Fauntleroy Ferry Terminal Trestle & Transfer Span Replacement Project

Community Engagement Summary

Spring 2025

Washington State Ferries

WSDOT

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Washington State Ferries

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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, including an aging structure that is overdue for replacement and vulnerable to earthquakes and rising sea levels.

WSF used a Planning and Environmental Linkages (PEL) study to consider potential solutions, known as alternatives, for replacing the terminal. WSF will complete the PEL study in 2025, summarizing the results of the planning process, including the decision to advance a dock footprint based on the mid-size B alternatives forward to the National and State Environmental Policy Act (NEPA/SEPA) environmental review process. WSF hosted a virtual information session and an online open house in February and March 2025 to share the results of the Level 3 Screening process.

Criteria	Factor	A	A-1	A-2	A-3	B	B-1	B-2	B-3	C
Improved operational efficiency	Faster/more reliable loading and unloading		M	M	M	H	H	H	H	H
	Reduced queueing on Fauntleroy Way, including community effect and customer experience		M	M	M	H	H	H	H	H
	Improved staging based on volume, destination, and types of vehicles					H	H	H		M
	More space to sort and accommodate preferential loading categories					M	H	H	H	H
Multimodal connections	Shortest distance for people who walk, bike and roll from Fauntleroy Way onto the ferry	H	M	M	M					
Reduced impact to parks and recreation areas	Any permanent encroachment on Cove Park?	M	M	M	M	M		H	H	M
Project cost	Estimated program cost compared to available funding	M								
Project schedule	Timeline to build the alternative	H	H	H	H	M	M			
Project feasibility	Does alternative require additional permanent right-of-way?		H	H	H	H	M			
Permitting and level of coordination with other agencies and tribes	Any potential cultural resource impacts?		M	M	M			M	M	
	Increase to overwater coverage	H	M	M	M					
	Cost for any environmental mitigation	M	M	M	M	M			M	
	Impact and/or opportunity to restore macroalgae and eelgrass					H	M	M	M	

H = High performance; M = Medium performance; Low performance

Results of screening process.

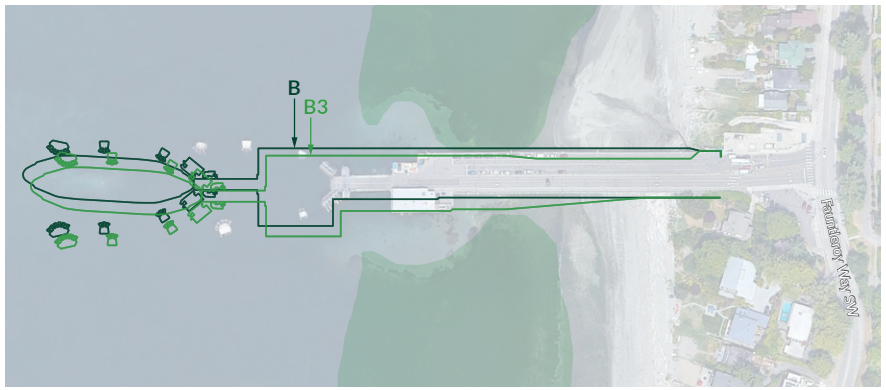
WSF hosted a virtual info session on Zoom*

- Tuesday, March 11, at 6 p.m.

Online open house at engage.wsdot.wa.gov live from February 24 through March 21.

**See Appendix A for the virtual info session presentation*

During the online open house and information session WSF presented the results of Level 3 screening and the decision to move forward with a terminal footprint based on the mid-size B Alternatives. This longer dock footprint improves operational efficiency and minimizes environmental impacts, including impacts to Cove Park. Moving the ferry slip to deeper water also reduces propellor wash in sensitive nearshore areas, allowing greater potential for restoring eelgrass and macroalgae around the dock.



Dock footprint based on mid-sized B alternatives B/B3.

Getting the word out

37 virtual info session attendees

emails sent to **1,269** people

NEWS **6** stories in local media

10,645 online open house views

posters at all **3** Triangle route terminals

4 alerts sent to **6,670** rider alert subscribers

4 Facebook posts with **107,121** views and **26** comments

3 posts on X with **3,323** views

See Appendix B for additional examples of notification materials.

What we heard

WSF's goals for this round of engagement were to share the results of the Level 3 Screening process and the details of the selected terminal footprint.

The online open house and virtual info session covered the project's Purpose & Need and timeline; an overview of the PEL process; a summary of the Level 3 screening process and results; the environmental considerations at the terminal; previous community engagement; and improvements to the terminal's intersection with Fauntleroy Way SW. WSF focused on sharing project information and offered a comment form to hear community questions and feedback.

WSF heard from all three Triangle route communities. Many commentors asked about WSF's plans for the upcoming design and construction phases. The team will continue to seek input from the community during the NEPA/SEPA and design-build processes.

Key comment themes include:

- Support for the selected B alternative footprint and questions about eliminated project alternatives and elements.
- Interest in multimodal connectivity.
- Interest in the terminal structure and community involvement during the design process.
- Interest in planning for future growth in ferry ridership.
- Questions about construction timeline and service during construction.
- Interest in the upcoming intersection changes and traffic flow/ management.
- Comments about key environmental considerations, including how the project may impact the nearshore habitat.
- Questions about how federal policy changes and state budget shortfall could impact the project.

Comment summary and key themes

WSF received comments through the online open house, virtual info session and by email between February 24 and March 21, 2025. 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 key project elements and screening categories.

Support for B alternative footprint and questions about eliminated project elements and alternatives

Across all feedback, one of the most common themes was comments about the selected B alternative footprint, and questions about eliminated project elements and alternatives.

- *I live in West Seattle and am in the Fauntleroy neighborhood frequently. I strongly support the B alternative footprint to reduce the number of cars staged on Fauntleroy Way during peak ferry times. It's a dangerous situation when cars are weaving in and out of traffic to get around parked cars, and conflicts with pedestrians and cyclists happen often around Lincoln Park. I also support a traffic light at the intersection of the dock and Fauntleroy Way.*
- *Fully support this effort! Outstanding. Thank you.*
- *I am in favor of a longer dock minimizing close shore shading of the water. Pushing prop wash impact further from shoreline seems like a positive as well.*
- *I believe the new B alternative footprint is a good replacement for what exists currently.*
- *I am a daily commuter on the Triangle Route, and a seasoned veteran of tracking ferry arrivals at the Fauntleroy terminal in order to make it on time. I am a huge advocate of the proposed B alternative footprint, for increasing the vehicle holding capacity of the dock. The benefits of increased operational efficiency and increased revenue from increased ridership are too great to not consider.*
- *I'm impressed with your process. Seems quite thorough and well thought out. And I like the B alternative footprint. And big hooray for getting a 3rd boat back for Vashon.*
- *I would love to see more details on why Alternative C would not further enhance operations. It seems the B alternative footprint would address current needs, but not future needs that are 25+ years out.*
- *Why are you not considering moving the terminal to a different location?*
- *Your online open house made no mention of whether Good-to-Go! is being given consideration as an option to increase efficiency.*

Terminal design and interest in community involvement during design process

The second most common theme related to the terminal's design, and interest in community involvement in the design process.

- *What are the parameters for design considerations of the terminal building? I haven't seen any considerations mentioned regarding user experience related to this component of the project. Has there been any consideration of putting a small food vendor space in the building, or Public Wi-Fi access, or any other customer-centric improvements? I also want to know why WSDOT hasn't prioritized having food spaces as part of the current terminal.*
- *I am a West Seattle resident and recently went through your online open house. My main comment is that it is imperative that you don't squander this generational opportunity to replace the Fauntleroy Terminal. Not all of us in West Seattle share the same priorities as the Fauntleroy Community Association, as I prefer a much larger dock myself. Moving forward, please try and expand your outreach to all West Seattle residents, not just FCA members, who regularly use the ferry as a mode of transportation and would be better served by a larger dock with increased capacity. Thank you.*
- *This proposal seems to assume a variance will be granted to allow the terminal building over water, which isn't allowed in the high hazard flood zone. Unlike with Colman Terminal in Downtown Seattle, the Fauntleroy Terminal has room to place the building on land, so a variance seems unrealistic.*
- *I'm worried that not enough of the community has been consulted for their input on the project. I don't recall receiving any notice about the project myself until this online open house. I've lived here for several decades and would like to give my input on the project moving forward. Are there any additional materials, such as an architectural sketch, that aren't included in the online open house that I could look at? Thanks.*

Interest in multimodal connectivity

A number of people shared comments and questions about how WSF plans to improve the terminal experience for people walking, rolling, biking and using motorcycles.

