

To: Steamship Authority

Re: New terminal in Woods Hole

3/28/2019

Dear Designers,

Thank you for your efforts on the new terminal design. I have a few thoughts and some feedback for you.

Bike parking should remain in the same location as it is. It tends to be a jumbled unsightly mess and it would spoil the water front park. Separating bikers from their bicycles should happen directly adjacent to the bikepath. It keeps the bikes separate from the cars on the streets and hides the bikes and preserves the waterfront park. The park is a really nice spot to watch the waterfront and enjoy a sandwich or icecream cone, or just look at the water.

The car drop off area should be parallel to the bus lanes which is again the way it is currently organized. People are impatient and will be driving their cars into the bus lanes to do drop offs. The diagonal parking seems to work well but it should not be off to the side. I notice that the bus lanes have gone from 3 to 4 as the designs have progressed. At least one bus lane can be on the water side of the terminal which would be very convenient for passengers coming off the boats. Nobody(except the architects) are going to care that the buses block the view of the front of the terminal, they just want to easily board the buses, the way they can now. The majority of passengers go directly from ferry to shuttle bus I think. Having all the buses on the far side of the terminal seems like a mistake, though having the Peter Pan buses on the back is probably fine. The drop off parking should be adjacent to the Peter Pan buses. These suggested changes are just rearrangements, and don't change the overall space requirements.

Think about picking someone up who comes in on the bus during a rainstorm. No matter where one is supposed to park you will be thinking of a place to wait as close to the bus as possible.

Solar panels should cover a south facing roof, which means orienting perhaps one third of the overall roof toward the South(toward Juniper point.) This will also help break up the length of the roof ridge and make the building less imposing. Thank you for helping us understand that even a one story building with a flat roof will block the view of the water. The area directly under the south facing roof can be used for rooms that don't need as much natural light. I am not a big fan of the solar panels hovering above the parking areas in this situation. Having the sun shine onto the parking areas tends to dry things out and melt the snow.

The prevailing winds are from the Southwest and they will tear any swing type door off it's hinges, or open them so abruptly that someone will get thrown. Swing doors affected by the southwest wind should be indented into the building. This affects any swing type doors facing the water.

The 300 person capacity of the terminal can be partly accommodated by the multipurpose space used for staff training. This means making the elevator/ stairs open to the public when there is a need.

Siting of the proposed terminal I think actually looks pretty good allowing easy and flexible traffic flows. I am at the same time perplexed by the temporary terminal functioning perfectly well. I would be fine with using the temporary terminal forever especially since it has been elevated a bit and is thus more flood tolerant than the original. It is already paid for too.

For building materials I discourage stone cladding because it looks out of place and makes is harder to alter the shell of the building in the future. I wish the terminal was evocative of something contextual, like a railroad terminal or the old fish market, or a New England farmhouse. I am open to surprises as well and have liked some of what I have seen so far.

Thank you for your efforts to listen to all the different voices and come up with a design which works well for us.

Bill Roslansky, local resident.