

Washington State Ferries

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

Community Advisory Group Meeting

March 20, 2024

Welcome to today's meeting!

- Community attendees joining to view meeting
- Meeting recordings will be posted on project website:
wsdot.wa.gov/projects/sr160/fauntleroy-terminal
- Community encouraged to share comments and questions:
 - *FauntleroyTermProj@wsdot.wa.gov*
 - Brief public comment period tonight

Using Zoom



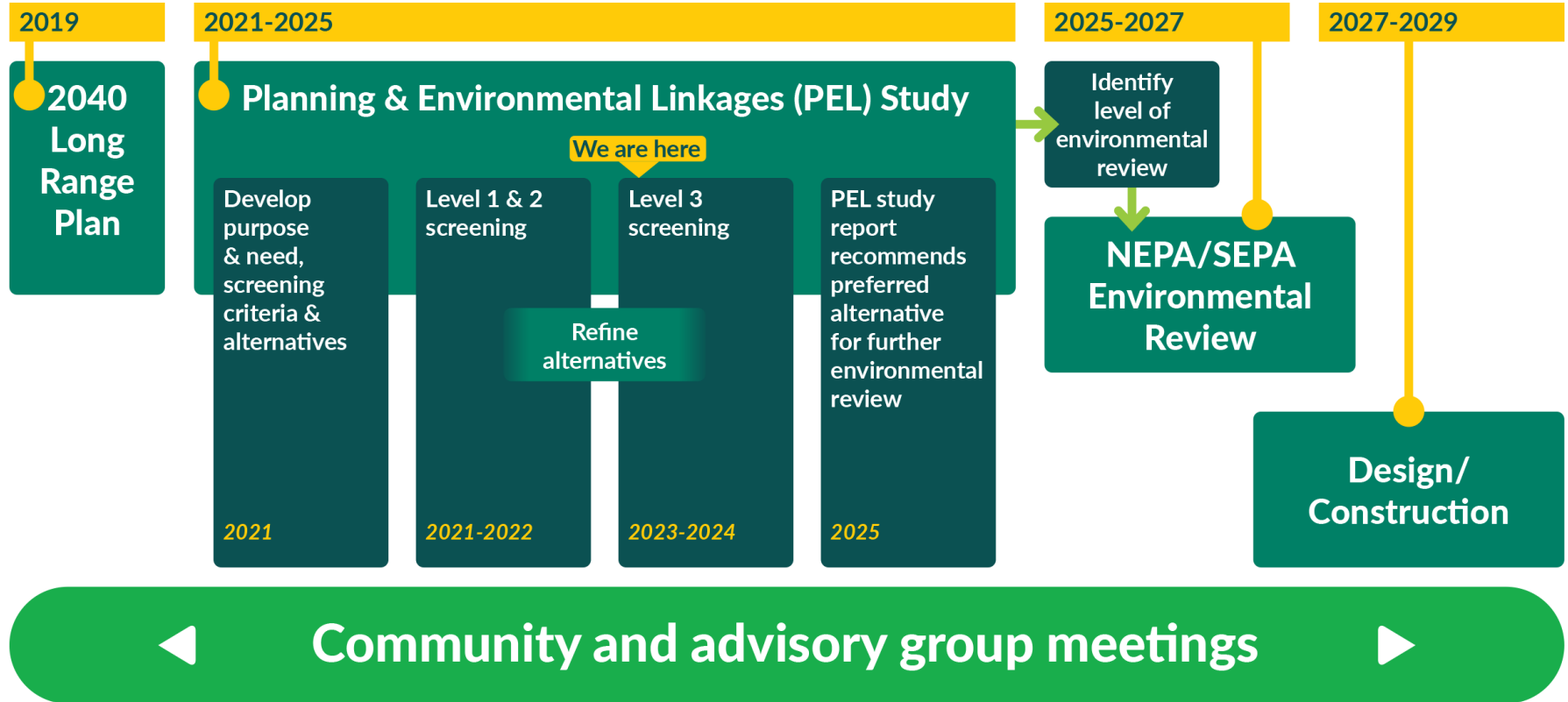
Technical difficulties? Send a chat to **tech support**.
Send comments to FaultleroyTermProj@wsdot.wa.gov

