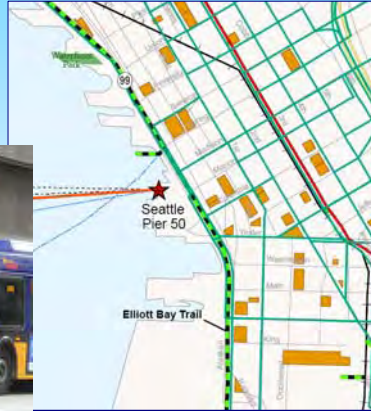


Regional Passenger-Only Ferry Study

Project Advisory Committee Meeting #4 Presentation

April 16, 2008

Task 9 – Landside Connections (preliminary findings)



Puget Sound Regional Council
PSRC

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West Seattle (Elliott Bay) –Terminal and Landside Connections

Site Assumed – Seacrest Park

Alternate Sites – Jack Block Park and Bronson Way

Needs:

1. Transit access and turnaround space at terminal (Seacrest)
2. Ped crossing over railroad tracks (Jack Block)
3. Separation of peds from freight traffic (Jack Block)
4. Secure, covered bike parking
5. Better fixed-route transit service on Seaview Dr. connecting to Alki Beach (esp. in off-peak)
6. New shuttle connections to Delridge, Morgan Junction, and future RapidRide service

Issues:

- **Sustainability of Seacrest Site:** park policies say non-park uses are not allowed.
- **Limited at-terminal parking:** extremely limited parking likely to be supplied, making transit access even more important



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Southworth – Terminal and Landside Connections

Alternate Terminal Sites –
Manchester Beach and
Harper's Landing

Issues:

- Need for an excessively long POF float
- Sensitive eelgrass populations
- WSF ferry boat traffic

Needs:

1. Increased bus frequencies, timed to ferry connections
2. New park-and-ride capacity west of terminal
3. Secure, covered bike parking
4. Sidewalk coverage in immediate vicinity of terminal
5. Additional walkway on existing pier



Manchester – Terminal and Landside Connections

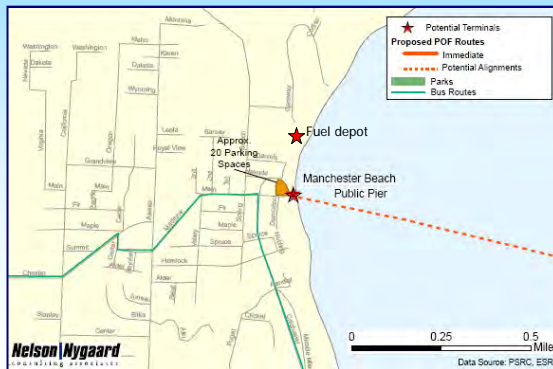
Alternate Terminal Sites –
Southworth and Harper's Landing

Issues:

- Existing pier probably couldn't be used for POF due to IAC recreational funding restrictions
- Most parking is Port owned and probably couldn't be used for POF
- Steep geography poses problems for bikes and peds

Needs:

1. Limited at-terminal parking
2. New park-and-ride capacity to the west
3. Pedestrian enhancements connecting to existing and future housing and retail
4. Secure, covered bike parking
5. More frequent bus service
6. Bus stops with covered shelters and waiting areas



University of Washington – Terminal and Landside Connections

Assumed Site – Water Activities Center

Alternate Sites – Sacuma Point, Madison Park, Magnuson Park

Needs:

1. Bike and ped connections to the Burke Gilman Trail
2. Wayfinding to transit and university
3. Safe pedestrian walkway through or around the WAC parking lot
4. Possible shuttle to connect POF to central campus
5. In the case of the Madison or Magnuson Park locations, a connecting shuttle

Issues:

- LINK station construction at the WAC site
- Pedestrian safety and circulation
- Little or no parking for POF use
- Competing redevelopment priorities for WAC site
- Limited speed in Montlake Cut
- Recreational boat traffic conflicts



