

Chapter 5 TRANSPORTATION



Ferry landing downtown from Spring Street Dock

INTRODUCTION

Purpose

The Transportation Element of the Comprehensive Plan was developed in accordance with Section 36.70A.070(6) of the Growth Management Act (GMA). It is intended to address transportation needs in Friday Harbor and its Urban Growth Area and represents the community's policy plan for the next 20 years.

EXISTING TRANSPORTATION SYSTEM

Overview

This section provides an inventory of the existing transportation system in the Friday Harbor area. This transportation system inventory is required by GMA to serve as a baseline for future planning.

Data sources used in this element consist primarily of documents from the Town of Friday Harbor, the Port of Friday Harbor, and San Juan County and conversations with staff from those agencies.

System Description

Data collected for the Transportation Element focused primarily on facilities owned and operated by the Town of Friday Harbor. Other facilities critical to transportation within the Town are operated by other service providers. They include San Juan County, the Port of Friday Harbor, and Washington State Department of Transportation (WSDOT). Data for Town-operated transportation facilities were obtained from the Town of Friday Harbor. Data for non-Town-operated systems were obtained from service providers and secondary documents.

Land Transportation

Roadway System:

Friday Harbor is served by a network of roads, totaling approximately 13 miles. Most of the arterials are built to an acceptable standard, in terms of lane widths and surface condition, for their intended use. However many of the older local access streets are narrow, have deteriorating pavement or are gravel, and are built on narrow right-of-ways. Streets that have been recently constructed conform to the Town's adopted street standards.



Spring St. approaching harbor

Traffic congestion in the Town corresponds to the off-loading of vehicles from the ferry dock throughout the day and the morning and evening rush hour. Traffic peaks due to ferry traffic are limited in volume and duration due to the finite number of vehicles that can be

accommodated by each ferry. Ferry traffic peaks tend to be lower in the winter season, when the average vehicle volume on the ferries is under their total capacity, and higher in summer, when the ferries run at capacity much of the time. Generally, summer weekends produce the most trips and winter weekdays produce the fewest trips. In addition to the higher traffic volumes in summer, more ferry trips are scheduled to and from Friday Harbor during the summer season.



Vehicles loading on ferry

Loading of the vehicles onto the ferry does not produce the same type of congestion peaks on the roadway system as off-loading for several reasons. First, vehicles arrive at the on-loading area over a period of several hours. Second, Washington State Ferries (WSF) provides off-street queuing for a large volume of vehicles, which prevents them from affecting traffic. During summer peaks this queuing capacity can be exceeded and ferry traffic sometimes consumes street capacity while waiting to board the ferry.

Functional Classification:

The streets in Friday Harbor are divided into two functional classifications: arterials and local access streets. The classifications are detailed in the Adopted *Street and Storm Drainage Standards*.

Circulation:

Traffic circulation in Friday Harbor is affected by its location as the primary access point to San Juan Island. Through traffic to the rest of the Island passes through the Town. The peak vehicle loads that occur when the ferries unload have the greatest impact on traffic circulation. Excessive queuing of vehicles waiting to board the ferries and the actual boarding process also affects circulation. Conflicts between larger vehicles, pedestrian, bicycle, and moped traffic at uncontrolled intersections contribute substantially to congestion.



Spring Street in the Fall

Parking Facilities:

The Town currently provides 660 timed public parking spaces for short-term parking. Time limits associated with these spaces are 30 minutes, 2 hours, and 8 hours. Parking is also available outside the regulated zone, both on street and in private lots.

Sidewalks and Pedestrian Facilities:

Sidewalks within the Town's jurisdiction are displayed in FIGURE 5-2. Sidewalks are provided in the downtown commercial area as well as in the newer residential areas in the Town. In the older residential areas, pedestrians use the streets or shoulders as walking paths.

