

<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>

<p>9/12/18</p>	<p>Vashon</p>	<p>I just have two comments So one comment is I wish they would offer the ability to purchase return tickets on the boats through kiosks or through your phone for the passengers. We have a car-and-driver pass, but we don't have the ability to purchase a passenger return ticket, which slows down the processing of the reentry through Fauntleroy to the ferry system. Does that make sense? And then the other comment would be to just work on the actual tollbooths. The people that have prepaid tickets should have a different lane that they're funneled through so that they don't have to wait for everybody who's buying a ticket. I think that jams everybody up. I mean, everybody who's a regular commuter has a prepaid ticket. They could go through one line quickly, so a bypass lane for prepaid vehicles and passengers at the Fauntleroy terminal to avoid waiting in line, to free up the long waits that clog at the tollbooth. And my other thought is I'd like to see consideration of the route impact of a V-schedule instead of a triangle schedule; so all boats leaving Fauntleroy would go to Vashon, Southworth, back to Vashon, and back to Fauntleroy so that every boat could be loaded full at Fauntleroy and every vehicle could get to their correct destination, compared to a circular or triangular route.</p>
<p>9/12/18</p>	<p>Vashon</p>	<p>Please take the time to fully review the effects this will have on these key points: Students under the age of 18 traveling to and from school, Vashon, and also to West Seattle; the commuters and the commuting times; the medical implications due the additional costs of noninsurance versus ambulance services; the businesses on Vashon that will be affected by supply and demand and lack of ferry service; our tourism and revenue thereof being affected by the lack of frequency of ferry service. My husband and I are parents and business owners on Vashon. This proposed schedule change will adversely affect both those aspects in our lives and also other people in our community. Seattle school districts have early release every Wednesday. That falls within the proposed schedule change, leaving our underage child to be on the ferry for over an hour. We appreciate your time and consideration.</p>
<p>9/12/18</p>	<p>Vashon</p>	<p>So as a Vashon resident, a full-time Vashon resident who depends on the ferry to get to work and who drops her child off at school prior to work, I'm very concerned about the new schedule of the ferry going to Southworth before it goes to Fauntleroy because it's going to affect my day immensely. It's going to make me lose a half hour every day that I go to my office, and as an attorney, that's an expensive half an hour. So I'm very concerned. And I'm completely dependent on the ferry. We don't have a yacht at home. So unlike Southworth people, we have to take the ferry. So I'm really concerned, not only for me getting myself to work, but when I want to hire someone who's not available on the island, my costs are going to increase because any professional that comes to the island, it's going to take them more time to get --well, to leave the island. So when they calculate how much they're going to charge me, it's going to be more. So it's about the cost of living really going up for all of us on the island. And it's a mixed-bag economic situation here on the island. There are some very well-off people, but there's also a lot of middle-class people and then some very -- you know, they're just surviving off of Social Security and other things. So I'm very concerned about the impacts to the entire island as well as to myself individually. Thank you.</p>

9/12/18	Vashon	<p>So besides being a homeowner here, I also work for the school district. So with the schedule changes that they're talking about, they haven't even addressed any of the situations of how that would affect the school district. Basically, it would eliminate runs for the elementary kids, commuters coming onto the island. It would eliminate any possibility of those kids being involved in sports or extracurricular activities after school. It's a huge loss of money for the school district if we lose those kids. What else? That's it on the schools. For the plan I see that they're trying to implement, the Southworth people, they have other options. We do not. They can drive around. They can take a ferry from Bremerton to downtown Seattle. My suggestion was use one of our boats for them to do that from Southworth directly to Seattle. That takes care of the traffic in West Seattle, eliminates the traffic there. And then for those Southworth people that come onto the island to work, there could be a commuter run in the morning and late in the afternoon for those that come onto the island to work. All the Southworth people that come over to get on the foot ferry, the passenger-only ferry directly to downtown Seattle, why can they not take the Bremerton -- they're walk-on passengers -- to downtown Seattle? With the restrictions of the schedule on the North End, people will go to the South End. The South End is already -- adding a couple runs in the middle of the day is not going to help the situation with the commuter-time runs overbooking. They're already -- from the last year, you have to be in line at least 45 minutes early if you want to get on that boat. Another thing would be emergency services. So it would restrict emergency services to the point where the only way for you to get off this island in an emergency, they would have to airlift you off. Well, that can cost anywhere from 15 to \$40,000. Most average people don't have that kind of money sitting around to pay for a helicopter to get us off this island if there's an emergency.</p>
9/12/18	Vashon	<p>Yes, I am concerned about the plan where the Vashon boat goes to Southworth first before Seattle because I travel once a week for my job. So I have to go to the airport once a week, and going to Southworth is going to -- I'll have more possibilities of something going wrong, like an emergency vehicle, ambulance, something that will make me miss my flight. Every time the ferry goes somewhere, there's a possibility that there might be a delay, so now I'll have twice the possibility of being late for my flight. So yeah, I oppose the ferries going to Southworth. I prefer from Vashon to Seattle directly so I can catch my flights. That's my main concern.</p>
9/12/18	Vashon	<p>I had heard that the ferry folks were going to be here. I have a position with the school district. During the day I work here at the high school, and after school I am the ferry monitor for the commuting students, the middle school and high school commuting students to go to West Seattle. And I had heard that the ferry route was going to change, which would mean that instead of a 20-minute ride, it would be a 45-minute ride. I don't know if that's true or not, but I struggle with a 20-minute ride with these kids, keeping them in order. I have 150 kids that I monitor, and if it more than doubles in ride length, it's going to create a problem. Plus their attendance -- they'll have to get up earlier. So that is my major concern and the reason. I'm here, if that makes sense.</p>