- *The continued focus on drivers and limited considerations for asking how a new dock can encourage a shift towards multi-modal forms of transportation is a problem. If this much taxpayer money is spent on a dock replacement, we should make sure it encourages higher rates of passenger utilization, which will only be possible by making the dock more friendly to those that use different forms of transportation than driving.*
- *You refer to this being a longer terminal in the plans. Room on the dock must be made for those waiting in line that use wheelchairs, walkers, and strollers to exit their vehicles and access bathrooms on the dock, so people do not have to walk all the way to the terminal building, which can be quite a long walk.*
- *How will bicycle and motorcycle traffic be handled differently than car traffic?*
- *Having no parking in this area would minimize confusion regarding where the line starts, as people often pull in behind parked cars thinking they are in line. Also, it may help incentivize a higher proportion of pedestrian passengers if there were better parking around the ferry. If the lower Lincoln Park lot stayed open, that may encourage people to park there and walk on the ferry instead of driving.*
- *Overhead loading will encourage pedestrians to use the ferry and would be a beneficial addition to the project.*

Interest in planning for future growth in ferry ridership

Many commenters had questions and comments about additional project considerations, such as a second slip and WSF's plans to accommodate future growth.

- *It would be nice to have 2 drive-on slips so that there could be 2 ferries at the dock at one time to improve efficiency, as there are at the Mukilteo, Seattle, Bremerton, Bainbridge, Port Townsend, Anacortes, and Vashon Island terminals.*
- *The Fauntleroy dock was built for 1950s traffic volume. How does this rebuild anticipate increases in traffic in the future as the population grows especially in Kitsap County? As a longtime daily commuter, the most dangerous part of my day was trying to join the ferry line along Fauntleroy Way coming from the south, having to make the turn across oncoming traffic at rush hour. The dock size is totally inadequate to handle the number of cars waiting to get on the ferry in the evening, especially during Fridays in the summer. A traffic light at the end of the dock won't be enough to fully address this need. How will the proposed alternative ensure adequate capacity to meet these needs in the future?*
- *In one of your presentations, it was stated that the reason that twin slips were not one of the options was that it had not been funded by the legislature. I noted that the option chosen is also not funded and must be funded in order to proceed. I suggest that the currently chosen option be suitable for the addition of another slip in anticipation of its future funding.*

Construction activities, timeline and service during construction

A handful of comments asked questions about the project's construction timeline and impacts to Triangle route service during construction.

- *Will the Fauntleroy dock continue to operate during construction? If not, how will those of us living on Vashon get to Seattle?*
- *Will the construction of the intersection improvements in the near future have any impact on the ferry schedule?*
- *Will the terminal close during construction?*
- *When will you release the construction contracts for this project?*
- *When do you expect the project to begin construction, and how long will it take?*
- *Have you considered the use of helical pile foundations? Installation of these piles are fast, as they are screwed into the ground, and hydroacoustic studies have shown that they have virtually no underwater noise during installation. This could be a potential option for installing piles outside of their normal in-water work window which could help with the sequencing and phasing of this project, allowing for more service during the construction period.*

Intersection changes and traffic flow/management

To support safe and efficient loading and unloading, WSF is working with Seattle Department of Transportation to add a signal to the terminal intersection with Fauntleroy Way Southwest. Many commenters shared questions and comments about traffic management.

- *Will there be any improvements to the intersection at Fauntleroy Way and the ferry dock? Currently, northbound drivers on Fauntleroy Way cannot turn left into the plaza area at certain times of the day due to traffic. This typically causes disruption to the rest of northbound traffic as confused drivers either stop in the middle of the road and try to figure out their next move or proceed to make a dangerous U-turn maneuver. I am curious to learn more about improvements being made through this project to the traffic flow.*
- *There absolutely must be a way to have two traffic paths into the terminal area so that those going to Southworth are not trapped behind vehicles going to Vashon, causing them to miss their boats on a regular basis. There are two directions from which one can approach the terminal on Fauntleroy Way. One direction should be reserved for passengers going to Vashon and the other for passengers going to Southworth. The current system is unfair for Southworth bound passengers, who regularly get left at the dock while Vashon bound passengers sail away.*
- *As a Vashon resident who works off island, I love the idea of the longer dock, along with the installation of a traffic light at the intersection. I also would recommend that there be no parking at any time on the west side of Fauntleroy Way, perhaps up to the bus stop at the second Lincoln Park parking lot, or even the gas station on the west side of the street. It turns into a big mess when there are parked cars that the ferry riders have to navigate around in high traffic on Fauntleroy.*
- *With the new light being installed, will left turns into the terminal now be allowed from the right lane?*

Environmental considerations, including how the project may impact nearshore habitat

Some comments addressed the highly sensitive habitats and other environmental elements near to the terminal. These commenters requested that WSF protect the environmental around the terminal and mitigate for any impacts caused by the project.

- *There is a very fragile colony of intertidal Sea Pens that lives under the current dock, and I want that to be taken into consideration for whatever plans are made going forward.*
- *Please note that one of the most important ecological benefits of Fauntleroy Creek is that it functions as a pocket estuary, a rearing habitat for juvenile salmon during their outmigration. We have lost so many pocket estuary habitats with the shoreline development across the Puget Sound region, making this an extremely rare natural feature. We hope that as this project proceeds into environmental review, there will be more opportunities identified to improve fish and wildlife habitat conditions around the dock, especially as the mitigation plans take shape.*
- *You could divert stormwater from the surface of the dock into a stormwater garden, which could become a feature of Cove Park, preventing the water from flowing directly into Fauntleroy Cove.*
- *This plan synthesized community feedback with significant design constraints. Prioritize environmental impact and climate resilience moving forward.*
- *Please remove pressure on Fauntleroy Creek by widening the space beyond the 23 feet it currently occupies to allow restoration of a natural riparian buffer along the lower creek.*
- *Please pay great attention to the lighting features to mitigate potential impacts to fish, birds, and other wildlife.*

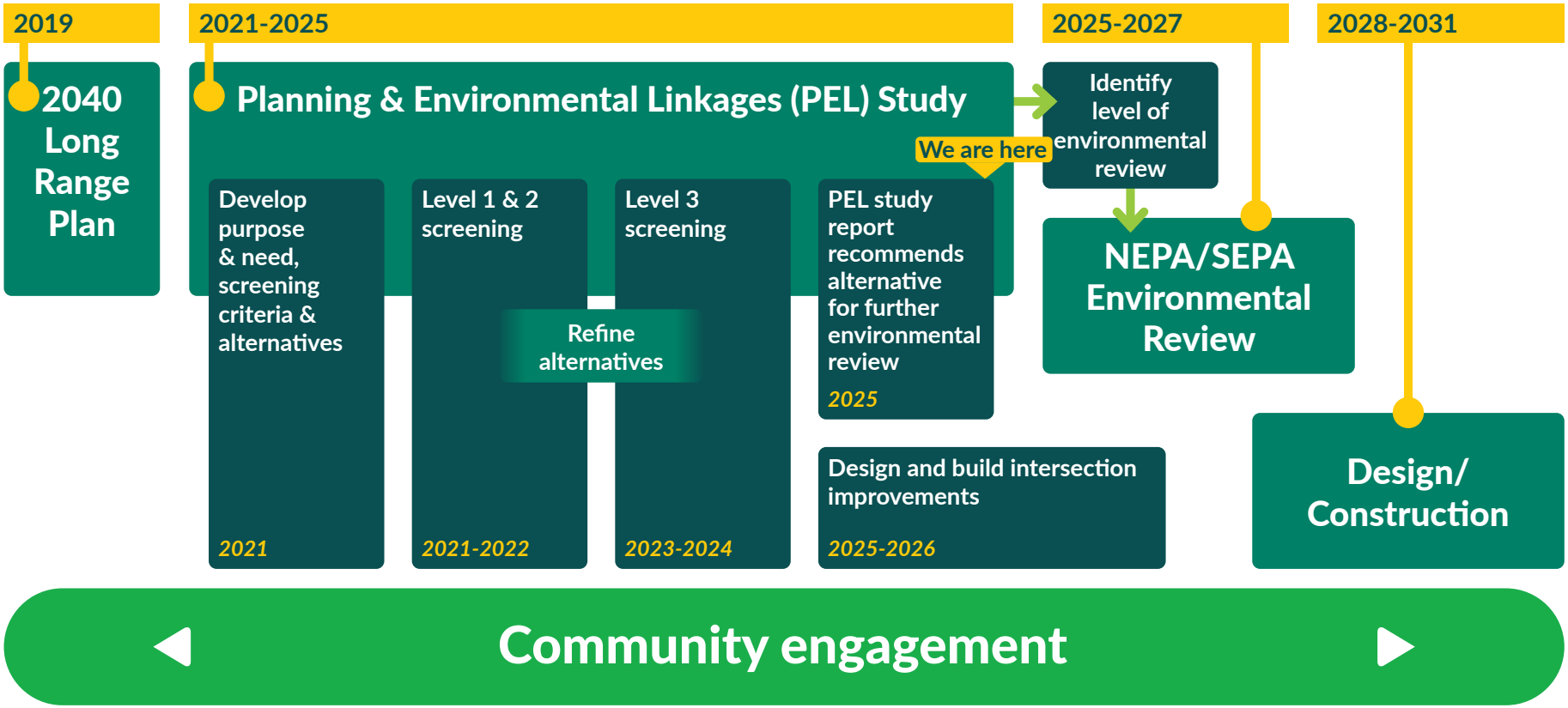
Project funding and impacts of federal policy changes on the project

Some commenters had questions on project funding based on recent federal policy changes and the state's budget shortfall.