FIGURE 5-1
Major Arterial Roadways

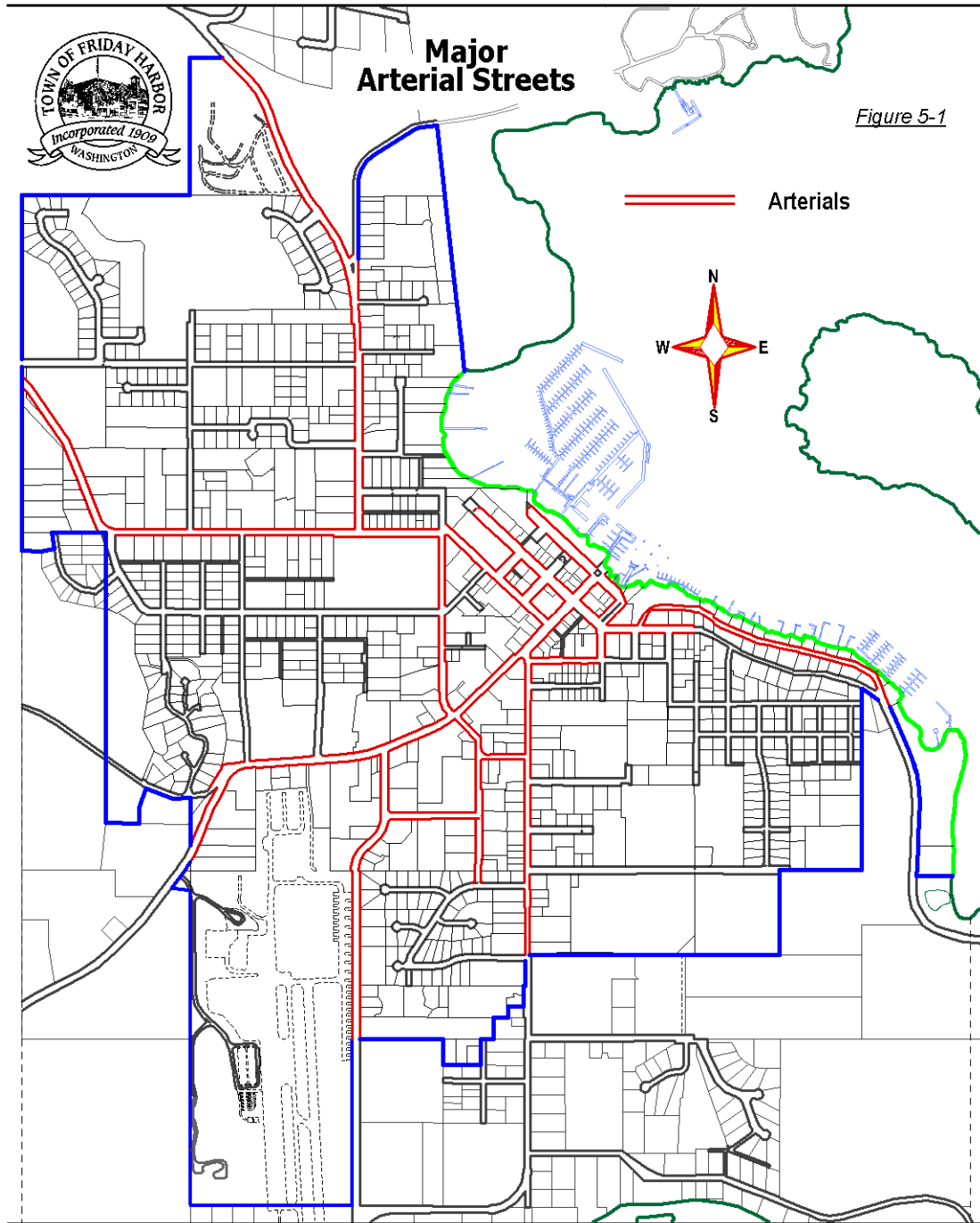
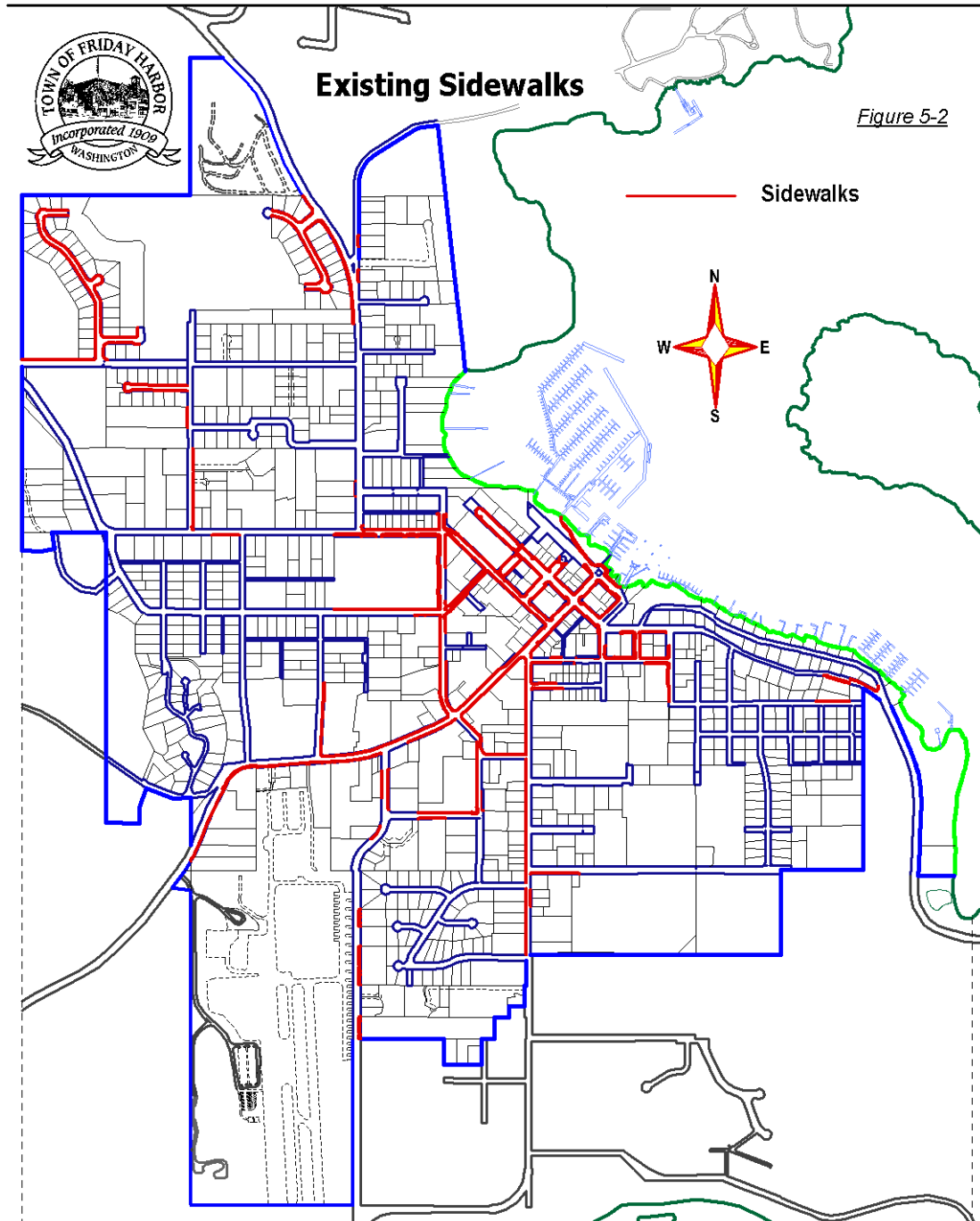


