

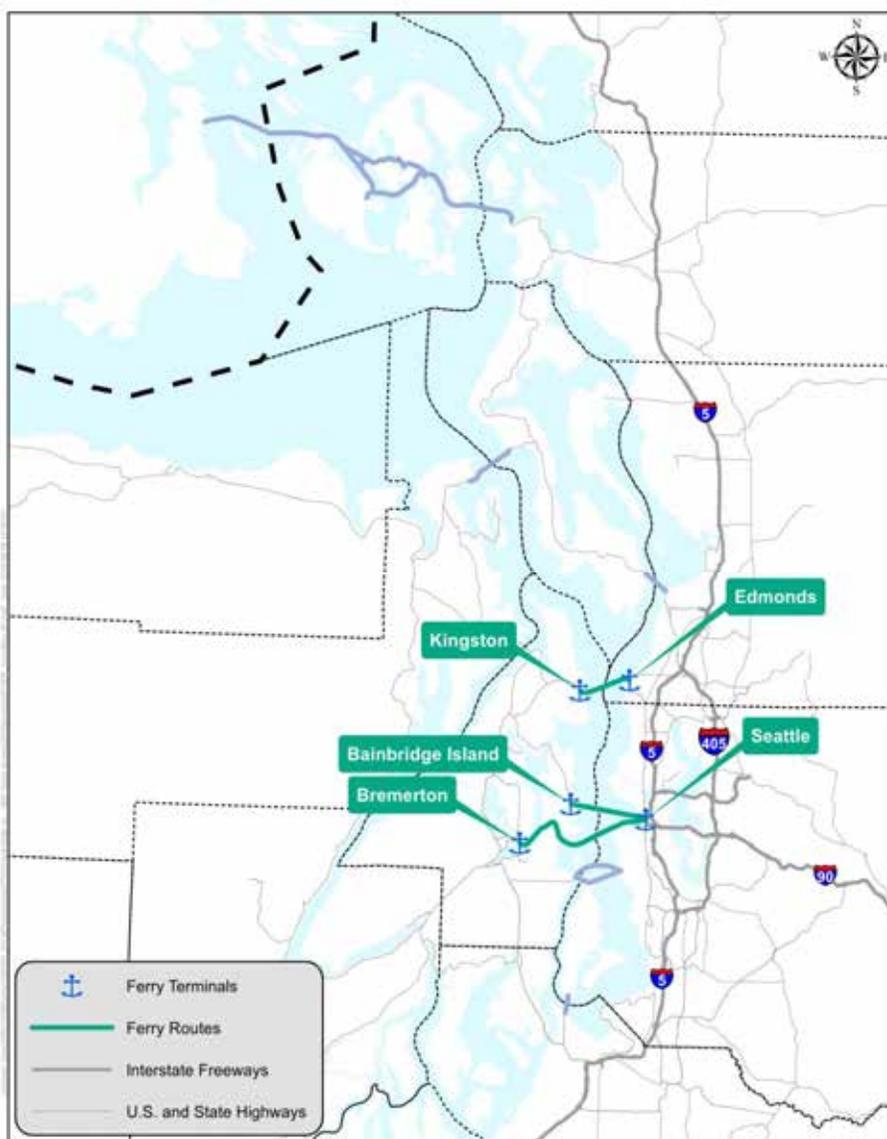
6 CENTRAL SOUND CORRIDOR

6.1 Description

The routes in the Central Sound Corridor include: Seattle–Bainbridge Island, Seattle–Bremerton, and Edmonds–Kingston, as shown in Figure 6-1. This is the highest traveled corridor in the Washington State Ferries (WSF) system, with 12.4 million riders per year. This is down from 13.2 million passengers in 2006 and a peak of 14.4 million passengers in 1999. The corridor serves Kitsap County, Bainbridge Island, and the Olympic Peninsula via the Hood Canal Bridge.

The tabulations and percentage share distributions of results herein represent the survey responses as expanded to the survey period ridership. More information regarding expansion methods can be found in Chapter 8.

Figure 6-1. Central Sound Corridor routes



Fares on the three routes in this corridor are set equal, at \$7.85 for passengers and \$10.70 for vehicles. This is an increase in passenger fare from \$6.50 in 2006, but a decrease for vehicles from \$11.25 in 2006. There are 64 sailings in each direction a day for the three routes in this corridor, an increase from 62 sailings each direction a day in 2006.

6.1.1 Frequency of Travel

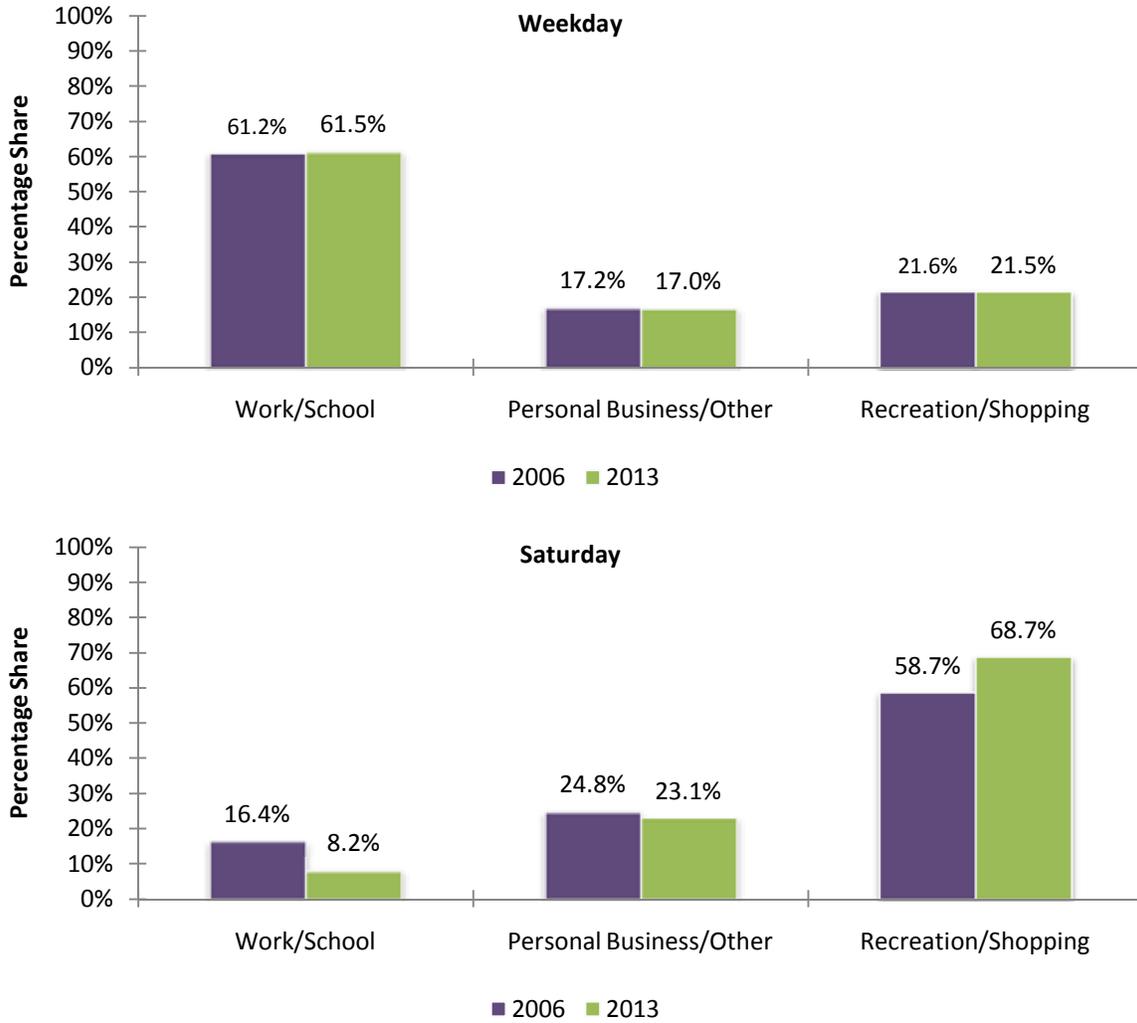
The frequency of travel for weekday and Saturday by trip purpose for both 2013 and 2006 is shown in Table 6-1. More than 61 percent of total trips in the Central Sound Corridor are for work or school, the same percentage as in the 2006 survey results. This is a larger percentage for the corridor compared to 54 percent of the total travel for work or school system-wide. Half of weekday travelers (51 percent) take at least five trips per week on the ferry in 2013, similar to weekday travelers (53 percent) taking five or more trips per week in 2006.

Table 6-1. Central Sound Corridor one-way trips by purpose and frequency, weekday 8-hour and Saturday survey periods (2006 and 2013)

| One-Way Trips | Work/ School | Personal Business/ Other | Recreation / Shopping | Total | All Purposes | | Work/School | |
|-------------------|-----------------|--------------------------------|--------------------------|--------|--------------|-------|-------------|-------|
| | | | | | 2013 | 2006 | 2013 | 2006 |
| Weekday | | | | | | | | |
| 1 | 709 | 788 | 1,301 | 2,798 | 20.2% | 12.3% | 8.3% | 4.1% |
| 2 | 540 | 575 | 723 | 1,838 | 13.2% | 19.9% | 6.3% | 9.2% |
| 3 to 4 | 962 | 627 | 669 | 2,258 | 16.3% | 14.8% | 11.3% | 8.1% |
| 5 to 6 | 1,319 | 205 | 162 | 1,686 | 12.1% | 8.7% | 15.4% | 10.8% |
| 7 to 8 | 1,345 | 111 | 53 | 1,509 | 10.9% | 8.7% | 15.7% | 12.7% |
| 9 to 10 | 2,634 | 20 | 52 | 2,706 | 19.5% | 26.1% | 30.8% | 41.3% |
| 11+ | 1,033 | 30 | 20 | 1,083 | 7.8% | 9.5% | 12.1% | 13.9% |
| Total | 8,542 | 2,356 | 2,981 | 13,879 | 100% | 100% | 100% | 100% |
| 2013 Distribution | 61.5% | 17.0% | 21.5% | 100% | | | | |
| 2006 Distribution | 61.2% | 17.2% | 21.6% | 100% | | | | |
| Saturday | | | | | | | | |
| 1 | 323 | 1,971 | 6,823 | 9,116 | 56.0% | 37.3% | | |
| 2 | 203 | 812 | 1,959 | 2,974 | 18.3% | 25.5% | | |
| 3 to 4 | 239 | 543 | 1,443 | 2,225 | 13.7% | 20.3% | | |
| 5 to 6 | 150 | 167 | 363 | 680 | 4.2% | 4.3% | | |
| 7 to 8 | 82 | 73 | 207 | 361 | 2.2% | 2.2% | | |
| 9 to 10 | 147 | 66 | 171 | 384 | 2.4% | 5.3% | | |
| 11+ | 192 | 129 | 217 | 538 | 3.3% | 4.9% | | |
| Total | 1,335 | 3,760 | 11,183 | 16,279 | 100% | 100% | | |
| 2013 Distribution | 8.2% | 23.1% | 68.7% | 100% | | | | |
| 2006 Distribution | 16.4% | 24.8% | 58.7% | 100% | | | | |

Unlike weekday travelers, more than two-thirds of Saturday survey respondents (69 percent) indicated a trip purpose of recreation/shopping in 2013, an increase of 10 percent from 2006 trips (59 percent). There has been a 50-percent reduction in the share of travelers riding the ferry for work or school purposes on Saturdays in the Central Sound Corridor (8 percent in 2013 compared to 16 percent in 2006). Figure 6-2 compares weekday and Saturday trips by purpose to 2006 survey data.

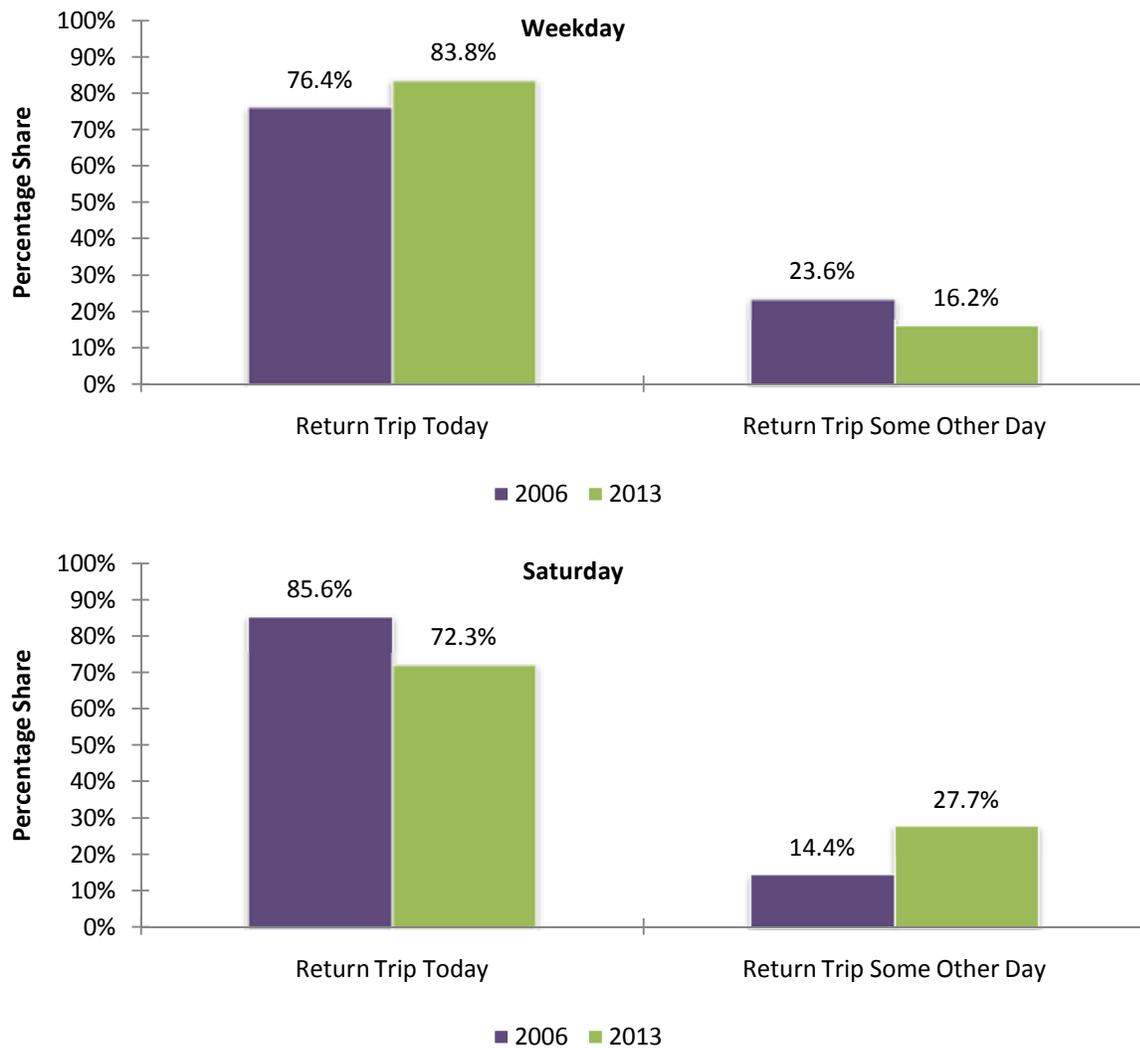
Figure 6-2. Central Sound Corridor trips by purpose, weekday 8-hour and Saturday survey periods (2006 and 2013)



6.1.2 Round-Trip Patterns

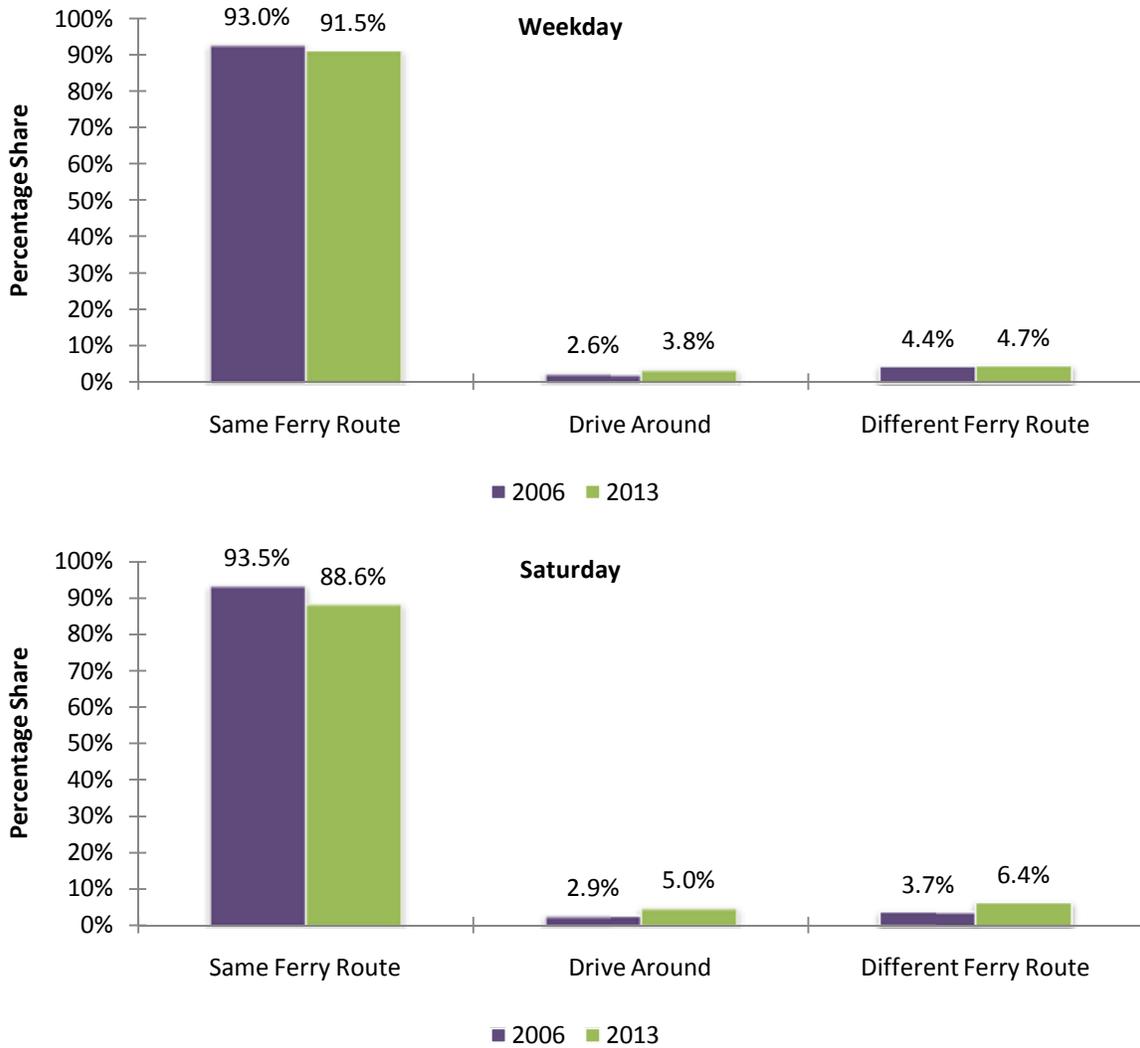
The majority of ferry riders in the Central Sound Corridor made a round-trip on the same day, as shown in Figure 6-3. This was also true in 2006 overall, although the percentage of travelers returning on the same day increased by 8 percent for weekday trips from 2006. Alternatively, the number of travelers returning the same day on Saturdays decreased by 13 percent for Saturday trips. More travelers now return on the same day for weekday trips, and fewer travelers are returning on the same day for Saturday trips.

Figure 6-3. Central Sound Corridor round-trip patterns by day, weekday 8-hour and Saturday survey periods (2006 and 2013)



The vast majority of ferry travelers surveyed in 2013 made a round-trip on the same ferry route (92 percent for weekday and 88 percent for Saturday), as shown in Figure 6-4. This was also true for 2006; however, the percentage of travelers has slightly decreased from 2006 for both weekday and Saturday travelers. Compared to 2006, a greater number of travelers are driving around or returning on a different ferry route in 2013.

Figure 6-4. Central Sound Corridor round-trip patterns by route, weekday 8-hour and Saturday survey periods (2006 and 2013)



6.1.3 Access, Egress, and Boarding Modes

Figure 6-5 and Figure 6-6 present Central Sound Corridor access and egress modes for weekday and Saturday survey days by direction. As shown in the figures, there is generally a higher percentage of non-motorized (walk and bike) and transit access and egress trips during the week than on Saturdays in both directions. This may be due to daily ferry riders being more likely to learn and use transit connections than day-trippers, who may be traveling in larger parties. A greater percentage of westbound walk-on riders access the ferry terminal on foot or by bike than eastbound walk-on riders.