- *Have you any idea yet how badly the federal grant cuts are going to affect this project?*
- *How much of this project will require federal funds?*
- *Due to the budget concerns of the state, WSF should privatize the system.*

Next steps

WSF will finalize the PEL study in 2025 and begin NEPA/SEPA environmental review. WSF will further refine the terminal footprint throughout the NEPA/SEPA environmental review process and continue engaging the community and agency partners.



Appendix A: Virtual info session presentation

Washington State Ferries

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

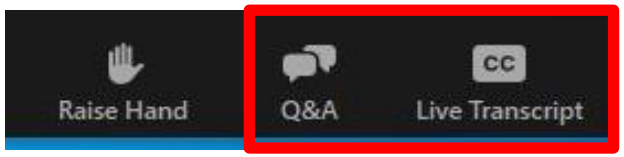
Virtual Information Session

March 11, 2025

Welcome! We'll start soon

While you're waiting…

- All attendees are on mute.
- To enable closed captioning click the CC button on the Zoom toolbar at the bottom of your screen.
- Find the Questions & Answers (Q&A) box to ask questions.
- If you are joining by phone, you can participate during the Question & Answer session by pressing *9 to raise your hand and *6 to unmute.



Technical difficulties? Let us know through the Q&A box
Send comments to *FauntleroyTermProj@wsdot.wa.gov*

WSDOT

Agenda

- Welcome
- Project overview
- Community engagement
- Screening approach and results
- Question and answer
- Closing

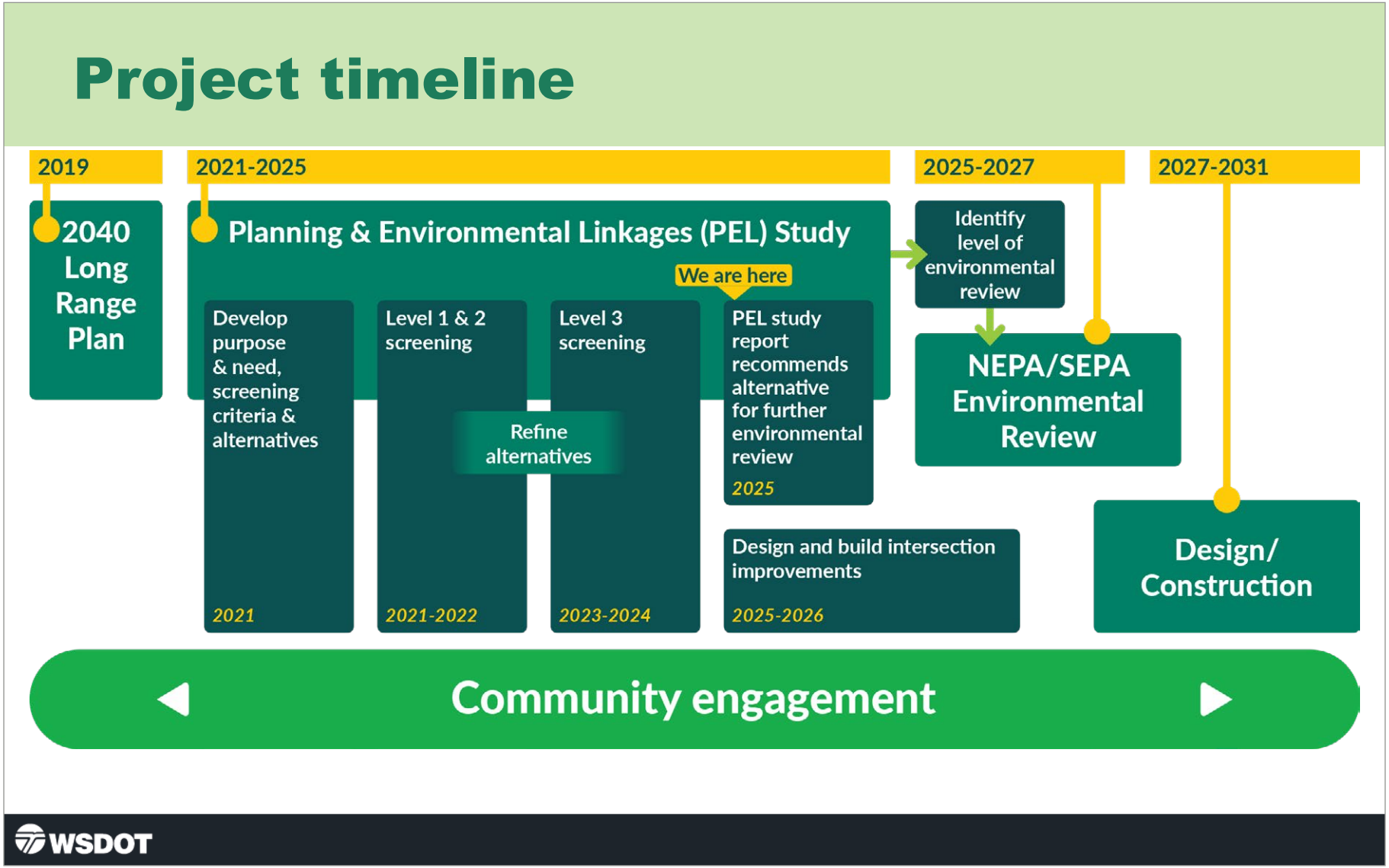
WSDOT 3

Why replace the Fauntleroy ferry terminal?

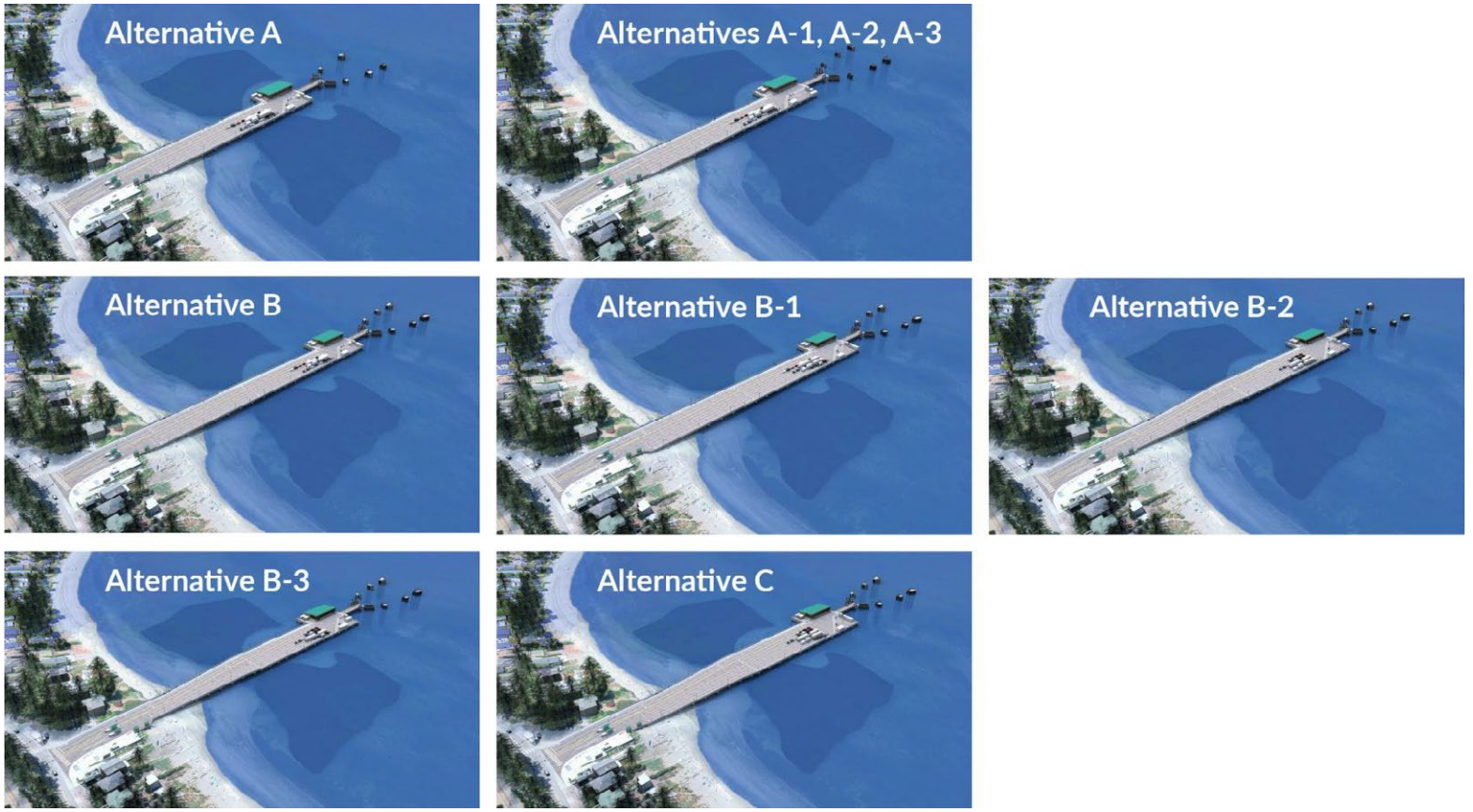
The Fauntleroy ferry terminal is aging and needs to be replaced due to:

