Washington State Ferries

Washington State Department of Transportation

U.S. Department of Transportation Federal Highway Administration

FTA Federal Transit Administration

The Seattle Ferry Terminal Project at Colman Dock
Scoping Outreach and Comment Summary

PROJECT BACKGROUND

The Seattle Ferry Terminal is Washington State Ferries' (WSF) largest ferry terminal with over nine million passengers traveling through the terminal on an annual basis. The terminal serves auto ferry routes from Seattle to Bremerton and Bainbridge Island as well as a passenger-only ferry route to Vashon Island.

According to WSF's 2006 Draft Long-Range Strategic Plan, ridership on the Bainbridge Island and Bremerton routes will double over the next 25 years and walk-on passengers will triple by 2030, primarily during the peak afternoon commuting times. Vehicle service is projected to double by 2030, primarily in the non-peak periods when there is vehicle capacity to accommodate growth.

WSF has determined that the Seattle Ferry Terminal is in need of major repairs. Marine borer worms, known as gribbles, have damaged the timber pilings and trestles that hold up the dock. The transfer spans for loading passengers and cars onto the vessels are aging and need to be replaced. In addition, electrical service, transit connections, security systems, vehicle ticketing capacity, and holding capacity at the terminal are inadequate for today's needs and are not expected to meet the projected population growth in the Puget Sound region. Redevelopment of Colman Dock also offers expanded retail and commercial opportunities.

WSF has $225 million in state funds, programmed over ten years, to preserve and improve the ferry terminal. Private capital would be necessary to pay for other development and amenities.

The project is undergoing environmental review in accordance with the National and State Environmental Policy Acts (NEPA/SEPA). The process began with the scoping period on April 3, 2006. WSF plans to start phased construction in 2010 and complete the project by 2016.

WHAT IS SCOPING?

The purpose of scoping is to allow the public, agencies, tribes and interested parties to comment on the scope or range of issues to be addressed during the environmental review. WSF conducted a scoping process for an Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA). The scoping period for the Seattle Ferry Terminal at Colman Dock Project ran from April 3, 2006 to May 19, 2006. One hundred and seventy-eight (178) comments were received during this period from the public, tribes, and local and federal agencies. Comments could be submitted via email, mail, phone, court reporter, or in person at a public open house.

WSF presented project information in two public venues and at one agency and tribal scoping meeting. Open houses were held on April 20 and 25 to gather public comment on the project's purpose and need and the range of issues that should be considered in the EIS. Open house attendees were encouraged to give their comments by completing a comment form or providing oral comments to a court reporter. The agency and tribal scoping meeting was held on April 25 at the Seattle Ferry Terminal. A project overview was provided and attendees were given the opportunity to ask questions and provide comment. Attendees included agencies and tribes such as the National Marine Fisheries Service and the Muckleshoot Tribe.

"All-Aboard" outreach was conducted on WSF vessels during commuting hours on May 8, 9, 10, and 11 to gather additional public comments. This outreach asked customers who use the Seattle Ferry Terminal for their input.

Complete details on how the meetings and outreach were publicized, methods for providing comment, and information provided at the open houses and aboard vessels can be found in the attached appendices.

SUMMARY OF SCOPING COMMENTS

A total of 178 comments were received between April 3 and May 24 (comments received a few days after the official end of the scoping period were included). Comments were submitted at the open houses via comment form or verbally to the court reporter, at the agency scoping meeting, or by mail, phone, or email. All have been entered into a project database archiving all comments over the life of the project.

Public and agency comments received during scoping ranged from operational suggestions to the impact of the project on the surrounding waterfront. Comment topics were often interconnected; for example, transit-oriented development potentially affects traffic and vehicle holding areas, as well as air and water quality. Comments were categorized using multiple topic headings to illustrate issue complexity and interrelatedness. For purposes of summary, the following topics were extrapolated and noted:

- General ferry operations
- Environmental issues to be addressed in the EIS
- Managing vehicular traffic
- Design concepts
- Privately-funded transit-oriented development
- Walk-on passenger experience
- Customer experience
- Proposed design alternatives
- Project purpose and need

General Operations
Most comments on the Seattle Ferry Terminal Project focused on day-to-day ferry operations from the terminal. People addressed specific routes, sailing times, vessel timeliness, and terminals; approximately 159 comments were included in the category of general operations. Suggestions on how to improve general service, routes, terminal locations, and types of service were common. These topics often integrated with other issues, such as vehicle holding and fares. Representative comments on this topic are included below.

