



Fauntleroy Terminal Trestle & Transfer Span Replacement Project  
Planning and Environmental Linkages  
**Level 2 Screening Summary**

October 2022



# Fauntleroy Terminal Trestle & Transfer Span Replacement Project

## Planning and Environmental Linkages

# Level 2 Screening Summary

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## Introduction

The Fauntleroy ferry terminal in West Seattle serves more than three million riders per year – supporting Washington State Ferries' (WSF) "Triangle" route between Fauntleroy, Southworth and Vashon Island. The Triangle route is part of State Route 160 and served on the east side by Fauntleroy Way, a City of Seattle street classified as a minor arterial. It is the only WSF terminal not served by a state route or major arterial.

The terminal faces several challenges, including:

- Aging, seismically vulnerable parts of the terminal are overdue for replacement.
- Rising sea levels risk damage to the terminal structures from debris during future high tides.
- Vehicles backing up along Fauntleroy Way, with only one lane to serve two destinations.
- Small dock with capacity for about 80 cars serving three Issaquah Class ferries that hold 124 cars each.

The purpose of WSF's SR 160 – Fauntleroy Ferry Terminal – Trestle and Transfer Span Replacement Project is to improve operations on the Triangle ferry route and preserve and upgrade the terminal facilities.

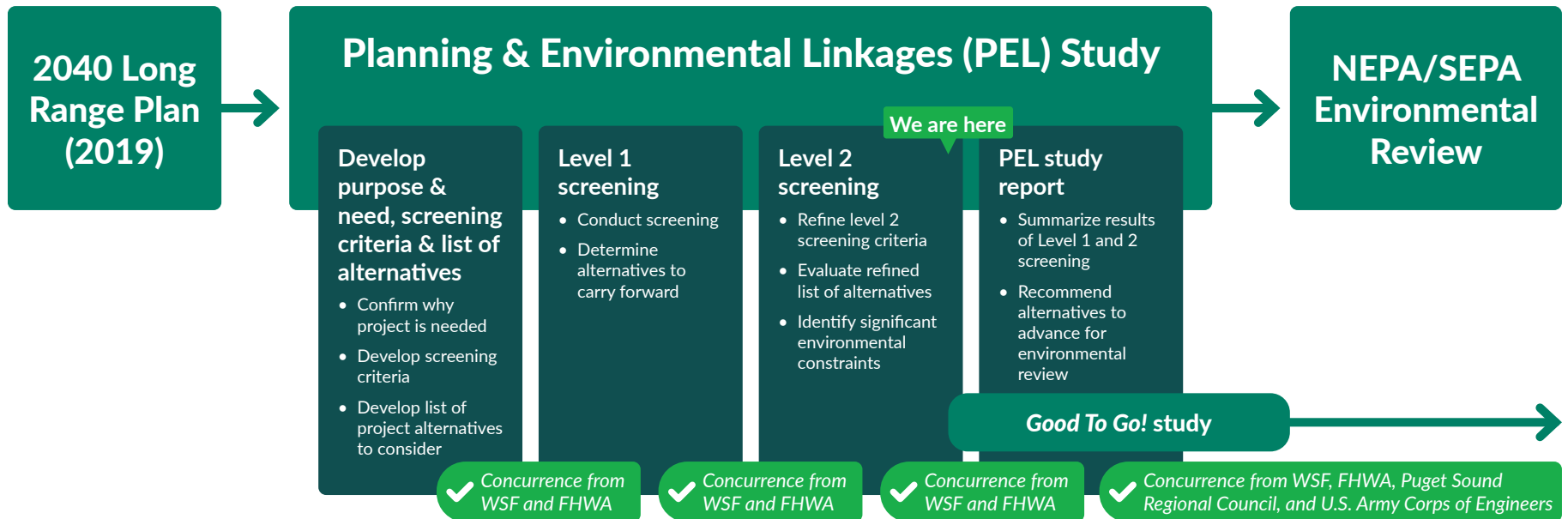
### PEL process overview

WSF is conducting a Planning and Environmental Linkages (PEL) Study in partnership with the Federal Highway Administration<sup>1</sup>. The PEL study framework encourages early involvement with the public, tribes and agencies to help WSF identify transportation issues, environmental concerns, community values and economic goals early and more effectively in project planning. The graphic on the following page summarizes PEL milestones and key activities.

#### Community engagement

WSF is engaging Triangle route communities, including three advisory groups, to help shape the new terminal. In May and June 2022, WSF hosted two virtual community meetings and an online open house to share information on the project's purpose and need, project alternatives and initial screening results. WSF received 477 comments which helped the team refine the range of alternatives and conduct the Level 2 screening. WSF will continue to engage its three advisory groups as we complete the PEL study report.

1. The PEL study process complies with federal requirements ([23 U.S.C 168](#) and [23 U.S.C. 139](#)).



## Background

This document builds upon WSF’s Level 1 analyses to determine how well alternatives, or possible solutions, meet the project’s purpose and need compared to current conditions. Level 1 screening criteria and results are summarized in the table on the following page.

The results of Level 1 screening showed six alternatives do not meet several core elements of the project purpose and need. Moving the Fautleroy ferry terminal out of West Seattle to Downtown Seattle, Southwest Elliott Bay, Burien or Des Moines would drastically increase sailing times and decrease frequency of sailings to continue serving the route with three ferries as planned in the 2040 Long Range Plan.

All the alternatives in the Fautleroy area maintain the same sailing time. For these alternatives, WSF could consider solutions to reduce conflicts between people driving, walking and rolling. These alternatives also maintain access to transit service near the terminal. The results of Level 1 screening indicate Alternatives A-1 through C meet core elements of the project purpose and need. WSF studied these alternatives further during Level 2 screening.

## Level 1 screening results

Level 1 Screening	Alternatives								
Criteria for Level 1 screening compared to existing conditions	A-1: Replace dock at same size and location	A-2: Replace dock at same size and location and add Good To Go!	A-3: Replace dock at same size and location and add advance ticketing	A-4: Replace dock at same size and location and add two-lane holding on Fautleroy Way	A-5: Replace dock at same size and location and add two direction approach for holding	A-6: Replace dock at same size and location and add remote holding at 47th and Fautleroy Way	A-7: Replace dock at same size and location and add remote holding at Lincoln Park	B: Expand existing dock—124 vehicle capacity	C: Expand existing dock—186 vehicle capacity
Ability to meet requirements for structural reliability.									
Ability to accommodate projected sea level rise (Resilience).									
Ability to improve operational efficiency (i.e. minimize dwell time, process vehicles more efficiently, maintain on time performance).									
Ability to reduce the number of conflict points between traffic modes (safety of vehicles, bicycles and pedestrians).									
Ability to meet operational requirements (186 vehicles on the dock or in upland holding, access and maneuverability for an Issaquah class vessel, connection to a minor arterial).									
Ability to keep current sailing schedule (number of peak departures and crossing time).									
Ability to enhance multimodal connections, connect to transit and/or allow for growth in walk-ons, bicycles and vanpools.									
Ability to avoid changes to parks and recreational areas (Section 4(f)/6(f), RCO-funded projects).									
Requires changes to traffic circulation on local streets in ferry terminal area.									
Project cost (design, planning, right of way, risk, construction) alignment with funding.									
Alignment with current project schedule.									
Project feasibility—amount of additional right of way needed beyond existing terminal footprint (for expanded footprint, utilities, or construction).									
Permitting and coordination (level of coordination with external partners, permitting complexity, Tribal coordination).									
Policy risk.									

