



Vallejo Ferry Terminal Reconfiguration Project

Final Public Outreach Summary

March 2024



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OVERVIEW

Kimley-Horn’s Public Engagement Plan for WETA’s Vallejo Ferry Terminal Reconfiguration Project focused on three project design alternatives that were shared with the public to gain their input on a preferred alternative. The objective was to conduct outreach in-person and online to ensure ferry riders and the community had been consulted and that their input was included in WETA’s decision-making process to identify which project to move forward to construction. Outreach included pop-up and tabling events at the Vallejo Ferry Terminal and onboard the ferries to spread awareness about the project and to better connect with those most directly impacted. Ultimately, a preferred configuration was selected from the alternatives based on the responses received, henceforth being referred to as the “proposed project” in associated documents.

DIGITAL ENGAGEMENT

A **project webpage** on the WETA website was developed for the public to learn about the proposed project improvements. The webpage featured project information, an on-line survey, promoted in-person events, and shared design alternatives. A weblink (URL), <https://weta.sanfranciscobayferry.com/current-projects/vallejo-ferry-terminal-reconfiguration-project>, was provided on all printed collateral, social media content and infographics.

Vallejo Ferry Terminal Reconfiguration Project



Project Benefits

- Decreases passenger disruption caused due to temporary facility location during a dredging event
- Reduces the need for dredging frequency from every 2-3 year cycle to every 20+ years saving approximately \$21 million in 20 years
- Provides more reliable transit times due to quicker docking/undocking procedures
- Provides more passenger queuing area than the existing configuration
- Reduces environmental disturbance

[Take Our Survey on Terminal Reconfiguration Options](#)



A brief **online survey** went live on September 6 and remained open for nearly eight weeks, closing October 31, 2023. The online survey was promoted through WETA’s various communication channels, including their webpage and e-newsletters. The City of Vallejo also published information in the Vallejo Weekly to help spread the word about the project, online survey and pop-up opportunities.

A **postcard** featuring a customized QR code (pictured below) linking to the project webpage



were developed and distributed during in-person events. The postcard featured boxes for people to write in which reconfiguration alternative they preferred and turn into Kimley-Horn or WETA team members. The postcard and other collateral were updated before the second round of in-person events to include a “No Preference” option in addition to the three design alternatives.

IN-PERSON ENGAGEMENT

In-person engagement consisted of two outreach events within a five-week period near the Vallejo Ferry Terminal and on board the ferry. Kimley-Horn staffed an information table with posterboards and multilingual fact sheets, with knowledgeable staff to answer questions and gather input.

The first pop-up focused on targeting weekday commuters and special event attendees (planned to coincide with the San Francisco Giants' last day game of the season.) The second round of outreach built off experiences from the first outreach event, and targeted weekend ferry riders, farmer’s market attendees, and visitors to the Vallejo waterfront during San Francisco’s Fleet Week. The following is an account of the two in-person outreach events.

Wednesday, September 13, 2023

Vallejo Ferry Terminal

8:00 am - 8:20 am

Kimley-Horn staff arrived at the Vallejo Ferry Terminal prior to the boarding of the 8:15 a.m. ferry to Downtown San Francisco and passed out **~110** postcards to those in line, asking for their feedback and request to visit the website and take the survey during their trip.

9:00 am - 9:35 am

Kimley-Horn staff arrived at the Vallejo Ferry Terminal prior to the boarding of the 9:30 a.m. ferry, passing out about **~80** postcards, also asking those more receptive to scan the QR code on the postcard to take the survey right then and hand the postcard back. More time was spent

to engage in conversation with passengers, conversing with approximately two dozen people as they waited to board the ferry.

Onboard SF Bay Ferry Fleet

11:00 am – 12:00 pm

Joined by WETA staff member Arthi Krubanandh, Kimley-Horn staff members boarded the 11:00 a.m. ferry from the Vallejo Ferry Terminal to Downtown San Francisco, setting up a posterboard of project alternatives in a designated area on the ferry to talk with riders, take questions and get their feedback on alternatives.

3:40 pm – 4:40 pm

Joined by WETA staff member Arthi Krubanandh, Kimley-Horn staff members boarded the 3:40 p.m. return trip from Downtown San Francisco to Vallejo, passing out ~40 postcards as passengers boarded the ferry and while staffing the pop-up area. There were many return riders and people who received the postcard on their trip into the city from Vallejo. The end-of-day crowd was less receptive to engage with the most interest happening during morning trips.

