



Meeting #9
Southworth Ferry Advisory Committee Public Workshop
Long Lake Bob Oke Community Center
Port Orchard, Washington
Tuesday, July 1, 2008: 6:30 – 9:00 p.m.

Note: This meeting summary represents notes from the Ferry Advisory Committee public workshop, and is not a formal transcript or minutes. It is provided as a record for the staff and public in attendance and other interested parties.

Introduction

David Moseley, Assistant Secretary, Washington State Ferries

David welcomed everyone and thanked them for coming to the meeting. David acknowledged the passing of the Southworth FAC chair, Margie Rees. He said that Margie was committed to the ferry system and her community. He thanked elected officials Senator Keller and Representative Seaquist for being there.

David said that this is a very important time for the ferry system as we develop a long-range plan. He said that Washington State Ferries (WSF) is looking at operational and pricing strategies to make WSF financially sustainable by utilizing our assets more efficiently. The system today is not financially sustainable.

David reported out on several topics he had heard from the communities, including at the March public meeting in Southworth, and what Washington State Ferries has done as a result.

- A theme from the last round of public FAC meetings is a need for better coordination between Washington State Ferries and transit agencies. David recognized John Clauson, Kitsap Transit, and said that Kitsap Transit is one of the best systems in the Puget Sound region. He said they are engaging in conversations with Kitsap Transit and Metro on the other side.
- As of Sunday, June 22, full-fare, single-ride tickets for all routes expire 90 days from the date of purchase. Previously they expired seven days from the date of purchase.
- The 30-minute lock-out has been removed. Riders can now charge multiple cars to the ticket system.
- David said that there was a specific concern in Southworth about the 70-30 allocation between Vashon and Southworth. The ferry system took a look at the data and it indicates an increase in traffic from Southworth, but the numbers still supports the 70-30 split. David said that he knows that



this is a tough route and there is a lot of tension. He said that he knows personally because he got married on Vashon. He said that he got on an early ferry to Vashon but that his wife was on a later ferry that went to Southworth and nearly missed the wedding. David reiterated that this is the most complicated route on the system and said that if he had the resources, he would fix this route today. He said that WSF has to do the best we can with what we have. This route requires clear thinking and resources to move people to places they want to go.

David introduced Ray Deardorf.

Presentation

Ray Deardorf, Planning Director

Ray walked the attendees through an information packet. He stated that WSF has a specific legislative directive to be here tonight and to gather public input. He encouraged attendees to look at the details of the legislation on the boards and in their packets. The WSF will use the information from these FAC meetings and the Washington Transportation Commission surveys to a draft long-term plan, scheduled to be released in late November/early December.

The key concept in this process is adaptive management. The WSF wants to keep costs low and be as efficient as possible. There is an imbalance of supply and demand. This means that during specific times there are a lot more vehicles showing up to ride our ferries than we have space for. The resulting problems are congestion, underutilized ferries, unhappy people and people who don't use the system. Rob said that the attendees probably experience this here in Port Townsend with the long queues and traffic through town.

The bottom line is that WSF has to find a way to manage demand and increase efficiency. The planning team developed a long list of strategies to study. Rob directed the attendees to the nine strategies in their packets and to the nine boards around the room.

Ray gave an overview of the nine strategies.

- Pricing has been identified as one of the best ways to manage demand. Pricing strategies are peak pricing, mode-shift pricing (use other ways of getting on the ferry), off peak pricing, and simplification of the pricing structure. We're looking at this as a revenue neutral option.
- Reservations can also be effective for the system. This primarily applies to cars. There are examples listed here that you can look at online when you get home. A reservations system means reliability both for customers and WSF. It moves the queue from dock to online. We've heard from some of



- you that you can already see a difference in Port Townsend, that you don't see the lines anymore. Reservations are adaptable to the community (e.g., only require reservations on weekends or in the summer).
- Transit access enhancements refer to the connections with buses and trains on either side of the ferry.
 - Technologies for improved fare collection go hand in hand with the reservations system.
 - Non-motorized access enhancements would improve access for pedestrians and cyclists. Lots of ferry terminals have opportunities for this and most ferry runs have space for this.
 - Enhanced user information would allow riders to view routes online, plan multiple routes, and be able to see availability in real time.
 - Promotion of non-single occupancy vehicle options includes strategies to show people that you don't have to drive on the ferry. We could work with private enterprises like Zipcar. This might work best for heavy commuter routes.
 - Managing dock space could include using a metered exit queue. The philosophy here is if we could manage better, would not need as much infrastructure.
 - Parking and holding refers to space at the terminals and could extend reservations to parking.