<b>Key:</b>	High likelihood to meet criteria	Moderate likelihood to meet criteria	Low to no likelihood to meet criteria
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## Level 2 screening

### Overview

During the Level 2 screening WSF focused on the criteria we outlined in the Level 1 screening report in more detail. WSF also considered the environment surrounding the Fauntleroy ferry terminal. WSF selected to study these criteria in response to input we received from advisory groups and Triangle route communities.

- **Operations and customer experience** – ability to improve operational efficiency by:
  - Minimizing dwell time
  - Processing vehicles more efficiently
  - Maintaining on time performance
  - Increasing the ease and consistency of customer queuing, ticketing and boarding processes (customer experience)
  - Maintaining traffic flow to the terminal
- **Safety** – ability to reduce the number of conflict points between all users, including:
  - People driving and using transit
  - Emergency responders and commercial vehicles
  - People biking, walking or rolling
  - Ferry customers
  - WSF staff
- **Multimodal connections** – ability to enhance connections between people walking, biking and using transit to get to and from the Fauntleroy ferry terminal and along Fauntleroy Way SW.

- **Park and recreational areas** – ability to avoid changes to parks and recreational areas by avoiding or minimizing impacts to these areas.
- **Permitting and coordination** – ability to obtain environmental permits and approvals based on:
  - Level of coordination with external partners
  - Tribal coordination
  - Potential impacts to natural and built environment
- **Traffic circulation** – impacts traffic flow by requiring changes to traffic circulation on local streets near the terminal.

This report focuses on WSF's analysis of alternatives A-4, A-5, A-6 and A-7. A description and image of each alternative can be found in Appendix A. The project team applied the same screening method during Level 1: removing alternatives with a score of "low or no likelihood" to meet more than two criteria from further consideration.

### *Environmental considerations*

WSF reviewed the existing environmental conditions surrounding the Fauntleroy ferry terminal to inform Level 2 screening. The terminal is located in Fauntleroy Cove along the Puget Sound coast. This marine environment is a navigable waterway and protected habitat for fish and wildlife. Fauntleroy Creek is home to salmon and other native fish and currently flows under the terminal to enter the cove. On the north side of the terminal, Cove Park provides scenic waterfront access and a community beach. To the north, Lincoln Park offers walking paths, bike trails, picnic shelters, playfields, a saltwater pool and waterfront access for the community.

## Level 2 screening results

WSF updated the Level 1 screening table based on the results of Level 2 screening. Ratings that changed for Level 2 are marked with a bold stroke and this icon (↻) in the table below.

Level 2 Screening	Alternatives								
Criteria for Level 1 screening compared to existing conditions	A-1: Replace dock at same size and location	A-2: Replace dock at same size and location and add Good To Go!	A-3: Replace dock at same size and location and add advance ticketing	A-4: Replace dock at same size and location and add two-lane holding on Fauntleroy Way	A-5: Replace dock at same size and location and add two direction approach for holding	A-6: Replace dock at same size and location and add remote holding at 47th and Fauntleroy Way	A-7: Replace dock at same size and location and add remote holding at Lincoln Park	B: Expand existing dock—124 vehicle capacity	C: Expand existing dock—186 vehicle capacity
Ability to meet requirements for structural reliability.									
Ability to accommodate projected sea level rise (Resilience).									
Ability to improve operational efficiency (i.e. minimize dwell time, process vehicles more efficiently, maintain on time performance).				↻	↻	↻	↻		
Ability to reduce the number of conflict points between traffic modes (safety of vehicles, bicycles and pedestrians).					↻	↻	↻		
Ability to meet operational requirements (186 vehicles on the dock or in upland holding, access and maneuverability for an Issaquah class vessel, connection to a minor arterial).									
Ability to keep current sailing schedule (number of peak departures and crossing time).									
Ability to enhance multimodal connections, connect to transit and/or allow for growth in walk-ons, bicycles and vanpools.				↻					
Ability to avoid changes to parks and recreational areas (Section 4(f)/6(f), RCO-funded projects).									
Requires changes to traffic circulation on local streets in ferry terminal area.						↻			
Project cost (design, planning, right of way, risk, construction) alignment with funding.									
Alignment with current project schedule.									
Project feasibility—amount of additional right of way needed beyond existing terminal footprint (for expanded footprint, utilities, or construction).									
Permitting and coordination (level of coordination with external partners, permitting complexity, Tribal coordination).						↻			
Policy risk.									

<b>Key:</b>	High likelihood to meet criteria	Moderate likelihood to meet criteria	Low to no likelihood to meet criteria
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## A-4: Replace dock at same size and location and add two-lane holding on Fauntleroy Way

### Two-lane holding along Fauntleroy Way from the ferry terminal to SW Rose Street



### Two-lane holding along Fauntleroy Way SW from SW Rose Street to 47th Avenue SW



### Two-lane holding lane detail



### Operations and customer experience

- Two-lane holding along Fauntleroy Way requires converting the southbound general purpose lane to a ferry holding lane, leaving only the northbound lane for general purpose vehicles.
- Adding a toll booth for each lane increases staffing needs and cost to operate. WSF could also use a lane control system to adjust the number of operating lanes as ferry use fluctuates throughout the day. WSF would need additional resources to operate and maintain signage or signal displays for this type of system.



- Customers may experience confusion and frustration using lanes based on destination and lane-cutting may increase. This would negatively impact the customer experience and require more WSF staff or uniformed officers to manage operations.

Alternative A-4's ability to improve operational efficiency and customer experience changes WSF's rating from "moderate" to "low or no likelihood to meet."

