



Fauntleroy Terminal Trestle & Transfer Span Replacement Project

Level 1 Screening Phase

Community Engagement Summary

CC Image courtesy The West End via Flickr

July 2022



Fauntleroy Terminal Trestle & Transfer Span Replacement Project

Level 1 Screening Phase

Community Engagement Summary

Table of Contents

| | | | |
|---|----|---|-----|
| Overview | 1 | Comments on key project criteria and issues that should be considered in the planning process | 12 |
| Getting the word out | 2 | <i>Operational efficiency</i> | 12 |
| What we heard | 3 | <i>Traffic circulation and terminal operations</i> | 12 |
| Comment summary and key themes | 4 | <i>Ability to reduce conflict points and improve safety for people walking, biking, rolling and driving</i> | 13 |
| Comments related to specific alternatives | 4 | <i>Accommodate growth</i> | 13 |
| <i>Alternative A-1: Replace dock at same size and location</i> | 4 | <i>Multimodal connections</i> | 14 |
| <i>Alternative A-2: Replace dock at same size and location and add Good To Go!</i> | 5 | <i>Parks and recreational areas</i> | 15 |
| <i>Alternative A-3: Replace dock at same size and location and add advance ticketing</i> | 6 | <i>Environmental permitting and coordination</i> | 15 |
| <i>Alternative A-4: Replace dock at same size and location and add two-lane holding on Fauntleroy Way</i> | 7 | <i>Structural reliability</i> | 16 |
| <i>Alternative A-5: Replace dock at same size and location and add two direction approach for holding</i> | 8 | <i>Maintaining the existing sailing schedule</i> | 16 |
| <i>Alternative A-6: Replace dock at same size and location and add remote holding at 47th Avenue Southwest and Fauntleroy Way</i> | 8 | <i>Additional comment themes</i> | 16 |
| <i>Alternative A-7: Replace dock at same size and location and add remote holding at Lincoln Park</i> | 8 | Next steps | 18 |
| <i>Alternative B: Expanding existing dock at Fauntleroy—124 vehicle capacity</i> | 9 | Appendix A: Community meeting presentation | 19 |
| <i>Alternative C: Expanding existing dock at Fauntleroy—186 vehicle capacity</i> | 10 | Appendix B: Notification | 47 |
| Comments on additional alternatives | 11 | Appendix C: Comments | 49 |
| | | Part 1: Open house comments | 49 |
| | | Part 2: Community meeting comments | 87 |
| | | Part 3: Email comments | 89 |
| | | Appendix D: Alternatives | 92 |
| | | Appendix E: Screening criteria matrix | 101 |

Overview

Washington State Ferries (WSF) needs to replace the aging Fauntleroy ferry terminal to maintain safe and reliable ferry service for people who travel between West Seattle, Vashon Island, the Kitsap Peninsula and beyond. The terminal faces several challenges. Parts of the terminal are aging, seismically vulnerable and overdue for replacement. Rising sea levels could damage the structure from debris during high tides in the future.

WSF is early in the planning stage for replacement of the Fauntleroy ferry terminal. WSF is using a *Planning and Environmental Linkages (PEL)* study to consider potential solutions for how to replace the terminal. WSF hosted two community meetings and an online open house in May and June 2022 to share information on the project's purpose and need, project alternatives and initial screening results. WSF asked for community input on issues to consider during planning. See *Appendix A* for the community meeting presentation.

WSF hosted two virtual community meetings on Zoom

- Tuesday, May 24 at noon
- Wednesday, May 25 at 6 p.m.

The online open house at engage.wsdot.wa.gov was live from May 18 through June 13.

Fauntleroy Terminal Trestle & Transfer Span Replacement Project

Learn more about early plans to replace the ferry terminal

Visit the online open house
Open now through June 13, 2022
engage.wsdot.wa.gov/fauntleroy-terminal/

Or join us at a virtual community meeting

Tuesday, May 24
noon-1:30 p.m.
Scan QR code or register at: bit.ly/FauntleroyMay24

Wednesday, May 25
6-7:30 p.m.
Scan QR code or register at: bit.ly/FauntleroyMay25

Questions or comments? Email the project team at FauntleroyTermProj@wsdot.wa.gov

Learn about plans to replace the Fauntleroy ferry terminal

You're invited!

Washington State Ferries (WSF) needs to replace the 70-year-old Fauntleroy ferry terminal to maintain safe and reliable ferry service between West Seattle, Vashon Island, the Kitsap Peninsula and beyond.

WSF is hosting several opportunities for community members to learn more about recent planning progress and what terminal alternatives WSF will study.

Visit the online open house
Open now through June 13, 2022
engage.wsdot.wa.gov/fauntleroy-terminal/

Or join us at a virtual community meeting

Tuesday, May 24
noon-1:30 p.m.
Scan QR code or register at: bit.ly/FauntleroyMay24

Wednesday, May 25
6-7:30 p.m.
Scan QR code or register at: bit.ly/FauntleroyMay25

Both meetings and the online open house will cover the same information. Please join the opportunity that works best for your schedule.

Questions or comments? Email the project team at FauntleroyTermProj@wsdot.wa.gov

Title 5 Statement for Public: It is the Washington State Department of Transportation's (WSDOT) policy to ensure that everyone, regardless of race, ethnicity or origin, is provided by Title V of the Civil Rights Act of 1964. We will not discriminate in the selection of individuals for any position or in the awarding of any contract or in the awarding of any license. Any person who believes they have been discriminated against in any way should contact the Office of Equal Opportunity (OEO) at (360) 467-1100. For additional information regarding Title V, please contact the OEO at (360) 467-1100. For more information regarding Title V, please contact the OEO at (360) 467-1100.

