

Other (continued)	<p>barge to carry more vehicles? Can an automated loading system be implemented where many cars load on a boarding transport vehicle so those cars are all loaded and off-loaded all at once? I am sure there are lots of “wild” ideas that could better serve the State and improve service or reduce overall costs.</p> <ul style="list-style-type: none"> • Build some Bridges instead and end this archaic system...that is the only way to be truly sustainable and reduce the environmental footprint. • Build a bridge. • Thank you for the opportunity to comment. • Appreciate a chance to comment and am very appreciative of the service.
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Part 2: Emailed comments

Date	Email
8/9/18	<p>One thought that popped in my head and that I’d like included in the public comments for the LRP is the need to keep Pier 48 in Seattle and to potentially develop it as a regional POF hub in the future. Without other options readily available in the downtown Seattle core, it’s crucial to hold onto that asset and create a multi-jurisdictional steering community to oversee the design, permitting and management of said asset.</p>
9/8/18	<p>As our family uses the ferry system daily, we have a few recommendations:</p> <ol style="list-style-type: none"> 1. Improved Parking. It’s time. A lot of people don’t use the service because the City of Port Orchard has NO downtown parking options and neither does the City of Bremerton. Except, of course, the price-gouging private garages and lots. Too expensive for the average person. Both cities NEED “Park & Ride” facilities. Perhaps WSDOT could work with both cities to find solutions there. THEN, ferry usage would increase. 2. A Fast-Ferry from Port Orchard to Seattle. Once #1 above is resolved, this is a given. 3. During the summer tourist season, run an extra ferry on each route, especially the northern routes (Port Townsend, Mukilteo, Edmonds, and Bremerton). This would allow for a ferry departure every 40 minutes as opposed to the regular schedule of every hour for Bremerton, and every 20 minutes for the other routes. 4. Probably the most important: borrow Big Bertha and, after completing the necessary easement processes, tunnel underground from the west end of SR 518 down to the water. Then build a floating bridge ferry station and parking/staging area (appx 3+ acres) using surplus and/or re-purposed floating bridge pieces from the 520 re-do and the coming I-90 re-do. This would allow the Southworth ferry to provide the Kitsap Peninsula with a direct route to SeaTac Airport...a major improvement over the 1.5-2-hour traffic nightmare known as I-5. <p>Other than that, we feel the WA Ferry System does a fantastic job of moving people and vehicles. And, thank you for that!</p>
9/10/18	<p>In the near-term, must solve the issue of not having cell phone reception on the Chimacum; commuters are unable to stay productive by preparing for the day in the office or finishing the day on the way home. In the long-term, never deploy a vessel again that blocks cell phone reception.</p>
9/12/18	<p>Why isn’t the “pendulum” routing included here for the Fautleroy-Vashon-Southworth route? It is more efficient and less costly to run.</p>

<p>9/13/18</p>	<p>Hello Ferry Planners,</p> <p>I moved from Seattle to Bainbridge in 2005 and then to Bremerton in 2007. The differences in the ferry service were tragic and aligned with people’s perception of Bainbridge vs. Bremerton – and were somewhat justified. Bainbridge had more runs and boats that seemed to be in good repair. On the other hand, you could always tell the Bremerton boats with their rust stains down the side.</p> <p>Fast forward to 2018 where Bremerton has become the new, affordable bedroom community for Seattle. I live walking distance to the Bremerton ferry. My new neighbors are tech workers, doctors, artists, Seattle retirees and government workers that commute to Seattle. Well-educated people of all types are moving here for affordable housing and access to Seattle.</p> <p>At the same time, Bainbridge has an impossible situation of bumper to bumper traffic through the morning and evening commutes, and much of that traffic is pass-through, not Islanders. During the evening commute especially, it’s faster for a vehicle going to the Hood Canal Bridge to take an hour ferry to Bremerton and commute down speedy Hwy 3 than it is to go to Bainbridge and sit in traffic backed up on the Island. Many Central Kitsappers and even Bremertonians have to take the Bainbridge ferry, even though it’s farther away or harder to get to, just because there are more return boats to choose from; the traffic counts do not reflect this. It’s time to understand the new reality of ferry needs and make the runs more fair and balanced.</p> <p>Besides balancing out the number of trips better, the highest impact, most critical fix the Bremerton run needs in the short term is to plug the hole between the 10:30 pm and 12:50 a.m. runs from Seattle to Bremerton. As you can imagine, this huge gap in the schedule cause people to leave cultural and sporting events early and even worse, to find little ones with Mariner’s baseball caps sleeping on the ferry terminal floor for over 2 hours because the game went long, and they just missed the 10:30 boat.</p> <p>This fix to an egregious problem will make a big impact on the Central and South Kitsap communities, where we currently see that we are not being well-represented. Thank you for your consideration.</p>
<p>9/13/18</p>	<p>Seaport Steel was a major steel supplier to the last four 144 car ferries. We were reliant on the ferry system itself to transport material for three of the superstructures. Seaport’s employees in Seattle and Spokane facilities were honored to be a part of the new construction builds. The WSF projects provide significant support for Seaport Steel’s 100 employees. Seaport Steel has invested heavily in labor, training and capital equipment to support past and future ferry construction.</p> <p>Personally speaking, I am a longtime resident of Washington State and a current resident of Bainbridge Island. My family is dependent on a well-run ferry system for every day commuting, especially for work and education. If the system faces challenges, we see immediate impacts on emergent needs, attending children’s events or meeting all of life’s demands.</p> <p>It is imperative the State continues its investments in infrastructure efficiently moving people from place to place enabling their contributions to the Puget Sound Region. We view the Washington State Ferries as necessary and prudent investments supporting our region.</p>
<p>9/22/18</p>	<p>A number of us on Lopez Island are interested in having our meeting start in a more traditional way, with WSF employees addressing us as a group, and taking questions from the floor. Perhaps we could do the first hour as a community meeting and the second hour as an open house? We would all really appreciate details on the plans to expand the Lopez terminal to accommodate reservations. The report was quite vague as to how exactly that would occur. I know I also have questions about what steps have been taken to ensure the new ferries do not break down as often as the Samish.</p>