Ray described the process for creating the long-range plan. The WSF will incorporate input from the nine FAC public workshops held in June, continue to study the best operational strategies, incorporate information from the Washington State Transportation Commission survey and then create the draft of the long-term plan by September.

Format of Meeting / Ideas for Strategy Development

Diane Adams, Public Outreach Consultant

Diane said that David and his staff were at the meeting to listen and to get input from the public. Diane encouraged people to fill in a comment form at the meeting and take one home to friends and family. Diane introduced the four parts of the meeting; dot exercise, a small group discussion on reservations, a small group discussion on pricing, and then a session to capture additional comments.

Diane explained the dot exercise and asked participants to think about which strategies are most beneficial to them as a WSF user. She asked them to place the dots on display boards representing each of the nine strategies according to their individual priority (one or more on any of the boards).

The dot break-down was as follows:



1. Pricing	14
2. Reservations	6
3. Transit Access Enhancement	51
4. Non-motorized Access Enhancement	3
5. Enhanced User Information	45
6. Technologies for Improved Fare Collection	6
7. Non-Single Occupancy promotion	0
8. Traffic and Dock Space Management	7
9. Parking and Holding	3

Workshop #1: Reservations

Ray Deardorf, Planning Director

Ray spoke in detail about a potential reservations system. A reservations system needs to be flexible and WSF would have the flexibility to vary how spots are reserved (some months in advance, some weeks in advance, some days in advance, some hours in advance) and how many spots will remain unreserved (first come, first served). The system needs to be convenient for the customer – available online, phone or walk-up. Customers need to be able to view the wait list online in real time. In addition, riders need to have access to the terminal and know where to go. The system could use transponders, license plate recognition, etc. The system could be adjusted daily to accommodate current situations, have the ability to book reservations for multiple reservations. Ray stated that one of the benefits of the system is that it could be linked to demand pricing.

Diane presented the three workshop questions and attendees broke into small groups to discuss:

- Do you see a reservations system helping you? If so, how?
- If not, what concerns do you have about a reservations system?
- If WSF implements a reservations system on your route, what specific things should be part of it?

Public comment and questions

1. A reservation system would cut my wait time.
2. A reservations system would not work on the Fauntleroy side because of irregular schedules.
3. It would be great for getting to the airport or for visiting family / friends. It would work for tourists
4. How is capacity shared? Especially during big festivals. It needs to be proportionate.
5. There needs to be some percentage of the boat that is unreserved.



6. The size of the vehicle and type of reservation made is a concern. How will you know how much space each reserved vehicle takes unless it is part of the reservation system?
7. Are motorcycles included in the reservations system?
8. How will you deal with commercial traffic?
9. What happens with carpools/vanpools? The 4:20 a.m. boat (westbound) is ALL vanpools.
10. Where do the people without a reservation go? You are going to need extra troopers to manage the lines – reservation line and non-reservation line.
11. There are only so many spots on the boat. Even if you have a reservation, it's still the same capacity.
12. If I am guaranteed a spot everyday it works.
13. There needs to be a 24-7 live voice on the phone.
14. I'm concerned about wait listing and space releasing.
15. There needs to be certainty in the system for this to work.
16. I think it will only work if it is partnered with demand pricing.
17. A reservation system helps the consistent commuter but there is no flexibility.
18. It needs to be very clear when you lose your spot? 30 minutes before? What happens when I miss my reservation?
19. I am concerned about the inequity of the system if you are paying extra to reserve a spot.
20. I think people should pay their fare up front to make sure they're serious.
21. There should be low or no penalty for cancellations.
22. What happens in a no-sail?
23. Please test on another route first.
24. Vashon will take up all the capacity for reservations. The 70-30 split is already tough, reservations would make it tougher.
25. The ferry system is already too complicated, this would just add to it.
26. Is this cost-effective for ferries?
27. Commuters need to be able to make a reservation for more than 2 weeks out.
28. Don't do it.

