

## TERMINAL DESIGNS STILL NOT IN LINE WITH GOALS, COMMUNITY

By Mike Dey, president

On Oct. 25, Washington State Ferries (WSF) convened its first community advisory group meeting in a year to get feedback on design alternatives for rebuilding the Fauntleroy Ferry Terminal. This group, along with its executive and technical counterparts, is part of the state's planning study, which is to be followed sometime in 2025 by state and national environmental reviews.

Planners presented three design alternatives (A, B, and C), plus six subsets for A and B. All would be four feet higher than the present dock to accommodate projected sea-level rise from global warming.



Despite opposition by Fauntleroy, Morgan, and Admiral community associations and the Highland Park Coalition to additional overwater coverage, all the designs WSF presented would increase the trestle's overwater footprint. Alternative C would enlarge it by 51,500 sq ft (+127%); the smallest increase (defined as "similar" to existing size) would be 13,900 sq ft (+34%). That is about as "similar" as one basketball player who's 6 foot and another who's 8 foot.

Alternative A would add 18 feet along the north side of the trestle starting several feet west of the toll booths and pump station. WSF also cited protection of nearshore eelgrass beds as a factor in this design.

The increase would put Fauntleroy Creek's channel along the beach, plus 18 feet of Cove Park beach, under the trestle. It would also shorten the trestle by 8 feet – a reduction in holding capacity from 84 to 76 cars. WSF did not explain why it floated a design concept that runs counter to its goal of increasing holding capacity.

Alternatives A-1, A-2, and A-3 would restore holding capacity to 84 cars by lengthening the trestle by 41 feet. All would feature the Good-to-Go and/or advanced ticketing technology that the three advisory groups have been pushing WSF to implement. Interestingly, these ticketing upgrades are not mentioned in any of the other design alternatives WSF presented.

Alternative B would widen the trestle by 18 feet and increase its length by 240 feet - a 90% increase in overwater coverage. B-1 would be the same length but 27 feet wider. B-2 would widen the trestle on both sides to gain 36 feet, plus add another 10 feet in length. It would limit the nearshore increase in width to 10 feet, compared with the 18 feet increase in all the other alternatives.

B-2 would widen the dock to the south, closer to where the creek reaches the beach. *(continued p. 3)*



**THEY SEARCHED AND – SURPRISE! – THEY FOUND**  
Violette and Isabelle Stark were among dozens of successful pumpkin searchers, shown here after recording their find with FCA organizers. Photo courtesy Candace Blue

FCA's Great Pumpkin Search on Oct. 21 had a very successful turnout and outcome. Even with dreary weather, 70+ children and adults found 200 pumpkins and 11 special gifts, all hidden by a team of volunteers. Avalon Glassworks donated a glass pumpkin valued at \$60 as one of the gifts.

Candace Blue and Scott Wiesemann co-chaired the event, with the assistance of several FCA Board members and other community volunteers. The *West Seattle Blog* and West Seattle Chamber of Commerce joined FCA in seeing that it was well publicized.

"Many participants expressed their appreciation for the event," Candace said, "and they expect to be back next year for our third annual Great Pumpkin Search."

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# ADVISORY GROUPS WEIGH FRESH DESIGN ALTERNATIVES FOR TERMINAL REBUILD

By Hadley Rodero, Washington State Ferries

In late October, Washington State Ferries reconvened the three advisory groups - community, technical, and executive - for its Fauntleroy terminal replacement project. Each group reviewed draft design alternatives as well as draft screening criteria for evaluating those designs. The state also presented an updated project timeline.

Here's what the project team heard across all advisory groups:

- a lot of interest in Good To Go! and advance ticketing.
- concern about encroachment on Cove Park for all alternatives.
- questions about light penetrating under the trestle and mitigation options for draft designs that would add overwater coverage.
- questions about proposed intersection changes, including how traffic flow and potential impacts to Captain's Park.
- mixed interest about trestle design: concern about widening the footprint and interest in lengthening it.
- questions about connections to nearby transit and the distance for people walking or rolling to/from the ferry.

## ALSO IN SPRING: INPUT ON CULVERT DESIGN

Another project that will be seeking community input in the spring will be replacement of the Fauntleroy Creek culvert under 45th Ave. SW.