<p>9/23/18</p>	<p>If I were WSF, I would, in the meantime, develop published policies that allow Lopez and Shaw residents to seek refunds for westbound reservation no show fees caused by eastbound overloads that we are unable to avoid. Currently it is super hit and miss whether or not customer service will help people out over the phone, those who can least afford the fees also tend to be the least able to fight them. I have been asking this of both WSF and the WSTC for years now, but there just aren't enough of us here to matter to them.</p> <p>If I were WSF I would reconsider the decision to not allow food vendors at the Lopez terminal. We have visitors who get stuck at our primitive terminal for 8-12 hours during busy summer weekends and service disruptions with no running water, and no amenities beyond vending machines and port-a-potties, and nothing within walking distance. We have new food trucks on the island who could probably service the terminal on weekends and holidays, trucks that were not here a few years ago when Scurvy Dog departed.</p> <p>I don't understand this argument that new vessels have teething problems.</p> <p>But I do not support this idea that everything is normal with the Samish. None of the other new boats are having these problems to the same degree.</p> <p>Things like the ramp issue on the Tokitae, the insulation mistakes, even the hole in the hull... those could be called teething problems, IMO. Things that are easy to fix when you make the next ferry.</p> <p>But we, as the public, have had little to no transparency about the other issues that keep causing the Samish to fail. Why was the metal corroding so quickly? Has that problem been fixed? How are we going to avoid that problem on future ferry? Same questions for the plethora of other maintenance issues the Samish has had? How many years can we expect this level of service disruption from a new boat?</p> <p>Yes, new ferries. More ferries. But preferably ferries that have learned from the mistakes made with the Samish and don't require emergency maintenance so often.</p> <p>Can we swap the Tokitae and the Samish? If our route is hard on boats, shouldn't the boats in the same class swap routes every few years?</p> <p>I will work on spreading the word locally that this meeting has items that may be of interest to many Lopezians.</p>
<p>9/27/18</p>	<p>Ahoy,</p> <p>I am a Vashon Island resident and obvious ferry rider. I have lived here for 54 years, most of them commuting to Seattle for work. During that time there have some changes to fleet, but little change to dock and staging, and if anything, the forward looking vision has regressed. My ferry rides total close to 50,000 trips or 100,000 boarding. Accommodation of ferry traffic now is the worst I have seen.</p> <p>It seems the stated purpose of the ferry system should be something like - to provide safe and dependable transportation for our passengers and for the economic and business interests transporting goods. That, however, it not what we see. It appears the ferry system exists to maintain a schedule. Half empty boats at busy times do not make sense.</p> <p>It appears the ferry system is not capable of "thinking outside the box." Some recent attempts to tweak the current system are laughable, except for the problems caused to ferry users.</p> <p>Some out of the box ideas:</p> <p>Let's do away with ticketing and processing foot passengers. Charge a dollar or more per car and let all non-drivers walk on board without cost. The cost could be balanced with</p>