<p>9/12/18</p>	<p>Vashon</p>	<p>I'm a Vashon resident for 40 years and the owner of the John L. Scott Real Estate office on Vashon. So as a gateway person to new residents to the island, and as real estate is an important part of the financial security of all those who live here -- i.e., their house values directly impact people's financial wellbeing -- the new constraints of the new ferry schedule can have a dramatic impact. New people will be more reluctant to come to the island as service schedule declines make it difficult for their ability to get to and from work, to and from health care, and to and from recreational opportunities on the other side. Given that all residents of Vashon have no alternative mode of transportation but the ferry, the new schedule changes impact Vashon far greater than Southworth, which has other alternative road access. And my largest concern is the significant financial impact that it's going to have on the average Vashon residents' home values. In addition to that, our school district is incredibly dependent upon the number of children who come from both Southworth and from Seattle, and the impacts of the new proposed routes will dramatically harm the ability of parents to choose Vashon as a choice for their children's education who are not residents of Vashon. Finally, quality of life is very much impacted by the convenience of the ferry schedule. The schedule as it now exists is, at minimum, the amount of service we require. The new schedule changes reflect a reduction in service and are, quite frankly, damaging to all aspects of life on Vashon.</p>
<p>9/12/18</p>	<p>Vashon</p>	<p>So I represent the Vashon Senior Center, and I'm interested in the draft plan that you have for the Vashon-Southworth-Fauntleroy schedule. I'm a long-term resident of Vashon, so I've seen some of the other impacts of getting a bigger boat, the Issaquah, that will affect the schedule. A lot of who-ha that I saw the last couple weeks didn't seem to understand that a bigger boat just means more time, boat unload time -- more cars, more bodies -- so that will affect the schedule. What I saw, what I remembered, was a ten-boat schedule would go to a six-boat schedule in terms of the schedule. Whether I read that or not, I don't know, frankly. But definitely, it will affect the Vashon-Southworth-Fauntleroy schedule, having a bigger boat.</p> <p>And my question is about Medivac, paramedics, big red trucks leaving Vashon. At the state level you probably aren't aware of this, but Vashon just approved a huge tax increase to buy more paramedic time and more big red trucks. 50 percent of Vashon is over 50 years old, and we're all getting older and therefore, perhaps, going to need more rides. "Is the draft schedule taking any of this issue into account" is my question. And how do I insert that question -- beyond necessarily needing to know the answer -- how do I insert that question into the process? The EMT paramedic rides really mess up the schedule. How do you account for that in the draft schedule? That's it.</p>
<p>9/13/18</p>	<p>Southworth</p>	<p>I have about a three-hour round-trip to downtown Seattle every day. I live pretty close to the Southworth ferry. I take the ferry over to Vashon and then I change to the King County Water Taxi. I go over there and then I got to bus, and I go like up to South Lake Union, so this is three hours round-trip. There's talk of a water taxi that would take me straight to downtown, which would save me a lot of time especially when the connections are bad. I can waste a lot of time sitting around on Vashon. So I look for toward to anything you can do to hurry that along.</p> <p>One thing I hear is that you might get a second slip at Fauntleroy, and that would help with the situation, so I would encourage that. Anything you can do to make the traffic connections smooth for the water taxi, that helps, too. That's it. Thanks.</p>

9/13/18	Southworth	<p>I support adding an extra pier at Southworth to facilitate transportation from the Peninsula to the Seattle area. What are you looking for in this thing? I've been an ardent supporter of the fast ferry system over the years. I'm looking forward in cooperation between Kitsap Transit and the Washington State Ferries to collaborate, to build this new facility at Southworth, to accommodate both car and passengers on the ferries.</p> <p>Thank you.</p>
9/17/18	Fauntleroy	<p>I'm with the Washington Ferry Coalition. We support Washington State Ferry's 2019 to 2040 Long Range Plan because the plan would support ferry system reliability which is critically important to our state's transportation system, our economy, and the people and communities who depend on the ferry system. In addition to reliability, the long range plan will ensure that the ferry system can handle the increasing demand by tackling issues, such as congestion and wait times, and also ensure accessibility for all people and improve connections to other modes of transportation. Ferries are vital to the transportation network and benefit the entire state. Many communities and hundreds of thousands of Washington residents rely on the ferry system as the state's marine highway. Businesses rely on the ferry to move goods and workers. Communities rely on the ferry system for commerce and supplies. Commuters rely on the ferry system to get to and from work. They all need safe and reliable service. We support building new ferries by extending the current ferry-build contract. Not extending the contract would require starting over on ferry procurement, which would mean at least seven years would lapse before another ferry could be authorized, funded, built, and delivered. Also, older vessels are more expensive to operate per passenger mile and require significantly more maintenance to keep them operating. Finally, building ferries creates and preserves family-wage jobs. Each ferry build generates up to 560 direct jobs at shipyards and subcontractors and a total of 1300 direct, indirect, and induced jobs that are spread through many communities around the region. We hope that we can pass the Washington State Ferries 2019 to 2040 Long Range Plan. Thank you.</p>
9/17/18	Fauntleroy	<p>One of the things missing on all of the long range planning is the impact on the local communities. Where do ferry employees park? Well, they park in front of my house, at least ten a day starting at 5:00 a.m., so there's no parking for anyone else throughout the day. If I have friends in for dinner, I have to get out and direct them because there's no parking on the street. The second issue is traffic. On Friday night, you cannot get down Fauntleroy Way because the traffic is parked and blocks all the way to Kenney.</p>
9/17/18	Fauntleroy	<p>So I don't know the whole extent of the plan, so I might have to get feedback on that. But I live in the neighborhood, and the impact of the traffic from the ferry is a lot for the community to take. I live right by the ferry. I see people parking illegally on the street a lot, and there's signs that say you're not supposed to park here. People leave their car all day. It's come to the matter of, like, if I see people doing that anymore, I'm going to have them towed. I'm hoping that the ferry can move to a different location in the neighborhood where it has less of an impact because it has a lot of impact on the neighborhood, and the people that live in the neighborhood are not being heard.</p>

<p>9/17/18</p>	<p>Fauntleroy</p>	<p>There's a mistake in the draft plan on Page 122. It's very misleading. It says 76 percent of operating costs through fares and other operations revenues, but then they switch over to here and go to 79 to 82 percent, and they call this operating and revenue. It's not fare over operating. Here's fares over operating. It's actually 67 percent. They are over-reporting. This is the all fares collected. This is the actual operating expense. That's the actual number it should be. This is incorrect right here. This is Page 122 of the long range plan. It's a very misleading graph. They're claiming an increase in revenue over operating expenses. In reality, in 1964, farebox recovery was 120 percent. In 2017, it was 76 percent. They're projecting for the next 20 years to be 67 percent, if you do the math. Do you follow all that? I'll probably send it in with a spreadsheet. This here in this graph is mislabeled, and this is very incorrect. The first part is correct; the second is incorrect. The sentence starting with "Farebox recovery...", that's correct. That's farebox recovery. But the next one throws in this thing about revenue, which is this extra money here which is not theirs, and they're trying to label it as farebox recovery up here. It makes them look good, but it's not right. Basically, just double check the labels on Page 122. They're misleading.</p>
<p>9/20/18</p>	<p>Bremerton</p>	<p>I live in Bremerton. As a matter of fact, I'm on the Bremerton FAC, and so I would like to say that the draft plan is a good start. I especially like that you are planning to replace all the boats that are turning very old very soon. A couple things is that to do that you will need a dedicated funding plan from the legislature, and I hope you can figure out a way and that would help. The other thing is we would need to tailor the made in Washington clause and the RCWs. The ones that they did back in 1996 were horrible and stopped us from getting federal matching funds or any funds at all for our Olympic class ferries. That's the Tokitae, the Samish, the Chimacum and Suquamish. If we want to build more, we should tailor made in Washington laws to maximize federal grants. One last thing, any further ferries in the Olympic class must have better wifi and cellphone receptions. A faraday cage is basically a metal box where you can't get a signal, electronic signals in or out, which is pretty much what the Chimacum has become. It's not good for ferry riders. We need to work, and we need to get wifi reception, so please fix that in further Olympic class ferries. That is it.</p>

