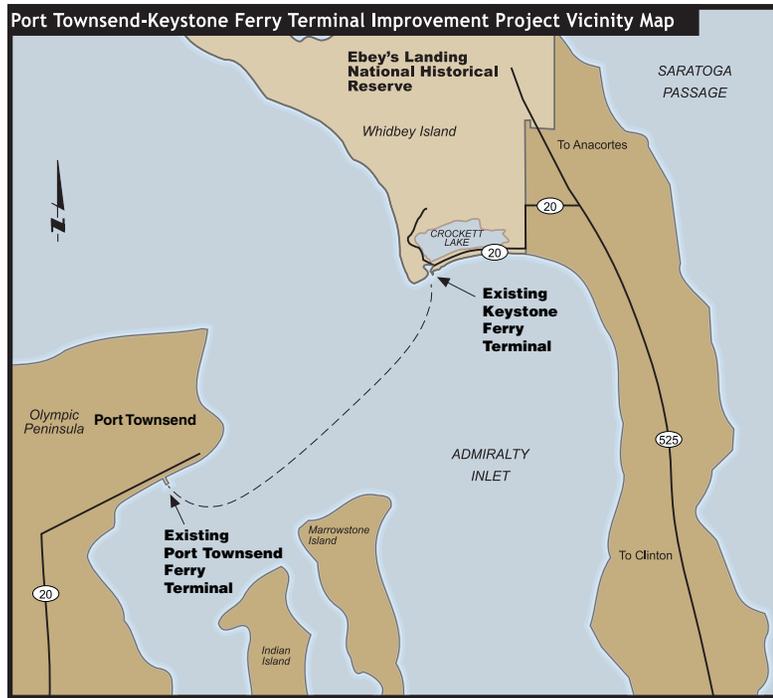




# KEYSTONE-PORT TOWNSEND ROUTE HISTORY

## Keystone-Port Townsend Ferry Terminal Improvement Project



- **Keystone Harbor was constructed in 1948** to move troops between the Olympic Peninsula and Whidbey Island and to increase regional mobility. The project included construction of the harbor and the rock jetty. Part of Crockett Lake was pushed back as a result of the harbor construction.
- **Washington State Ferries began operating the Keystone-Port Townsend Route in 1974** and rebuilt the Keystone terminal in 1979. Previously, Olympic Ferries, Ltd. operated the run after building the original terminal.
- **The original Port Townsend terminal was located six blocks to the northeast** of its present location. The original site began operations in the 1930s in conjunction with the Olympic Ferries, Ltd. operation. Inadequate holding for waiting vehicles and the resultant traffic congestion on local streets at the old terminal reached a breaking point in the early 1980s when WSF constructed a new terminal in its current location.



# WHY THIS PROJECT?

## Keystone-Port Townsend Ferry Terminal Improvement Project

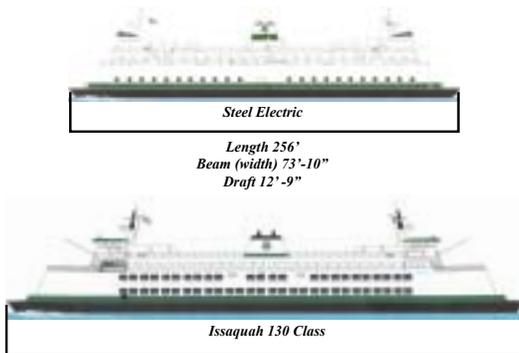


*Steel Electric Vessel  
- to be retired -*

*The 76-year-old steel electric ferries serving the Keystone-Port Townsend ferry route are being retired.* The primary purpose of the Keystone-Port Townsend Ferry Terminal Improvement Project is to provide terminal facilities on the Keystone-Port Townsend ferry route that will accommodate the future use of the Issaquah 130 Class or other vessels with similar characteristics on this route. A secondary purpose of the project is to maintain or enhance existing services along the route, including such aspects as operational reliability, schedule and improved safety.