According to project manager Jonathan Brown with Seattle Public Utilities, planning has progressed to 30% design review. The team expects to reconnect with the community early in the new year for feedback on project components.

In the meantime, the city added more grating to keep debris out of the existing culvert. Local volunteers and city inspectors are monitoring for any further blockage. Partial blockage last spring created a sizable pond upstream in the Kilbourne ravine.



A second grate at the intake should keep large debris out of the culvert under 45th Ave. SW. Photo courtesy Tom Trulin

- interest in how the new terminal will look within the context of the surrounding area.
- interest in additional terminal features, including a second slip and overhead passenger loading.

Recordings of recent meetings are available in the community-engagement section of the project website: [wsdot.wa.gov/construction-planning/major-projects/sr-160-fauntleroy-terminal-trestle-transfer-span-replacement](https://wsdot.wa.gov/construction-planning/major-projects/sr-160-fauntleroy-terminal-trestle-transfer-span-replacement).

Watch for broader community-engagement opportunities in the spring to gather more input from customers and all "Triangle Route" communities.



Members of the state's executive advisory group toured the terminal to hear from operations staff about challenges during a busy afternoon commute. They also checked out Fauntleroy Creek and other nearby environmental features. Photo courtesy Washington State Ferries

## FCA'S POSITION ON FERRY TERMINAL

While planning toward replacing the terminal continues, here's a reminder of FCA's stance:

**YES** to pre-ticketing and automated toll collection.

**YES** to promoting transit alternatives to single-occupancy vehicles.

**YES** to improving seismic stability, elevating for sea-level rise, and installing non-toxic piling.

**NO** to expanding over-water coverage to enlarge the trestle or add a second slip.



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## TERMINAL DESIGNS (continued)

B-3 would also widen to the south but be only 226 feet longer than the existing dock.

Alternative C would extend the existing trestle by 240 feet and add 45 feet in width. WSF claims (erroneously, according to many) that this alternative would eliminate the need for a vehicle queue along Fauntleroy Way SW.

Close spacing of wooden piles under the trestle impedes long-shore transport of drift logs and sand in the cove. The result is a tangle of drift logs that volunteers must relocate every fall if spawners are to reach the mouth of the creek.

A related factor WSF focused on for the first time in October is prop wash from boats when they are docked at low tide. That wash further impedes long-shore transport.

Widely spaced concrete piles under a new trestle might remedy this problem by enabling more tidal action. WSF made no mention of the potential impact of sea-level rise on this dynamic.

During the meeting, a member of the community advisory group pointed out that widening the trestle to create a holding lane for motorcycles and bicycles along the north side of the dock would require all cyclists to go through the toll booths or cross over all lanes of traffic on the trestle to get into their assigned lane. How could such a plan benefit commuters?



Similarly, bicyclists would disembark using the outside (south) lane of eastbound traffic. Who would have the right of way when they want to head north on Fauntleroy Way at the same time cars want to turn south? Will the bicycle lane need a light? Would a light replace the police officer there who stops traffic for pedestrians? Would disembarking cars have to wait for the bicycle light to change?

Two other important issues out of line with the community also came up during the meeting. One is that exiting cars could require a light at Fauntleroy Way; the other is that a second left-turn lane could be needed there.

A light would likely aid disembarking drivers but not locals trying to use the arterial to reach home or work. As we saw during the high-bridge closure, locals could shift to side streets to avoid a backup of traffic on Fauntleroy Way. Also, emergency responders would have no alternate lane to use if they happen to be on the arterial at the same time a light is metering disembarking traffic.

Adding a left-turn lane would require cutting into Captain's Park across from the terminal. In addition to

## TIME TO RENEW YOUR FCA MEMBERSHIP

After another year of neighborhood advocacy and popular events, 'tis the season to renew your FCA membership, by **Dec. 31**, at [fauntleroy.net/membership](http://fauntleroy.net/membership).

The website gives you the option of signing up for automatic annual renewal. If you're already on automatic renewal, you don't have to do anything.

impacting neighborhood streets, the Metro stop, and the pedestrian stairway, that area is a well-documented Coast Salish archeological site. At the very least, WSF would need a monumental reason to justify digging.

Among WSF's stated reasons for rebuilding was "to improve operational efficiency" - get cars loaded quickly so boats can depart full and on time. Turn-around times here are already as good or better than at any terminal in the system. By embracing the concept of dual-destination boats during peak times, boats no longer depart partially full while cars still remain on the trestle.