Affiliate with Washington State Ferries: This material is not to be used in any way without the express written permission of the Office of Equal Opportunity of Washington State Ferries. For more information, please contact the OEO at (360) 467-1100. For more information regarding Title V, please contact the OEO at (360) 467-1100.

See *Appendix B* for additional examples of notification materials.

Getting the word out

 **5,000** flyers distributed in Fautleroy, Vashon, and South Kitsap County communities, and to customers at the Fautleroy terminal

2 facebook posts reaching **11,563** with **593** engagements



emails to **6,694** people




 Press release to local media


 **6,722** alerts to ferry riders

11 tweets  **18,685** total impressions

5 community meetings **259** total attendees



Project information on screens of the  **2** ferries serving the Fautleroy/Vashon/Southworth route

 **2,169** unique online open house views

What we heard

Vashon and Southworth ferry riders support expanding the dock to improve operational efficiency and performance. Commenters specifically mention eliminating long lines along Fauntleroy Way, maintaining the sailing schedule and making it more efficient to load and unload the ferry. West Seattle residents expressed concern about how the project would impact Cove Park, the surrounding ecosystem and the neighborhood.

Where we heard from

477
total comments

Southworth/
South Kitsap
County 6%
of comments

Fauntleroy/West Seattle
19% of comments

Vashon
Island
56% of
comments

Elsewhere/Unknown
18% of comments

*Percentages don't
total 100% due
to rounding.*

Enhance efficiency
and reliability of
ferry service.



Explore *Good To Go!* or advance
ticketing to
improve ferry
operations.

Accommodate
growing
demand for
ferry service.

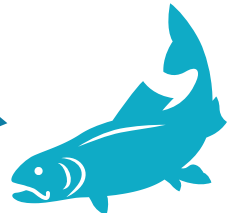


Improve safety and
connections for
people who bike, walk
or roll onto the ferry.



Reduce
congestion on
Fauntleroy Way.

Preserve and enhance
the environment,
including habitat for
salmon and marine
life, the shoreline and
ecosystem.



Comment summary and key themes

WSF received a total of **477** comments through the online open house, community meetings, and by email between May 18 and June 13, 2022. Quotes from sample comments are included in italics to reflect the tone of public feedback. Please see [Appendix C](#) for a complete record of all comments received.

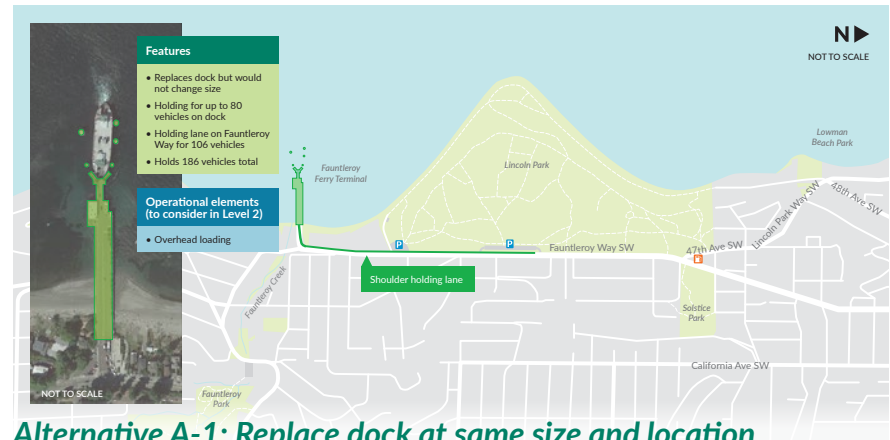
The following is a summary of key themes organized by alternative and screening categories.

Comments related to specific alternatives

Many ferry customers encouraged WSF to expand the terminal to improve operational performance and the customer experience and reduce congestion on local roads. Commenters suggested an expanded dock would alleviate many of the terminal's challenges, but some people expressed concern about a larger dock impacting the surrounding ecosystem and parks and tailoring to a car-centric future. Commenters shared interest in exploring operational elements, like Good To Go! or advance ticketing to improve vehicle processing efficiency. People asked questions and shared mixed interest and concern about alternatives that change traffic circulation or include remote holding for vehicles waiting to board the ferry. Many commenters asked for additional information about how these concepts would work operationally.

WSF received the most comments on alternatives A1-A3 and B-C. The issues commenters felt were most important to consider were improving operational efficiency and reducing congestion on Fautleroy Way.

Alternative thumbnails are provided for reference. Full scale versions available in [Appendix D](#).



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

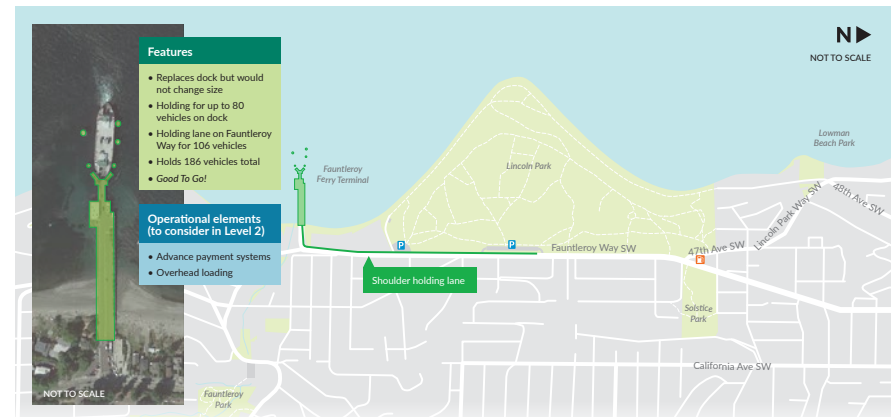
Some commenters favor A-1 as a preferred option.