> *Add walk on and drive on ferries between Southworth and Seattle. More walk-ons will decrease driver traffic. Increase holding areas for both covered and drive on. Vashon foot ferry needs a climate protector waiting area, not a circus tent.*
>
> *Structure the ferry fees to further benefit monthly pass users. These people merit the reduced fare and stabilize ferry receivables.*
>
> *Begin Southworth Colman Dock service to coincide with tolls on the Narrows Bridge. I believe ridership would increase if there is a direct route.*
>
> *Automated ticketing (like Wash DC Metro, BART)*

Improve ferry schedules especially 3:00 pm run – for an eight hour day. If you dock close to 6 am then start work at 6:30 – eight hours is three o'clock then a 3:30 pm ferry would be more reasonable. (Runs 4:50 am Bremerton, 5:20 am Bainbridge.)

Environmental Issues

Approximately 103 comments referenced a variety of issues to study in the EIS, ranging from air quality and water resources to geology and soil issues. Most public comments were general, simply referring to "wildlife" as an environmental issue to address; others were more specific, such as suggesting the use of a non-macadam surface. Agency comments tended to be clearly focused on specific environmental issues to address in the EIS. Representative comments on this topic are included below.

The project may include activities that have the potential to degrade water quality. Infrastructure demolition; the construction of roads, parking areas, emergency vehicles roads, and a terminal building; and operation of a ferry facility can all alter water quality.

The EIS needs to discuss the direct, indirect and cumulative impacts on all threatened and endangered species and their habitat. Of particular concern are water quality standard requirements for ESA listed salmonids that may be impacted by the proposed project such as temperature, dissolved oxygen, and sediments. In addition, the EIS should describe the critical habitat for all ESA listed species, identify any impacts the proposed project will have on these species' critical habitat, and how it will meet all requirements under ESA.

-Salmon habitat should be considered in consultation with experts (marine riparian zone enhancements)
-Green building techniques and materials (including pervious pavement, green roof, bioswales, etc) especially to mitigate all that runoff
-Use of eco-friendly fuels that pollute less.

Impact on wildlife – how best to mitigate negative impact.

What is being considered in terms of rising water levels resulting from global warming; models indicate a potential 3 to 24 meters rise in the next 30 to 50 years.

I would like to see a serious attempt to use bio-diesel or hydrogen to power the ferries.

Managing Vehicular Traffic

Managing vehicular traffic was frequently mentioned, namely general traffic congestion, ingress/egress issues, and vehicle holding areas. Approximately 71 comments referred to traffic and vehicle holding issues currently surrounding Colman Dock, and the potential for additional or enhanced congestion related to additional development. Representative comments on this topic are included below.

People asked for improved ingresses and egresses, as well as suggested how improved loading/unloading procedures could positively impact traffic issues around the terminal:

Design should include ability to load and unload vessels using two simultaneous gangplanks. Adopt BC Ferries loading/unloading system.

Separate entrance for carpools, vanpool, motorcycles, bicycles. More booths open during heavy volumes. More off road holding – get cars off the streets.

We would like to be able to turn into the terminal from both directions on Alaskan Way, and to exit the dock and proceed either north or south.

Figure a way to let cars turn north or south on Alaskan Way when leaving terminal regardless of traffic. Currently WSF contributes to congestion by requiring north bound cars to go south during certain periods.

Comments asked if vehicle holding space could be improved and provided suggestions as to how this could be accomplished:

Is WSF considering double-deck parking on the dock to minimize the size of the new dock?

Are off-site parking and underground parking still being considered?

Add Pier 48 as over water vehicle staging to reduce or eliminate traffic backups on the street.

I have heard that people wanting to board the boat to Bremerton sometimes get held up on Alaskan Way and cannot get into the holding area even though the Bremerton holding space and boat has plenty of space to accommodate more vehicles. I think there needs to be separate access and staging areas for each destination.

Design Concepts

Design Concepts is a fairly broad and interrelated topic, frequently addressed while referencing privately funded transit-oriented development and urban design. Approximately 78 comments addressed potential terminal design and impacts, such as building height and open waterfront space (see "privately-funded transit-oriented development" below). Comments specifically addressing terminal design include:

A much brighter architecture that maximizes the beautiful views that the location offers.