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

Project timeline



Alternatives we considered



WSDOT 6

Mid-size dock concept moving forward

WSF is moving forward with a dock footprint based on the **mid-size B Alternatives.**

This layout **improves operational efficiency,** holding 124 to 155 vehicles on the dock. The longer narrow footprint also **avoids nearby Cove Park**.

WSDOT

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Environment around terminal

WSDOT 8

Approach to Level 3 screening

Level 3 alternatives

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

- Similar footprint to existing terminal

Alternatives B, B-1, B-2 and B-3:

- Long and narrow dock options that provide additional vehicle holding capacity

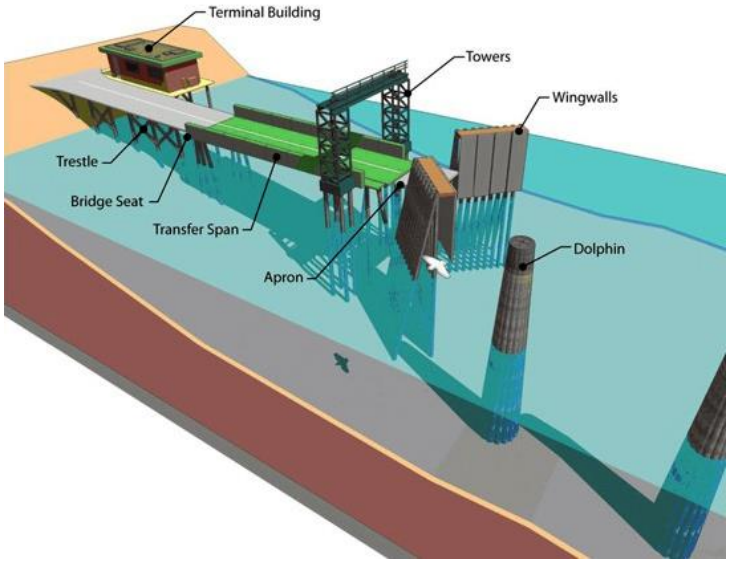
Alternative C:

- Longer and wider dock that provides the maximum amount of vehicle holding capacity

Common features of new terminal

All concepts follow WSF's Terminal Design Manual

- Replace dock at same location.
- Accommodate 186 vehicles (on dock and along Fauntleroy Way).
- Meet seismic design standards and rising sea level.
- Space for large trucks to safely navigate.
- Wider lanes and space for people walking, rolling, biking and driving motorcycles.
- More space for operations.
- New terminal building.
- Drop-off and pick-up area for passengers with disabilities.
- Larger toll plaza with two toll booths.
- Minimal dock widening near shoreline.



WSDOT

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Community engagement

Who informed the PEL study?

Community input helped WSF evaluate and identify a dock concept.

WSDOT

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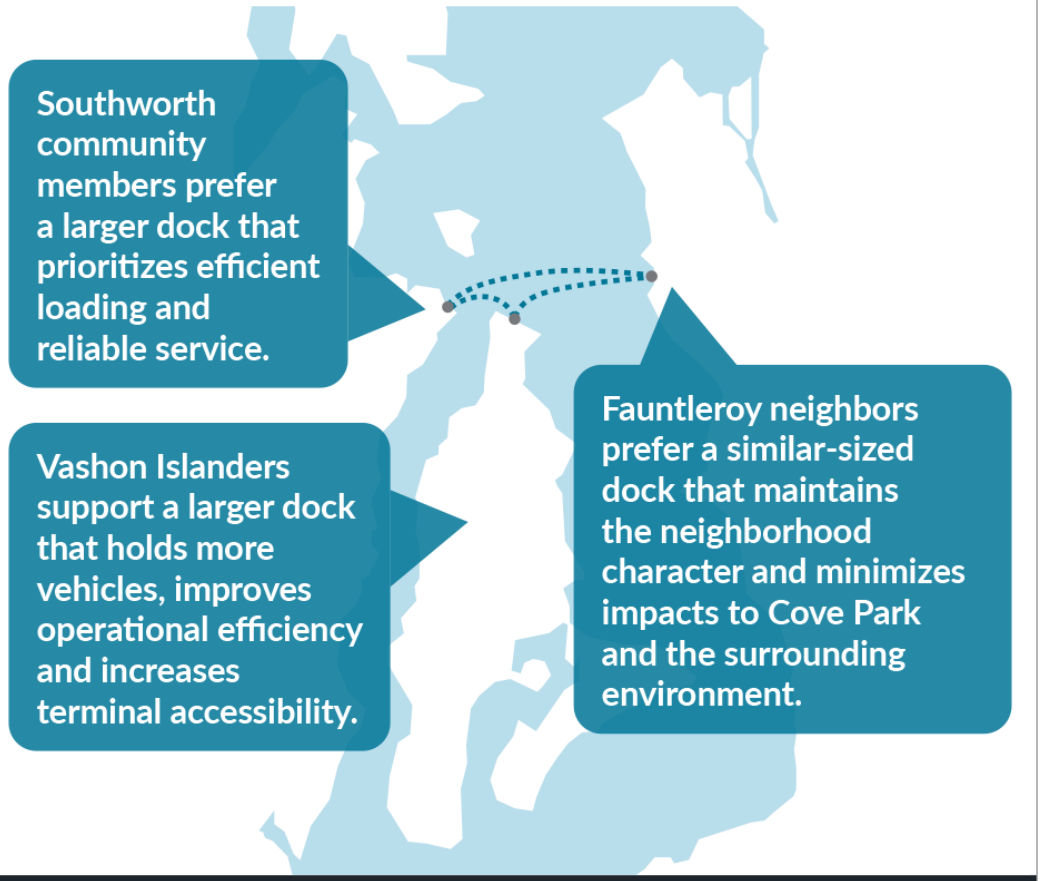
What we've heard

We heard from all three Triangle route communities through the PEL study.