None of the state's rebuild alternatives will improve on what it is delivering now because the toll booths are at the core of operational inefficiency. Eliminating them would totally streamline the loading process and bring WSF into the 20th century. (That's not a typo! The technology has been available for years.)

Someone senior at WSF needs to watch the loading process here throughout the day to objectively evaluate what the real problem is that needs fixing. The solution is not a larger dock because it would not get more cars across Puget Sound any faster. What it would do is threaten nearshore habitat and heighten traffic problems for West Seattle neighborhoods. It would consume tax dollars without improving operations for the hundreds of commuters who rely on the ferry system every day.

I believe WSF's project team is well meaning but it is marching forward without hearing what we in West Seattle have been saying. I encourage you to voice your opinion as a community resident, driver, pedestrian, and ferry rider by emailing [fauntleroytermproj@wsdot.wa.gov](mailto:fauntleroytermproj@wsdot.wa.gov). Send a copy to outgoing City Councilwoman Lisa Herbold at [lisa.herbold@seattle.gov](mailto:lisa.herbold@seattle.gov) and, after he takes office in January, to incoming councilman Rob Saka.



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[facebook.com/FauntleroyCommunityAssociation](https://facebook.com/FauntleroyCommunityAssociation)**

# VOLUNTEERS LAUNCH ANOTHER REAL-SCIENCE OPPORTUNITY FOR STUDENTS

Opportunities for student research have long been offered by watershed volunteers and this fall they added a longitudinal study related to air quality.

At the request of a fourth-grade teacher at Louisa Boren STEM K-8, they developed the idea of monitoring lichen growth forms and size as indicators of air pollution.

While about 30 students did annual sampling for aquatic insects with Shannon Ninburg, another 20 piloted a draft protocol for collecting lichen data with Lindsey Conrad. Both groups examined samples in the upper creek, then repeated the methodology in the lower creek.

The larger group recorded a diversity of aquatic insects at both sites, most of which require good-quality water. The students also found an abundance of insects - are an essential food source for juvenile salmon.

The smaller group did not record usable data about lichen but did achieve an informative outcome.

"We learned a lot from the experience that will improve methodology for next year," Lindsey said. "We know fourth graders can do real science and these students taught us a lot about how to make lichen research accessible for them."



Volunteer Lindsey Conrad orients fourth graders as they prepare to examine lichen as an indicator of air quality. Photo courtesy Tom Tulin

# ANOTHER BIG CROWD SUPPORTS FALL FESTIVAL; HELP BRING IT BACK IN 2024

Periodic rain did not dampen the spirits of area residents who turned out on Oct. 15 to enjoy everything about Fauntleroy Fall Festival 2023.

According to steering-committee member Ben Weagraff, attendance was comparable to the 2,000 estimated in years prior to the pandemic. More than 100 volunteers made sure 500 birdhouses got built and nearly 800 pumpkins got painted.

A long line of children waiting to pet bunnies prompted 24 Carrot Parties to plan to have more cuddly rabbits and helpful volunteers next year.

Festival goers donated about \$1,000 during the event. Steering Committee coordinator Reed Haggarty estimates that at least \$15,000 will be needed to fund Fauntleroy Fall Festival 2024 on Sunday, Oct. 20. Watch for fundraising in the spring or donate anytime at [Donate to the Fall Festival \(fauntleroy.net\)](https://www.fauntleroy.net).

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## FROM PAST TO PRESENT

# 'LIVING NATIVITY' A 15-YEAR STAPLE OF CHRISTMAS IN FAUNTLEROY

By Judy Pickens

*If you've ever been cast as a shepherd or magi in a nativity scene, you'll feel for those in Fauntleroy's past who did it in the cold.*

Long before "tableau" became the name of computer software, "tableaux vivant" was a popular parlor game that Victorian England adopted from the French. Cast members would dress in sometimes elaborate costumes, apply lots of makeup, arrange themselves with props, and freeze in place so that audience members could deepen their appreciation for the story or historical scene the cast was depicting.

In this country, the popularity of tableaux vivant peaked in the 1920s but not in Fauntleroy. In the early 1950s, members of what was then called Fauntleroy Community Church decided that the new sanctuary's dramatic window on the woods would be a perfect setting for a tableau to depict the Christmas story. Instead of children dressed as shepherds and kings kneeling beside a wooden manger inside, they would create the creche scene outside.