…I prefer a gracious lower multiuse building that can add to the look and feel of our historic and beloved waterfront and the city's skyline.

The most beautiful spot at Colman Dock is the employee area at the stair landing at the south slip. It has planters. More planters with "growing things" would make the dock more pleasant.

Privately-Funded Transit-Oriented Development

Approximately 56 comments discussed the potential for privately funded transit-oriented development or design concepts at Colman Dock. Some privately funded transit-oriented development was viewed as positive for the ferry terminal and Seattle waterfront. Positive development impacts addressed include the possibility of using Colman Dock as a concert venue and meeting space. Development was also advocated as a way to connect neighborhoods and increase greenspace and waterfront access. Some development comments offered new ways to use the terminal facility, for instance:

Quick note to say that having visited Cape Town, South Africa, and seen their Albert and Elizabeth waterfront I see and encourage expansion of the Colman Dock area. It has great potential.

Current improvements were a huge step forward. More sit down restaurant space, make ferry terminal a dinner destination. Perhaps sweeping Elliott Bay view like SeaTac International food court area.

Commercial space rental is the key driver in keeping ferry rider costs economical. Offer a yearly pass at a substantial $$ discount.

More restaurants and shops; more like ferry dock in San Francisco.

Comments also showed concern that focus was shifting from serving WSF patrons and providing a transportation service to unnecessary development, and therefore more traffic, at Colman Dock. Comments against development also displayed an aversion to potential building height increases.

I don't care what you do with your dock area as long as it stays below the current 45' height.

…While the goal of WSF to return maximum investment on its properties is laudable, the use of Colman Dock for these non-transportation uses is not consistent with a variety of regulation and should be abandoned.

It seems that you are trying to streamline on/off loading and to improve traffic flow. I feel that if you were to add a hotel, office spaces, and retail to the area it would be counter productive. Changing the retail would destroy the character and waterfront feel to the area. They are already planning to do this to downtown Winslow. Please do not turn our waterfront into Bellevue II.

Heard rumors of placing [the suggested] hotel at Colman Dock. This would only create the congestion you are currently planning to eliminate with this project. If the rumors are true please remove them from your plans. If not please do not let people pressure you into a bad idea. The focus of Colman Dock should remain transit. Your recent improvements have significantly improved the pending arrival/departure of ferries. Keep in mind "more is not better"!

Walk-On Passenger Experience

Approximately 55 comments referred to passenger-only ferries and pedestrian connections. Passenger-only ferries and foot and bicycle passengers were commended and greater capacity was requested to accommodate such passengers and routes. Representative comments on this topic are included below.

Transportation efficiency – e.g. encouragement of walk-ons from all destinations. For example, walk-on to car boat @ Vashon to downtown – avoids bus/car highway capacity issues – not limited to the extremely limited PO boat schedule. Help get the vehicles off regional highways.

Future improvements should include many more passenger-only ferry accommodations.

Encourage passenger-only, vanpools, bicycle traffic. Do not provide parking for employees – encourage them to use mass transit.

Many comments included requests for improved pedestrian access and coordination with transit to and from the terminal, as well as improved connections to the terminal.

Synch up bus (Metro) schedule with ferries.

I think the walkway that goes beneath the Viaduct should be taken into consideration. There needs to be an alternate route for pedestrians and walk-on passengers if construction for a new viaduct or underground tunnel takes place.

To facilitate interface with Metro schedule, operate ferries on schedule. Whenever the ferry is 10 minutes or more some of us miss our buses.

Intense negotiation with Metro to increase bus connections/make street side more attractive.

Customer Experience

Approximately 46 comments referred to personal experiences while utilizing WSF services, ranging from facility maintenance to WSF employee courtesy. The majority of comments referring to general customer experience and operational issues were from the informal "All-Aboard" outreach. People seemed to use the comment opportunity to give thanks or air frustrations.

Customers suggested improved employee professionalism and courtesy:

Friendlier ticket agents – smiles and a pleasant "hello" cost $0.00.

General suggestions were made on how to make ferry travel more pleasant:

Also, in the new plan, please have outdoor waiting available in good weather. When the weather is good, it's a great way to wait for the boat. Thanks!