Figure 6-5. Central Sound Corridor westbound trips by access and egress modes, weekday 8-hour and Saturday survey periods (2013)

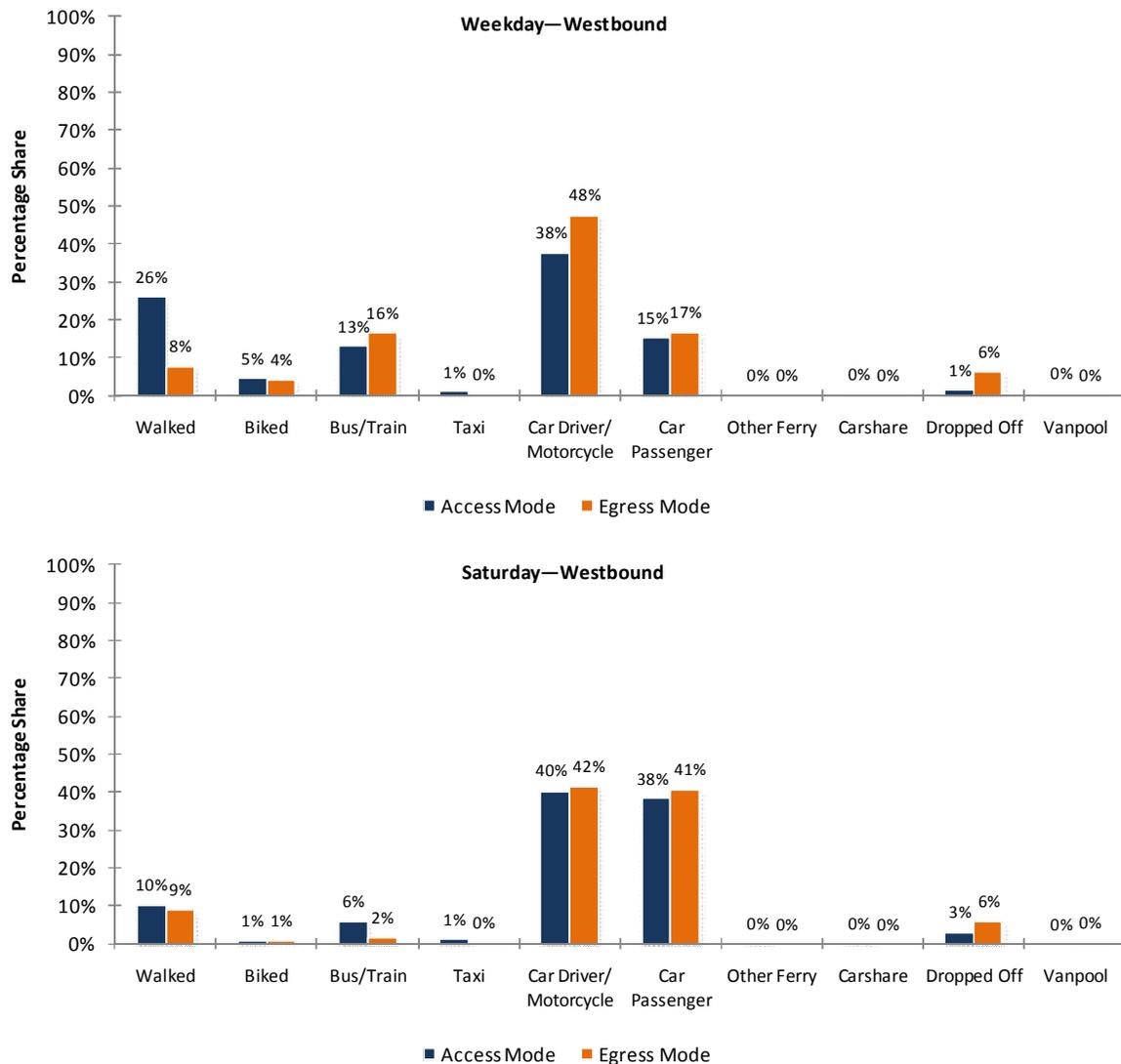


Figure 6-6. Central Sound Corridor eastbound trips by access and egress modes, weekday 8-hour and Saturday survey periods (2013)

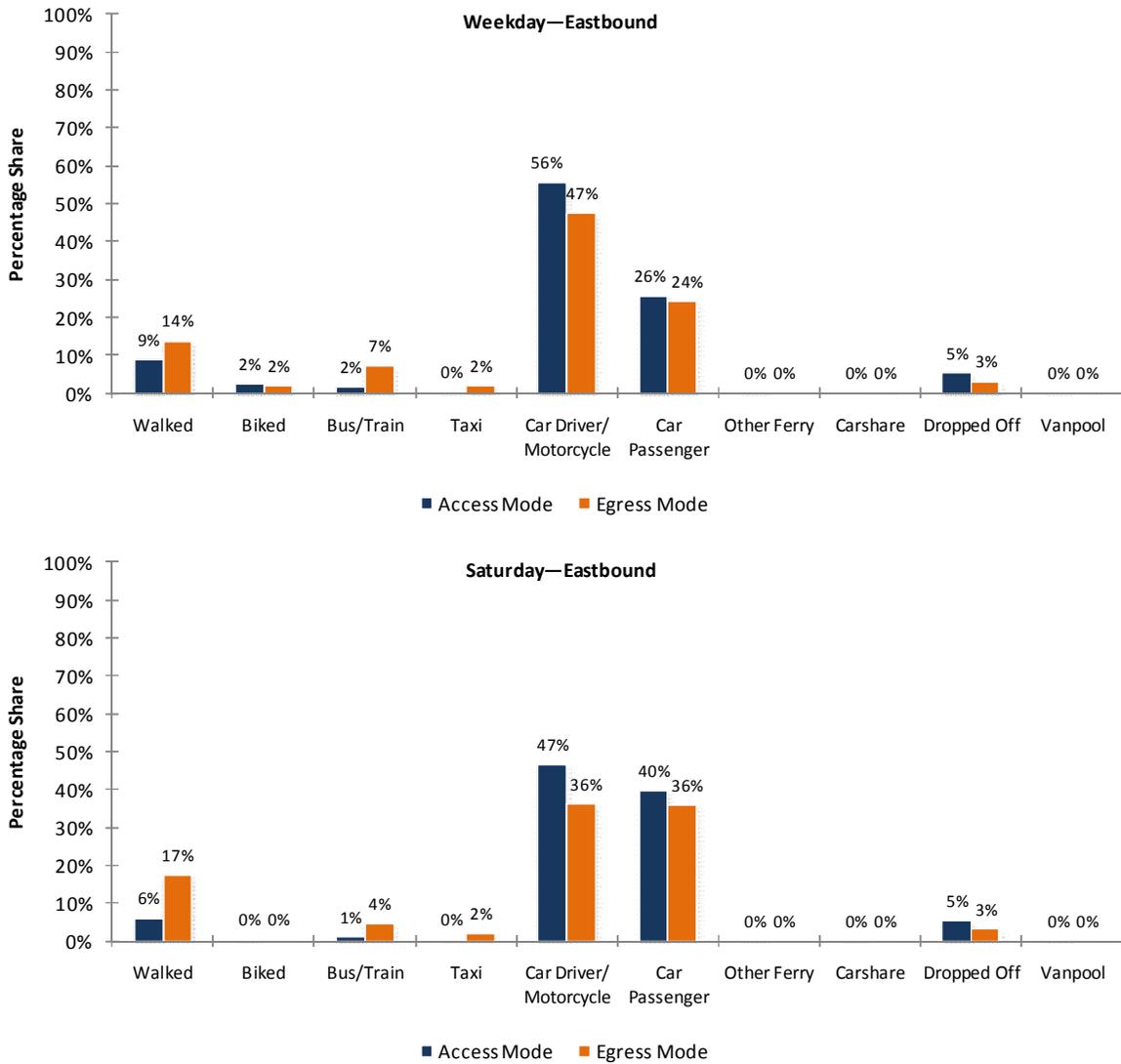


Table 6-2 and Table 6-3 provide greater detail on access and egress trips by boarding mode. Table 6-4, Table 6-5, and Table 6-6 present the access mode to the ferry, boarding method, and egress mode from the ferry for the weekday PM peak period, weekday non-PM peak period, and Saturday trips.

The majority of ferry riders surveyed in 2013 in the Central Sound Corridor board the ferry by car (56 percent weekday, 72 percent Saturday); however, this percentage has decreased for both weekday and Saturday travelers by close to 6 percent since 2006.

The percentage of passengers boarding by bicycle on weekdays nearly tripled since 2006 for the Central Sound. Similarly, the percentage of biking as an access and egress mode to and from the ferry terminal more than doubled for weekday travelers. This increase is not reflected in Saturday trips; bicycle trips account for less than 1 percent of boarding mode share on Saturdays.

Almost half of walk-on weekday travelers access the ferry terminal on foot (47 percent PM peak, 42

“The percentage of passengers boarding by bicycle on weekdays nearly tripled since 2006 for the Central Sound. Similarly, the percentage of biking as an access and egress mode to and from the ferry terminal more than doubled for weekday travelers.”

percent non-PM peak). A smaller percentage of passengers leave the ferry terminal by foot during the weekday PM peak period (19 percent) than the weekday non-PM peak period (30 percent). Transit accounts for about one-fifth of walk-on boardings for both weekday PM peak and non-PM peak periods. A greater number of walk-on travelers leave the ferry terminal on transit during the PM peak period (34 percent) than the non-PM peak period (19 percent). This is likely due to greater availability and accessibility of transit options during the PM peak period versus the non-PM peak period. More walk-on riders access the ferry terminal by vehicle on Saturdays than on weekdays, yet more egress from the ferry terminal as a pedestrian on Saturdays (40 percent) than weekdays.

Table 6-2. Central Sound Corridor access mode and boarding method, weekday 8-hour and Saturday survey periods (2006 and 2013)

| Access Mode | Drive | Walk | Bicycle | Total | All Boardings | |
|-----------------------|---------------|--------------|------------|---------------|---------------|-------------|
| | | | | | 2013 | 2006 |
| Weekday | | | | | | |
| Walked | 21 | 3,270 | 7 | 3,298 | 20.1% | 20.1% |
| Biked | 4 | 57 | 561 | 621 | 3.8% | 1.7% |
| Bus/Train | 21 | 1,432 | 36 | 1,488 | 9.1% | 5.5% |
| Taxi | 0 | 123 | 2 | 126 | 0.8% | 1.2% |
| Car Driver/Motorcycle | 6,397 | 793 | 3 | 7,193 | 43.9% | 52.4% |
| Car Passenger | 2,754 | 337 | 0 | 3,091 | 18.9% | 19.1% |
| Other Ferry | 0 | 3 | 0 | 3 | 0.0% | |
| Carshare | 0 | 35 | 4 | 39 | 0.2% | |
| Dropped Off | 5 | 456 | 0 | 461 | 2.8% | |
| Vanpool | 0 | 49 | 7 | 55 | 0.3% | |
| Total | 9,202 | 6,554 | 619 | 16,375 | 100% | 100% |
| 2013 Distribution | 56.2% | 40.0% | 3.8% | 100% | | |
| 2006 Distribution | 63.2% | 35.5% | 1.3% | 100% | | |
| Saturday | | | | | | |
| Walked | 5 | 1,579 | 12 | 1,596 | 8.1% | 5.9% |
| Biked | 0 | 15 | 103 | 118 | 0.6% | 0.5% |
| Bus/Train | 3 | 660 | 2 | 665 | 3.4% | 5.2% |
| Taxi | 0 | 135 | 0 | 135 | 0.7% | 0.3% |
| Car Driver/Motorcycle | 7,300 | 1,356 | 11 | 8,666 | 43.8% | 54.5% |
| Car Passenger | 6,915 | 816 | 0 | 7,730 | 39.0% | 33.5% |
| Other Ferry | 0 | 10 | 0 | 10 | 0.1% | |
| Carshare | 5 | 18 | 0 | 23 | 0.1% | |
| Dropped Off | 4 | 838 | 3 | 845 | 4.3% | |
| Vanpool | 0 | 10 | 0 | 10 | 0.1% | |
| Total | 14,232 | 5,438 | 130 | 19,800 | 100% | 100% |
| 2013 Distribution | 71.9% | 27.5% | 0.7% | 100% | | |
| 2006 Distribution | 77.0% | 22.6% | 0.4% | 100% | | |

Table 6-3. Central Sound Corridor egress mode and boarding method, weekday 8-hour and Saturday survey periods (2006 and 2013)

| Egress Mode | Drive | Walk | Bicycle | Total | All Boardings | |
|-----------------------|---------------|--------------|------------|---------------|---------------|-------------|
| | | | | | 2013 | 2006 |
| Weekday | | | | | | |
| Walked | 25 | 1,590 | 6 | 1,621 | 9.9% | 16.5% |
| Biked | 9 | 94 | 467 | 570 | 3.5% | 1.7% |
| Bus/Train | 24 | 2,057 | 85 | 2,167 | 13.2% | 8.9% |
| Taxi | 0 | 156 | 0 | 156 | 1.0% | 1.4% |
| Car Driver/Motorcycle | 6,361 | 1,386 | 46 | 7,792 | 47.6% | 53.4% |
| Car Passenger | 2,771 | 394 | 7 | 3,171 | 19.4% | 18.1% |
| Other Ferry | 0 | 0 | 0 | 0 | 0.0% | |
| Carshare | 0 | 7 | 0 | 7 | 0.0% | |
| Dropped Off | 4 | 836 | 8 | 848 | 5.2% | |
| Vanpool | 8 | 36 | 0 | 44 | 0.3% | |
| Total | 9,202 | 6,554 | 619 | 16,375 | 100% | 100% |
| 2013 Distribution | 56.2% | 40.0% | 3.8% | 100% | | |
| 2006 Distribution | 63.1% | 35.7% | 1.3% | 100% | | |
| Saturday | | | | | | |
| Walked | 10 | 2,659 | 3 | 2,672 | 13.5% | 10.7% |
| Biked | 4 | 9 | 103 | 116 | 0.6% | 0.5% |
| Bus/Train | 0 | 618 | 8 | 626 | 3.2% | 1.3% |
| Taxi | 0 | 253 | 2 | 255 | 1.3% | 0.8% |
| Car Driver/Motorcycle | 7,141 | 516 | 3 | 7,659 | 38.7% | 55.0% |
| Car Passenger | 7,060 | 494 | 6 | 7,561 | 38.2% | 31.7% |
| Other Ferry | 0 | 0 | 0 | 0 | 0.0% | |
| Carshare | 5 | 4 | 0 | 9 | 0.0% | |
| Dropped Off | 11 | 854 | 6 | 871 | 4.4% | |
| Vanpool | 0 | 30 | 0 | 30 | 0.2% | |
| Total | 14,232 | 5,438 | 130 | 19,800 | 100% | 100% |
| 2013 Distribution | 71.9% | 27.5% | 0.7% | 100% | | |
| 2006 Distribution | 76.4% | 23.2% | 0.4% | 100% | | |

Table 6-4. Central Sound Corridor trips by access mode to ferry—boarding method—egress mode from ferry, weekday PM Peak Period (2013)

| Access Mode to Ferry Terminal | Percent Distribution | Boarding Method | Percent Distribution | Egress Mode from Ferry Terminal | Percent Distribution |
|--|----------------------|-----------------------|----------------------|---------------------------------|----------------------|
| Walk-On Boardings (47.7% of total boardings) | | | | | |
| Pedestrian | 47.1% | Pedestrian | 90.1% | Pedestrian | 19.4% |
| Bicycle | 9.8% | Pedestrian w/ Bicycle | 9.9% | Bicycle | 8.8% |
| By Bus/Transit | 19.7% | | | By Bus/Transit | 33.9% |
| By Vehicle | 22.0% | | | By Vehicle | 37.5% |
| Vanpool | 0.9% | | | Vanpool | 0.3% |
| Carshare | 0.5% | | | Carshare | 0.0% |
| Other Ferry | 0.1% | | | Other Ferry | 0.0% |
| In-Vehicle Boardings (52.3% of total boardings) | | | | | |
| In-Vehicle | 100.0% | Vehicle Drivers | 70.6% | In-Vehicle | 100.0% |
| | | Vehicle Passengers | 29.4% | | |

Note: Average vehicle occupancy (AVO) was 1.42 for the weekday PM peak period.

Table 6-5. Central Sound Corridor trips by access mode to ferry—boarding method—egress mode from ferry, weekday non-PM peak period (2013)

| Access Mode to Ferry Terminal | Percent Distribution | Boarding Method | Percent Distribution | Egress Mode from Ferry Terminal | Percent Distribution |
|--|----------------------|-----------------------|----------------------|---------------------------------|----------------------|
| Walk-On Boardings (35.6% of total boardings) | | | | | |
| Pedestrian | 41.7% | Pedestrian | 95.0% | Pedestrian | 30.2% |
| Bicycle | 5.3% | Pedestrian w/ Bicycle | 5.0% | Bicycle | 5.0% |
| By Bus/Transit | 22.7% | | | By Bus/Transit | 18.5% |
| By Vehicle | 29.2% | | | By Vehicle | 44.9% |
| Vanpool | 0.4% | | | Vanpool | 0.9% |
| Carshare | 0.8% | | | Carshare | 0.4% |
| Other Ferry | 0.0% | | | Other Ferry | 0.0% |
| In-Vehicle Boardings (64.4% of total boardings) | | | | | |
| In-Vehicle | 100.0% | Vehicle Drivers | 68.4% | In-Vehicle | 100.0% |
| | | Vehicle Passengers | 31.6% | | |

Note: Average vehicle occupancy (AVO) 1.46 for the weekday non-PM peak period.

Table 6-6. Central Sound Corridor trips by access mode to ferry—boarding method—egress mode from ferry, Saturday survey period (2013)

| Access Mode to Ferry Terminal | Percent Distribution | Boarding Method | Percent Distribution | Egress Mode from Ferry Terminal | Percent Distribution |
|--|----------------------|-----------------------|----------------------|---------------------------------|----------------------|
| Walk-On Boardings (28.1% of total boardings) | | | | | |
| Pedestrian | 28.6% | Pedestrian | 97.7% | Pedestrian | 47.8% |
| Bicycle | 2.1% | Pedestrian w/ Bicycle | 2.3% | Bicycle | 2.0% |
| By Bus/Transit | 11.9% | | | By Bus/Transit | 11.2% |
| By Vehicle | 56.7% | | | By Vehicle | 38.3% |
| Vanpool | 0.2% | | | Vanpool | 0.5% |
| Carshare | 0.3% | | | Carshare | 0.1% |
| Other Ferry | 0.2% | | | Other Ferry | 0.0% |
| In-Vehicle Boardings (71.9% of total boardings) | | | | | |
| In-Vehicle | 100.0% | Vehicle Drivers | 51.4% | In-Vehicle | 100.0% |
| | | Vehicle Passengers | 48.6% | | |

Note: Average vehicle occupancy (AVO) 1.95 for the Saturday survey period.

Figure 6-7 presents the distribution of reasons for taking a vehicle on-board the ferry for the Central Sound Corridor. The biggest reason for taking a vehicle on the ferry was that the vehicle was needed at the destination (59 percent of weekday travelers taking their vehicle on-board gave this reason, as did 71 percent of Saturday travelers). The second-most prominent reason for taking a vehicle on the ferry for both weekday and Saturday travelers was that it is too far to walk to the destination. Other common reasons were that transit is not convenient, transit does not go to the destination, the vehicle is necessary for business, or that travelers were carrying baggage.