9/20/18	Bremerton	<p>I live in Gig Harbor and own a home in Olalla. My husband commutes every day from Gig Harbor to downtown Seattle, which is a bear. We would dearly love to be able to spend part of our time living in the Olalla house during the week so he could commute to Seattle in less than half the time. The Southworth ferry to Seattle downtown for foot ferry planned for 2020 is a welcome addition to say the least for us. We're concerned, though, that there won't be enough capacity to be able to even get tickets or for this ferry to be reliable enough to be able to count on for a commuter like my husband. He needs to have it work, and he needs to be able to get tickets. He has tried to get tickets on the new fast ferry to Bremerton or from Bremerton to Seattle and has been unsuccessful because it fills up so fast, and it also breaks down frequently. The big message here is that there is a lot of pent up demand on this side for access to downtown Seattle without having to suffer through the I-5 commute and to open up Olalla, Port Orchard and other areas around here as a bedroom community for Seattle. We are eagerly hoping that you can take steps to expand the capacity on that particular route from Southworth to downtown Seattle even if it means cooperating, collaborating more actively with Kitsap County on the foot ferry side of the equation and/or expanding the vehicle traffic options on ferries going to and from by getting the cooperation of Seattle City Council and/or Washington State Legislature. I for one, would be more than happy to assist in any of that as for whatever I can do. I know many people who would support that larger effort, and I really urge you to take a look at the pent up demand and respond to it, especially given the explosive growth of Seattle in recent years. Seattle as a city and Washington State Transportation, you know, all the powers that be seem very concerned with getting cars off the road, off of I-5 because the traffic is interminable and insufferable. I would agree that's a great goal, so please, please, please look to the ferries as a viable option. It is an option. They operate in Canada very smoothly, and we should be striving for that here to open up this side to access to downtown Seattle to reduce that horrendous congestion on I-5.</p>
9/20/18	Bremerton	<p>I'm a land developer in South Kitsap, and I want to support a direct route from Southworth to downtown Seattle. I have five households right now in rental properties that I manage in South Kitsap that would be ready to commute to Seattle from Southworth tomorrow morning if that were available. I have more coming online as I continue to develop properties so that the demand for a direct route from Southworth to Seattle is there and probably more than folks may appreciate.</p>

<p>9/25/18</p>	<p>Lopez</p>	<p>I think the biggest issue is getting the legislature onboard to support the ferries and give them a good permanent source of revenue. I don't think that that issue's been adequately addressed since Initiative 695 took away a considerable portion of the state ferry's funding. I think that the next biggest issue is getting some new ferries built. I think it's critical that we get the proposal to build five more of the Olympic class as soon as possible. It's very important. I think that if that isn't done and we have to start from scratch to build some new boats, by the time those new boats came out, from what I understand that would be like seven, eight years down the road. I think our system will be in very bad shape, so again getting those five new Olympic boats built as soon as possible I think is critical. I think that our workforce development is another critical issue. Having worked with the ferries, I know that they are very short of personnel, and a lot of people are going to be retiring. The workforce development in the last half a dozen years has not gotten any better. We're just as short now as we were a half a dozen years ago. With all the people that are going to be retiring, that could be a very big problem just having enough qualified captains, mates and deckhands and engineers and such to run the vessels. Lopez terminal, more of a local focus here, I really would like to see eastbound reservations off of Lopez. I think that the terminal at Lopez is in need of improvement in a number of areas. There's a safety issue. The congestion down there is getting pretty bad when you have a mixture of foot passengers and bicycles and automobiles milling around down there. It's a very legitimate safety concern there with the congestion, so I think there needs to be improvements for that reason. Also, there is little or no facilities there. We have Sanicans, and that's it. There's no food available. There's no water available, and we just have Sanicans. At times people are sitting in line there for, without exaggeration, hours upon hours, which in some part is due to the fact that we do not have the reservation system. I would like to see some improvements in the Lopez terminal for those reasons, the lack of facilities, water, food, a safety issue with the congestion and also we need improvements for the reservations system. I would like to see that bumped up as soon as possible. The material in the long range plan looks to show terminal improvements at Lopez to be in 2025, and I think that's too far down the road. By 2025 I think that we're going to be in kind of a critical -- another seven years down the road we're going to be in kind of a critical situation at Lopez with all the different issues there. I think that's it.</p>
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9/25/18	Lopez	<p>This past summer the Yakima had an engine failure, and it was running at half speed for a good chunk of the summer. It didn't get into dry dock. It was scheduled to go in I think July 30th, and it ran for like most of June and July at half speed and caused everybody behind it, because there's five boats running in the summer here, to run behind time and so nothing was ever on time. My question is why didn't they take a comparable boat from let's say the Mukilteo-Clinton run, which is 20 minutes, and put the Yakima there and bring a boat that could run at full speed on an hour and a half run and not cause all of the delays? It didn't make any sense to me. No. 2, I know they're thinking about doing some capital improvements to the Lopez holding lanes so that we can actually take reservations to get off the island, which we don't do now. I would much rather see that money spent on more boats, newer boats, better boats and retire some of our 50-year-old fleet. We lived without reservations for so long, we can still do that. No. 3, if you want to increase walk-on ridership, then you have to have cheaper parking at the terminal. I think it's very expensive to park in Anacortes, and I think that that's the city of Anacortes that made some deal with the ferry a while ago. I don't know what it was, but it's cheaper to take your car onto the island than it is to leave your car in Anacortes over the weekend. That's all. I love the ferry workers. They're the best people ever. They work so hard. They do a great job, and I appreciate them enormously.</p>
9/25/18	Lopez	<p>First of all, I appreciate the ferry system, and it's nice to know the quotas when we come off Lopez. I didn't like the reservation system at first, but now it's been okay. It's good that they still save some spots for us last minute people, but what I'd really like to say is I'm glad they have the 22 foot limit. However, it would be nice if they gave the ticket people just a little bit of leeway on that because our vehicle is 22 feet, but when we have our camper on, it goes out this much further than 22 feet, two inches further. The step on the camper goes out two more inches. That's not a bulky piece of -- it's a step. Instead of \$33 in low season, it's a hundred and something. It would be nice if they had -- because they feel bad. They're like it's your step. It's only your step in the back of your camper. It would be nice to have reservations to leave the island for eastbound. Once again, we appreciate that we have the ferry and thank you.</p>

