



WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
FERRIES DIVISION

FINAL LONG-RANGE PLAN

APPENDIX J
PROPOSED TRANSIT ENHANCEMENTS BY TERMINAL

TRANSIT ENHANCEMENTS BY TERMINAL

This matrix is a working document that takes into consideration the unique configuration of each of WSF's terminals and summarizes transit enhancements that could be effective at each of those in increasing mode shift from drive-on to walk-on.

Mukilteo

Strategy Group	Needs and Challenges	Possible Strategies
<p>Transit Access Enhancements</p>	<ul style="list-style-type: none"> • Some routes have infrequent service • Transit connections not timed well to ferry (esp. #113, #417, #880, #23 in PM, ST commuter rail) • Lack of wayfinding • No direct transit connections to nearby park-and-ride lots (Eastmont, McCollum, Martner) 	<p><u>Service</u></p> <ul style="list-style-type: none"> • Better coordinate Route 113 (Lynnwood Transit Center – Mukilteo) with ferry schedule— leaving 5-10 minutes later in the morning. • Increase the frequency of #190 (Mukilteo to Edmonds Community College) especially in the morning; improve PM arrivals to coordinate with the ferry schedule. • Better coordinate the Sound Transit commuter rail, Everett Transit #23 (Mukilteo-Everett Station) and ferry afternoon schedules. • Add mid-day service on #417 to Seattle and #880 to University District; coordinate all arrivals/departures with ferry schedule • Add new transit connections to three nearby park-and-rides <p><u>Facilities</u></p> <ul style="list-style-type: none"> • Sheltered transit facility with seating • Pedestrian crossing with no conflict <p><u>Information</u></p> <ul style="list-style-type: none"> • Wayfinding (between transit stop, loading area, nearby services, etc.) • Transit information, including system maps, schedules and park-and-ride information.
<p>Non-motorized Access Enhancements</p>	<ul style="list-style-type: none"> • Pedestrian access crosses vehicle access to vessel through 4-way stop city intersection • Bike access is mixed with traffic • Mixed pedestrian and vehicle loading • Lack of pedestrian and bicycle facilities and connections • Lack of wayfinding 	<ul style="list-style-type: none"> • Separate priority loading for pedestrians • Wayfinding to ticketing, loading area, transit, concessions, nearby services and attractions. • Establish car sharing pod at terminal

Edmonds

Strategy Group	Needs and Challenges	Possible Strategies
<p>Transit Access Enhancements</p>	<ul style="list-style-type: none"> Some key transit routes are peak-only and stop running before 8 a.m. missing the end of the peak and “shoulder” runs Ferry schedule and Souder commuter rail schedule are on different headways making schedule coordination a challenge. 	<p><u>Service</u></p> <ul style="list-style-type: none"> Coordinate transit and ferry schedules, especially Sound Transit commuter rail service Extend service on Community Transit #404 to downtown Seattle to all-day. Until commuter rail reaches a higher level of service, all-day express service to downtown Seattle with one intermediate stop at Aurora Transit Center should be developed. Increase the peak hour frequencies of #870 (Edmonds to University District), to all day service. <p><u>Facilities</u></p> <ul style="list-style-type: none"> Construct sheltered transit facility at terminal with seating. Provide queue jump lanes for transit vehicles at intersection of Main and Sunset. <p><u>Information</u></p> <ul style="list-style-type: none"> Wayfinding (between transit stop, loading area, nearby services, etc.) Transit information, including system maps, schedules and park-and-ride information.
<p>Non-motorized Access Enhancements</p>	<ul style="list-style-type: none"> Pedestrians delayed at light across from terminal during on and off loading 	<ul style="list-style-type: none"> Pedestrian overpass over Railroad and/or Sunset Avenues, providing safe connections directly to Sound Transit station and the covered pedestrian loading area. Pedestrian and bike safety improvements around Railroad Ave. /railroad tracks. Dedicated bike facilities in the vicinity of, or connected to, the terminal. Wayfinding to ticketing, loading area, transit, concessions, nearby services and attractions. Establish car sharing pod at terminal