*Issaquah 130 Class Vessel*





## PROJECT BENEFITS

### Keystone-Port Townsend Ferry Terminal Improvement Project



*The primary purpose of this project is to provide terminal facilities on the Keystone-Port Townsend ferry route that will accommodate the future use of larger vessels like the Issaquah 130s due to the retirement of the 76-year old Steel Electric ferries. The Steel Electrics will be replaced with larger vessels that are interchangeable throughout the ferry system as part of the plan to standardize the fleet. The Keystone-Port Townsend route has been limited to using the Steel Electrics because the current Keystone Harbor and terminal cannot accommodate the larger vessels.*

### **BENEFITS INCLUDE**

***Greater operational reliability.***

Modifying Keystone Harbor and terminal or relocating the terminal will reduce the number of cancellations caused by low tides and strong currents at Keystone.

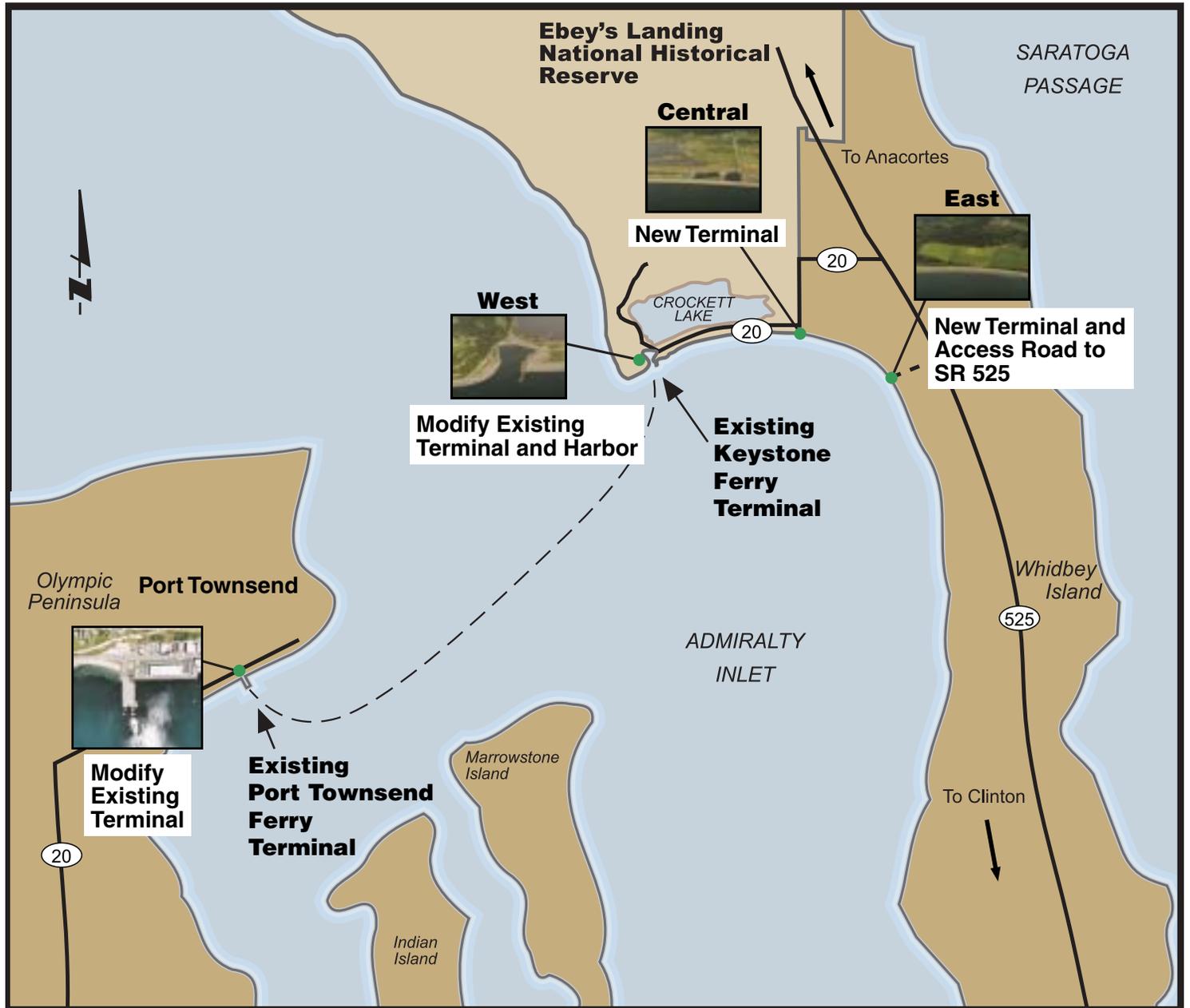
***Increased rider and operator safety.***

If the Keystone Harbor and terminal are modified or another location selected, it will lessen the likelihood of a vessel grounding and will increase safety for divers and boaters.