We collected information from riders in the following ways:

- a. Received postcards back with a preferred alternative selected
- b. Collected verbal responses while walking around the customer queue lines and onboard the ferry
- c. Gathered responses at the posterboard station on ferries
- d. Collected survey responses online via the QR code

Table 1: Pop-Up Event 1 Results

	Alternative 1	Alternative 2	Alternative 3	No Preference
Postcards Received	0	0	8	0
Verbal comments	2	2	3	14
Posterboard selections	3	7	17	
Survey responses	5	6	9	4
Notable comments received	<ul style="list-style-type: none"> ▪ Furthest from the more popular parking areas ▪ Furthest from the 	<ul style="list-style-type: none"> ▪ Closest to parking areas ▪ Uncertainties about how queuing would work and if it would create 	<ul style="list-style-type: none"> ▪ Most like the existing location ▪ Closest to street/pedestrian crossing areas ▪ Wouldn't "waste" space in 	<ul style="list-style-type: none"> ▪ If there is no cost or timing difference, then no preference



	coffee shop & restaurants	crowded conditions	the middle of the basin area	
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Questions and comments from this pop-up related to the proposed project included:

- How much is this going to cost?
- Who is paying for it?
- Confirmation that reducing maintenance costs and passenger inconvenience during dredging activities was important.

Questions and comments NOT directly related to the proposed project included:

- The ticketing process is not convenient or friendly:
 - o Not being able to buy a ticket or reload Clipper cards inside the tourism building is disappointing/frustrating.
 - o Request for better signage so customers don't have to walk back across to the transit center to reload Clipper cards.
 - o Some had difficulties using the mobile ticketing app (for the first time).
 - o Will ticketing be the same with implementation of the proposed project?
- Requests for maintenance of the existing covered gangway.
- Several requests for more/better security, too many car break-ins are deterring more use of the ferry (*"You can reconfigure the terminal and make it as nice as you want but if people don't feel safe, they won't take the ferry"*).
- Requests for more organized queuing procedures.

Saturday, October 7, 2023

Vallejo Farmers Market

9:00 am - 12:00 pm

Kimley-Horn staff set up an information table at the Farmers Market in Downtown Vallejo, utilizing posterboards and postcards to engage with members of the public. The team spoke with 19 people, and due to the small crowd, the team moved to the terminal where the environment was busiest.

Vallejo Ferry Terminal

10:00 am - 10:20 am

Kimley-Horn staff arrived at the Vallejo Ferry Terminal prior to the boarding of the 10:15 a.m. ferry to Downtown San Francisco and passed out ~70 postcards to customers, asking for their feedback and request to visit the website and take the survey during their trip.

10:45 am - 11:40 am

Kimley-Horn staff stationed at the Vallejo Ferry Terminal prior to the boarding of the 11:00 a.m. ferry to Downtown San Francisco, passing out about ~50 postcards, also asking those more receptive to scan the QR code on the postcard to take the survey right then and hand the postcard back. Staff remained at the terminal for the boarding of the 11:30 a.m. ferry to Downtown San Francisco, passing out an additional ~50 postcards during this time.

Onboard SF Bay Ferry Fleet

12:45 pm – 3:00 pm

Joined by WETA staff member Arthi Krubanandh, Kimley-Horn staff boarded the waterfront tours hosted by the WETA team during Vallejo Waterfront Weekend at 12:45 p.m. from the Vallejo Ferry Terminal. Staff stationed a posterboard of project alternatives in a designated area on the ferry to talk with riders, take questions and get their feedback on alternatives, and passed out about ~50 postcards. Staff remained on the ferry for the 1:30 and 2:45 waterfront tours, staffing the posterboard station and passing out an additional ~50 and ~30 postcards on each tour, respectively.

We collected information from riders in the following ways:

- a. Collected verbal responses while walking around the customer queue lines and onboard the ferry
- b. Gathered responses at the posterboard station during the tours
- c. Collected survey responses online via the QR code

Table 2: Pop-Up Event 2 Results

	Alternative 1	Alternative 2	Alternative 3	No Preference	Against
Verbal comment	0	2	1	4	1
Posterboard selection	3	5	10	5	0
Online survey response (since date of event 2)	3	5	17	3	1
Notable comments received	- Furthest from the popular parking areas	- Seem as if it would be less disruptive during construction - Some uncertainty about if it	- Most similar to existing terminal structure - Closest to street / pedestrian	- As long as there is no cost or timing difference, no preference	- Fine how it is, no need to create more costs