Agenda

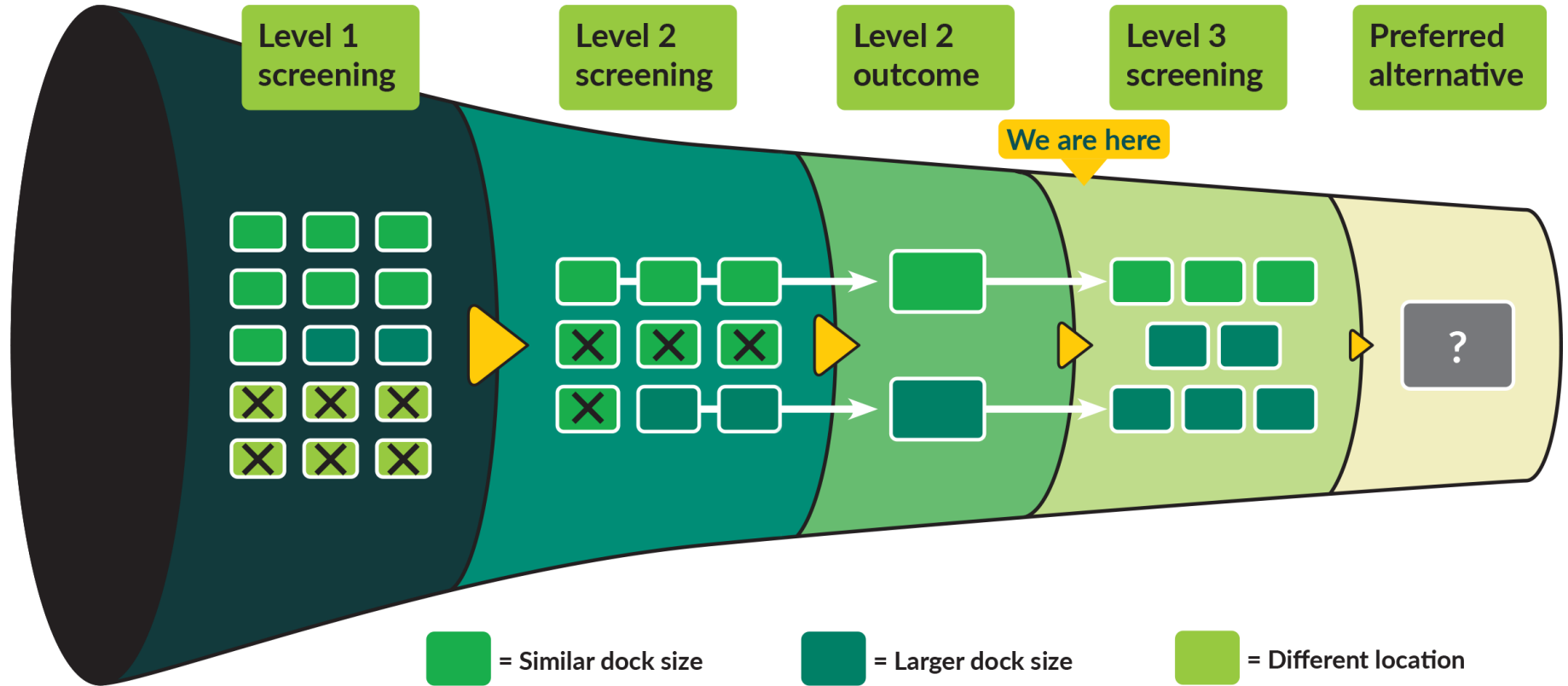
- Welcome
- Review environmental analysis
- Planning for spring community engagement
- Next steps and closing