Figure 6-7. Central Sound Corridor reasons for taking a vehicle, weekday 8-hour and Saturday survey periods (2013)

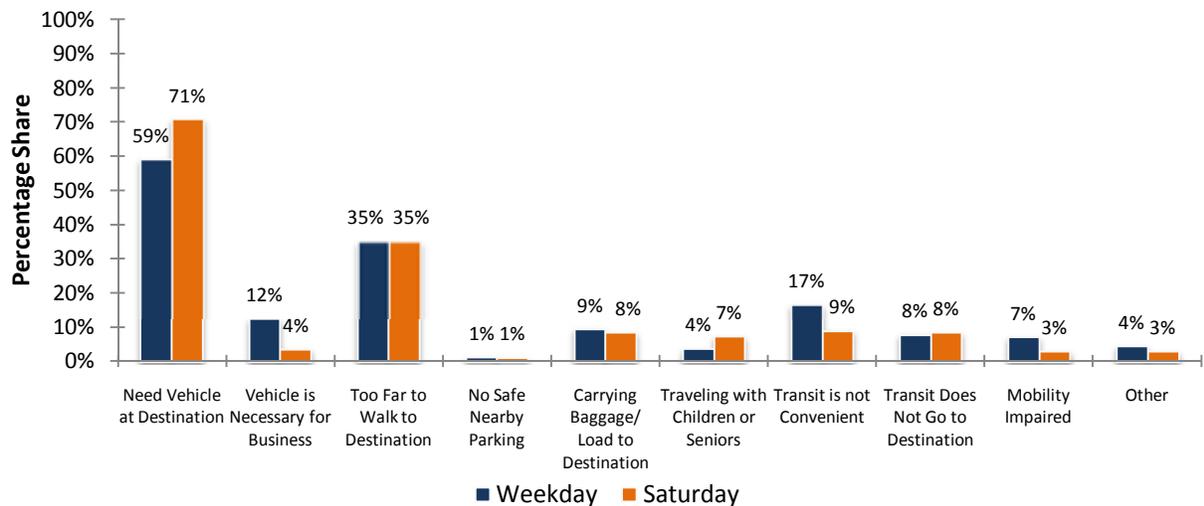
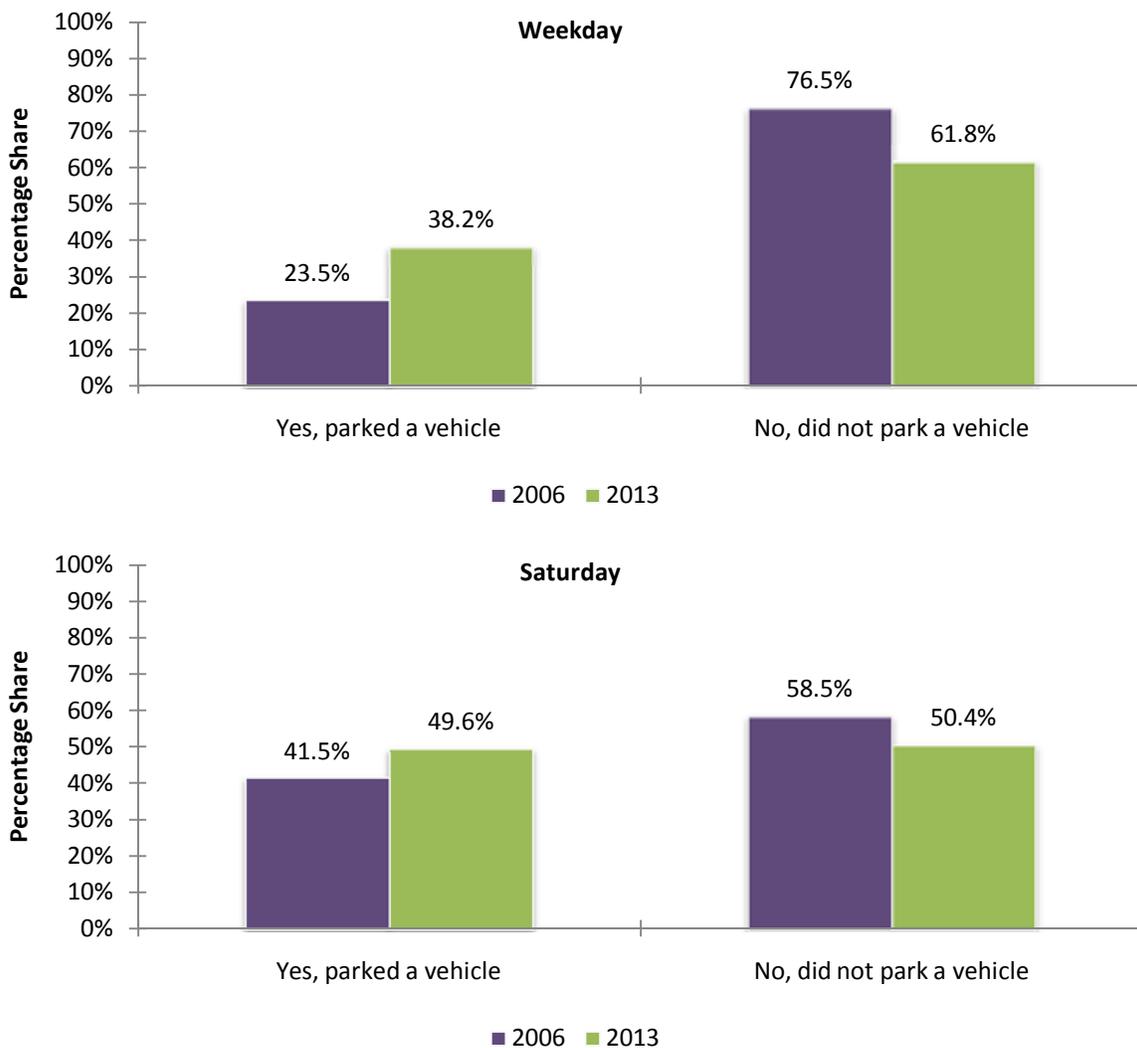


Figure 6-8 shows whether riders parked a vehicle to board the ferry in the Central Sound Corridor. For weekday travelers who travel to the ferry terminal and do not take a car on the ferry (non-motorized boardings), a majority of them do not park their car at the terminal (77 percent), which is greater than the system-wide results (58 percent). Conversely, nearly half of Saturday riders (50 percent) park their car at the terminal, possibly due to more parking availability and in some cases reduced Saturday pricing. A comparison with 2006 shows an overall increase in the number of riders parking a vehicle before boarding the ferry for both weekday and Saturday boardings.

Figure 6-8. Central Sound Corridor non-motorized boardings that parked a vehicle at terminal, weekday 8-hour and Saturday survey periods (2006 and 2013)



6.1.4 Other Travel Characteristics

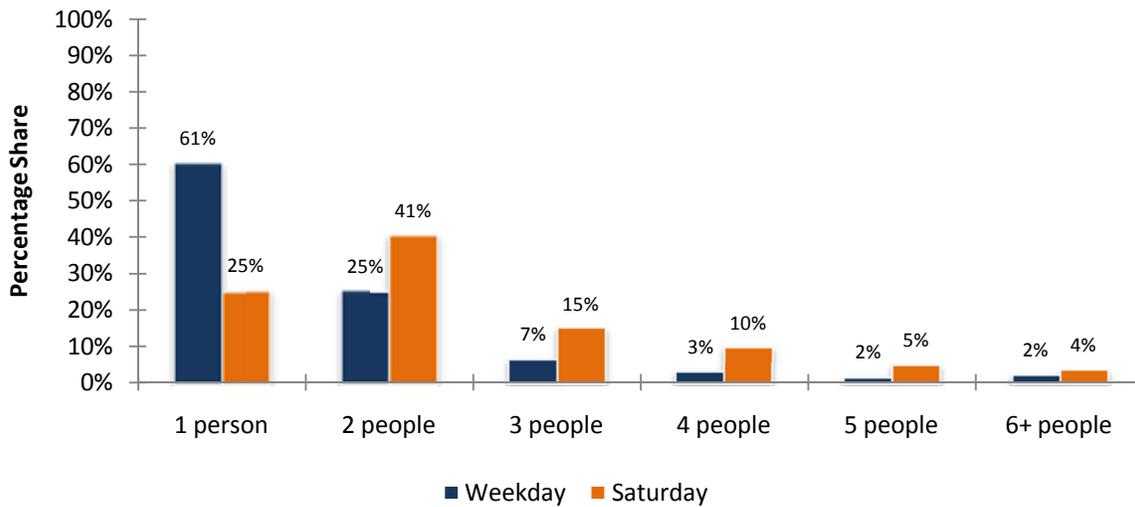
Table 6-7 shows the percentage of respondents who indicated whether their sailing was their preferred option. More than 90 percent of respondents said “yes” for both weekday and Saturday sailings, compared with only 70 percent and 86 percent, respectively, in 2006. Results show an increasing number of riders are able to take their preferred trip.

Table 6-7. Central Sound Corridor trips preferred sailing, weekday 8-hour and Saturday survey periods (2006 and 2013)

| Preferred Sailing | Drive | Walk/Bike | Total | All Boardings | |
|------------------------------|--------|-----------|--------|---------------|-------|
| | | | | 2013 | 2006 |
| Weekday | | | | | |
| Yes | 8,407 | 6,556 | 14,963 | 91.9% | 70.2% |
| No, different departure time | 679 | 570 | 1,249 | 7.7% | 25.7% |
| No, different route | 48 | 14 | 62 | 0.4% | 4.1% |
| Total | 9,135 | 7,140 | 16,275 | 100% | 100% |
| 2013 Distribution | 56.1% | 43.9% | 100% | | |
| 2006 Distribution | 62.6% | 37.4% | 100% | | |
| Saturday | | | | | |
| Yes | 13,143 | 5,344 | 18,487 | 94.5% | 85.9% |
| No, different departure time | 881 | 170 | 1,051 | 5.4% | 11.6% |
| No, different route | 18 | 3 | 21 | 0.1% | 2.6% |
| Total | 14,042 | 5,518 | 19,559 | 100% | 100% |
| 2013 Distribution | 71.8% | 28.2% | 100% | | |
| 2006 Distribution | 77.0% | 23.0% | 100% | | |

The distribution of party size for weekday and Saturday travelers is illustrated in Figure 6-9. Survey responses show the majority of weekday riders travel alone (61 percent) compared with Saturday travelers (25 percent). This is likely because of more work commute trips during the week and recreational family trips taking place on Saturdays.

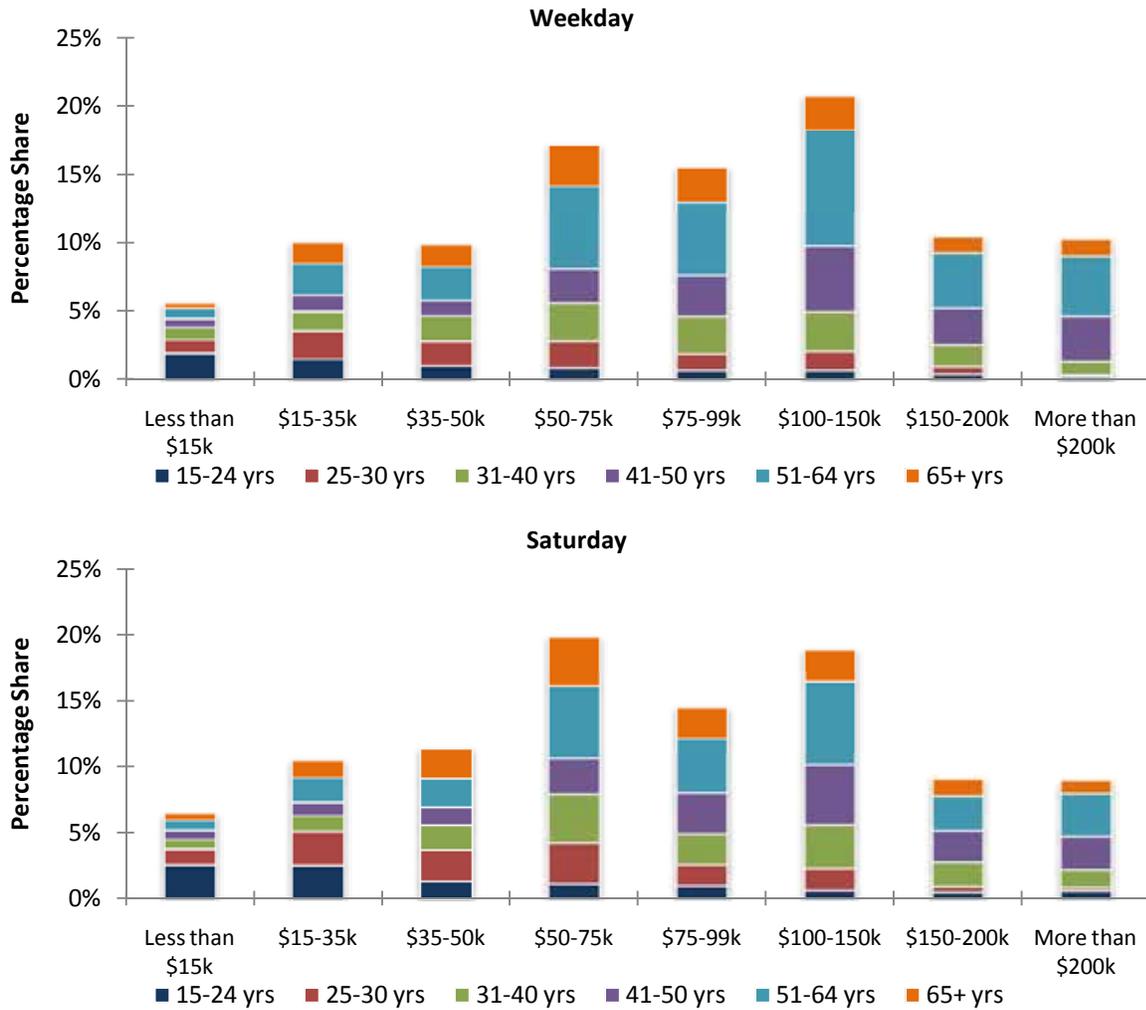
Figure 6-9. Central Sound Corridor party size, weekday 8-hour and Saturday survey periods (2013)



6.1.5 Demographic Characteristics

The average age of travelers in the Central Sound Corridor is 49 years old, and the average self-reported household income range is \$75,000 to \$100,000 annually. Figure 6-10 presents the age and self-reported income of survey respondents for weekday and Saturday trips. Traveler age increases as income increases up to \$75,000, after which age ranges remain more stable. Trends are similar for both weekday and Saturday responses.

Figure 6-10. Central Sound Corridor traveler age and income, weekday 8-hour and Saturday survey periods (2013)



6.2 Seattle–Bainbridge Island

6.2.1 Route Description

The Seattle–Bainbridge Island route is the busiest route in the WSF system and takes approximately 35 minutes to cross roughly 7.5 nautical miles. Total annual ridership for 2013 was 4.3 million passengers plus 2.0 million vehicles and drivers, for a total of 6.3 million riders, or about 17,000 riders per day. This compares to 6.4 million passengers annually, or about 18,000 riders per day, in 2006.

Seattle–Bainbridge Island currently operates 23 sailings per day in each direction, the same number of sailings as 2006. The current passenger fare is \$7.85, an increase from \$6.50 in 2006, and vehicle base fare is \$13.55 for vehicles 14 to 22 feet in length, which has increased from the \$11.25 base fare for vehicles in 2006.

The following subsections provide key trip-making characteristics for 2013 surveyed travelers on the Seattle–Bainbridge Island route and a comparison to 2006 survey data to identify trends.

6.2.2 Trips by Purpose

The trip purposes of ferry riders on the Seattle–Bainbridge Island route were cross-tabulated against the direction of the trip for weekday and Saturday. Table 6-8 shows three trip purposes (work/school, personal business/other, and recreation/shopping) for weekday and Saturday, and includes a comparison with 2006 for all trip purposes. The majority of weekday trips are for work and school purposes. Saturday trips have shifted from work and school to recreation or shopping trips on this route; only 8 percent of Saturday trips are for work/school compared with 24 percent in 2006, and recreation/shopping trips account for 72 percent of Saturday trips compared to 56 percent in 2006.

Table 6-8. Seattle–Bainbridge Island trips by purpose and direction, weekday 8-hour and Saturday survey periods (2006 and 2013)

| Direction | Work/ School | Personal Business/ Other | Recreation/ Shopping | Total | All Purposes | |
|-------------------|--------------|--------------------------|----------------------|-------|--------------|-------|
| | | | | | 2013 | 2006 |
| Weekday | | | | | | |
| Eastbound | 963 | 648 | 1,124 | 2,735 | 31.0% | 50.3% |
| Westbound | 4,255 | 879 | 951 | 6,085 | 69.0% | 49.7% |
| Total | 5,218 | 1,527 | 2,075 | 8,820 | 100% | 100% |
| 2013 Distribution | 59.2% | 17.3% | 23.5% | 100% | | |
| 2006 Distribution | 61.3% | 16.6% | 22.1% | 100% | | |
| Saturday | | | | | | |
| Eastbound | 340 | 841 | 3,106 | 4,287 | 50.0% | 50.7% |
| Westbound | 346 | 870 | 3,068 | 4,283 | 50.0% | 49.3% |
| Total | 686 | 1,711 | 6,173 | 8,570 | 100% | 100% |
| 2013 Distribution | 8.0% | 20.0% | 72.0% | 100% | | |
| 2006 Distribution | 24.0% | 19.6% | 56.4% | 100% | | |

6.2.3 Frequency of Travel

The total number of trips by purpose is shown in Table 6-9 for weekday and Saturday trips. More than half of the weekday respondents on this route take five or more trips per week. (54 percent), which is a slight decrease from the 58 percent of travelers who took five or more trips per week in 2006. This is consistent with the high percentage of commuters on the Seattle–Bainbridge Island route. As expected, Saturday riders are infrequent users, with about half of the respondents taking only one trip per week.

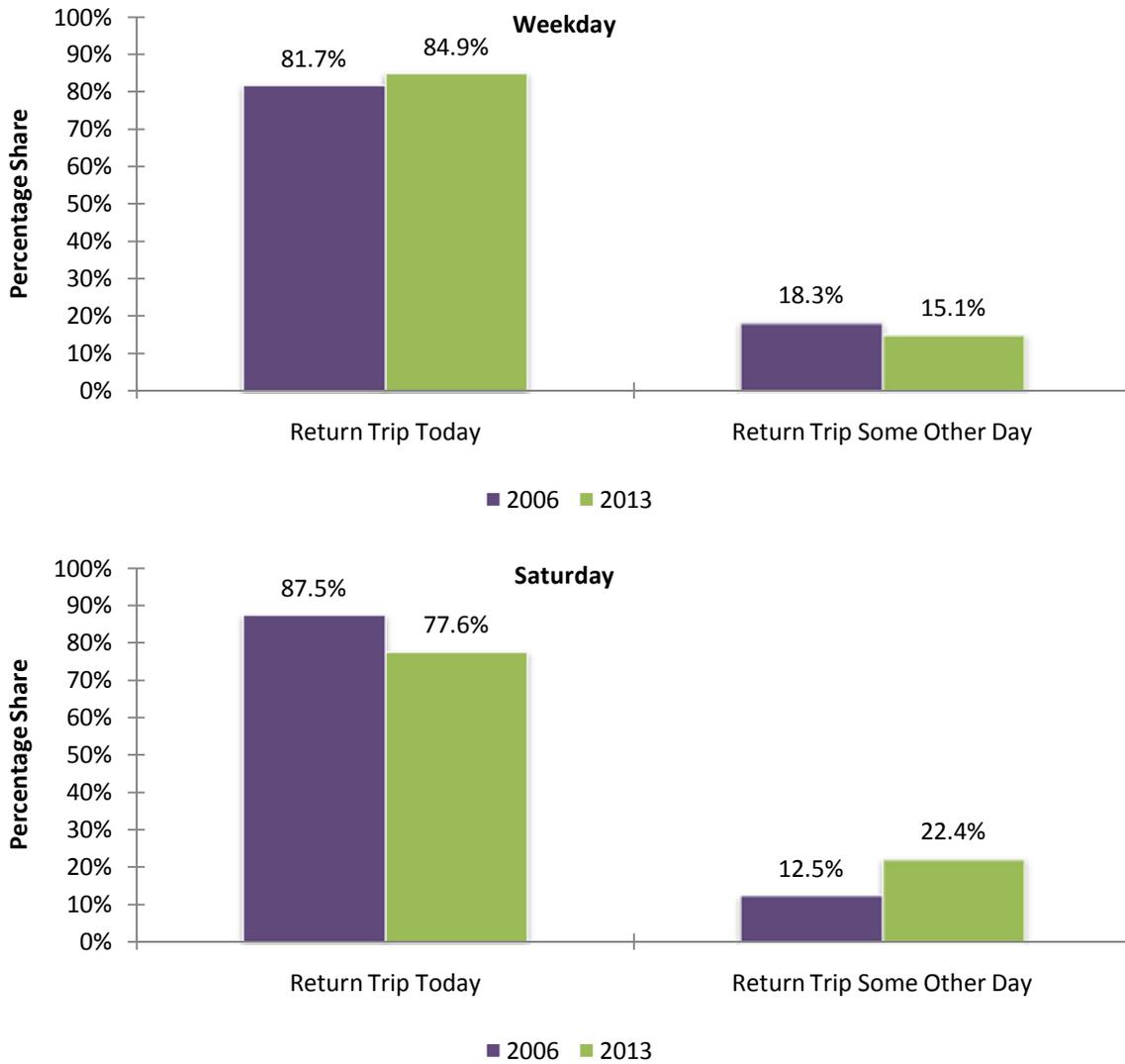
Table 6-9. Seattle–Bainbridge Island one-way trips by purpose and frequency, weekday 8-hour and Saturday survey periods (2006 and 2013)

| One-Way Trips | Work/ School | Personal Business/ Other | Recreation / Shopping | Total | All Purposes | | Work/School | |
|-------------------|-----------------|--------------------------------|--------------------------|-------|--------------|-------|-------------|-------|
| | | | | | 2013 | 2006 | 2013 | 2006 |
| Weekday | | | | | | | | |
| 1 | 285 | 354 | 677 | 1,316 | 17.3% | 9.5% | 6.0% | 2.0% |
| 2 | 262 | 294 | 363 | 919 | 12.1% | 16.1% | 5.5% | 6.7% |
| 3 to 4 | 479 | 344 | 411 | 1,234 | 16.2% | 16.2% | 10.0% | 7.6% |
| 5 to 6 | 647 | 125 | 94 | 867 | 11.4% | 9.1% | 13.5% | 10.6% |
| 7 to 8 | 962 | 64 | 35 | 1,061 | 13.9% | 8.4% | 20.1% | 11.9% |
| 9 to 10 | 1,540 | 11 | 35 | 1,586 | 20.8% | 28.8% | 32.2% | 44.7% |
| 11+ | 610 | 20 | 7 | 637 | 8.4% | 11.9% | 12.8% | 16.4% |
| Total | 4,786 | 1,212 | 1,623 | 7,620 | 100% | 100% | 100% | 100% |
| 2013 Distribution | 62.8% | 15.9% | 21.3% | 100% | | | | |
| 2006 Distribution | 61.7% | 16.6% | 21.7% | 100% | | | | |
| Saturday | | | | | | | | |
| 1 | 119 | 647 | 2,829 | 3,595 | 51.8% | 43.0% | | |
| 2 | 67 | 295 | 802 | 1,164 | 16.8% | 16.6% | | |
| 3 to 4 | 114 | 254 | 697 | 1,066 | 15.4% | 12.9% | | |
| 5 to 6 | 82 | 71 | 199 | 352 | 5.1% | 3.8% | | |
| 7 to 8 | 43 | 37 | 142 | 221 | 3.2% | 3.1% | | |
| 9 to 10 | 77 | 41 | 74 | 192 | 2.8% | 7.6% | | |
| 11+ | 101 | 94 | 151 | 346 | 5.0% | 13.0% | | |
| Total | 604 | 1,438 | 4,894 | 6,937 | 100% | 100% | | |
| 2013 Distribution | 8.7% | 20.7% | 70.6% | 100% | | | | |
| 2006 Distribution | 23.4% | 19.0% | 57.6% | 100% | | | | |

