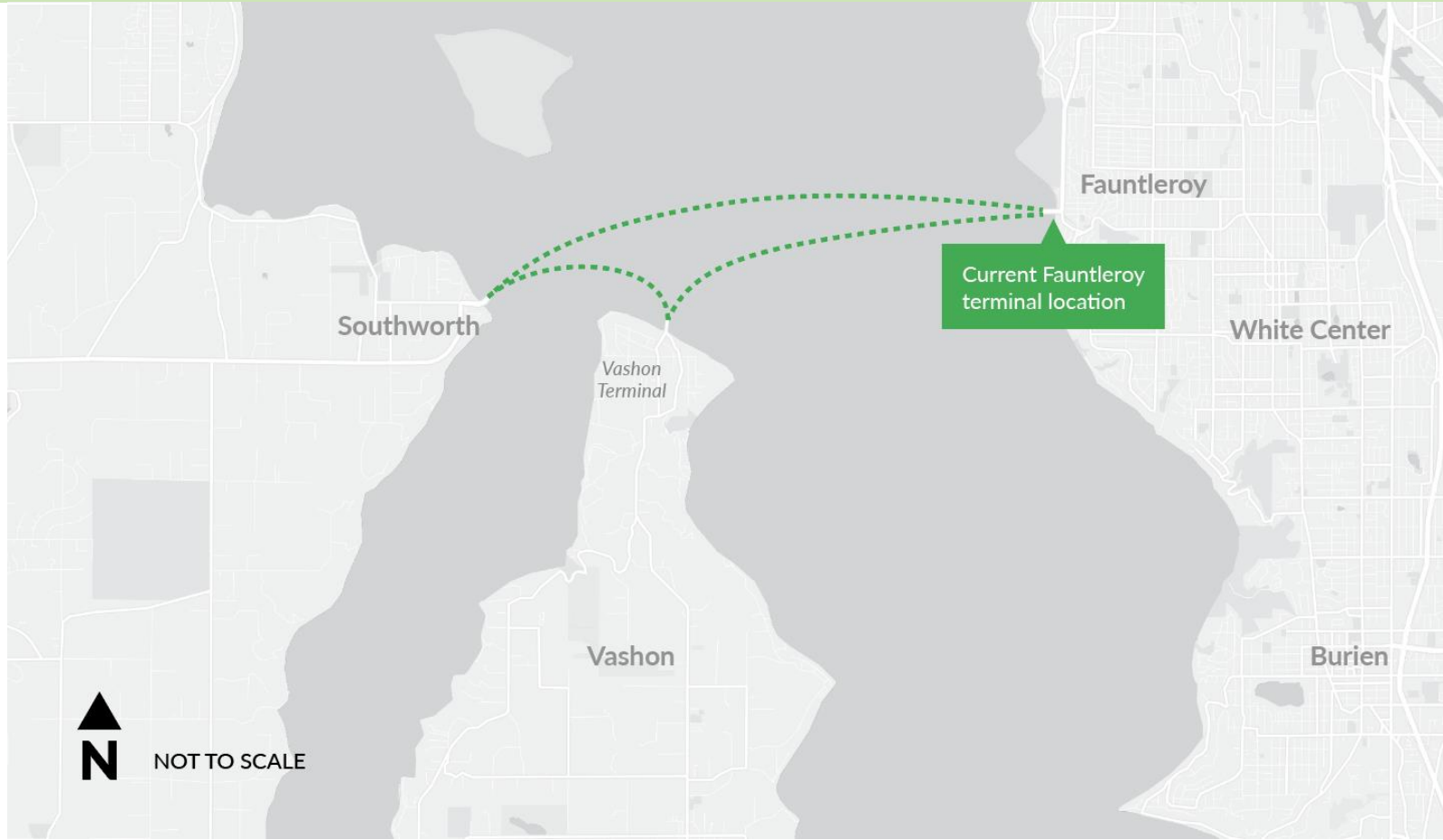
Why the project is needed

The Fauntleroy ferry terminal is aging and needs to be replaced due to:

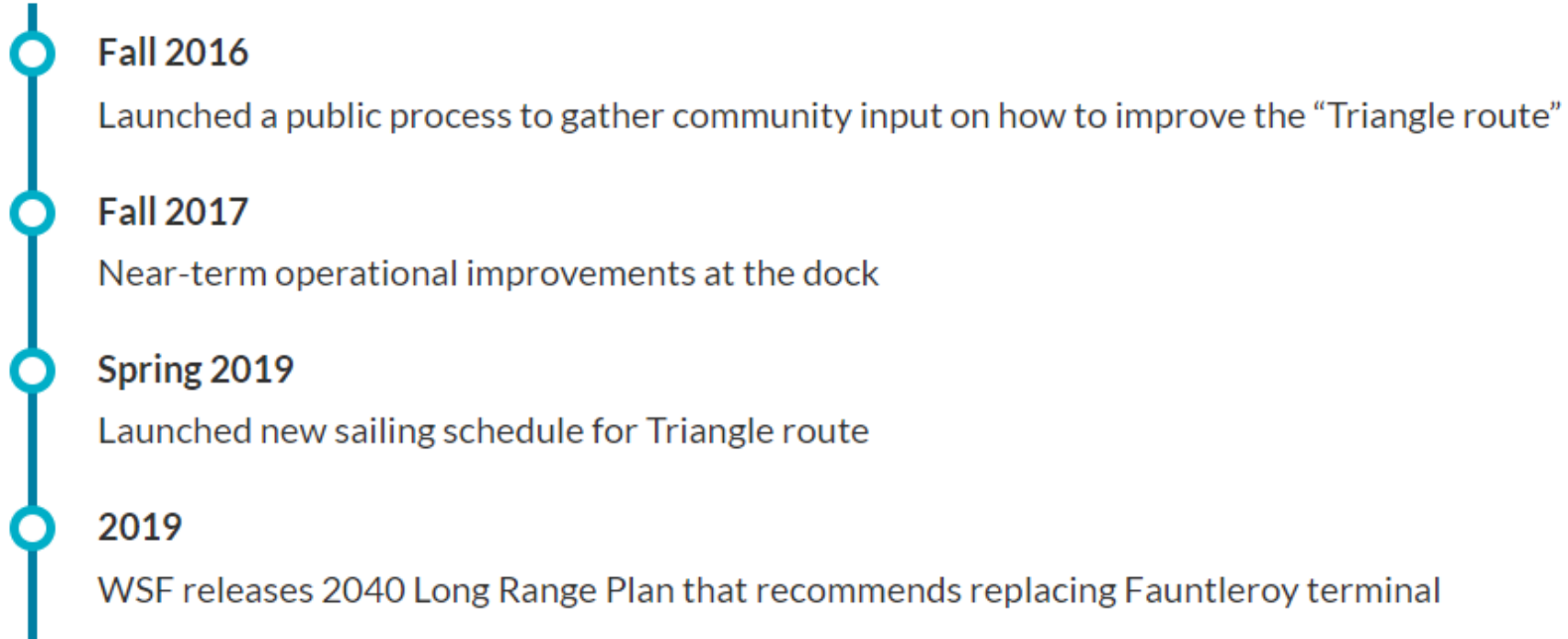
- Structural and seismic challenges
- Rising sea level
- Operational challenges