<p>9/25/18</p>	<p>Lopez</p>	<p>My family moved here in 1946 to Lopez, so I've been here 72 years off and on, not steady, but I've lived here full time numerous times. I've done other jobs. I commercially fished off this island for 50 years, so I wasn't just living here. I was making a living here also, so that's kind of my background. My biggest concern is tourism. Tourism has taken over our ferry system. The state seems to give priority to tourists, and that's contrary to what they agreed to do originally when they took over the ferry line. I rode the Blackball ferries for 15 years before the state took over. When they did, there was a committee set up of island people that met with the state and signed an agreement of how it would be run. The thing that they guaranteed the people was a road to market, implying a road to go shopping in the city or anywhere else or the doctor's or anywhere else, but they guaranteed that road was there for the island people and that is being lost rapidly. They need money for the ferry system, and they're using tourism to make money. The island people eventually won't even have a boat to town at the rate it's going. From good authority, I've heard that people with cruises and party groups can buy 40 and 50 reservations at a time for ferries. It's completely lost. Now, my authority for this was a man from Lopez Island who was born and raised here. He was on this committee for Lopez Island, and he personally told me that this was the agreement that a road to market would be guaranteed for the island people. I never hear this talked about. It's never mentioned. I would like someone to research this. If this is a fact that that was agreed upon, then the state is negligent and not holding to their word. That's pretty much my thinking just on that issue. The next issue, I'm not sure when, but in recent years the State Legislature of Washington passed a law that all new ferries for the state system had to be built by shipyards in the State of Washington. There's only one shipyard in the state that can build ferries of that size, and they say already they need five new ones right now. That shipyard can't even build five of them in the five years. It was a gross error to take it out of the hands of any other shipyard in the United States. It would also reduce the cost of them too when you have competition. There's no competition for these boats to be building. I can't believe the state did that. I can see why they did it to help our industry, but it's ruined the ferry system. They have two new ones that have been out now in the last three years, and there's supposed to be a third one out this year that didn't make i.e. just found out just now that the money wasn't even appropriated for it. There's an example of what's happened to our new boat construction. I suppose those are my two biggest complaints. I agree with the class that they're talking about the new ones being. I just found out it's going to be the Olympic class, which is what the Samish is. She's one of the newest boats here on the island, and it is the best ferry they've ever built, the design of that boat, so that's a good move. That's probably about what my feeling is.</p>
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<p>9/26/18</p>	<p>Friday Harbor</p>	<p>My first one is regarding the ferry called Salish, the Salish ferry. I believe it's a bad design for the San Juan Islands on the interior because it is a ferry that is meant to serve the very peak of the summer I suppose, June, July and August when many, many people are coming with their bicycles, but there's not enough communal sitting space up above. It completely does away with the sense of community that we all have on the ferry, even the tourists. I am hoping that we don't provide more ferries of that design because it's so destructive to community. It's really only good for the peak bicycling times. That's one that I want to get off my chest. The only other one I have -- I mean, I basically love the ferries, so I'm very enthusiastic about the hybrid plan, the plan to make more ferries hybrids. I do feel that Friday Harbor is a little underserved right now. My feeling of living on the island, and I've lived here for 23 years is that the stretch of time between ferries -- if you miss the 2 o'clock, you don't get on a ferry until 6 o'clock or something. I don't understand why that's actually worse in the summer. The winter schedule seems to be a little better, but that's just a question mark. I guess the main point that I'm trying to make is that I feel that Friday Harbor is underserved for the amount of business that goes on in this community, not to mention the amount of tourism. Maybe those are my only two really big points. The ferries are the island's best feature, and so I feel very positive toward them in general and the ferry people in general, so don't mess with what's already working well.</p>
<p>9/26/18</p>	<p>Friday Harbor</p>	<p>I'm the chair of the Skagit County Ferry Advisory Committee, and one of the things that we believe strongly and we're not alone of course is how do we fund new Washington State ferries? One of my FAC committee members wrote this paper on how we need to look at funding ferries in the future. It reads, in the past 10 years, Washington State Ferries has made good progress in its efforts to replace aging ferries. The three 64 car ferries and the four 144 car ferries are a good start in the race to catch up after decades during which no new boats were added to the fleet, and today of course there are no backup boats, causing havoc each time the vessel needs planned or unplanned maintenance or repair. Simply to maintain Washington State Ferries' current fleet at its current level of service, given the necessary retirement of aging vessels, it is estimated that one new boat must be added to the fleet every two years for the next 26 years with a total estimated cost of 2.6 billion dollars, an average of 200 million dollars per ferry. Few would challenge the need and all appreciate Washington State Ferries' focus on long-term planning. Without a well thought out strategic plan, the iconic economic powerhouse that drives and supports tourism and commerce in Washington State would be jeopardized. There is one element in this plan, however, that can and must be fixed. There is no amount of logic or common sense that justifies the amount that Washington State Ferries is spending for its new boats. No one would or should knowingly pay twice as much as necessary for each new ferry. Currently, there are three scenarios, two that are realistic for building boats for Washington State Ferries. One is build in Washington. Two is build in the US, and three is to build internationally, and now we start going through the three scenarios. Build in Washington: Although the build in Washington law was established with the best of intentions, recognizing the trickle down benefits to Washington State companies and residents from any construction project of this size, it has become the single most counterproductive measure for building Washington State Ferries. Any</p>