6.2.4 Round-Trip Patterns

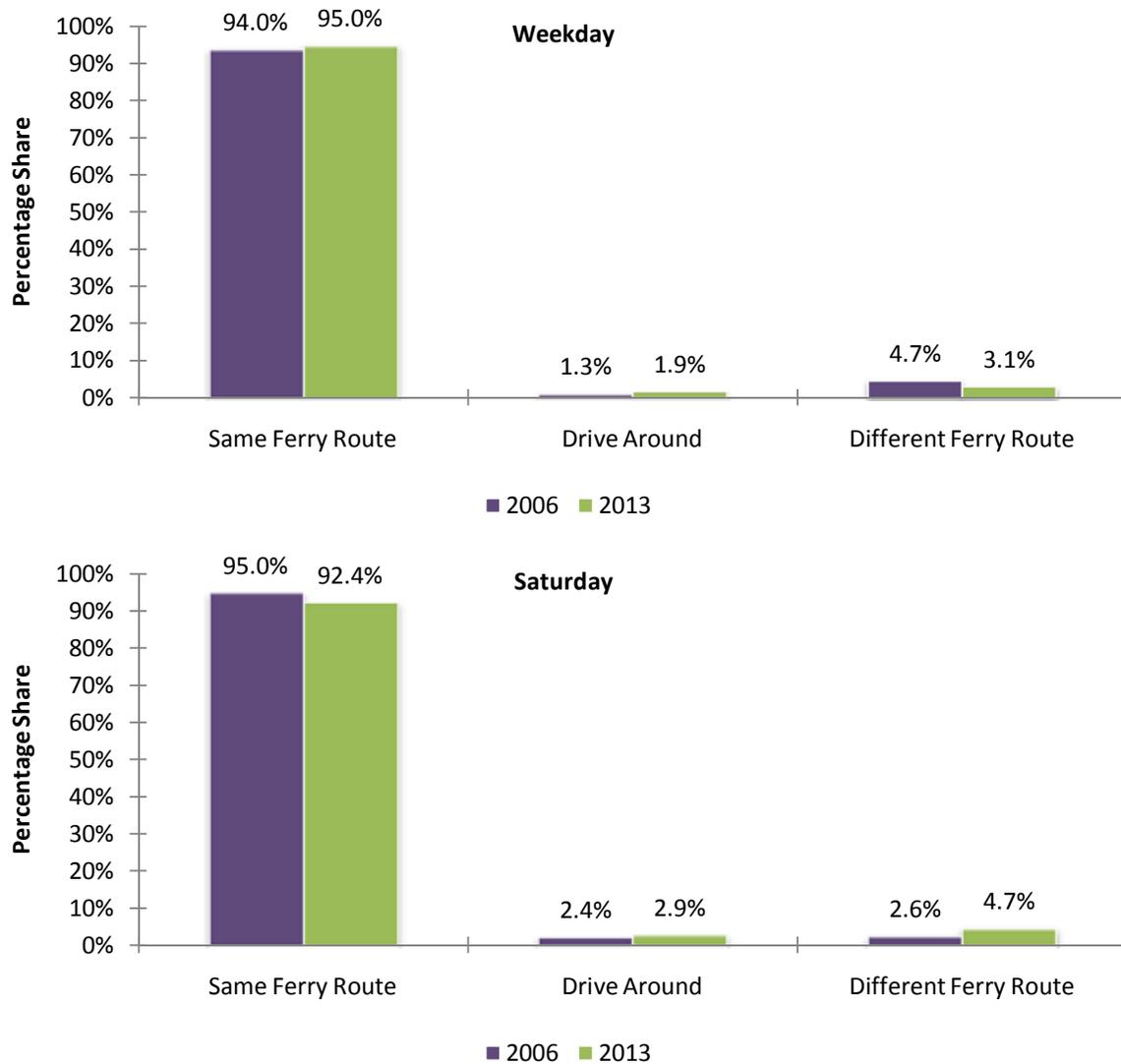
Figure 6-11 shows the percentage of survey respondents who indicated that their return trip was on the same day or some other day. An increasing number of weekday riders are departing and returning on the same day (85 percent) compared to 2006 (81 percent). However, fewer Saturday travelers are returning on the same day (approximately 10 percent decrease from 2006).

Figure 6-11. Seattle–Bainbridge Island round-trip patterns by day, weekday 8-hour and Saturday survey periods (2006 and 2013)



The percentage of people taking the same ferry route on the return trip was essentially unchanged in 2013 compared with 2006 for weekday Seattle–Bainbridge Island travelers. There was a slight decrease in the percentage of trips returning on the same route for Saturday travelers from 2006. Riders taking a different route are more likely to be travelling for recreational purposes who are visiting more than one location across the Puget Sound. These round-trip patterns are presented in Figure 6-12.

Figure 6-12. Seattle–Bainbridge Island round-trip patterns by route, weekday 8-hour and Saturday survey periods (2006 and 2013)



6.2.5 Access, Egress, and Boarding Modes

Access and egress modes for weekday and Saturday riders are represented in Figure 6-13 for westbound trips and Figure 6-14 for eastbound trips. A larger percentage of weekday ferry riders are accessing the ferry terminal on foot for westbound trips, which aligns with a higher percentage of weekday ferry riders egressing from the terminal on foot after eastbound trips. Results are consistent with transit connections and pedestrian/bicycle that exist in Seattle and surrounding neighborhoods. As expected, more ferry riders access and egress from the ferry by vehicle on Saturdays compared to weekdays in both directions.

Figure 6-13. Seattle–Bainbridge Island westbound trips by access and egress modes, weekday 8-hour and Saturday survey periods (2013)

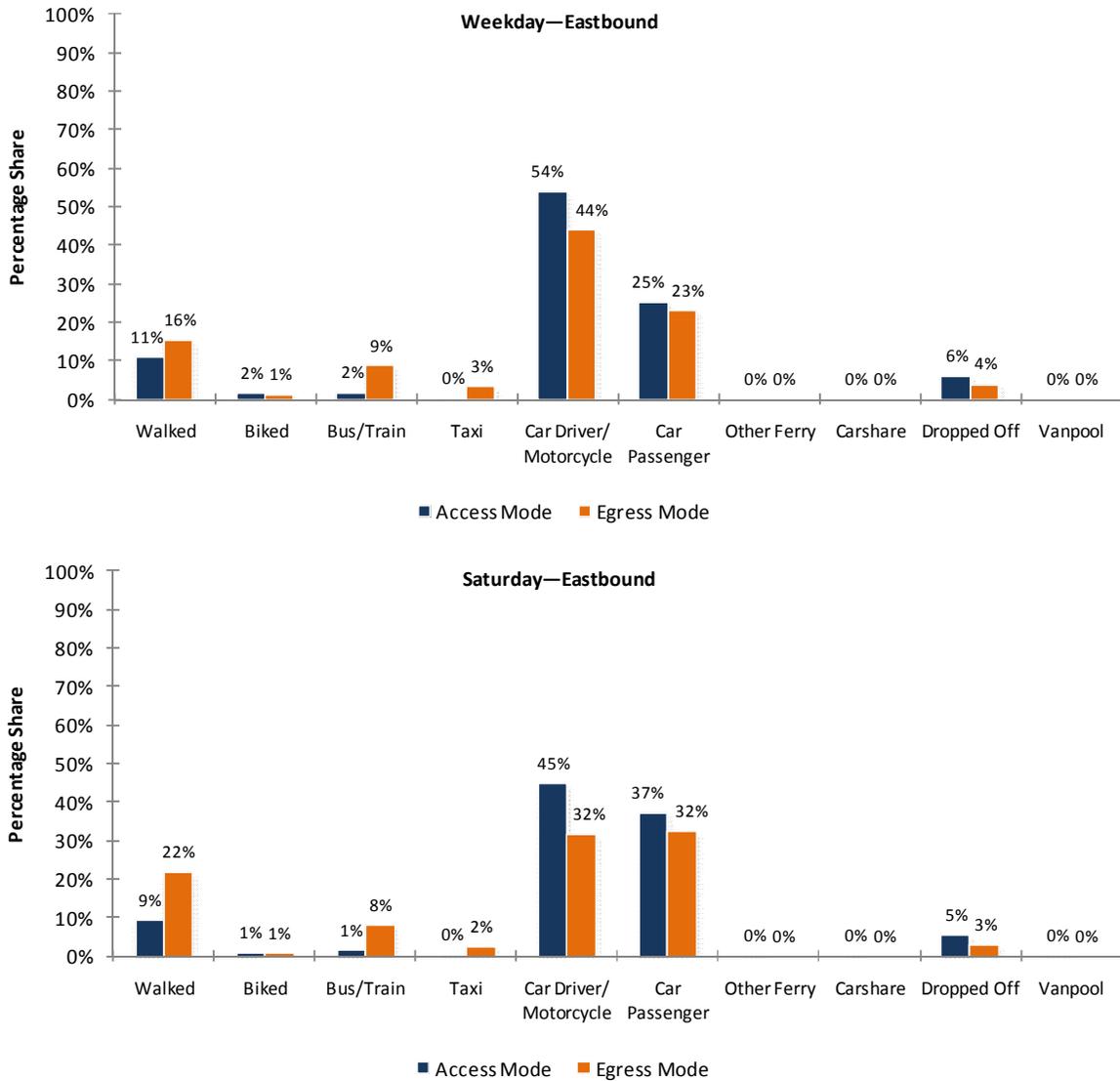


Figure 6-14. Seattle–Bainbridge Island eastbound trips by access and egress modes, weekday 8-hour and Saturday survey periods (2013)

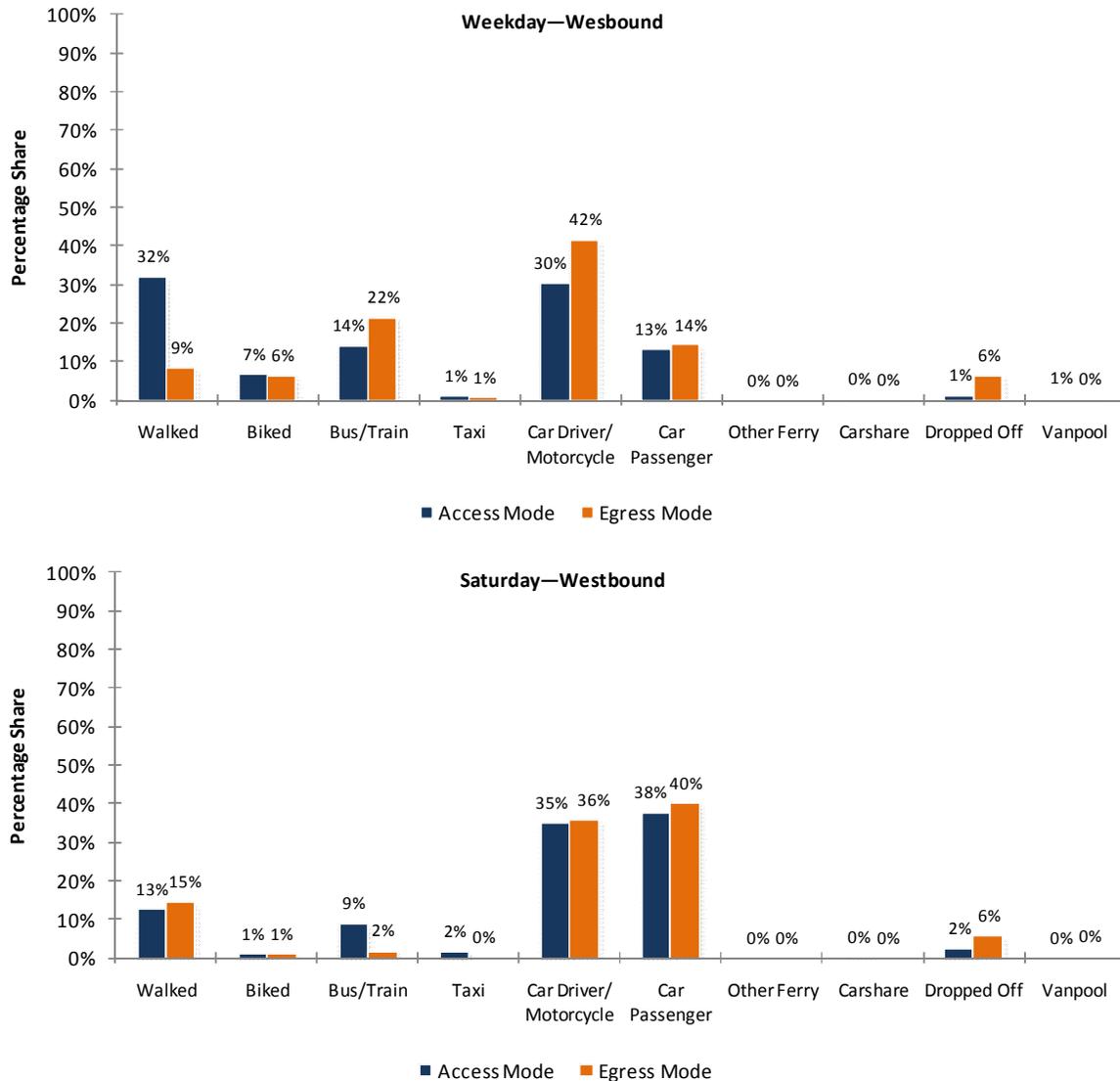


Table 6-10 shows the boarding mode and the corresponding access modes to the ferry terminal for weekday and Saturday, and Table 6-11 shows boarding and egress mode from the ferry terminal for weekday and Saturday.

Table 6-12, Table 6-13, and Table 6-14 present information on access mode to the ferry, boarding mode, and egress mode from the ferry for weekday PM peak period, weekday non-PM-peak period, and Saturday trips. For weekday trips, a greater number of walk-on boardings access the ferry on foot during the PM peak period, in contrast with a greater number of walk-on boardings egressing from the ferry terminal on foot during the non-PM peak period.

Roughly half of Saturday walk-on boardings access the ferry by vehicle (51 percent), while 31 percent access on foot; however, these numbers switch for egress mode, with 51 percent of walk-on

boardings egressing the terminal by foot versus 32 percent egressing by vehicle for Saturday trips. In addition, two-thirds of in-vehicle boardings during the week are drivers, with the remaining one-third being passengers. This compares to a fairly even split between vehicles and passengers for Saturday vehicle boardings and corresponds to larger party sizes and recreational or shopping trips taking place on Saturdays.

Table 6-10. Seattle–Bainbridge Island access mode and boarding methods, weekday 8-hour and Saturday survey periods (2006 and 2013)

| Access Mode | Drive | Walk | Bicycle | Total | All Boardings | |
|-----------------------|--------------|--------------|------------|--------------|---------------|-------------|
| | | | | | 2013 | 2006 |
| Weekday | | | | | | |
| Walked | 21 | 2,223 | 7 | 2,251 | 25.5% | 24.5% |
| Biked | 0 | 39 | 408 | 448 | 5.1% | 2.6% |
| Bus/Train | 10 | 871 | 27 | 908 | 10.3% | 6.8% |
| Taxi | 0 | 78 | 0 | 78 | 0.9% | 2.1% |
| Car Driver/Motorcycle | 2,944 | 382 | 3 | 3,329 | 37.7% | 47.6% |
| Car Passenger | 1,274 | 218 | 0 | 1,493 | 16.9% | 16.5% |
| Other Ferry | 0 | 0 | 0 | 0 | 0.0% | |
| Carshare | 0 | 24 | 4 | 27 | 0.3% | |
| Dropped Off | 0 | 253 | 0 | 253 | 2.9% | |
| Vanpool | 0 | 30 | 3 | 34 | 0.4% | |
| Total | 4,249 | 4,119 | 452 | 8,820 | 100% | 100% |
| 2013 Distribution | 48.2% | 46.7% | 5.1% | 100% | | |
| 2006 Distribution | 54.6% | 43.4% | 1.9% | 100% | | |
| Saturday | | | | | | |
| Walked | 0 | 927 | 9 | 936 | 10.9% | 7.4% |
| Biked | 0 | 11 | 75 | 86 | 1.0% | 0.3% |
| Bus/Train | 0 | 450 | 0 | 450 | 5.3% | 8.5% |
| Taxi | 0 | 97 | 0 | 97 | 1.1% | 0.7% |
| Car Driver/Motorcycle | 2,746 | 680 | 0 | 3,426 | 40.0% | 53.6% |
| Car Passenger | 2,772 | 441 | 0 | 3,213 | 37.5% | 29.6% |
| Other Ferry | 0 | 4 | 0 | 4 | 0.0% | |
| Carshare | 0 | 18 | 0 | 18 | 0.2% | |
| Dropped Off | 0 | 337 | 0 | 337 | 3.9% | |
| Vanpool | 0 | 4 | 0 | 4 | 0.0% | |
| Total | 5,518 | 2,968 | 84 | 8,570 | 100% | 100% |
| 2013 Distribution | 64.4% | 34.6% | 1.0% | 100% | | |
| 2006 Distribution | 71.6% | 28.1% | 0.3% | 100% | | |

Table 6-11. Seattle–Bainbridge Island egress mode and boarding methods, weekday 8-hour and Saturday survey periods (2006 and 2013)

| Egress Mode | Drive | Walk | Bicycle | Total | All Boardings | |
|-----------------------|--------------|--------------|------------|--------------|---------------|-------------|
| | | | | | 2013 | 2006 |
| Weekday | | | | | | |
| Walked | 12 | 927 | 6 | 944 | 10.7% | 20.5% |
| Biked | 5 | 70 | 352 | 427 | 4.8% | 2.4% |
| Bus/Train | 16 | 1,469 | 64 | 1,549 | 17.6% | 11.0% |
| Taxi | 0 | 128 | 0 | 128 | 1.5% | 2.4% |
| Car Driver/Motorcycle | 2,939 | 772 | 24 | 3,734 | 42.3% | 47.6% |
| Car Passenger | 1,273 | 223 | 7 | 1,503 | 17.0% | 16.0% |
| Other Ferry | 0 | 0 | 0 | 0 | 0.0% | |
| Carshare | 0 | 4 | 0 | 4 | 0.0% | |
| Dropped Off | 0 | 503 | 0 | 503 | 5.7% | |
| Vanpool | 4 | 24 | 0 | 28 | 0.3% | |
| Total | 4,249 | 4,119 | 452 | 8,820 | 100% | 100% |
| 2013 Distribution | 48.2% | 46.7% | 5.1% | 100% | | |
| 2006 Distribution | 54.3% | 43.7% | 2.0% | 100% | | |
| Saturday | | | | | | |
| Walked | 3 | 1,562 | 0 | 1,566 | 18.3% | 13.3% |
| Biked | 4 | 7 | 72 | 84 | 1.0% | 0.3% |
| Bus/Train | 0 | 421 | 4 | 425 | 5.0% | 1.8% |
| Taxi | 0 | 114 | 0 | 114 | 1.3% | 0.6% |
| Car Driver/Motorcycle | 2,667 | 224 | 0 | 2,891 | 33.7% | 55.8% |
| Car Passenger | 2,843 | 253 | 6 | 3,102 | 36.2% | 28.0% |
| Other Ferry | 0 | 0 | 0 | 0 | 0.0% | |
| Carshare | 0 | 0 | 0 | 0 | 0.0% | |
| Dropped Off | 0 | 369 | 3 | 372 | 4.3% | |
| Vanpool | 0 | 17 | 0 | 17 | 0.2% | |
| Total | 5,518 | 2,968 | 84 | 8,570 | 100% | 100% |
| 2013 Distribution | 64.4% | 34.6% | 1.0% | 100% | | |
| 2006 Distribution | 70.9% | 28.8% | 0.3% | 100% | | |

Table 6-12. Seattle–Bainbridge Island trips by access mode to ferry—boarding method—egress mode from ferry, weekday PM Peak Period (2013)

| Access Mode to Ferry Terminal | Percent Distribution | Boarding Method | Percent Distribution | Egress Mode from Ferry Terminal | Percent Distribution |
|--|----------------------|-----------------------|----------------------|---------------------------------|----------------------|
| Walk-On Boardings (55.3% of total boardings) | | | | | |
| Pedestrian | 50.5% | Pedestrian | 88.9% | Pedestrian | 18.3% |
| Bicycle | 11.0% | Pedestrian w/ Bicycle | 11.1% | Bicycle | 10.3% |
| By Bus/Transit | 17.9% | | | By Bus/Transit | 38.5% |
| By Vehicle | 19.2% | | | By Vehicle | 32.8% |
| Vanpool | 0.9% | | | Vanpool | 0.2% |
| Carshare | 0.5% | | | Carshare | 0.0% |
| Other Ferry | 0.0% | | | Other Ferry | 0.0% |
| In-Vehicle Boardings (44.7% of total boardings) | | | | | |
| In-Vehicle | 100.0% | Vehicle Drivers | 69.5% | In-Vehicle | 100.0% |
| | | Vehicle Passengers | 30.5% | | |

Note: Average vehicle occupancy (AVO) was 1.44 for the weekday PM peak period.