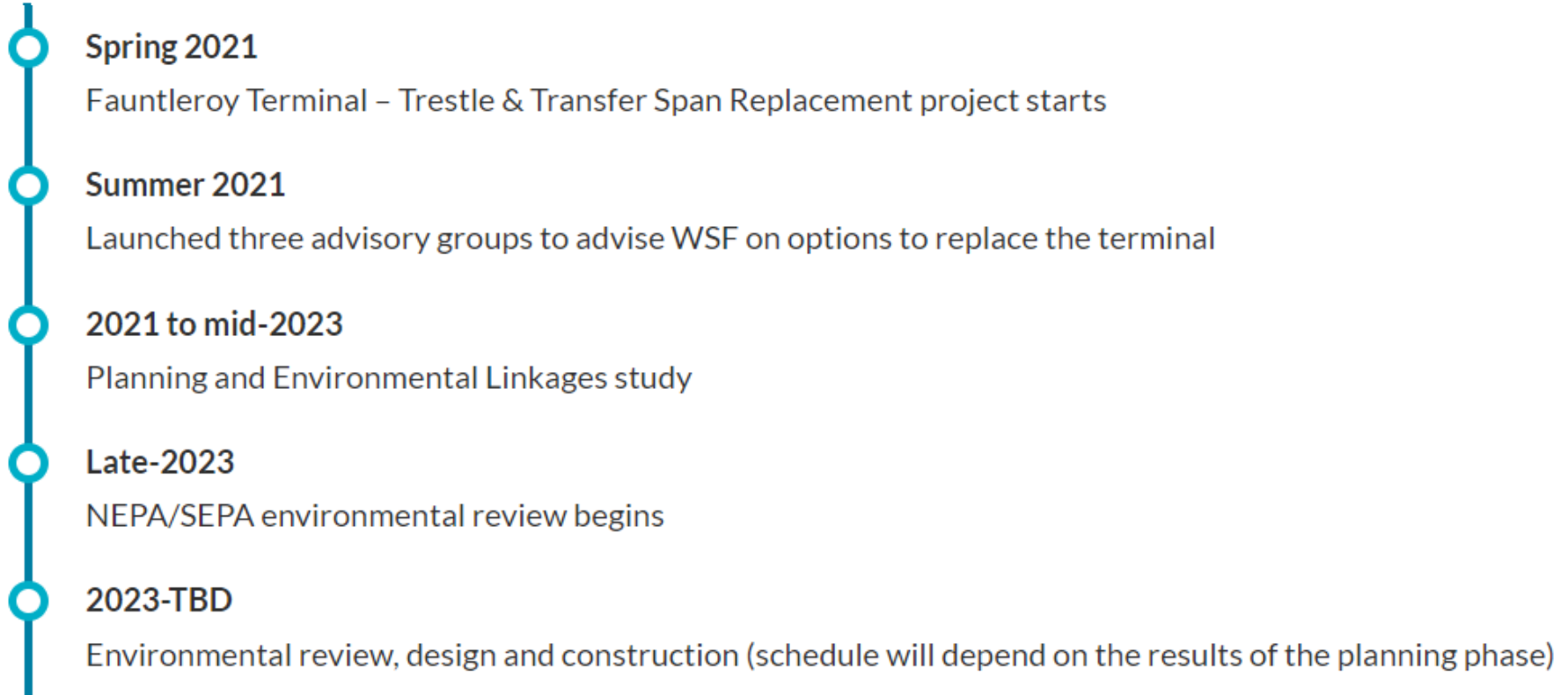
Who the terminal serves



Project timeline: 2016-2019



Project timeline: 2021-2023

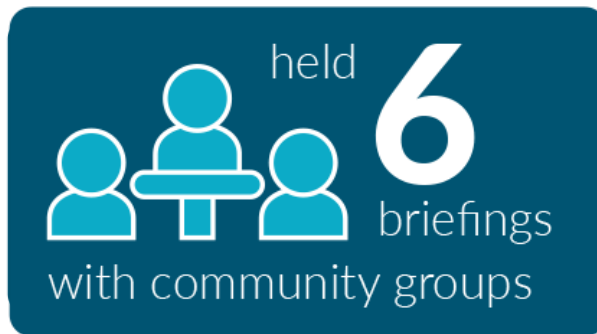


Our planning process



Community and advisory group meetings

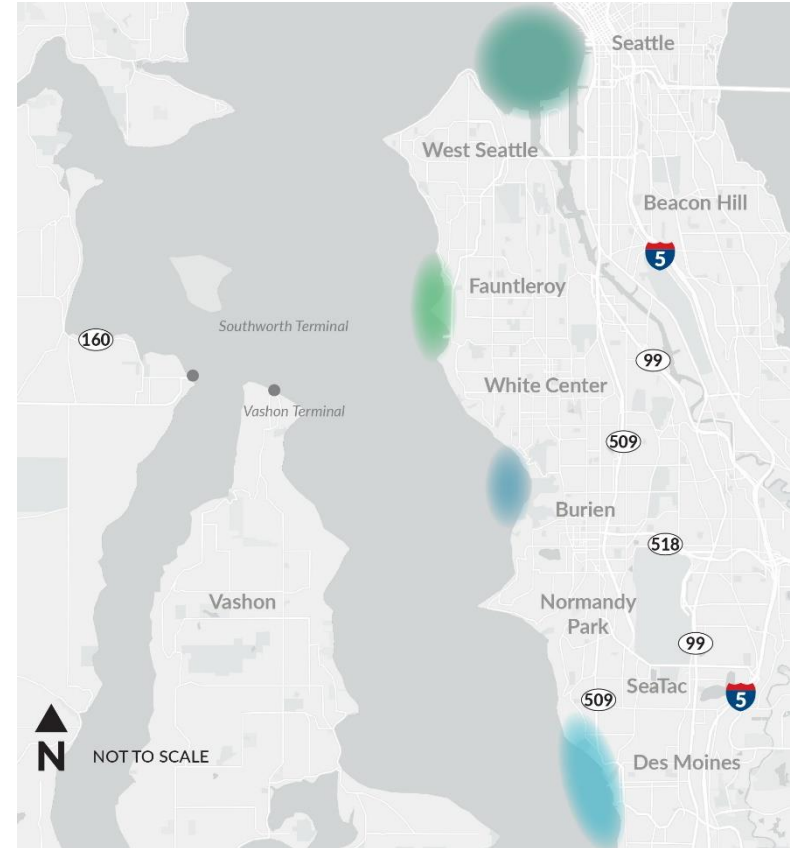
Community input: 2021-present



Options to replace the Fauntleroy ferry terminal

What we studied

- Reviewed concepts community suggested over many years
- 15 terminal concepts in Level 1
 - 11 in Fauntleroy area
 - 2 in Elliott Bay
 - 2 in Burien/Des Moines
- Each concept screened against important factors
- 9 alternatives advancing to Level 2



What we considered

- 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 (for expanded footprint, utilities, or construction).
- **Permitting and coordination** (level of coordination with Tribes and other partners, permitting complexity).
- Changes to existing **policies and regulations** that risk project delay.