<p>9/27/18 (continued)</p>	<p>the increase in vehicle charge and the speed would greatly improve.</p> <p>Bridges, toll roads and HOV lanes use electronic means to assess tolls. Why not the ferry system?</p> <p>The Colman terminal has a traffic light to help control traffic, why not one at the end of the Fauntleroy terminal to be used as ferries offload?</p> <p>Fauntleroy Avenue is a huge mess during commute times. Traffic occasionally backs up to and across California Avenue. It often backs up to the Kenny. Get the city to be more restrictive of parking on the west side of the street. Fauntleroy could be one way heading south so there could be two lanes staging for ferries - a Vashon lane and a Southworth lane.</p> <p>Most importantly, if your purpose is to transport and commodities, then fill the boats.</p> <p>It is total nonsense to have the ferries running half empty while traffic is backed up for hours on Fauntleroy and beyond.</p> <p>You can do better, but from the draft plan, I am doubtful you are up to the task.</p>
<p>9/30/18</p>	<p>I was at two of the meetings on Vashon Island where I live. We heard your presentation of the 2040 Plan. I read and heard about your desire for comments but it's difficult to be constructive when both of the plans would result in less committed spots for Vashon. What I think is desirable is some mission statement outlining your commitment to us. A commitment to consider our unique situation-- a small community (about 10,500) totally dependent on the WSF commission. I understand the difficulties working with multiple communities in a state that doesn't see the vital importance of mass transit. But again, unlike the other communities we are at the mercy of the Commission. The lack of candor about what your limitations is concerning. The block to improved service placed by the inadequate Fauntleroy dock is huge. Your plan doesn't even deal with this. At least say that we have a problem with only very limited solutions. I don't have to tell you about the real economic and health care impacts of the two proposals, your lack of speaking with the Chamber Of Commerce, health providers, and other stakeholders obviously lets me know that you are aware.</p> <p>Lastly before outlining the significant impacts on us I need to hear of a commitment to us by the WSF Commission with an equitable and frank plan for 2040.</p>
<p>10/9/18</p>	<p>I'd like to see the funding for the ferry system tied to FEMA funding and/or any other disaster funding from the county, state and Federal government. When the 9/11 tragedy occurred in 2001, the only available transportation for people to get off of Manhattan Island was the ferry system. All other forms of public....and for that matter, private.... transportation were not able to continue to operate. The ferry system is not bound to land problems in a disaster as other public forms of transportation systems are.</p> <p>Our ferry system is a major highway of travel for all those residence that depend on it for medical and disastrous emergencies. It should fall under the umbrella of disaster relief funding.</p>
<p>10/18/18</p>	<ul style="list-style-type: none"> * Have the commuter books be good for 6, or better yet, 12 months instead of 3. This would be helpful for everyone, but especially the elderly, young families and others struggling to make it. * Have free wifi on the boats. It wouldn't cost much, would be very helpful and would be good PR. * Lease out eating areas to Starbucks, Whidbey's or something like them. Subsidize union wages if necessary. Everyone would appreciate it. People might even ride the ferries to enjoy the food, drinks and views!

<p>10/18/18 <i>(continued)</i></p>	<p>* Put speed bumps at terminals or at least 5MPH Go Slow signs. I've seen children and others almost getting hit due to cars unnecessarily rushing to get in line. I have written the ferry system about this before.</p> <p>* Seats on the Samish are the most uncomfortable ever, and I've lived here since 1956! How could you pay that much money for a ferry and have such poorly cushioned seats? Did anyone even try them first?</p> <p>* Scheduling could be better. Whoever creates them should live here. Perhaps that's not being realistic, so at least get more local input then when creating schedules.</p> <p>* Keep the ferries painted. The rusty boats are an embarrassment and make people wonder what else hasn't been taken care of.</p> <p>Thanks for asking for input and all that everyone does.</p>
<p>10/23/18</p>	<p>Hello,</p> <p>I just read The Seattle Times' article, "Electric ferries: Ask Norway about its 35 subsea tunnels", and I think you might enjoy it, too. You can read the full article here: https://www.seattletimes.com/opinion/letters-to-the-editor/electric-ferries-ask-norway-about-its-35-subsea-tunnels/?utm_source=email&utm_medium=email&utm_campaign=article_title_1.1</p> <p>If you don't already subscribe to The Seattle Times, consider supporting independent journalism today.</p> <p>Thank you, and enjoy the article!</p>
<p>10/23/18</p>	<p>Hello,</p> <p>I just read The Seattle Times' article, "Commute like a Scandinavian in a tunnel under Puget Sound", and I think you might enjoy it, too. You can read the full article here: https://www.seattletimes.com/opinion/commute-like-a-scandinavian-in-a-tunnel-under-puget-sound/?utm_source=email&utm_medium=email&utm_campaign=article_title_1.1</p> <p>If you don't already subscribe to The Seattle Times, consider supporting independent journalism today.</p> <p>Thank you, and enjoy the article!</p> <p>Sent from my iPhone</p>
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<p>10/23/18</p>	<p>https://www.kitsapdailynews.com/news/a-retired-civil-engineer-is-pushing-a-proposal-to-build-kitsap-seattle-undersea-tunnel/</p>
<p>10/24/18</p>	<p>The major objection with the WSF Long Range Plan for the Kingston/Edmonds run is the design shortfall with the capacity planning. Replacing two jumbo ferries with three 144 car boats increases capacity by only 10%. As a Kingston resident and a member of the Highway 104 working committee who has studied this, business killing, back up issue for several years, we know the Kingston/Edmonds run is already experiencing a one</p>