Table 6-13. Seattle–Bainbridge Island trips by access mode to ferry—boarding method—egress mode from ferry, weekday non-PM peak period (2013)

| Access Mode to Ferry Terminal | Percent Distribution | Boarding Method | Percent Distribution | Egress Mode from Ferry Terminal | Percent Distribution |
|--|----------------------|-----------------------|----------------------|---------------------------------|----------------------|
| Walk-On Boardings (44.2% of total boardings) | | | | | |
| Pedestrian | 44.1% | Pedestrian | 93.4% | Pedestrian | 26.3% |
| Bicycle | 6.5% | Pedestrian w/ Bicycle | 6.6% | Bicycle | 6.3% |
| By Bus/Transit | 24.5% | | | By Bus/Transit | 20.0% |
| By Vehicle | 23.7% | | | By Vehicle | 45.7% |
| Vanpool | 0.3% | | | Vanpool | 1.4% |
| Carshare | 0.9% | | | Carshare | 0.3% |
| Other Ferry | 0.0% | | | Other Ferry | 0.0% |
| In-Vehicle Boardings (55.8% of total boardings) | | | | | |
| In-Vehicle | 100.0% | Vehicle Drivers | 69.7% | In-Vehicle | 100.0% |
| | | Vehicle Passengers | 30.3% | | |

Note: Average vehicle occupancy (AVO) was 1.43 for the weekday non-PM peak period.

Table 6-14. Seattle–Bainbridge Island trips by access mode to ferry—boarding method—egress mode from ferry, Saturday survey period (2013)

| Access Mode to Ferry Terminal | Percent Distribution | Boarding Method | Percent Distribution | Egress Mode from Ferry Terminal | Percent Distribution |
|--|----------------------|-----------------------|----------------------|---------------------------------|----------------------|
| Walk-On Boardings (35.6% of total boardings) | | | | | |
| Pedestrian | 30.7% | Pedestrian | 97.2% | Pedestrian | 51.2% |
| Bicycle | 2.8% | Pedestrian w/ Bicycle | 2.8% | Bicycle | 2.6% |
| By Bus/Transit | 14.7% | | | By Bus/Transit | 13.9% |
| By Vehicle | 51.0% | | | By Vehicle | 31.7% |
| Vanpool | 0.1% | | | Vanpool | 0.6% |
| Carshare | 0.6% | | | Carshare | 0.0% |
| Other Ferry | 0.1% | | | Other Ferry | 0.0% |
| In-Vehicle Boardings (64.4% of total boardings) | | | | | |
| In-Vehicle | 100.0% | Vehicle Drivers | 49.8% | In-Vehicle | 100.0% |
| | | Vehicle Passengers | 50.2% | | |

Note: Average vehicle occupancy (AVO) was 2.01 for the Saturday survey period.

Characteristics of Riders who Accessed or Egressed by Bicycle

Figure 6-15, Figure 6-16, and Figure 6-17 present comparisons of users who accessed and/or egressed the Seattle–Bainbridge Island ferry route by bicycle with users of all modes. Weekday and Saturday ferry riders who biked to access or egress the ferry terminal on the Seattle–Bainbridge route account for 6% and 1% of survey period ridership, respectively. Bicycle boardings by origin and destination district are shown for weekday westbound trips on page 6-39.

Figure 6-15 presents the distribution of bike access/egress by age compared to all modes. The majority of weekday bike users are between the ages of 41 and 64 (approximately 77 percent) with a much higher percentage of riders in the 41 to 50 years of age category than all users. There are more riders between the ages of 25 and 40 on Saturdays accessing/egressing the ferry by bike. There are few riders who access the ferry by bike over the age of 65 for both weekday and Saturday trips.

Figure 6-15. Seattle–Bainbridge Island distribution of bike access or egress by age compared to all survey period respondents, weekday and Saturday survey periods (2013)

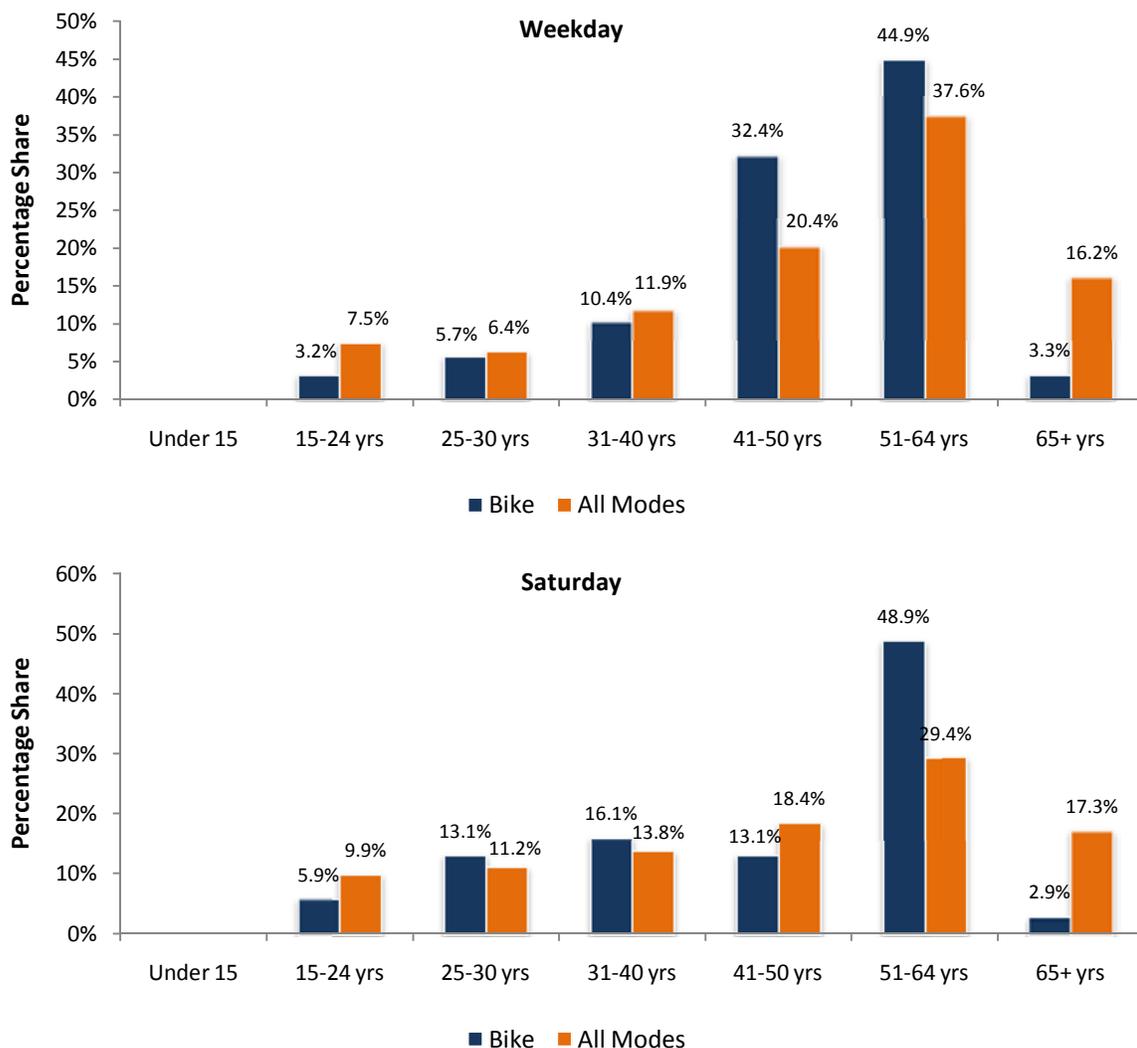


Figure 6-16 shows the distribution of bike access/egress by income compared to all modes. Weekday riders who access or egress by bike tend to be wealthier than the average rider (larger shares in the higher income ranges), while Saturday trends show a larger share of bike access/egress in the lowest two income ranges.

Figure 6-16. Seattle–Bainbridge Island distribution of bike access or egress by income compared to all survey period respondents, weekday and Saturday survey periods (2013)

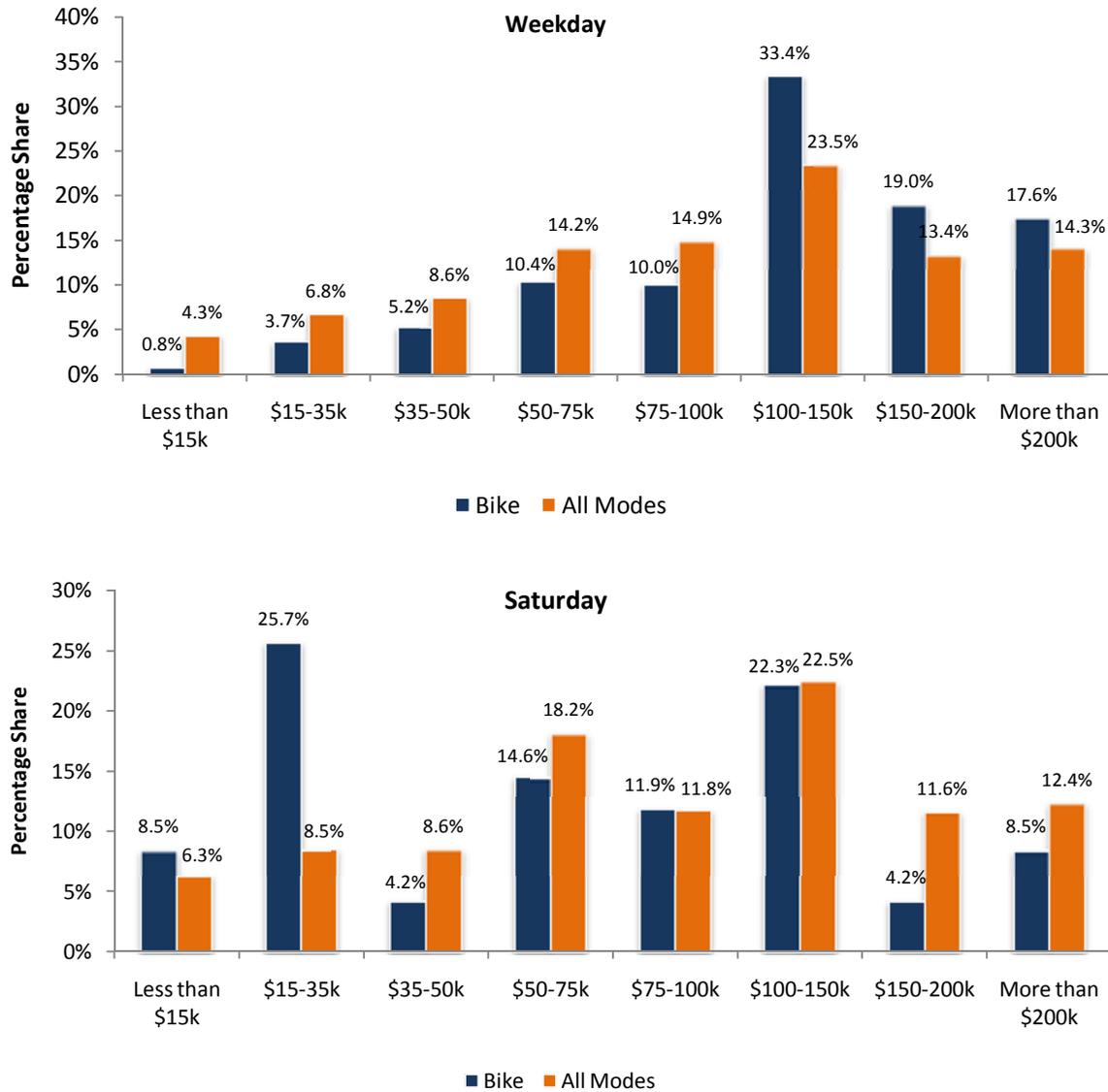
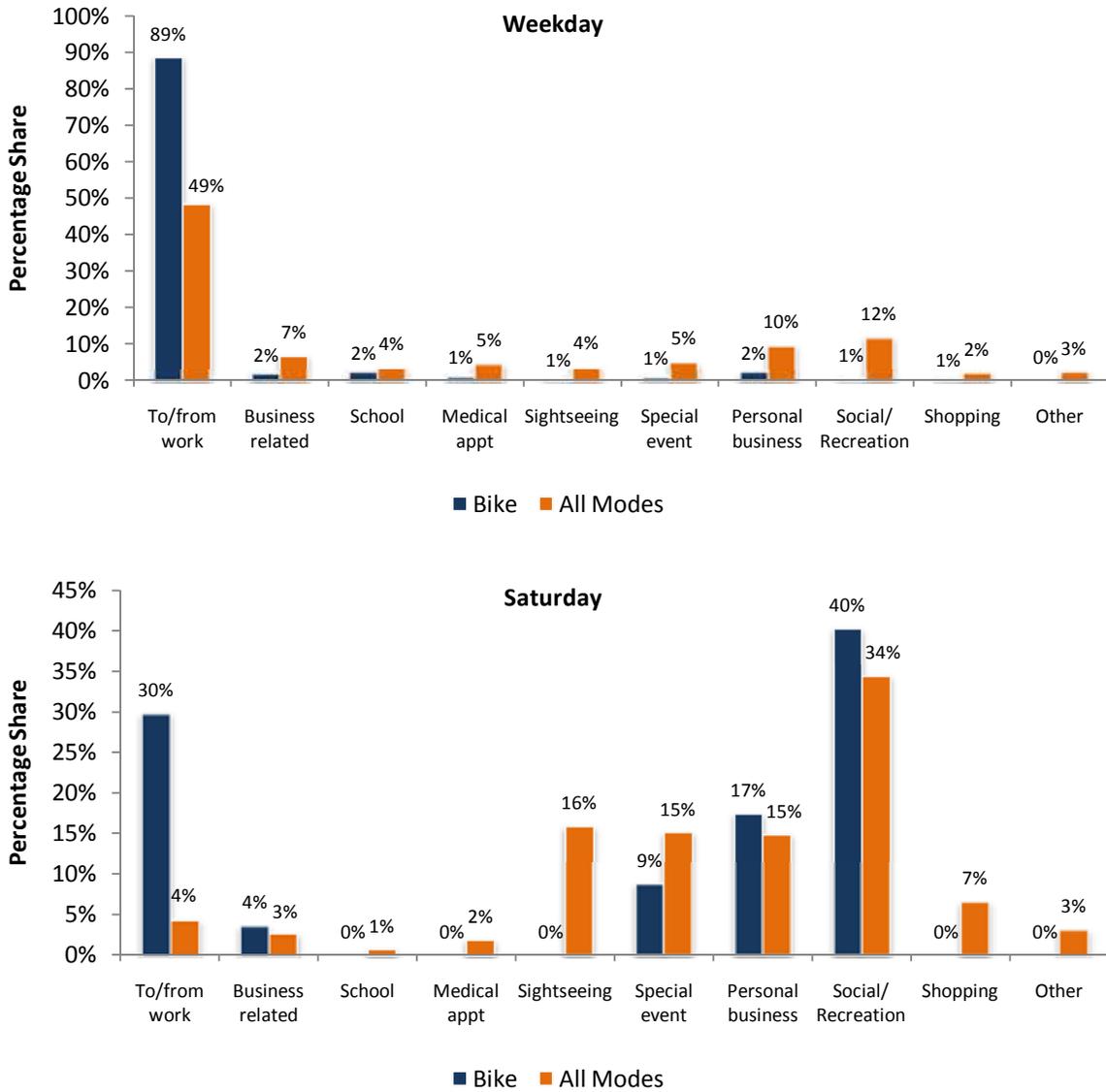


Figure 6-17 presents the distribution of bike access/egress by trip purpose compared to all modes. The vast majority of weekday ferry trips accessed or egressed by bike are for work (89 percent). Saturday trips accessed/egressed by bike are primarily for social/recreational purposes (40 percent), with a large share of trips also for work (30 percent) as well as personal business and special events (17 percent and 9 percent respectively).

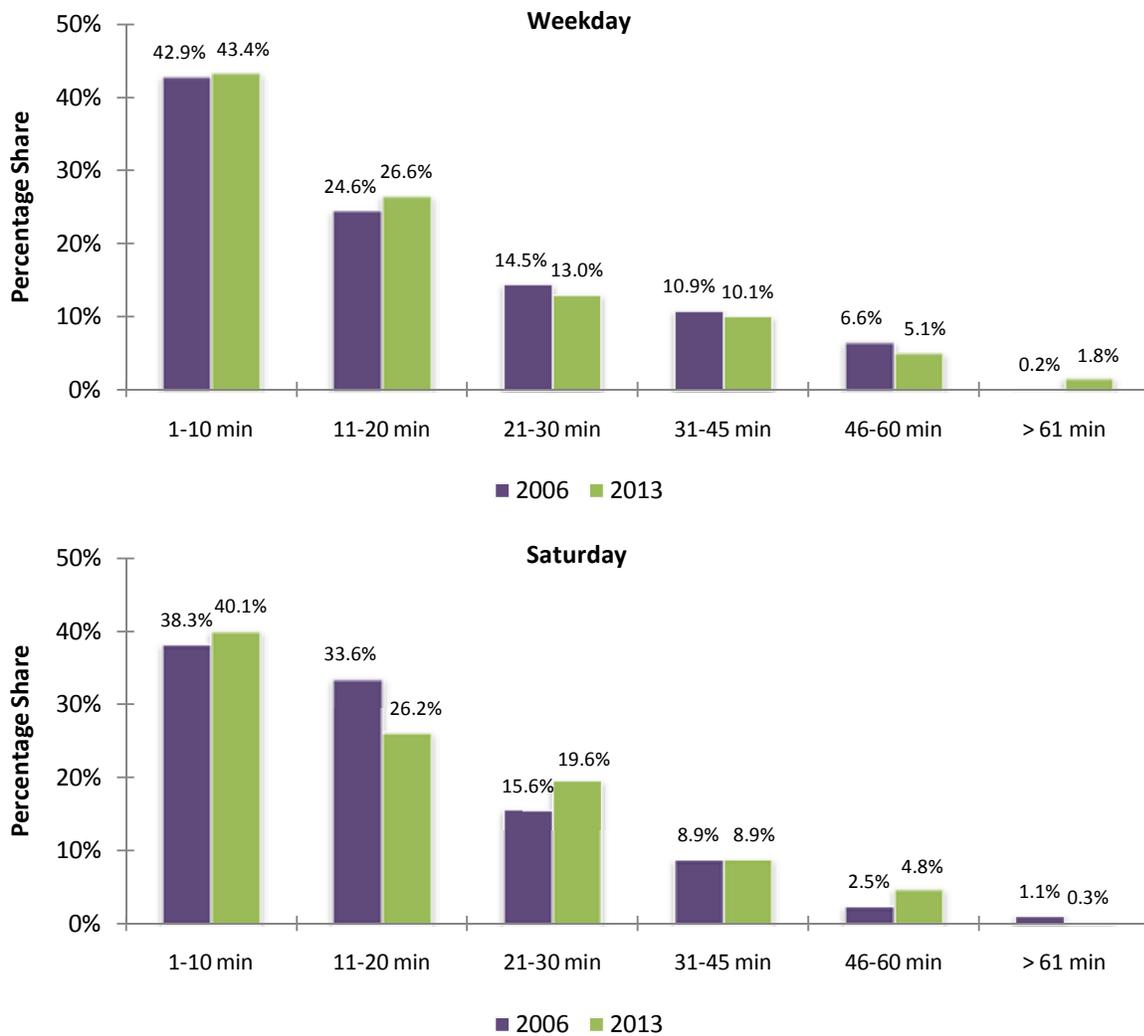
Figure 6-17. Seattle–Bainbridge Island distribution of bike access or egress by trip purpose compared to all survey period respondents, weekday and Saturday survey periods (2013)



6.2.6 Wait Time

Respondents were asked the amount of time they spent waiting before boarding the ferry. Figure 6-18 displays the frequency of distribution of perceived wait time (in minutes) for 2006 and 2013. In general, there has been very little change from 2006 in perceived passenger wait time for weekday trips, but passengers are waiting longer for Saturday trips in 2013.