What we found

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 47th 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 (for expanded footprint, utilities, or construction).															
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

What we'll study more

Recommended for Level 2 screening

- 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 Fautleroy 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 47th Ave and Fautleroy Way
- A-7:** Replace dock at same size and location and add remote holding at Lincoln Park
- B:** Expand existing dock at Fautleroy—124 vehicle capacity
- C:** Expand existing dock at Fautleroy—186 vehicle capacity



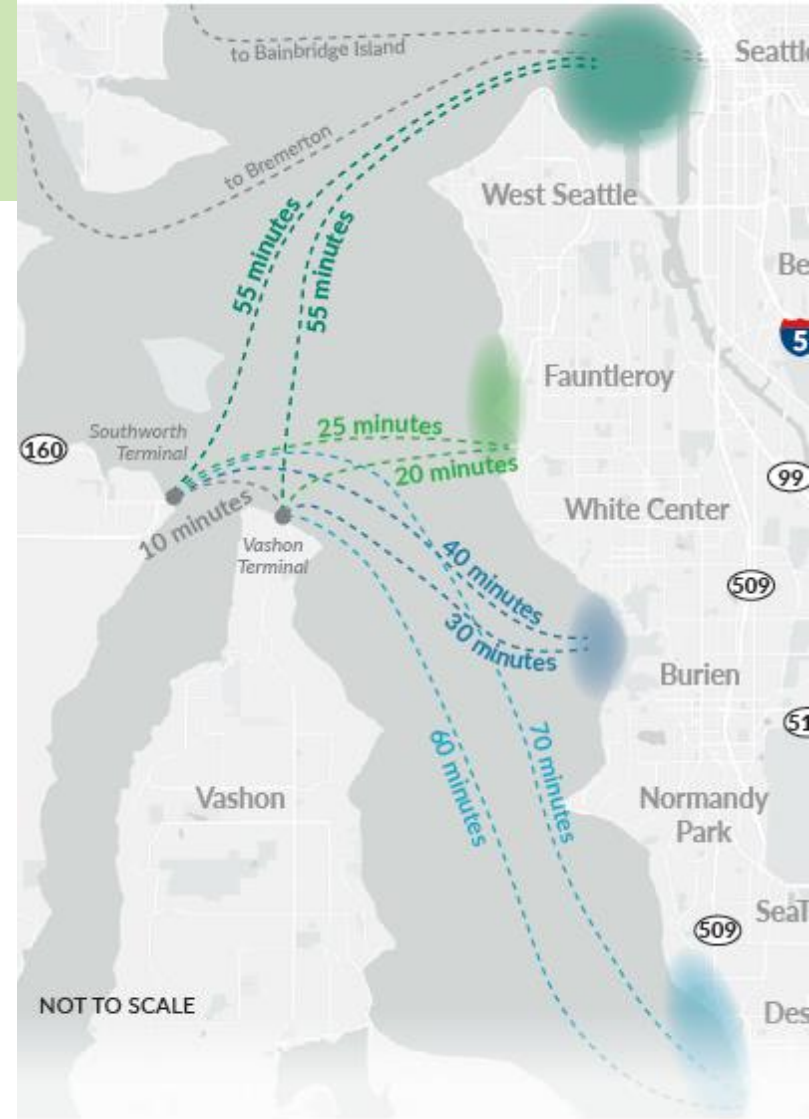
What we won't study more in this project

Not advancing to Level 2:

- South Lincoln Park
- Lowman Beach
- Locations outside Fauntleroy area:
 - Colman Dock
 - Southwest Elliott Bay
 - Burien
 - Des Moines

Why?