		<p>would crowd the populous areas</p> <ul style="list-style-type: none"> - Concerns regarding how far down the shoreline the queue line would get at peak commute times - Ferry workers seem most keen on this choice due to berthing/docking placement 	<p>crossing areas</p> <ul style="list-style-type: none"> - Closest to drop off zone for ferry terminal - Seems risky because of how close the gangway is to the float (could strong current push ferry into it?) 	<ul style="list-style-type: none"> - Excited about the project, hope it starts sooner than later - It's a win-win for Vallejo - Pretty dope! 	
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SURVEY RESULTS

The in-person and online engagement resulted in upwards of 600 postcards being distributed and a total of 206 online surveys being completed.



Table 3: Received Survey Responses

Preferred Design Alternative	Responses									
	# of People that Prefer this Alternative	Frequency of Ridership					Reason for Ridership			
		Everyday	Multiple days per week	A few times per month	A few times per year	Never	Commute	Weekday Leisure	Weekend Leisure	Don't Ride
1	16	1	9	3	3		11	3	2	-
2	36	2	10	14	10	-	16	8	12	-
3	111	9	27	28	43	3	49	25	32	3
All	39	5	3	14	16	1	14	14	10	1
None	4	-	1	1	2	-	-	1	3	-
Total	206	17	50	60	74	4	90	51	59	4

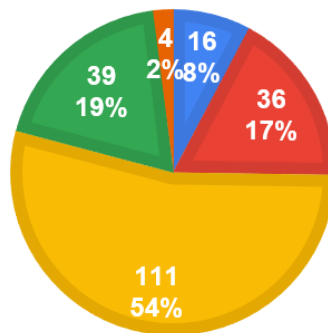


The online survey revealed that among all the proposed alternatives for the Vallejo Ferry Terminal Reconfiguration Project, the most selected alternative was #3 - the extension of the gangway straight out from the existing spot in the middle of the ferry terminal basin.

The majority of survey participants also mentioned that they typically ride the ferry either a few times a month or several times a week. The primary reason for ridership amongst survey respondents was for commute purposes.

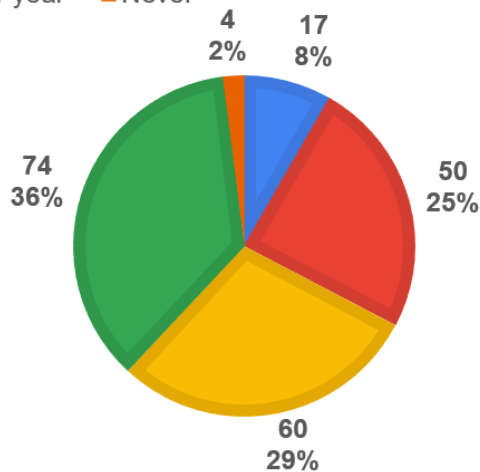
PREFERRED DESIGN ALTERNATIVE

- Alternative 1
- Alternative 2
- Alternative 3
- All of these alternatives are acceptable
- None of these alternatives are acceptable



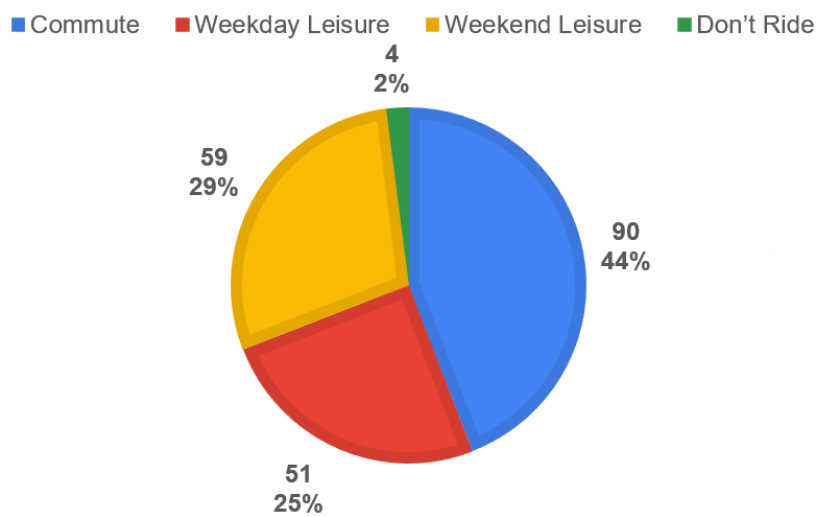
FREQUENCY OF FERRY RIDERSHIP

- Everyday
- Multiple days per week
- A few times per month
- A few times per year
- Never





REASON FOR RIDERSHIP



Key Themes

Several comments received were related to placement of the queue area, and its relation to surrounding existing features such as parking lots and local amenities. Comments relating to queueing, views, and environmental topics that could potentially be relevant to further analysis were extracted and analyzed for applicability as shown below, along with the alternative selected and survey responses.