WSDOT

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Results of Level 3 screening

WSDOT

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Level 3 screening

Criteria	Factor	A	A-1	A-2	A-3	B	B-1	B-2	B-3	C
Improved operational efficiency	Faster/more reliable loading and unloading									
	Reduced queueing on Fauntleroy Way, including community effect and customer experience									
	Improved staging based on volume, destination, and types of vehicles									
	More space to sort and accommodate preferential loading categories									
Multimodal connections	Shortest distance for people who walk, bike and roll from Fauntleroy Way onto the ferry									
Reduced impact to parks and recreation areas	Any permanent encroachment on Cove Park?									
Project cost	Estimated program cost compared to available funding									
Project schedule	Timeline to build the alternative									
Project feasibility	Does alternative require additional permanent right-of-way?									
Permitting and level of coordination with other agencies and tribes	Any potential cultural resource impacts?									
	Increase to overwater coverage									
	Cost for any environmental mitigation									
	Impact and/or opportunity to restore macroalgae and eelgrass									

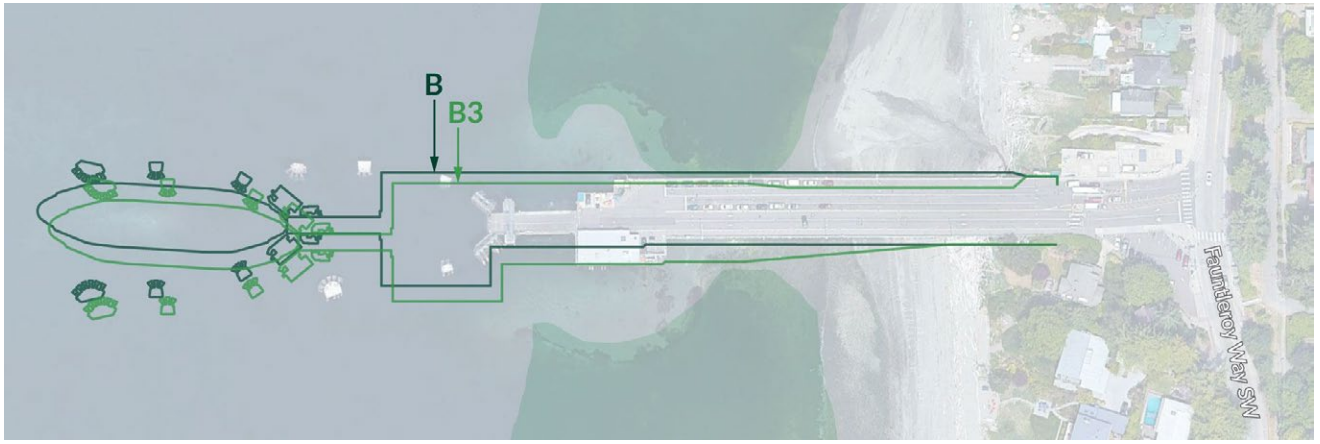
High performance | Medium performance | Low performance

WSDOT 16

Summary of screening results

WSF recommends a longer, narrow dock footprint based on the B Alternatives

- Holds between 125 and 155 vehicles, improving operational efficiency
- Moves the ferry slip to deeper water, providing an opportunity to restore eelgrass
- Avoids nearby Cove Park



WSDOT

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Summary of screening results

Alternatives A, A-1, A-2 and A-3, the similar sized dock options, **offer minimal benefit to operational efficiency**, even with *GTG!* and Wave2Go.

The A alternatives also have greater impacts to the surrounding environment because they **do not improve the scour hole** at the end of the dock.

WSDOT

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Summary of screening results

Alternative C, the largest dock option, brings the **greatest increase in overwater coverage** and impacts to eelgrass and macroalgae.

Bigger isn't always better: we found that space to hold **more than 124-155 vehicles does not improve operations.**

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Intersection improvements

WSF will work with SDOT to install a traffic signal at the terminal intersection with Fauntleroy Way SW by mid-2026.

WSDOT

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Question and answer

Next steps

- **2025:** Finalize PEL report
- **2025-2026**: Design and build intersection improvements
- **2025- 2027**: NEPA/SEPA environmental review
- **2027-2031**: Design and build project
  - The Legislature authorized $94 million towards replacing the terminal
  - WSF will continue seeking more state and federal funds needed to build the project.

Stay in touch!

Visit the online open house:
engage.wsdot.wa.gov/fauntleroy-ferry-terminal

Send questions and comments to:
FauntleroyTermProj@wsdot.wa.gov

Visit our project website:
https://wsdot.wa.gov/construction-planning/major-projects/sr-160-fauntleroy-terminal-trestle-transfer-span-replacement

WSDOT


Thank you!
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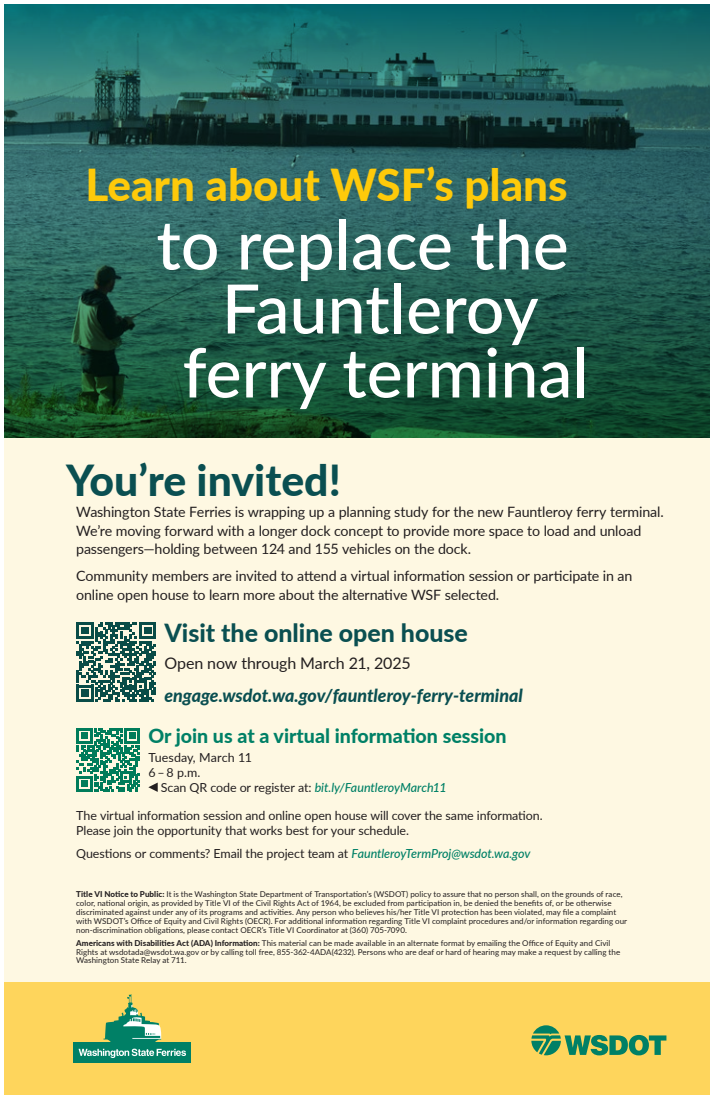
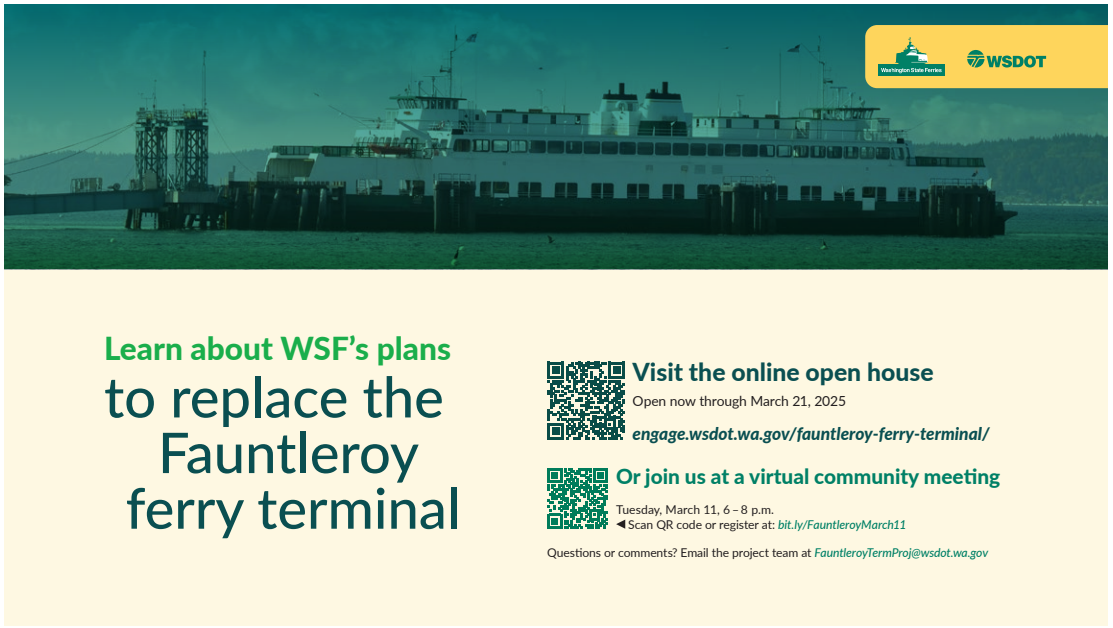
Appendix B: Notification