- Any proposed alternative of the proposed expansion to the Fautleroy ferry terminal which has potential to eliminate public park access and negatively impact a salmon bearing creek, should be eliminated from consideration.*
- Retain same footprint and over-water coverage as the existing terminal*
- I support alternatives A-1 through A-3 to keep the impact on the Fautleroy community at its current level. I do not support enlarging the dock other than to provide possible relief from the sediment buildup identified previously.*
- The bottom line is fix the supports for the ferry terminal, but DO NOT add another ferry slip or make the pier larger.*

Many commenters oppose A-1 and the idea of rebuilding the terminal at the same size.

- Simply replacing the dock will do nothing to help this [operational issues]. We need a larger dock.*

- I hope Alternative A is only in there to demonstrate its complete ridiculousness as an option to retain all of the existing problems with moving cars/riders.
- There needs to be improvements to the current Fauntleroy dock versus just fixing the problems at hand with an identical dock size. That would be the worst waste of money and solve nothing in terms of our long lines, 1/2 empty boats, no room for emergency vehicles on the dock, slow emptying of the boats when the line can't get onto the street and so on.
- The half measures contained Alternatives A and B are woefully, tragically inadequate for a meaningful change in travelers' experience, ferry performance, and for any robust, realistic assessment of the city's future growth. NOT Option A! Replacing the Fauntleroy dock to the exact same size it is presently makes no sense! The dock needs to be larger and accommodate more cars so a majority of the ferry traffic along Fauntleroy Way is both contained onto the dock area and the crazy long lines are relieved significantly.

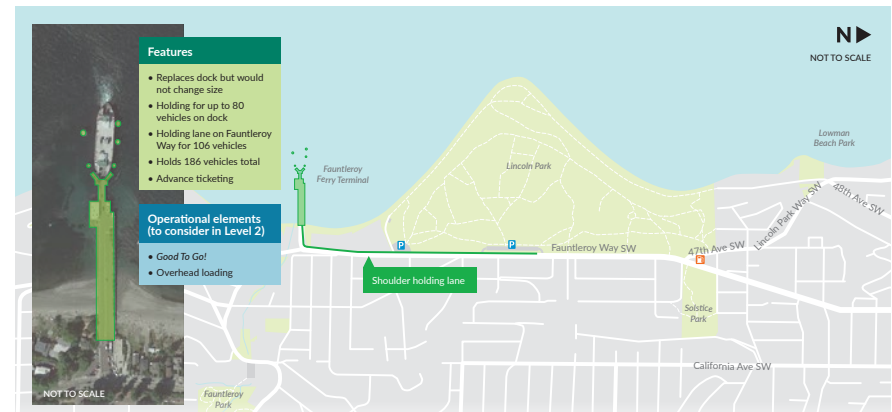


Alternative A-2: Replace dock at same size and location and add Good To Go!

- Why would Good To Go! delay the project schedule?
- Allow for Good To Go! type of payment system to speed up that toll booth process.
- Need an automated ticketing system to speed loading.
- Advanced ticketing or Good To Go! is a must.
- Good To Go! implementation is a good idea, but it would be limited to reducing holding time at the ticket booth. No cost savings from reduction in staffing would likely be seen; total fare costs would likely increase for those without advance Good To Go! passes.
- Need an automated ticketing system to speed loading.
- I think in terms of the functionality we need, there should be at least 124 prepaid holding spots, either on the dock or nearby, and there should be the capacity to let pre-paid ticket holders through (Good To Go! or prepaid pass) without being delayed by ticket purchasers. Enforcement of Good To Go! (i.e., without accompanying passengers) could be similar to carpool

lanes—you are visually vulnerable to enforcement if you go through the lane with a passenger you aren't paying for. Passengers could walk down and board at the passenger terminal instead.

- Understand that the bottleneck is the ticket booth and implement the Good To Go! Who cares if you don't capture every single passenger? Make the vehicle rate be enough.
- Solve for Fauntleroy vehicle "ticketing" clogging. No "manual" vehicle ticket sales. Pre-ticketed vehicles or Good To Go! or un-ticketed only.
- I would like to see one of the ticket booths replaced with a Good To Go! scanner as soon as possible—that would move traffic more efficiently onto the current dock, and this improvement should not be wrapped up in discussions about replacing the dock.
- I support the extra time that would be needed to incorporate Good To Go! as a payment mechanism.
- I support Good To Go!, ORCA, or an advance purchase/wave card option *that doesn't expire* in 3 months or whatever.



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

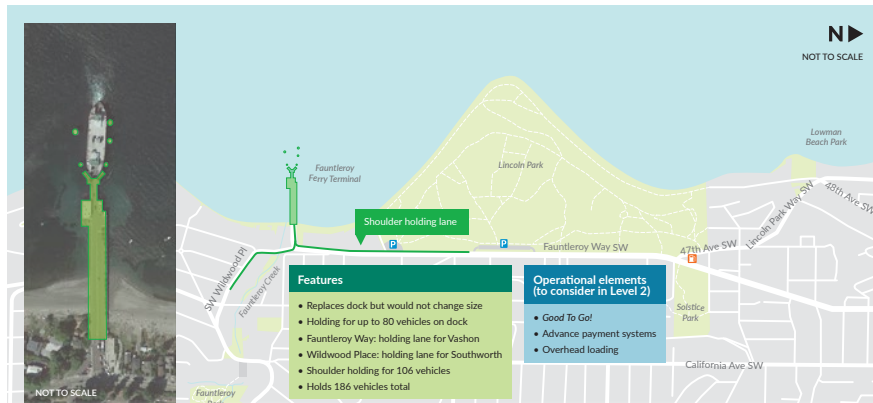
- Why can't WSF move ahead with dock replacement with the current footprint while pursuing the policy changes necessary to implement pre-ticketing?
- Advanced ticketing should be dropped from consideration because it would constrain use of the highway system. There is no capacity limitation that would be relieved by advanced ticketing. The potential for increased traffic and holding time caused for those without advanced ticketing would complicate holding and loading.