### Safety

- Two-lane holding on Fauntleroy Way converts Fauntleroy Way to a one-way road, with one lane to Southworth and one lane to Vashon. The additional holding lane adds conflict points for vehicles. Customers may experience more conflicts as they reach the toll booth area at times when both lanes feed into one toll booth.
- People walking across the street and driving across the holding lanes on Fauntleroy Way would need to navigate two travel lanes, likely increasing conflicts for people walking and residents exiting their driveways.

The additional information WSF discovered during Level 2 screening does not change the "moderate likelihood to meet" rating for this alternative's ability to improve safety.

### Multimodal connections

- Alternative A-4 severely impacts transit connectivity and requires rerouting RapidRide C line southbound service, resulting in longer transit travel times. King County Metro would need to reroute RapidRide C Line through West Seattle via Westwood Village before reaching the terminal.
- Two-lane holding on Fauntleroy Way makes crossing the street and biking along Fauntleroy Way more stressful and less accessible for people walking and biking in the area.

- WSF would displace parking on Fauntleroy Way to make room for the additional holding lane.

Alternative A-4's ability to improve multimodal connections changes WSF's rating from "moderate" to "low or no likelihood to meet."

### Parks and recreational areas

- Converting the southbound travel lane into a holding lane eliminates southbound access into Lincoln Park for people driving.
- People walking and biking across the holding lanes on Fauntleroy Way need to navigate two travel lanes, making it more difficult to access Cove and Lincoln parks.
- Construction of the dock access may temporarily impact how people use the beach at Cove Park.

This additional information about Alternative A-4 does not change WSF's "moderate likelihood to meet" rating for ability to avoid changes to parks and recreational areas.

### Permitting and coordination

- Changes in traffic circulation on Fauntleroy Way, 47th Street and 35th Avenue require extensive coordination with Seattle Department of Transportation, the agency responsible for maintaining and managing these neighborhood streets.
- Rerouting RapidRide C line requires extensive coordination with King County Metro.
- Adding traffic to neighborhood streets could increase traffic noise for nearby residents.

The additional information about Alternative A-4 does not change WSF's "moderate likelihood to meet" rating for permitting and coordination.

## Traffic circulation

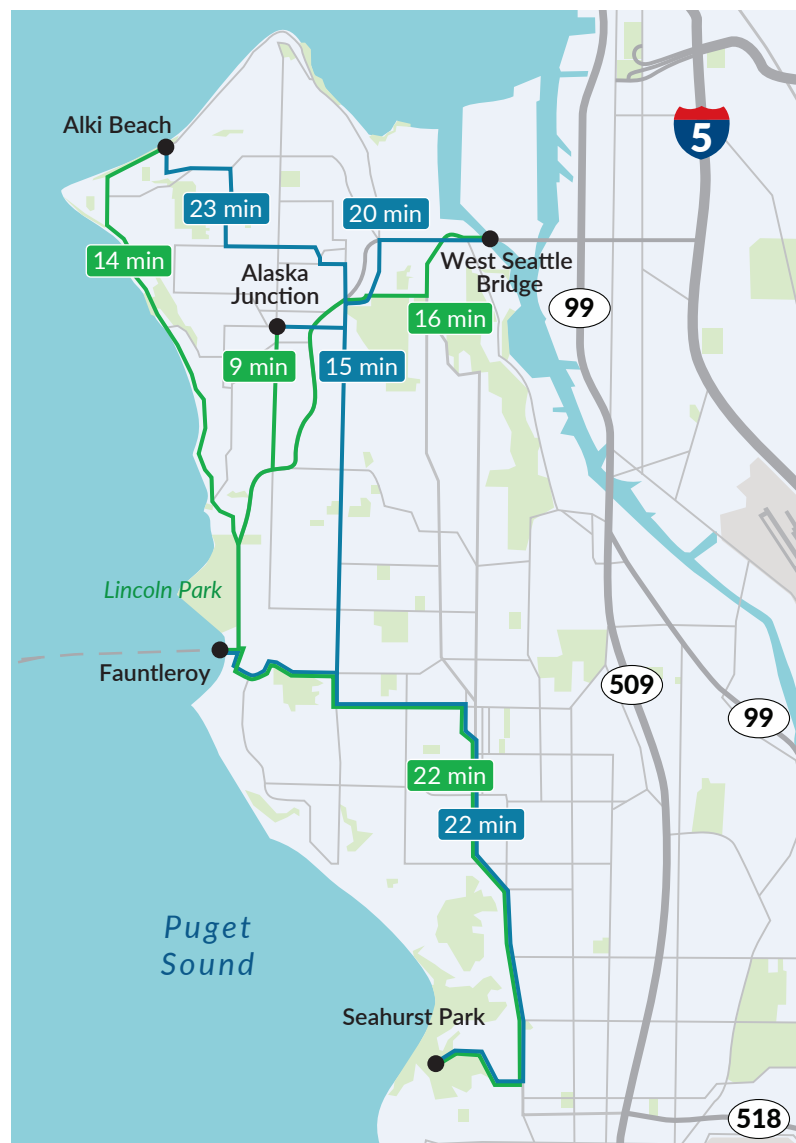
- Converting the southbound travel lane into a holding lane requires vehicles traveling southbound to find other routes, which could add traffic to neighborhood streets.
- There are 16 residential driveways south of 47th Street on the west side of Fauntleroy Way that residents access from the southbound lane. Under this alternative, residents would not have access to their driveways from the southbound lane. The closest route for vehicles traveling southbound is along 35th Avenue NW.
- One-way circulation and dual holding lanes makes driving across the roadway and navigating the area more difficult for nearby residents and others driving in the area.

The table below and map at right highlight travel times between current conditions and implementing two-lane holding (Alternative A-4).