FIGURE 5-2
Existing Sidewalks



Bicycle and Moped Facilities:

The Town of Friday Harbor does not have any designated bicycle or moped routes. Bicycles and mopeds share the Town's streets with the larger vehicular traffic.

Transit Service:

San Juan Island is currently served by several privately owned transit companies. They offer regularly scheduled service during the spring, summer, and fall. The Island is also served by taxi service.

Marine Transportation

Ferry Service:

Washington State Ferries currently serves Friday Harbor, providing transportation to and from Anacortes; Sidney, British Columbia; and Orcas, Shaw, and Lopez islands. The existing terminal includes ferry holding lanes, commuter parking lots, and waiting areas.



Transportation signs on the island

During the off-peak season, the Friday Harbor ferry terminal handles 14 departures per day between 6:00 AM and 7:50 PM. Seven of the departing trips serve Anacortes, six are inter-island sailings, and one serves Sidney, British Columbia. Extra sailings are added to the schedule during the summer peak season. Anacortes is the primary origin and destination of ferry trips to and from Friday Harbor.

On average, the Friday Harbor ferry terminal handles 2,100 cars daily from Anacortes (WSDOT) and 140 cars that have inter-island destinations (McGilvrey 1995). Wait times for the ferry average six hours or more on Fridays in Anacortes, and on Sundays in Friday Harbor. Overall, Friday is the most heavily traveled day from Anacortes to Friday Harbor. In the year 2000 the ferry terminal handled 482,474 passengers (vehicle and walk on) from Anacortes (WSDOT). For the period 7/1/2000 to 6/30/2001 the ferry terminal handled 481,000 passengers (vehicle and walk on) from Anacortes (WSDOT). The ferry system did experience overloads of walk on traffic in the summer of 1997 and 1998.

For staging of vehicles waiting to load onto the ferries, WSF operates two parking lots. The total parking supply for ferry patrons on San Juan Island is approximately 71 spaces (San Juan County 1995). WSF also provides a paved, 57-space park-and-ride lot south of the intersection of "B" Street and Nichols Avenue (lot C). This lot has a maximum time limit of 72 hours except weekends and holidays at which time it is used for staging vehicles waiting for the ferry. It is operating well below its capacity and should be able to accommodate increased demand for several years.

Port of Friday Harbor:

The Port of Friday Harbor operates a 498-slip marina surrounded by a floating breakwater. The marina can accommodate about 600 boats. At least 94 slips and 1,500 feet of the breakwater are held for overnight boat moorage. During the off-season, 450 boats are moored at the marina. In the summer, moorages increase to more than 700. Electricity, water, waste disposal, recycling, bathrooms, showers, phones, cable television, parking, and US Customs services are available to recreational boaters. Fishing and commercial vessels have access to all services as well as a networking float and limited storage facilities.



Port of Friday Harbor Marina

Capacity of the marina is 20,000 boat nights per year plus an equal number of day visits. Some 16,497 guest boats moored in Friday Harbor in 2000 and 16,981 visited in 2001. Combined with Roche Harbor, the marina clears more vessels through US Customs than any other West Coast port.

Air Transportation

Friday Harbor Airport:

The Port of Friday Harbor operates the Friday Harbor Airport. It is located adjacent to the Town and is a primary service airport with regularly scheduled service. The 3,800-square-foot passenger terminal serves a variety of commercial carriers. Fifty one (51) rental airplane

hangars are maintained by the Port as well as 64 permanent aircraft tie downs and 42 transient tie downs. The rental hangars are not only at capacity, but have a three-to-four-year waiting list.

In 1994, airport use consisted of an estimated 21,000 local General Aviation operations and 22,000 transient General Aviation operations. In 2001 the airport handled app. 70,000 operations. Of these operations app. 33% are commercial, 33% are transient and 33% are local (Mayo 2002).

Seaplanes:

A seaplane landing float is also located on the breakwater at the Port of Friday Harbor. The waters of Friday Harbor are currently designated a general aviation seaplane base.

FUTURE TRANSPORTATION NEEDS

Overview

This section identifies future transportation needs under the Comprehensive Plan. It provides planning level cost estimates represented in 2001 dollars. Potential roadway improvements are identified in the annual Transportation Improvement Plan (TIP).