Relevant Comments

- Builds off what is existing, doesn't impede on citizens walking path of the pier. Allows for a ferry to arrive and depart easily. Keeps congestion to a minimum with expansion from existing gate. Still allows a view for customers at local businesses and citizens walking.
 - *Alternative 3; A few times per month; I ride mostly for leisure activities on weekends*
- Aesthetically I think it will look better
 - *Alternative 3; A few times per year; I ride mostly for leisure activities on weekends*
- This alternative lends the queue area to be closer to the ferry building. I believe that this could help the businesses at the building and give people a better Vallejo aesthetic. It also allows for a driver, spouse, etc., to park in the lot and visit the coffee shop or restaurant. The queue could also branch in 2 directions that are more aesthetically appealing from this waterfront area.



Alternatively, option one would give people less time to visit these businesses and would lead a driver to drop off from the other lot and not visit the ferry terminal businesses.

Option three would provide nearly the same experience as present, and many people are delivered to the bus zone, running directly to the ferry and not having to pass the businesses.

- *Alternative 2; A few times per month; I commute to work/school via ferry*
- Adding to my previous comments: Be certain to consult with the Napa Vine Trail about their construction plans in addition to the Bay Water Trail and the Bay Trail -Contact Solano TAG- Also ask boaters.
 - *Alternative 3*

Preferred Configuration Designation

The three alternatives were presented to the public to gather their feedback on a preferred configuration. Public input was collected through extensive outreach efforts, both in-person and online, ensuring that ferry riders and the community had the opportunity to contribute to WETA's decision-making process. Survey responses from outreach events and public distribution of materials resulted in a majority support for Alternative 3. Alternative 3 has since been designated as the preferred configuration for the ferry terminal. In the associated environmental study and other relevant documents surrounding this project, any reference or naming of the "proposed project" shall refer to this preferred configuration, with former Alternative 1 and Alternative 2 being referred to as "Configuration Option 1" and "Configuration Option 2," respectively.



APPENDIX A – RESPONSES AND COMMENTS FROM ONLINE SURVEY

See attached Excel file for all responses to the survey questions. Below are the open-ended responses received regarding the preferred alternative.

Why is this/are these your preferred alternatives?
Easy access from the parking garage.
More room and away from restaurant.
This alternative lends the queue area to be closer to the ferry building. I believe that this could help the businesses at the building and give people a better Vallejo aesthetic. It also allows for a driver, spouse, etc, to park in the lot and visit the coffee shop or restaurant. The queue could also branch in 2 directions that are more aesthetically appealing from this waterfront area. Alternatively, option one would give people less time to visit these businesses and would lead a driver to drop off from the other lot and not visit the ferry terminal businesses. Option three would provide nearly the same experience as present, and many people are delivered to the bus zone, running directly to the ferry and not having to pass the businesses.
Any of it works, all the distances are the same to crosswalks, pick up area, to the ferry, etc. It doesn't matter as long as you me here to there in good timing as you always have. If anything, I would love a shorter walk, but it doesn't look like an option here. Cheers and good luck!
A is the most direct access point from the crosswalk/parking garage.
Straight line from parking garage crosswalk, less chance for injury at crosswalk by taking shortcuts towards alternative ferry access points. Basically, Alternative 1 is the most pedestrian friendly option.
They get there tickets and straight way to get on
As long it is safe
It looks like the most streamlined path that makes use of existing infrastructure. It splits the distance between folks approaching from the north or the south.
Easy access to get on from the building
Can't see much difference
I like the shape
No experience
Most direct, deeper water
Works better with tides and currents
Seems most practical
Safe crosswalk directly in front of the pedestrian access.
When getting in the feet this will be a better spot where people can stand in line. The other options make it harder for people when the line extended