- Drastically longer crossing times
- Fewer transit connections
- Impacts to parks
- Increased traffic on surrounding streets
- Require purchasing new right of way for a terminal and connections to local streets



A-1: Replace dock at same size and location

N
NOT TO SCALE

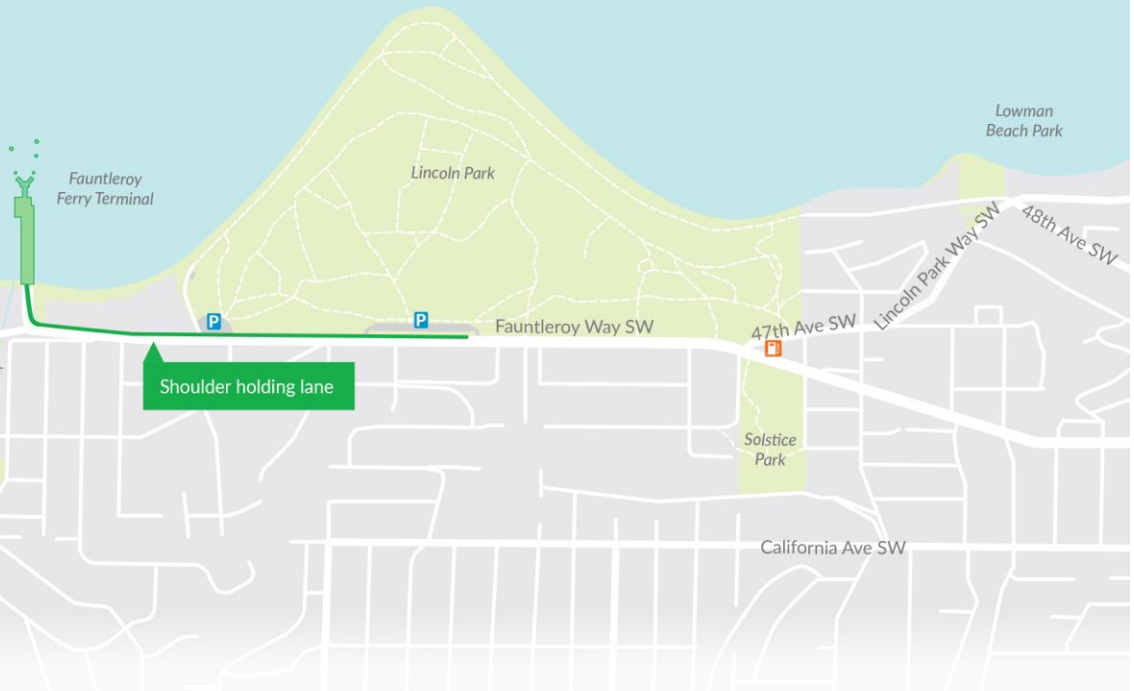


Features

- 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

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.

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

N
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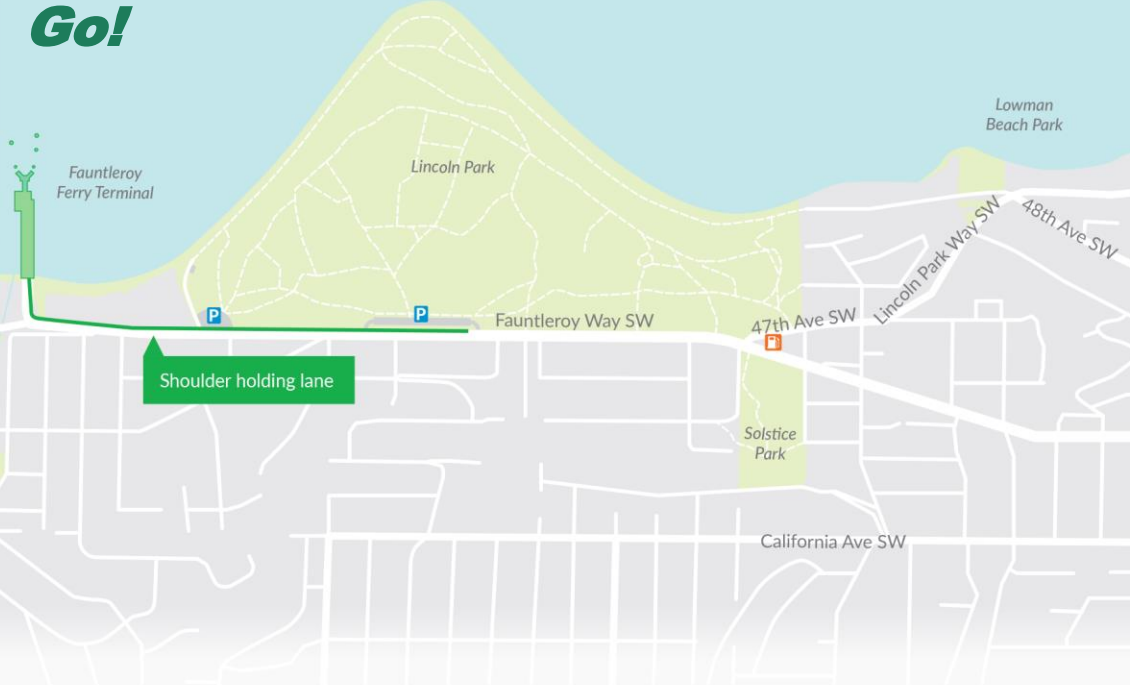


Features

- 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
- *Good To Go!*

Operational elements (to consider in Level 2)

- Advance payment systems
- Overhead loading



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.