Figure 6-18. Seattle–Bainbridge Island trips by wait time, weekday 8-hour and Saturday survey periods (2006 and 2013)



6.2.7 Parking

Figure 6-19 represents the percentage of walk-on riders who parked a vehicle prior to boarding the ferry. The percentage of weekday walk-on riders who parked a vehicle rose by more than 10 percent in 2013 (34 percent) from 2006 (23 percent); however, this accounts for only one-third of walk-on riders. The majority of weekday riders continue to not park a vehicle before boarding. No change is seen for Saturday riders between 2006 and 2013.

Figure 6-19. Seattle–Bainbridge Island non-motorized boardings that parked a vehicle at terminal, weekday 8-hour and Saturday survey periods (2006 and 2013)



6.2.8 Weekday PM Peak Period Travel Patterns – Eastbound

Figure 6-20 presents the origin and destination districts for weekday PM peak-period eastbound trips. Corresponding information in tabular format is provided in Table 6-15. Two-thirds of trips originate from North and South Bainbridge Island. The major destinations are Seattle’s central business district (CBD) and surrounding neighborhoods, including West Seattle, Capitol Hill, Ballard, and Green Lake.

Origin and destination locations by boarding mode are shown in Figure 6-21. Walk-on boardings travel similar distances as vehicle boardings to and from the ferry terminal.

Figure 6-20. Seattle–Bainbridge Island eastbound origin and destination districts, weekday PM peak period

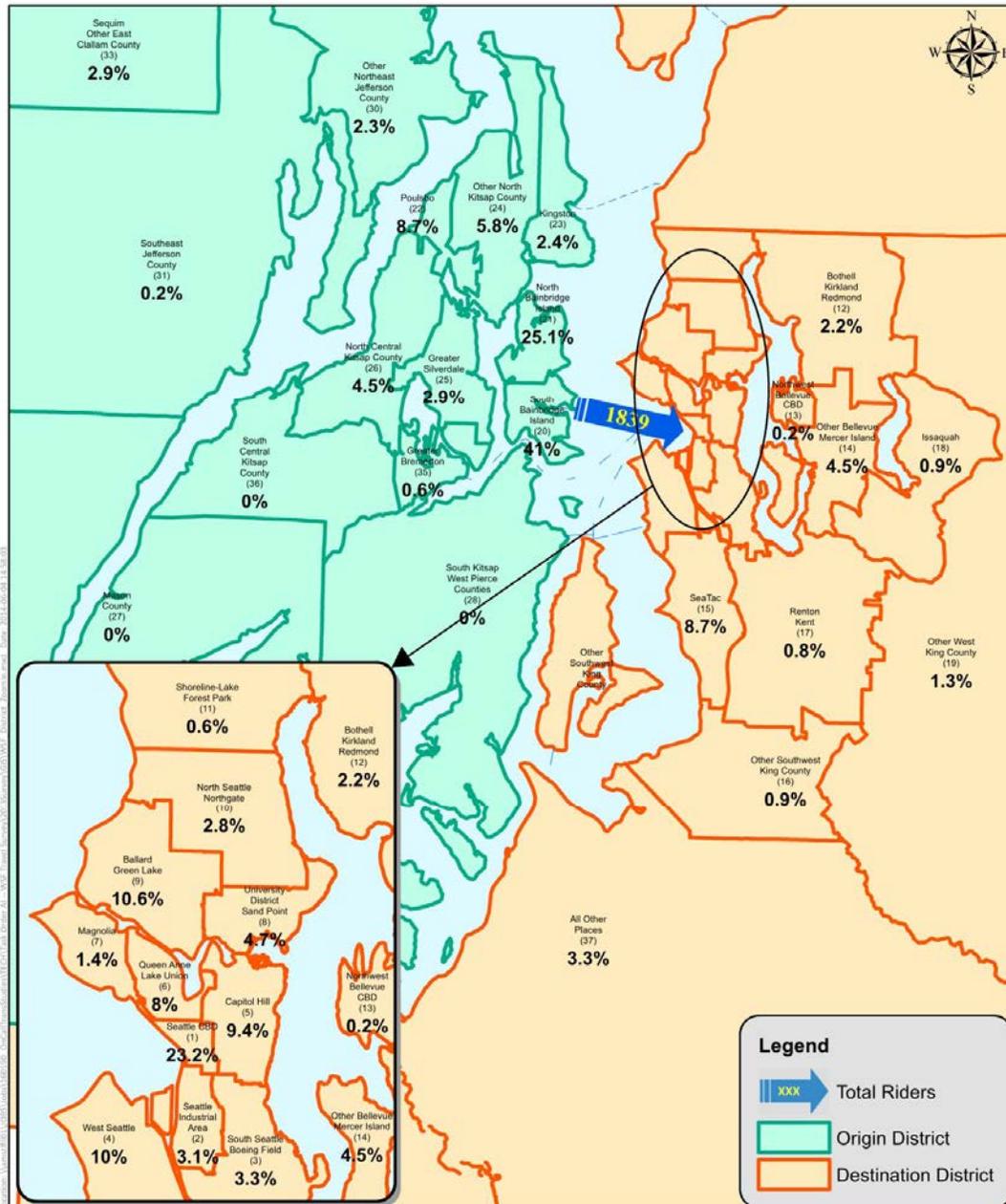
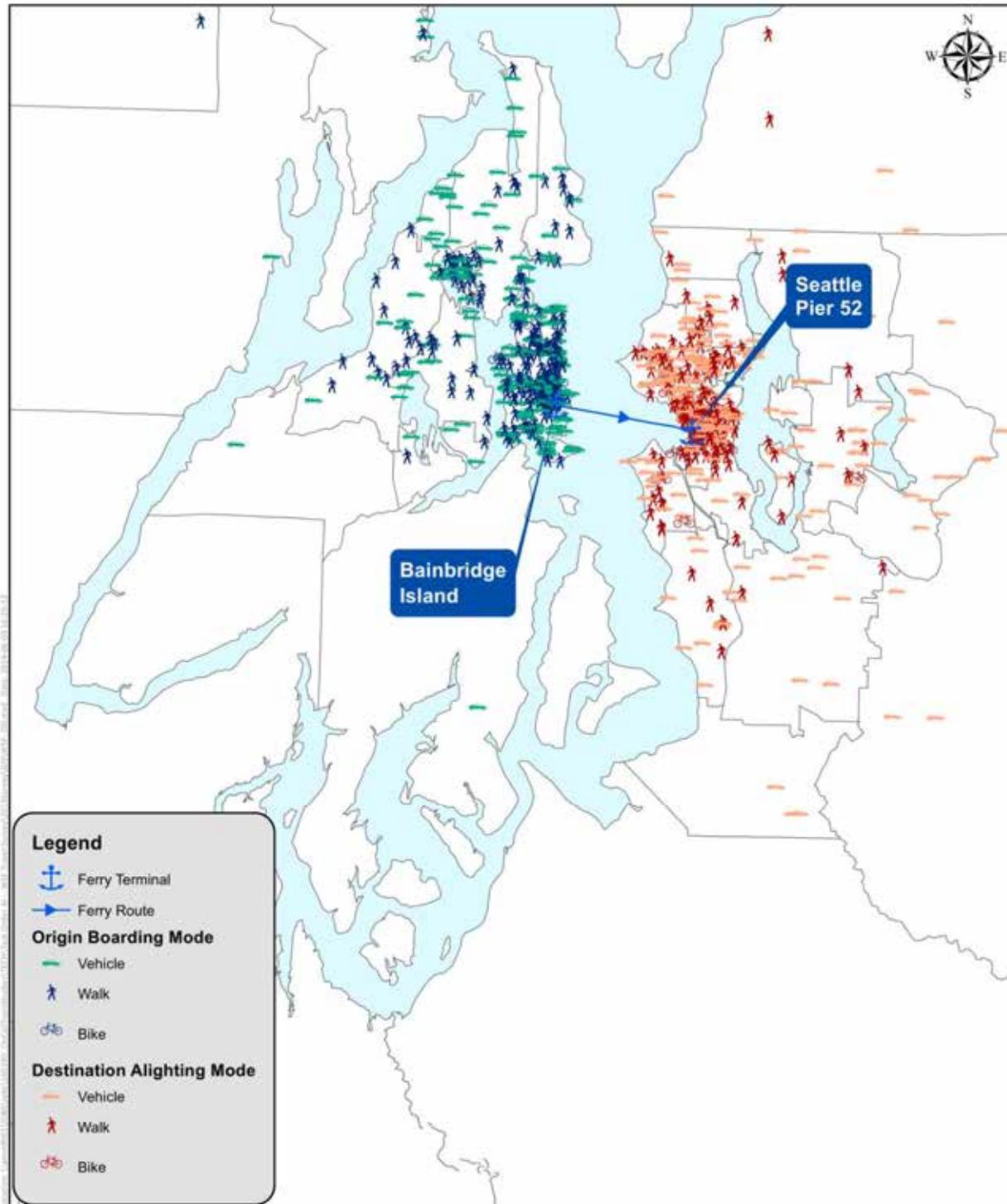


Table 6-15. Seattle–Bainbridge Island eastbound total boardings by origin and destination district, weekday PM peak period

| Origin District ▼ / Destination District ► | | Seattle CBD | Seattle Industrial Area | S Seattle/Boeing Field | W Seattle | Capitol Hill | Queen Anne-Lake Union | Magnolia | University District/Sand Point | Ballard-Green Lake | N Seattle/Ngate | Shoreline-Lake Forest Park | Bothell-Kirkland/Redmond | NW Bellevue/CBD | Other Bellevue/Mercer Island | SeaTac | Other SW King Co. | Renton/Kent | Issaquah | Other W King Co. | All Other Places | Origin Total | Origin Percent Share |
|--|----|-------------|-------------------------|------------------------|-----------|--------------|-----------------------|----------|--------------------------------|--------------------|-----------------|----------------------------|--------------------------|-----------------|------------------------------|--------|-------------------|-------------|----------|------------------|------------------|--------------|----------------------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 37 | | |
| S Bainbridge Island | 20 | 172 | 27 | 46 | 101 | 68 | 45 | 6 | 33 | 73 | 23 | 7 | 22 | | 25 | 46 | 4 | | 8 | 4 | 42 | 754 | 41.0% |
| N Bainbridge Island | 21 | 86 | 6 | 6 | 53 | 34 | 56 | 3 | 24 | 70 | 10 | 4 | 12 | | 14 | 41 | 12 | 7 | | 4 | 19 | 462 | 25.1% |
| Poulsbo | 22 | 31 | | 4 | | 7 | 25 | 4 | 3 | 30 | 4 | | 7 | 4 | 4 | 20 | | | 8 | 8 | | 160 | 8.7% |
| Kingston | 23 | 22 | 3 | | | 11 | | | 3 | | | | | | | 4 | | | | | | 43 | 2.4% |
| Other N Kitsap Co. | 24 | 25 | 3 | 4 | 15 | | 3 | | 4 | 18 | 3 | | | | 25 | 7 | | | | | | 107 | 5.8% |
| Greater Silverdale | 25 | 22 | | | 3 | | | 8 | | 4 | 8 | | | | | 4 | | 4 | | | | 53 | 2.9% |
| N Central Kitsap Co | 26 | 39 | 15 | | | 3 | 10 | | 8 | | | | | | 8 | | | | | | | 83 | 4.5% |
| Port Townsend | 29 | 6 | | | | 6 | | | | | 3 | | | | | | | | | 4 | | 19 | 1.1% |
| Other NE Jefferson Co. | 30 | 4 | | | | 23 | | | 8 | | | | | | | 8 | | | | | | 43 | 2.3% |
| SE Jefferson Co. | 31 | | 4 | | | | | | | | | | | | | | | | | | | 4 | 0.2% |
| Port Angeles | 32 | | | | | 4 | 4 | | | | | | | | | | | 4 | | 4 | | 16 | 0.9% |
| Sequim/Other E Clallam Co. | 33 | 3 | | | 11 | 4 | 4 | | | | | | | | 7 | 23 | | | | | | 52 | 2.9% |
| W Olympic Peninsula | 34 | 8 | | | | 8 | | 4 | 4 | | | | | | | | | | | | | 24 | 1.3% |
| Greater Bremerton | 35 | 6 | | | | 4 | | | | | | | | | | | | | | | | 10 | 0.6% |
| All Other Places | 38 | | | | | | | | | | | | | | | 8 | | | | | | 8 | 0.4% |
| Destination Total | | 426 | 58 | 60 | 183 | 172 | 148 | 25 | 87 | 196 | 52 | 11 | 41 | 4 | 83 | 160 | 16 | 15 | 16 | 25 | 60 | 1,839 | 100% |
| Destination Percent Share | | 23.2% | 3.1% | 3.3% | 10.0% | 9.4% | 8.0% | 1.4% | 4.7% | 10.6% | 2.8% | 0.6% | 2.2% | 0.2% | 4.5% | 8.7% | 0.9% | 0.8% | 0.9% | 1.3% | 3.3% | 100% | |

Figure 6-21. Seattle–Bainbridge Island eastbound origin and destination locations by boarding mode, weekday 8-hour survey period



6.2.9 Weekday PM Peak-Period Travel Patterns—Westbound

Figure 6-22 presents the origin and destination districts for weekday PM peak-period westbound trips. Corresponding information in tabular format is provided in Table 6-16. Seattle’s CBD accounts for nearly half of westbound trip origins, while Bainbridge Island serves as the primary destination. The change in westbound travel patterns from 2006 is shown in Figure 6-23. Travel patterns in 2013 were similar to 2006, although there was a slight increase in the percentage of trips originating in the Seattle Industrial Area and ending in South Bainbridge Island.

Table 6-17 shows the weekday PM peak-period westbound bicycle boardings by origin and destination district. Major origin locations include Seattle’s CBD and Industrial Area, and both North and South Bainbridge Island serve as the primary destination.

Origin and destination locations by boarding mode are shown in Figure 6-24. Walk-on trips originate closer to the ferry terminal than vehicle boardings but travel similar distances as vehicle boardings to destinations.

Figure 6-23. Seattle–Bainbridge Island change in westbound travel patterns from 2006, weekday PM peak period

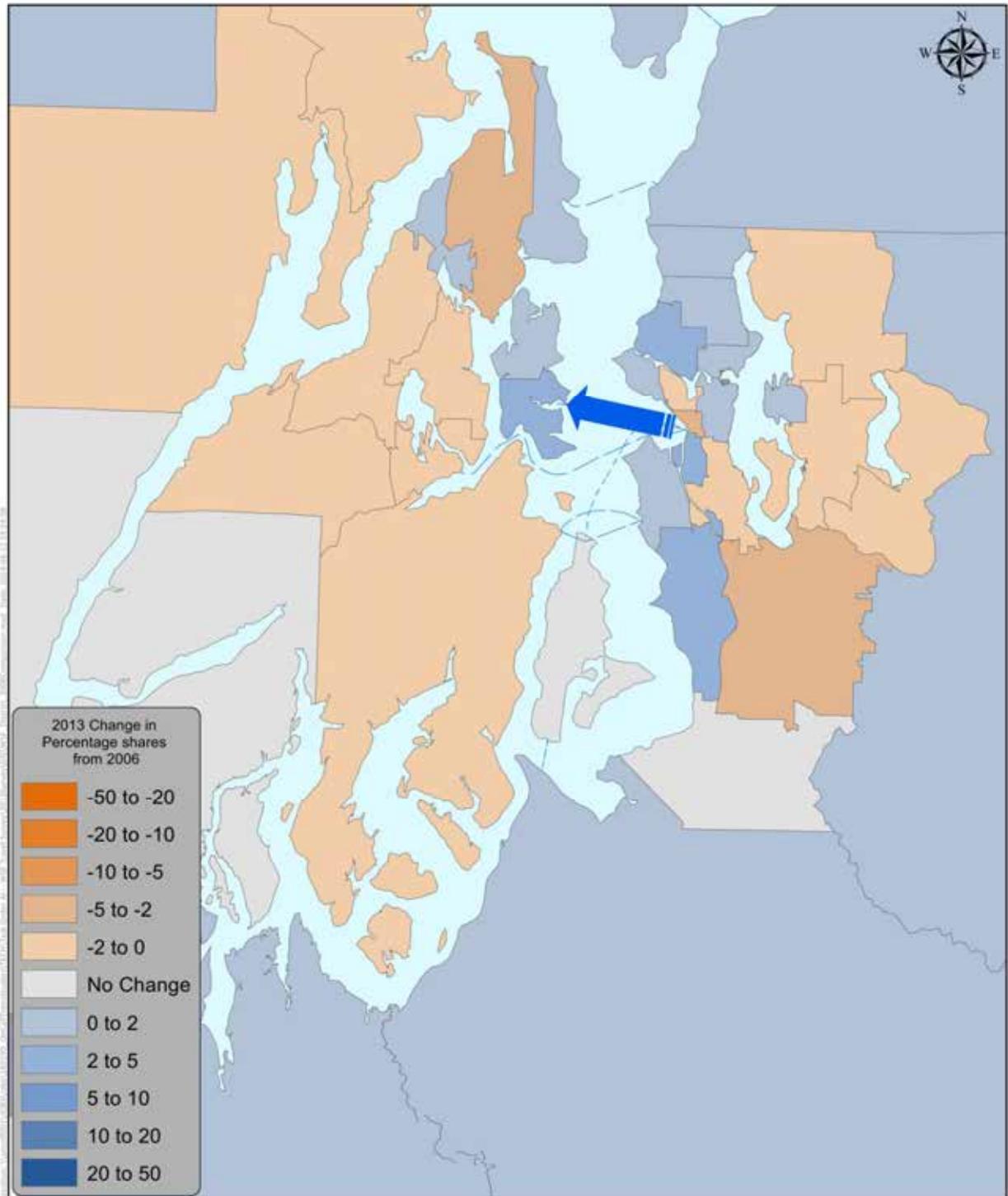


Table 6-16. Seattle–Bainbridge Island westbound total boardings by origin and destination district, weekday PM peak period