Closer to the coffee shop
Because it is just an extension of the current system which worked fine for crowding near ferry building and dental office. The other two options may lead to crowding since they are closer to existing buildings for the lines to form on the busiest days.
Alternative 3 leaves the best access from the river to the existing slips. It also uses the existing covered gangway and will not impinge on the currently-unimpeded boardwalk on the north and south sides of the slips.
Shortest walk to town. But would prefer something like Alternative 3 where a gangway leads left AND right, to ensure quick walk from either direction.
Aesthetically I think it will look better
Less congestion for the ferry building, which can get busy at times. Working under the assumption that the building that is currently vacant remains so.
Closest to the original which is near a drop-off point. If I am running late, alternative 1 is inconvenient because we have to walk further. 2 and 3 are both acceptable because they are closer to the parking lot/drop-off area in front of the terminal.
Potentially less disruptive to nearby businesses to keep the pier in the center where it currently is instead of moving it closer to mare island brewing or the building opposite.
Gangway is closest to Ferry Building. Ferry Building might sell tickets, since it was built for that!
Alternative 2 makes the most sense to me because it doesn't extend too far out into the narrow waterway but still puts the dock in significantly deeper water.
Use existing dock
The alternative is closest to the retail and service industries in the area.
keeps the walking path from ticket office and Mare Island Brewing clear
The straight gangway in Alternative 3 is ideal for smooth foot traffic; Alternative 1 is my second choice as it would allow passengers to begin to line up away from the restaurants, freeing up space for people who are walking/running casually (with children or animals) and still being close enough for passengers to visit and support the nearby restaurants.
Uses existing infrastructure. Somewhat models the configuration in SF at the Ferry Terminal
Aligns better with the Georgia Street commercial corridor and closer to coffee in the morning to prevent sprinting to the gate, please work on making un-used sidewalk space into more secured bike parking or habitat restoration. Would love some trees, benches or canopy extension in queing area.
Uses what's already there and does not block pedestrian walkways
Exit is close to car pickup and the cross walk to the parking lot
These are all acceptable if it means that the disruption from during dredging and low-tide events. Possibilities that would consider infilling the space for a ferry plaza similar to the plaza in front of the ferry docks in San Francisco may be desirable for the area.
appears to allow the longest queue that is covered from the elements
They don't impact passenger differently.



It keeps everything as much the same as now as possible and uses that indented space, which will not be used by anything else in the future.
Point of entry to ferry is similar distance from any parking area.
Less conglomeration
#2 and #3 are best because they are more like the pedestrian traffic pattern currently followed.
All are similar.
I like it.
Closer to the side I commute from
It's right in the center.
It utilizes the existing pier and it is the least disruptive to the other businesses and potential businesses on either side.
Alternative 2 would make it easier to patronize small local businesses.
Closer to ferry terminal parking and the building it self
Keep it at the current entrance gate/gangway. Because: Design 1 is problematic as construction may begin soon at the old dental building and it is too far from Ferry building. Design 2 interferes with the Ferry Building /Taproom and the other restaurants etc . too crowded being that close to ferry building (except on low ridership boats) If possible to build a public kayak launch also, then do so just north of the Ferry building.
adding to my previous comments: Be certain to consult with the Napa Vine Trail about their construction plans in addition to the Bay Water Trail and the Bay Trail -Contact Solano TAG- Also ask boaters.
More convenient to the restaurants and parking
I like the idea of using the existing pier so that there's no impact to adjacent businesses.
Makes use of the existing pier that is gated, has ticket scanners and covered walkways and fuel hose. No need to redo the whole process. Plus, you can see the line while you're in the coffee shop.
Looks good
It uses the existing boarding platform
Design, cost, durability days needed ... not just 1, 2, or 3 !!
Makes the cafe and restaurant more accessible and attractive to riders.
The positioning of the pier is not as important as accessibility to all riders, especially those with disabilities.
To utilize the existing infrastructure and seems less intrusive in the channel. Although my view is that it should remain where it is instead of being out in the channel. Dredging is the required maintenance for this just like paving is for maintaining a road There's a ton of money being made off toll roads and they continue to create more toll roads which I also disagree with so that should be used for maintenance not reconfiguring and jutting out into the channel which can impact waterway travel
Close to current businesses, less walking on pier