Keep the restrooms clean – that shouldn't require an EIS! Provide comfortable seating. Make the loading and unloading process quicker.

Move the inconvenient turnstiles back to the ticket booths.

Widen "security doorway" to equal loading ramp width (to eliminate the horrible bottleneck that now exists).

"Last call" for boats is often incomprehensible, too hushed or simply not delivered to be useful.

Proposed Alternatives

Public comment did not often include proposed alternatives; formal agency comments more frequently offered alternative ideas and concepts. Proposed alternatives included an offshore island terminal, vehicle holding on Pier 48, and the creation of a separate terminal instead of enhancing Colman Dock. The following are examples of proposed alternatives from public and agency comments:

Mov[e] the automobile ferry terminal to Port of Seattle land "opposite Royal Brougham/Atlantic" and convert Colman dock to a passenger-only terminal.

Please entertain the idea of the off shore island concept.

Important alternatives for serious consideration include:
- An alternative that provides multiple levels of parking/holding over water in order to reduce/minimize the amount of overwater coverage.
- An alternative that moves the bulk of the overwater structure away from the shoreline into deeper water.
- An alternative with as much of the facility on land as possible, including offices.

Purpose and Need

Several comments questioned the Purpose and Need Statement and commented on the general need for the project. WSF is required by SAFETEA-LU 6002 regulations to solicit comments on the Purpose and

Need. More comments on the Purpose and Need came from agencies than from the general public. In total, three comments referenced the project's Purpose and Need Statement. Examples of references to the Purpose and Need include:

> *The March 23, 2006 draft Purpose Statement could be more effective if the opening paragraph describes the overarching goal(s) that lead to the specific primary objectives.*
>
> *[The Seattle Pedestrian Advisory Board] commends WSF for the recognition of the need to improve accommodations for foot passengers, including pedestrians with special needs, that is evident in the Purpose and Need Statement (Preliminary Draft for Review).*
>
> *We suggest the purpose and need include a primary objective to "accommodate and move passengers using a variety of travel modes, such as auto, foot, and bicycle." We believe this is an important objective and will result in valuable screening criteria for use in picking the range of alternatives and later for comparing the alternatives and developing mitigation.*
>
> *Statements in the "purpose and need" statement regarding service recommendations to accommodate growth are based on [WSF's Draft Long-Range Plan]. These service recommendations have significant implications for Colman Dock...We request that you identify a process for potentially revisiting this section of the "purpose and need" statement pending the outcome of the final plan.*
>
> *The "purpose and need" statement has only one reference about joint development, which relates that development to a WSF objective, specifically that of "generating more revenue from non-farebox sources." It is unclear if one of the project purposes is to facilitate joint development of the site. If this is so, then it should be clearly stated in the purpose and need statement.*

NEXT STEPS

The Seattle Ferry Terminal Project team is currently reviewing public and agency comments received during the scoping period. WSF plans to consider all comments received during the scoping period in the Draft EIS, currently slated for release in Fall 2008. In the meantime, WSF will continue to offer project briefings to community groups and affected stakeholders and will meet regularly with a Community Advisory Group. Advertising for future public outreach is anticipated to be similar to that employed for the public and agency scoping meetings.

APPENDIX A: SCOPING OPEN HOUSES

Seattle Ferry Terminal
Colman Dock (Pier 52)
Thursday, April 20, 2006

The scoping open house at Pier 52 was held from 11:30 am to 1:30 pm. It attracted approximately 60 members of the public (36 people signed in). An informational and sign-in table, display boards, court reporter, and comment tables were set up in the concourse area of the terminal.

The location provided ferry passengers exposure to the project information, and many people stopped by for a quick look on their way to or from a ferry. Those attendees that knew of the meeting indicated they had received the postcard in the mail or an announcement via email.

Three people provided written public comment.

Puget Sound Regional Council
1011 Western Avenue
Tuesday, April 25, 2006

Approximately 45 members of the public attended the scoping open house held at the Puget Sound Regional Council (PSRC).

The open house was held from 4:30 to 6:30 pm. Display boards, comment boxes, and a sign-in table were located in the PSRC boardroom. A court reporter was available in the adjacent conference room to record verbal public comment.

Seven people provided written public comment.