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

- Any alternative that reduces traffic on Fauntleroy Way by creating one way traffic will likely exacerbate traffic congestion not only for local traffic, but also for vehicles offloading.
- With Alternative A-4, how would residents South of terminal get around Fauntleroy North bound?
- Many of the plans were ludicrous. Like turning Fauntleroy into a one-way street; insane so I'm not even sure why that was thought of.
- Any talk of making Fauntleroy a commercial street or one way is out of the question for those of us living in the area. Just getting into the parking lots for Lincoln Park would be a major hassle.
- PLEASE do not think that making Fauntleroy northbound only solves traffic problems for the residents. It will not. It will be a major DAILY 24/7 inconvenience for people like me who live here.

- Focus on expanding the ferry dock and drop the idea of making Fauntleroy northbound only... Please do NOT disrupt the day-to-day lives of residents of Fauntleroy who would be forced to go way out of their way to get home because they can't drive south on Fauntleroy Way.
- A bus commuter including bus/ferry commuters who take the Rapid Ride C to downtown Seattle or the Alaska Junction would have to return to Fauntleroy on the same circuitous route which frankly hasn't even been looked at by the ferry study group nor King County Metro. The rapid in Rapid Ride would be seriously challenged and commuters would be discouraged from using mass transit. The same problem would hold true for bus commuters trying to get to the ferry in the morning. (I did this for 5 years) If you live along Lincoln Park or lower Gatewood you would have to get on a bus that goes up to 35th, south to Barton, and then west to Fauntleroy. A 5-minute bus trip becomes 20 minutes.



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

- I am not clear what is gained by separating the waiting queue for the two sailings, since you don't reserve specific numbers of spaces for each destination—it's first-come, first served. How would you then know which order to process people for a given sailing?
- Clear separation of Vashon and Southworth passengers would be great.

Most comments on remote holding expressed confusion on how it would work operationally.

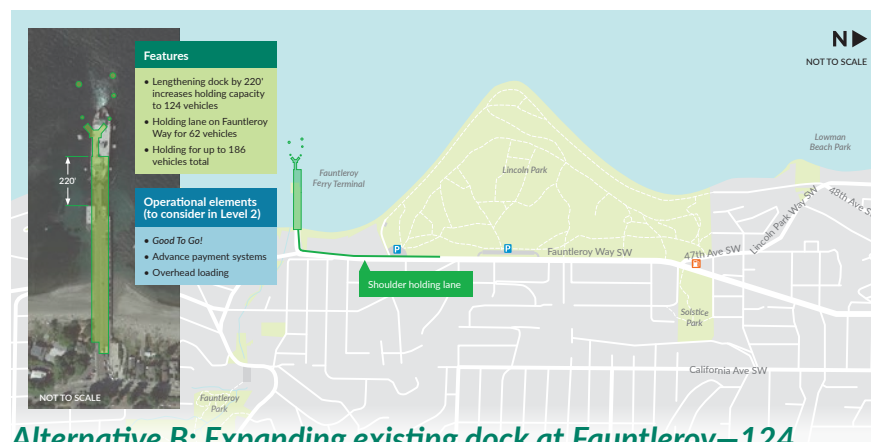


Alternative A-6: Replace dock at same size and location and add remote holding at 47th Avenue Southwest and Fautleroy Way



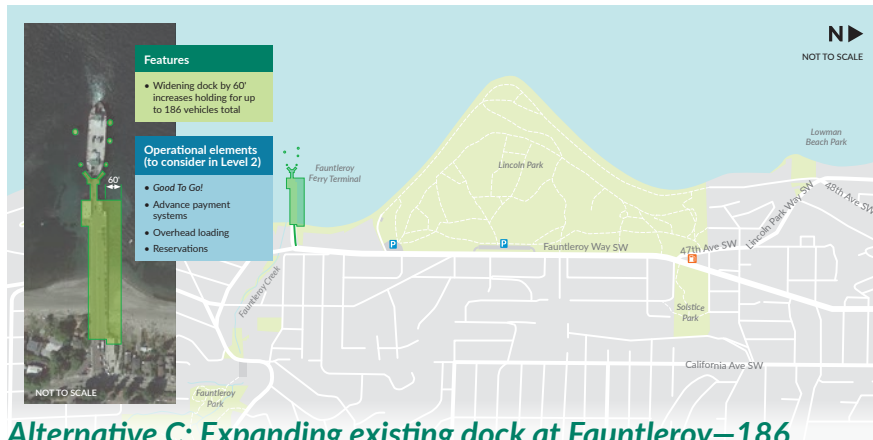
AND Alternative A-7: Replace dock at same size and location and add remote holding at Lincoln Park

- Additional holding area needs to be on the dock (186 car preferable) or overhead connection over Fauntleroy to offsite holding area to avoid delays.
- How would you prevent other traffic from using the parking lane along Fauntleroy Way?
- Seems like a remote lot would either require additional labor to manage, or some sort of Visual Paging system to let people know when to leave the lot and head to the terminal.
- Keep the Ferry where it is now. Enlarge parking by using the unused grass area and sidewalk that can easily be moved back far enough to allow two waiting lanes controlled by lights.
- I like the Option A-6 that puts the holding lane beyond Lincoln Park. I want people to still be able to enjoy Lincoln Park and for people to enjoy Vashon.
- If the remote holding options were chosen, especially the one at the north end of Lincoln Park, how would cars make it down to dock quickly enough to load efficiently? How would cars not ticketed be kept from cutting line?
- Separate holding areas make sense only if it is past the point of payment, once a fair order of boarding has already been established.
- I can't see the parking lot alternatives working. While they should work and would be the least impactful, there is so much confusion, rudeness and bad driving getting onto the ferries now.