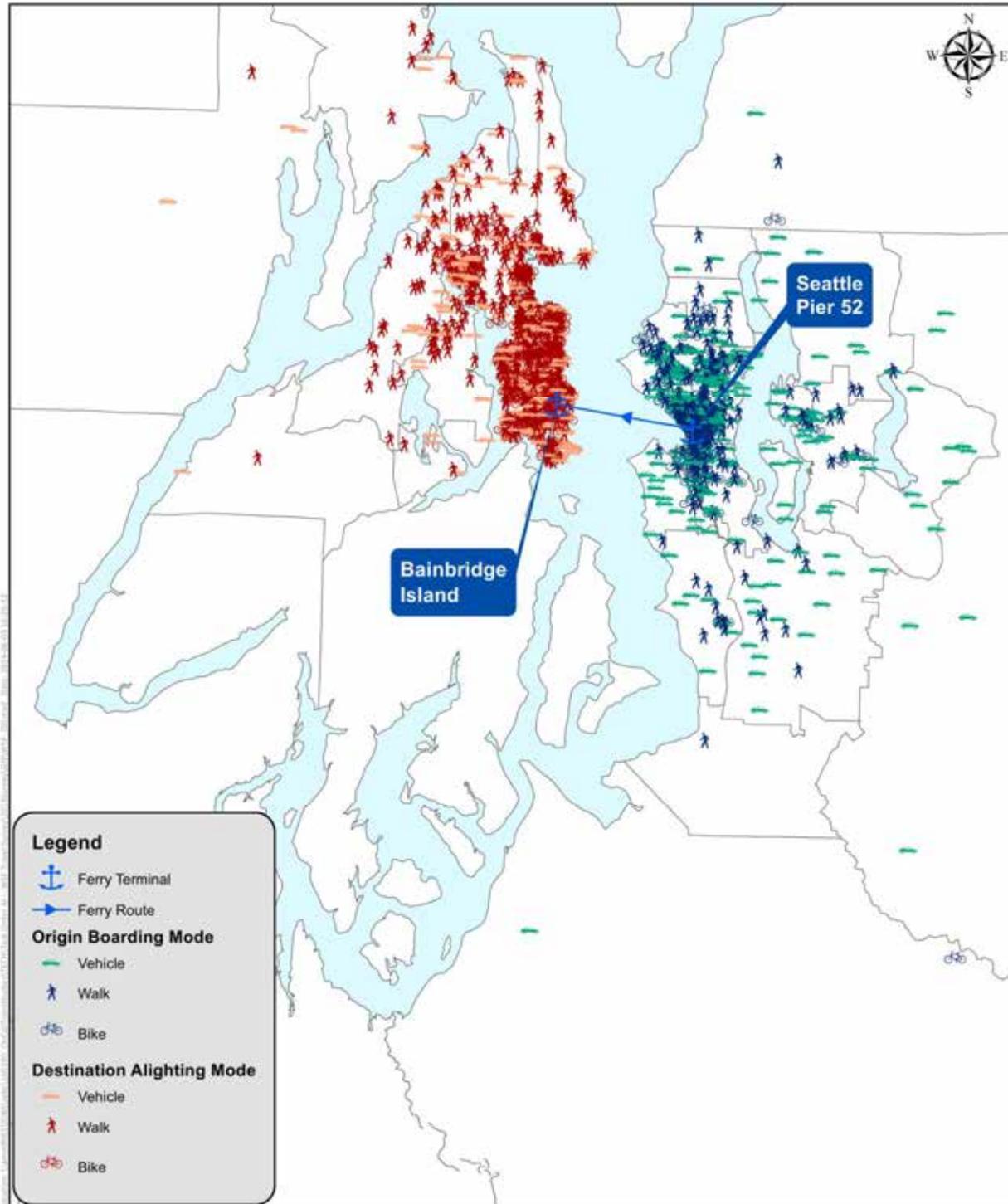
| Origin District ▼ | Destination District ▶ | Destination District | | | | | | | | | | | | | | | Origin Total | Origin Percent Share |
|--------------------------------|------------------------|----------------------|---------------------|---------|----------|--------------------|--------------------|----------------------|---------------|------------------------|------------------|--------------|----------------------------|---------------------|-------------------|----------------------|--------------|----------------------|
| | | S Bainbridge Island | N Bainbridge Island | Poulsbo | Kingston | Other N Kitsap Co. | Greater Silverdale | N Central Kitsap Co. | Port Townsend | Other NE Jefferson Co. | SE Jefferson Co. | Port Angeles | Sequim/Other E Clallam Co. | W Olympic Peninsula | Greater Bremerton | S Central Kitsap Co. | | |
| | | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | | |
| Seattle CBD | 1 | 835 | 452 | 161 | 87 | 228 | 58 | 30 | 5 | 33 | | 16 | 13 | | 3 | 3 | 1,925 | 45.5% |
| Seattle Industrial Area | 2 | 126 | 83 | 19 | 16 | 34 | 11 | | | 3 | 4 | | | | | | 296 | 7.0% |
| S Seattle/Boeing Field | 3 | 41 | 24 | 14 | | 13 | 5 | | | | | | | | | | 96 | 2.3% |
| W Seattle | 4 | 17 | 33 | 10 | | 7 | | | | | | | | | | | 67 | 1.6% |
| Capitol Hill | 5 | 113 | 37 | 26 | 5 | 30 | 4 | 3 | | 5 | | 10 | 9 | | | | 243 | 5.7% |
| Queen Anne-Lake Union | 6 | 120 | 69 | 22 | 24 | 25 | | 3 | 7 | 9 | 17 | | | | | | 296 | 7.0% |
| Magnolia | 7 | 29 | 22 | 12 | 3 | | 3 | | 13 | 8 | | | | | | | 91 | 2.1% |
| University District/Sand Point | 8 | 106 | 100 | 7 | | 7 | 7 | 3 | 13 | | | | | | | | 242 | 5.7% |
| Ballard-Green Lake | 9 | 74 | 62 | 10 | 14 | 14 | 3 | 5 | 5 | | | 5 | | | | | 192 | 4.5% |
| N Seattle/Ngate | 10 | 34 | 7 | 7 | | 21 | | | | | | | | | | | 68 | 1.6% |
| Shoreline-Lake Forest Park | 11 | 8 | 5 | | | | | | | 3 | | | | | | | 17 | 0.4% |
| Bothell-Kirkland/Redmond | 12 | 28 | 14 | | 3 | 3 | | | 3 | | | | | | | | 51 | 1.2% |
| NW Bellevue/CBD | 13 | 53 | 25 | | 3 | 8 | | | | | | | | | | | 90 | 2.1% |
| Other Bellevue/Mercer Is. | 14 | 32 | 30 | 10 | | 18 | 4 | | | 5 | | | | | | | 100 | 2.4% |
| SeaTac | 15 | 103 | 49 | 5 | | 31 | | 3 | | 11 | 5 | 17 | 22 | 13 | | | 259 | 6.1% |
| Other SW King County | 16 | | 3 | | | | | | | | | | | | | | 3 | 0.1% |
| Renton/Kent | 17 | 10 | 18 | 15 | | 17 | | | | | | | | | 5 | | 66 | 1.6% |
| Issaquah | 18 | 9 | | | | 9 | | | | | | | | | | | 18 | 0.4% |
| Other W King County | 19 | 4 | 5 | | | | | | | | | | | | | | 9 | 0.2% |
| All Other Places | 37 | 29 | 45 | | | 8 | | 5 | 14 | | | | | | | | 102 | 2.4% |
| Destination Total | | 1,771 | 1,082 | 317 | 157 | 473 | 95 | 54 | 60 | 78 | 9 | 49 | 51 | 22 | 8 | 3 | 4,231 | 100% |
| Destination Percent Share | | 41.9% | 25.6% | 7.5% | 3.7% | 11.2% | 2.3% | 1.3% | 1.4% | 1.8% | 0.2% | 1.2% | 1.2% | 0.5% | 0.2% | 0.1% | 100% | |

Bicycle boardings by origin and destination district are shown for westbound trips during the weekday PM peak period in Table 6-17. Most bicycle boardings originate in the Seattle CBD and end on Bainbridge Island.

Table 6-17. Seattle–Bainbridge Island westbound bicycle boardings by origin and destination district, weekday PM peak period

| Origin District ▼ | | Destination District ► | | Destination District | | | | | Origin Total | Origin Percent Share |
|--------------------------------|----|------------------------|-------|-------------------------|-------------------------|---------|----------|---------------------------|--------------|----------------------|
| | | | | South Bainbridge Island | North Bainbridge Island | Poulsbo | Kingston | Other North Kitsap County | | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| Seattle CBD | 1 | 64 | 64 | 10 | | 13 | 151 | 43.7% | | |
| Seattle Industrial Area | 2 | 37 | 13 | | 3 | 3 | 57 | 16.5% | | |
| South Seattle/Boeing Field | 3 | 7 | 7 | | | | 13 | 3.9% | | |
| West Seattle | 4 | 3 | 3 | | | | 7 | 1.9% | | |
| Capitol Hill | 5 | 3 | 3 | | | | 7 | 1.9% | | |
| Queen Anne-Lake Union | 6 | 20 | 17 | 3 | | | 40 | 11.7% | | |
| Magnolia | 7 | 13 | 3 | | | | 17 | 4.9% | | |
| University District/Sand Point | 8 | 7 | 7 | | | | 13 | 3.9% | | |
| Ballard-Green Lake | 9 | 13 | | | | | 13 | 3.9% | | |
| North Seattle/Northgate | 10 | 7 | | | | | 7 | 1.9% | | |
| Other Bellevue/Mercer Island | 14 | 7 | | | | | 7 | 1.9% | | |
| SeaTac | 15 | 3 | 3 | | | | 7 | 1.9% | | |
| All Other Places | 37 | 3 | 3 | | | | 7 | 1.9% | | |
| Destination Total | | 188 | 124 | 13 | 3 | 17 | 345 | 100% | | |
| Destination Percent Share | | 54.4% | 35.9% | 3.9% | 1.0% | 4.9% | 100% | | | |

Figure 6-24. Seattle–Bainbridge Island westbound origin and destination locations by boarding mode, weekday 8-hour survey period



6.2.10 Saturday Travel Patterns—Eastbound

Figure 6-25 presents the origin and destination districts for Saturday eastbound trips. Corresponding information in tabular format is shown in Table 6-18. Bainbridge Island serves as the primary origin district, while destinations are more dispersed across the greater Seattle area compared to weekday trips.

Origin and destination locations by boarding mode are shown in Figure 6-26. Walk-on boardings originate farther from the ferry terminal than the distance traveled to destination locations.

Figure 6-25. Seattle–Bainbridge Island eastbound origin and destination Districts, Saturday survey period

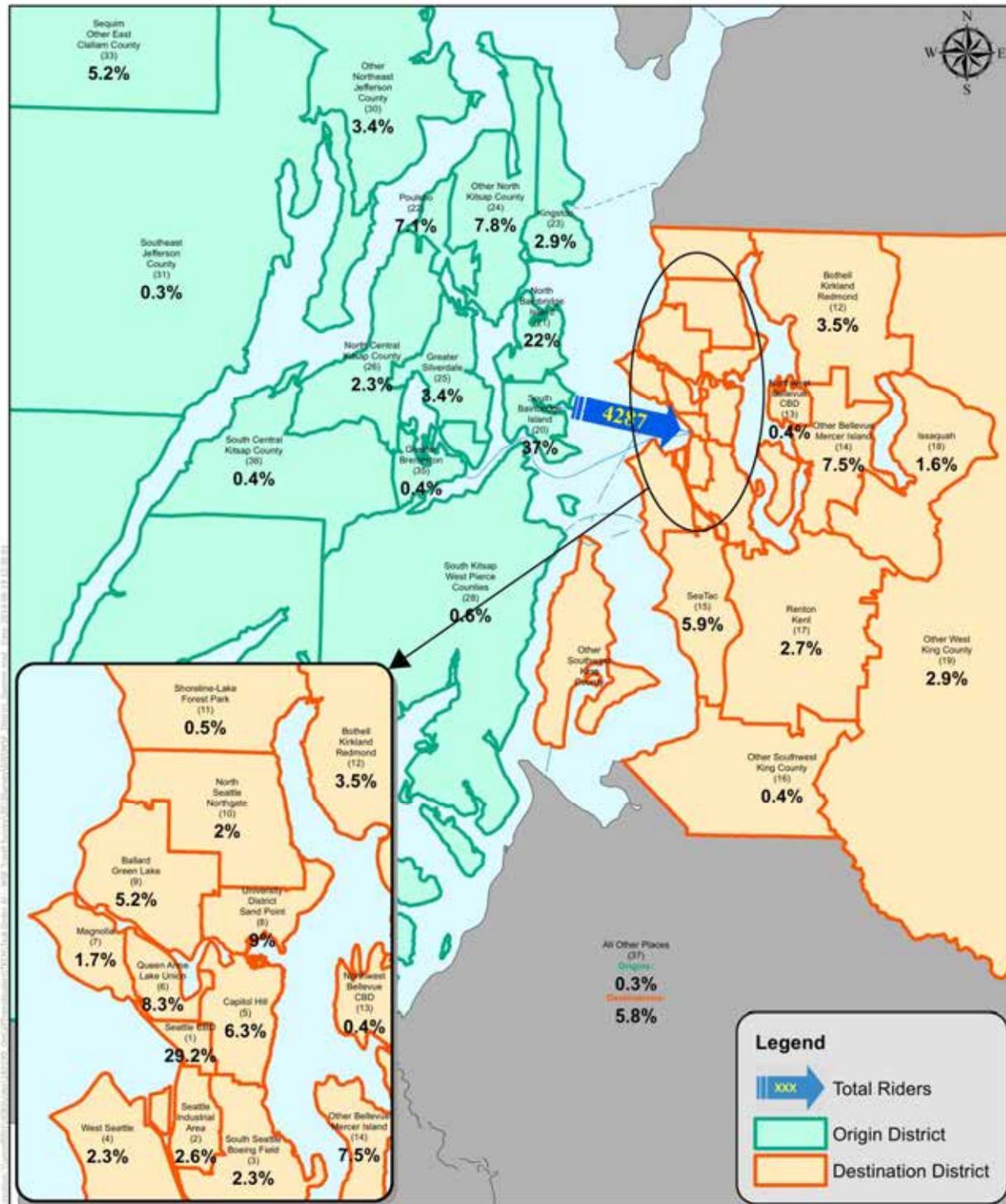
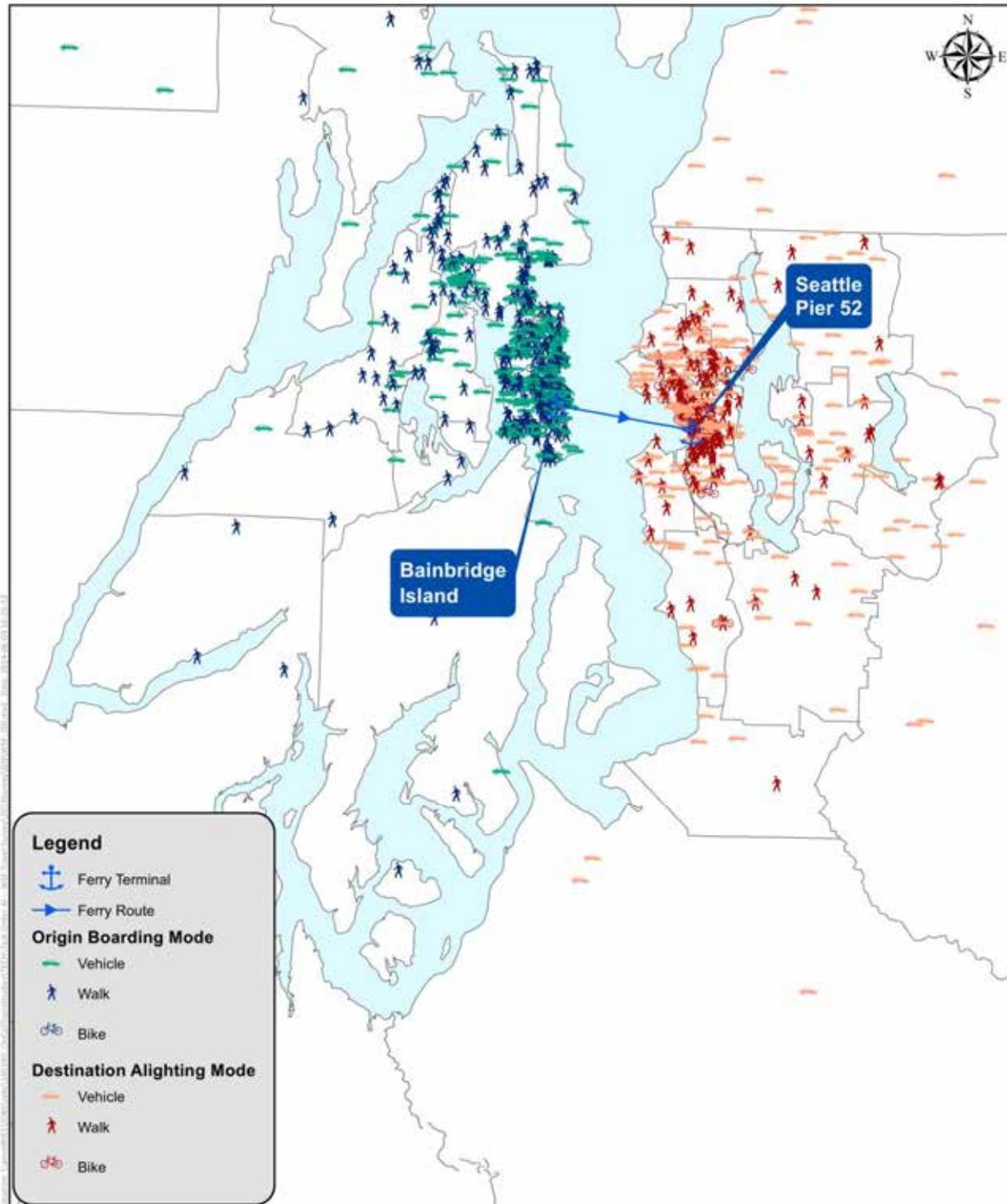


Table 6-18. Seattle–Bainbridge Island eastbound total boardings by origin and destination district, Saturday survey period

| Origin District ▼ | Destination District ► | Seattle CBD | Seattle Industrial Area | S Seattle/Boeing Field | W Seattle | Capitol Hill | Queen Anne-Lake Union | Magnolia | University District/Sand Point | Ballard-Green Lake | N Seattle/Ngate | Shoreline-Lake Forest Park | Bothell/Kirkland/Redmond | NW Bellevue/CBD | Other Bellevue/Mercer Island | SeaTac | Other SW King Co. | Renton/Kent | Issaquah | Other W King Co. | All Other Places | Origin Total | Origin Percent Share | |
|-----------------------------------|------------------------|-------------|-------------------------|------------------------|-----------|--------------|-----------------------|----------|--------------------------------|--------------------|-----------------|----------------------------|--------------------------|-----------------|------------------------------|--------|-------------------|-------------|----------|------------------|------------------|--------------|----------------------|------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 37 | | | |
| S Bainbridge Island | 20 | 446 | 43 | 21 | 30 | 110 | 90 | | 130 | 88 | 36 | 7 | 74 | 7 | 116 | 101 | 10 | 71 | 44 | 38 | 123 | 1,585 | 37.0% | |
| N Bainbridge Island | 21 | 233 | 24 | 19 | 9 | 73 | 45 | 18 | 105 | 84 | 26 | 11 | 36 | 9 | 40 | 74 | 3 | 34 | 23 | 33 | 41 | 942 | 22.0% | |
| Poulsbo | 22 | 82 | | 16 | 7 | 20 | 22 | 21 | 25 | 11 | 6 | 4 | 14 | | 33 | 16 | | | | 17 | 9 | 303 | 7.1% | |
| Kingston | 23 | 26 | | | 13 | | 33 | 16 | 7 | 3 | 4 | | | | | 15 | | | | | 10 | 126 | 2.9% | |
| Other N Kitsap Co. | 24 | 87 | 10 | 11 | 4 | 18 | 36 | 4 | 23 | 3 | 4 | | 15 | | 70 | 20 | 3 | 4 | 3 | 6 | 12 | 334 | 7.8% | |
| Greater Silverdale | 25 | 49 | 3 | | | | 26 | 6 | 18 | 15 | | | 9 | | | | | | | | 11 | 6 | 144 | 3.4% |
| N Central Kitsap Co | 26 | 45 | 7 | | | | 23 | | 14 | | 4 | | | | | 4 | | | | | 3 | 100 | 2.3% | |
| Mason Co. | 27 | | | | 6 | | | | 11 | | | | | | | | | | | | | 17 | 0.4% | |
| South Kitsap/West Pierce Counties | 28 | 4 | | 7 | | | 7 | | | 6 | | | | | | | | | | | | 24 | 0.6% | |
| Port Townsend | 29 | 62 | | 3 | 6 | 9 | 24 | 4 | 3 | 3 | | | | | 7 | 6 | | 6 | | | 4 | 138 | 3.2% | |
| Other NE Jefferson Co. | 30 | 50 | 7 | 3 | | 4 | 7 | | 19 | 3 | | | 3 | | 4 | 7 | | | | 6 | 30 | 144 | 3.4% | |
| SE Jefferson Co. | 31 | | 4 | | | | | 6 | 3 | | | | | | | | | | | | | 13 | 0.3% | |
| Port Angeles | 32 | 34 | 6 | | | | 16 | | | | | | | | 6 | | | | | 6 | | 67 | 1.6% | |
| Sequim/Other E Clallam Co. | 33 | 101 | 4 | 7 | 22 | 24 | 27 | | 14 | | | | | | 9 | 9 | | | | 6 | | 223 | 5.2% | |
| W Olympic Peninsula | 34 | 23 | | 3 | | | | | 6 | 4 | 4 | | | | 33 | | | | | | 6 | 79 | 1.8% | |
| Greater Bremerton | 35 | 7 | 4 | | | | | | | | | | | | | | | | | | 6 | 17 | 0.4% | |
| South Central Kitsap Co. | 36 | 4 | | 6 | | | | | 7 | | | | | | | | | | | | | 17 | 0.4% | |
| All Other Places | 38 | | | | | 11 | | | | | 3 | | | | | | | | | | | 15 | 0.3% | |
| Destination Total | | 1,252 | 111 | 98 | 97 | 270 | 355 | 74 | 387 | 221 | 85 | 22 | 151 | 16 | 320 | 251 | 17 | 115 | 71 | 123 | 251 | 4,287 | 100% | |
| Destination Percent Share | | 29.2% | 2.6% | 2.3% | 2.3% | 6.3% | 8.3% | 1.7% | 9.0% | 5.2% | 2.0% | 0.5% | 3.5% | 0.4% | 7.5% | 5.9% | 0.4% | 2.7% | 1.6% | 2.9% | 5.8% | 100% | | |

Figure 6-26. Seattle–Bainbridge Island eastbound origin and destination locations by boarding mode, Saturday survey period



6.2.11 Saturday Travel Patterns—Westbound

Figure 6-27 presents the origin and destination districts for Saturday westbound trips. Corresponding information in tabular format is provided in Table 6-19. Unlike weekday PM peak-period trips, origins are more dispersed across Seattle’s surrounding neighborhoods. Bainbridge Island serves as the primary destination for Saturday westbound trips on this route.

Origin and destination locations by boarding mode are shown in Figure 6-28. Vehicle boardings originate farther from the ferry terminal compared to weekday trips.