Materials available at the meetings included:

- Purpose and Need handout
- "What is Scoping"
- project folio
- display board packet (reduced to 8.5" x 11")
- comment forms
- Public Involvement Plan
- Alaskan Way Viaduct project information
- WSF Draft Long-Range Plan information
- Bainbridge Island Ferry Terminal Improvement Project information

The open houses were informal; there was no presentation. WSF staff was available to answer questions and take comments.

Display boards topic headings were as follows:

- Why is this project needed? - Colman Dock structures are deteriorating and need to be replaced soon
- Why is this project needed? - Projected growth in ferry riders at Colman Dock exceeds capacity
- Why is this project needed? - Pedestrian connections to downtown streets and transit are inadequate
- Why is this project needed? - Operational efficiencies need to be improved to accommodate future growth
- Why is this project needed? - Service changes are needed to accommodate the projected ridership growth from Kitsap County
- Didn't you just fix Colman Dock?
- Key Elements of WSF's Draft Long-Range Plan

- What is scoping?
- What is the purpose and need of the project?
- What environmental issues will WSF study?
- What is the project schedule?
- WSF has identified a range of ideas to improve transit connections
- What benefits will this project provide?
- Elements WSF will consider as alternatives are developed for the Seattle Ferry Terminal
- A combination of holding strategies will be required to accommodate growth
- WSF will consider opportunities for views of Elliott Bay and Colman Dock
- Why is WSF considering transit-oriented development?

ALL-ABOARD OUTREACH

Outreach was also conducted onboard WSF vessels to obtain input from Bainbridge, Bremerton, Southworth, and Vashon Island passenger-only commuters. Packets consisting of project information and comment forms were available, and commuters had the opportunity to ask WSF staff questions and provide comments on the project. The outreach was advertised through sandwich boards, balloons, and announcements in the terminal and aboard the vessels.

Outreach was conducted on the Seattle-Bainbridge, Seattle-Bremerton, Fauntleroy-Southworth, and Vashon passenger-only routes during peak commute times.

Monday, May 8
Vashon Passenger Only
M/V Skagit
Departed Seattle
4:45 p.m.

Tuesday, May 9
Seattle-Bainbridge
M/V Skagit, M/V Tacoma
Departed Seattle
4:40 p.m.
5:30 p.m.

Wednesday, May 10
Seattle-Bremerton
M/V Kitsap, M/V Hyak
Departed Seattle
4:20 p.m.
5:30 p.m.

Thursday, May 11
Fauntleroy-Southworth
M/V Evergreen State, M/V Issaquah
Departed Seattle
4:20 p.m.
5:30 p.m.

APPENDIX B: NOTIFICATION OF SCOPING PERIOD

The purpose of meeting notification was to inform the public and interested agencies and community groups the scoping comment period and open houses.

Project Mailer

A postcard detailed the public open houses' purpose, time, date, and location. A total of 2,400 postcards were printed; 1,754 were mailed on March 31 to individuals and businesses in Bainbridge, Bremerton, and the Seattle terminal area, and within the Seattle zip codes 98101, 98104, 98121, and 98134. Postcards were also sent to the project mailing list; remaining postcards were hand-distributed. Examples of organizations that received postcards by mail or by hand include:

- Bainbridge Island Terminal Project mailing list
- Fauntleroy Community Association
- City of Seattle
- Sound Transit
- Puget Sound Regional Council
- King County Metro
- Burlington Northern Santa Fe
- Downtown District Council
- People for Puget Sound
- Central and South Sound Ferry Advisory Committee members
- Waterfront Landing Board of Directors
- Triad Development, Inc.
- Carpenters Local 131
- Belltown Community Council
- Seattle Art Museum
- Duwamish River Cleanup Coalition
- KIRO – TV
- Puget Sound Clean Air Agency

Email Announcement

An email announcement advertising the open houses was sent to the Ferry Advisory Councils on March 24, 2006. This announcement was also sent to 502 email addresses from the project mailing list on April 5, 2006, and to 3,376 email addresses from the WSF Route Alert system.