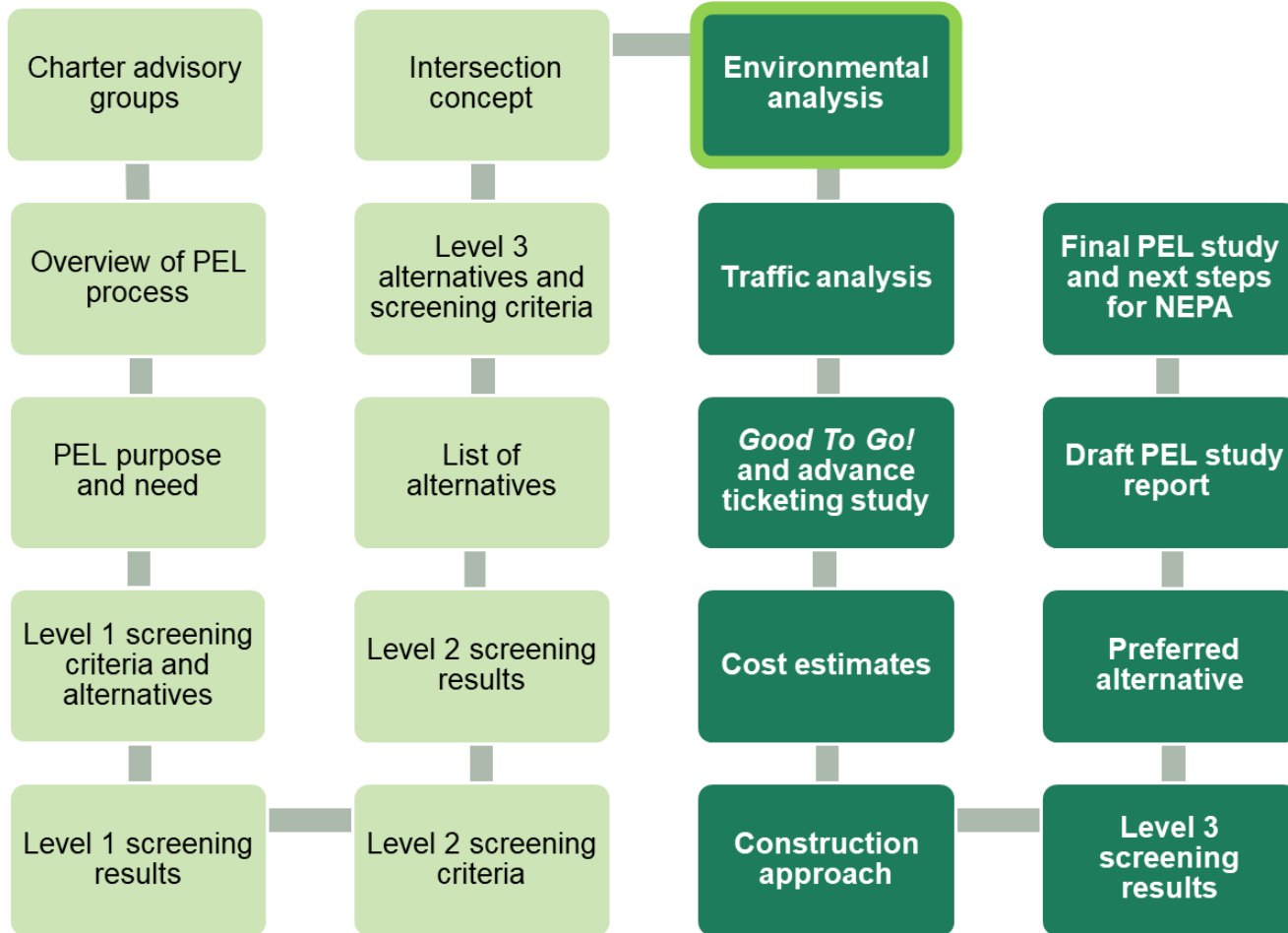
Project timeline



Refining the alternatives



CAG roadmap



Environmental and site context



PEL environmental analysis

Assess potential effects of Level 3 alternatives on environmental resources



Creosote-treated timber piles at Fauntleroy terminal

Environmental features for all Level 3 alternatives

- Raise the dock higher than the existing dock to address **rising sea levels** and allow more space and light under the dock
- Remove about 430 **creosote-treated timber piles** and other dock material totaling approx. 1,000 tons of toxic creosote-treated timber pile
- Use fewer piles to support the new dock, providing **more space for fish to pass** to and from Fauntleroy Creek
- **Increase** square footage of structure built over the water, known as **overwater structure** to align with current safety and design standards

Screening criteria – environmental

Level 3 criteria	Performance factors for Level 3 screening
Ability to accommodate projected sea level rise (resilience).	Does the alternative accommodate projected sea level rise?
Ability to avoid changes to parks and recreational areas (Section 4(f)/6(f), Recreation and Conservation Office funded projects).	What encroachment will the alternative have on Cove Park during construction?
	What permanent encroachment will the alternative have on Cove Park?
	What encroachment will the alternative, including intersection changes, have on Captain's Park during construction?
	What permanent encroachment will the alternative have on Captain's Park?