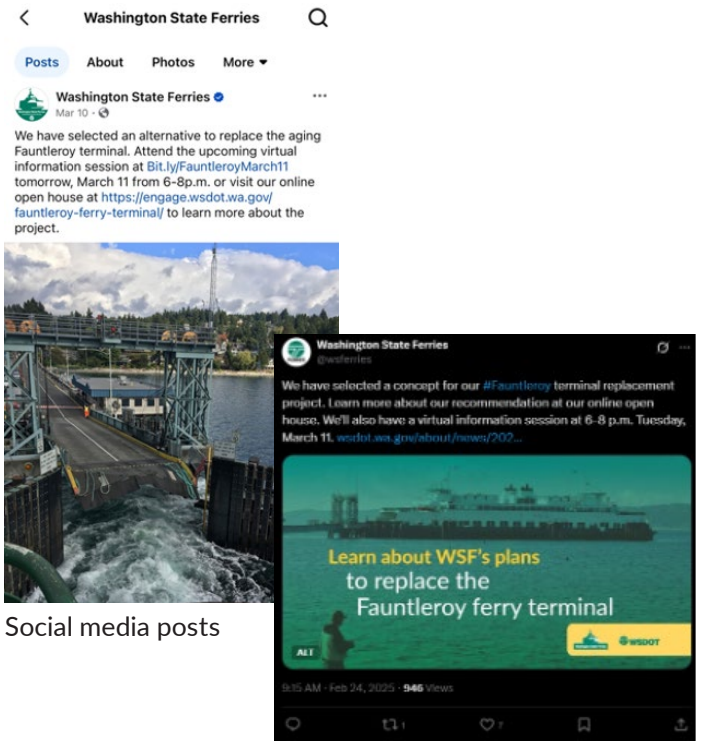


11 x 17 poster

8.5 x 11 poster



Screen display on route ferries



Social media posts

Appendix C: Comments

The comments below represent the comments received through the online open house, community meetings, virtual info session, and by email between February 24 and March 21.

Support for B alternative footprint and questions about eliminated project elements
I live in Fauntleroy, and I like and approve of the suggested B plan. Adding to length to the dock to take more cars off Fauntleroy Way makes it less of a hassle for Fauntleroy residents that have to deal with the long lines of cars on the street. An overhead passenger walkway is also needed to load and unload faster. Finally, the proposed traffic light is a good solution to improve traffic flow without an officer needed. I believe in these solutions because they have worked on other ferry terminal renovation projects.
I am a Vashon resident. I support plan B.
Please select alternative B2 so the terminal can hold enough cars to fill whichever class of vessel replaces the Issaquah class.
I hope people treat each other and you all nicely as you work on a bigger, better solution :) Thanks for the easy to follow "open house" website. And I am human, but must I do math? Good grief! :)
I am in favor of a longer dock minimizing close shore shading of the water. Pushing prop wash impact further from shoreline seems like a positive as well.
I fully support the larger dock so that we can get the cars off of Fauntleroy for safety reasons and also to expedite loading and unloading. I also support the traffic signal at Fauntleroy as long as it is smart enough to know when a ferry is unloading and when it is not. I am not concerned about the environmental impacts as they are not much more than existing. The beach will not be affected much. I live four blocks away from the dock and my family has taken the ferry hundreds of times for commuting purposes as I used to live on Vashon. Not all neighbors wanted a smaller dock, some want to make it as big as possible to make it efficient. Thank you.
I live in West Seattle and am in the Fauntleroy neighborhood frequently (I attend Fauntleroy Church and shop and dine in the area often). I strongly support the B-sized dock option to reduce the number of cars staged on Fauntleroy Way during peak ferry times. It's a dangerous situation with cars weaving in and out of traffic lanes to get around parked cars, and conflicts with pedestrians and bicyclists around Lincoln Park happen often. I also support a traffic light at the exit from the dock onto Fauntleroy Way.
I am so pleased to hear that the new dock will definitely be bigger! I hope that WSF picks the 155-car option so that there is some flexibility for lining up Vashon and Southworth in different lanes while still fitting a full ferry's worth of cars on the dock. Thank you from a Vashon resident.
Thx
Fully support this effort! Thanks for adding it to camera view. Outstanding. Thank you
As an occasional user of the Fauntleroy / Southworth route (who would like to use it more often instead of driving around via Tacoma), and formerly lived in the Morgan Jct. area, this project looks to be on the right track. The idea of nearby residents wanting to preserve the character of the area should suggest a higher capacity dock instead of lower, because I don't like queuing up in front of people's homes any more than they do. And any opportunity to help the dock workers work smarter instead of harder, by giving them more vehicle sorting room, is going to benefit users and workers alike.
The project content and details are well done. Meeting all needs is impossible. Safety at the aging docks is paramount. PLEASE stay on schedule.
I'm impressed with your process. Seems quite thorough and well thought out. And I like the B alternatives. And big hooray for getting a 3rd boat back for Vashon.
Thanks, I believe the new B concept is a good alternative to what exists currently.
Amazing! Let's get it built. I live locally and fully support this option. It's a sensible, well thought out approach. Not all of us are ignorant NIMBYs, please ignore the vocal minority. Great work!!!!
Please prioritize creating as large a dock as possible to get the cars off of Fauntleroy Way. It will be much more efficient to board cars on the boats if already parked on the dock and much safer for traffic on Fauntleroy. Thank you!
Thank you very much for this briefing. I appreciate you all being very forthcoming. A lot of uncertainties still exist, and you have been very frank about that. I appreciate it.
Thank you to everyone!

Thank you for navigating this challenging project!
Please select alternative B2 so the terminal can hold enough cars to fill whichever class of vessel replaces the Issaquah class.
I would love to see more details about why "option C would not further enhance operations". Also, it seems you are addressing current needs but NOT addressing future needs (25 or ??? years out) as I thought your process required. Hmmm.
Is a different location being considered? I didn't see where the alternative was.
We should also use this opportunity to make the dock more efficient for all users. Overhead loading will encourage pedestrians to use the ferry and would be a beneficial addition to the project. Creating a smoother connection with RapidRide C-Line and a safer street crossing experience for pedestrians should be a goal of the project that can be completed with the help of SDOT and King County Metro.
Your Online Open House made no mention of whether Good-to-Go is being given consideration. If the dock will not hold at least a full ferry's-worth of boats, please initiate Good-to-Go payment for ferry riders. Thanks!
Is the terminal footprint going to be the same? Kids going to school cram into the building headed to school on Vashon. There should be a bigger footprint for more foot traffic.
Kudos for recognizing that a larger holding capacity on the dock is THE key element to improving throughput at Fauntleroy AND reducing the negative neighborhood impact of the very confusing/occasionally chaotic queue on Fauntleroy Way. Implementing Good to Go or similar automated ticketing will also provide tremendous benefit. Let's get this done. It has been an extraordinarily rough few years on the Triangle route.
A small dock (any size smaller than 200 cars) eliminates any possibility of using a modern reservations system. That means cars lined up on city streets forever, leaving essentially the same problems as today. Options B = bad decision, WSDOT.
By selecting a smaller dock, you have forever precluded the implementation of a modern reservations system. Reservations are a legislatively mandated "demand management" method, so WSF's decision is particularly troubling. Riders and the WSF system as a whole will not be well served by your selected option.

Thanks for getting back to me with particulars about the Fauntleroy Terminal Project. I am glad to see confirmed that a whole boatload of cars will fit on the new dock. What I can't understand is why using Good to Go! would raise prices 30%. Can you tell me how you came to this conclusion?
Fauntleroy would like to formally request a meeting to discuss good to go and wave to go loading timing. We have a question around how the timing and the resulting impact on dwell time was developed?
I am a daily commuter of this ferry and a seasoned veteran on arrival timing at the Fauntleroy terminal in order to catch certain sailings. I am a huge advocate for the proposed "B" Alternatives for increasing vehicles holding capacity on terminal. The benefits of increased operational efficiency and increased revenue from increased ridership are too great to not consider.

Construction activities, timeline and service during construction
Will the Fauntleroy dock continue to operate during construction? If not, how will those of us living on Vashon get to Seattle?
What happens to ferry traffic to Vashon during the construction phase?
There are budgetary benefits to Alternative C. The WSF 2040 Long Range Plan includes a whole separate 124-car ferry for the triangle route. WSF seems to be planning this vessel out of necessity, not desire for another boat. If the Fauntleroy terminal is rebuilt accordingly, the 124-car ferry can be cancelled altogether. This will allow WSF to streamline the fleet even more to save money on additional vessels.
The plans sound good, but how will you manage to fill ferries in 2026 while tearing down everything and building a new Fauntleroy dock? This sounds very difficult to manage! That's my concern.
I like where you have landed -- on the B Alternatives - and I appreciate the consideration for both operational efficiency (having a full ferry's load of cars pre-tolled through the booth and ready to load) and the conservation of near-shore habitats. I am curious how long actual construction will take, and what ferry service will look like during construction. Will you return to Vashon-Colman Dock service, as you provided in 2002-03 when you performed upgrades on the dock? For how long will construction disrupt service from Fauntleroy for?

