

**APPENDIX A-1
BLUE & GOLD FLEET FERRY CAPTAINS FEEDBACK**

Summary of Pro/Con Comments on the Configuration Options

Configuration Options	PROS	CONS
<p>Preferred Configuration (Figure 5-A) – This configuration extends the existing ferry terminal outside of the basin and further offshore and adds extra length to the passenger access gangway leading to the terminal. The access point would remain in its current location</p>	<ul style="list-style-type: none"> • Simple landing on either port or starboard side • Only need to maintain and clean one float • Possibility of using inshore face • Platform is set back further from the channel and vessel traffic • More room for ticketing and queueing due to extended gangway • Easier landing due to prevailing westwind 	<ul style="list-style-type: none"> • Possibility to use inshore face in the future would be for berthing only and not loading
<p>Configuration Option 1 (Figure 5-B) – This configuration relocates the existing ferry terminal outside of the basin, with an access point at the southwest corner of the basin</p>	<ul style="list-style-type: none"> • Location of sacrificial piles • Cost efficient • Allows for landing on either side • Only need to clean and maintain one float 	<ul style="list-style-type: none"> • Pedestrian access far from terminal and parking garage • Limited accessibility • Concerns regarding backing into slip, especially if fighting current or using a single engine • Only option is starboard side to dock unless backing in • Inner berth not as easily accessible as outer • Concern about construction involving downtime of existing facility and service interruptions
<p>Configuration Option 2 (Figure 5-C) – This configuration also relocates the existing ferry terminal outside of the basin with an access point at the northwest corner of the basin</p>	<ul style="list-style-type: none"> • Preserves accessibility • Cost efficient • Allows use of temporary float • Allows for landing on either side • Doesn't cause much disruption to adjacent businesses • Terminal could stay in service during dredge operations • Closer handicap access 	<ul style="list-style-type: none"> • Designed for bow in docking, vessels may need to land stern in • Heavy current would make maneuverability difficult

	<ul style="list-style-type: none">• Better queueing alignment possibilities• Further from the street which avoids queueing and traffic issues• Only need to clean and maintain one float	
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According to Blue & Gold Fleet's feedback, either extending the existing ferry terminal outside the basin while maintaining the same access point (Figure 5-A) or relocating it outside the basin with an access point at the northwest corner (Figure 5-C) would be more effective. Additionally, the current orientation of the temporary terminal was identified to work effectively for these two options.

As a next step, these configurations were presented to the public to determine a preferred option. Details of the outreach process and the outcomes are provided in Appendix A-2.