

Ferry Terminal Development and Partnership Opportunities Study



Ferry arriving at Edmonds



Deficiencies at the Edmonds Ferry Terminal

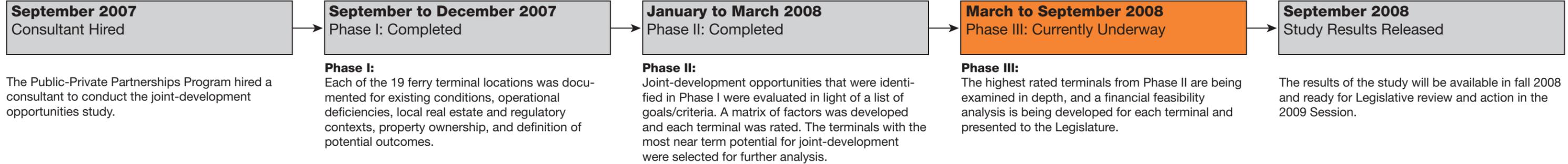
Why is WSDOT studying joint-development and innovative partnership opportunities at public ferry terminals?

The 2007 Legislature directed the Washington State Department of Transportation (WSDOT) Public-Private Partnerships Program to study opportunities for joint-development and innovative partnerships at public ferry terminals. The study will also examine the potential for partnership opportunities with local government entities such as cities, port districts, and local transit agencies.

The Legislature chose the Public-Private Partnerships Program (PPP) at WSDOT to conduct this study because the PPP Program's primary mission is to advance important transportation projects and priorities by exploring and engaging the private sector and other public partners in joint ventures that benefit the citizens of Washington.

One type of joint venture is joint-development. In this context, joint-development means a real estate development project that includes coordination between multiple parties to develop sites near the terminal, usually on publicly owned land. This study will examine whether a joint-development project near a ferry terminal has the potential to provide cost sharing agreements, system improvements, or other potential revenues or benefits to the ferry system.

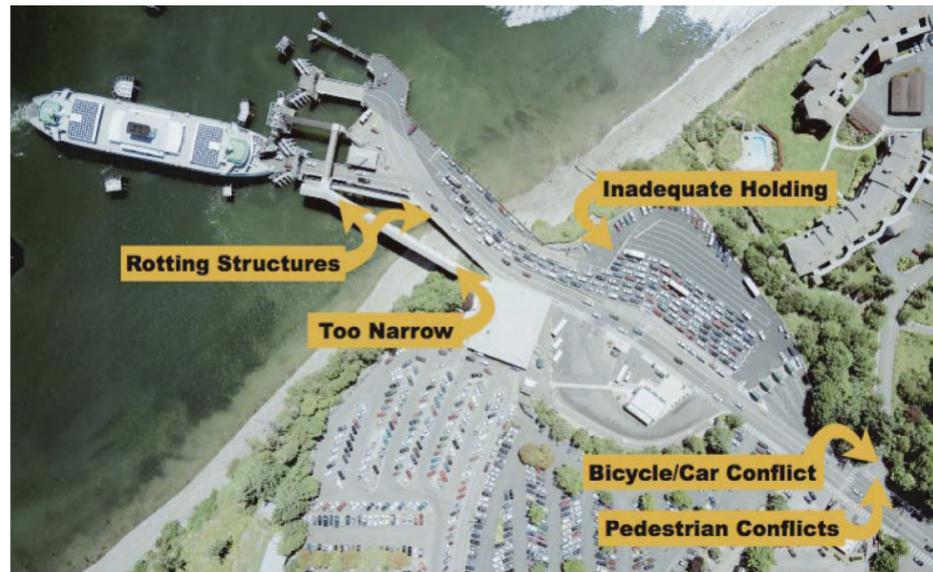
Major Milestones for the Ferry Terminal Development and Partnerships Opportunities Study



Why is this study necessary?

Ridership is Projected to Grow

Ferries serve an important role in the daily transportation of people and goods across Puget Sound. Also important is the role ferries serve as a major component to Washington State's tourism industry. The projected growth in regional population, coupled with the anticipated location of where those people will be employed, translates into additional customers for the ferry system. As a result, baseline ridership for WSDOT ferries is expected to continue to grow over the next 20 years. Most of the current terminal facilities for passengers and vehicles are inadequate to serve the current peak period level of ridership.



Deficiencies at the Bainbridge Island Terminal

Aging Facilities Have Safety and Capacity Issues

The majority of the terminals serving the central Puget Sound were built in the 1950's and 1960's, long before seismic, electrical, and other building codes were adopted. Additionally, the terminal facilities were built to address a now outdated profile of ferry customers' accessibility and mobility needs. For example, many passenger loading structures are often undersized, nonexistent, or in need of system upgrades.