To whom it may concern, I am a superintendent in construction and would love to work on this project will you release the names of the general contractor who will do the work?
For the two distinct construction efforts - will ferry service stay running in any capacity at Fauntleroy during the upcoming traffic stoplight installation and longer term during the construction of the new pier?
For the construction planning moving forward have you considered the use of Helical Pile Foundations? Larger helical piles (20" diameter & greater) have large bearing capacities (static pile load testing has come back with minimum 800kip load ratings on similar sized pile) Installation of these piles are fast, as they are screwed into the ground, they meet extremely low vibrations threshold ds, and hydroacoustic studies have shown that they have virtually no underwater noise during installation. This could be a potential option for installing piles outside of the normal in-water work window which could help with the sequencing and phasing of this project. The use of these piles could prove to add flexibility to permanent design or potentially if a temporary ferry vehicle loading trestle is needed during construction of the new terminal to maintain ferry loading / offloading operations.
Will the terminal close during construction?
Will the schedule be impacted during construction of the new dock?
When do you expect this project to go out to bid and begin construction?

Intersection changes and traffic flow/management
Can there be an inquiry regarding how to better handle the traffic of Vashon school district commuters being dropped off and picked up? Perhaps through a dedicated lane on Fauntleroy Way that allows for swift and safe drop off. Currently, the cars that turn into the tiny parking lot often cause a bottleneck for those trying to pass by or actually get to the ferry dock to board the ferry. If it was something like a protected lane, kids could hop out of the cars onto the sidewalk near the crosswalk.
The dock as built today cannot handle the vehicle traffic. It spills onto Fauntleroy Way and creates near misses/accidents every day with people trying to move around parked cars, pulling U-turns etc. This isn't only during peak summer (a common ferry problem), this is all year long. It is less safe for everyone to not have these cars queue in a WSDOT controlled ferry pen like on a dock.
Will there be any improvements to the intersection at Fauntleroy Way and the Ferry dock? Currently, northbound drivers on Fauntleroy Way cannot turn left into the plaza area at certain times of the day due to traffic. This typically causes disruption to the rest of northbound traffic as confused drivers either stop in the middle of the road and try to figure out their next move or proceed to make a dangerous U-turn maneuver. I am curious to learn more about improvements being made through this project to the traffic flow.
Hello, please take this into consideration: 1 - There needs to be better Staging infrastructure for vehicles approaching from the south. When coming from the north, there are also some safety concerns as there is not a safe place to turn around (Since you have to come in from the south to get in line). There needs to be a safe place to turn around to get in line, or a controlled left south of California Ave SW and F Way. There are no good or efficient arterial access points (With the exception of travelling out of the way up to the West Seattle bridge) to ensure you approaching the dock from the correct direction. If there was a safe place to turn around and get in line, West Seattle passengers could save a lot of travel time. 2- Flow control in line - there are WAY too many times when the traffic leading to the terminal is filled with passengers going to Vashon and Southworth, which leads to inefficient loading. Southworth passengers need lane access to lanes 3 and 4 since we have to go to 3 and 4 anyway from the right booth to bypass to Vashon bound passengers, to efficiently split passengers based on destination. 3- Line Cutter Shaming / Cameras - please add cameras to catch those that cut the line. Just like a traffic-light camera, please add a camera that will snap a picture of line cutters that cut coming into the toll booth, or the ones that make the left into the dock from the south when the cones are up.
There absolutely must be a way to have two traffic paths into the terminal area so that those going to Southworth are not trapped behind 50 or 100 Vashon vehicles and miss their boats on a regular basis. Ask me how I know this! There are two directions from which one can approach the terminal on Fauntleroy Way. One direction should be for Vashon the other for Southworth bound travelers. The current system is unfair and discriminatory as the Southworth bound regularly get left on the dock or road while the privileged Vashon riders sail away.

As a Vashon resident who works off island, I love the idea of the larger/longer dock and the traffic light at the intersection. I also would recommend that there be no parking at any time on the west side of Fauntleroy, perhaps up to the bus stop at the second Lincoln lot, or better yet, the gas station on the west side of the street. It turns into a big mess when there are parked cars that the ferry riders have to navigate around in high traffic on Fauntleroy and also would minimize confusion on where the line is as people often pull in behind parked cars thinking they are in line. Also, it may help minimize driver riders if there were better parking around the ferry. If the lower Lincoln lot could stay open that may encourage people to park there and walk instead of driving. The schedule has been much better lately, and I appreciate all the WSF workers efforts. Thank you
With the new light being installed, will left turns now be allowed from the right lane?
I find the reservation system to be such a scam! Pls don't do that on a ferry that folks need to go to work.

Environmental considerations, including how the project may impact nearshore habitat
There is a very fragile habitat under the current dock, and I want that to be taken into consideration for whatever plans are made going forward. One of the only large intertidal Sea Pen colonies exists under the current dock!
Thanks for all this work. I, too, would prefer the larger dock options, but understand the environmental impacts. Thanks for explaining them. Are there links to the environmental studies that we can read?
Thank you to the WSDOT Ferries staff, leadership, local community advisory committee, and the technical advisory committee for the monumental effort this PEL report represents. If the longer and narrow dock presents the least impact on the sensitive nearshore environments, while allowing WSDOT to grow its service for future generations, we are supportive. [comment continues in next column]

Please add notes to your PEL report to clarify that one of the most important ecological benefits of Fauntleroy Creek is that it functions as a pocket estuary that provides rearing habitat for juvenile salmon during their outmigration. We have lost so much of this pocket estuary habitat with the shoreline development around Puget Sound that this is a relatively rare natural feature. We hope as this project proceeds with the environmental review, there will be more opportunities identified to improve fish and wildlife habitat conditions around the dock. Especially as the mitigation plans take shape. Please take care to select an architect with a notable design record so the guard houses and terminal building will be light-filled and elegant. The scale should complement and enhance this residential neighborhood. (We have a local, beloved, award-winning, regionally recognized architect who had designed a number of homes on Fauntleroy Cove. He lives right here in Fauntleroy: George Suyama https://suyamapetersondeguchi.com/about/ what a gift it would be to be able to look out on a Suyama design. Please treat the stormwater runoff by creating a stormwater garden — perhaps it could be installed in an expanded Cove Park, after the construction is complete and the white house (to be purchased from King County) is deconstructed. Surface water from the dock can be piped to the stormwater garden for natural treatment, so it doesn't flow directly into Fauntleroy Cove. Please take care with lighting details to ease the conflicts with fish, birds, and other wildlife. This local (Renton) company was started by a former fish biologist and has contracts with some of our National Parks: https://evluma.com/dark-sky-friendly-lighting/ Please remove pressure on Fauntleroy Creek by widening the space beyond the 23 feet it currently occupies — allow restoration of a natural riparian buffer along the lower creek. Restore the creek mouth to establish a more robust pocket estuary, that might also make room for beavers https://youtu.be/IYYULzuExiA?si=EGhtRCHt9Dc72faF. Provide more places for cars to park and plant trees to shade the impervious surfaces.
This plan synthesized community feedback with significant design constraints. Prioritize environmental impact and climate resilience moving forward. Thank you for collecting community feedback.
Can Marsha please share why Captains Park is being considered or thought of as part of this project? It is across the street and not owned by WSF.

Terminal design and interest in community involvement during design process
Hi, I am a West Seattle resident and recently looked at your online open house Fauntleroy Terminal – Trestle & Transfer Span Replacement | WSDOT online open houses. My overarching comment is to PLEASE not squander this generational opportunity to build a bigger dock to support WSDOT's goals and mobility of all residents due to "Not in my backyard" feedback from the Fauntleroy Community Association. Please expand outreach to all of the residents of West Seattle (not just to those in the Fauntleroy Community Association) who use the ferry as a mode of transportation and would be better served by a bigger, better and more functional dock.
What are the parameters being used for design considerations of the terminal building? I haven't seen any considerations mentioned about user experience related to this component of the project. Has there been any consideration of putting a small food vendor space in the building? Public Wi-Fi? Any sort of customer-centric improvements to the terminal building? I also want to know what is guiding WSDOT's thinking on not having food services space at this location. Legislative mandate? Environmental/logistical challenge? Something else? Thanks!
The proposals all seem to assume a variance could be granted to allow the terminal building over water, which isn't allowed in the high hazard flood zone. Unlike with Colman Dock, the Fauntleroy location has room to place the building on land, so a "variance" to construct the terminal over water seems unrealistic.
Just wondering what is the weak part of the 'floating bridge' style dock idea. My guess is 'Center of gravity too high' when loaded.