No, I'd like the parking area to be safe to park at first! I will not ride the ferry, and I will not recommend riding the ferry in Vallejo until you fix the parking crime issue... This is very long overdue!
It uses some of the existing infrastructure in place.
Keeps lines for the ferry at arms length from adjacent business. The "float" section is great, the extension beyond the bulkhead into deeper water is great, the fixed pier will hopefully be designed NOT to create a barrier that could cause silt buildup
The float faces north to south instead of south to north for easier docking/pushoff to and from SF. Also, more queueing on the pier to allow for more walking space on waterfront during peak times.
Utilizes existing structure
You already have the structure and there is protection from rain and wind
I like the redesign of all of them!
It appears to be the most efficient
Easiest access to ferry and allows for smaller crafts to dock in old terminal
Closest to main ferry buildings and looks less disruptive in construction than Alternative 3.
Move line further away from heavy pedestrian traffic area
The way the silt flows down the river it makes the most sense. Otherwise, isn't dredging going to be even more of a problem?
I like how it uses the existing walk way and in the middle and doesn't disrupt the normal activities around the ferry building.
Seems to be the best option in terms of ample space for lining up
May be the least costly due to existing float.
2 I like the best, but all work
A secured parking lot
This would be the best alternative to avoid traffic on all sides. Also I think it would be great if some of the money would be invested in cleaning the area and overall giving the ferry terminal a long time overdue makeover. There should be nice areas for individuals to hang out. Maybe even some new benches and tables. A dog park in the large grass area would be fantastic and it would attract more people into the area which would greatly benefit the local businesses and hopefully attract tourist. This particular area of Vallejo has so much potential but the city needs to pit in more effort.
It makes use of an already existing structure and does not clutter the waterfront with additional piers or gangways.
It uses the space already accessed and doesn't interfere with the Mair island brewery as much as alternative 2
Ease of access
I like that it has no additional adds to the surrounding dock.
Seems direct with less turning of the boat. I think it may be less disruptive to fishermen, but not totally sure.



Please dredge the area so other ships can dock aa well.
Maintains central entry to Vallejo; utilizes existing infrastructure; doesn't disrupt waterfront restaurants.
complete use of area
As long as I can ride the ferry I don't care how I board it and if it saves money I'm all for it
Cost
They all look good
Looks nicely balanced
I have a slight preference for NOT #1 (red) because it's the longest walk from the coffee shop, but whatever, I'll adapt.
Prefer that design
Alternativa 1
Seems to be the most direction approach without having to open up already existing safety barricades.
One time regular commuter one should take note that the security issues within the public garage across the ferry terminal needs serious addressing. Inhibits many to even use the garage & likely City losing a lot of revenue when facility is underused.
Keeps existing pathway.
Whichever has the quickest departure from Vallejo. Departure time more important than return/arrival time
It's most similar to the usual configuration
It seems like the most accommodating option and doesn't impact businesses in the ferry building and leaves the walkway open on the other side by the old dentist office.
It is the most obvious and closest entry point from the street, easier for those who get dropped off. #1 is too far from the ferry building.
It uses what is already in place.
Either way works
I prefer #3 to keep the area by the coffee shop less congested but anyone is fine
So many reasons why it should be where it is- it's the grand entrance, that people can see easily.
It makes sense for the line to start there.
Logical for existing ferry facilities
Most closely similar to the existing dock.
Parking is very important
Foot traffic should be pushed out onto Mare Island way.
I think all options are viable. However, I prefer queuing up in a line that wraps around near the ferry building and Mare Island Brewing Co.
Works with existing traffic patterns and prevents congestion near restaurant.
Would love to see the layout kept familiar for everyone.
Closer to businesses where people might wait before starting to queue



Maintains easy access to both north and south lots from end of walkway
Looks nicer.
Diversity of pick up points
Seems like faster way to get to work.
Closest to the Ferry building.
This seems to be the most cost effective and blocks less of the current facilities for use if needed.
Similar to how it is now, easiest for line up.
I like the centered option for its entrance / exit.
Better access to businesses in the ferry building while waiting for the boat.
Ferry building view
It keeps the ferry entrance in the same location as it is currently
Practical and it doesn't disrupt the flow of falling in line.
More central
Uses security gate and clipper card stations already in place. Moves foot traffic away from ferry building and empty building.
Works with an already existing fixed pier; will hopefully save money.
Send like best configuration for access to the parking lot
It's easier to have the exit and entrance the same
The entrance stays the same.
There isn't an obvious, huge difference in passenger experience between these three designs. I'd imagine there may be an operational benefit to Alternative 2 & 3 vs 1, but I don't know enough about operating a ferry to say that.
Provides the same access point as the original one. Possibly less cost for setup.
Alternative 3 utilizes existing infrastructure and would incorporate an already-known and established system in terms of passenger queuing (lining up) areas. Alternative 1 puts the queuing area too far south of the terminal building. Alternative 2 would (likely) heavily cluster passengers while queuing in an area with lots of pedestrian traffic (walkers, bicycles, children, pets, the brewery, etc.), especially during peak demand times.
Same entrance and exit as before
Least amount of change
I'm fine with 1 or 2. They are closer to the dropoff zone, the coffee / food and the intersection that people are arriving from. 3 doesn't make sense. There's nothing over there and it will take longer to get to. PS I'd love to ride the ferry for leisure, but it's difficult to do so because the last ferry from SF is so early.
Less obstruction, more room for navigation.
It keeps the entrance in the same location
I like Option 3 the best, but I see advantages to all the configurations.
Less people will be confused when the change happens.



