

<p><b>Other online comments</b> (continued)</p>	<ul style="list-style-type: none"> <li>• I am excited to experience an all-electric ferry! The noise of diesel is bothersome, I can't imagine how hard it must be for the orcas and other marine life.</li> <li>• For Kingston- information on advisory radio (1610 AM) does not provide info on wait times, or options such as Bainbridge or Bremerton. Traffic cameras do not provide view of vehicles waiting between toll booth and Lindvog ave. Traffic waiting on shoulders of Hwy 104 need access to bathrooms and services. Fares should be same in both directions and should be payable with good-to-go system and automated license plate reading system. Speed of vehicle loading and density of cars should be improved. (Need more personnel on the auto deck to improve loading process. Passenger loading at Bainbridge and Seattle needs improvement. Suggest using both sides like Hong Kong.</li> <li>• For the most part I feel WSF is doing a very good job. The ferry system is much appreciated. Thank you!</li> <li>• At recent meeting in the San Juan's a WSDOT Ferry rep suggested residents travel on the red eyes or very late ferries. Obviously that person did not know we already do that but still cannot arrive at Anacortes or home on scheduled times. As a resident of the San Juans, it appears WSDOT is only interested in making money every the oldest fleet of tourism at the expense of residents. We have the oldest fleet in the system. Why not swap some of the ferries in Seattle area with some of our old boats?</li> <li>• Gradually raise car/truck prices enough to pay for reliable boats, and keep walk-ons/ bikes cheap. I say this as someone who lives in San Juan County and invariably drives my car onto the ferry. My assessment is that the service and personnel are good. The boats are in poor condition. I will pay what it costs for reliable boats.</li> </ul>
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**Part 2: Open house comments provided on post-it notes**

<p><b>What are your biggest priorities as WSF plans to accommodate growing ridership?</b></p>	
<p><b>Anacortes/ San Juan Islands</b></p>	<ul style="list-style-type: none"> <li>• Adequate parking to encourage walk-ons.</li> <li>• Early ferries &amp; late ferries.</li> <li>• Amenities, food, water, aesthetics, to enjoy the trip.</li> <li>• Reserve boat for breakdowns and regular rotation maintenance.</li> <li>• Absolute need to keep 30/30/30 phased reservation system for local businesses and individuals with mainland appointments.</li> </ul>
<p><b>Fauntleroy/ Vashon/ Southworth</b></p>	<ul style="list-style-type: none"> <li>• Fund &amp; build vessels before 50% of the fleet ages!</li> <li>• Passenger &amp;/or vehicle access to downtown terminal from Vashon 7 days/week.</li> <li>• Stop paper receipts at Fauntleroy.</li> <li>• Good to go! No passenger fees if in a vehicle. Route Fauntleroy to Colman. Expand parking over Viaduct.</li> <li>• Be realistic. Stand up for real solutions. WSF are the experts - behave like you think so yourself. Make your solutions known,</li> </ul>