Colman Dock

Strategy Group	Needs and Challenges	Possible Strategies
<p>Transit Access Enhancements</p>	<ul style="list-style-type: none"> • The main transit artery is located about 1/3 mile up a very steep hill. • No frequent connections to King St. station and Westlake (other two regional downtown hubs) • No place to stage vanpool vehicles 	<p><u>Service</u></p> <ul style="list-style-type: none"> • Improved, more frequent east-west transit connections, i.e. through a new transit spine on Madison and/or Marion Street connecting Colman Dock to First Hill and to Yesler St and Pioneer Square Tunnel Station • Increase frequency of routes serving terminal to, at a minimum, every 7 minutes and/or • Provide high-frequency new transit connection on First Ave. closer to terminal, such as the proposed First Ave. streetcar (“Central Line”) • Remove bus route layover from Colman Dock • Downtown circulator shuttle (in partnership with cruise ship companies?) <p><u>Facilities</u></p> <ul style="list-style-type: none"> • Expanded vanpool staging at Colman Dock • Sheltered transit facility at terminal with seating • Improve pedestrian path from vessel to transit <p><u>Information</u></p> <ul style="list-style-type: none"> • Wayfinding to nearby transit (i.e. to LINK, 3rd Ave, 1st Ave. trolley, RapidRide at Main and Washington), pedestrian loading and ticketing area, nearby services, etc.) • Transit information, including system maps, schedules and park-and-ride information.
<p>Non-motorized Access Enhancements</p>	<ul style="list-style-type: none"> • Pedestrians delayed at light across from terminal during on and off loading 	<ul style="list-style-type: none"> • Widen existing pedestrian walkway from terminal to First Ave, connecting directly to proposed Central Line streetcar service. • Well-defined pedestrian connection up the hill from 1st Ave. to 3rd Ave. transit spine • Secure, covered bike parking • Wayfinding to ticketing, loading area, transit, concessions, nearby services and attractions. • Establish car sharing pod at terminal

Kingston

Strategy Group	Needs and Challenges	Possible Strategies
<p>Transit Access Enhancements</p>	<ul style="list-style-type: none"> • Insufficient transit service both in peak and off-peak. <ul style="list-style-type: none"> – E.g. no good transit connections to two of the AM peak sailings • Kitsap Transit drops riders across the holding area from the pedestrian overhead loading area – rider drop-off should be closer and more convenient. 	<p><u>Service</u></p> <ul style="list-style-type: none"> • New shuttle service from George’s Corner to terminal • Increased frequency on route #91 (Kingston to Bainbridge Island ferry) during peak hours; add off-peak service. • Expand service of #92 to Poulsbo in the evening • Improve connections between Jefferson County and Kingston terminal <ul style="list-style-type: none"> – New transfer point at George’s corner for in-bound Jefferson Transit route to Poulsbo • Coordinate transit schedules with the ferry schedule. <p><u>Facilities</u></p> <ul style="list-style-type: none"> • Better bus access needed into terminal: <ul style="list-style-type: none"> – Move Kitsap Transit stop to Washington Blvd west of 104 with sidewalks connecting to a covered pedestrian loading area. • Add carpool parking to park-and-rides when lots approach capacity. • Expand park-and-ride capacity (in 5+ years) • Construct sheltered transit facility with seating at terminal. <p><u>Information</u></p> <ul style="list-style-type: none"> • Wayfinding (between transit stop, loading area, nearby services, etc.) • Transit information, including system maps, schedules and park-and-ride information.
<p>Non-motorized Access Enhancements</p>		<ul style="list-style-type: none"> • Trail connecting Arborwood development site and terminal • Secure, covered bike parking • Dedicated bike facilities in the vicinity of, or connected to, the terminal, such as the installation of a dedicated lane on SR 104 and Bond Rd. and paved shoulders on other routes. • Wayfinding to ticketing, loading area, transit, concessions, nearby services and attractions.