### Travel times to Fauntleroy terminal

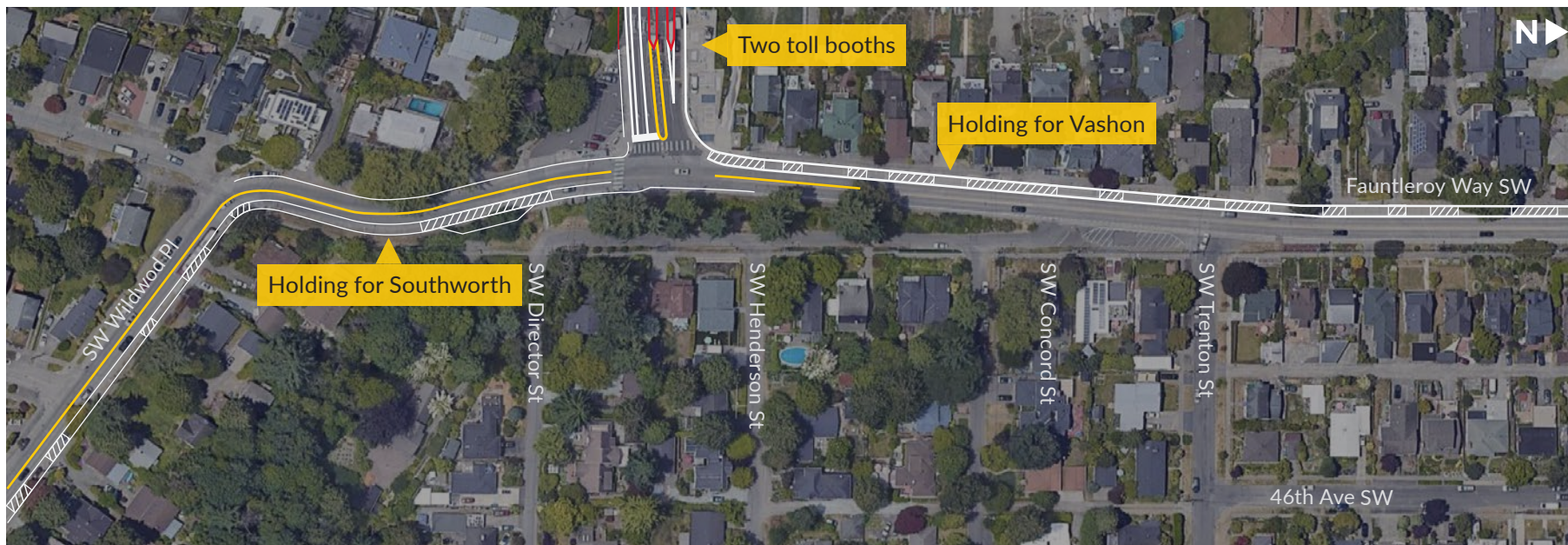
Alternative	Alaska Junction	From West Seattle Bridge	Seahurst Park	Alki Beach
<b>Two direction operations</b>	9 min (2.8 miles)	16 min (4.8 miles)	22 min (6.3 miles)	14 min (4.5 miles)
<b>Two-lane holding (Alternative A-4)</b>	15 min (4.4 miles)	20 min (5.6 miles)	22 min (6.3 miles)	23 min (6.7 miles)

The negative impact on traffic circulation with Alternative A-4 maintains WSF's "low or no likelihood to meet" rating.

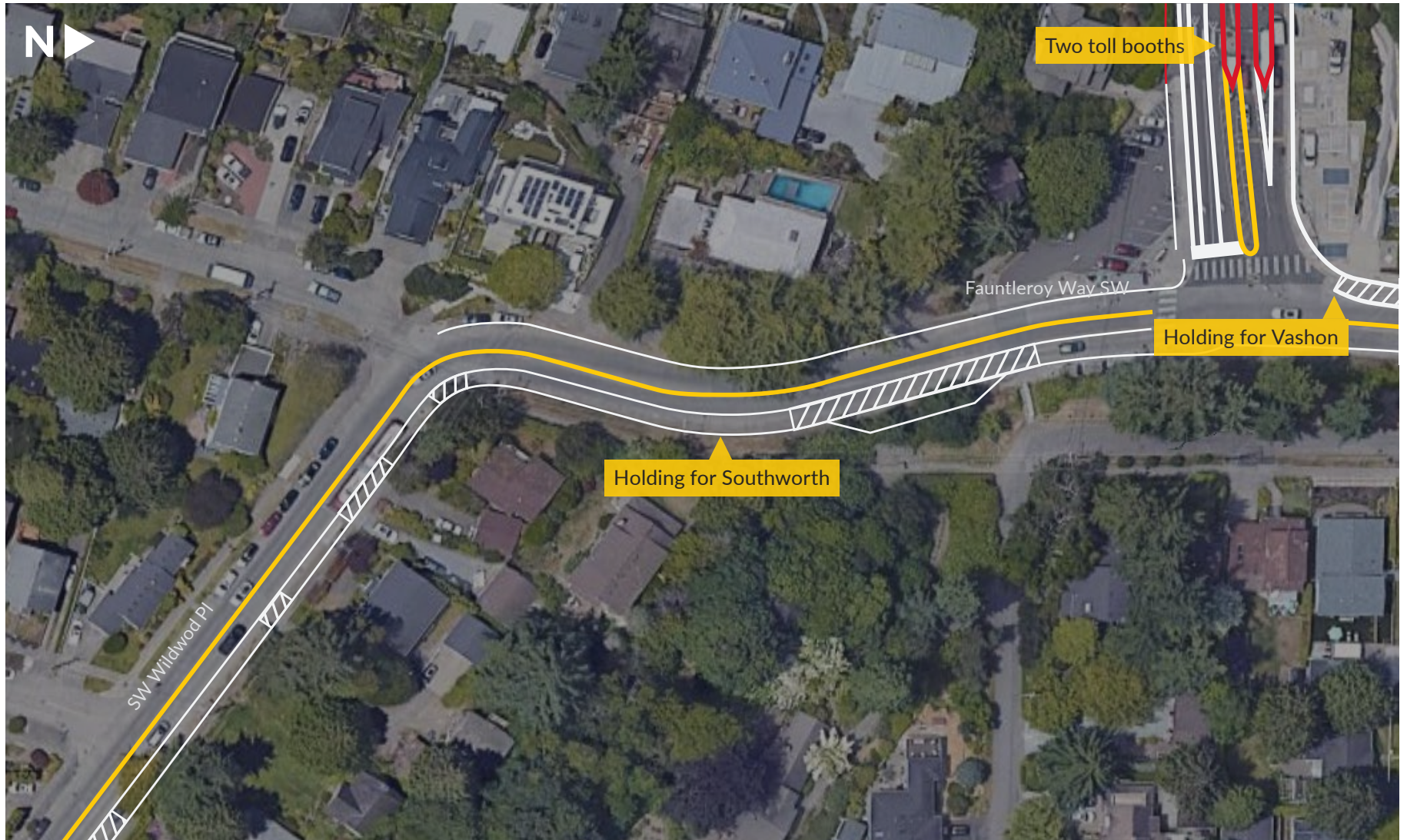


### A-5: Replace dock at same size and location and add two direction approach for holding

Two direction approach for holding



Southern holding lane



## Operations and customer experience

Under Alternative A-5, ferry traffic to Vashon Island lines up along Fauntleroy Way SW north of the terminal, and ferry traffic to Southworth lines up along SW Wildwood Place, to the south.