<p><b>Fauntleroy/ Vashon/ Southworth</b> <i>(continued)</i></p>	<ul style="list-style-type: none"> <li>• We need to work to educate Legislators not to keep kicking the can down the road! How will aging vessels affect the economy?</li> <li>• Actually listen to the riders.</li> <li>• Expanded dock at Fauntleroy! Accelerated movement of cars onto Fauntleroy dock through good to go or other automatic scanning of pre-ticketed vehicles.</li> <li>• Fix Fauntleroy! Bigger dock. Two slips. Dedicated street lane. Traffic light control.</li> <li>• Enlarge Fauntleroy dock.</li> <li>• Backed up wait traffic at Fauntleroy: 1. off dock staging area. Possible 2-level garage type to save space, purchase \$, 3. Overhead passenger spans. 3. Larger dock.</li> <li>• Short term to create incentives for walk-on and bike-on, disincentives cars on. Long-term: consul, date terminal operations downtown with light rail links.</li> <li>• Roll back 695—get more Washington State ferries money.</li> </ul>
<p><b>Mukilteo/Clinton</b></p>	<ul style="list-style-type: none"> <li>• Public parking.</li> <li>• Overnight parking Mukilteo overhead loading Clinton.</li> <li>• Safe separated pedestrian access.</li> <li>• Safe, walkable sidewalks from/to Clinton ferry dock and park/ride. Crosswalk across high way.</li> <li>• Get people out of cars by providing parking in Mukilteo - Otherwise it will not work</li> <li>• Separated safe bike lanes on both sides.</li> <li>• Simple deck boats - C/M more trips does not equal smaller boats.</li> <li>• Public parking in Mukilteo. In the short term having 2 spots by terminal be 15 min pick up/drop off only spots.</li> <li>• Priority boarding for residents during summer.</li> <li>• Add reservations and measure service by spaces sold.</li> <li>• Safer way for residents in Clinton-Humphrey to turn into the ferry line when line is up the hill and we have to turn left to get in it. - Larger holding area in Clinton.</li> <li>• Parking on both sides. Connections to transit.</li> <li>• Pedestrian improvements to SR 525.</li> <li>• Frontage + channelization improvements to SR 525.</li> <li>• Fast Ferry service to Everett.</li> <li>• Passenger/Bike Ferry or Keystone -&gt; Seattle, Local Bus Support.</li> <li>• Reservations + Parking.</li> <li>• Overhead passenger loading Clinton - Mukilteo.</li> <li>• Public parking @ Mukilteo terminal.</li> <li>• Electrify reduce dependence on fossil fuel.</li> <li>• ADA parking for wheelchair.</li> <li>• Well trained... Deck hands, holding/parking staff. Consistency in the training &amp; how well the employee executes this training.</li> <li>• Overhead loading in Clinton to match new terminal in Mukilteo.</li> <li>• Overhead loading in Clinton. Coordination w/ Island Transit, improve offloading experience for walks &amp; riders.</li> </ul>

<b>Mukilteo/Clinton</b> <i>(continued)</i>	<ul style="list-style-type: none"> <li>• Coordinate possible transit to Everett on Weekends.</li> <li>• Overnight parking in Mukilteo.</li> </ul>
<b>Seattle/ Bainbridge Island</b>	<ul style="list-style-type: none"> <li>• Traffic &amp; parking impacts in Winslow and on SR 305.</li> <li>• Ridership Growth: 2009 LRP said 37% growth through 2030. Sec 18.2 (pg. 109) of 2009 LRP said “considerable risk in Plan’s assumed growth in ridership.” This 2040 LRP similar growth despite Vashon, Coupeville, Friday Harbor &amp; Sydney all down in C4’17 from C4’16.</li> <li>• Fare box recovery &gt; 100%, eliminate Sydney route, put into effect Scenario B (’09 LRP) to reduce sailings.</li> <li>• Connections with busses - for every ferry: and making it easy to find.</li> <li>• Please remove the 1 drink limit on the Bainbridge run. It’s rather obnoxious and imposed by one bad egg. Don’t let it affect everybody!</li> <li>• Currently ridership 24 million on 300,000 customers. Does Ridership Growth projection come as a result in number of customers?</li> </ul>
<b>Seattle/ Bremerton</b>	<ul style="list-style-type: none"> <li>• Stable funding source for 13 boats.</li> <li>• Advertise “Hold your company meetings on WSF” any [effent] meetings.</li> <li>• Better communication to all ferry riders &amp; ask questions.</li> <li>• Partnerships w/ public transit. People out of cars!</li> </ul>
<b>Port Townsend/ Coupeville</b>	<ul style="list-style-type: none"> <li>• Longer two boat season here.</li> <li>• Yes!!! Coupe &lt;-&gt; PT, Longer 2 Boat Season, Long Hours/Runs, Helpful for Commuters.</li> <li>• PT -&gt; Keystone, Longer 2 boat season, longer hours for 2nd boat.</li> <li>• Connecting with regional transit and trails ( x2 Ditto)</li> <li>• Add a full time second Ferry to Port Townsend/Coupeville</li> </ul>
<b>Edmonds/ Kingston</b>	<ul style="list-style-type: none"> <li>• On-time arrivals/departures.</li> <li>• Coordinated schedules w/ train/bus on each end please.</li> <li>• Holding lanes. Traffic concerns.</li> <li>• 1. Operate 3 boats for continuous services at Kingston/Edmonds &amp; B.I./Seattle in Peak seasons/days. 2. Own &amp; correct the long lines created in Kingston, Edmonds, BI, etc.</li> <li>• Being able to accommodate the increased ridership.</li> <li>• Additional funding for maintenance.</li> <li>• Travelers w/ Luggage. Imagine a mother w/ 2 small children &amp; 2 suitcases at Colman dock... no carts, no way to get all onboard and off in Winslow.</li> </ul>

