MEETING SUMMARY #5
BAINBRIDGE ISLAND FERRY TERMINAL IMPROVEMENT PROJECT
COMMUNITY ADVISORY GROUP
BAINBRIDGE COMMONS, BAINBRIDGE ISLAND, WA
SEPTEMBER 11, 2006 – 5:30 – 8:30 P.M.

Welcome & Meeting Overview

Marcia Wagoner, CAG facilitator, welcomed members and thanked them for their input at the last meeting. She acknowledged the importance of September 11th and appreciated that members were able to attend on such a significant date. Marcia noted that there was a lot to cover in the CAG meeting and she would do her best to keep the meeting on track while still allowing adequate time for discussion.

John Whitlow, CAG Chair, welcomed members of the public in the audience and asked them to sign in. John indicated that if the public wished to provide comment, they could fill out a comment card with their name and a brief description of their comment and then pass the cards to him. The public would have the opportunity to comment at a designated time later in the meeting. There was a request from a public participant to provide comment after each agenda item, and John decided to honor that request if comments were kept to two minutes. The purpose of the meeting was for members to review the new work program, the "givens" of the project, discuss the revised concepts and preview the screening criteria for the alternatives. Members would also share their thoughts about the upcoming community workshop.

Comments/Questions:

- Don Willott shared a sign developed for SR 305 and around the Island that said "Bainbridge Shares the Road." He felt the sign reflected Bainbridge because it was not a directive, but indicated the respect between those using all travel modes.

Review Project Work Plan and Ferry/Gateway District Planning Process

Rob Berman, Project Manager, said over the past few months the project team has been working in earnest with the City of Bainbridge Island. On August 30, WSF met with the City's consultant, Van Meter Williams Pollack, to begin to share ideas for the "Ferry/Gateway District." Both design teams will bring their ideas to the table on September 12 with the objective to come away with multiple concepts that meet the shared needs of WSF and the surrounding neighborhood. These concepts will then be presented at the joint community workshop on September 28. Rik Langendoen and John Whitlow are also participating in the City's Ferry Stakeholder Group for the Ferry/Gateway District. Rik will later discuss their role and efforts.

Rob then reviewed the updated CAG work program (see CAG work program). He asked CAG members to look at their calendars to set the next CAG meeting date for the week of October 23. Rob added that with the help of Janice Shaw, the team selected Pam Beyette as an artist consultant for the project and she may attend the next CAG meeting. Rob invited Rik to discuss the Ferry Stakeholder group.

Rik said his role as a liaison between the City and WSF advisory groups is to serve in a listening capacity, making sure there are certain key elements or "lessons learned" to share with both groups. At the conclusion of each CAG meeting, Rik will synthesize the discussion into key points, ask for confirmation of his summary from members, and then share this information with the City's stakeholder group.

CAG Comments/Questions:

- Merrill Robison asked about the status of the Long-Range Systems Plan and how it will affect the project. *WSF is working with WSDOT in Olympia to receive policy direction and anticipates publishing a Final Plan later this year. The projects identified in the preferred master plan for the ferry terminal will be implemented over time. The phasing of projects provides flexibility, allowing WSF to modify its plans for the terminal if ridership is growing slower or faster than what is assumed in the Long-Range Systems Plan.*
- Don said his understanding is that City meetings are public and therefore the Ferry Stakeholder meetings should be advertised to the CAG.

Review Project "Givens"

WSF prepared a list to identify the "givens" or absolutes for the project as requested by the CAG. Rob said that the givens are a great way to convey what the project team must accommodate and understand in relation to any plans for the terminal. Rob reviewed the Project Givens. (see Project Givens)

CAG Comments/Questions:

- Merrill asked if there was any federal money allocated for the project. *Currently, we have $8 million in federal dollars, and by following NEPA requirements we can seek additional funding in the future without going through an additional environmental process.*
- Kevin Dwyer asked if the Legislature set a timeline to implement the project. *The Legislature has programmed money over the next twelve years and expects that we are on track with our scope and budget. We communicate this with them through a reporting system known as TEIS, or Transportation Executive Information System.*
- Don said that Leonard Smith, WSF Operations, described a plan to put in a traffic signal at a crosswalk under the direction of WSDOT. He requested the opportunity to provide input on this project before it moves forward. *This effort is part of the Harborview Signalization project, which we will discuss with the CAG at the next meeting.*
- John Whitlow asked that since the terminal was considered an essential public facility, which level was it at, and if it was at the same level as a hospital in terms of seismic standards. *We will get back to you with that information.*
- Kevin asked if the required 15 minute turnaround time for loading and unloading boats accounts for Homeland Security requirements. *Yes.*
- Bob Campbell asked if a book of MARSEC guidelines was available. *The Coast Guard dictates these guidelines and there are a number of response levels. The top level is 3, which consists of an evacuation and a stoppage of routes. The Coast Guard, WSF and State Patrol all coordinate to meet MARSEC. Some information may be available to the public, but most of it does have to remain confidential due to security concerns about releasing information regarding how WSF responds to security threats.*
- Don asked if there was a trip-reduction program for WSF employees. WSF should articulate with the Legislature the conflict between what is expected of the general public with what is expected of employees. *We will get back to you regarding this issue. Bus passes are encouraged and provided at a discount to employees.*
- John asked what the split was between hard and soft costs for the $160 million programmed for the ferry terminal project. *The $160 million includes both hard and soft costs.*
- Kevin asked if the $160 million takes inflation into account. *Yes, it does. However, with rising gas prices and the escalating costs of construction, we will need to revisit our cost estimates as we are doing with all WSF projects.*

- Merrill asked if the program will change due to the Long-Range Strategic Plan. *As we get closer to implementation, we'll report back the Legislature about any necessary changes to our planning scope and timing of improvements.*
- Don asked for information about the composition of the WSF Bainbridge Island Ferry Terminal project team. *Leonard Smith, WSF Operations, Dean Paxson is the assistant Project Manager, Michelle Elling, is our Environmental Coordinator, Joy Goldenberg, serves in WSF Customer & Community Relations, and we have a team of subconsultants that match our capabilities. This information is also available on the project team handout in your binders.*
- Don said the "Givens" should refer to the legislative process.
- Rik asked if information about the "Givens" was provided to the Ferry Stakeholder group. *We will convey this to Sandy and her design team.*
- Bob asked about including future plans for an intra-harbor ferry. *This will fit better as part of the screening criteria, since it is not an absolute certainty.*
- Kevin asked about including Kitsap Transit's involvement. *Good comment, we will add them as external project team.*

Public Comments/Questions:

- Kirk Robinson said it was cheaper to provide passes and carpools to WSF employees rather than allocating a dedicated parking spot. All ferry commuters adjust their schedules to the ferry, so WSF employees should be expected to do the same.

Review and Discuss Revised Designs

The WSF design team is revisiting the conceptual designs for the project. Hewitt Architects responded to the givens, but now that WSF is merging planning with the City, it opens up the box for new possibilities. David Hewitt will present some of our thinking, which the team will also introduce at a meeting tomorrow with the City's consultant team. The goal for the meeting tomorrow is to arrive at shared concepts.

David said the new, integrated planning process provided the design team an opportunity to take another look at the terminal design. The team produced three ideas that are simpler and make a more efficient use of space and the site's topography.

The first drawing focused on modifying the existing holding area slightly and limited expansion of the dock, while still allowing adequate holding and circulation. The first concept, or "X" concept, was a smaller version of the 1998 Master Plan with a transit deck. However, the transit deck is an expensive facility. The Kitsap Transit program was incorporated with 30 buses at 35 feet, creating less lineal feet of transit. The parking and drop-off area also created a plaza for transit riders and cabs. The design team tried to decentralize these functions to give them clarity and safety.

Concept Y pulled transit off SR 305 with ingress and egress on Cave Ave. It included a longer, narrower deck with a widened dock. The design used the topography to get light and access to Ferncliff.

The last scheme, Concept Z, considered the desire line by providing a direct route to the terminal and vessel. The terminal was above holding, with pedestrians directed on a diagonal route from SR 305 and Winslow Way to the two-story terminal on an elevated deck. The scheme utilizes the different heights of the steep topography to add a level of transit, with the Kiss & Ride and parking above.