- A two-direction approach complicates operations with vehicles crossing traffic and taking turns processing and boarding the ferry.
- Drivers boarding from the holding lane on the right side of SW Wildwood Place would need to make a complex left turn into the terminal.
- The new left turn signal from the holding lane on SW Wildwood Place requires a specific ferry unloading phase to offload and onboard vehicles at the same time for the upcoming departure from two directions. Northbound vehicles boarding the ferry would directly conflict with vehicles exiting the ferry and turning left on Fauntleroy Way SW.
- New or infrequent ferry customers may accidentally approach the terminal from the wrong direction depending on their destination. Customers in the wrong line would need to turnaround to get in the correct line, causing confusion and frustration.

This information about operational efficiency and customer experience changes WSF's score for Alternative A-5 from "moderate" to "low or no likelihood to meet."

## Safety

- Vehicles need to cross both lanes to access the toll booth. A traffic signal system and/or traffic control officer would need to guide safe operations.
- A holding lane on SW Wildwood Place adds conflict points between ferry traffic and residents entering and exiting their driveways.
- The curve in the intersection at SW Wildwood Place and Fauntleroy Way SW makes it challenging for transit and other large vehicles to safely move through the intersection.

With this additional information about Alternative A-5's ability to improve safety, WSF's rating changes from "moderate" to "low likelihood to meet."

## Multimodal connections

- Buses may be unable to pass through the reconfigured SW Wildwood Place to connect riders to the terminal.
- Reconfiguring the street to make room for the holding lane requires relocating a bus stop, potentially increasing the distance between the bus stop and the ferry terminal.
- The new left turn signal for right-side holding lane into the terminal may increase wait times for people walking across the intersection.

The results of Level 2 screening do not change WSF's score for Alternative A-5's ability to enhance multimodal connections. It remains at "moderate likelihood to meet."

## Parks and recreational areas

- Construction of the dock access may temporarily impact how people use the beach at Cove Park.

This additional information about Alternative A-4 does not change WSF's "moderate likelihood to meet" rating for ability to avoid changes to parks and recreational areas.

## Permitting and coordination

- A new holding lane on SW Wildwood Place requires removing vegetation and complying to City of Seattle departments of Construction and Inspections and Transportation requirements.
- Reconfiguring and widening the street to make room for the holding lane requires extensive coordination with Seattle Department of Transportation.

The additional information about Alternative A-5 does not change WSF's "moderate likelihood to meet" rating for permitting and coordination.

## Traffic circulation

- WSF staff need to manage vehicle queues from two directions instead of one, impacting traffic circulation in the area.
- The tight configuration of a parking lane, two general purpose lanes, and queueing lane south of the terminal on SW Wildwood Place may cause delays and slower speeds at the 90-degree turn.
- Requires reconfiguring and widening the lanes approaching the terminal so the holding lane on SE Wildwood Place can enter both toll booths.

The negative impacts on traffic circulation on Fautleroy Way and nearby streets maintains WSF's rating of Alternative A-5 as "low or no likelihood to meet."

## A-6: Replace dock at same size and location and add remote holding at 47th Ave and Fauntleroy Way

### Remote holding area at 47th Avenue SW



### Operations and customer experience

Remote holding complicates loading operations and introduces several problems for operational efficiency and customer experience.

- Ferry traffic enters the remote holding area when the dock holding area nears capacity. WSF releases ferry traffic from the remote holding area once there is enough space on the dock. The coordinated timing of releasing traffic from the remote holding area adds complexity to WSF's operations. WSF could use technology like vehicle detection, traffic signal displays and dynamic message signs to reduce staffing levels, but these systems increase ongoing maintenance costs.
- Accommodating larger vehicles could require a larger area for remote holding.
- Remote holding could also confuse and frustrate customers as they line up in a separate area from the terminal. Multiple access points between the remote holding area and ferry terminal may increase line cutting. WSF may need to use a tally slip or vehicle confirmation system (e.g. license plate matching) to assure first-come first-serve priority.

With this additional information about Alternative A-6's ability to improve operational efficiency, WSF's rating changes from "moderate" to "low or no likelihood to meet."

## Safety

- Alternative A-6 introduces new conflict points for people walking near vehicles entering and exiting the remote holding area. The operations would be unpredictable for people walking as vehicles leave the remote holding lot as space opens at the terminal.
- The remote holding lot is located near Lincoln Park and commercial businesses which may increase conflicts between park visitors, people walking and ferry traffic.

The new information discovered in Level 2 screening changes WSF's rating for Alternative A-6's ability to improve safety from "moderate" to "low or no likelihood to meet."

## Multimodal connections

- The new remote holding area changes pedestrian and bicycle infrastructure.
- Potential minor impacts to RapidRide C line bus stop at 47th Avenue SW.

With this additional information about Alternative A-6's ability to enhance multimodal connections, WSF's rating remains "moderate likelihood to meet."

## Parks and recreational areas

- The new remote holding area and changes in traffic circulation could impact people who use Lincoln Park and/or Solstice Park during construction.
- Construction of the dock access may temporarily impact how people use the beach at Cove Park.

The additional information about Alternative A-6 does not change WSF's rating of "high likelihood to meet" this criteria.

## Permitting and coordination

- Changes in traffic circulation and construction of the new remote holding area could increase noise for nearby residents.
- Building the new remote holding area requires acquiring some commercial and residential properties along Fauntleroy Way SW between 47th Avenue SW and SW Othello Street. This includes displacing a gas station and multi-family and single-family residences.

The additional information about Alternative A-6 changes WSF rating from "moderate" to "low or no likelihood to meet" permitting and coordination criteria.

## Traffic circulation

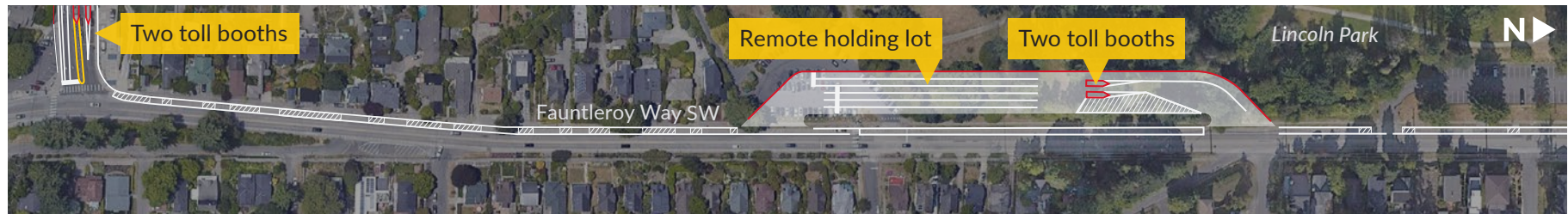
- During ferry loading, the stream of vehicles moving from the remote holding area to the terminal results in longer durations of blocking driveways on Fauntleroy Way SW.
- WSF needs to close SW Fontanelle and SW Othello streets to create space to build the remote holding area. This changes existing traffic circulation and removes connection points.

