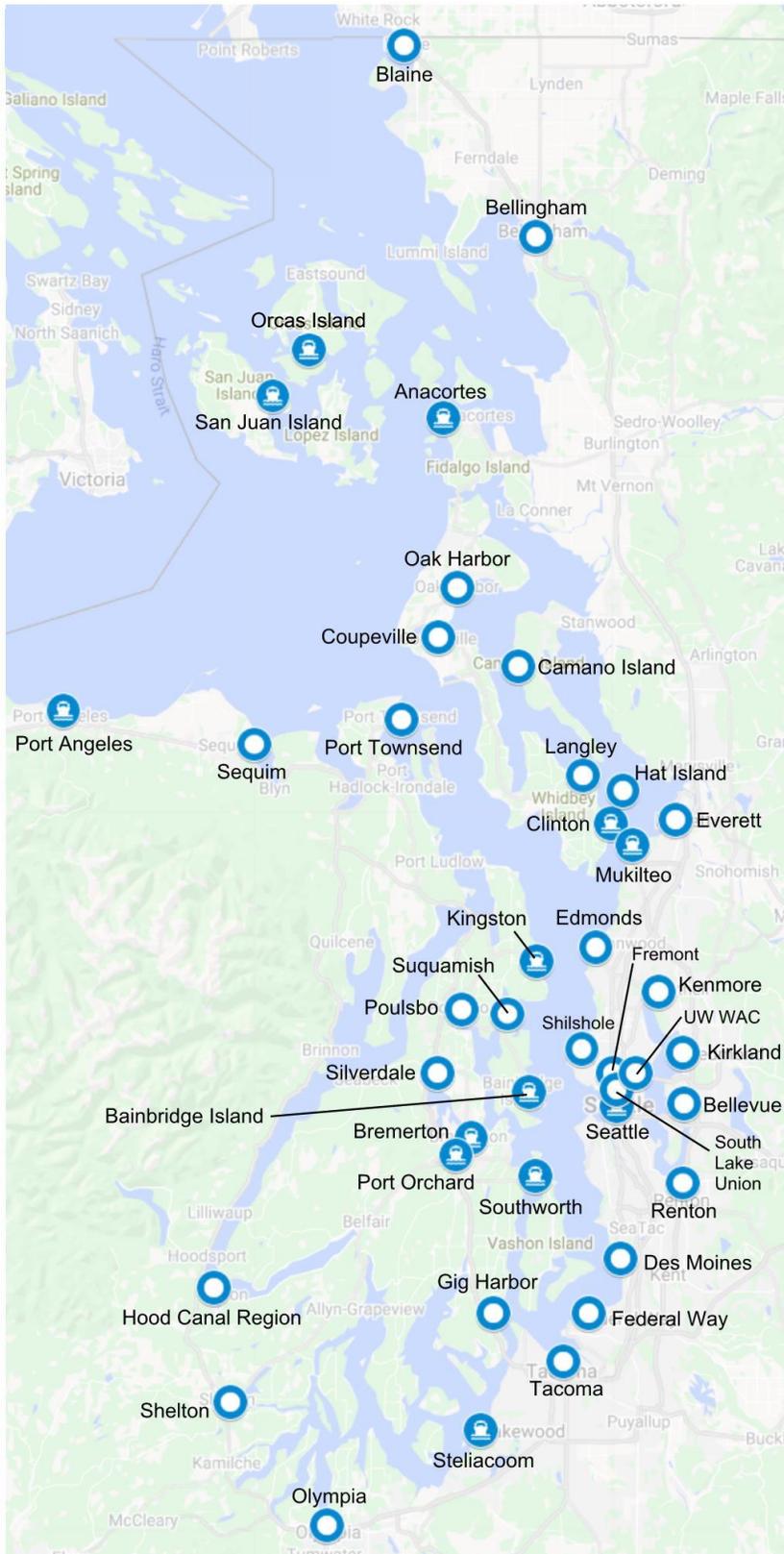


APPENDIX B

Candidate Route and Terminal Identification

Prepared by KPFF, Inc.

CANDIDATE ROUTE AND TERMINAL IDENTIFICATION – DRAFT



Terminals

The entire Puget Sound was evaluated during this study. This map shows initial terminal locations that were identified for consideration. These locations were identified based on previous studies with additional sites identified using land use, market conditions, and survey feedback.

The following pages provide a representative location for each terminal. Additional terminal options will be detailed and evaluated for those routes that make it past Step 3 criteria to detailed route analysis.

REPRESENTATIVE TERMINAL LIST

Representative terminal locations were identified for analysis purposes. More detailed analysis and potential identification of terminals and improvements needed to support passenger-only ferry (POF) service is outlined in the main body of the report.