Need for More Efficient and Safe Multimodal Connections

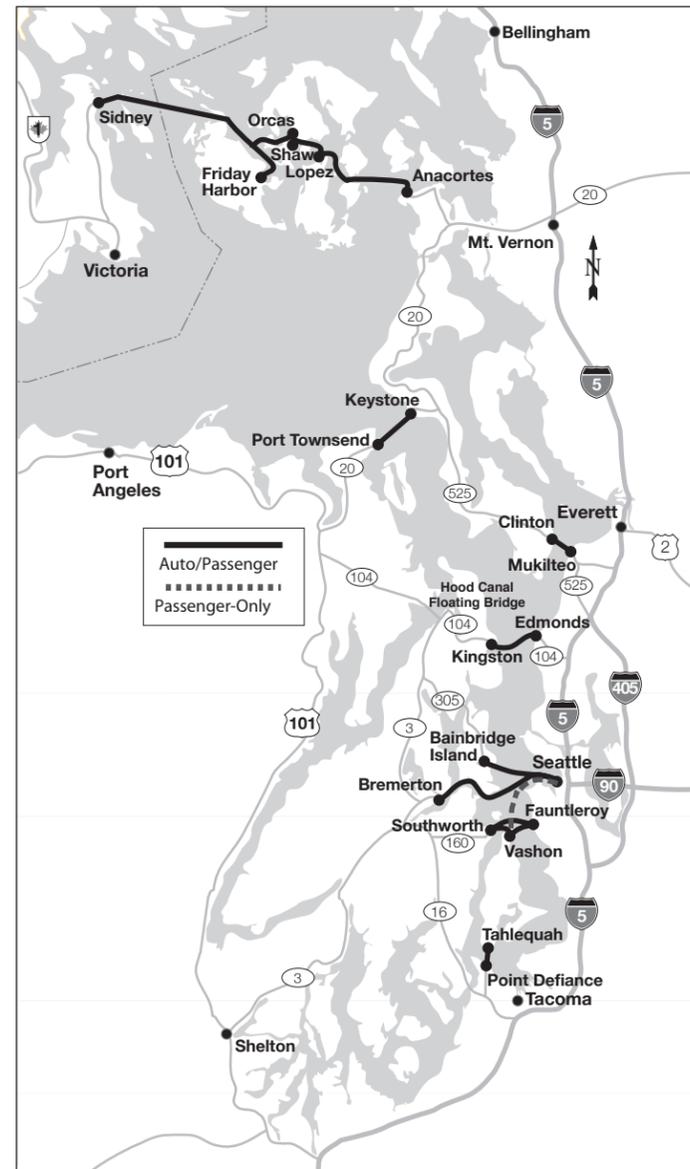
At many terminals, pedestrians and bicyclists are mixed in with vehicle traffic, posing safety hazards and causing unnecessary loading and unloading delays.

Current ferry operations often create congestion on local roads near the terminals due to inadequate holding facilities and an influx of people and cars during vessel loading and unloading. An increasing number of walk on riders will also require better inter-modal connection facilities to move efficiently from the terminal to alternate modes of transportation.

Insufficient Funds to Meet Terminal Improvement Needs

Current capital funding levels for the ferry system cannot meet the needs for both new vessel construction and terminal preservation/improvement. The study will identify whether any terminals have the potential for innovative joint-development or finance partnerships, which will provide the Governor, State Legislators, and other key decision makers with options for financing terminal construction.

Ferry System Route Map



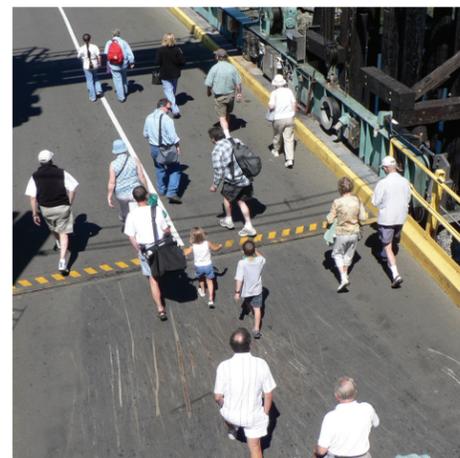
Ferry System Key Facts in Washington State

- 19 terminals
- 500 trips a day
- 28 vessels
- 24 million passengers per year
- 11 million vehicles per year

Source: 2007 WSDOT Key Facts

Who do I contact to learn more about this study?

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Lack of a separate passenger loading structure forces walk-on passengers and vehicles to use the same loading facility, which is both inefficient and a potential safety concern.