The first such "living nativity" was on Christmas Eve in 1953, when members of the Fauntleroy Community Players comprised the cast. It was so well received that the Players decided to spend \$70 on the fabric and trim needed to make costumes for subsequent years.

"That these outfits are outstandingly effective, everyone who saw the last Christmas tableau can testify," declared the congregation's 1957-58 annual report. "The players cast, costumed, lighted, and produced the tableau using, wherever possible, different people for each of the three services."

After the players disbanded, in 1959, members of junior-high and high-school youth groups at the church took on the responsibility. Among them was Rick Sedgley, a Baby Boomer who grew up in Fauntlee Hills.

"We didn't need any direction," he recalled during a recent interview. "We did nothing but go out there and look the part. The only bit of competition was for who would get to play the lead roles."

Although they were wearing robes from the costume box, the night chill plus holding still for about 20 minutes (until the nativity story had been read inside), chilled everyone to the bone.



Members of the Fauntleroy Community Players started the annual "living nativity" on Christmas Eve 1953. Photo courtesy church archives

"We were protected from rain by the 'stable' platform that was positioned between the window and the landscaping," Rick said. "It had a roof and sides with straw scattered around so we stayed dry but it could be very cold."

In the 50s, the Players stood or knelt in place for three services. By the 60s, everyone agreed that once per Christmas Eve was enough. In 1968 children began recreating the scene indoors and the congregation retired all but the manger and what costumes survived, which still get used.

Primary source: Fauntleroy Church UCC archives



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# FAILURE TO SCOOP PUTS SEATTLE HIGH ON 'WORST DOG OWNERS' LIST

By Judy Pickens

A year ago, the Seattle Animal Shelter estimated that at least 187,000 dogs live within the city limits. Only about 30,500 of them were licensed.

Of those licensed, our 98136 ZIP code had 13.1 dogs per 100 households - second only to 98177 in northwest Seattle. With just over 7,500 households in this neighborhood, that's at least 980 best friends out for daily walks in parks, on the beach, and along sidewalks.

Citywide, Labrador retrievers are by far the most popular breed, which means these large dogs deposit a great deal of the city's total dog waste.

This fall, the nationwide Dog Advisory Council ranked Seattle as third on its "worst dog owners" list, primarily because of complaints about failure to scoop pet waste.

City ordinance requires owners to remove their pet's waste immediately from public property or any other site not belonging to the owner. Those using service dogs are exempt because their disability may prevent scooping.

Owners are also required to remove pet waste from their own property every 24 hours.

Noncompliance can result in fines for allowing accumulation of feces (\$109), not removing feces from another's property (\$54), and not having equipment at hand to remove feces (\$54).

The ordinance exists to prevent much more than the mess and inconvenience of stepping in waste. It is about not passing on E. coli bacteria to humans or parasites to other dogs. It's also about keeping contaminants out of creeks, lakes, rivers, and Puget Sound.

Disposal advice is simple: Scoop, bag, and put in your garbage can or the next public bin you pass on your walk. Convincing someone else to do the same, however, can be a fraught and frustrating undertaking. An online search yielded these tips:



- 🐾 Post a sign (such as the free printable one at [seattle.gov/documents/Departments/AnimalShelter/Scoop\\_Poster.pdf](http://seattle.gov/documents/Departments/AnimalShelter/Scoop_Poster.pdf) to inform and shame owners into compliance
- 🐾 Install a commercial or homemade bag dispenser on your fence or on a post.
- 🐾 Ask if a neighbor saw who left the poop on your lawn; even knowing the time of day could lead you to the culprit.
- 🐾 If you know the offender, initiate a conversation to explain why you're concerned and offer a solution (perhaps sharing a few of your biodegradable poop bags).
- 🐾 Opt for civility. Do not seek revenge by, for example, moving the waste to the offender's porch.
- 🐾 Activate your lawn sprinklers at a time when many owners walk past with their dogs.
- 🐾 Plant lavender near the sidewalk or try another natural repellent (such as citrus peels).
- 🐾 Install a camera; if you decide to report a repeat offender, video evidence will be helpful.
- 🐾 If you have the owner's address or license-plate number, file the "General Request - Animal Control" form at [seattle-cwiprod.motorolasolutions.com/cwi/tile](http://seattle-cwiprod.motorolasolutions.com/cwi/tile).