Bainbridge Island

Strategy Group	Needs and Challenges	Possible Strategies
<p>Transit Access Enhancements</p>	<ul style="list-style-type: none"> • Much of the service is very peak-oriented, with no mid-day service. • Poor transit connections to shoulder sailings (e.g. 8:45 a.m. to Seattle) 	<p><u>Service</u></p> <ul style="list-style-type: none"> • Add off-peak service, with connections coordinated to mid-day sailings (many routes) • Continue to study HCT options for the SR 305 corridor, implementing a viable alternative that provides frequent, reliable and fast service between Poulsbo and the Bremerton Ferry Terminal <p><u>Facilities</u></p> <ul style="list-style-type: none"> • One or more new park-and-ride(s) off of SR 305 needed to the north. • Provide queue jump lanes for transit vehicles entering/exiting the terminal at 305 and Winslow Way. • Sheltered transit facility with seating at terminal • Revised Transit hub that is level with pedestrian loading level and larger than current area. Transit access that allows outbound buses to merge with off-loading autos. <p><u>Information</u></p> <ul style="list-style-type: none"> • Wayfinding (between transit stop, loading area, bike barn, nearby services, etc.) • Transit information, including system maps, schedules and park-and-ride information.
<p>Non-motorized Access Enhancements</p>	<ul style="list-style-type: none"> • Pedestrians and bikes conflict with autos on Olympic Drive. • No good bike route on SR 305 (intermittent shoulders, high speeds) 	<ul style="list-style-type: none"> • Develop bike-sharing program as part of “Bike Barn” facility. • Pedestrians (and perhaps bikes) should be better separated from vehicles on Olympic Drive, perhaps by off-loading pedestrians to the west side. • Pursue expansion of existing car-sharing pod. • Wayfinding to ticketing, loading area, transit, concessions, nearby services and attractions. • The City of Bainbridge Island’s non-motorized transportation plan includes projects that, if implemented, would address many of the ferry terminal’s bicycle and pedestrian access concerns. Some of these elements include: <ul style="list-style-type: none"> - Dedicated bike lanes along SR 305 and other island transportation corridors - Wider sidewalks and increased separation from vehicle traffic in the vicinity of the ferry terminal • Additional recommended improvements could include: <ul style="list-style-type: none"> - Provide a bike and pedestrian path on the Agate Pass bridge - Dedicated bike lanes on the peninsula side of SR 305 into Poulsbo

Bremerton

Strategy Group	Needs and Challenges	Possible Strategies
<p>Transit Access Enhancements</p>	<ul style="list-style-type: none"> Insufficient frequencies and service coverage on some routes 	<p><u>Service</u></p> <ul style="list-style-type: none"> Continue to study HCT options for the SR 303 corridor, implementing a viable alternative that provides frequent, reliable and fast service between Silverdale and the Bremerton Ferry Terminal Improve connections from West Bremerton: <ul style="list-style-type: none"> Route KT #12 (to Silverdale West) to ferry terminal, eliminating the transfer. Evaluate added service to West Bremerton Expand capacity and frequencies on the Kitsap Transit Foot Ferry, providing better connections from Port Orchard. <p><u>Facilities</u></p> <ul style="list-style-type: none"> Add new park-and-rides at key locations that would compliment new HCT service in the SR-303 corridor. <p><u>Information</u></p> <ul style="list-style-type: none"> Wayfinding (between transit stop, loading area, nearby services, etc.) Transit information, including system maps, schedules and park-and-ride information.
<p>Non-motorized Access Enhancements</p>		<ul style="list-style-type: none"> Wayfinding to ticketing, loading area, transit, concessions, nearby services and attractions. Improve Pacific Ave. and the expand boardwalk to Evergreen Rotary Park (in Bremerton’s downtown plan) Provide separate bicycle lanes on the new Manette Bridge Provide safe access and connections throughout the downtown core Connect existing paths together into an integrated network. Establish car sharing pod at terminal

Fauntleroy

Strategy Group	Needs and Challenges	Possible Strategies
<p>Transit Access Enhancements</p>	<ul style="list-style-type: none"> • Bus drop-off located at top of dock on city street (long walk for pedestrians). • Bus and ferry schedules are not consistently coordinated 	<p><u>Service</u></p> <ul style="list-style-type: none"> • Coordinate route #54 with ferry schedules, especially the express runs from downtown during the afternoon peak hours. • Ensure new Rapid Ride service to downtown Seattle has adequate frequency to resolve transit/ferry scheduling issues. • Enhanced frequency on Sound Transit #560 (Sea-Tac-Renton-Bellevue) to improve airport and Eastside connections. <p><u>Facilities</u></p> <ul style="list-style-type: none"> • Widen and cover walkway, and extend as close to street as possible. • Improve pedestrian crossing, and accessibility of Fauntleroy Way bus stops • Improve capacity (number of waiting passengers) of stop on northbound Fauntleroy Way. • Construct sheltered transit facility with seating at terminal. <p><u>Information</u></p> <ul style="list-style-type: none"> • Transit information, including real-time arrival/departure information. • Wayfinding (between transit stop, loading area, nearby services, etc.).
<p>Non-motorized Access Enhancements</p>	<ul style="list-style-type: none"> • Poor pedestrian access. • No bicycle facilities and poor access, (bikes speed down Fauntleroy, turn right at the terminal and enter in the exit lane to stage with motorcycles at front of loading area). 	<ul style="list-style-type: none"> • Wayfinding to ticketing, loading area, transit, concessions, nearby services and attractions. • Establish car sharing pod at terminal