This new information about Alternative A-6's impacts on traffic circulation changes WSF's rating from "moderate" to "low or no likelihood to meet."



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

### Lincoln Park remote holding area



### Operations and customer experience

All the information about operations and customer experience described under Alternative A-6 also applies to Alternative A-7. Based on the results of WSF's Level 2 screening, this alternative's ability to improve operational efficiency changes from "moderate" to "low or no likelihood to meet."

### Safety

- Alternative A-7 introduces new conflict points for people walking where vehicles enter and exit the remote holding area. WSF's remote holding lot operations are unpredictable for pedestrians as vehicles are released as space opens at the terminal.
- Proximity to Lincoln Park may increase conflict between park visitors, other pedestrians and ferry traffic.
- Alternative A-7 also displaces parking at Lincoln Park, requiring visitors to park elsewhere and increases potential conflict between people walking and driving.

Based on Level 2 screening, WSF's rating of Alternative A-7's ability to improve safety changes from "high" to "low or no likelihood to meet."

### Multimodal connections

- The new remote holding area impacts existing pedestrian and bicycle infrastructure.

This additional information about Alternative A-7's ability to enhance multimodal connections maintains WSF's rating of "moderate likelihood to meet."

### Parks and recreational areas

- Alternative A-7 requires acquiring a portion of Lincoln Park and displaces parking.
- Building the remote holding area temporarily impacts people who use Lincoln Park.
- Construction of the dock access may temporarily impact how people use the beach at Cove Park.

The additional information about Alternative A-7 does not change WSF's "low to no likelihood to meet" rating for parks and recreational areas.

## Permitting and coordination

- Temporary and permanent impacts to Lincoln Park require extensive coordination with Seattle Parks and Recreation and the Department of Transportation.

The additional information about Alternative A-7 does not change WSF's "low to no likelihood to meet" rating for permitting and coordination.

## Traffic circulation

- During loading, the stream of vehicles moving from the remote holding area to the terminal would result in longer durations of blocking driveways on Fautleroy Way SW.
- Alternative A-7 displaces parking at Lincoln Park which may result in more traffic and parked vehicles on surrounding local streets.

Alternative A-7's changes to traffic circulation on local streets maintains WSF's rating of "moderate likelihood to meet."

## Findings

Based on results of Level 2 screening, WSF will advance two alternatives from Level 2 screening to the next stage of the environmental review process.

- **Replace existing terminal (previously alternatives A-1, A-2 and A-3)** – WSF replaces the terminal at the same size and location as the existing facility. The dock holds up to 80 vehicles and the shoulder holding lane accommodates an additional 106 vehicles, for a total of 186 vehicles. WSF will consider strategies to improve terminal operations including *Good To Go!* and advance ticketing policies, and other operational changes like intersection improvements and features to make it easier to walk, bike and roll onto the ferry.
- **Expand terminal (previously alternatives B and C)** – WSF replaces the existing terminal and expands the dock to hold up to 186 vehicles. WSF needs to avoid or minimize permanent impacts to near-shore habitat and recreational areas, including Cove Park. Depending upon the final dock size, WSF may manage some vehicles along the shoulder of Fauntleroy Way. The project team will no longer consider Alternative C: widening the dock as shown in Level 1 to accommodate 186 vehicles. WSF will refine Alternative B to avoid or minimize permanent environmental impacts while providing on-dock holding for 124 to 186 vehicles. At a conceptual level, WSF will continue to evaluate potential benefits of additional operational elements such as overhead passenger loading and a second slip for a future project. These elements are not included in the current project budget.

## Alternatives NOT advancing

- A-4: Replace dock at same size and location and add two-lane holding on Fauntleroy Way
- A-5: Replace dock at same size and location and add two direction approach for holding
- A-6: Replace dock at same size and location and add remote holding at 47th Avenue and Fauntleroy Way
- A-7: Replace dock at same size and location and add remote holding at Lincoln Park

## Next steps

The information gathered through Level 1 and 2 screening will inform the PEL study report. WSF will continue to refine the project alternatives and move forward in the National and State Environmental Policy Acts NEPA/SEPA environmental review process.

WSF will continue to engage Triangle Route communities throughout the remainder of the PEL process and throughout design and construction of the new ferry terminal.

## Appendix A: Level 1 alternatives that advanced to Level 2 screening

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



**Alternative A-1** replaces the dock at the same size and location as the existing facility and could hold up to 80 vehicles, with the shoulder holding lane the same length as it is today to accommodate a total of 186 vehicles.

**Additional considerations:** Alternative A-1 meets many core elements of the purpose and need but does not improve operational efficiency beyond what exists today.

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



**Alternative A-2** replaces the dock at the same size and location as the existing facility and could hold 80 vehicles, with the shoulder holding lane the same length as it is today to accommodate a total of 186 vehicles. This alternative also includes *Good To Go!* for operational efficiency.

**Additional considerations:** WSF has not yet studied how *Good To Go!* or similar systems could work for the ferry system or this route. The related changes to the existing fare structure and implementation of a new program could delay the project schedule.

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



**Alternative A-3** replaces the dock at the same size and location as the existing facility and could hold 80 vehicles, with the shoulder holding lane the same length as it is today. This alternative also includes an advance ticketing system for greater operational efficiency.

**Additional considerations:** WSF needs to evaluate the potential benefits and impacts of an advance ticketing system and request authorization to change fare collection processes—a process and policy change that could delay the project schedule.