Seems to be fastest and cheapest option and diversifies pickup points.
It keeps it mostly the same and gives more roof cover when queuing
Unless there is another use for the berthing area, #3 is my favorite but all are acceptable
Seems like it would make the most sense to use the existing gangway
I like the location of alternative 3 the best because it's a good distance from the ferry building without being too far away. I think alternative 2 looks good, but it may get crowded with passengers lining up close to the ferry building. I am wondering if alternative 2 will conflict with the brewery and restaurant if the pier entrance is at that corner. Alternative 1 may be too far away and is my least favorite alternative.
Quicker access to multiple ferries.
Maintains current lineup strategy. Better flexibility for ride drop-off pickup.
It makes use of an existing structure and is conveniently accessible to Mare Island Brewing, the coffee place, and the ticket office without potential causing blocked access to those businesses with the lines that tend to build up. We use the ferry to meet family who live in SF.
Keeps the line from mingling with anything happening in the area.
Looks like the least expensive. Otherwise Alternative 1 is ok too.
Status quo, current arrangement works well
its fine how it is, no reason to create more costs. besides general maint. and upkeep keep it the way it is
Less walking from the ferry terminal
More centralized wrt parking lots.
it continues to use the existing pier
Closer to the ferry bldg.
Queueing direction and distance would be retained. Seems like a cleaner, more straightforward design. An upgraded entrance gate to the gangway would be great as well.
They each appear to be the same in terms of convenience/accessibility and space. I don't have knowledge or understanding of what other factors need to be considered.
Keeps seawall area to the north more open, which could benefit future use of that seawall as a landing for smaller, shallow-draft ferries or tour boats. That use existed previously.
connects to existing fixed pier/gangway.
Alternative 3 will provide the least disruption to riders. Most riders park across the street or are dropped off at the curb directly in front of the current gangway location. Having a centralized location makes the most sense if the majority of riders are entering from this area anyway. Also in instances where a rider may be running late, the centralized location is the shortest distance from Mary Island Way. Riders will have a better chance of making the ferry last minute if they don't have to run to either side of the inlet area.
Straight walk from the parking garage. Same entrance we've always used.
Seems to be the most efficient as it modifies the existing access point.



<p>It is the closest configuration to current design and seems best to accommodate passenger lines.</p> <ul style="list-style-type: none"> - alt. 2 would be my 2nd preference since it is very close to the terminal bldg. - alt. 1 is to far away from the terminal bldg.
Less construction needed
closer to the parking area
Closest to the parking lot
Builds off of what is existing, doesn't impede on citizens walking path of the pier. Allows for a ferry to arrive and depart easily. Keeps congestion to a minimum with expansion from existing gate. Still allows a view for customers at local business and citizens walking.
Keeps the entrance from shore the same and would create less queueing in front of local businesses.
it looks cooler and probably makes the most sense due to ticket office location

APPENDIX B – OUTREACH COLLATERAL

Postcards

Postcard 1

CALLING ALL FERRY RIDERS - WE NEED YOUR INPUT!

The operators of the San Francisco Bay Ferry are working on a project to reconfigure the existing Vallejo Ferry Terminal. The project will reduce annual maintenance costs and impacts on the environment, increase operational safety, and improve the overall rider experience.