Screening criteria – environmental

Level 3 criteria	Performance factors for Level 3 screening
Permitting and coordination (level of coordination with external partners, permitting complexity, tribal coordination).	What potential cultural resources impacts does this alternative pose?
	How does the alternative impact treaty fishing rights , based on early engagement with the tribes and their feedback on potential treaty fishing impacts?
	How much does the alternative increase overwater coverage ?
	What is the alternative's required environmental mitigation cost ?
	How much does the alternative impact and/or provide opportunities to restore macroalgae and eelgrass ?

Sea level rise

All Level 3 alternatives raise the dock to address rising sea levels and allow more space and daylight under the dock.

Existing terminal



Alternative A: perspective from Cove Park



Macroalgae and eelgrass habitat

Zone 1: Upper shore zone – The area closest to the shore where Fauntleroy Creek flows into Fauntleroy Cove.

Zone 2: Shallow marine zone – The area in the water around the dock. This is the most ecologically sensitive area, where eelgrass and macroalgae grow.

Zone 3: Deeper marine zone – The area west of the dock, where deeper water and less sunlight makes it difficult for eelgrass and other vegetation to grow.



Macroalgae and eelgrass habitat effects

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

- Less overwater coverage
- Maintains scour activity in ecologically sensitive location

Alternatives B and B-3

- Smallest increase in overwater structure in ecologically sensitive Zone 2
- More opportunity to restore macroalgae and eelgrass by removing effects from vessel scour hole

Alternative C

- Most overwater coverage
- Moves scour activity away from most ecologically sensitive area



Overwater coverage

Alternative	Existing	A	A1/A2/A3	B	B1	B2	B3	C
Approximate Overwater Structure Footprint (sf)	42,000	54,500	59,000	77,100	84,200	86,100	75,900	92,000
Approximate Increase in Overwater Structure Footprint (sf)	N/A	12,500	17,000	35,100	42,200	44,100	33,900	50,000
Percent Increase in Overwater Coverage	N/A	30%	40%	84%	100%	105%	81%	119%

Environmental mitigation costs

Key factors that will influence mitigation costs:

- Total increase in overwater coverage
- Increase in overwater coverage in Zone 2
- Opportunity to restore eelgrass and macroalgae in Zone 2

Higher environmental mitigation costs	Lower environmental mitigation costs
Alternatives B-1, B-2 and C (most overwater coverage)	Alternatives A, A-1, A-2, A-3, B and B-3 (least overwater coverage)

Cultural resources and Treaty rights

- No expected differences between alternatives related to the existence of cultural resources near the terminal
- The project may affect the tribes' ability to exercise their treaty fishing rights
 - WSF is conducting ongoing government-to-government coordination with the Suquamish Tribe and the Tulalip Tribes of Washington

Changes to parks and recreational areas

- All Level 3 alternatives elevate the dock and use fewer piles, which would change the views and experience of users of Cove Park and Captain's Park
- **Alternative B-3** has the least effect on Cove Park, with no widening to the north
- **Alternative B-1** has the most effect on Cove Park, widening the dock 22 feet to the north