## What factors should WSF consider to measure performance and make decisions about adding service or capacity?

<b>Anacortes/ San Juan Islands</b>	<ul style="list-style-type: none"> <li>• Provide adequate reserve service for boats under repairs, last summer's debacle in SJIs.</li> <li>• Systematize better parking (i.e. closer, more guided) on ferries.</li> </ul>
<b>Fauntleroy/ Vashon/ Southworth</b>	<ul style="list-style-type: none"> <li>• Create a smartphone app that is simple to collect quick feedback. It shouldn't take more than a minute to use for me to provide Performance Feedback on any given day.</li> <li>• Fauntleroy/Southworth keep running the bigger boats and preserve the 3-boat schedule. Keep a couple back vessels in service.</li> <li>• 1. Fill peak hour boats to capacity at Fauntleroy. Police bypass seems to be helping. 2. Better integration with bus route schedules. (Fauntleroy).</li> <li>• Southworth loading overwhelmed by Vashon traffic.</li> <li>• I agree. Do not leave vehicles sitting on the dock just to leave "on time"</li> <li>• Protect our natural habitat. Puget Sound Shoreline process. Drift cell and sediment and wood transport. Healthy creeks and pocket estuaries for fish</li> </ul>
<b>Mukilteo/Clinton</b>	<ul style="list-style-type: none"> <li>• Overhead loading in Clinton.</li> <li>• Reduce car trips - provide parking in Mukilteo.</li> <li>• Big Seattle event weekends - ex: weekend pro games, husky football, big concerts at the Key/Century Link. Big weekends of events on Island like the Fair.</li> </ul>
<b>Seattle/ Bainbridge Island</b>	<ul style="list-style-type: none"> <li>• Do you know what the costs per sailing are? Ex. Bremerton &gt; \$3000, Pt. Defiance/Tahlequah &gt; \$600. What's it take to break even at the end of each &amp; every day?</li> <li>• Scheduling- having sailings leave at "even" time intervals such as every 50 minutes or every 55 minutes on B.I. routes.</li> <li>• Have paper surveys available on each boat.</li> <li>• Get rid of the clicker. SAVE THE THUMBS of [WSDOT] workers. *Give [them] a better working environment. Get rid of the Clicker.</li> </ul>
<b>Seattle/ Bremerton</b>	<ul style="list-style-type: none"> <li>• Build new boats quickly.</li> <li>• Good Wi-Fi.</li> <li>• More bosses are west sound terminals to work.</li> </ul>
<b>Port Townsend/ Coupeville</b>	<ul style="list-style-type: none"> <li>• Carbon emissions reduction, Increase in non-car ridership, also connect to transit.</li> </ul>
<b>Edmonds/ Kingston</b>	<ul style="list-style-type: none"> <li>• Accurate time, not departing time.</li> <li>• 1. Focus maintenance during winter. 2. Add extra service in summer</li> <li>• Work with other DOT departments (e.g. highways, rail) to develop transit plans that consider the big picture for transit.</li> <li>• Terminal expansion needed to accommodate growth without backing up local roads.</li> </ul>