Alternative B: Expanding existing dock at Fauntleroy—124 vehicle capacity

- My preferred one would be to increase the dock for 120+ vehicles—more capacity without taking away shoreline.
- A 5% increase of dock space would not even come close to alleviating these issues without a major increase of space on the road on Fauntleroy Way, which would also not address the timing issue of getting riders on the road through the booth and onto the dock in order to get a full boat to leave on schedule.
- Lengthen the dock to meet operational efficiency.
- Alternatives B & C seem most obvious for higher costs, but also seem to best handle additional traffic with fewest impacts to the Fauntleroy neighborhood. Are those two alternatives also likely to be the most expensive?
- I like Option B for the new ferry.



Alternative C: Expanding existing dock at Fauntleroy—186 vehicle capacity

Many commenters favor Alternative C as the preferred option.

- Decrease the queuing on Fauntleroy Way by enlarging the dock to accommodate more vehicles and adding more sailings especially during high usage times.
- Maximum safety for bikers, walkers, and through-traffic around Fauntleroy requires orderly storage of waiting vehicles directly on the ferry dock, off the road and out of the park, so I prefer 186 vehicles being held on the dock.
- Widen the dock to accommodate more vehicles in the staging area.
- Alternative C addresses the present and future needs NOW. The opportunity was wasted and lost the last time the Fauntleroy dock was addressed. We can't afford for that to happen again.
- I look at Option C for the long-range future use of this terminal. With the increase in population of the whole Puget Sound area, including Vashon and Kitsap Peninsula this option seems to be the best that we can do.

- Alternative C is the only one that (1) meets the WSDOT standard of a ferry-and-a-half capacity (186) for every dock, (2) alleviates traffic on Fauntleroy Way, (3) enhances the community life on that roadway, (4) minimizes “dwell time” for ferries, and (5) improves local air quality by negating the need for idling car engines. Be sure to include overhead loading and options for advance ticket sales.
- The wider dock, farther out and higher for rising water levels would seem to be a decent choice.
- I would love to see a widened dock accommodating 186 vehicles. This would not only support lowering the dwell time, but also reduce the number of boats leaving half full. As a frequent rider, I would also be able to gage my planning and likelihood of catching the next boat.
- It mystifies me that “Alternative C”, capable of holding only “one and one-half” of a *single* ferry’s vehicle capacity, is the highest-capacity option being considered. For a dock with separate departures to two destinations, that should be the lowest-capacity alternative under consideration.

Some commenters opposed widening the dock.

- Cove Park is the only place in West Seattle where the full picture of the salmon life cycle is in view. I respectfully request that any project alternative that diminishes or eliminates the public and environmental value of Cove Park, especially widening of the dock as outlined in WDOT’s Alternative C, be eliminated from consideration.
- I am writing to express my opposition to parts of the proposed expansion to the Fauntleroy ferry terminal which have potential to eliminate public park access and negatively impact a salmon bearing creek. Specifically, design alternative C “Expand existing dock—186 vehicle capacity” would expand the width of the dock 60 feet to the north, essentially eliminating Cove Park, which is only about 70 feet wide.

- What happened to the City resolution to not expand the ferry dock?
- Expanding car infrastructure, rather than replacing like-with-like, is not something we should be doing to reach our climate goals. Making everything more accessible by public transit, by biking, and by walking, is what we should be focusing on. Hence, I prefer the A options, and really don't like B and especially C—we should not be removing park land to build car infrastructure ever.

Comments on additional alternatives

Although WSF screened out alternatives that move the terminal away from Fauntleroy during the initial screening process, a few commenters voiced lingering interest in relocating the terminal.

- The area where the current foot ferry and Marination restaurant is, is not under consideration? It seems like there is a big chunk of King County property there and the area would have little impact for cars and waiting for the ferry as the road is so wide. And the access to downtown by foot ferry or driving would be so much more efficient when the bridge is back open.
- The only sensible and feasible solution is to move the ferry to another location; one without the environmental and human (housing) constraints, and with a less traumatic impact on Puget Sound ecology.
- Reconsider some of the alternatives you are not planning to move to level 2. Service to Vashon and Southworth could be maintained at current levels even if Fauntleroy operations moved to Coleman Dock, Seacrest Park, Burien, or Des Moines.

Some commenters encouraged WSF to consider additional alternatives, such as a bridge or tunnel.

- The only proper path forward in the 21st century is a direct link to the Kitsap Peninsula via a bridge or tunnel.
- I think we should consider more seriously [a] cross bridge between Seattle/Vashon/Port Orchard. This would be more efficient than more money invested in ferry terminal with limited in-service capability.