Workshop #2: Pricing

Ray Deardorf, Planning Director

Ray Deardorf introduced the pricing options including peak-pricing, mode-shift pricing, off-peak pricing and pricing simplification.



Ray said that WSF has the flexibility to target pricing by route according to demand (time of day, time of year) and integrate the system with frequent user policies. The legislation is asking WSF to simplify fares (for example: several routes would share the same fare) and WSF is required to keep a senior discount.

Pricing can help manage vehicle deck space. Ray said that one of the options is to encourage people to drive smaller cars by charging more for large vehicles or instituting a small car rate. Currently, cars between one foot and 20' pay the same price.

Diane introduced the workshop, questions and options. Facilitators led the groups through the following questions:

- Of the four pricing options discussed, would any of them change your ferry usage behavior, i.e. walk on, smaller car, carpool, bus?
- If not a pricing strategy, what other strategy would make it appealing for you to change your ferry usage behavior?

Options:

1. peak-pricing
2. mode-shift pricing
3. off-peak discounts
4. price simplification

Public Comment and Questions

1. My employer won't change the schedule. Peak pricing might work but it is inequitable for us.
2. There aren't enough choices during off-peak hours – ferries or transit.
3. Small vehicle fare would discourage large vehicles users.
4. Charging more for RVs might work.
5. Look at motorcycle pricing. They are getting bigger and there are more coming.
6. You should charge more for SOVs.
7. If there was a Southworth to downtown Seattle ferry, I would change my ferry behavior.
8. Parking needs to be free.
9. Transit needs to be better and there needs to be more parking lots and more shuttles. If you make it easier, more people will use it. I also don't want to lose the transit we already have.
10. The park and ride needs to go back to Kitsap Transit management.
11. You should charge by the foot.



12. The monthly pass is not cost effective. The structure favors daily commuters, not frequent users.
13. The price for walk-ons should be a lot lower.
14. You need to simplify the fares. Right now anyone can buy a ticket to Vashon, a child's pass or a senior ticket and ride to Seattle because no one is checking.
15. Fare simplification would cause money to be lost.
16. The pricing differential on different routes might work for us.
17. You should eliminate the frequent user pass for cars.
18. We need better non-motorized access enhancements. We need overhead loading. It takes too much time to load right now.
19. I'd like to see a passenger-only boat from Southworth to Seattle.
20. What about preferred pricing where you can pay to get to the head of the line?
21. I am concerned about pricing discrimination. I might choose other options if kids get to pay less than workers.
22. Enhanced user information with real time information would be helpful.
23. There should be an off-peak discount for those with flexibility but not a surcharge for the commuters.

Additional Public Comments and Questions

1. Under the new fare collection, I can buy a ticket for somewhere I'm not going. I can buy a senior ticket and ride (I'm not a senior). I don't think the heavily discounted tickets can be sold at the kiosks.
2. Demand pricing is coming from gas prices. It used to be cheaper to drive around, now it's cheaper to take the ferry. Ferry traffic will increase.
3. The 70-30 allocation needs to change.
4. We would like to know where the 70-30 allocation came from. We use the space we're allocated on the boat much better (several people in the car) than Vashon.
5. The population in Kitsap has doubled since the allocation was put in place.
6. They're going to have to carpool. The world is changing – gas is not getting cheaper
7. Please take into consideration the large number of people who are walking on. We think there are other people who would make the sacrifice if you don't take away our buses and make it easier to walk on.
8. It seems like there is more of an incentive to go to Bremerton. It's a longer drive and I'd like to go "green." My passenger-only card is good for all these transit agencies but not Kitsap transit. It doesn't encourage people to be efficient and green. It's a hassle to show up at Fauntleroy and run to the bus as it pulls away. There has to be interagency coordination (at