CAG Comments/Questions:

- Don asked the width of the parking. *Approximately 45 feet.*
- Rik wanted to know the actual area of impact. He also asked if the scheme had a potential to generate income and if there was any rule of thumb in terms of construction costs. *The transit deck is a major cost due to the environmental impacts.*
- Kevin asked where customers would park, since looking at 20-year plan, he's worried about people parking downtown.
- Rik said it looked like some land could also be used for landscaping with the concept. *Yes, and there could be ferry parking underneath this development or sell air rights to parking.*
- Carol asked to confirm that development replaces current Diamond lots. *Yes, we utilize the existing lots. In addition, we can deliver some parking with transit underneath.*
- Carol asked where buses would go if they exited at Cave Ave. *They could turn left or go to Ferncliff. We would have to complete a traffic analysis to see how fast they could get to SR 305.*
- Kevin commented that signaling the intersection is critical and asked if there was a connection to the waterfront. *It is possible to add a waterfront connection.*
- Kevin said from a Chamber of Commerce perspective, he would rather have people go to corner of SR 305 and Winslow Way.
- Rik asked what would happen at the intersection with Harborview. *We will add a signal and could add a left hand turn lane.*
- Rik asked Leonard for his opinion on the concepts considering the operational perspective. *I see lots of possibilities with these schemes.*
- Dolores found Concept Z intriguing and thought there was a better use of space by using the site's topography.
- Don liked that the footprint was kept small and asked if terracing was possible. *Terracing takes place at 65 ft and 85 ft heights.*
- Don said that it was cheaper to put Kiss and Ride over transit. He asked about the design options for the pedestrian islands on the transit level, so pedestrians would not have to cross in front of vehicles. *We can add pedestrian-friendly crossings and sidewalks.*
- Don commented that the desire line up to Winslow Way was the not the top priority. The primary desire line was from the toll booths diagonal to Town & Country; the second priority is to Winslow Way; and the third is up to Ferncliff. He encouraged the design team to accommodate these desire lines in the refined concepts.
- Rik asked if Van Meter had seen the designs. *Yes, and we will meet with them tomorrow to merge into three or four joint concepts.*
- Don commented it was not clear how the plan could transition from bus to light rail.
- John said it was wonderful to see the eventuality of the site and he was pleased to see that the topography was used to prime advantage. The only concern he had was the distance between the terminal and the boat.
- Don said that he liked the TOD concept with a small footprint, and he desired that the design team tackle conceptual pedestrian and bike connections.
- Rik felt that there was a lot of potential in the scheme and it addressed all the key issues.
- Dolores said that the design was efficient and attractive. She added that she was also concerned with the long walk between the terminal and the boat.
- Carol said that the team had done a great job trying to accommodate so much movement in a small space. She shared concerns about the distance to the terminal, but also said it could be an advantage.
- Kevin complimented the team on what had been done. He liked the private development potential and separation of mass transit to cars. He asked if WSF was wedded to holding 565 vehicles. *We are wedded to the givens and have to meet a 15-minute turnaround,*

but there are trade-offs to consider with minimizing the amount of holding, such as cars stacking up SR 305.

- Merrill said they presented fantastic ideas and liked the thought of a big broad walk to ferry and suggested a moving sidewalk for wheelchairs. He noted that the since 30 percent of Bainbridge residents live on the south end of the island, the concept should accommodate a foot ferry and an elevator up to the ferry terminal.
- Phedra said she liked the design and use of space with the separate bus exit.
- Paul liked the vertical design, in that it was not too wide and very workable.
- Bob liked the circulation pattern in Concept Z and approved of the idea of having the terminal away from the water. He asked if Kitsap Transit Director Dick Hayes had commented on the schemes. *He has reviewed them, but needed time for additional evaluation.*
- Don asked if there is the possibility of loading on both sides. *The loading has to do with infrastructure. Currently, we're conducting a study on off-loading. We can either widen the aprons on each side of the boat or set a ramp in the middle of the H-span to widen the corridor with passing lanes.*

Public Comments/Questions:

- A member of the audience asked if pedestrians could go up Ferncliff. *Yes, there would be a sidewalk at Ferncliff.*
- Bjorn Lunde requested clarification about the location of the sidewalk on the drawing.
- Kirk Robinson said generally the concepts seem okay and that it would be nice to look at transit as close as possible. He suggested pulling the transit deck as close to the edge as possible. People will look at Cave skeptically. The team needed to flesh out both pedestrian and bike ingress and egress to the waterfront trail and Ferncliff.
- Jack Maher said WSF should build a model for explanation and selling purchases. Most people find the biggest obstacle is helping people understand how they will still get a monetary return. *Sandy Fischer said there is a property owner on the Stakeholders Group who is providing input. Our goal for this stage was to look at solutions without being constrained by adjacent properties.*

Discuss Design Screening Criteria

Rob Berman introduced the preliminary design screening criteria, which will help the project team to screen the concepts against the following:

- Project goals and objectives
- Purpose and need
- The "givens"
- Other applicable requirements

Screening criteria help to compare and contrast the alternatives and lead the team to a specific direction. The team will rate the concepts that come out of the community workshop based on screening criteria under the following categories: Operations, Environmental, Community, Customer and Financial. The screening criteria are open for discussion throughout public and agency "scoping" for the environmental document. Rob reviewed the Screening Criteria (see Screening Criteria) and asked for comments from the CAG to learn if the team was on the right track or if they were missing anything. Rob asked CAG members to respond with any additional comments to Joy by Monday, October 2. The CAG will review a revised draft of the Screening Criteria at the next meeting. The following lists comments provided by CAG members:

Operational

- Call out safety for transit passengers
- List Level of Service for 575 vehicles, but examine existing volume and look at alternatives to parking cars (i.e. electronic queue)
- If people know they can leave their cars, they will go into Winslow to shop
- Switch priorities between modes
- Potential conflict between limited access/control points and "ease of access" (Public)
- Address needs of south end with an inter-harbor ferry

Environmental

- Include opportunity for green architecture
- Revise to use stronger, more positive language
- Add in criteria for air quality, other health-related environmental concerns
- Include efficient use of land resources
- Institute policy regarding air quality right now (Public)

Community

- Include visual links, view corridors and way finding
- Add new category for aesthetics, such as art and landscaping

Customer

- Consider and prioritize all modes
- Maximize experience in addition to ease-move criterion from Operations category

CAG Participation in the Community Workshop

Joy explained that the joint community workshop sponsored by WSF and the City of Bainbridge Island will be held on September 28th from 6-9 p.m. at City Hall. Postcards about the meeting were distributed to the CAG to handout to ferry riders and others they feel would be interested. Joy said that the upcoming workshop was similar to the previous workshop and the agenda will include a brief introduction, overview presentation, break-out session and a report back to the group. The goal of the workshop is to produce a set of community values – not a preferred concept. Joy noted that advertising for the meeting includes publishing display ads in Bainbridge Island and off-island publications. She asked the CAG to let her know if there were any other venues she should notify about the meeting and asked the CAG how they would like to be involved.

<u>Comments/Questions:</u>

- Don said there should be publicity to Squeaky Wheels and other cycling organizations.
- Rik said there should be posters on the vessels.
- John recommended that posters should be at the top of the stairs from the car deck.
- Merrill recommended that notice should be put up at the Chambers.
- Rik asked about an email to send to the listserv.

Meeting Recap/Next Steps

Marcia thanked CAG members for their comments and said the next CAG meeting is tentatively scheduled for the week of October 30. The next meeting will include a review of the revised screening criteria, a preview of alternatives, discussion of the Harborview Drive project and planning for the public scoping meeting. John Whitlow then concluded the meeting.

Action Items

- Request to COBI to provide CAG with the ferry district stakeholders meetings
- Provide an update on Harborview Drive project at next meeting
- Identify whether ferry facility meets the top level as an “essential” facility
- Distribute the public document to the CAG on MARSEC requirements
- Provide information on WSF trip-reduction program
- Refer to legislative process in the “Givens”
- Include Kitsap Transit as part of Executive Team in “Givens”
- Follow up on off-loading study results
- Respond to comments on Screening Criteria
- Publicize community workshop to bicycle groups, on vessels and at Chamber

Committee Members

Present	Last	First
	Bernheisel	Ann
X	Cahill	Carol
X	Campbell	Bob
X	Dwyer	Kevin
X	Elliott	Phedra
X	Langendoen	Rik
	Macchio	Lisa
X	Palomo	Dolores
X	Robison	Merrill
X	Shaw	Janice
X	Whitlow	John
X	Willott	Don
X	Topper	Paul

Project Team

- Rob Berman, WSF Project Manager
- Joy Goldenberg, WSF
- Leonard Smith, WSF
- David Hewitt, Hewitt Architects
- Marcia Wagoner, PRR
- Kirsten Hauge, PRR

Public Participants

- Richard LaBotz, Bainbridge Island
- Dennis Campmey, Bainbridge Island
- Barry Peters, Bainbridge Island
- Don Breiner, Bainbridge Island
- Bitsy Ostenson, Bainbridge Island
- Bjorn Lunde, Bainbridge Island
- Kirk Robinson, Bainbridge Island
- Julie Shryock, Bainbridge Island
- John Maher, Bainbridge Island
- Chad Schuster, Bainbridge Island