# KEYSTONE AND PORT TOWNSEND FERRY TERMINAL POTENTIAL ALTERNATIVE AREAS

Keystone-Port Townsend Ferry Terminal Improvement Project





# KEYSTONE *PROPOSED* ALTERNATIVE SCREENING CRITERIA

## Keystone-Port Townsend Ferry Terminal Improvement Project

Category	Screening Criteria*	Measure & Rating Scale
<b>Purpose and Need</b>		
	Accommodate replacement vessels	Adequate water depth and channel width for vessels
	Operational reliability	Number of cancellations due to winds, tides, and fog
	Adequate vehicle holding area	Sufficient area with acceptable topography
	Improved vehicle ingress and egress	Assessment of turning movements and directness of vehicular approach and exit
	Maintain current schedule	Nautical distance from Port Townsend
	Improve public safety/minimize conflicts with other marine activities	Distance to other marine activities (e.g., boat launch and dive area)
<b>Environmental and Community Impacts</b>		
	Aquatic resources (e.g. macroalgae, eelgrass, and fish)	Area of overwater coverage
	Beach profile	Area affected by prop scour and wake wash
	Wetlands and associated wildlife	Area of impact
	Cultural resources	Proximity to historic and archaeological sites and traditional cultural properties
	Threatened and endangered species	Proximity and extent of impact to critical habitat
	Recreational uses	Area of impact, type of facility affected, and degree of proximity impacts (e.g., noise, traffic, visual)
	Visual quality	Proximity to viewers and number and type of viewers affected
	Noise	Proximity to neighbors, park users, businesses, etc. and number and type affected
<b>Accessibility</b>		
	Proximity to SR 20	Distance from SR 20
	Transit Service	Distance from existing transit service route
	Local traffic	Assessment of impact from terminal traffic, including residential access

\* These criteria will be used to identify alternatives for evaluation that are the most feasible and have the fewest adverse environmental and community impacts.



# PORT TOWNSEND *PROPOSED* ALTERNATIVE SCREENING CRITERIA

## Keystone-Port Townsend Ferry Terminal Improvement Project

Category	Screening Criteria*	Measure & Rating Scale
<b>Purpose and Need</b>		
	Accommodate replacement vessels	Adequate water depth
	Operational reliability	Number of cancellations due to winds, tides, and fog
	Adequate vehicle holding area	Sufficient area with acceptable topography
	Improved vehicle ingress and egress	Assessment of turning movements and directness of vehicular approach and exit
	Maintain current schedule	Nautical distance from Keystone
	Improve public safety/minimize conflicts with other marine activities	Distance to other marine activities
<b>Environmental and Community Impacts</b>		
	Aquatic resources (e.g. macroalgae, eelgrass, and fish)	Area of overwater coverage
	Threatened and endangered species	Proximity and extent of impact to critical habitat
	Recreational uses	Area of impact, type of facility affected, and degree of proximity impacts (noise, traffic, visual)
	Cultural resources	Proximity to historic and archaeological sites and traditional cultural properties
	Shoreline access	Length of shoreline with impaired public access
	Noise	Proximity to neighbors, park users, businesses, etc. and number and type affected
	Business displacement	Number of potential displacements
<b>Accessibility</b>		
	Proximity to SR 20	Distance from SR 20
	Transit Service	Distance from existing transit service route(s)
	Local traffic and access	Assessment of impact from terminal traffic, including residential access

\* These criteria will be used to identify alternatives for evaluation that are the most feasible and have the fewest adverse environmental and community impacts.