Land Transportation

Roadway System:

Method and Criteria A common approach often used in roadway system analysis is by rating the major arterials using the standard Highway Capacity Manual (HCM) Rural Highway Level of Service method (A through F).

The accepted Highway Capacity Manual methodology does not adequately address systems such as those found in

Friday Harbor. The rural methodology used by the County applies to higher-speed roadways and mainly identifies opportunities to pass. It uses average daily traffic and does not consider peak periods. The urban methodology is geared toward higher-density, higher-traffic locations and rates roads on the basis of average speeds. Neither the County or urban methodology address the kind of conditions found in the Town which include peaking conditions several times a day, uncontrolled intersections, high numbers of pedestrians, and on-street parking. The town's position as the sole method of ingress and egress for the Island causes unique traffic patterns that are not available in standard traffic engineering documentation.

The Town has instituted bi-annual traffic counts in the winter and during Fair week in the summer. Data from these counts will be used in further transportation planning and LOS definition.

Four categories of improvements are identified by the Planning Commission for the roadway system: roadway reconstruction, new roadways, pavement overlays, and intersection improvements. These improvements are detailed in the Towns current Six Year Transportation Improvement Program (TIP)(in Table 5-2)

Parking:

Method and Criteria Public parking is provided in the Town by the Town of Friday Harbor, Washington State Ferries (WSF), and the Port of Friday Harbor. The Town currently provides an adequate amount of on-street parking.

Sidewalks and Pedestrian Facilities:

Method and Criteria Four categories of sidewalk or pedestrian improvement projects are identified: constructing new sidewalks, completing "missing links" in sidewalk systems, sidewalk repairs, and joint projects with the Port for pedestrian facilities in the waterfront area.

Improvements There is significant demand for sidewalks in four areas of Town. They are Tucker Street from Guard Street to the Town boundary, Guard Street from Tucker Street to the Library, Argyle from Caines to Town limits and Harrison Street to the Town limits. Sidewalk improvements are directed by the Street and Storm Drainage Standards and are implemented during street reconstruction in accordance with the adopted TIP or during significant development.

Marine Transportation

Ferry Service:

Method and Criteria Most vehicular traffic arriving and departing from San Juan Island uses the ferry boats operated by Washington State Ferries (WSF). Access to the Island is provided through the ferry terminal in Friday Harbor. In addition to the terminal, the ferry system operates queuing areas for loading and unloading and parking facilities. It is assumed that the Town will not contribute to the cost of WSF facilities.

Port of Friday Harbor:

Method and Criteria The Port of Friday Harbor's General Plan 1998 to 2010 will identify specific improvements to the marina and waterfront area that will be needed over the next 8 years. Proposed improvements to the marina facilities will be identified in that plan. Improvements will be proposed for both the marina and the Port-operated piers. Marina facility improvement costs are the

responsibility of the Port and will not be shared by the Town.

Air Transportation

Friday Harbor Airport:

Method and Criteria The Friday Harbor airport is owned and operated by the Port of Friday Harbor. Airport improvements, which are the responsibility of the Port, will be based on the Port of Friday Harbor's General Plan 1998 to 2010.

The Port has determined that the existing terminal and runway facilities are adequate to meet the needs of the 20- year GMA planning period. There is a need for additional hangar facilities for lease by private operators. The Port will continue to perform periodic maintenance and modernization on its existing facilities, such as pavement overlays or updating building systems.

This section identifies funding sources and funding levels for capital facilities identified in the Transportation Element. It includes a review of anticipated revenues, program expenditures, and capital improvements, and summarizes local, state, and federal resources that are needed to meet transportation improvements as well as resources that may be tapped to address future needs.

FINANCE

Introduction

GMA requires that Friday Harbor prepare a plan for financing the transportation improvements identified in this Transportation Element (WAC 365-195-325). The Transportation Element (TE) must include an analysis of the Town's funding capabilities and a six-year funding plan to provide adequate service concurrent with the Town's growth and development. The Town must annually update and file with the Secretary of Transportation its six-year transportation program and include the financial plan to ensure that the Town is coordinating its street and road improvement program (RCW 35.77.010). The six-year Transportation Improvement Plan is contained in TABLE 5-1.

Funding Sources

Overview:

The following sections describe financing options that the Town expects to use for transportation improvements to meet its transportation needs. The fund descriptions are organized into four categories. Operations identifies and describes locally derived revenues (e.g., current expense fund, fuels taxes, and Capron funds) to be used for transportation projects. The Intergovernmental category includes grants and loans to Friday Harbor from other governmental jurisdictions.

Operating Revenues:

The following local revenues will support transportation improvements for roadways and arterials in Friday Harbor;

- Motor vehicle fuel taxes
- Capron funds
- Town's current expense fund.

Motor Vehicle Fuel Tax In an allocation of the Motor Vehicle Fuel Tax (MVFT) from the state's Town Road Administration Board, Friday Harbor receives approximately \$15.47 per capita based on gas sales in San Juan County. Detailed information on this funding source is available in the Town Budget. The revenues must be used for purposes such as construction, maintenance, and operation of city streets and arterials (RCW 82.36).

Capron Funds Capron funds are a special fund based on vehicle licensing and fuel taxes in San Juan County. Normally funding is distributed based on the location and length of a state highway in a county. Since San Juan County does not have a state highway a special fund has been set up to determine tax distribution. Details regarding

these funds are available in the Town Budget.