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

N
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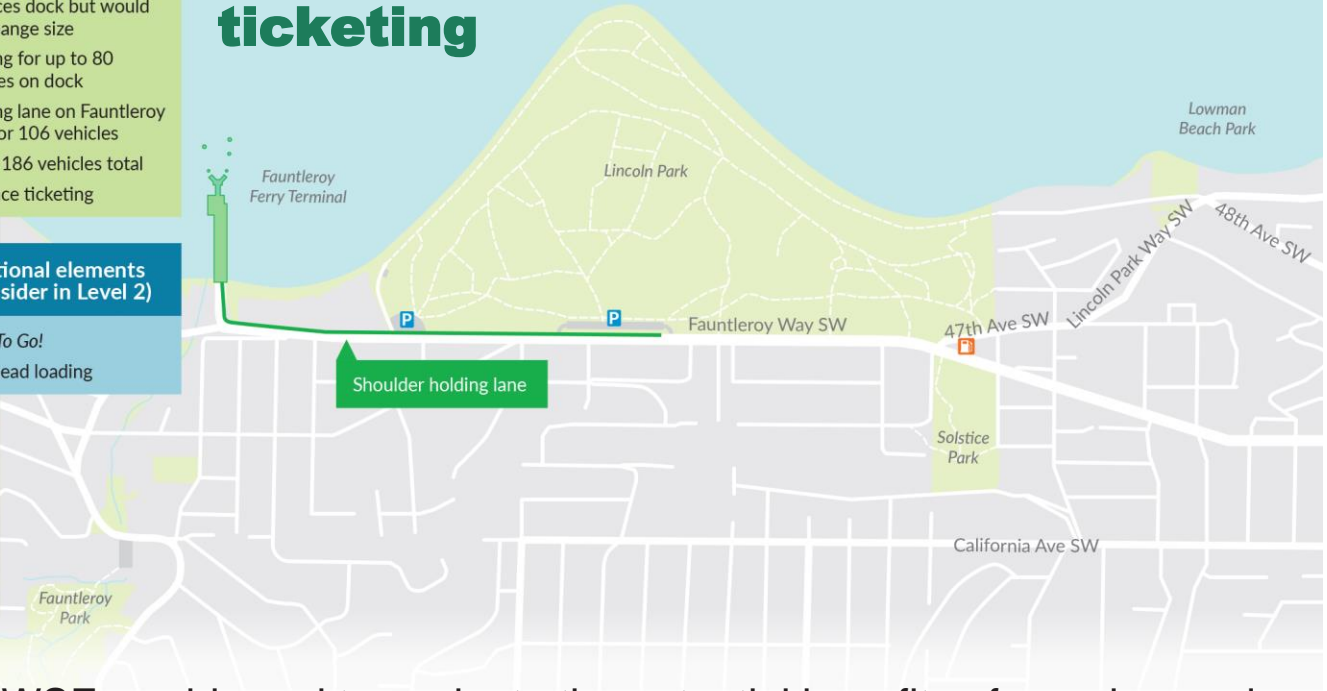


Features

- 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.

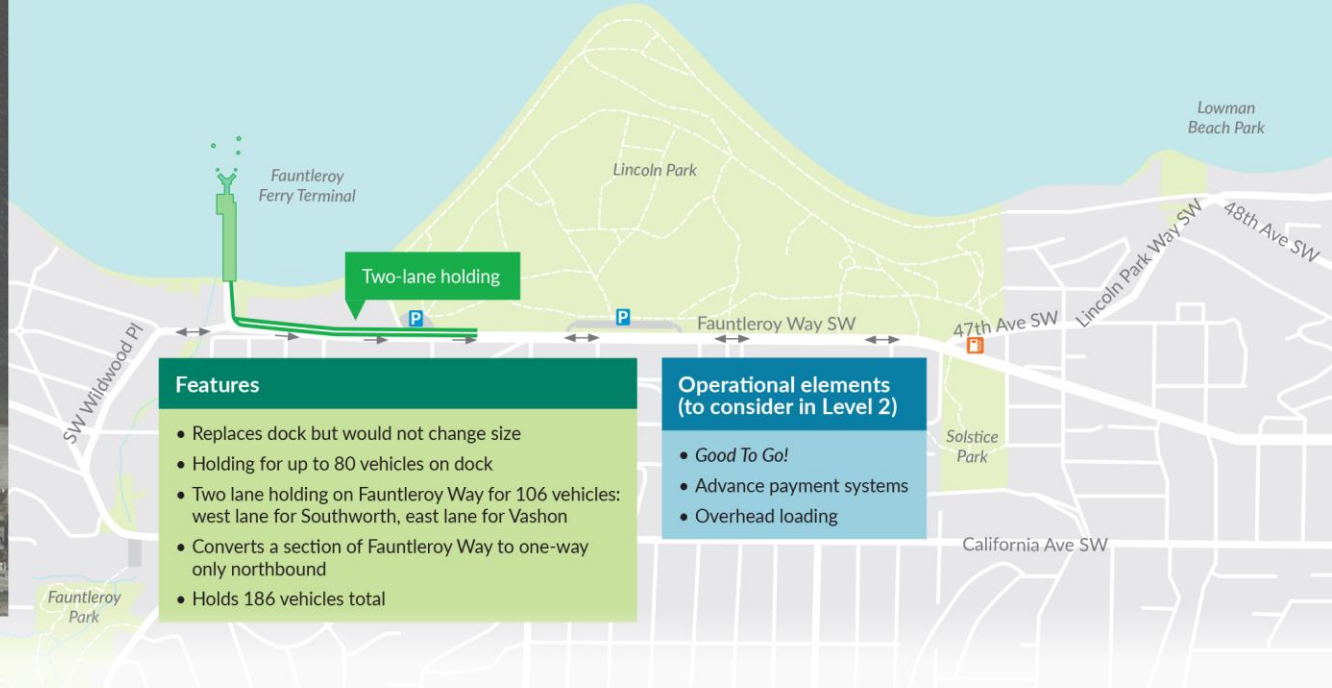
A-4: Replace dock and add two-lane holding on Fauntleroy Way



