

CHAPTER 7

WASHINGTON STATE FERRIES TERMINAL AND TRANSPORTATION ISSUES

EXISTING CONDITIONS

(See Appendix C.4)

COMPREHENSIVE PLAN FRAMEWORK

The Comprehensive Plan establishes a Ferry Terminal Overlay District intended to provide an attractive setting for ferry and associated transportation-oriented uses, a mix of retail, office and residential uses that complement the Winslow Way uses in the Core District, and to serve as a welcoming entry point into Winslow and the Island. This district is designated for the ferry terminal and associated loading and parking bays, and residential and office development, including retail adjacent to the terminal. Commuter parking should be encouraged to be located underground and under building. New development should provide landscaping and public plazas and open spaces that visually enhance the setting and connect the district to the waterfront, Winslow core and the Winslow Ravine. Adjacent residential and mixed-use development would be encouraged, while associated parking and traffic impacts should be mitigated as much as possible, for example, by a finer grid system of streets, alleyways and pedestrian corridors and trails. Impacts such as air pollution associated with vehicles idling at SR305 and Winslow Way should also be reduced.

MASTER PLAN POLICIES

Goal WMP 7-1: The ferry terminal should be developed in a manner that is consistent with the goals of the Winslow Master Plan and that coordinates key land use and circulation elements contained in the Comprehensive Plan, while meeting the basic needs of Washington State Ferries and Kitsap Transit. To ensure coordinated and consistent development, plans for the ferry terminal should be developed in cooperation with the City, Washington State Department of Transportation, Kitsap Transit and private landowners.

Policy WMP 7-1.1: In conjunction with the planning for and prior to construction of long-term infrastructure improvement at the Bainbridge terminal, such as a transit deck/new terminal, WSF should consider regional transportation planning documents, such as the current Puget Sound Regional Council (PSRC) visioning document, County and regional plans and any SR305 corridor studies.

(Also reference the Land Use Element of the Comprehensive Plan, including Goals W3 and W4 and Transportation Element, Goal 11.)

Goal WMP 7-2: Washington State Ferries, Kitsap Transit and the City shall coordinate efforts to integrate and improve intermodal connections and transit service in the Ferry Terminal area to accommodate Island and regional needs.

Policy WMP 7-2.1: Provide a new transit deck/terminal facility that is scaled to forecasted demand and is the most cost-effective in terms of the improvements to the overall Kitsap Transit system.

Policy WMP 7-2.2: WSF should ensure easy, direct and safe access for all bicyclists to and from the ferry terminal, including those arriving from the north east.

Policy WMP 7-2.3: WSF should provide safe and efficient pedestrian access to the terminal, including connections to Waterfront Trail. Pedestrian walkways should be safe and convenient for walkers, adequately sized, meet or exceed ADA standards using the principles of universal design, connect to existing and proposed pedestrian and appropriate multimodal systems, and take advantage of marine vistas.

Policy WMP 7-2-4: Special consideration shall be given to improvements at the Winslow Way/SR 305 intersection, needed to accommodate projected multimodal traffic generated by terminal activities and the public facilities located at the southeast corner of the intersection. Any proposed intersection improvements must address pedestrian and bicycle safety and circulation, including pedestrian and bicycle waiting times to cross intersection segments, and crossing alternatives. East-west vehicular waiting time should also be addressed. Acceptable LOS for vehicles and pedestrians should be maintained.

(Also reference the Transportation Element of the Comprehensive Plan, Goals 6, 7, 8, 9 and 10; and Chapters 2 and 6 of the Winslow Master Plan.)

Goal WMP 7-3: Incorporate open space and public gathering spaces in the redevelopment of the ferry terminal and/or related transit services.

Policy WMP 7-3.1: Work with Washington State Ferries to ensure preservation of open space, shoreline views, and access to the waterfront.

Policy WMP 7-3.2: Extend the Waterfront Trail along the shoreline.

Also reference Chapter 2 of the Winslow Master Plan, especially Policies WMP 2-10.1 through WMP 2-10.5, and Chapter 4 of the Winslow Master Plan.)