Town Current Expense Fund The current expense fund will contribute funds necessary for the maintenance and operation of the Town's streets. See the Town Budget for details.

Real Estate Excise Tax State law gives towns planning under GMA the authority to impose a real estate excise tax on all real property transactions. This tax has two tiers, each 0.25 percent of the transaction price. The tax is intended to provide revenue to build growth-related capital facilities identified in GMA capital facilities plans.

Intergovernmental Resources Four intergovernmental revenue sources are identified for transportation funding. These include the Urban Arterial Trust Account funding, Surface Transportation Plan funding, Transportation Improvement Account funding, and Transportation Improvement Board funds.

Urban Arterial Trust Account The UATA is a state funded program for arterial improvements and requires up to a 10% local match of the project costs.

Transportation Efficiency Act Federal funds from the Transportation Efficiency Act (TEA) for transportation projects are allocated through the Surface Transportation Plan (STP). These funds are divided between urban and rural projects. STP funds are to pay for and encourage projects that integrate multi-modal transportation (e.g., transit, pedestrian, non-motorized, marine, air, etc.). A local funding match of up to 13 percent of the project is required from the jurisdiction receiving funding.

Transportation Improvement Board The state's Transportation Improvement Board (TIB) manages a Transportation Improvement Account (TIA) program that can be used to alleviate and prevent traffic congestion caused by economic development or growth. Eligible projects should be multi-agency, multi-modal, and congestion-related, and support economic development activity. The TIB distributes about \$40 million annually in grants for qualified projects. Matching requirements are based on a Town's population. The Transportation Improvement Board (TIB) also administers the Sidewalk Account. The sidewalk account funds projects that improve pedestrian circulation.

Potential Funding Sources

The following financing options may also be considered in the future. The fund sources include both local and intergovernmental revenues.

Local Revenues

General Obligation (GO) and Revenue Bonds pledge the full faith and credit of the issuing jurisdiction and must be repaid through the multi-use revenues available to the Town, such as property tax or fees. Bonds are of two types: councilmanic and voter-approved.

Councilmanic Bonds The issuance of councilmanic bonds is authorized by Town Council action; they are non-voter bonds and can be used for any purpose the Board desires. These bonds, however, must be paid through existing tax revenues, which can cause problems since the Town relies on property taxes to pay for other capital facility improvements. Councilmanic bonds are limited to 1.5 percent of the total property value of the Town.

Voter-approved Bonds Voter-approved bonds allow citizens to authorize property taxation for projects over and above the Town's current tax rate. The statutory maximum levy rate for municipalities is \$1.80 per \$1,000 of assessed value. The bond limit for voter-approved bonds is 2.5 percent of the total property value of the Town.

Property Tax State law allows voters to approve property taxes in excess of the maximum rate. This "lid lift" option can be for general revenues or capital purposes and need not be permanent. If the lid lift is temporary and intended to fund capital improvements, it is exempt from the 6 percent annual limit on rate increases. If the lid lift is permanent, it is subject to the 6 percent limit. A 60 percent majority vote is needed to approve a lid lift.



Fuel dock at Marina

Local Option Fuel Tax Friday Harbor may consider a local option fuel tax. State law allows municipalities, subject to voter approval, to impose a fuel tax equal to 10 percent of the state fuel tax. The state collects the receipts and distributes the revenue back to cities and counties on the basis of population. The distribution is weighted, so that unincorporated areas receive 50 percent more per capita than incorporated areas.

Service Agreements In 1994 the Washington legislature authorized local governments to enter into service agreements (RCW 36.115). The purpose of service agreements is to identify the jurisdictions that will provide various local government services and facilities within a specified geographic area and the means for financing those services and facilities.

Intergovernmental Revenues

The following intergovernmental revenues may be considered:

Community Development Block Grants (CDBGs) are federal funds administered by the Washington State Department of Community, Trade, and Economic Development (CTED). The grants can be used for a variety of urban infrastructure improvements, including water and sewer system improvements, streets, and sidewalks. Eligible projects must principally benefit low and moderate-income households; therefore, the funds are generally targeted to small improvement projects in low- and very-low-income neighborhoods.

Public Works Trust Fund (PWTF) monies are available for capital projects and are distributed by the state in the form of low interest loans. The amounts vary annually, and, in the case of construction loans, require a matching local share.

Surface Transportation Plan (STP) competitive grants are also available for transportation improvements. These grants are available on a competitive basis for projects of regional significance. Grant matching requirements are similar to those for the regional STP programs described above.

GENERAL GOALS AND POLICIES

General Goals

TE-1 To promote a varied system of transportation services that meets the needs of the Town of Friday Harbor and its residents, while protecting the character of the Town and its neighborhoods.

TE-2 To promote a transportation system that recognizes Friday Harbor's role as the center of commerce and transportation for all of San Juan Island, and the resulting impacts on the Town's transportation infrastructure.

TE-3 To promote a transportation system that is consistent with existing and future patterns of land use and development in Friday Harbor.

General Policies

TE-4 The size and timing of transportation improvements should not be driven by peak demands.

TE-5 Identify and promote modes of transportation that reduce automobile traffic on both roads and ferries.

TE-6 Proposed transportation facilities should be based on consistency with the other elements of the Comprehensive Plan.