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Colman Dock (Downtown Seattle) – Terminal and Landside Connections

Assumed Site – Pier 50

Needs:

1. Enhanced pedestrian connection up the hill to 1st, 2nd and 3rd Avenues
2. Secure, covered bike parking
3. Wayfinding for bikes, pedestrians and transit riders
4. Better more frequent east-west transit connections
5. Vanpool staging near terminal
6. Ferry/bus schedule coordination
7. Downtown circulator shuttle

Issues:

- Heavy WSF traffic
- Steep topography
- Limited bus and vehicle staging areas
- Constrained parking



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Port Orchard – Terminal and Landside Connections

Assumed Site – Downtown Port Orchard at current KTFF pier

Alternate Site – Annapolis

Needs:

1. More parking at terminal
2. Secure, covered bike parking
3. Increased bus frequencies timed to ferry connection
4. More park-and-ride capacity (expansion of existing Mullenix P&R and/or new P&R to the west)
5. Fill gaps in pedestrian network in downtown Port Orchard
6. At Annapolis location extensive pedestrian improvements would be needed

Issues:

- Vessel traffic from Kitsap Transit Foot Ferry and marina breakwater
- Need low wake vessel



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Kirkland – Terminal and Landside Connections

Assumed Site – Marina Park Pier in Downtown Kirkland

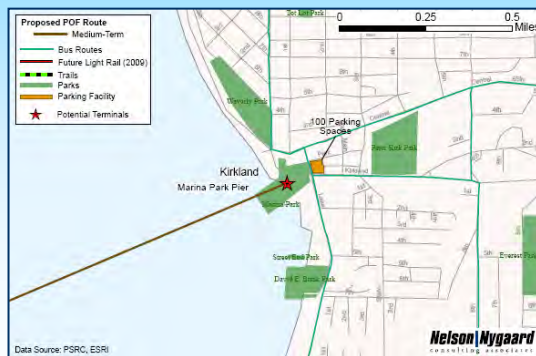
Alternate Site – Carillon Point

Needs:

1. Additional park-and-ride capacity
2. Fill in missing links in bicycle network
3. Additional bike connections to points north of downtown
4. Secure, covered bike parking
5. Wayfinding to transit center

Issues:

- Constrained parking – no additional parking will be provided on the waterfront.



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Kenmore – Terminal and Landside Connections

Assumed Site – Public Pier at Tracy Owen Park

Alternate Site – East of Tracy Owen Park

Issues:

- Constrained parking
- Development of new downtown

Needs:

1. Good connection to the Burke Gilman Trail
2. Safe crossings of SR 522
3. Timed pedestrian signals at SR 522
4. Secure, covered bike parking
5. Shuttle to downtown and/or nearby park-and-rides
6. New park-and-ride capacity



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Kingston – Terminal and Landside Connections

Assumed Site – Kingston Ferry Terminal

Issues:

- Vehicle access to terminal can be difficult in peak hours due to queued WSF traffic

Needs:

1. Shuttle connecting to George's Corner Park-and-Ride (demand warranting)
2. Trail from Kingston to Port Gamble
3. Trail connecting terminal to new Arborwood development
4. Secure, covered bike parking
5. Improved "Kiss and Ride" location and access
6. Improved transit connections to Jefferson County (i.e. new transfer point at George's Corner)
7. Improved bus access directly into terminal area



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Suquamish – Terminal and Landside Connections

Assumed Site – Existing pier in Suquamish town center

Needs:

1. Build gaps in sidewalk network in town
2. Shuttle to Clearwater Casino
3. Parking at terminal
4. Added shoulders on roadways
5. Regional bike connection to Poulsbo
6. Safe bike/ped facility on the Agate Pass Bridge
7. Secure, covered bike parking

Issues:

- Possible restrictions on pier uses due to potential recreational funds
- Potential conflict with planned use at site for new park and Suquamish Community House