An environmental study is underway, and we're asking for feedback on three alternatives, each with different access points around the perimeter of the basin (see figure on the back):

- *Alternative 1 and 2 propose access from outside of the basin (southwest and northwest corners respectively) with a "dog-leg" design providing pedestrian access to the ferry.*
- *Alternative 3 proposes extended pedestrian access from the existing ferry terminal access point.*
- *Each option will provide more passenger queuing area, improve operational safety, and reduce commute times.*



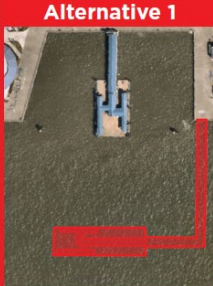
Scan me!



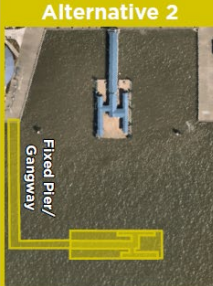
Sign up for the upcoming virtual public meeting or share your input by scanning the QR code. For more information, visit www.weta.sanfranciscobayferry.com/current-projects/vallejo-ferry-terminal-reconfiguration-project

Share your preferred alternative by placing an "X" in the box below it, the reason you prefer it most, and hand it back to one of our team members to record your input. Should you not have a preference or like any of the options, that's okay too. All comments are welcome!

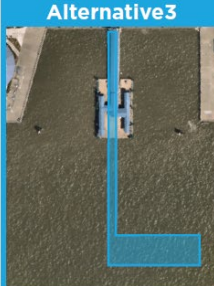
Alternative 1




Alternative 2



Alternative 3





Postcard 2 (Revised with No Preferred Alternative)

San Francisco Bay Ferry

CALLING ALL FERRY RIDERS - WE NEED YOUR INPUT!

WETA is working on a project to reconfigure the existing Vallejo Ferry Terminal. The project will reduce annual maintenance costs and impacts on the environment, increase operational safety, and improve the overall rider experience.

An environmental study is underway, and we're asking for feedback on three alternatives, each with different access points around the perimeter of the basin (see figure on the back):

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Scan
me!

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San Francisco Bay Ferry

Share your preferred alternative by placing an "X" in the box below it, the reason you prefer it most, and hand it back to one of our team members to record your input. Should you not have a preference or like any of the options, that's okay too. All comments are welcome!

Alternative 1

Alternative 2

Alternative 3

No Preferred Option



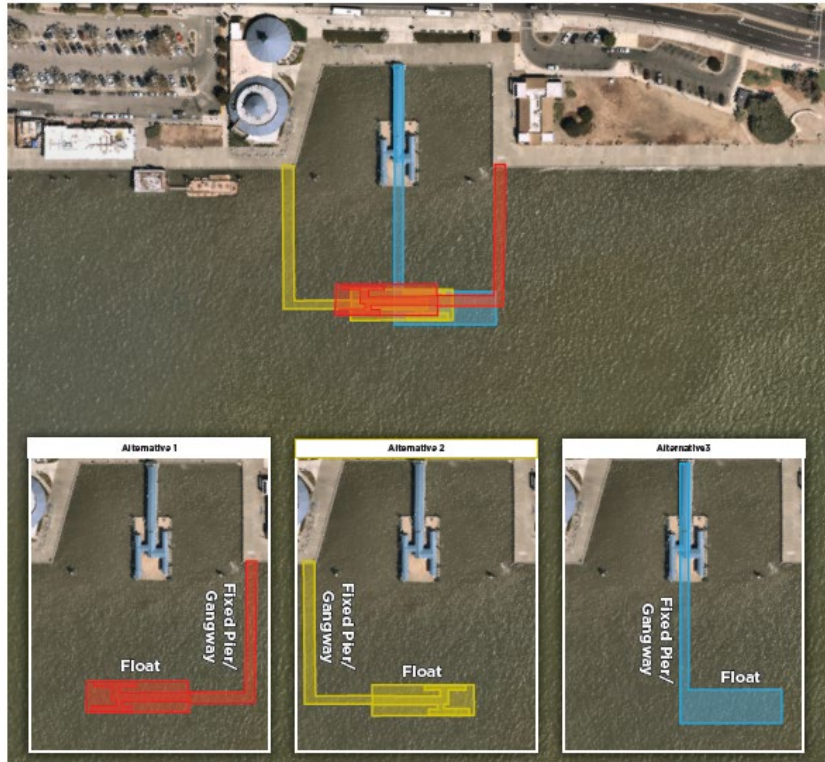
Posterboards

Please Place Sticker
Into The Alternative
You Prefer

Alternative 1

Alternative 2

Alternative 3



VALLEJO FERRY TERMINAL RECONFIGURATION PROJECT