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## CHILDREN'S CENTER HAS NEW EXECUTIVE DIRECTOR

On Oct. 30, Martha Perez-Flores began her tenure as executive director of the Fauntleroy Community Service Agency, which operates the Fauntleroy Children's Center and manages the Fauntleroy Schoolhouse. She replaces Cara Anderson-Ahrens, who resigned in September.

Martha has nearly two decades of experience as an early-childhood teacher and program manager, starting in California. She was most recently assistant director for licensed childcare for the Associated Recreation Council, a nonprofit partnering with Seattle Parks and Recreation.

The Children's Center offers early childhood development and education for youngsters one month through 12 years. Founded in 1978, it has operated in the historic schoolhouse since 1981, shortly after the community purchased the building. Community was a big draw for Martha - knowing that the center is an integral part of its neighborhood.

She stepped into a well-run program but one that hasn't quite recovered from the tough pandemic years. Her first priority is getting enrollment up to capacity.

## ON THE CALENDAR

**PLANTER BOX WORK PARTY:** FCA's fall work party to weed, prune, and plant bulbs in planter boxes in the Endolyne business area will be **Saturday, Dec. 9, 10 am - noon.** Email Kim Frost Immel at [kmfrost1965@comcast.net](mailto:kmfrost1965@comcast.net) to let her know you'll meet the crew in the triangle across from Endolyne Joe's. She will advise about what tools to bring.



**SANTA PHOTOS:** Gail Ann is again offering holiday portrait sessions in the Fauntleroy Schoolhouse. Santa and his elf will be there Dec. 12 and 17 or come between Dec. 2 and 17 for photos against a festive backdrop. For \$60, you'll get a file of your entire session for printing. Schedule at [gailannphotography.com/category/santa-photos/](http://gailannphotography.com/category/santa-photos/). Call 206-371-0585 or email your questions to [gail@gailannphotography.com](mailto:gail@gailannphotography.com).

**FCA BUSINESS MEETINGS:** The FCA Board will not meet in December. Residents are welcome to attend business meetings in the new year on **Tuesday, Jan. 6,** and **Feb. 13,** starting at **7 pm** in person at the Fauntleroy Schoolhouse or on Zoom. Email FCA President Mike Dey ([msdey50@aol.com](mailto:msdey50@aol.com)) for the link.

**FAUNTLEROY FOOD FEST AND FCA ANNUAL MEETING:** Save **Tuesday, March 19,** for this community event.

## SCHOOLHOUSE PLANNING MORE EVENTS

Folks at the Fauntleroy Schoolhouse are planning to offer children's cooking classes in January, followed by craft classes, yoga, and a sound-bath experience. Then on selected Sundays March through June, the popular Kindie West Music Series will be back to entertain kiddos five and under. Watch the *West Seattle Blog* or [fauntleroysschoolhouse.org/home/home.php](http://fauntleroysschoolhouse.org/home/home.php) for details.

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# SALMON WATCHERS DOCUMENT 34 SPAWNERS, PLUS SCORES OF VISITORS

In the wake of two exceptional years for coho spawners in Fauntleroy Creek (244 in 2021, 254 in 2022), 34 isn't all that impressive but, advised veteran counter Dennis Hinton, zoom out for perspective.

"Since our first spawners, in 1994, we've had 13 years with 10 or fewer, so 34 is a good year," he said. "When we have a glut of fish in just a few yards of spawning habitat, late arrivals dig redds where earlier fish left their eggs and we lose a lot of hatch potential."

Eighty people kicked off the watch on Oct. 22 with the annual drumming to call in spawners. Twenty volunteers then began watching during the five hours after high tide and saw the first spawner on Nov. 4. They noted the last a week later.

By Nov. 18 when the watch ended, watchers had invited 88 visitors down to the spawning reach to talk salmon and habitat. Another 136 came during an open creek on Nov. 12.

Eggs will hatch late January/early February, and fry will emerge from the gravel a few weeks later. Schools will get coho eggs in early January to rear and release as fry in May through the Salmon in the Schools program.



Visitors to lower Fauntleroy Creek got an up-close look at the habitat that drew 34 spawners. Photo courtesy Tom Trulin

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