NOT TO SCALE



NOT TO SCALE



- Features**
- Replaces dock but would not change size
 - Holding for up to 80 vehicles on dock
 - Two lane holding on Fauntleroy Way for 106 vehicles: west lane for Southworth, east lane for Vashon
 - Converts a section of Fauntleroy Way to one-way only northbound
 - Holds 186 vehicles total

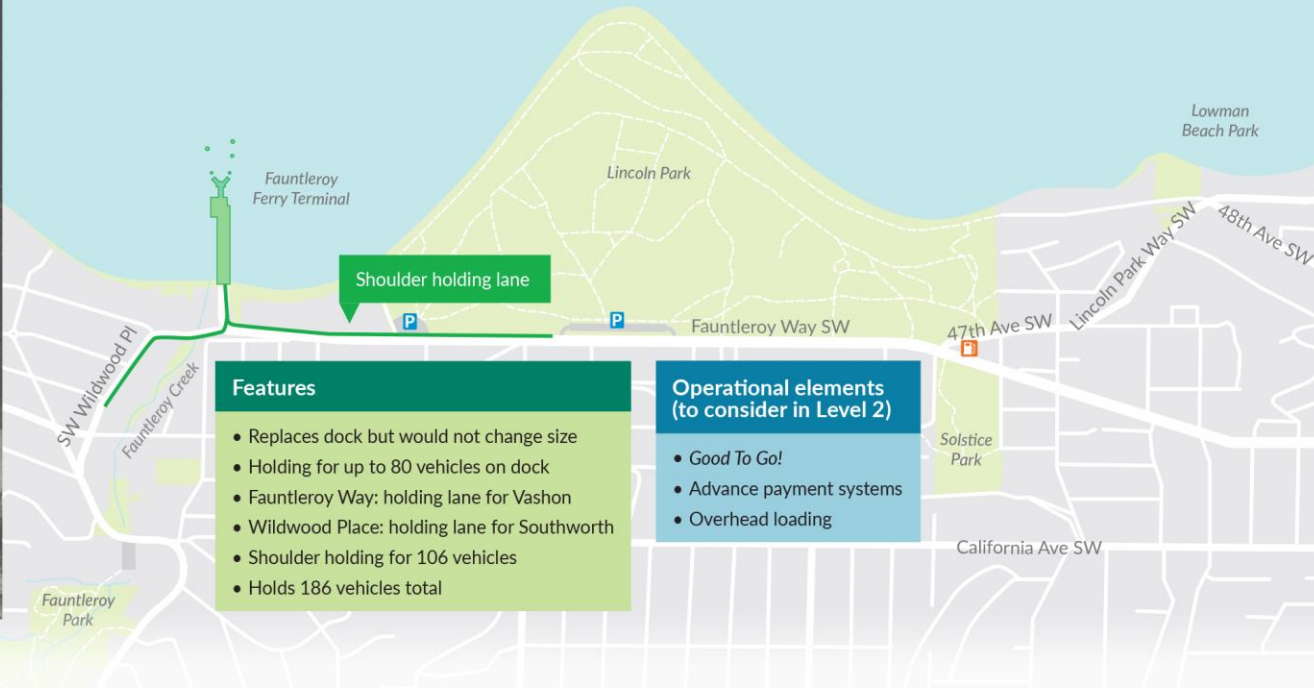
- Operational elements (to consider in Level 2)**
- Good To Go!
 - Advance payment systems
 - Overhead loading

Alternative A-4 Effects on traffic circulation require more coordination with Seattle Department of Transportation (SDOT). Changes to terminal access would impact transit routing and connections and access to private properties. This alternative may improve operational efficiency by separating vehicles headed to Southworth and Vashon Island.