<p>9/26/18</p>	<p>Friday Harbor (continued)</p>	<p>single bidder project is fundamentally flawed when it comes to competition for cost and quality. With a corrected view of the apprentice requirement, there are other options. Not only has this measure resulted in extremely high construction costs, it has also locked Washington State out of possible federal boat construction funds and unnecessarily squeezed hundreds of millions of dollars out of the pockets of Washington taxpayers. The build in Washington measures causes more financial damage than benefit. Build in the US: It is no secret that similarly designed 64 car ferries have been built in the US for less than half the cost of building the same boats in Washington State. Continuing on this course for the next 26 years can only increase the economic damage for residents of this state. Build internationally: Although it would literally take an act of Congress to construct Washington State ferries overseas, the vast potential savings cannot be overlooked. With regards to Washington State Ferries, probably the most comparable example of overseas construction relates to the 2014 contract between BC Ferries and the Remontowa Shipbuilding company in Gdansk, Poland for the construction of three 145 car ferries for 165 million dollars. Each Washington State 144 car ferry costs right now about 130 million, so that's three 145 car ferries for 165 million versus one 144 car ferry costing 130 million for Washington State Ferries. The 165 million for these three boats doesn't tell the entire story. The total contract of these three ferries is 252 million, 84 million each, but includes financing, project management and 51 million for Canadian taxes and federal import duties. The boats will run on liquid natural gas and have diesel as a backup. The bid that BC Ferries chose was not the lowest. As we know, BC Ferries is adding beautiful and well-built boats to its fleet. Other bids were submitted by firms in Norway, Turkey, North Vancouver and Germany. As a matter of interest, several years ago Washington State Ferries toyed with the idea of purchasing some European ferries and retrofitting them to be usable at Washington State ferry docks. Changing the way Washington State Ferries builds ferries is imperative. Expecting Washington State residents to bear the financial burden associated with the current arrangement is unacceptable, especially while looking at a plan for the next 26 years. The bottom line is we know that the law was passed largely with a great deal of pressure on the part of the maritime unions, particularly the shipbuilding unions. In my understanding, as an amendment to the law, they also included an apprenticeship program, which subsequently limited who the shipbuilder could be for Washington State Ferries and one that has a union apprenticeship program for shipbuilding. The only one currently in the State of Washington is Vigor, which used to be Todd Shipyards. The Dakota Creek Shipyard or Nichols Brothers in Whidbey have the capability of building boats, but they are restricted because of the apprenticeship program. As a consequence, Washington taxpayers are spending an exorbitant amount of money getting Washington State ferries built, which is somewhat needlessly being taxed. That's it.</p>
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10/3/18	Whidbey	<p>One thing is that I don't think that the ferry system thinks out of the box sufficiently. For example, there is a lot of down time on the docks, both on the Mukilteo and the Clinton side. When one boat leaves, you can sit on the dock for 10 minutes with no boat at the dock. That means you've got 20 minutes an hour where there's no ferry loading or unloading at the docks. If there's 20 minutes, that means roughly it takes 20 minutes for any boat to come in, unload, reload and take off unless you're on the really busy days in the summer. You could do three smaller boats and have one come in so that there are three boats an hour. Every 20 minutes there's a boat as soon as the one leaves. You could increase capacity by using three smaller boats. Also, you could then divert one boat or two at night when you don't need all the capacity. Instead of having the Tokitae that has 30 to 50 cars so that it's virtually empty, you could instead have a much smaller boat with less capacity using less fuel and much less impact on the community and cost less for the ferries to run that smaller boat at night when there's less need for it instead of just building ever bigger boats that take more time to load and unload. That's especially the case in Mukilteo where evidently you can finally have a load zone for walk-on passengers that's going to be an overhead onramp, but there's going to be nothing on the Clinton side.</p> <p>You might increase load and unload time on one side, but you're not going to increase it on the other, so it's just going to become lopsided and uneven and the system is going to have the same kind of problems that it has. Another thing is that there should be plans to keep and have a second dock on the Mukilteo side. It makes no sense with the capacity increases that are expected to have only one slip. I noticed on one of the boards that they're talking about identifying alternate landing sites. Well, they've got an alternate landing site right there already in Mukilteo if they keep the old dock and eventually upgrade that. I think that they could also seriously and should consider another location on Whidbey Island further north where they bring in the ferries and have a load and unload dock. People who want to go to the north of the island can just drive further north and come into a different location to get access to Whidbey Island. We're not like many of the other places like Vashon and Bainbridge where there are multiple ways to get on and off the island. I mean, we do have Deception Pass, but that's not a really viable alternative when you consider how long that drive is. If we're trying to reduce cars on the road, that's a pretty ridiculous alternative to taking ferries and to having an alternate terminal further north on the island that will get people to the mainland. Those are some of my thoughts. I'll fill out my form and essentially put in other ideas as I think of them.</p>
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<p>10/3/18</p>	<p>Whidbey</p>	<p>My suggestion is we definitely have reservations to get on and off the island because three hours in the summer is just too long. I think it would be a better idea if you can get the money to have two slips in Mukilteo so that when one breaks down, you can't get anywhere and then there's no ferry service. There's a lot of Airbnb's and stuff on the south end of the island, so they're pretty well occupied in the summer and that adds to the lines. I think that was basically it. I wish people actually knew what they were doing most of time on the ferries. Lots of them go like this. Visitors have no idea what they're doing, so everything stops then or else they suddenly decide, no, you don't want to go, and then they leap in front of you and send you that way. It's happened to me a couple of times recently to put it mildly. I think that's about it. They're talking, and they're really not paying attention, especially the men. There aren't too many women, but I would have to say as you're riding all the time you get to notice these things, but honestly we have no idea what's going on. One of our big gripes is the upper deck. The upper deck is not open every day in the summer. They're supposed to have somebody patrolling, but I have actually yet to see anybody patrolling either floor. They need more obvious signs to turn off your engine like no idle zone. That's what they call it. That would be better because most people don't see the signs or they don't care. I'd like some sort of indication that it's your turn to get off the ferry like a green light, red light, whatever or a flashing green sign that says, okay, your line's moving now. Start your engines. We'll see about that. If you're on the upper deck, the outside goes first and the inside goes last, and so a lot of people don't know that. They start their engines, and so they're sitting there idling for not long, but long enough and during the year that's a lot of fuel, a lot of fumes.</p>
<p>10/3/18</p>	<p>Whidbey</p>	<p>What I would like to comment on is visitors who come to the island. I volunteer at the visitor information kiosk in the summertime and many, many of our visitors complain to me greatly about waiting in line. Many of them have children. They're waiting in line with these children on both sides sometimes for two or three hours, and that poses some serious problems for the parents, mainly in the area of bathrooms. I recognize that porta-potties get vandalized quite easily, but I think something needs to be considered for these families who either have to get out of line or walk all the way down to the terminal and try to wait there with their children. As I say, it poses a very large problem for them. Also, a lot of people complain about not knowing how long they're going to have to wait. The signs that are in the waiting line are not always accurate. I recognize that it's hard to find somebody to pass information on to a big huge line, but maybe there could be some way to set them up so that these families can make a decision whether they need to get out of line or not. Many of them are exploring the area because they come work for Microsoft or Amazon or one of the big companies, and there's no way to get them the accurate kind of information so they can make good decisions about whether to continue to come to the island or not. Of course, we want them to come because they spend money and that helps us, but I think it's something that's not really thought about. We mostly think about our commuter people or ourselves, and I'm concerned that we do pose a problem for our visitors because we have not thought about them most of the time.</p>

10/3/18	Whidbey	<p>I'm going to talk first about the importance of getting people moving more efficiently across between our two islands, and critical to that is the plan to get increased walk-on ridership. That cannot happen without increasing parking capacity, especially if we can create free parking capacity such as we have with park and rides with other parts of our transit system in the Puget Sound. If I'm riding a bus, I can go to a free park and ride, get on a bus and take that bus or take that Sound Transit or take the Puget Sounder and Amtrak. I can get anywhere else and have free parking, but if I'm on the ferry system, we don't have free park and rides. How can we incentivize walk-on ridership if we're not also incentivizing places for people to park or making sure we have much stronger transit connections and options once they get to and from their locations, so that's one.</p> <p>My second point is I'm concerned about the seven year difference between the new Mukilteo terminal being completed and the upgrades for the Clinton terminal regarding overhead loading. It doesn't make sense that we'll have overhead loading in Mukilteo and have to wait seven years before we have the same capacity on the other side of the water. I want to give my kudos for the efforts to create a green fleet for the hybrid ferries. I just want to make sure that that we have the technology, that that system will work efficiently because we have 20 minute ferries and that that's time enough for recharge on those ferries. Because I'm excited about the hybrid ferries for environmental reasons, I want to really encourage the ferry system to continue to remove creosote pilings throughout Puget Sound because that's critical to protecting our waters. Hopefully, we'll align with the efforts to protect our estuaries, and therefore our salmon population, our Chinook salmon population, and protect our orcas.</p>
10/3/18	Whidbey	<p>My biggest concern about the ferry is regular increases almost every other year. We get increases with no additional service. The other problem that I see is that we have relatives on the other side that cannot afford to take the ferry over with the cost that is applied for a car and vehicle with people in the car. They'd like to be able to park on the other side, on the Mukilteo side, and then we can pick them up, people that live on the island, but there's no parking in Mukilteo. They took away the park with the lighthouse and everything there, and so people don't want them parking in their neighborhood, which is understandable, but there is no allotted space for parking on the new ferry dock land. They're spending a lot of money on the building itself, but they're telling me there's no money for buying additional land for parking. We are an increasing population. We have increasing tourism. We need parking on the other side absolutely, and we need parking even in Clinton, but particularly on the Mukilteo side. That's my biggest concern, and I don't want reservations. They're talking about reservations. I don't want them because people here, we don't know when we're going to be on the other side necessarily. We don't know when we're going to finish our errands. We don't know when we're going to get back. If we're delayed, we don't want to be penalized for that. If we have an appointment time, we don't want to be penalized for that potentially. I don't know if they're going to follow through with that, but maybe more commercial vehicles would be okay because they have a time schedule. They have to deliver certain items as a commercial vehicle, but not for island residents. None of us want it. None of us want reservations, period. One of the reasons I'm concerned is that we have a lot of elderly people, retired people that have a very limited income. They live on Social Security.</p>

