

MEETING ACTION ITEMS

505 5th Avenue S, Suite 300, Seattle, WA 98104 | P 206.436.0515

Client: Port of Kingston
Project: 20190109 – Remote Ferry Holding Lot Feasibility Study
Date: April 24, 2020
RE: Partner Meeting #5: Preliminary Final Document Walk-through



1. Introductions / Attendees

Perteet – Patty Buchanan, Giancarlo De Simone, Mike Hendrix, Brent Powell, Jason Walker
WSDOT – Andy Larson, Tim McCall
WSF – Lie Lu, Leonard Smith
Kitsap Transit – John Clauson
POK – Greg Englin, Marc Horton
Kitsap County – David Forte

2. Schedule

- Contract End April 30, 2020
- It is possible if needed to extend the contract to prepare final documents so that the product is as best it can be.

3. Document Walk-throughs

- Project Plans
 - Tim asked why the details showed lane control signs on mast arm poles instead of sign bridges. Mike explained that mast arms would have a lower cost.
- Traffic and Operations Report
 - Previously received comments were reviewed.
 - Discussion on data from pucks – pucks in this design are provided in a manner that provide redundancy and should reduce erroneous data to the system.
 - Signage at Barber cutoff should be updated as part of this project.
 - Need to be explicit in report about detection systems for queue management
 - Cost estimate currently costs out the more expensive intermittent use of the remote lot.
 - Efficiency of booth activities (payment, ticket taking, etc) are important to managing queue time through the system, managing traffic/queueing in town and ensuring that vehicles are ready for the next ferry loading period. Clarify in text how the 7minute queue/release rates work and what they mean for the lot and ferry loading.
 - LPRs sometimes don't always detect motorcycles. But, system with ticketing supports managing tracking motorcycles. Management of motorcycle queueing is TBD since generally motorcycles go to the front of the queue and don't impact the number of other vehicles that can load the boat. Motorcycles are an annual average of 5% on this route.
 - Final details on how to manage night time lot closure is TBD.

MEETING ACTION ITEMS

505 5th Avenue S, Suite 300, Seattle, WA 98104 | P 206.436.0515

- Large vehicle detection in system is managed queue detection. Due to the puck placement and timing of entry, the queue in each lane will be managed so that large vehicles are directed to a lane with available space. Additional sorting for directed loading will occur at main lot.
- Perteet and all of the Project Partner Agencies agreed: continuous-use operations are preferred and should be recommended in the traffic report and summary document. Perteet will add recommendation to the report.
- Critical Areas/Wetlands Report
 - Coordination with ecology to clarify comments is needed for finalization of wetlands classification.
- Preliminary Stormwater TIR and Draft WWHM Modeling Report
 - Need a summary paragraph of recommendations and next steps.
 - Include statement that WSDOT does not want a detention vault.
- Cost Estimate
 - Add sales tax
 - Add that estimate is in 2020 dollars
 - Add Construction Engineering, 12% of construction cost
 - Add 15% pretax for design estimate to get total project cost.
 - Update estimate to be for preferred/recommended continuous use approach.
 - Add that ROW is not included in estimate

Unchanged/Final Documents (not reviewed during this meeting):

- Geotechnical Report (unchanged, final)
- Cultural Resources Assessment (CRA) (unchanged, final)

4. **Other discussion and questions**

- A project summary memo is needed for the project. But, is not included in the scope.