I've been riding Washington State Ferries since 1970– living 50 of those years on a ferry dependent island—so I have perspective and see the unintended consequences that planners, who have no idea of riding the boats, have imposed on the traveling public. For example, the terrible boondoggle that is the Mukilteo ferry terminal, where the lanes are so narrow that people with small children or mobility issues are stuck in long, narrow lanes with no way to get out of their vehicles to use the restrooms when they're waiting two hours in line, which is common these days. And a large amount of wasted money to make the terminal fancy for the Mukilteo neighborhood while the patrons of the ferry, who are the ones paying the freight here, can't get in the building. Oh, then let's talk about the parking that used to allow the Whidbey community to park overnight at Mukilteo and walk on. Now, of course, with all the parking eliminated, you force people back into their cars instead of encouraging walk-ons. Brilliant environmental move. So, how about not making the same stupid mistakes with the Fauntleroy terminal project?
As a Fauntleroy employee, I'm disappointed that there is no effort to include employee parking. The lot is a long distance from the dock, and cars have been vandalized and stolen from there. Most of us park in the neighborhood, interfering somewhat with the community there. Looking forward to a larger dock that accommodates our traffic!
Hello WSF- My thoughts are that only 300 community members attended meetings. Input seems very low. I don't recall receiving a single notification of any public meeting related to a new ferry terminal. Were there invites mailed out? When? I've only lived in the area for 30 years so perhaps my input was not sought? I've asked my immediate neighbors, and they were not aware either. (3) groups participated. Southworth residents, Vashon residents and Fauntleroy residents. The winning proposal was not the one Fauntleroy aka/ Seattle residents preferred though the dock resides in Seattle. I don't see an architectural sketch, or any detailed elevations of the new construction proposed. Where might I find that? Thank you

It would seem from these planning documents that you've already made up your mind what you're going to do without waiting for the public to give their input. This does not qualify as public participation when the plans are already cemented, and you don't listen to anyone. If it sounds like I'm bitter, that's right. I remember the woman who was denied access on the San Juan ferry run when she was going home to die after being released from the hospital for the final time. And the Washington State Ferries would not even let someone else give up their spot on the boat so she could get on. WSF has a long tradition of being tone deaf to the public. How about doing the right thing this time and making some equity for those in Southworth?
I have been a Fauntleroy resident for 30 years. I think many people saw Vashon and Southworth as low-cost places to live, with an easy commute to the city. And it was just that until too many people moved there. It is a problem, much like the way Los Angeles kept widening freeways thinking they could solve their traffic problem. They did not, it simply became worse. The same applies here. You've done a good job of balancing various demands, but I want you to keep in mind that adding capacity is always seen as a solution when in fact it simply creates more demand for more capacity.

Interest in multimodal connectivity
You refer to this being a narrow, long terminal in the plans. There absolutely must be room for people to get out who are in wheelchairs, walkers, or strollers to access bathrooms, which should be located on the dock, so people do not have to walk all the way back to the terminal building, a very long way. Some people are not capable of walking this far, despite what your 30-year-old planners are thinking.
Will bikes and motorcycles still get priority boarding or will they have to wait in line with cars to get through the toll booth?
Will motorcycles and bicycles have a better entrance than driving into oncoming traffic?
Do I hear Dave correctly that motorcycles will be required to go through the toll booths and wait in line?
Can Dave please discuss how the toll booth area be enlarged for larger trucks?

The continued focus on drivers and limited considerations for asking how a new dock can encourage shifting towards multi-modal transportation is a problem. If we invest this much money in a new dock, we should make sure that it encourages higher passenger utilization, which is only possible by making the dock more pleasant for pedestrian passengers.

Project funding and impacts of federal policy changes on the project
Have you any idea yet how badly the Federal Grant cuts are going to affect this project? Your arguments appear solid, lots of work, thank you.
It's time to privatize the system. Give it all to a private operator and lease out the terminal land to the operators for development.
How much of this project will require federal funds?

Interest in planning for future growth in ferry ridership
While a traffic light at the intersection with Fauntleroy Way SW will be helpful, a Good-to-Go system would streamline operations.
Excellent! Thanks for your hard work on this. My only concern is the comment that the dock holds 1 ferry load, and for this reason, it does not need to be bigger and will for stay on schedule. In reality, it does not hold 1 ferry load as there will be cars lined up to go to each destination, so only a portion of the cars on the dock will be able to load on the ferry. Also, I foresee a LOT of development on the Southworth side as it is one of the prime places in the world to live with a changing climate. Therefore, could ferry sizes get bigger in the next 10-20 years?? Just some thoughts. Good luck!
I appreciate the many competing priorities and the level of analysis that goes into making this decision. I have one question I didn't see addressed: it seems, to me, that the ability to dock 2 vessels at the same time would shorten the cumulative time needed to load/unload, thereby reducing the number of cars needed to stage on the dock. With the intent of getting back to full scheduled 3 boat service, wouldn't a 2-slip dock be a better solution to throughput? I didn't read the PDF, so if my question is answered there I apologize, just tell me, to look it up. :) Thanks!
I can't believe that you chose a plan with such minimal improvement over the existing dock! Protection of the small park seemed to be the major priority. So, millions get spent on a few extra cars, and still only 1 ferry slip!

In one of your presentations, it was stated that the reason that twin slips were not one of the options was that it had not been funded by the legislature. I noted that the option chosen is also not funded and must be funded in order to proceed. I suggest that the currently chosen option be suitable for the addition of another slip in anticipation of its future funding.
It would be nice to have 2 drive-on slips so that there could be 2 ferries in the dock at one time to improve efficiency, as there are at the Mukilteo, Seattle, Bremerton, Bainbridge, Port Townsend, Anacortes, and Vashon Island terminals.
As a West Seattle resident, there have been many times that my family and I wanted to use the ferry system to go visit Kitsap, but the unsafe driving conditions and lack of infrastructure for other modes of transportation means it is easier to drive there (on SR-16). Let's upgrade the Triangle route and stop pretending that West Seattle isn't part of Washington's biggest city. The city's own 'One Seattle' plan will upzone the area and add 1000's of new housing units to the Fauntleroy neighborhood, within walking distance of the terminal. Please take this opportunity to increase vehicle holding capacity and make pedestrian/ bike infrastructure more readily available for triangle route customers.
The Fauntleroy dock was built for 1950s traffic volume. How does this rebuild anticipate increases in traffic in the future as the population grows especially in Kitsap County? As a longtime daily commuter, the most dangerous part of my day was trying to get in the ferry line along Fauntleroy Way coming from the south, having to make the turn across oncoming traffic at rush hour. This dock size is totally inadequate to handle the number of cars waiting to get on the ferry in the evening, especially on a Friday in the summer. A traffic light at the end of the dock doesn't address this critical need. What other changes will increase the safety of getting in line for the dock in rush hour?
Why can't there be a second slip? Moving forward with one slip at such a busy terminal does not seem to meet needs for the future
I hope another slip is being considered in the future to be added to this new dock. That would greatly improve on time sailings.
As a Fauntleroy resident, I am adamantly opposed to a second slip, this is a ferry terminal located in a residential neighborhood - unlike any other ferry terminal. Environmental impact, both for the environment - eel grass, coho - and the community, would be absolutely devastating. It is disheartening to even hear something like this as an option for a still small destination at the other end.

Appendix D: Screening results

Criteria	Factor	A	A-1	A-2	A-3	B	B-1	B-2	B-3	C
Improved operational efficiency	Faster/more reliable loading and unloading									
	Reduced queueing on Fauntleroy Way, including community effect and customer experience									
	Improved staging based on volume, destination, and types of vehicles									
	More space to sort and accommodate preferential loading categories									
Multimodal connections	Shortest distance for people who walk, bike and roll from Fauntleroy Way onto the ferry									
Reduced impact to parks and recreation areas	Any permanent encroachment on Cove Park?									
Project cost	Estimated program cost compared to available funding									
Project schedule	Timeline to build the alternative									
Project feasibility	Does alternative require additional permanent right-of-way?									
Permitting and level of coordination with other agencies and tribes	Any potential cultural resource impacts?									
	Increase to overwater coverage									
	Cost for any environmental mitigation									
	Impact and/or opportunity to restore macroalgae and eelgrass									

High performance **Medium performance** **Low performance**

Washington State Ferries

WSDOT