Washington State Ferries Plan (illustrative)

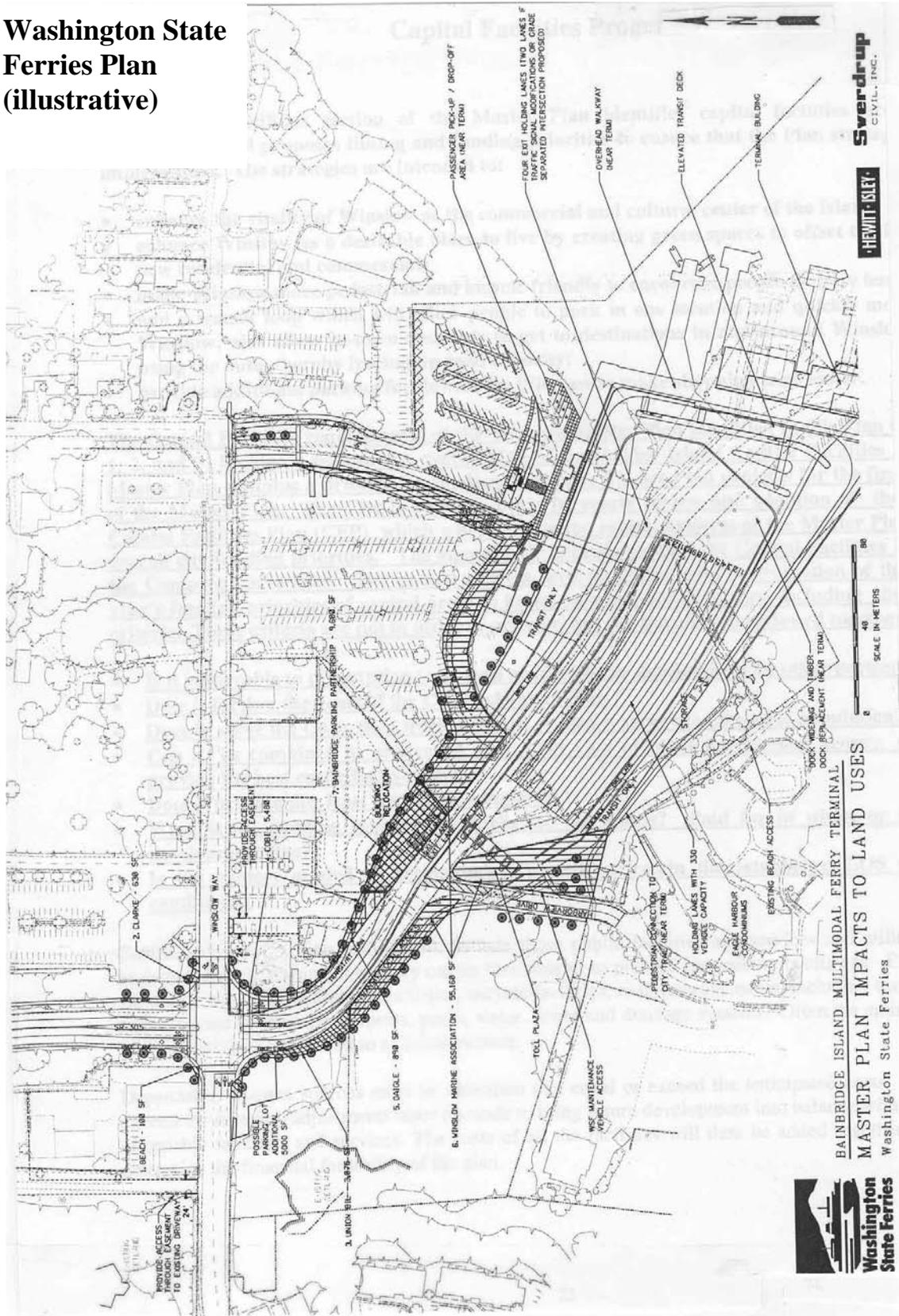


Figure 7.1

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