| Level 1 Screening | Alternatives advancing to Level 2 screening | | | | | | | Alternatives not advancing to Level 2 screening | | | | | | | | |
|--|---|---|---|--|---|--|--|---|--|--------------------------------|--------------------------|----------------------------------|---------------------------------------|--|----------------------------|--------------------------------|
| | A-1: Replace dock at same size and location | A-2: Replace dock at same size and location and add Covid To Go | A-3: Replace dock at same size and location and add advance ticketing | A-4: Replace dock at same size and location and add two-lane holding on Fauntleroy Way | A-5: Replace dock at same size and location and add two-lane holding at 47th and Fauntleroy Way | A-6: Replace dock at same size and location and add remote holding at Lincoln Park | A-7: Replace dock at same size and location and add remote holding at Lincoln Park | B: Expand existing dock-124 vehicle capacity | C: Expand existing dock-186 vehicle capacity | D: South Lincoln Park terminal | E: Lowman Beach terminal | F: Move terminal to Coleman Dock | G: Move terminal to Southwest Elletts | H: Move terminal to Seacrest Park, TS area | I: Move terminal to Burien | J: Move terminal to Des Moines |
| Criteria for Level 1 screening compared to existing conditions | | | | | | | | | | | | | | | | |
| Ability to meet requirements for structural reliability | | | | | | | | | | | | | | | | |
| Ability to accommodate projected sea level rise (R2030+) | | | | | | | | | | | | | | | | |
| Ability to improve operational efficiency (i.e. minimize dwell time, process vehicles more efficiently, maintain on-time performance) | | | | | | | | | | | | | | | | |
| Ability to reduce the number of conflict points between traffic, modes (safety of vehicles, bicycles and pedestrians) | | | | | | | | | | | | | | | | |
| Ability to meet operational requirements (B&B vehicles on the dock or in-land holding, access and maneuverability for an in-splash class vessel, connection to a minor arterial) | | | | | | | | | | | | | | | | |
| Ability to keep current calling schedule (number of peak departures and crossing time) | | | | | | | | | | | | | | | | |
| Ability to enhance multimodal connections, connect to transit and/or allow for growth in walkways, bicycles and e-scooters | | | | | | | | | | | | | | | | |
| Ability to avoid changes to parks and recreational areas (Section 401/403, RCWA-funded projects) | | | | | | | | | | | | | | | | |
| Requires changes to traffic circulation on local streets to form terminal area | | | | | | | | | | | | | | | | |
| Project cost (design, planning, right of way, risk, construction) alignment with funding | | | | | | | | | | | | | | | | |
| Alignment with current project schedule | | | | | | | | | | | | | | | | |
| Project feasibility—amount of additional right of way needed beyond existing terminal footprint for expanded footprint, utilities, or construction | | | | | | | | | | | | | | | | |
| Permitting and coordination level of coordination with external partners, permitting complexity, Tribal coordination | | | | | | | | | | | | | | | | |
| Policy risk | | | | | | | | | | | | | | | | |

Screening criteria matrix for reference. Full scale version in [Appendix E](#).

Comments on key project criteria and issues that should be considered in the planning process

Operational efficiency

Commenters overwhelmingly support more efficient terminal operations, including reducing dwell time, processing vehicles more efficiently and providing reliable service.

- *WSF needs to prioritize resources to support efficient and practical ferry service for island communities that lack other alternatives for off-island transportation connectivity.*
- *Improved efficiency in loading/unloading operations.*
- *Enhancing efficiency and reliability of ferry service. Increasing the number of boats and the overall level of service. Reducing wait times.*
- *Operational efficiencies need to be improved dramatically and must not be ignored by only replacing the dock with another of the same size. Wait times in peak seasons have occasionally reached 3 hours which is unacceptable to a critical part of the state transportation system that residents, and taxpayers, rely upon.*
- *I'm sure there is a reason why overhead loading is not possible on this route, but if all options are being considered, I would really hope that this is something that is looked at.*
- *Overhead loading is an interesting idea for foot passengers only but may not be feasible due to the space needed to accommodate ramps to the overhead level. Additional, perceived environmental impacts on views and sight lines experienced by local homeowners may be a negative factor.*
- *Clear separation of Vashon and Southworth passengers would be great.*

Traffic circulation and terminal operations

Community members urged WSF to prioritize reducing ferry holding and unloading traffic on Fauntleroy Way and surrounding streets.

- *I think traffic flow and congestion should be the main focus. Having ferry traffic overflow into the surrounding neighborhoods is not ideal.*
- *I strongly urge you not to use Fauntleroy Way as a ferry holding area. During times when vehicles are waiting in the ferry line, it is very challenging to get in and out of our driveway.*
- *Overflow lined up north along Fauntleroy Way is very dangerous as cars from the south must U-turn to get in line, against rush hour traffic. Need a separate overflow location.*
- *Also need better safety at the intersection with Fauntleroy Way... maybe a light signal that is controlled at the ferry booth, or at least consistent traffic cops.*
- *I sure hope there is funding for a traffic signal to address exiting traffic.*
- *Unloading requires traffic control on Fauntleroy Way to speed clearing of the boat and conflicts with through traffic.*
- *Once the West Seattle Bridge opens, this may be less of an issue but there should be signage directing people to the "end of the line" on Fauntleroy Way, so drivers do not have to make, at times, wild U-turns.*
- *Can a stop light be installed at Fauntleroy to assist in traffic control during unloading?*
- *Please incorporate a traffic light and a drop off area that is safer for pedestrians without crossing traffic and restricting the traffic that is off loading.*

- Will one of the new lanes be designated for Metro buses and Vanpools both for Vashon and Southworth? Returning Vashon Island Fire Rescue ambulances? King County Sheriff patrol vehicles??
- A majority of the “issues” that affect the most people, occur out on Fauntleroy Way. The incredibly dangerous U-turns, blocking driveways, honking, line cutting, speeding (to make a ferry), speeding (when they get off the ferry) and the absolute mess of cars exiting the “terminal” and turning left.

Ability to reduce conflict points and improve safety for people walking, biking, rolling and driving

Many people encouraged WSF to provide safer access for people driving, walking, rolling or biking to and around the ferry terminal.