Alternative B-3



Alternative B-1

Summary of results

Environmental screening criteria	Findings
Effect on and/or ability to restore eelgrass and macroalgae habitat	<ul style="list-style-type: none"> • <u>Alternatives A, A-1, A-2 and A-3</u> have less overwater coverage than others but maintain scour activity in Zone 2 • <u>Alternatives B and B-3</u> offer the smallest increase in overwater structure in Zone 2 and more opportunity to restore macroalgae and eelgrass growth by removing scour effects • <u>Alternative C</u> has the most overwater coverage and also removes scour effects
Overwater coverage	<ul style="list-style-type: none"> • <u>Alternatives A, A-1, A-2 and A-3</u> offer the smallest increase in overwater coverage • <u>Alternatives B and B-3</u> include the second most overwater coverage • <u>Alternatives B-1, B-2 and C</u> include the most overwater coverage
Environmental mitigation costs	<ul style="list-style-type: none"> • <u>Alternatives A, A-1, A-2, A-3, B and B-3</u> have the least comparative overwater coverage, and likely lower environmental mitigation costs • <u>Alternatives B-1 and C</u> have the most overwater structure in the ecologically sensitive area near the dock, resulting in higher environmental mitigation costs
Ability to avoid impacts to parks and recreation areas	<ul style="list-style-type: none"> • <u>Alternative B-3</u> has the least effect on Cove Park because it does not widen the dock to the north toward the park • <u>Alternative B-1</u> has the most effect on Cove Park, widening the dock 22 feet to the north

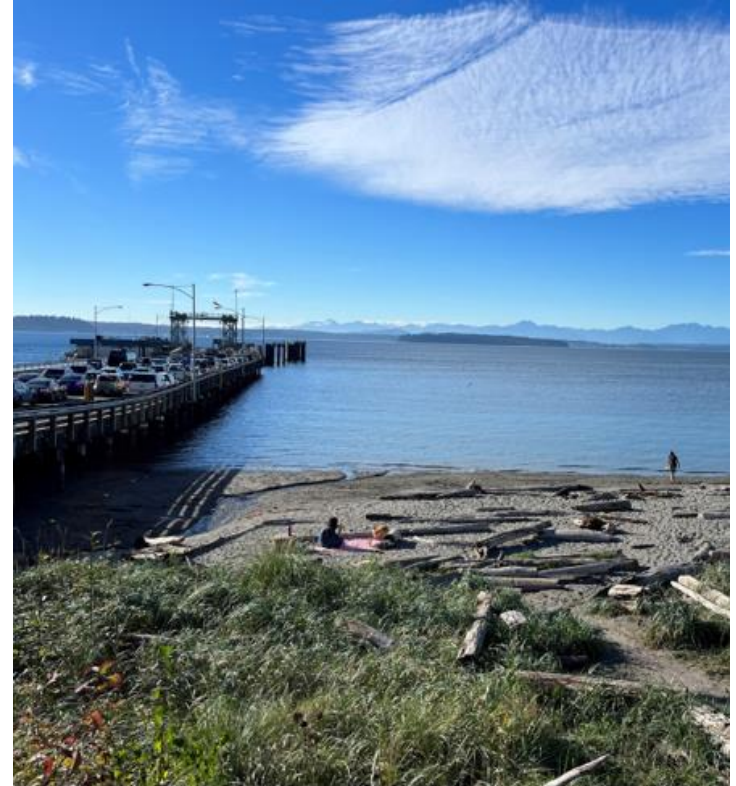
Environmental elements to study during NEPA

- Noise, air and visual quality
- Construction effects
- National Historic Preservation and Endangered Species acts
- Land use
- Navigable waterways

Question and answer

Spring engagement

- Community pop-up events
 - Fauntleroy terminal
 - Vashon Island
 - Southworth area
 - West Seattle area
- Virtual community meetings
- Online open house
- Community briefings



CAG engagement support

- Use engagement toolkit to help get the word out
 - Emails to community groups
 - Post flyers in your neighborhood
 - Share on social media
- Offer community contacts for pop-up sessions and briefings
- ***Other ideas?***



Alternatives



Same footprint alternative

WSF considered and eliminated a same footprint alternative. This option does not meet the purpose and need for the project.

- Does not provide efficient and safe loading and fare processing for pedestrians, vehicles and bicycles.
- Does not provide operational efficiencies that support reliable service while meeting service levels projected for the route in the 2040 LRP.
- Does not improve multimodal connectivity, enhance the customer experience, or accommodate ridership growth, consistent with the LRP.

Next steps

- Spring community engagement
- Upcoming CAG meeting topics:
 - Traffic analysis
 - *Good To Go!* and advance ticketing
 - Cost estimates
 - Construction approach
- Complete Level 3 screening



Thank you!