10/3/18	Whidbey <i>(continued)</i>	They have no additional money to accommodate an increase in fares. They can't walk long distances. If we had parking that was uphill or downhill away from the ferry, it wouldn't be suitable either because they can't walk those long distances. We need a parking lot, and we need the fares to be kept at a certain rate, especially for elderly people. They can't make up the difference. Even 25, 35 cents for a lot of people is too much. Personally, I volunteer at grocery stores for an elderly woman, and she wouldn't buy an extra pound of butter if it was 25 cents more. I felt so bad for her. I watched her put the butter back. She said, oh, it's not on sale. It made me want to cry. When they think 25 cents is nothing, to some people it's the breaking point. Thank you very much. I appreciate you listening.
10/3/18	Whidbey	My first thought is regarding the reservation system. They're tentatively thinking about that for the Clinton/Mukilteo ride. Because the run has such a short turnaround, 30 minutes, even if they bring in a larger ferry with greater capacity, it takes longer to unload and load. The turnaround could conceivably be 45 minutes instead of 30. It doesn't seem to be practical to have a reservation system on that run. For one thing, the logistics of parking your vehicle in the holding lot, there's not enough space to have reserved or parking for people with reservations and have parking for everybody else who comes. There's just no room to do that, especially when you have a half hour or potentially a 45 minute turnaround time. There were times when the holding lot on both sides is overflowing and cars will go a mile or more up the highway. Anyway, reservations are very nice, but on this short run, I just can't see that it would be practical. That's basically it.
10/3/18	Whidbey	I am just wondering if there's the opportunity for a second slip in Mukilteo when the new terminal gets built so that there's more options for Whidbey Island residents to get on ferries on a regular basis, also to help that would be to create reservation options. I understand weekends seem to be fairly popular amongst those of us who want reservations. However, I would also respectfully ask that there's some outside the box thinking for those of us who do go off island during the week, especially from Memorial Day to Labor Day. I know that the ferry system is asking for five boats. There's opportunity for maybe one extra boat for this very busy 15 minute commuter route, Mukilteo to Clinton, especially for those times when there is an emergency and someone needs to leave the island or get to the island. Usually, you know, it's leave the island in an ambulance so that there isn't an entire ferry wait for those of us who are trying to get somewhere, which is where I think also reservations might be really helpful.

10/4/18	Edmonds	<p>I used to live on Bainbridge, and I was a bike commuter for about five years. One thing that I had questioned the gal over there about was, No. 1, how the bikes are to get on the ferry with the new design. We used to hang our bikes on the railing. Everything works great, but it wouldn't work so great if you have six million people riding every year, but more to the point is we biked year round and throughout the winter we were soaking wet. We all sat together, usually in two different seating like those kind of seating areas, but when we got up, we would get up and not realize that the seats were all wet. That was one thing, and I know it sounds silly, but nobody was aware of this, so nobody walked through and knew that the wet bikers sat there, and so imagine coming on in your dress. I thought maybe there could be designated -- I don't know, designated wet bike rider, so that was one thing. The other was you can never get into the women's room because women put on makeup or do their hair. They literally take up every bathroom and every mirror space. If you were using the bathroom, you couldn't even get to the mirror, so I imagine the new ferries have like a really separate area for people, hopefully directing them not to do it. I mean, I'm a woman, but I don't do my makeup on the ferry just to give other people room.</p>
10/4/18	Edmonds	<p>I think it's great that the ferry system is considering ways to manage growth with all the attached needs around cars, passengers, local communities, demands on the ferry system staffing, capacity. It's all good. I think for Edmonds, and I'm a long time Edmonds resident, I hope the Washington State Department of Transportation and the ferry department therein strongly considers moving the terminal from the Main Street location to the Pine Street location before 2029, which is the date discussed in the ferry long term planning roadmap design. The ferry system should accelerate the evaluation of that possibility. It would enable a true intermodal location for train, bus and ferry capacity that the ferry terminus now in Edmonds on Main Street does not enable, nor can land area at the current location accommodate. I would encourage the Washington State Department of Transportation leadership to put money into studying the feasibility of making the move sooner than later and in turn communicate with the local community such as Edmonds on plans to do that and photograph plans with the city government and civic organizations of which there are several.</p>
10/4/18	Edmonds	<p>I'm an eight year member of the Edmonds Planning Board. I'm a current member of the Sound Transit Citizen's Oversight Panel, so I've been on different task forces and things over the years in the city. I've been a 20 year resident here. If you want me to go through these things by category I will, but I started to write down things at least on the first two. There's a term that appears on several of what's called operational constraints. That needs to be better defined. What is it? At various places in the system, physical locations and/or terminals, they have what are called operational constraints. I don't know what that means. I mean, I can have a concept. I'm an engineer. I can think about it, but I don't know what that means. That's under the first item, item 1, reliable service. The second comment under that is according to the board up there, 30 percent of their key operational staff are due to retire within the next five years, so that's a big hit. 75 percent of those are the chiefs, the masters, the captains, so to speak, of boats. 75 percent of the losses are in that categories, and over 50 percent of the losses are the chief engineers. These are the guys that keep things running. I think they ought to try to implement some sort of fast track system for training replacements or</p>

<p>10/4/18</p>	<p>Edmonds <i>(continued)</i></p>	<p>elevating, promoting those people that are eligible quicker because most of the cycle is taking five or five and a half years from the time you start work until you reach that highest level. It's actually longer for an engineer from what I can tell. It's over five years for both. Customer service experience, I think they should make sure to use more technical and electronic capability and apps for people who are on iPhones to use that technology to find out about overloads or schedules and reservations or information or whatever. They don't say anywhere in the whole thing about food service, and I think they put that out to bid by separate vendors on the boats. I guess it's okay. I mean, I'm not a frequent user of it, but they ought to have some sort of uniformity to that, either that or limit it so that they only have it on runs that are longer so that people -- other than vending machines, of course. It's expensive to outfit that on the boats and to run it. Comments on growth, item 3, I have no idea how this reservation is working. My feeling is that it's not very efficient because how can you regulate people who come and get in line that have a reservation relative to those that come and get in line and don't? Do you kick them out of line? Do you tell them to go home? Sorry, go to the end of the line. I would think that would be very difficult to implement, so I'm a little curious as to how that works and is it working? Is it effective? I question its effectiveness. Item 4, sustainability and resilience, they make references on there and comments with respect to handling emergency situations. One of the emergency situations that is being talked about is here in Edmonds, and I'm on the task force that's been studying the emergency railroad crossing. That includes basically a flyover ramp by extending one of our streets down onto city property, and that ramp is capable of taking all the fire equipment, police vehicles or whatever in an emergency on the far side of the tracks because the town is divided. The waterfront section of town is divided by the railroad tracks. You get these long hundred car freight trains that are expected to increase from like 40 a day now to like a hundred a day in the next say 10, 20 years. If you just add the time for a hundred car train to go through, it seriously blocks access to the waterfront side of the city. This is an emergency access ramp that's being planned, and I think DOT or ferries even contributed some money towards the project, but among other things, that ramp could provide for emergency unloading of a ferry in Edmonds because you can get off the ferry. It's going to be right there. You take a left turn. You go through that Landing and up the ramp and up onto Edmonds Street and on into town. In fact, in real emergencies you could actually load the ferry from there, but I don't think the ferry system would ever want to do that. I've heard anecdotally that they really wouldn't consider using the ramp for emergency unloading because if they had a full boat and they knew that the tracks were blocked and they couldn't unload, they'd go to Mukilteo. I don't know whether that's always an answer or whether that creates other scheduling problems, but right now the ferry system does a good job of that. They juggle boats to different terminals depending on tie-ups, problems, breakdowns, whatever. 5, under implementation and investment, they should do more measurement of ridership. Sound Transit does a very good job of this. They use surveys. They use online. They have ways of finding out what they use not just for riding, but for parking. What routes do you take? How many riders on a bus? How</p>
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10/4/18	Edmonds	<p>many riders on a train? I think the ferry system could benefit by determining what's the ratio of commutation riders as opposed to vacationers or tourists or whatever. They could use that information to better plan some of their other passenger services like food service or ticketing or carpooling, that sort of thing. The last comment that was just on this last board here has to do with funding, and my understanding is over the years the ferry system has always had a difficult time meeting its budgets because they don't have enough money allocated from the legislature. According to the 20 year plan, they're going to need 14.2 billion. That's with a B, not an M, and the projected 20 year shortfall currently between their operational and capital needs relative to what they figure to raise is 6.7 billion dollars. That's a shortfall that needs to be -- if they want to plan and do what they're proposing in this long range plan, they say it's going to be 14.2 billion dollars. Right now based upon current funding mechanisms and practices, they'll be short by 6.7, which is quite a bit, and that concludes our lovely talk.</p>
10/4/18	Edmonds	<p>So an idea is to have parking spaces away from the ferry docks like over at Kingston and Clinton and Mukilteo and Edmonds so that it'd be easier for people to park, but then have them shuttled somehow to the ferry boat because on this side, the Edmonds and Mukilteo side, there really isn't room for parking close by. It could be difficult on the other side, and that would encourage more people to walk on. The next one which you already have in there for the workforce stuff is to reach down into the high schools and younger ages to help people understand what future job opportunity there would be to work on the ferries. I don't know if they're reaching into the high schools, but even shop class, if there's a way to sponsor some kind of thing and get kids a field trip on the boats and to see the inner workings of the boats so that it creates some familiarization with what a ferry boat is and does.</p>
10/9/18	Bainbridge	<p>My question is why is there not wifi and free wifi available on the boats, in the terminals and on the docks? It's one thing to have to wait for your ferry. It'd be nice to be able to get some work done.</p>