- I would really like there to be safer pedestrian access to the walk-on holding area, and clearer signage and wayfinding for walk-on passengers.
- Provide a safer way for bikes to travel north from the dock, like a bike lane to the first Lincoln Park parking lot.
- Pedestrian improvements are needed on Fauntleroy Way like wider sidewalks (on both sides of the streets in both directions) and pedestrian signals.
- How is bicycle access handled both to and through the terminal? Currently southbound bicycling can be “tricky.”
- Can you install a walk over passenger foot bridge to get pedestrians off that busy intersection and have a safe path for them to cross the street? It’s an especially dangerous situation with kids, cars flying off the dock, especially in the winter months where it’s very dark. Traffic control has been extremely inconsistent and consistently dangerous for passengers crossing.
- As a commuter I am very concerned about the school kids being dropped off in the mornings. Especially in the dark winter months and there are now younger ones; there is a big safety concern for them.

Several commenters shared safety concerns regarding people driving on Fauntleroy Way.

- The time waiting for a ferry is getting worse, please help use this investment to improve this and to make the surrounding neighborhood safer by not having cars on the street.
- Safer waiting areas for vehicles that are waiting in line for the ferry at Fauntleroy. Waiting on the street, figuring out where the ferry line is while driving in traffic, and sitting in a parked car for hours in the cold or the heat is dangerous.

Accommodate growth

Ferry customers urged WSF to consider population growth and increasing demand for ferry service.

- You underestimate the population growth and demand from Southworth now much less to 2040.
- Consideration should be given to a 50-100 year project life including future ferries that may be larger
- Vashon’s population is rapidly increasing as Seattle’s growth flows out into the surrounding suburban and exurban communities. Failing to take this into account in designing critical transportation infrastructure with a 50–100-year service life is shortsighted and will result in perpetual issues.
- The Vashon and Kitsap communities will continue to grow. How are you planning to build for the future and not just replace the aging infrastructure?
- Seattle remains one of the fastest growing urban areas in the US. Rebuilding the Fauntleroy dock must consider rising (post-pandemic) traffic demands on this vital triple route, especially if the plan cannot be finished until after 2040, at least 20 years from now.

Multimodal connections

Public comments showed strong interest in enhancing connections for people walking, biking and connecting to nearby transit.

- *Help reduce need for drive-on ferry service by improving multi-modal transportation links to move ferry riders efficiently to regional transit hubs, and to carpool and car share vehicles.*
- *You need better facilities and logistics for walk on and bicycle riders.*
- *To reduce cars taking up space, WSF should consider reservations and an efficient way to offer alternatives for cars. For example, a gondola terminal may be integrated into the ferry terminal to get even mobility challenged people or cyclists up the hill and to the next light rail stations.*
- *How will disability accessibility be affected? For instance, pick up and drop of by Metro minibuses and taxis? I feel input is needed by persons of disability who live on the island in addition to the WSDOT Disabled Advisory Committee.*
- *Ensuring that the needs of non-car users of the ferry system and mass transit should be prioritized. People are too reliant on their cars. In the past (e.g., King County water taxi) and with current ferry system, the system doesn't encourage expanding non-car travel which is essential for environmental, climate change, and social reasons.*
- *Right now, the experience of traveling on the triangle route by bike is terrible. There is no safe place to park a bike, locking up your bike is not permitted at all, nor can a bike be brought inside when you purchase a ticket.*

Some of these participants encouraged WSF to partner with the King County Water Taxi or Kitsap Transit Fast Ferry and King County Metro to offer additional travel options.

- *Consider creating space for the passenger-only water taxi (King County or Kitsap) to dock during off-peak times. This would allow for the potential of all-day, everyday passenger service to Fautleroy if downtown is not a viable option.*
- *Please consider a passenger only ferry akin to the King County water taxi. The water taxi is exceedingly reliable, prompt, and fast. It is reasonable to plan for a future where people are driving less.*
- *Consider providing space for a water taxi, to enable/enhance Downtown access. As traffic increases and given that light rail is more than a decade away, having additional non-road transportation to the "mainland" would be very beneficial to West Seattle residents who don't live anywhere near the existing water taxi.*
- *Contract with Kitsap Transit for expanded Southworth fast ferry service. Consider having some sailings stop at King County's West Seattle dock to maintain a link between Southworth and West Seattle.*
- *I would love to see WSF work with King County to expand water taxi service, both frequency and routes to lessen the need for a big expensive new dock on Fautleroy.*
- *The City of Seattle is actively working to reduce single occupancy vehicle use. What are you doing in this process to accommodate that goal and coordinate with King County Metro and other ride share options?*

Parks and recreational areas

Commenters shared feedback about potential impacts to nearby parks.

- *I hope that you will take action to prevent the paving over or any other use other than its intended one of the Children's Cove Park in West Seattle. Our neighborhood and city will be poorer in spirit and beauty if this park is destroyed to create more parking. For a city known for its green spaces and environmental stewardship I'm incredulous that this idea is even being considered.*
- *There is nothing that Cove Park has to offer (on top off a large wastewater facility) that is not better provided a few blocks away at Lincoln Park.*
- *Cove Park is tiny and hardly ever used; no one will miss it, especially as we are all rejoicing in having efficient ferry service at Fauntleroy for the first time in decades.*
- *While Alternative C impacts Cove Park, Lincoln Park is so close and so much bigger that the loss, frankly, is not significant, especially in view of obtaining the maximum post ticketing parking area.*
- *The Cove Park area is an environmentally sensitive area as it is at the entrance to Fauntleroy Creek and a salmon recovery effort. What are you doing to protect this?*
- *Replace beloved Cove Park (to the north of the dock) if needed for the new terminal.*
- *The Children's (Cove) Park gets more use, on a per square foot basis, than any other Seattle park—ESPECIALLY FROM KIDS!*
- *Please, do not repurpose parking for Lincoln park to the ferry, it is already hard enough to find a spot to enjoy this park.*
- *Please avoid impacts to Lincoln Park.*

Environmental permitting and coordination

Some commenters shared interest in preserving the environment; including the shoreline, marine life like salmon and other species, and their habitat; and reducing air pollution caused by vehicles queuing on Fauntleroy Way.