- least none that I can see). Metro needs to step up. Kitsap is doing well but we need more buses.
9. Can we get a Metro representative at the next meeting? They're cutting routes now when people are getting out of their cars. We'd like to talk to them.
 10. I would like better places to put my bicycle so that I don't have to squeeze between cars and lift it over my head.
 11. Bob Distler said that we need to recognize two problems – the huge fiscal mess that Washington State Ferries is in and that the bottom line is a huge political issue. He said that your representatives are deeply engaged in this process and we need statewide support. There is a lot of work going on, the WTC, the JTC are heavily involved and I am hopeful that the 2009 session will be positive. Please pressure your Legislators
 12. Why don't you charge both ways?
 13. People scammed the system by riding the passenger-only ferry and then sneaking onto the bus that rides the ferry.
 14. I'd like to see technology for improved fare collection. You could save a lot of money by not setting up Good To Go right now. It's hard to implement on this triangle route. Don't do it now until we get some money.
 15. Is there resistance to raise fares? I think people will take it because of high gas prices.
 16. Let's put tolls on all bridges and highways.
 17. We need to shift to walk-ons. That's the only way to increase capacity. Loading problems – commute hours, more cars than space.
 18. Commuters pay 100% we would want more boats and better service but we couldn't get it.
 19. 100% operating but not capital
 20. We're part of the highway system. I pay for snow removal and I never use it. People need to help pay for the ferry system.
 21. People are going to use Ferries more because of gas prices.
 22. Have you cut back to two engines on some of the boats? Does it slow down the boats? *No, the boat is still running at 14 knots and WSF is saving some money on fuel.*
 23. Can you talk about the new ferries? Are they being built? *The Island Home style boat will be out to bid in September, so that it can be built and in service spring of 2010. David said that he has visited five shipyards in the Puget Sound that are capable of building these so he thinks there will be a competitive bid process. He said that WSF is in final design for two to three 144s. WSF has a contract with Todd Shipyards. He anticipates they'll be in construction early next year and have them in use the spring of 2011.*



David said that these are tough problems and that he and his staff have a lot of work to do before they come back in September. He thanked everyone for coming and said that it was great discussion.

He said that since it was the final of the nine FAC meetings he wanted to thank his staff and consultants. He felt like WSF received great input from communities. He explained that WSF will be putting all these things into a report and it will be on the Web site. He encouraged people to comment on the summaries.

Rex Nelson, Southworth FAC, thanked David Moseley and acknowledged Rich Barringer, Southworth FAC. Rex thanked David for not being afraid to try something new. He said that this series of meetings has been so much more two-way and that he appreciates that.

David adjourned the meeting.

Approximately 24 attendees. The public sign-in included:

Shireen Blau	Alan Mendel
Robert Bathard	Blair Scanlan
Rex Nelson	John Clauson
Rich Barringer	Jeanie Bailor
Tom Luce	Julie Hughes
Larry Seaquist	Deb Quinn
Kim Huyber	Glen Beekman
Trish Baker	Tylar Edwards
Dick Ford	Steve Rocconi
Rich Town	Teresa Morrison
Bob Distler	Tim Borders
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The following comment was submitted via e-mail.



I was unable to attend the FAC meeting on Tuesday, but would like to give my input on some items discussed. I know that this is a lengthy dissertation, but would appreciate it if you could take the time to read my comments. Over the past several years I have utilized on a regular basis just about every ferry route in the greater Seattle area, including Kingston, Bremerton, Bainbridge, Southworth, and Passenger only (even the private ones). I have regularly driven on, walked on and bicycled on. I currently am a motorcycle commuter on the Southworth Fauntleroy route, as I have found no other options with the ferry commute can accommodate my commute for my current employer. I would rather not ride a motorcycle due to comfort (nothing like getting to work soaked all winter) and safety reasons (I am the sole provider of a family of 4, and they would prefer me to arrive home at night). I have tried about every commuting option across the sound over the years, and have ended up choosing to risk my life on a motorcycle because I feel that no other options have been acceptable.