Vashon

Strategy Group	Needs and Challenges	Possible Strategies
<p>Transit Access Enhancements</p>	<ul style="list-style-type: none"> • Park-and-ride at top of hill is at capacity • WSTC survey indicates these customers want more and better transit service. • #118 and #119 busses have service gaps in peak hour schedules sometimes resulting in one hour headways 	<p><u>Service</u></p> <ul style="list-style-type: none"> • Expand service on routes #118 and #119 (downtown Seattle-Fauntleroy-Vashon-Tahlequah). Increase service during peak hours, creating regular shuttle service between terminal and town center. <p><u>Facilities</u></p> <ul style="list-style-type: none"> • Expanded capacity at existing park-and-rides (Ober Park, Valley Center, Episcopal Church) • Provide queue jump lanes at intersections in the vicinity where feasible for transit vehicles trying to access the terminal. • Sheltered bus stop at with seating terminal. <p><u>Information</u></p> <ul style="list-style-type: none"> • Transit information, including real-time arrival/departure information. • Wayfinding.
<p>Non-motorized Access Enhancements</p>	<ul style="list-style-type: none"> • Mixed pedestrian, bike and vehicle loading (except for POF). • Lack of bicycle and pedestrian facilities and connections. • No ADA accessibility measures beyond crew help. • Lack of wayfinding. 	<ul style="list-style-type: none"> • Installation of dedicated bike lanes or wide striped shoulder along Vashon Highway • Covered and separated pedestrian loading zone near transit stop • Secure, covered bike parking • A pedestrian sidewalk between the ferry terminal and the nearby park-and-ride would improve pedestrian safety. • Improved priority loading for pedestrians. • Wayfinding to ticketing, loading area, transit, concessions, nearby services and attractions.

Southworth

Strategy Group	Needs and Challenges	Possible Strategies
<p>Transit Access Enhancements</p>	<ul style="list-style-type: none"> • 	<p><u>Service</u></p> <ul style="list-style-type: none"> • Increase service of the #85 bus to Mullenix P&R from peak hours only to all-day service. • Increase service of the #86 to the Port Orchard Foot Ferry terminal to all-day service by adding morning service. • Provide new express service between the Port Orchard foot ferry and Southworth (allows Seattle bound customers to use either Seattle-Bremerton or Fauntleroy-Southworth interchangeably) <p><u>Facilities</u></p> <ul style="list-style-type: none"> • Create a new park-and-ride to the west or northwest of the terminal, (e.g. Phillips Rd. or Route 16 and Sedgwick Road) with direct transit service or shuttle service to the dock (e.g. extension of route 85 or new shorter, direct line on Route 160). • Provide sheltered transit facilities with seating within the public parking area. <p><u>Information</u></p> <ul style="list-style-type: none"> • Provide transit information, including real-time arrival/departure information. • Wayfinding (between transit stop, loading area, nearby services, etc.).
<p>Non-motorized Access Enhancements</p>	<ul style="list-style-type: none"> • Lack of bicycle and pedestrian facilities and connections. • For walk-ons in particular this can be a confusing terminal, especially ticketing procedures. • No separate pedestrian loading area causes off-load delay for vehicles • Bike access mixed with auto traffic • No ADA accessibility measures beyond crew help. 	<ul style="list-style-type: none"> • Widen and cover pedestrian walkway. • Provide dedicated bicycle lanes along Sedgwick Rd., Mile Hill Dr., and Southworth Dr. • Provide secure, covered bicycle parking and storage in the immediate terminal area. • Wayfinding to ticketing, loading area, transit, concessions, nearby services and attractions.

ALL TERMINALS (System-wide Application)

Strategy Group	Needs and Challenges	Possible Strategies
<p>Transit Access Enhancements</p>		<p><u>Service</u></p> <ul style="list-style-type: none"> • Coordinate transit and ferry schedules with transit arriving 10-15 min. before sailings and departing 5 to 10 minutes after scheduled arrival. Dedicated service with arrivals 5 minutes ahead and immediately after arrival and pedestrian load is preferred. • Transit information, including system maps, schedules and park-and-ride information (at terminals, on the website) <p><u>Facilities</u></p> <ul style="list-style-type: none"> • Sheltered transit facilities with seating. <p><u>Information</u></p> <ul style="list-style-type: none"> • Add information. about specific transit routes serving each terminal, with links to schedules, on WSF’s Terminal Information web pages • Wayfinding (between transit stop, loading area, nearby services, etc.
<p>Non-motorized Access Enhancements</p>		<ul style="list-style-type: none"> • Wayfinding to ticketing, loading area, transit, concessions, nearby services and attractions.