

LKMA Comments on Design Sketch

- Access to the ferry queue from 4th Street would require a left turn into the queue which is not ideal. On busy days, this could cause conflicts with thru traffic coming from both the south and north directions on 4th Street. It is not clear where the ferry lane on 4th Street would be located: West shoulder, or center left turn lane. Both locations create challenges such as turning from the shoulder to entrance on the opposite side of the road.
- The location of the railroad crossing in proximity to the queue entrance is also a concern if a log jam occurs at the queue entrance.
- Vehicles coming from southbound 3rd Street into the proposed “kiss-and-ride” roadway that exits onto 4th Street would be able to essentially cut the ferry line at time when the queue extends out of the site onto 4th Street. This new intersection would create vehicular conflicts if left turns out from the “kiss-and-ride” roadway were permitted. Creating a new intersection so close to the queue entrance is not recommended. We would recommend leaving the dedicated driveway for the Railroad Museum if access from 4th Street to the queue is the preferred alternative, similar to our Alternative 3.
- The proposed parallel parking on the “kiss-and-ride” will encroach on the natural buffer area north of the existing ferry queue. At the proposed parallel parking locations, vehicles backing into parking spaces will temporarily stop traffic flow in aisle.
- The alternative will hold approximately 9 less vehicles in the queue than Alternative 4.
- If a queue forms on southbound 4th Street, impatient drivers could attempt to bypass the line via driving around the block to northbound 4th Street where they could try and enter the ferry queue via a right turn into the site. The queue entrance could be signed for “no right turns” but issue could still occur.
- The proposed median drawn at the intersection of Wiggins Street and 3rd Street appears like it may be prohibiting a left turn from Wiggins Street to northbound 3rd Street. We assume this is not the intent of the design, as that would not be acceptable. The median should be shortened to accommodate the left turns.