## What are the top things we should consider when looking at the ferry fleet over the next 20 years?

<p><b>Anacortes/ San Juan Islands</b></p>	<ul style="list-style-type: none"> <li>• Ferry terminal in Bellingham &lt;-&gt; San Juan's (close enough for walk-ons to Bellingham - relieve some stress in Anacortes).</li> <li>• At least get bus service from Anacortes terminal to Bellingham.</li> <li>• No expiration date on Wave 2 Go at least for locals.</li> <li>• No expiration or 6 month 5 cards. Earlier [Friday Harbor] departure i.e. 5:20 Am to allow folks to go to Baker in winter. Better routing off ferry one way street.</li> <li>• Safe covered parking for bicycle Orcas + FH.</li> <li>• EV vehicle charging at terminals.</li> <li>• Interisland commuting boat needs.</li> <li>• Eastbound Lopez Reservation, Lopez bathrooms.</li> </ul>
<p><b>Fautleroy/ Vashon/ Southworth</b></p>	<ul style="list-style-type: none"> <li>• I want to know who sponsored the bill in the legislature to remove 25 cent from Boat Building to elsewhere in the WSF (general fund?!)</li> <li>• I want to know why our tickets/fare box recovery goes into the general fund + not towards operating WSF &amp; maintaining vessels!</li> <li>• I want to know why it will take 10 years to build vessels when we need them now!</li> <li>• In building new Ferries, consider needs - most routes don't need a lot of passenger space.</li> <li>• Passenger only access increased to Downtown + better multimodal connections w/ metro/King County, etc.</li> <li>• Create leisure activities at terminal: restaurants, viewing platforms, etc.</li> <li>• Do not leave vehicles sitting on the dock just to leave "on time."</li> <li>• Protect our natural habitat. Puget Sound Shoreline process. Drift cell and sediment and wood transport. Healthy creeks and pocket estranges for fish.</li> <li>• Maximize vessel load. Don't run at less capacity 3) incentivize off-hours by offering discounts</li> </ul>
<p><b>Mukilteo/Clinton</b></p>	<ul style="list-style-type: none"> <li>• O/H loading in Clinton is essential to turn the boat trips around faster.</li> <li>• Create an accurate growth forecast.</li> <li>• Parking - you are just encouraging more car traffic without it.</li> <li>• Population projection cannot be the determining factor in ridership or Clinton - Mukilteo route would be one of the lowest utilized routes. Rerun the model - use local data.</li> <li>• ADA Parking without stairs. Accommodate wheelchair users for pick up &amp; drop off loading.</li> <li>• Overhead loading Mukilteo + Clinton.</li> <li>• Single deck car deck.</li> <li>• Hydrofoils?? Please - an environmentalist.</li> <li>• Making sure boats are leaving at FULL capacity even if it throws off the schedule. Having all crews load to the same tight standards and not have cars leave massive gaps.</li> </ul>

<b>Mukilteo/Clinton</b> <i>(continued)</i>	<ul style="list-style-type: none"> <li>• O/H loading in Clinton is essential to turn the boat trips around faster.</li> <li>• Create an accurate growth forecast.</li> <li>• Parking - you are just encouraging more car traffic without it.</li> <li>• Population projection cannot be the determining factor in ridership or Clinton - Mukilteo route would be one of the lowest utilized routes. Rerun the model - use local data.</li> <li>• ADA Parking without stairs. Accommodate wheelchair users for pick up &amp; drop off loading.</li> <li>• Overhead loading Mukilteo + Clinton.</li> <li>• Single deck car deck.</li> <li>• Hydrofoils?? Please - an environmentalist.</li> <li>• Making sure boats are leaving at FULL capacity even if it throws off the schedule. Having all crews load to the same tight standards and not have cars leave massive gaps.</li> </ul>
<b>Seattle/ Bainbridge Island</b>	<ul style="list-style-type: none"> <li>• Resiliency: sea level rise, natural disaster, man-made disaster.</li> <li>• Greening of the fleet, coordination with public land transportation.</li> <li>• Having had a bike stolen from the Seattle terminal (which would otherwise be great) have 1. a camera, 2. Opened via orca card. We'll know who did what &amp; when.</li> <li>• More routine times to make them easier to remember- on the hour from BI, on the half hour from Seattle.</li> </ul>
<b>Seattle/ Bremerton</b>	<ul style="list-style-type: none"> <li>• Wi-Fi free on fleets, Ditto free for walk-on.</li> <li>• Technology fuel efficiency service areas.</li> </ul>
<b>Port Townsend/ Coupeville</b>	<ul style="list-style-type: none"> <li>• Reduce Carbon w/ electric fleet.</li> <li>• Connection with transit systems - coordinated schedules.</li> <li>• Better [unreadable] - Better connection between ferries pedestrian/transit connection throughout system.</li> <li>• Earlier and later runs to diffuse peak time's esp. for commuters.</li> <li>• Projected population increase cannot be the only metric for determining demand. Whidbey/Clinton can continue to grow ridership if convenient access is available during peak times. Housing on the island will continue to be attractive to communities.</li> <li>• Reduced fare incentives - length for Coupe - PT? Electrical Cars? Expand/Deepen Multi-Ride?</li> </ul>
<b>Edmonds/ Kingston</b>	<ul style="list-style-type: none"> <li>• 184 &amp; Bond road need 2x lanes. Please coordinate with State Highways.</li> <li>• Increase capacity to meet demand both for Ferries and Terminals.</li> <li>• Attention to "future-proofing" against imminent and long-term regulations and requirements for emissions, sustainability etc.</li> <li>• Numbers related to ridership in 2040 seem low?</li> <li>• Better night schedules so we don't have to wait 1+ hour in cold &amp; dark.</li> <li>• Toilet seat covers. Excuse that dispenses used as sharps container is the excuse to take down! Foolish think.</li> </ul>

