



Connecting ferries, bus & rail

A New Multimodal Terminal For Puget Sound

Washington State ferries are an essential element of the Puget Sound environment. The ferries are a critical part of the state highway system linking communities together around the Puget Sound. They provide public transportation to thousands of commuters each day and contribute to the economic vitality of the communities they serve as well as the entire state. Ferries are a highly visible symbol of the prized northwest lifestyle and environment, and attract people from around the world.

-Washington State Ferries (WSF) Systems Plan for 1999-2018

- **The Problem – Population Growth**

- ✚ The Edmonds ferry terminal (and the ferry run to Kitsap County), built in 1952 on the Edmonds waterfront (with some renovations in 1997) has not kept pace with explosive growth to the counties it serves:

<u>County</u>	<u>Population 1950</u>	<u>Population 2002</u>	<u>Percentage growth</u>
King	733,000	1,774,000	242%
Kitsap	76,000	235,000	309%
Snohomish	<u>112,000</u>	<u>628,000</u>	<u>561%</u>
	921,000	2,637,000	286%

Since 1950, the three county region served by the Edmonds ferry terminal has **almost tripled in population.**

-Washington State Office of Financial Management

- **The Problem – Ferry Ridership Growth**

- ✚ The Edmonds – Kingston ferry run has one of the fastest growing riderships of the major ferry runs in Washington and in 2002, carried the highest volume of vehicles of all ferry runs in the WSF system at 2,350,000 vehicles.

<u>1975 ridership</u>	<u>1998 ridership</u>	<u>Percentage growth</u>
1,700,000	4,400,000	259%

-Washington State Ferries System Plan for 1999-2018

- ✚ Ridership on the Edmonds-Kingston run increased by 50,840 in year 2006.

-Washington State Ferries

- **The Problem – Existing Facility Is Unable to Accommodate Projected Growth in Ridership**

- ✚ A new terminal at Edmonds is projected in the WSF System Plan by 2008; The WSF System Plan service improvements proposed would :
 - ✚ **Increase vehicle capacity** for the Edmonds-Kingston run of **5,624 vehicles per day** – by far the largest projected **increase in the WSF system**
 - ✚ **Increase in passenger capacity of 35,000 passengers per day.**
 - ✚ These increases can only be accomplished if a new terminal is built.

-Washington State Ferries System Plan for 1999-2018

- **The Problem – Congestion**

- ✚ The approach to the Edmonds Ferry Terminal, State Route (SR) 104, ranks high in the number of delay and congestion criteria as measured against other Central Puget Sound highways by the Washington State Department of Transportation. Ferry queuing along one lane of SR 104 results in hazardous conditions to motorists and pedestrians and cuts off Edmonds' access to the waterfront.

-Central Puget Sound Highways Travel Rate Index and Delay by Mile Index, WSDOT, November, 2001

- ✚ 2006 ridership on the Washington State Ferries in the central Puget Sound region was 21.3 million. This was over 150,000 higher than 2005, an increase of 0.7%. The increase in 2006 was generally spread across all of the cross-sound routes in the area, with Bremerton-Seattle, Bainbridge Island-Seattle and **Edmonds-Kingston all gaining more than 50,000 riders.**

-Washington State Ferries

- **The Problem – Safety**

- ✚ Amtrak, Sounder North and BNSF freight rail run along the Edmonds waterfront at-grade, thus interfering with the loading/unloading of Ferry Traffic creating a **significant safety hazard.**
- ✚ The beach south and north of the current ferry dock have been developed as public parks, **increasing the pedestrian traffic in the area;**
- ✚ Automobiles staged along Sunset Avenue, the ingress/egress of vehicles from the ferry terminal and queuing along SR 104, presents safety and connectivity problems in the downtown waterfront area.
- ✚ Ferry Traffic cuts through the Edmonds Downtown Core separating the Downtown from the Waterfront,
- ✚ Loading and Unloading of Ferry Traffic interferes with Transit Bus operations.

- **The Solution**

- ✚ The new multimodal Edmonds Crossing terminal to be located south of downtown Edmonds at Point Edwards will:
 - Meet the operational requirements to accommodate future growth in travel along the SR-104 corridor.
 - Meet the intercity passenger service and commuter rail loading needs. Meet the needs of the local bus system and regional transit system loading requirements
 - Provide **flexibility** to operate the facility to respond to changing travel demands.
 - **Provide safety features** including **grade separation of train traffic from other modes of travel**, elimination of vehicle queuing along SR 104.
 - **Provide** designated vehicle parking and holding areas, and safer more comfortable and convenient waiting for bus, train and ferry riders.
 - Provide critically needed improvements to State Route 104 (SR-104).

- **Where We Are In The Process**

- ✚ A 1993 Memorandum of Understanding (MOU) among the City of Edmonds, Community Transit, and Washington State Ferries to jointly develop solutions to the conflicts at the Edmonds waterfront, led to preliminary engineering and environmental analysis of alternatives for a new ferry terminal in Edmonds.
- ✚ A Final Environmental Impact Statement was issued on November 10, 2004.
- ✚ UNOCAL lower yard purchase and sale agreement signed by Washington State Ferries on February 9, 2005.
- ✚ Record of Decision issued in July, 2005.
- ✚ Edmonds Crossing project team will begin initial work on Phase 2 development, i.e., program management and full design and permitting in 2007.

- **Conclusion**

- ✚ When full funding is secured, the Edmonds Crossing project can be built and begin operating within 3 years, thus relieving congestion and eliminating safety hazards.

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