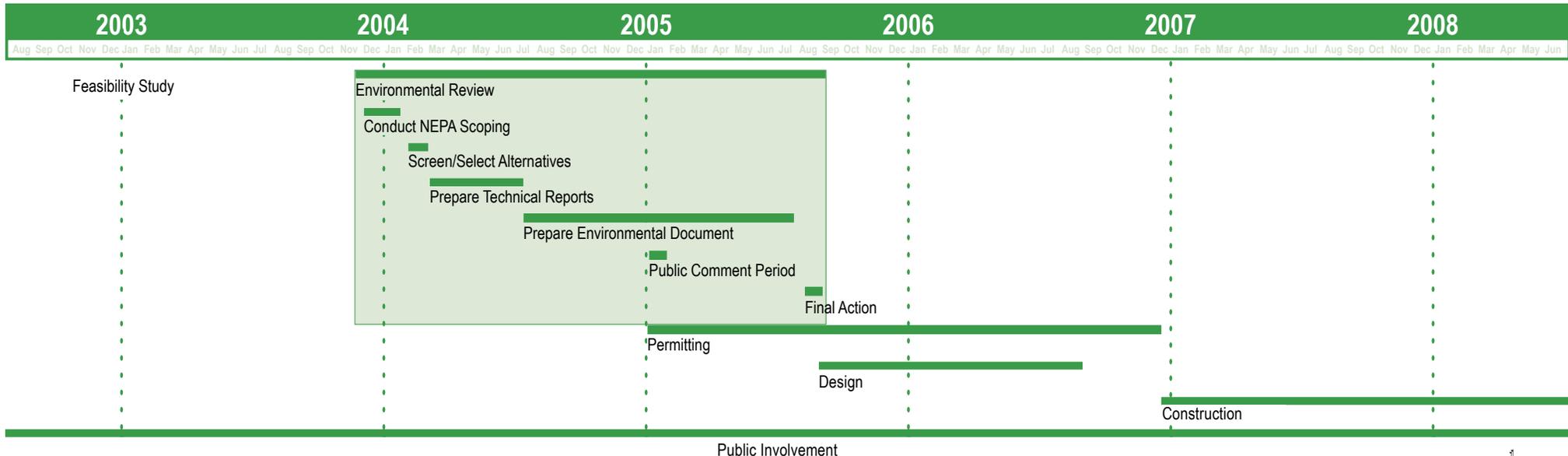


# WHAT ARE THE NEXT STEPS?

## Keystone-Port Townsend Ferry Terminal Improvement Project

### FOLLOWING THE SCOPING MEETINGS:

- WSF will use your comments to identify important community issues and to help shape the environmental analysis.
- You may see biologists, planners, archaeologists, and scuba divers in and around Keystone Spit, Crockett Lake, and Port Townsend performing fieldwork during the next six months. The information gathered will be used in the environmental analysis.
- WSF will continue to meet with community groups and stakeholders to solicit your ideas and keep you informed. WSF expects to hold a second round of public meetings in Spring 2004.





# HOW CAN I STAY INFORMED?

## Keystone-Port Townsend Ferry Terminal Improvement Project

***Washington State Ferries encourages and needs public participation! It is an essential part of any successful project. Only comments received by January 16, 2004 will be considered in the official scoping process; however, comments are encouraged and accepted from the public throughout the project.***

### TELL US TONIGHT

- 1) Write your comments or suggestions and place it in one of our yellow comment boxes.
- 2) Provide your verbal comments to the court reporter.
- 3) Talk to a member of the project team.

### MORE WAYS TO COMMENT

***Email your comments:***

keystone-ptproject@wsdot.wa.gov

***Mail your comments:***

Keystone-Port Townsend Ferry Terminal Improvement Project  
Attn. Celia Schorr  
Washington State Ferries  
2911 2nd Avenue, Seattle, WA 98121-1012

***Visit the project website:***

[http://www.wsdot.wa.gov/ferries/improvement\\_projects/key\\_relocation/](http://www.wsdot.wa.gov/ferries/improvement_projects/key_relocation/)

***Request a project briefing for your community group:***

Call Celia Schorr, WSF  
206-515-3918