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



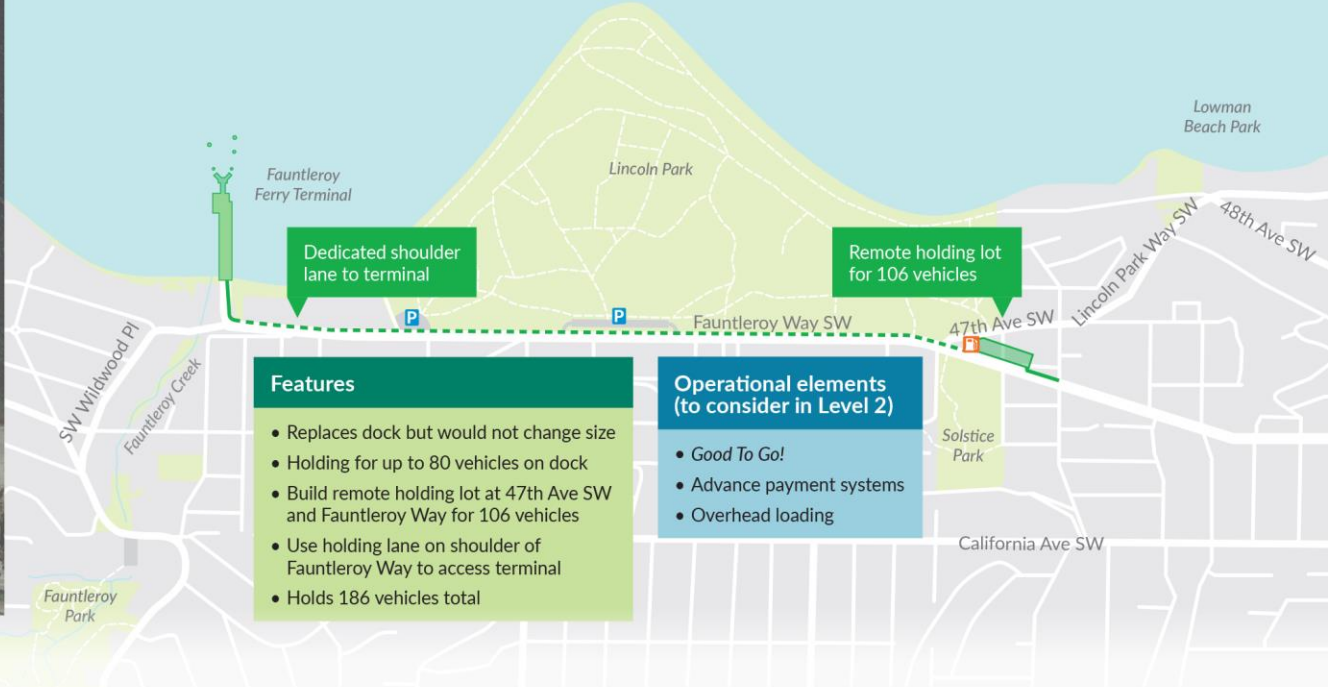
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Alternative A-5 Effects on traffic circulation require more coordination with SDOT. Changes to terminal access would impact transit routing and connections, neighborhood connectivity and access to private properties. It is unclear whether SW Wildwood Place could accommodate both ferry holding and local traffic.

A-6: Replace dock and add remote holding at 47th and Fautleroy Way

N
NOT TO SCALE



Features

- Replaces dock but would not change size
- Holding for up to 80 vehicles on dock
- Build remote holding lot at 47th Ave SW and Fautleroy Way for 106 vehicles
- Use holding lane on shoulder of Fautleroy Way to access terminal
- Holds 186 vehicles total

Operational elements (to consider in Level 2)

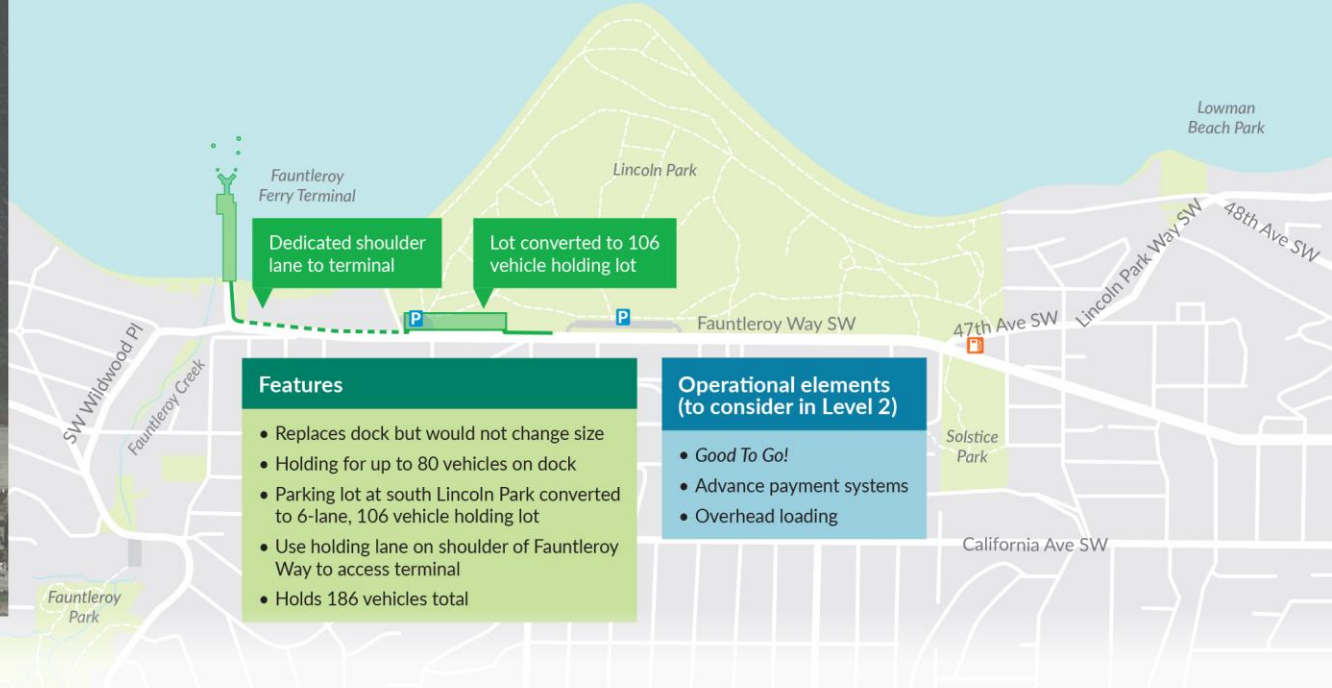
- Good To Go!
- Advance payment systems
- Overhead loading

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

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.