TE-7 Implementation of the Transportation Element should consider the needs and desires of Friday Harbor residents and include active citizen participation.

GENERAL LEVEL OF SERVICE (LOS)

Goals

TE-8 To ensure that transportation facilities necessary to serve new development are adequate and available upon occupancy without decreasing existing levels of service below established minimum standards.

Policies

TE-9 The size and timing of improvements to the land transportation system should not be driven by peak demands.

TE-10 Friday Harbor's LOS standards should balance service levels with the Town's ability to provide and/or fund, and Town residents' ability to pay for, needed improvements.

TE-11 Friday Harbor should establish a process under which LOS standards are regularly reviewed and updated in response to local needs and/or financing capabilities.

TE-12 Friday Harbor should undertake a Roadway Condition Rating System project to monitor and ensure that roadway circulation is adequate to serve existing and future development.

TE-13 Town of Friday Harbor level of service standards are contained in the TABLE 5-2:

TE-14 The Town should adopt Level of Service D for Arterial Intersection Average Delay Time, Average Annual Daily Traffic on Spring Street and Average Annual Daily Traffic on other arterials.

TABLE 5-2
Street and Intersection
Level of Service Standards

Level of Service (LOS)	A/B	C	D	E
Arterial Intersection Avg. Delay Time	0-20 sec.	20-45 sec.	45-90 sec.	>90 sec.
Avg. Annual Daily Traffic (Spring St.)	< 7,000	7,000 to 10,000	10,000 to 12,000	>12,000
Avg. Annual Traffic (Other Arterials)	< 2,500	2,500 to 4,500	4,500 to 7,500	> 7,500

FINANCING

Goals

TE-15 To ensure that needed transportation improvements are within the ability of the Town and its residents to fund.

TE-16 To enlist the coordinated assistance of San Juan County, the Port of Friday Harbor and Washington State Department of Transportation in both the planning for and fair share financial contributions to, transportation improvements in Friday Harbor needed to mitigate regional or island-wide transportation impacts.

TE-17 Friday Harbor should seek new methods for improving and financing transportation issues that are directly related to the impacts of growth.

Policies

TE-18 Friday Harbor should prepare a six-year transportation improvement plan to determine which roads and other

transportation facilities should be constructed or improved.

TE-19 Friday Harbor should develop a rating system to prioritize transportation projects.

TE-20 Friday Harbor should allocate transportation funds in the following order of priority:

- Debt service and administration;
- Maintenance of existing transportation facilities; and
- Engineering and construction of improvements.

TE-21 Road improvements should be ranked using a rating system that gives priority to projects that are financed cooperatively with other agencies or private developers.

TE-22 Friday Harbor may cooperatively finance road improvements with developers whose projects are determined to increase traffic volumes on Town roads. The amount of financial assistance by the developer should be based on a fair share that is proportionate to the amount of increase in traffic volumes attributable to the development.

TE-23 Friday Harbor should coordinate efforts with San Juan County for cooperative funding of road improvements within the Town and within the Friday Harbor Urban Growth Area.

TE-24 The costs of needed transportation improvements should be borne by both existing and future development. “Existing development” means development that has occurred or that is vested prior to adoption of regulations implementing this Comprehensive Plan. “Future development”

means development that has not yet occurred and has not been vested prior to adoption of regulations implementing this Comprehensive Plan. Upon completion of construction, future development becomes existing development.

TE-25 Financial responsibility for existing development should include:

- Transportation improvements that reduce or eliminate existing deficiencies; and
- A portion of the cost of replacement of obsolete or worn out facilities.

TE-26 Financial responsibility for future development should include:

- A fair share of the costs of capital improvements needed to address the impact of future development; and
- A portion of the cost of the replacement of obsolete or worn out facilities.

TE-27 Forms of payment for transportation improvements by future development should include, but not be limited to:

- Voluntary financial contributions,
- Voluntary dedication of land,
- Provision for public transportation facilities,
- Public/private partnerships,
- Charges for services.

TE-28 The costs of needed transportation improvements for both existing and future development may be paid for by grants, entitlements or public facilities from other levels of government and independent taxing districts.

TE-29 Friday Harbor should not provide a public transportation facility or accept a public transportation facility from others if

the Town or other provider is unable to pay for the ongoing operation and maintenance of the facility.

TE-30 In the event that revenues identified for transportation facilities and services are unavailable, the Comprehensive Plan should be amended to reflect the absence of such revenues. Such an amendment may include any of the following:

- A reduction in the established level of service;
- An increase in the use of other sources of revenue;
- A decrease in the cost, and possibly the quality of some types of public transportation facilities;
- Other modes of transportation;
- A combination of the above;
- Denial of Development Permits.

AIR TRANSPORTATION

Goals

TE-31 To acknowledge the importance of public air transportation facilities to the residents and commerce of Friday Harbor.

TE-32 To achieve the greatest compatibility between air transportation facilities and operation and adjacent land uses while assuring adequate, safe and convenient service.

General Policies

TE-33 Friday Harbor should cooperate with WSDOT, San Juan County and Port of Friday Harbor to provide air transportation facilities that:

- Are scaled to serve the needs of Town and island residents;
- Are planned in a coordinated and comprehensive manner;
- Are planned to protect the character of the Town and its neighborhoods; and
- Are consistent with the goals and policies in the Land Use Element.