Press Release

WSF issued a press release to area media contacts on April 17, 2006 to provide detailed information about the time, dates, locations, and purpose of the open houses. Releases were sent to the following media outlets:

- Associated Press
- KING 5 TV
- KIRO 7 TV
- KOMO 4 TV
- Fisher Radio
- *Port Orchard Independent*
- *Vashon Island Beachcomber*
- *Kitsap Sun*
- *Seattle Weekly*
- *Bainbridge Island Review*
- *King County Business Journal*
- *Seattle Post-Intelligencer*
- *Seattle Times*
- *Daily Journal of Commerce*
- KUOW radio

The press release and meeting announcement were also sent to the Washington State Transportation Commission, Legislative Transportation Committee staff and WSDOT management.

Display Advertising

Display advertisements were placed in the *Kitsap Sun, Bainbridge Island Review, Port Orchard Independent, Vashon-Maury Island Beachcomber, Seattle Weekly,* and the *West Seattle Herald.* The ads were all at least one-quarter page, and some ran as part of a full-page ad combined with other WSF projects and initiatives.

	Run Dates	Circulation (approximate)
Kitsap Sun	4/12 and 4/16	34,268
Bainbridge Island Review	4/12 and 4/19	5,823
Port Orchard Independent	4/15 and 4/19	18,369
Vashon-Maury Island Beachcomber	4/12 and 4/19	3,813
Seattle Weekly	4/12 and 4/19	105,000
West Seattle Herald	4/12 and 4/19	10,690

Total Circulation: 177,963

Web Site Notice

Notice of the open houses was posted on the project Web page on March 15, 2006. The website was updated when the scoping period began on April 3 and when open house materials were posted on April 19.

The project website is: www.wsdot.wa.gov/ferries/projects/seattlecolmandock.

Legal Notice

A Notice of Intent (NOI) was posted in the Federal Register on March 17, 2006. The State Environmental Policy Act (SEPA) Determination of Significance was posted in the *Seattle Times* on March 24 and April 8, 2006.

Posters

WSF staff placed posters on the Seattle-Bainbridge, Seattle-Bremerton, and Southworth-Fauntleroy vessels and terminals and on Vashon passenger-only vessels on April 5, 2006. Customer information alerts with all meeting details were posted at terminal tollbooths and ticket booths between April 18 and 26.

Flyering – Local Business Community

Direct contact with the public was an important element in the public notification of the scoping period. Postcards were distributed to businesses in the vicinity of Colman Dock/Pier 52. Postcards were distributed to businesses in the 600 to 1200 blocks of Alaskan Way and Western Avenue. Project staff distributed these fliers and answered questions, encouraging businesses, their employees and customers to attend the scoping open houses**.** The following businesses received postcard fliers:

- John's Wok on Western
- Brass Woods Furniture

- Norwalk-The Furniture Idea
- Deep Interiors
- Driscoll Robbins
- Henry Built Kitchen & Furniture
- Highlights
- Asian Style
- Chez Dominique
- Roche Bobois
- Modele's Home Furnishing
- Arte Forma Design
- Mitchell Gold & Bob Williams
- Dania Home and Office Interiors
- Fire Station 5
- Ivar's Acres of Clams
- Exclusively Washington Pier 54
- Starbucks
- Ye Olde Curiosity, too
- Frankly Sweets
- The Bay Perfumes and Gifts
- Red Robin
- Steamer's Café
- Elliott's
- Bags by Sonia
- Leather Bag Outlet
- Zongo Gifts
- Sports Den
- Simply Seattle
- Argosy Cruises
- The Salmon Cooker
- Pirates Plunder
- Crab Pot
- The Fisherman's

Flyering – Ferry Riders

Reaching out to ferry riders was an integral part of notifying the public of public scoping meetings. Approximately 900 postcards were handed out over two days of flyering at the Seattle Ferry Terminal and at the Pier 50 passenger-only terminal.

Postcards were distributed to ferry commuters from 3:45 to 7:00 p.m. on Tuesday, April 18, 2006. Bainbridge, Bremerton and Vashon passenger-only ferry passengers were greeted and provided postcards and information about the scoping open houses

The flyering captured the following peak period ferry sailings:

Route	Departure from Seattle
Bainbridge - Seattle	4:40 pm
	5:30 pm
	6:20 pm
Bremerton - Seattle	4:20 pm
	5:30 pm
	6:45 pm
Vashon PO (Pier 50)	4:45 pm
	6:10 pm

Vashon passenger-only customers arriving at 7:30 and 8:45 am on Wednesday, April 19, 2006, were also targeted in a morning flyering session.