<p>10/9/18</p>	<p>Bainbridge</p>	<p>I came here because I got together a while back with the Marine Access Committee and the Bainbridge Historical Commission, and we're looking at the ferry, the Klahowya as a floating museum for Bainbridge Island. I've contacted several people, but I need to contact more people. We're going to pursue that when I have more time. I contacted the curator of the museum, and he thinks it's a wonderful idea. Everybody I've talked to including the state, you guys, think it's a great idea. The maintenance facility down here, which is the Halls Brothers boat building operation who donated all this land to the city of Winslow and was the prime property owner from 1906 to 1969, the dock down there, this far western dock is not being used on this side. I'm thinking that if we can get an easement to keep either the Klahowya or the Tillicum moored there as a floating museum, I think the car deck could be used to hold boats, which are old Halls Brothers boats. You can build a Halls Brother boat in the car deck and mosquito fleet boats. I think it would be a wonderful thing for the state because it's a great representation and advertisement for the state that could be sold on the other side as a museum. I've done some research. Tourism here has just increased 10 fold, so I don't think there would be any problem of people coming in and viewing the museum. It'd be your second museum. You got the state museum in Tacoma, and this will be your second. I don't know if you could call it an interpretive center. The dock there, I don't know if you can acquire it through an historical easement process as a community or if the state would be generous enough to donate once the city of Bainbridge Island and the museum bought the boat to allow an easement on that dock. There's a couple of issues that I looked at. One would be preserving the hull for years to come. It looks to me like the boat's in pretty good condition, and from what I can tell, probably a cost of a million dollars every seven to 10 years. Something like a restaurant in the boat would help challenge that fee or that cost, that maintenance cost. It could be preserved in different ways like putting an epoxy on the hull and so forth. I just think that it's something that is really a need for the state because this is the second largest ferry system in the world. It's the largest in the United States. I noticed in your long range plans here you want to be compatible with the community and so forth and take input from the community. I think that's a wonderful way of cooperating with the community. I know in the past there's been some city council members and citizens that have fought to get rid of that entirely. I think that was a little bit too extreme, but to allow an easement is something that we would need for that boat.</p>
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10/9/18	Bainbridge	<p>I'm here to offer a statement in support of the Washington State ferries' long range plan. This plan would support ferry system reliability, which is critically important to our state's transportation system, our economy and the people in our communities who depend on the ferry system. In addition to reliability, the long range plan will ensure that the ferry system can handle the increasing demand by tackling issues such as congestion and wait times. It will also ensure accessibility for all people and improve connections to other clean and green modes of transportation. Our region has been growing and technologically advancing without making necessary investments in our ferry system. Businesses rely on the ferries to move goods and workers. Communities rely on the ferries for commerce and supplies, and commuters rely on the ferry system to get to and from work. They all need safe and reliable service. The long range plan reflects the input, experience and expertise of a large number of groups and individuals, including the members of the Ferry Advisory Council, business interests, transportation advocates, local governments, elected officials, the Coast Guard and many other individuals groups and agencies. We should listen to their expertise and support the long range plan. Thank you.</p>
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<p>10/10/18</p>	<p>Port Townsend</p>	<p>Overhead loading, overhead efficiency of the new Mukilteo terminal should improve markedly and take advantage of the capacity on the new larger vessels. The Mukilteo terminal will have overhead boarding for walk on, which improves loading efficiency even more. Full efficiency will only be realized by having overhead loading on both terminals. This improvement should be added to the Clinton terminal much sooner than 2028 as scheduled. Parking in Mukilteo, non-vehicle trips to Whidbey are limited by lack of parking and short term parking in Mukilteo. We support any efforts by Washington State Ferries to help realize longer term parking that will allow travelers to make use of transit or other pick-up service on Whidbey and thus free up auto deck space on the boats. Reservations have proven to be very efficient for Coupeville and Anacortes routes. Clinton/Mukilteo riders have been resistant, but are more receptive and may benefit from predictable service if they understood it and it was optimized for this route. Creative reservations such as employed for Anacortes might target commercial vehicles for some time slots and commuters for others. Off peak price incentives might also spread the demand. Park and ride investment, knowing how many spaces are left in a park and ride and having a well-organized park and ride with good information about when the next transit link can be made will encourage more walk-on trips. Passenger only service, if not actively in the passenger only service business, state ferries need to be at the table to help move these options forward. Such service has the potential to offer higher reliability and connect islands such as Whidbey to important regional centers such as the Port of Everett. Transit coordination, the state ferries need to partner with transit emphasizing door to door over shore to shore. Last mile connectivity, non-driving trips can be encouraged by offering safe and welcoming pedestrian and bicycle facilities at or near both terminals. Partnering with local jurisdictions may make this possible. Trips kiosks and apps, non-driving trips might be encouraged by letting people know what is possible. Kiosks, apps or fliers might help people make the choice to park versus driving on. Traveler information, active signage displaying ferry wait times may alleviate drive anxiety and reduce unsafe driving. It is better if drivers understand their expected trip time. Checking a cellphone while driving is not a safe option, so alternatives should be considered. Level of service, we need a level of service metric that everyone understands. The number of boats wait or number of full reservations is a good indicator that the public can connect with, single app, easy to use app for ferry information, reservations, payment, et cetera that a grandma can use. The app could suggest non-driving options as well. Note that the Washington transportation plan is recommending a statewide payment pass for public transportation. Better cueing systems to reduce emissions, drivers are asked to turn off vehicles when waiting for a ferry, but the current system has limited information to tell drivers when they will be moving versus being stopped for 15 minutes. Cueing cues would be helpful in reducing emissions. I really like the reliable service graphic 2040. It was an easy to read visual that gave information about specific routes at a quick glance.</p>