TE-34 Friday Harbor should promote recognition by pilots and other air transportation users of their roles in minimizing air traffic safety hazards, noise, traffic and other adverse impacts on surrounding land uses.

TE-35 Friday Harbor should help mitigate the impacts of air transportation facilities by:

- Coordinating with the Port of Friday Harbor to update its master plans for air transportation facilities;
- Minimizing the adverse impacts of lights and noise on adjacent properties.

Policies - Friday Harbor Airport

TE-36 Friday Harbor should coordinate with the Port of Friday Harbor to ensure that long term operation of the Friday Harbor Airport is compatible with surrounding land uses and consistent with the Comprehensive Plan by:

- Identifying land use types and intensities that are compatible with the airport;

Policies - Seaplanes

TE-37 Friday Harbor should coordinate with the Port of Friday Harbor in the regular review of seaplane operations in the Port marina. The review should focus on maintaining flight patterns that minimize

noise impacts to area residents and minimize interference with navigation and moorage.

MARINE TRANSPORTATION

Goals

TE-38 To recognize the critical roles that marine transportation systems play in contributing to Friday Harbor's character, as the primary mode of regional transport for its residents, and as a significant contributor to the Town's economic base.

TE-39 To minimize conflicts in the movement of vessels, people and goods between marine transportation modes and upland areas in the Town of Friday Harbor.



Sailboat with Cattlepoint and Olympics beyond

General Policies

TE-40 Friday Harbor should encourage the design and development of marine transportation facilities and services that serve the needs of Town residents, and protect the character of the Town and its neighborhoods.

TE-41 The design and development of marine transportation facilities and services should be undertaken in close coordination with the Port of Friday Harbor (POFH), San

Juan County, and Washington State Department of Transportation (WSDOT).

Ferry System Policies

TE-42 The size and timing of improvements to the ferry terminal system should not be driven by peak demands.

TE-43 Friday Harbor should coordinate with WSDOT, the Port of Friday Harbor and San Juan County to establish and maintain efficient ferry routing, scheduling and operations that place a priority on meeting the needs of Friday Harbor residents and businesses.

TE-44 Friday Harbor and San Juan County should encourage WSDOT to develop and implement a fare schedule that will help offset periods of peak demand.

TE-45 In order to reduce loads on other vessels, Friday Harbor and San Juan County should encourage WSDOT to consider use of a barge-type carrier or a dedicated ferry for the transport of commercial vehicles.

TE-46 Friday Harbor and San Juan County should encourage WSDOT to revise its procedures for preferential loading to reflect the needs of Friday Harbor residents, businesses, and institutions. Preferential loading means exempting vehicles from the standard first-come first-served rule.

TE-47 Friday Harbor and San Juan County should urge WSDOT to conduct a public involvement process related to existing preferential loading policies and possible changes to those policies.

TE-48 Friday Harbor, San Juan County and WSDOT should jointly identify and agree upon new terminal and related facilities that will be acceptable to the community, and the

extent to which those facilities can be accommodated within the Town.

TE-49 Friday Harbor and San Juan County should undertake a coordinated effort with WSDOT to promote non-vehicular traffic on ferries in order to reduce demand on Town roads.

TE-50 In order to promote non-vehicular traffic on ferries, Friday Harbor and San Juan County should urge WSDOT to construct an adequate commuter or short-term (1-3 days) parking area. This parking area should also include a passenger pick-up and drop-off area, and bus/taxi stops.

TE-51 In order to accommodate increased non-vehicular traffic on ferries, Friday Harbor, the Port of Friday Harbor and San Juan County should urge WSDOT to provide adequate passenger waiting facilities that include larger restrooms and larger enclosed passenger-waiting areas.

TE-52 In order to reduce impacts to the Town of Friday Harbor and its neighborhoods, and to encourage non-vehicular traffic, Friday Harbor and San Juan County should urge WSDOT to construct new vehicle holding areas in remote locations away from the waterfront. Access to the new vehicle holding areas should be from designated arterials and be designed to avoid vehicle traffic in residential neighborhoods.

TE-53 In order to improve service for Friday Harbor and San Juan Island residents, Friday Harbor and San Juan County should urge WSDOT to convert the existing tie-up slip at the terminal to a loading/unloading slip for the inter-island ferry.

TE-54 Friday Harbor and San Juan County should urge WSDOT to revise its operational practices in order to reduce traffic impacts in the downtown area. Possible measures include, but are not limited to:

- a. Operational or schedule changes to compliment any expansion of terminal facilities;
- b. Limit vessel size at the Super Class (160 vehicles) due to congestion and limited terminal capacity;
- c. Unloading bicycles last or holding them at the terminal until motor vehicles are unloaded; and
- d. Providing current information on ferry and land transportation schedules at ferry terminals.

TE-55 Any development or expansion of ferry terminal facilities by WSDOT should be consistent with the goals and policies of this Comprehensive Plan.

For the purpose of its transportation planning, Friday Harbor should use the following level of service for future WSDOT ferry operations to and from Friday Harbor:

- Minimum of eight (8) peak summer ferry sailings to Anacortes
- Vessel “turn around” in Friday Harbor of 30-35 minutes

TE-56 Friday Harbor and San Juan County should establish joint level of service standards for the WSDOT ferry operations that balance the community’s need for marine transportation with the potential adverse impacts of expanded or new facilities and service. Level of service standards for the ferry system is shown in TABLE 5-3.