On Reservations

Although I see the value in a reservations program for ferries, I feel that it is nowhere near a one size fits all scenarios. I am skeptical that it could be successful on the Vashon/Southworth/Fauntleroy run from the Fauntleroy side. The city of Seattle has long been opposed to any expansion of the Fauntleroy terminal and with the multiple ferry queues in the same line they have difficulties filling the boats efficiently as it is. In the years that I commuted by vehicle on this particular run I have been left behind by many ferries that departed partially empty. It was not because folks were not in line at the time, it was because the line in front of mine was filled mostly with cars intent on going to Vashon. The queue to Southworth had emptied and there was nowhere to queue up additional Vashon cars, so the line remained and the Southworth folks were stuck watching partially empty ferries depart. A reservation system in the right circumstances might be able to resolve something like that, but it would require additional entrances, and queue space, something the Fauntleroy dock cannot accommodate. As it is the Vanpools and motorcycles enter the exit lane, and hope a ferry is not offloading when they make the turn.

From the Southworth side I see hope in a reservations system being successful, but only if done in a manner which favors Southworth over Vashon (Something I would have to see implemented before I believe it). You see the assumption that reservations will work is based entirely on the concept that folks have the option of taking a later boat. Well during the morning commute there are a total of 4 boats that depart Southworth -- 5:00 AM, 6:00 AM, 6:40 AM , and 7:55. If you were to try and get on any of the first three boats you would find that they are filled to capacity long before departure (not entirely true, they are filled to the allowable limit of Southworth vehicles, the boats intentionally depart half empty in order to pick up cars at Vashon). The 7:55 fills up shortly before departure due to



it being outside of the window of the peak commute (Most employers don't care for folks showing up at work after 9 AM). In order to for a reservations system to work you would have to get folks to commute outside of peak hours. In the case of Southworth, most folks who can do this already have the incentive to do so to avoid having to wait at the ferry terminal for 40 minutes. If one were to choose to commute at 8:20 AM for example, there is literally no wait whatsoever. A proposal I could conceive of working on the Southworth end is if reservations would allow the displacement of Vashon cars. You see Vashon has several dedicated ferries and in the event that a Vashon driver does not make it on the boat they usually only have to wait for 20 minutes for the next boat. That would provide for more efficient use of the existing ferry capacity (I cringe at the inefficiency every time I see the boat depart to Vashon half empty). Perhaps this could be done with a combination of demand pricing and selective reservations. In other words charge the Southworth folks more if they are going to displace someone from Vashon, but at the same time offer Reservations to Vashon riders only on runs that do not originate from Southworth. Thus encouraging the Vashon folks to try for the Vashon only runs. Obviously the more full the ferries run, the more efficient and thus it could allow more efficient capacity at a slightly increased revenue.

On Demand Pricing

I can also see the desire to spread the load across the day by using on-demand pricing. However I see this as a flawed concept. Most of the commuters are low level management or below. They usually don't have control of their work schedules. In fact I know many ferry commuters that have been fired from their jobs because they missed important meetings due to ferries being late, or missing a boat. These are the people that would end up paying the higher prices for peak commuting hours. The people with jobs that accommodate flexible schedules are a small percentage and generally the wealthier of the commuters. On demand pricing discounts for off-peak hours would likely be less of an incentive for those with flexible schedules than would the time savings by avoiding queue lines. In fact I would dare say time is probably the most important factor for these folks and they would probably gladly pay in a on-demand system to displace those that cannot afford and increase. It could even reduce ridership as those that cannot alter their schedules would no longer be able to afford to catch their boats, while those with flexible schedules would then be able to afford to buy their way onto a peak hour boat without waiting in as long of lines. Overall I think On-demand pricing is a flawed concept for a run with few options. It is not as if you are asking folks to shift their commute 20 or 30 minutes. You are asking them to shift it by hours. Something that the poorest of commuters cannot afford.