<p>10/24/18 <i>(continued)</i></p>	<p>boat wait (or more) multiple times every day of the week during the summer and most weekends during the rest of the year.</p> <p>It has been getting progressively worse and, for certain, a 10 % increase in capacity will be exceeded by the time the current long range plan is implemented. Additionally, the housing price differential between the east side and west side of Puget Sound will continue to drive more residential/commuter traffic. A good long range planning process should be looking at a longer time horizon and, consequently, maybe a 50% increase in capacity design is more prudent.</p> <p>Alternatives suggested for the Kingston/Edmonds run that have flaws:</p> <ol style="list-style-type: none"> 1) Forcing people out of their cars with higher price hurdles and/or longer vehicle ques. The option sounds good to some but, when the destinations of current commuters are studied, we find that most of the walk on passengers will be left at the ferry terminal because the lack of transportation alternatives, to complete their journey, on the other side, are severely limited. 2) Increasing the price on the high demand runs, presumably, to move the peak demand to the valleys. Just finding those valleys during the summer is problematic. And, that strategy will, likely, not impact the infrequent user or tourist. What it will do is raise the revenue to WSF at the unnecessary expense of their customers. <p>Alternatives that should be considered:</p> <ol style="list-style-type: none"> 1) Maintain the Jumbo ferries on the Kingston/Edmonds run (which has the most vehicle traffic in the system) and supplement those crossings during the high demand with an additional 3rd boat. And, use 3 new 144 car boats on the Bainbridge/Seattle run – it will help with the high traffic spikes that cross the island to the frustration of the residences and provide more frequent sailings for the walk on commuters.
<p>10/25/18</p>	<p>I recall when WSF proposed replacing the Steel Electrics with large ferries on the Port Townsend-Keystone route about 10 years ago. It remains the kind of idea that may sound appealing at first, but when you really think it through, it has many more drawbacks than benefits. In theory, a large ferry uses less fuel per vehicle carried, but this is only an advantage if that ferry is filled to capacity all the time. Although WSF apparently would reduce the number of trips to try to maximize the number of vehicles on the ferry, this would achieve only an illusion of efficiency.</p> <p>First of all, having fewer sailings per day is a great inconvenience to people who need to cross at different times. Secondly, it creates a lot more traffic jams, particularly around downtown Port Townsend. In other words, the presumed efficiency of a larger and full ferry requires that everyone else – even drivers not using the ferry – suffer the externalized impacts of this approach.</p> <p>Moreover, building large ferries for our route requires a lot more capital. Not just because larger boats cost more, but because of the huge cost of expanding dock and parking areas. Given the huge list of capital improvements needed in the ferry system, squandering precious capital on ferries larger than needed will make it difficult to fund the replacement of other ferries in the system.</p> <p>Also, I think our 64-car ferries can benefit other parts of the system during the off-season when we only need one ferry. At a “ferry summit” in Bremerton about 10 years ago, one of the speakers suggested smaller ferries from our route could be used on late night runs on Seattle routes in the off-season, not just because less capacity is needed then, but to allow some maintenance to be done on the larger ferries (obviously, this wouldn’t work for huge maintenance tasks, but maybe some tasks). I never saw a formal plan or cost/benefit analysis for that idea, but it seemed worthy of further discussion.</p>