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

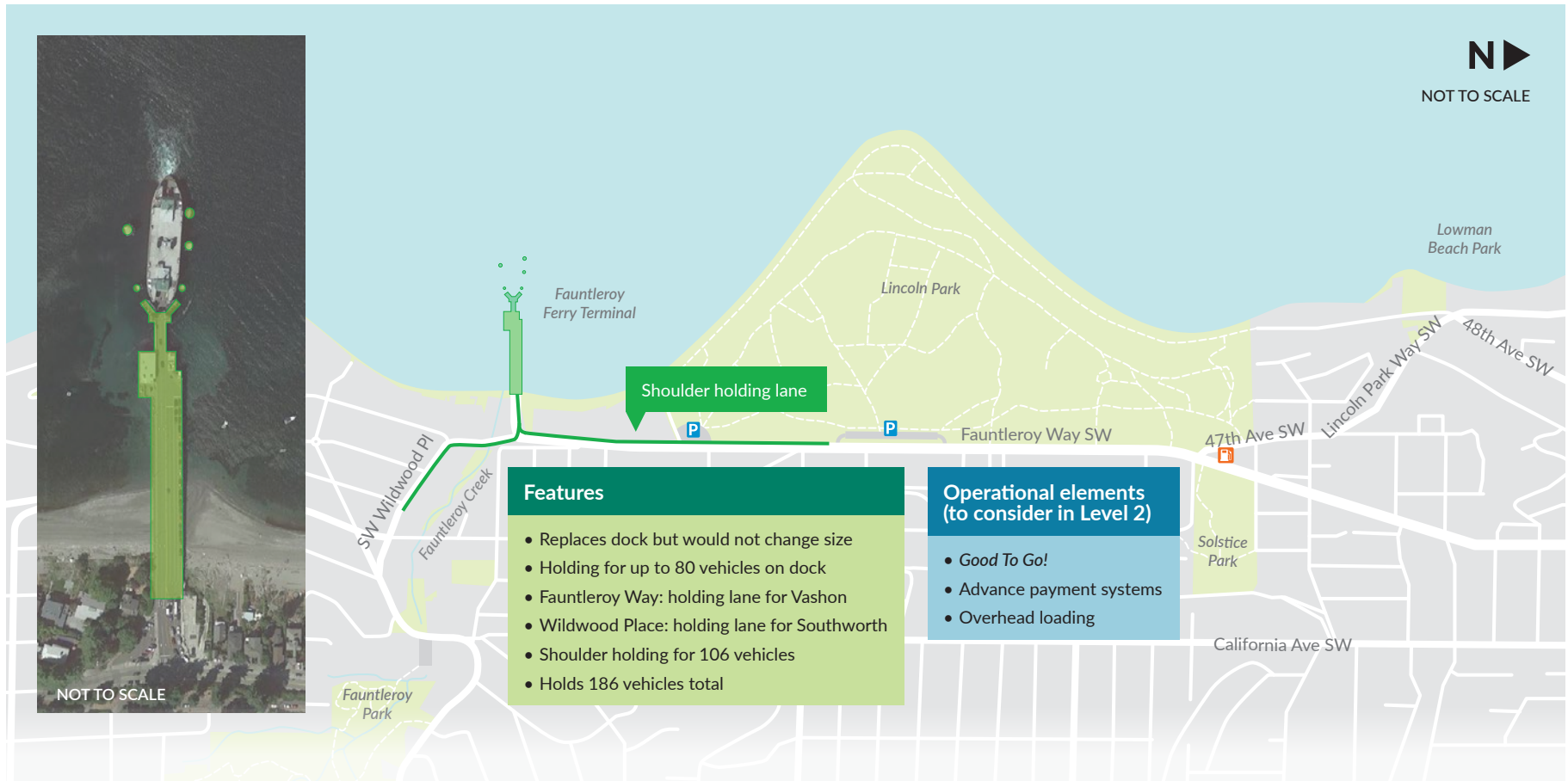


**Alternative A-4** replaces the dock at the same size and location as the existing facility and could hold up to 80 vehicles. This alternative also converts the southbound lane on Fauntleroy Way to a second holding lane, converting Fauntleroy Way to a one-way street heading north (away from the terminal).

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



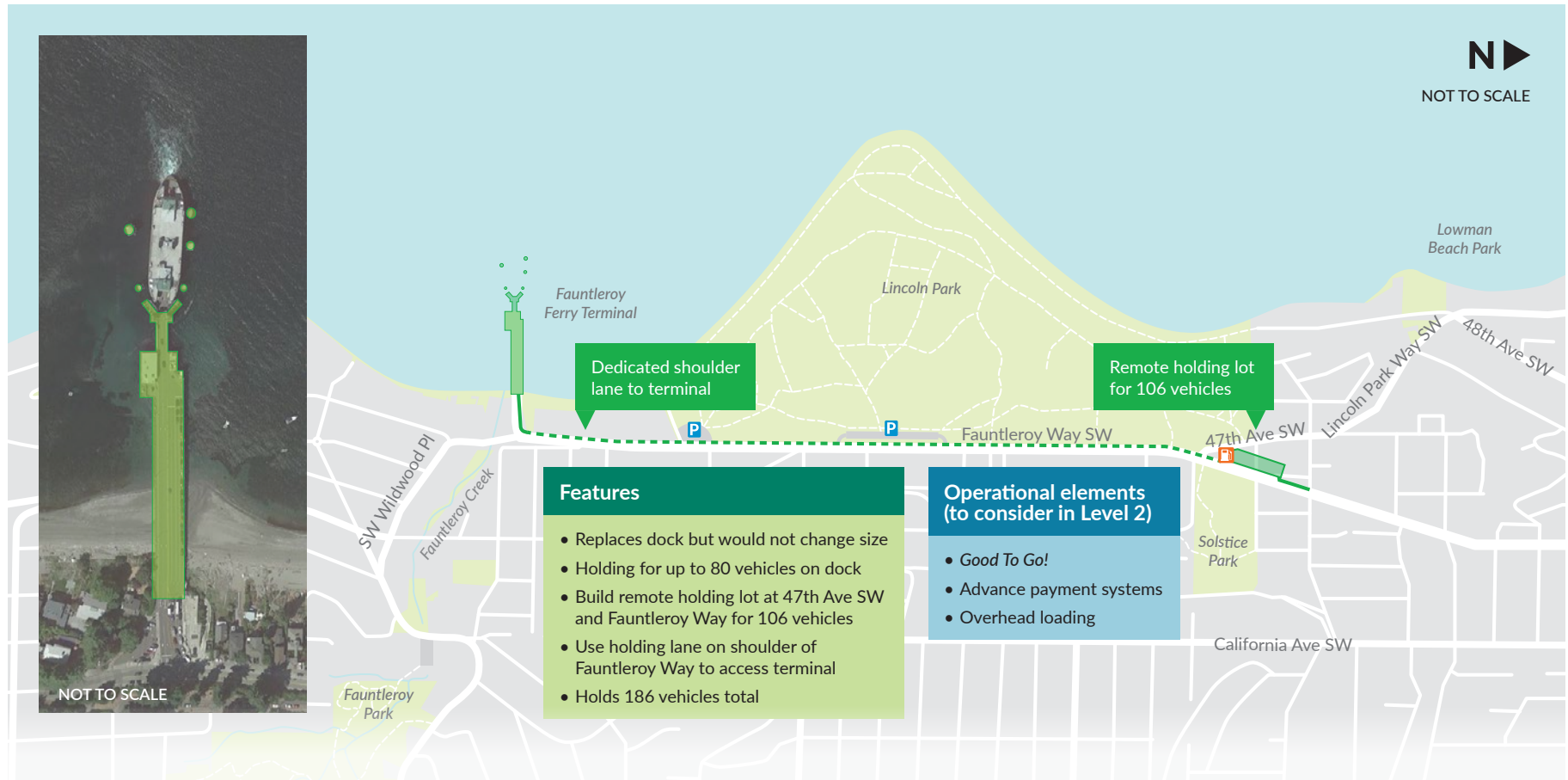
## A-5: Replace dock at same size and location and add two direction approach for holding



**Alternative A-5** replaces the dock at the same size and location as the existing facility and could hold up to 80 vehicles. To support vehicle processing, this alternative includes separate approach routes and vehicle holding for the two destinations served by the Fauntleroy terminal. Vehicles traveling to Vashon Island would line up along Fauntleroy Way and vehicles headed to Southworth would access the terminal from SW Wildwood Place.