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10/10/18	Port Townsend	<p>I will preface my comment by saying that I moved to Washington in 1989, and I remember very distinctly, having moved from the east coast, the very first ferry I took. For a young child coming from the east coast and not growing up on the water, it was very dramatic. It left a great impression. It was something that was really unique and super cool, definitely an identifying feature of growing up in the Northwest. I spent my young years and graduated from high school in Port Townsend where of course we have our Port Townsend/ Coupeville route or Port Townsend/Whidbey as we would always call it. I was still spending a lot of time taking ferries into Seattle with friends. That was always a big thing to be able to go take the ferry into the city and have access to culture that we didn't have in a small town. Honestly, when I moved away from Port Townsend in 1998, the ferries were always a source of pride. I would tell friends that I met back on the east coast where I went to live about how cool the system was here and encouraging people to come out. When I went to graduate school back in Seattle at the University of Washington in 2004, I would tell all my new colleagues that a great thing to do just for fun was to ride the ferry across the Sound, just take a boat trip. It's the most affordable and most bang for your buck, certainly better than an Argosy cruise as I always like to say, so I've always had just a lot of fond associations with the ferry. I think that one thing that I would like to see just as a rider and a citizen and now in the work that I do running a nonprofit focused on humanities programming is to use the ferry system for more cultural purposes or to try to enhance the cultural programming that the ferries might participate in, whether that's readings on the boat or certain theatrical performances or music, whatever the case may be to understand that this is a very unique feature of our region. While it has a certain quotidian feel every day, you have people that ride it because they have to or for commuting. I mean, it's a very pragmatic, very practical form of transportation if you're trying to cross the waters, but at the same time sometimes that provides an opportunity to give people a little bit more to enhance them in their life. I do a lot of writing. I'm a teacher as well. I've always graded papers on the boat when I used to teach at Edmonds Community College. Of course, I read all the time on the boat. Now that there's puzzles on the boat, I think that's great on the Edmonds route, and we also have it on the PT/Coupeville route. I think to imagine the cultural potential of the ferries is a nice way of not only promoting ridership and promoting the value that the ferries serve the state, but also allowing people to connect with one another and to identify. Historically in the Northwest and certainly in Western Washington we have a deep identification of this region, and the ferries should be a part of that because people really love to ride the ferries. Their kids still love them, adults love them. It's fun. I end up meeting friends, especially people in Port Townsend. If you take a boat to Seattle, it's not uncommon to run into somebody you know from town on the boat. We always sit down and have a nice conversation, have a beer or share a snack, what have you, so the ferries can play I think an important cultural role and not just in terms of transportation. Thank you.</p>
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<p>10/10/18</p>	<p>Port Townsend</p>	<p>I'm Jefferson County Commissioner and representative on the Peninsula Regional Transportation Planning Organization. Our main concern is having the capacity restored to the 1990s level of having two boats for longer seasons and having in the plan more smaller boats that fit our route here on the Port Townsend/Coupeville route. We saw problems just a couple weeks ago when there were mechanical failures or problems on two boats and we didn't have service. The Keystone landing will only take the small boats, so a big boat can't come and replace them when the others are down, but small boats can go to the larger places. Of course, they don't carry as many cars, but they can load faster and unload faster and help those routes with capacity when they need it, but the big ones can't help our capacity. This is a key transportation corridor for the whole peninsula going north, and so it's really critical that they include those small boats and replacements.</p>
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10/11/18	Kingston	<p>On the big picture, I'm concerned about increasing the Kingston capacity in the near term, not waiting until 2033 that the long range plan currently prescribes. I believe Kingston's service should include three boats to provide adequate capacity to relieve the congestion. I find the plan deficient in its corridor analysis. I believe that we need to consider the land side congestion as well as the capacity of the ferries. The plan talks a lot about using electric and hybrid ferries. I'm skeptical that that can be done in the time that the plan forecasts.</p> <p>It's my opinion that moving to electrical service is high risk and should be delayed beyond the proposed next five boat construction that the plan advocates. The plan discusses a need for metrics. The current metric of on time departure seems to miss the point. There should be a metric for the total transportation across Puget Sound, and one of the metrics should talk about the wait time for the customers' experience as a total time to get across the Sound. One of the comments is that the ferry is Washington State's largest polluter. The 18 million gallons of diesel that are burned are assumed to be an old standard. I'd like to see the plan discuss what the pollution reduction would be if all the ferries were converted to tier 4 exhaust scrubbing. The plan identifies only one improvement on the Kingston shore side. That's the realignment of 104 to what is now First Street. I believe traffic mitigation is required all along the Kingston part of Highway 104. The mitigation should have an additional holding lot identified in the plan up at Lindborg and a widening of 104 to more lanes through the entire Kingston area. I'm definitely in favor of using new technology to improve the customer experience, especially using the Orca card. There should be improvements in the highway advisory radio and the variable message signs to show not only the wait time at Kingston, but the wait time at Bainbridge so that people approaching Kingston can make an intelligent decision about what route should be used. I would like to see the plan identify the cost effectiveness of each route. The plan says that budget is a concern. It's my understanding that the Kingston route makes money, and that perhaps the Anacortes/Sidney run is a financial loss. If resources are tight, it makes sense to focus on those runs that are within our state and those runs that are most cost effective. In the big picture, from the Kingston perspective it's important to increase our capacity on this run to meet the future growth and to alleviate the overloads we currently have. It's important to deal with the congestion within our community and along 104. I'd recommend that the jumbo ferries be retained on the Kingston route, and that they should be subject to a service life extension and not replaced with the 144s. It's my opinion that passenger fares should be lowered to promote passenger traffic rather than more vehicle traffic.</p>
10/11/18	Kingston	<p>I think we need a new survey of business owners on Kingston Main Street to be sure that moving the line up to Northeast First Street does not deprive them of business and effectively kill our downtown. I'm in favor of a serious thorough study of life extensions of 20 years for Spokane and Walla Walla. I'm in favor of the route having two jumbo ferries and one Issaquah class vessel assigned to it rather than three new Olympic class. I don't think the long range plan adequately addresses existing traffic, much less projected growth. I think instead of a 60 year or less standard life for vessels, each vessel should be evaluated carefully to see how many years of service can be coaxed out of it.</p>

10/11/18	Kingston	My comment is the plan to go to three ferries, 144 car ferries is a 10 percent increase in capacity with a projected 40 percent increase in user traffic. In addition, the 144 ferries are less efficient than the jumbo class ferries, so you're really taking your high volume, high return route and making it less efficient. I think it's good to add a third ferry at times, but they need to keep the jumbo ferries on the run.
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