My proposal would be to look at something far more logical such as altering the fare structures based on vehicle size and occupancy. Under the current structure a Ford Excursion Car/Driver fare is the same as that of a Smart car. However you can easily park 2 Smart cars end to end with over 3 feet of space in between in the same space as an Excursion. This doesn't even take into account width (as the ferries aren't equipped to handle loading into vastly different width lanes to optimize efficiency). Furthermore a small vehicle such as a Smart car weighs less than half as much as their much larger counterparts, thus saving the ferry fuel. So logically shouldn't they cost close to half as much? Pricing incentives have been shown repeatedly to alter behavior. Discount cards, sales and rebates are great examples of this. If you were to offer significantly lower fares to smaller vehicles it would encourage folks to buy such vehicles for the commute. Look at how many folks ride motorcycles in inclement weather in order to take advantage of the benefits the ferry system offers motorcycle riders. If you were to offer a 30% discount to extremely small vehicles, keep the rate the same for medium sized cars and increase the rate by 20% for large SUVs it would encourage the use of small cars, and let's face it 2 small cars at 70% each equals 140% of the price of a standard car and would be greater than the 120% that a large car would cost. It not only could move more cars, and ease the burden on the system, but it also could provide a significant increase of revenue without too much outcry. Small car owners would be thrilled, regular car owners would not be affected. Only SUV owners would be negatively affected, but a 20% increase would be meager compared to increased gas prices. Plus SUVs have always been a target of increased fees etc, most of which are unjustifiable. In this case it would be simply a function of weight. It is not unreasonable to say that a giant SUV should pay more because it clearly costs more to move it and hold it.

The other area where I could see pricing incentives reducing car traffic, would be in offering a less formal car-pool incentive. Currently you have to be registered as a carpool on a particular run. It is difficult to organize and become qualified, though the benefits are tremendous. Perhaps another incentive to get people to carpool in a less rigid manner would be to offer a flat rate per carload. So there could be a standard Car/Driver rate, and a Carload rate. The carload rate would be somewhere in the range of the cost of a car/driver & say two passengers. So that would make it that anyone that fit in the vehicle beyond the first three people would essentially be free. They obviously wouldn't be given any special loading privileges, but it could make for fewer cars on the run (This would of course affect revenue, so not the most desirable)

70/30 Vashon/Southworth Traffic split

The 70/30 split needs to be addressed in a logical manner and must be done sooner rather than later. Ridership is decreasing on the ferry system due to increased fares and less service than in years past. Any ridership growth areas



need to be cultivated to increase ridership as much as possible. There have been numerous studies over the past several years and every one of them have come to the same conclusion. The largest growth market that utilizes the Washington State Ferries is the South Kitsap area served by the Southworth terminal. Also most of the studies have also shown that the smallest growth potential of any market served by Washington State ferries is Vashon Island. Why is it that the South Kitsap population is booming and yet ridership on the ferry is not increasing in correlation. It is because the threshold has already been met for what is a feasible commute. All of the auto ferries during peak hours have been at capacity since I have lived in South Kitsap. There will be no more additional vehicle commuters because there cannot be any more. Any additional vehicle traffic would have to be accommodated by the bridge and a whole lot of driving.

On a few occasions I have arrived at the Southworth terminal at 6:10 AM too late to catch the 6:40 AM boat to Fauntleroy when I had an important meeting I needed to attend prior to 9 AM. Instead of waiting 1.5 hrs for the next ferry, or driving around and risking getting stuck in traffic, I have chosen instead to buy a ticket to Vashon. Rides to Vashon are never sold out. Upon arriving on Vashon Island I merely have had to do a U-Turn on the highway and get in the back of the line. Often when doing this I have ended up on the same boat as what I came in on. Worst case I have to wait an additional 20 minutes for the next Vashon boat. It shows a wanton disrespect for the folks of South Kitsap that this can be done. Vashon Islanders can show up while the boat is literally at the dock and still drive onto the boat, while Southworth riders were turned away arriving ½ hr early in order to accommodate those last minute Vashon riders on the same boat. Either there is blatant pandering to the Vashon riders or ignorance on the part of the ferry system. Either is unacceptable and disgusting.