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Bainbridge Island – Terminal and Landside Connections

Assumed Site – Bainbridge Ferry Terminal in Winslow

Alternate Site – Eagle Harbor Maintenance Facility

Needs:

1. At a minimum, continuous shoulders on SR 305
2. Preferably an off-road path adjacent to SR 305
3. Pedestrian and bike separation on Olympic Drive
4. Safe bike facility over Agate Pass Bridge
5. Improved transit connections to south Bainbridge

Issues:

- Heavy WSF traffic
- Constrained parking



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Bremerton – Terminal and Landside Connections

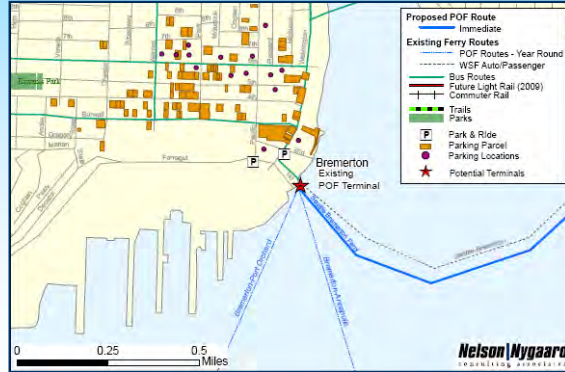
Assumed Site – Bremerton Ferry Terminal

Issues:

- Heavy WSF and marine traffic
- Need low wake vessel

Needs:

1. Secure, covered bike parking
2. Wayfinding for bikes, pedestrians and transit riders



Des Moines – Terminal and Landside Connections

Assumed Site – Pier at Des Moines Marina

Issues:

- Restrictions on non-park uses to due IAC recreational funds invested in pier

Needs:

1. Widened sidewalks from Cliff Ave.
2. Bike connections to Sea-Tac airport and SR 99 RapidRide
3. Shuttle to airport, SR99 and RapidRide services



Vashon Island – Terminal and Landside Connections

Assumed Site – Vashon Island Ferry Terminal

- Needs:**
1. More park-and-ride capacity
 2. Better timing of bus/ferry connection
 3. Secure, covered bike parking
 4. Sidewalks and bike paths linking the terminal to town

- Issues:**
- WSF traffic
 - Steep topography makes bike and ped access difficult



Renton – Terminal and Landside Connections

Assumed Site – Gene Coulon Park
Alternate Site – Southport redevelopment site

- Needs:**
1. Access road into Southport site with pedestrian walkway
 2. New park-and-ride serving points north and east
 3. Limited parking at terminal
 4. Bike connection to Cedar River Trail and Rainier Ave.
 5. Secure, covered bike parking
 6. New transit connections from surrounding park-and-rides
 7. New bus connections serving neighborhoods to the east

- Issues:**
- Constrained parking at Gene Coulon site



Leschi – Terminal and Landside Connections

Assumed Site – Public pier at Leschi Park Marina

Issues:

- Park policies restrict non-park uses.
- Constrained parking

Needs:

1. Improved transit frequencies
2. Wider walkway from the float to Lakeside Avenue



Shilshole – Terminal and Landside Connections

Assumed Site – Shilshole Public Marina

Alternate Site – North Bay (Magnolia)

Issues:

- Potential conflict with recreational boat traffic

Needs:

1. Improved transit connections and frequencies
2. Connection to Burke Gilman Trail



Port Townsend – Terminal and Landside Connections

Assumed Site – Short-term: Point Hudson Marina; Long-term: WSF Ferry Terminal

Issues:

- Limited at-terminal parking
- Constrained space at Point Hudson Marina

Needs:

1. Additional park-and-ride capacity
2. Connecting shuttles from remote parking locations



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Vancouver, B.C. – Terminal and Landside Connections

Assumed Site – Existing SeaBus terminal in downtown Vancouver

Issues:

- SeaBus and cruise boat traffic

Needs:

More research needed



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