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

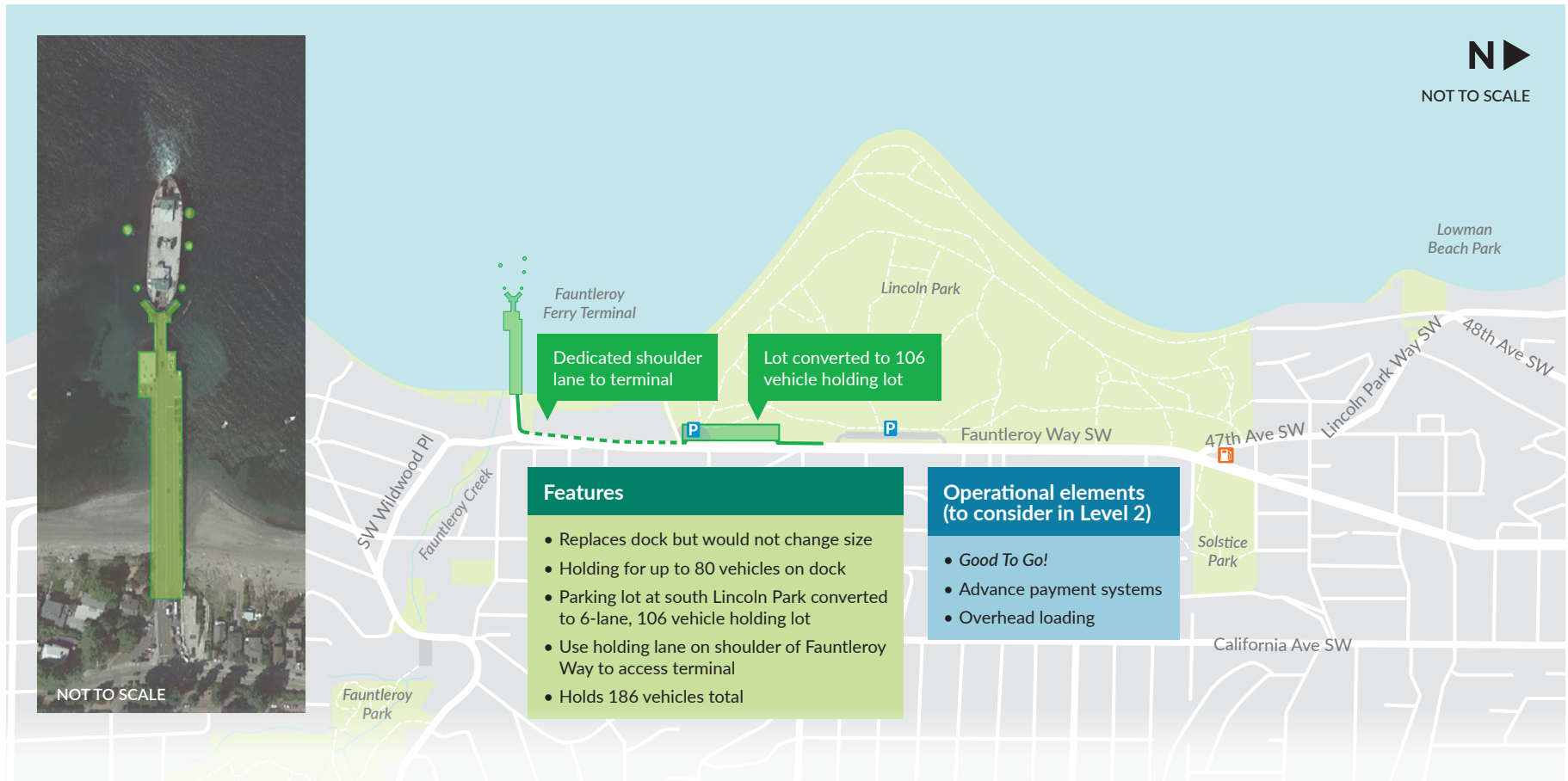
## A-6: Replace dock at same size and location and add remote holding at 47th Ave and Fauntleroy Way



**Alternative A-6** replaces the dock at the same size and location as the existing facility and holds up to 80 vehicles. This alternative includes a remote holding lot near 47th Ave SW that holds up to 106 vehicles to accommodate a total of 186 vehicles.

**Additional considerations:** This alternative requires more coordination with SDOT to modify traffic circulation, purchasing additional right of way to build the remote holding lot and operational changes to how vehicles are managed at the terminal.

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



**Alternative A-7** replaces the dock at the same size and location as the existing facility and could hold up to 80 vehicles. This alternative uses the existing south parking lot at Lincoln Park to hold up to 106 vehicles, accommodating a total of 186 vehicles.

**Additional considerations:** In addition to the factors associated with building a remote holding lot mentioned under A-6, this alternative requires more coordination with permitting agencies and impacts Lincoln Park.

## B: Expand existing dock at Fauntleroy—124 vehicle capacity



**Alternative B** replaces the dock with a longer dock that could hold up to 124 vehicles. Fewer cars would need to line up outside the terminal, so the holding lane on Fauntleroy Way shows a line of 62 vehicles to accommodate a total of 186 vehicles.

**Additional considerations:** Expanding the dock requires more extensive coordination with partner agencies and Tribes for more complex permitting.

## C: Expand existing dock at Fauntleroy—186 vehicle capacity



**Alternative C** replaces the dock with a wider dock that could hold up to 186 vehicles without vehicles lining up on Fauntleroy Way. This alternative improves operational efficiency by holding more vehicles on the dock.

**Additional considerations:** Expanding the dock to accommodate 186 vehicles would require more extensive permitting, coordination with King County Wastewater Treatment Division over impacts to the Barton Street Pump Station adjacent to the existing terminal, and impacts Cove Park.