- *Maintain or improve access for salmon through the mouth of Fauntleroy Creek Please keep in mind that not addressing the daily queue of vehicles on Fauntleroy Way will increase air pollution, including hydrocarbons, particulates, and greenhouses gases. All the environmental impacts associated with this dock need to be addressed.*
- *Keep the existing dock but may have to extend to deeper water. Prop wash from larger boats is creating increased sediment buildup under and adjacent to the dock impacting the beach and access to the Fauntleroy Creek for salmon.*
- *Minimize the overwater structure size and its impacts on nearshore habitat. Recent work on the Seattle waterfront seeks to find innovations that improve salmon survival as they migrate out to the ocean.*
- *WSF should gather data about Fauntleroy Creek and the cove to better understand the ecological function and inform terminal design.*
- *MODEL EXCELLENT STEWARDSHIP OF OUR ENVIRONMENT. We know a lot more now about environmental sustainability than we did when the dock was built 70+ years ago. It will be great to get the creosote pilings out of the water. Creating larger openings between pilings will allow for the drift logs and sand to move north under the dock, along the shoreline towards Lincoln Park.*
- *Many local scientific studies have shown the harm to salmon, especially Chinook, artificial lighting can bring. The major issue is exposing the smolts to high levels of predation by eliminating dark periods. "Color Temperature" or CCT as it is now known has some effect, blue light being the worst and*

red light being the best. Consider dimming when ferries are not present, install shades on luminaires to limit light trespass. Turn some luminaires off when not needed.

A few commenters provided input on accommodating future sea level rise.

- *Low environmental impact, resilience to climate change (sea level rise, ocean acidification, warming waters, etc.)*
- *Don't just build back to encourage driving in internal combustion cars. Many of the dock's issues (increasing storms, pollution, impact on near shore) are due to our over-dependence on cars. New infrastructure needs to innovate to address the environmental and climate crisis.*

Structural reliability

A few commenters acknowledged the critical need to replace the aging terminal structures to maintain reliable ferry service.

- *This dock needs to be replaced for structural, seismic and environmental and this is the opportunity to expand it.*
- *The needs of all the commuting families on Vashon that depend on that ferry at that location every day. There is no way many families could function or make ends meet if the dock were to become obsolete or an attempt to reroute Vashon to another dock.*

Maintaining the existing sailing schedule

A few commenters expressed support for keeping the current sailing schedule.

- *Ensuring as little disruption to ferry travel as possible. And not increasing crossing times.*
- *Access and sailing time.*

Additional comment themes

Some commenters shared input on topics that WSF will evaluate during future project phases.

Impacts during construction

- *The ability to keep the current schedule intact and on time while renovations are being done.*
- *What is the plan for ferry service during construction of a new dock at Fautleroy?*
- *Will there be a period of time during construction where the Fautleroy Terminal will be closed? What is the anticipated ferry service interruption (if any)?*

Including a second slip at the Fautleroy terminal

- *Any option that maintains the same dock size and fails to add another slip is shortsighted and inadequate to meet needs over the coming decades.*
- *We also need either a second slip or the pendulum schedule. Otherwise, we have the all-too-common situation in which a boat departs unfilled because another boat is waiting to use the slip.*
- *If there were two slips boat #1 could load cars while inbound boat #2 can dock and unload.*
- *As a daily commuter, expanding the current dock, and, crucially, adding a second slip, makes the most sense.*
- *The Fautleroy dock is too small, needs two slips and capacity to accommodate larger or more sailings.*
- *Adding a second slip to the options to allow for quicker loading and offloading. Given Vashon has multiple slips, this makes sense.*

- *WSF should consider going back to the drawing board. The one option which would have a meaningful and practical impact on moving customers efficiently is not even being considered. That is, adding a second slip to the Fauntleroy dock so boats don't have to wait out in the middle of the sound while another boat at dock finishes loading.*

Terminal design and aesthetics

- *Terminal aesthetics to better incorporate the terminal into the community/neighborhood look/theme.*
- *Invite (and commission) Duwamish, Suquamish, Tulalip and Muckleshoot Tribes to shape the terminal design with environmental innovations and indigenous artwork. Feature contemporary artwork throughout the facility and right-of-way. Construct a sculpture on the shoreline to mark this place and its history.*
- *I think it would be nice to incorporate an outdoor seating area for riders and general public out on the dock to enjoy the beautiful surrounding views.*
- *Upgrade the terminal building to current building standards including the very old and outdated restrooms.*
- *Incorporate opportunities for small business vendors at the terminal. Consider a micro-farmers market (a few stalls that rotate daily) for Vashon Island or Kitsap farmers to bring their produce, meat, eggs, etc. Create space for a Tribal Enterprise, a barista coffee cart, or a food truck.*

Hybrid-electric ferries

- *Does anyone know how much dwell time the new electrified ferries are going to need while charging batteries when docked? While rapid high voltage/current charging is possible, it is usually an energy wasteful method, not to mention the adverse effect it has on battery life.*
- *Space for electric infrastructure should be a part of ANY plan unless ferry boats are to be phased out in favor of flying cars or teleportation portals (which I would prefer).*

Next steps

WSF will refine the range of alternatives during Level 2 analysis before advancing to the National and State Environmental Policy Act environmental review process. WSF will continue to engage its three advisory groups and conduct robust community engagement before completing the PEL study report by 2023.