## What are your key interests and concerns for the terminal(s) in your community?

<p><b>Anacortes/ San Juan Islands</b></p>	<ul style="list-style-type: none"> <li>• Parking for walk-ons in FH.</li> <li>• Ferry loading/unloading traffic impacts to county/town roads/ business.</li> <li>• Warning them fine for idling in parking lot then boat.</li> </ul>
<p><b>Fautleroy/ Vashon/ Southworth</b></p>	<ul style="list-style-type: none"> <li>• Holding Lanes to keep traffic from backing up onto Sedgwick Rd. Hwy 160.</li> <li>• More efficient process at Fautleroy for waiting vehicles so that more make it onto each ferry instead of the ferries leaving half-full with dozens of cars left waiting at the dock.</li> <li>• Maximize vessel load. Don't run at less capacity and incentivize off-hours by offering discounts.</li> <li>• Southworth loading overwhelmed by Vashon traffic</li> </ul>
<p><b>Mukilteo/Clinton</b></p>	<ul style="list-style-type: none"> <li>• Have an option during PEAK times to have a tollbooth just for people that already have a ticket so I don't end up late to work being in a slow lane with 4 cars ahead of me paying cash.</li> <li>• Consistently load all the walk-ons at the end of the cars being loaded (maybe do it the current way during Peak Walk-on commuter times).</li> <li>• Harsher punishment - higher fines for cutters with the violation # it is easy to call and report without needing to confront the person.</li> <li>• 1. Consider priority boarding for WF residents during peak ridership. 2. Continue to allow motorcycle riders to board &amp; cut line as they do.</li> <li>• Ivars in Mukilteo - need the access!</li> <li>• Earthquake preparedness</li> <li>• Public parking Mukilteo</li> <li>• Allow regular - full time commuters to be able to board &amp; not have to wait for 2-3 boats. Get that other 144 car boat on the route. When it was on the run for a few weeks, what a difference.</li> <li>• Have an option during PEAK times to have a tollbooth just for people that already have a ticket so I don't end up late to work being in a slow lane with 4 cars ahead of me paying cash.</li> <li>• Consistently load all the walk ons at the end of the cars being loaded (maybe do it the current way during Peak Walk-on commuter times)</li> <li>• Harsher punishment - higher fines for cutters with the violation # it is easy to call and report without needing to confront the person.</li> <li>• 1. Consider priority boarding for WF residents during peak ridership. 2. Continue to allow motorcycle riders to board &amp; cut line as they do.</li> </ul>
<p><b>Seattle/ Bainbridge Island</b></p>	<ul style="list-style-type: none"> <li>• Coordination with Ferry District Urban Design Plan completed by City in 2006?</li> <li>• Access/egress at Colman Dock.</li> <li>• Safe access for all, bikes, wheelchairs, [stroller], luggage, motorcycles, [pedestrians]</li> <li>• Are your travelers happy using the ferry &amp; terminal? Reduction in terminal amenities with the new terminal is a shock.</li> <li>• Place to relax at terminals - sports bar/gym or internet available (for charging or using computers).</li> </ul>

<b>Seattle/ Bainbridge Island</b> <i>(continued)</i>	<ul style="list-style-type: none"> <li>• Connections from downtown Seattle terminal to other transit (especially light rail).</li> <li>• Infrastructure needs on impacts on B.I. related to Greening the Fleet (i.e. charging/ electric needs).</li> <li>• Transportation oriented development near terminal.</li> </ul>
<b>Seattle/ Bremerton</b>	
<b>Port Townsend/ Coupeville</b>	<ul style="list-style-type: none"> <li>• Begin planning to move the ferry terminal further south.</li> <li>• How about a ferry route direct to Seattle?</li> <li>• More infrastructure for pedestrians &amp; cyclists - not just car-holding lots.</li> </ul>
<b>Edmonds/ Kingston</b>	<ul style="list-style-type: none"> <li>• What accommodations are being considered for expansion of Bond road for Ferry road access?</li> <li>• Fill the [L + t] before booking up cars on the street. More cameras.</li> <li>• Extra parking for Kingston foot ferry?</li> <li>• Real-time announcements/ signage for modified schedules. "Departs 5 mins."</li> </ul>