As for foot passengers, well the decrease is obvious. There used to be much better passenger only ferry service from Vashon. Over the past several years the boat was changed out for slower less comfortable boats, and runs were reduced offering less flexibility. I see many folks that used to ride the passenger only boat on motorcycles now, just as I have done. Calling buses from Fauntleroy to downtown Seattle inadequate would be a compliment. After waiting to catch a bus in south Kitsap (where at least the buses run on time and line up with the ferry schedules), waiting to catch the Southworth ferry, Waiting at Vashon for cars and passengers to load, can you see the reluctance of folks to wait yet again for a bus that may show up anytime in the next ½ hr. And then take it's sweet time to get downtown stopping at every stop even though it is labeled as an express run. Buses do not line up well with the Southworth ferries, especially in the afternoon. For me to catch the ferry I catch in the afternoon, I would need to leave my office nearly one hour earlier than I do on my motorcycle currently.



Since you are not in control of King county Metro, I would say this is beyond your control and will likely get worse when King County alters the Newly acquired passenger only schedule (At which time it has stated it will lose Southworth ridership due to schedule mismatches).

On Direct Runs

Direct runs are the Holy Grail of the Southworth commute.

Folks sneak out of work early to take the Fauntleroy Southworth Direct runs in the afternoon. Think about it, wouldn't you prefer to shave about 20 minutes off your commute. Especially if that 20 minutes involved sitting stationary without making any progress. Think of a driving commute in which you had to predictably sit and wait 20 minutes for a train to cross or drawbridge to close. What extent would you go to in order to alter your commute so that does not happen. Southworth folks despise that 20 minute delay every day, yet they tolerate it because there are no other options. Obviously the desired solution that Southworth commuters have been dreaming of is a direct to downtown ferry. Whether it be car or passenger only, it doesn't matter. Just to be able to skip any stationary wait time. This was promised for a 2014 due to the remodel and condo-ification of the Coleman dock. Well now that those plans have been scrapped, I would hope it does not prevent the use of the Coleman dock for Southworth traffic. With increased ridership being critical to providing sustainability to the ferry system as a whole, I would hate to see the biggest growth area being ignored to maintain the same status quo of a broken system. Fauntleroy is not able to be expanded and has hit the limit for supporting increased Southworth ridership. The only way you are going to be able to attract all that potential ridership is to provide a direct route to downtown. Now that the remodel of the dock is off, I personally see even less reason to delay. I personally know many folks that would start taking the ferry if there was a direct route. Heck I know folks that would move to South Kitsap if a run was in place. A good old fashioned "If you build it they will come scenario". If however Washington State ferries is unwilling to commit itself to the logical Southworth-Coleman run, then perhaps they could stop preventing a passenger only option. In numerous studies it has been shown that a passenger only ferry run from Southworth to Downtown would be the most likely to succeed passenger only run. Private firms, transit organizations and even the State Ferry service at one time or another have all expressed interest in establishing such a run. The one stumbling block that has persisted (since the WSF abandoned it's plans) has been a dock on the Southworth side. The most logical place for a dock would be a shared use scenario with the existing WSF ferry dock. Plans have been drawn up, federal and state funding has even been secured at times to provide for such a dock.

However WSF has been reluctant to cooperate as they saw it as a threat to their business model. It doesn't take a genius to see that a passenger only run would



reduce vehicle and passenger traffic on the existing run. However it is still possible to take advantage of a Passenger only ferry dock, by increasing parking revenue at the dock. This parking lot used to be operated by Kitsap transit, but now the revenue goes to WSF. The parking lot is currently underutilized, it would not be a stretch of the imagination that all those cars that would no longer drive on in favor of a P.O. boat, would be parking in a WSF lot paying that fee. Heck WSF could even charge the P.O. ferry service a per passenger dock fee of \$1 or so. In other words, if you aren't going to provide direct to downtown service in the near future, get out of the way of those who want to, while still maintaining some sort of revenue from their endeavor.