TABLE 5-3
Ferry System
Level of Service Standards

Level of Service	A	B	C	D	E	F
%Overload Peak (August)	<20 %	20-24 %	25-34 %	35-49 %	50-60 %	>60 %
%Overload Off-peak (March)	<10 %	10-14 %	15-24 %	25-39 %	40-50 %	>50 %
Parking Spaces per 100 residents	>6	6	5	3	2	<2
<i>Note: current LOS are D for peak overload, C for off-peak overload, and E for parking (San Juan Island)</i>						

TE-58 For the purpose of its transportation planning Friday Harbor and San Juan County should jointly adopt LOS D for peak and off-peak ferry service.

TE-59 If peak or off-peak ferry service falls below LOS D, the Town and the County should take the following steps:

- a. Re-evaluate the LOS standard to determine if changes in data and/or community needs or desires require changes to the LOS standard. If changes are appropriate, amend the Comprehensive Plan with revised LOS standards.

- b. Request that WSDOT work with the Town and County to evaluate alternative demand management strategies.

TE-60 For the purpose of transportation planning Friday Harbor and San Juan County should jointly adopt LOS D for ferry parking facilities.

TE-61 If ferry parking facilities fall below LOS D, the Town and the County should take the following steps:

- a. Re-evaluate the LOS standard to determine if changes in data and/or community needs or desires require changes to the LOS standard. If changes are appropriate, amend the Comprehensive Plan with revised LOS standards.
- b. Request that WSDOT work with the Town and County to evaluate alternatives for increasing capacity.
- c. Request that WSDOT work with the Town and County to evaluate alternatives for decreasing demand.

TE-62 If Friday Harbor and San Juan County jointly agree that measures to restore and/or maintain adopted LOS are unsuccessful, they should request WSDOT to begin the necessary studies to determine the feasibility of relocating the ferry terminal to a location outside of downtown Friday Harbor.

Port of Friday Harbor Policies

TE-63 The Town of Friday Harbor and the Port of Friday Harbor (POFH) should closely coordinate their long-term planning efforts affecting the marina and Friday Harbor waterfront.

TE-64 Friday Harbor and the POFH should jointly identify and agree upon new Port facilities that will be acceptable to the Town, and the extent to which those facilities can be accommodated within the Town.



Port of Friday Harbor

TE-65 Friday Harbor and the POFH should discourage buses from using Front Street at the ferry terminal by limiting their presence to actual loading and unloading and locating a “staging area” accessible to the waterfront.

LAND TRANSPORTATION

Goals

TE-66 To develop and maintain a roadway system for Friday Harbor that is consistent with the Adopted Street and Storm Drainage Standards.

TE-67 To develop and maintain a roadway system for Friday Harbor that is safe, efficient and affordable.

TE-68 To develop and maintain a roadway system for Friday Harbor that accommodates a variety of modes of transportation.

Roadway Policies

TE-69 The size and timing of improvements to the road system should not be driven by peak demands.

TE-70 All roads in Friday Harbor should be classified as arterials or local access streets. Streets that are not classified as arterials should be classified as local access streets.

TE-71 Construction and maintenance of Town roads should be consistent with the Adopted Street and Storm Drainage Standards:

TE-72 Approaches to Town roads should be minimized.

Parking Policies

TE-73 All major transportation facilities, including the ferry terminal and Port of Friday Harbor, should include adequate off-street parking areas.

Bicycle Policies

TE-74 Friday Harbor should recognize the demand for bicycle use and accommodate such use to the extent practical consistent with the following:

- The Town should promote efforts to publicize the importance of safe riding practices.
- Where possible, Friday Harbor should accommodate bicyclists on Town roads.
- During ferry unloading bicycles should be held at the terminal until motor vehicles are unloaded.
- Public transportation facilities should include parking facilities for bicycles.

Moped Policies

TE-78 To reduce danger and promote safety, the Town should promote efforts to publicize the importance of safe riding practices.

Sidewalks and Pedestrian Path Policies

TE-79 Walking should be encouraged as a form of transportation that is in keeping with the small town, pedestrian environment in Friday Harbor.

TE-80 Unimproved road rights-of-way should be considered for development as pedestrian paths where they provide public access to shorelines, or serve to achieve to further the parks and recreation goals and policies of the Capital Facilities Element.

TE-81 The Town should follow the State of Washington's lead in allowing personal electric assistive mobility devices, such as "Segways", adopting appropriate regulations that govern their use.

TE-82 Within downtown Friday Harbor, priority should be given to repair of existing sidewalks and completion of linkages where sidewalks have not been constructed.

TE-83 Within downtown Friday Harbor, "pedestrian bulbs" should be constructed at all major intersections in order to increase visibility and promote pedestrian safety.

TE-84 Locate pedestrian sitting and viewing areas throughout the Town, not just in the downtown core.

TE-85 Friday Harbor should encourage privately owned transportation services (e.g., bus or van shuttle) that can help reduce vehicular traffic in the downtown area.

TE-86 Friday Harbor should encourage the use, by transportation services, of smaller passenger van shuttles (25 passenger – 24' maximum length) that can maneuver in the confined spaces of the downtown core and waterfront.

Public Transit