Market Area	Representative Terminal Location
Anacortes	<i>WSF Anacortes Ferry Terminal</i>
Bainbridge Island	<i>Bainbridge Island WSF Ferry Terminal</i>
Bellevue	<i>City of Bellevue Marina</i>
Bellingham	<i>Squalicum Harbor Marina</i>
Blaine	<i>Blaine Harbor Boating Center</i>
Bremerton	<i>Bremerton Marina</i>
Camano Island	<i>Cama Beach Boat House</i>
Clinton	<i>WSF Clinton Terminal</i>
Coupeville	<i>Coupeville Wharf</i>
Des Moines	<i>City of Des Moines Marina</i>
Edmonds	<i>WSF Edmonds Ferry Terminal</i>
Everett	<i>Port of Everett South Terminal</i>
Federal Way	<i>Dumas Bay Centre</i>
Fremont	<i>801 34th Street Dock</i>
Gig Harbor	<i>Harborview Marina</i>
Hat Island	<i>Hat Island Marina</i>
Hood Canal Region	<i>The Port of Hoodspport</i>
Kenmore	<i>Lakepointe Development</i>
Kingston	<i>Kingston Ferry Terminal</i>
Kirkland	<i>Kirkland City Dock</i>
Langley	<i>Port of South Whidbey Harbor at Langley</i>
Mukilteo	<i>WSF Mukilteo Ferry Terminal</i>
Oak Harbor	<i>Oak Harbor Marina</i>
Olympia	<i>Olympia Yacht Club</i>
Orcas Island	<i>WSF Orcas Island Terminal</i>
Port Angeles	<i>Port Angeles Auto and Passenger Ferry Terminal</i>
Port Orchard	<i>Port Orchard Foot Ferry Dock</i>
Port Townsend	<i>Port Townsend Ferry Terminal</i>
Poulsbo	<i>Poulsbo Yacht Club</i>
Renton	<i>SECO Development</i>

Market Area	Representative Terminal Location
San Juan Island	<i>Friday Harbor Ferry Dock</i>
Seattle (Downtown)	<i>Pier 50</i>
Sequim	<i>John Wayne Marina</i>
Shelton	<i>Shelton Yacht Club</i>
Shilshole	<i>Shilshole Bay Marina</i>
Silverdale	<i>Silverdale Waterfront Park</i>
South Lake Union	<i>Lake Union Park</i>
Southworth	<i>Southworth Ferry Terminal</i>
Steilacoom	<i>Clyde Davidson Pier</i>
Suquamish	<i>Suquamish Dock</i>
Tacoma	<i>Foss Harbor Marina 11th Street Dock</i>
UW WAC	<i>University of Washington Waterfront Activities Center</i>

CANDIDATE ROUTE LIST

Based on the terminal locations identified, navigational conditions of waterways, previous studies, existing and planned transportation services, and survey input, potential POF routes were developed. Consultant due diligence contributed to the addition of routes for study based upon analyses of population, proximity to destinations, multimodal connections, and other factors. A list of these routes can be found on the following pages.

CANDIDATE ROUTES

Routes were classified into two key types based on ridership potential: commute and discretionary.

COMMUTE routes are anticipated to bring commuters to and from work. These POF routes will focus primarily on providing service to workers travelling during the morning and evening peak travel periods. More limited mid-day POF service may also be provided to support commute trips outside peak travel periods.

DISCRETIONARY routes focus on providing POF service for essential and/or recreational trip during the mid-day, evenings, and on weekends. Essential trips include trips to access essential services like medical appointments or the airport, and recreational trips are primarily for leisure travel.

Commute Routes

Bellingham–Everett
Bellingham–Seattle (Downtown)
Camano Island–Everett
Clinton/Langley–Everett (with a potential stop at Hat Island)
Clinton/Langley–Kingston
Clinton/Langley–Seattle (Downtown)
Clinton–Tacoma
Coupeville–Camano Island
Coupeville–Clinton
Everett–Seattle (Downtown)
Fremont–Seattle (South Lake Union)
Gig Harbor–Seattle (Downtown)
Gig Harbor–Tacoma
Kenmore–Seattle (UW WAC)
Kirkland–Seattle (UW WAC)
Langley–Camano Island
Oak Harbor–Everett
Oak Harbor–Seattle (Downtown)
Olympia–Seattle (Downtown)
Port Orchard–Seattle (Downtown)
Poulsbo–Seattle (Downtown)
Renton–Seattle (South Lake Union)
Renton–Seattle (UW WAC)
Seattle (Shilshole) –Seattle (Downtown)
Shelton–Seattle (Downtown)
Silverdale–Bremerton
Silverdale–Seattle (Downtown)
Steilacoom–Tacoma
Suquamish–Seattle (Downtown)
Tacoma–Olympia
Tacoma–Seattle (Downtown)



Photo from PSRC

Discretionary Routes

Anacortes–Des Moines
Bainbridge Island–Des Moines
Bellingham–Friday Harbor
Bellingham–Port Angeles
Blaine–Friday Harbor
Hoodsport–Port Angeles
Hoodsport–Port Townsend
Hoodsport–Seattle (Downtown)
Orcas Island–Bellingham
Port Angeles–Seattle (Downtown)
Port Townsend–Bellingham
Port Townsend–Seattle (Downtown)
Seattle (Downtown)–Des Moines
Southworth–Des Moines

Each of these commute and discretionary routes will be assessed as part of Task 5, the POF Route & Terminal Assessment of this work effort, with the evaluation criteria identified in Task 3 applied.