B: Expand existing dock – 124 vehicle capacity

N
NOT TO SCALE

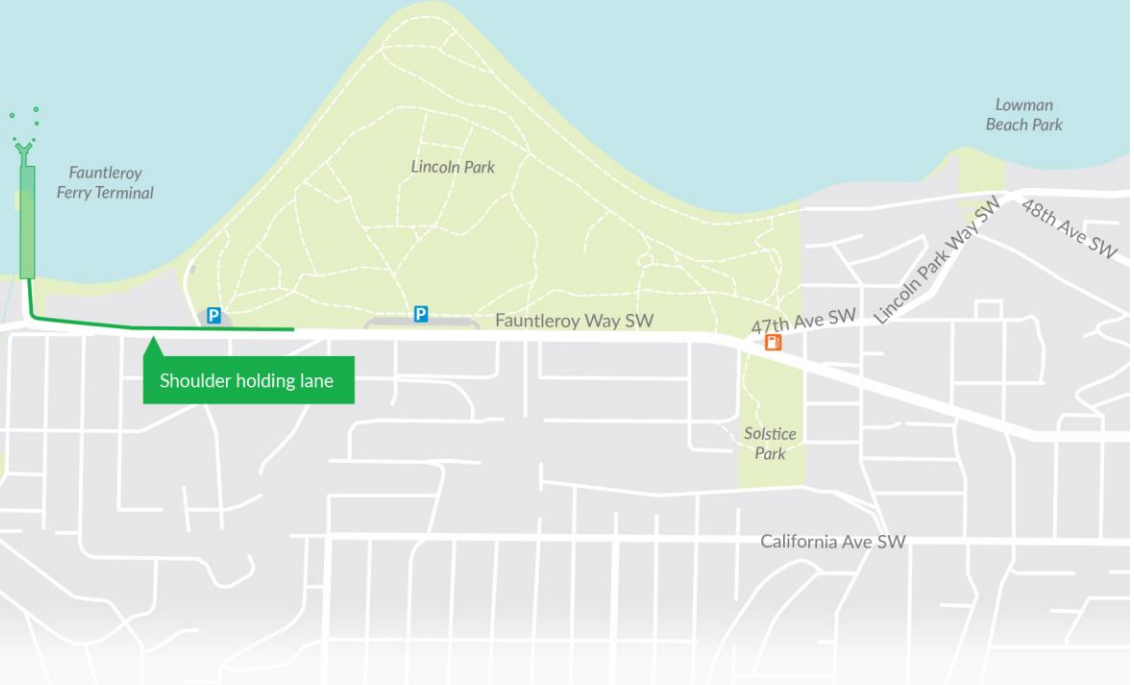


Features

- 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

Operational elements (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.

C: Expand existing dock – 186 vehicle capacity



NOT TO SCALE

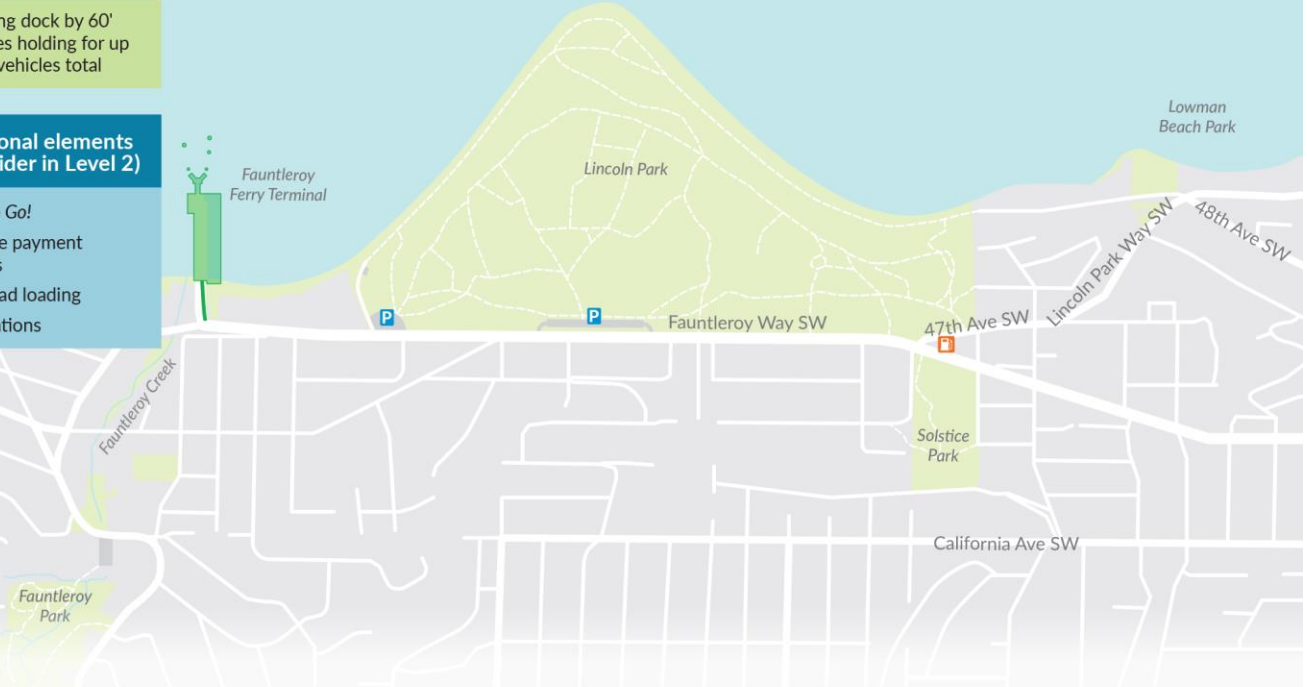


Features

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

Operational elements (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.

What's next

- **Online open house** live until June 13
- Ongoing **advisory group** meetings
- Level 2 screening and refine alternatives



Questions?

Stay in touch!

Comment in our online open house:

<https://engage.wsdot.wa.gov/fauntleroy-terminal>

Send other questions to:

FauntleroyTermProj@wsdot.wa.gov

Visit our project website:

<https://wsdot.wa.gov/construction-planning/major-projects/sr-160-fauntleroy-terminal-trestle-transfer-span-replacement>

Thank you!