<p>10/25/18 <i>(continued)</i></p>	<p>If WSF was a bus service, would it make sense to replace small buses that make many runs on a route every day with those huge, articulated buses and run them only once in the morning and once in the evening? I don't think any riders would favor that idea.</p> <p>Similarly, look at how airlines operate. The 737 is a smaller jet, but it's by far the number one aircraft in use, far more popular than 747s and other jumbos. I can't imagine airlines investing in bigger facilities at airports that can't handle large jets, spending billions more on large jets instead of 737s, and then cutting the number of flights to maximize the occupancy of larger jets. It would make flying much less flexible and convenient, and it's hard to imagine this being financially viable.</p> <p>Please don't fall for the false assumption that a larger ferry is efficient on every route.</p>
<p>10/25/18</p>	<p>25 October 2018</p> <p>Dear Washington State Ferries;</p> <p>The below thoughts do NOT comport themselves to your web form, so here go some additional thoughts on your long-range plan.</p> <p>2 Thoughts On New Ferry Designs:</p> <p>1) After the fast ferry fiascoes in Washington State and to a lesser extent, British Columbia impacted by wake wash issues it's really important that wake wash be monitored and limited from new ferry designs.</p> <p>2) Please make your new ferries run on alternative fuels and battery when possible. Much appreciate.</p> <p>Anacortes-Sidney Year Around:</p> <p>I believe there should be a plan to make the Anacortes-Sidney run year round. Or allow a private provider to use the docks. As a transit-dependent person, I am finding using the BC Ferries Tswassen-Swartz Bay route from home via 100% transit would make a visit to Victoria require at least 10 hours in transit.</p> <p>Clinton Needs Overhead Passenger Loading:</p> <p>It would be nice if the Clinton Ferry Terminal got overhead passenger loading sooner rather than later. But that's me.</p> <p>Ferry Walk-On Reservations:</p> <p>It would be nice to reserve or pay ahead of time walking onto the state ferry, but that's me.</p> <p>Ground Transit Integration:</p> <p>Really important to me that WSF continues its outstanding work with Skagit Transit, Community Transit, and Kitsap Transit - for starters - to have good connections between buses & the ferry system. Or as Mukilteo City Councilmember Sarah Kneller wrote you, "WSF needs to partner with Transit, emphasizing door-to-door over shore-to-shore."</p> <p>Trip kiosks/apps:</p> <p>Non-driving "trips" need to be encouraged. Kiosks, apps, or flyers might help people make the choice to park-ferry-transit versus drive on.</p> <p>Removal of Revenue Protection Fencing:</p> <p>I agree with Mukilteo Councilmember Kneller, "The proposed fencing surrounding the Mukilteo ferry holding lanes should be revised to include additional gates to access the promenade or removed completely. The ability for riders waiting to be able to shop local businesses and restaurants while they are waiting is an appeal to both the local economy and ridership."</p>

<p>10/25/18 <i>(continued)</i></p>	<p>I would add being fenced in while using the Mukilteo Multimodal Terminal to transfer between buses, ferries and Sounder would be a disincentive to stop by Ivar's. Please think of transit riders and business owners as well when reconsidering this fencing concept.</p> <p>Mukilteo Park and Ride:</p> <p>If a Park and Ride is needed in or near Mukilteo, please charge for parking. It's science at this point that charging for parking forces riders to consider transit first.</p> <p>Mukilteo Amtrak Cascades Stop:</p> <p>Long-term, Mukilteo desperately needs to have Amtrak Cascades stop at the Mukilteo Multimodal Terminal. The costs in standing up the terminal would be minimal since all the physical infrastructure works quite well for Sound Transit Sounder. To me, the two silos of WSDOT in Ferries & Amtrak Cascades need to please stop being silos and work better in moving people.</p> <p>One last thing, thank you to Hadley Rodero of WSF for keeping in touch with me during this process. I apologize for the last minute comments, but I had another public comment opportunity come up and it also was due tonight.</p> <p>Very respectfully submitted</p>
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Part 3: Verbal comments

Date	Open House	Comment
9/12/18	Vashon	<p>This is a joke. The ferry system is our highway. It is not optional for us. We need a direct route from Vashon to Fauntleroy for business reasons and for medical. The fact that the ferry would go to Southworth first can have a significant effect on our medical health. We need to be able to get across directly. We are angry. We are a peaceful people, and we are pissed. And that is not just some of us on Vashon; that's everybody. There's no one who's happy with this. The only reason that more people aren't down here is they have all given up. I have given up too, but I was just brought up to do my civic duty, so I'm here. It's untenable. During the summer season, the boats left half empty even though the line for Fauntleroy went all the way up past California because the loading systems are so screwed up. And it has been presented many, many times very simple ways to fix them. We could use the Orca card. We could use handheld scanners instead of the handheld scanners that they have now which were bought secondhand and which were from someplace in a warm climate, so they don't work very well in the damp.</p>