Figure 6-27. Seattle–Bainbridge Island westbound origin and destination districts, Saturday survey period

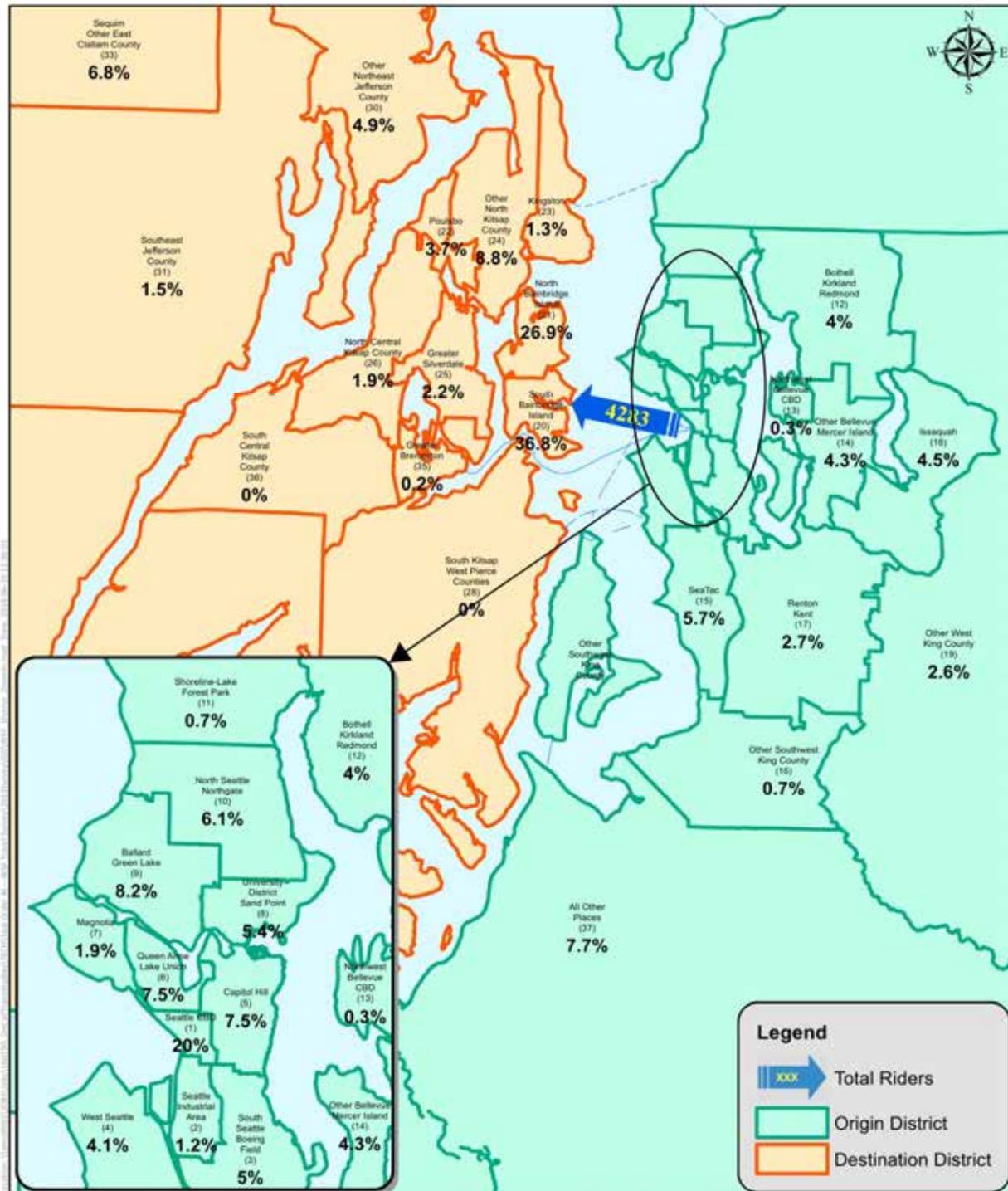
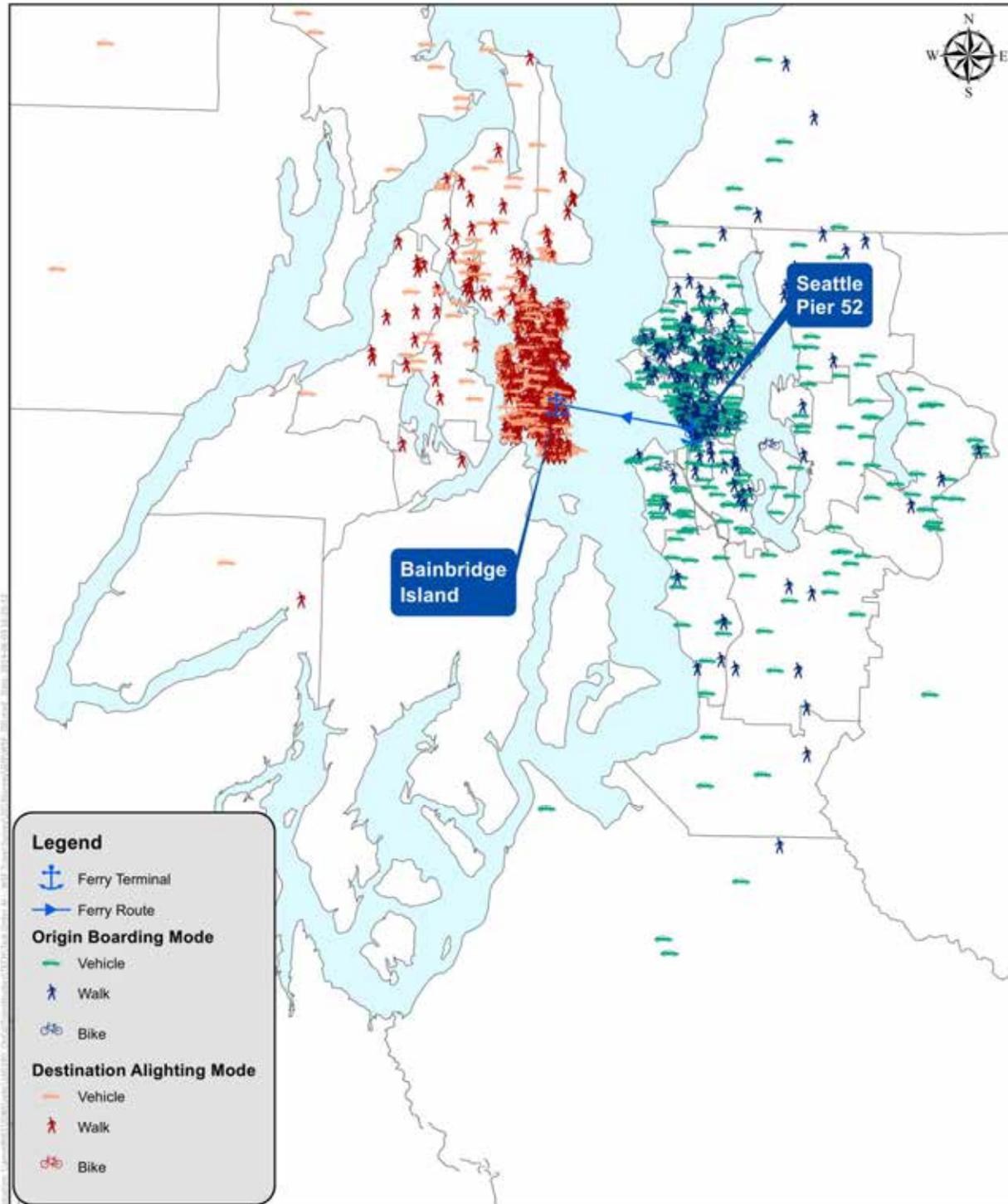


Table 6-19. Seattle–Bainbridge Island westbound total boardings by origin and destination district, Saturday survey period

| Origin District ▼ | | Destination District ► | | | | | | | | | | | | | | Origin Total | Origin Percent Share |
|--------------------------------|----|-------------------------|---------------------|---------|----------|--------------------|--------------------|-------------------------|--------------|---------------|--------------------------|---------------------|--------------|----------------------------|-------------------|--------------|----------------------|
| | | South Bainbridge Island | N Bainbridge Island | Poulsbo | Kingston | Other N Kitsap Co. | Greater Silverdale | N Central Kitsap County | Mason County | Port Townsend | Other East Jefferson Co. | SE Jefferson County | Port Angeles | Sequim/Other E Clallam Co. | Greater Bremerton | | |
| | | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 29 | 30 | 31 | 32 | 33 | 35 | | |
| Seattle CBD | 1 | 339 | 277 | 21 | 6 | 46 | 44 | 20 | | 17 | 23 | | 8 | 49 | 6 | 856 | 20.0% |
| Seattle Industrial Area | 2 | 18 | 7 | | 4 | 18 | 4 | | | | | | | | | 51 | 1.2% |
| S Seattle/Boeing Field | 3 | 67 | 52 | 4 | | 33 | | 18 | | | 8 | 19 | | 11 | | 213 | 5.0% |
| W Seattle | 4 | 84 | 17 | 3 | | 27 | | | 4 | | | | 16 | 26 | | 177 | 4.1% |
| Capitol Hill | 5 | 105 | 50 | 7 | 10 | 32 | 3 | 3 | | 23 | 58 | | 8 | 23 | | 321 | 7.5% |
| Queen Anne-Lake Union | 6 | 138 | 85 | 7 | | 9 | 11 | 17 | | 11 | 10 | | 18 | 11 | 3 | 321 | 7.5% |
| Magnolia | 7 | 29 | 21 | | 4 | | | | | | | 8 | | 19 | | 82 | 1.9% |
| University District/Sand Point | 8 | 73 | 35 | 6 | 6 | 78 | 14 | | | | | | 15 | 4 | | 230 | 5.4% |
| Ballard-Green Lake | 9 | 112 | 163 | 11 | | 7 | 11 | 17 | | | 3 | | | 26 | | 350 | 8.2% |
| N Seattle/Ngate | 10 | 59 | 86 | 22 | | 42 | | 8 | | | | 37 | | 8 | | 260 | 6.1% |
| Shoreline-Lake Forest Park | 11 | | 22 | | | 8 | | | | | | | | | | 30 | 0.7% |
| Bothell-Kirkland/Redmond | 12 | 95 | 48 | | 3 | 14 | | | 3 | | 8 | | | | | 170 | 4.0% |
| NW Bellevue/CBD | 13 | 3 | | 8 | | | | | | | | | | | | 11 | 0.3% |
| Other Bellevue/Mercer Island | 14 | 67 | 34 | | | | 4 | 8 | | | 12 | | 16 | 43 | | 185 | 4.3% |
| SeaTac | 15 | 52 | 65 | 12 | | 28 | 3 | 3 | | 3 | 39 | | 11 | 27 | | 243 | 5.7% |
| Other SW King County | 16 | 30 | | | | | | | | | | | | | | 30 | 0.7% |
| Renton/Kent | 17 | 21 | 81 | | 4 | 4 | | | | | | | | 4 | | 115 | 2.7% |
| Issaquah | 18 | 64 | 12 | 31 | | 34 | | | | 8 | 15 | | 11 | 19 | | 194 | 4.5% |
| Other W King County | 19 | 64 | 18 | | | | | 4 | | | 27 | | | | | 113 | 2.6% |
| All Other Places | 37 | 157 | 79 | 26 | 19 | | | | | 11 | 6 | | 12 | 20 | | 331 | 7.7% |
| Destination Total | | 1,575 | 1,152 | 158 | 57 | 379 | 94 | 80 | 21 | 78 | 209 | 64 | 115 | 292 | 9 | 4,283 | 100% |
| Destination Percent Share | | 36.8% | 26.9% | 3.7% | 1.3% | 8.8% | 2.2% | 1.9% | 0.5% | 1.8% | 4.9% | 1.5% | 2.7% | 6.8% | 0.2% | 100% | |

Figure 6-28. Seattle–Bainbridge Island westbound origin and destination locations by boarding mode, Saturday survey period



6.3 Seattle–Bremerton

6.3.1 Route Description

The Seattle–Bremerton route is the longest of all the central cross-Sound routes with a crossing time of approximately 60 minutes. The crossing is approximately 13.5 nautical miles. The route is in service seven days a week. Total annual ridership for 2013 was 1.7 million passengers plus 600,000 vehicles and drivers, for a total of about 2.3 million riders, or approximately 6,300 riders per day. This compares to 2.4 million passengers annually, or about 6,800 riders per day in 2006.

Seattle–Bremerton currently operates 15 sailings per day in each direction. This is a one-trip increase from 14 sailings per day per direction in 2006. The current passenger fare is \$7.85, an increase from \$6.50 in 2006, and vehicle base fare is \$13.55 for vehicles 14 to 22 feet in length, which has increased from the \$11.25 base fare for vehicles in 2006.

The following subsections provide key trip-making characteristics for 2013 surveyed travelers on the Seattle–Bremerton route and a comparison to 2006 survey data to identify trends.

6.3.2 Trips by Purpose

The trip purposes of ferry riders for the Seattle–Bremerton route were cross-tabulated against the direction of the trip for weekday and Saturday and for different years. Table 6-20 shows three trip purposes (work/school, personal business/other, and recreation/shopping) for 2013 weekday and Saturday trips, and compares the percentage share of the three trip purposes to 2006. The two directions used are eastbound and westbound as the Seattle–Bremerton ferry route is an east-west route.

The majority of weekday trips continue to be for work/school in 2013, although the percentage share of all trips has decreased from 2006. Roughly 10 percent of Saturday trips in 2013 shifted from personal business/other purposes to recreation/shopping trips in comparison to 2006.

Table 6-20. Seattle–Bremerton trips by purpose and direction, weekday 8-hour and Saturday survey periods (2006 and 2013)

| Direction | Work/ School | Personal Business/ Other | Recreation/ Shopping | Total | All Purposes | |
|-------------------|--------------|--------------------------|----------------------|-------|--------------|-------|
| | | | | | 2013 | 2006 |
| Weekday | | | | | | |
| Eastbound | 539 | 162 | 468 | 1,168 | 37.3% | 50.7% |
| Westbound | 1,443 | 274 | 245 | 1,961 | 62.7% | 49.3% |
| Total | 1,982 | 435 | 712 | 3,129 | 100% | 100% |
| 2013 Distribution | 63.3% | 13.9% | 22.8% | 100% | | |
| 2006 Distribution | 70.6% | 13.9% | 15.5% | 100% | | |
| Saturday | | | | | | |
| Eastbound | 171 | 398 | 1,831 | 2,400 | 64.4% | 52.9% |
| Westbound | 218 | 410 | 696 | 1,325 | 35.6% | 47.1% |
| Total | 390 | 808 | 2,528 | 3,725 | 100% | 100% |
| 2013 Distribution | 10.5% | 21.7% | 67.9% | 100% | | |
| 2006 Distribution | 11.2% | 32.1% | 56.4% | 100% | | |

6.3.3 Frequency of Travel

The total number of trips by purpose is shown in Table 6-21 for weekday and Saturday trips. The majority of weekday respondents take five or more trips per week (58 percent), which increased from 2006 weekday travelers (47 percent). The amount of weekday riders in 2013 taking only one trip per week doubled since 2006. As expected, Saturday riders are infrequent users, with about two-thirds of travelers taking a maximum of two trips per week.

Table 6-21. Seattle–Bremerton one-way trips by purpose and frequency, weekday 8-hour and Saturday survey periods (2006 and 2013)

| One-Way Trips | Work/ School | Personal Business/ Other | Recreation / Shopping | Total | All Purposes | | Work/School | |
|-------------------|-----------------|--------------------------------|--------------------------|-------|--------------|-------|-------------|-------|
| | | | | | 2013 | 2006 | 2013 | 2006 |
| Weekday | | | | | | | | |
| 1 | 147 | 143 | 252 | 543 | 20.9% | 9.7% | 8.1% | 3.6% |
| 2 | 85 | 65 | 91 | 241 | 9.2% | 21.0% | 4.7% | 6.9% |
| 3 to 4 | 164 | 94 | 73 | 331 | 12.7% | 9.2% | 9.0% | 6.9% |
| 5 to 6 | 368 | 16 | 18 | 402 | 15.5% | 7.2% | 20.3% | 9.4% |
| 7 to 8 | 235 | 21 | 5 | 261 | 10.0% | 7.4% | 13.0% | 10.2% |
| 9 to 10 | 595 | 0 | 5 | 601 | 23.1% | 34.2% | 32.9% | 47.5% |
| 11+ | 215 | 3 | 6 | 224 | 8.6% | 11.4% | 11.9% | 15.6% |
| Total | 1,809 | 343 | 450 | 2,602 | 100% | 100% | 100% | 100% |
| 2013 Distribution | 69.5% | 13.2% | 17.3% | 100% | | | | |
| 2006 Distribution | 70.9% | 13.8% | 15.3% | 100% | | | | |
| Saturday | | | | | | | | |
| 1 | 36 | 179 | 585 | 800 | 34.0% | 53.6% | | |
| 2 | 42 | 207 | 478 | 727 | 30.9% | 18.4% | | |
| 3 to 4 | 60 | 76 | 285 | 421 | 17.9% | 17.0% | | |
| 5 to 6 | 50 | 44 | 74 | 168 | 7.1% | 4.4% | | |
| 7 to 8 | 17 | 14 | 24 | 55 | 2.3% | 4.0% | | |
| 9 to 10 | 52 | 6 | 34 | 92 | 3.9% | 0.5% | | |
| 11+ | 48 | 17 | 28 | 93 | 3.9% | 2.1% | | |
| Total | 304 | 544 | 1,508 | 2,356 | 100% | 100% | | |
| 2013 Distribution | 12.9% | 23.1% | 64.0% | 100% | | | | |
| 2006 Distribution | 10.9% | 32.5% | 56.6% | 100% | | | | |

6.3.4 Round-Trip Patterns

Figure 6-29 shows the percentage of survey respondents who indicated that their return trip was on the same day or some other day. An increasing number of weekday riders are departing and returning on the same day (91 percent) compared to 2006 (78 percent). However, fewer Saturday travelers are returning on the same day in 2013 compared to 2006.

The percentage of people taking the same ferry route on the return trip versus driving around or returning on another ferry route is shown in Figure 6-30. Fewer travelers are returning on the same ferry route and more travelers are driving around for both weekday and Saturday trips.

Figure 6-29. Seattle–Bremerton round-trip patterns by day, weekday 8-hour and Saturday survey periods (2006 and 2013)

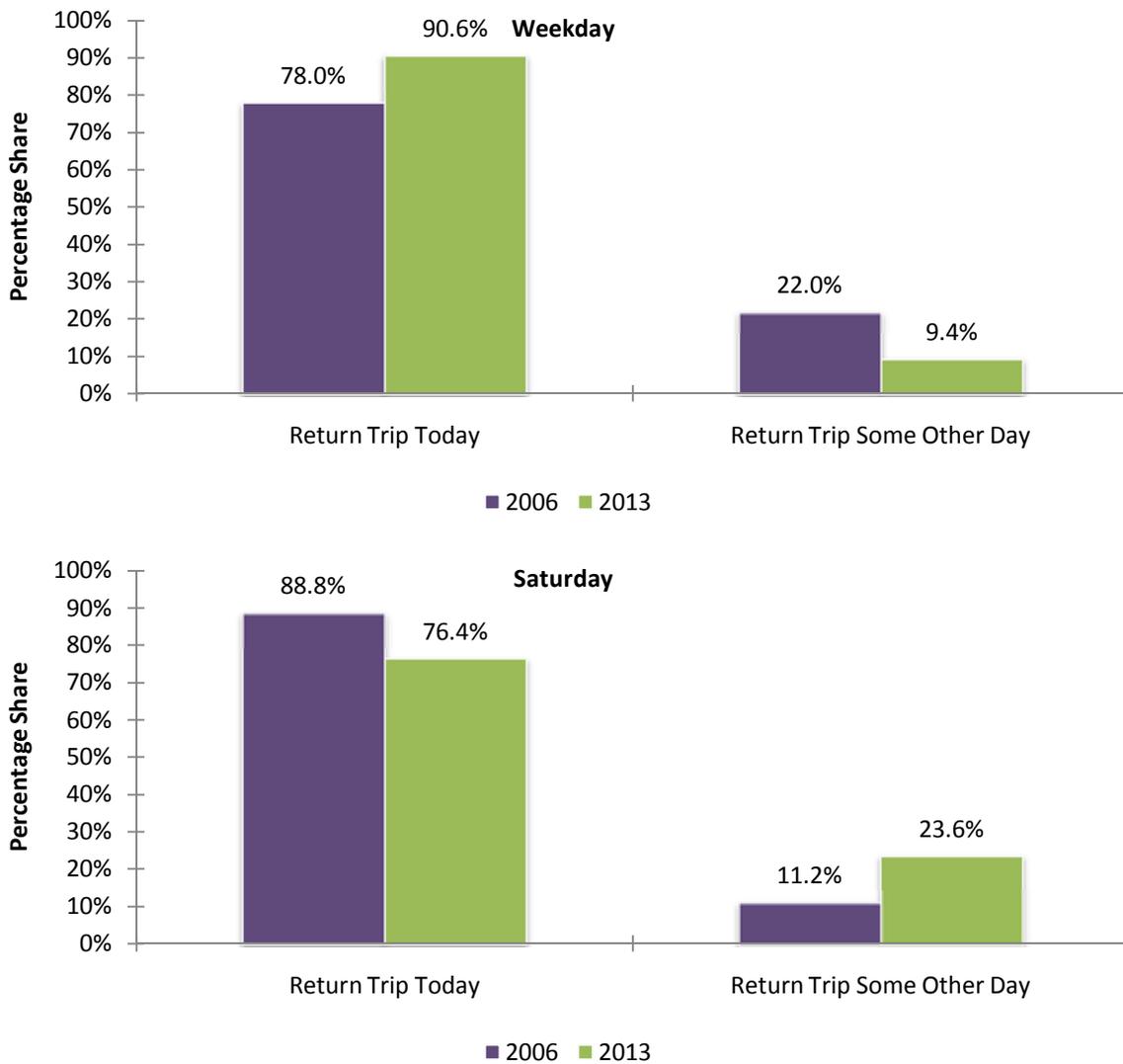
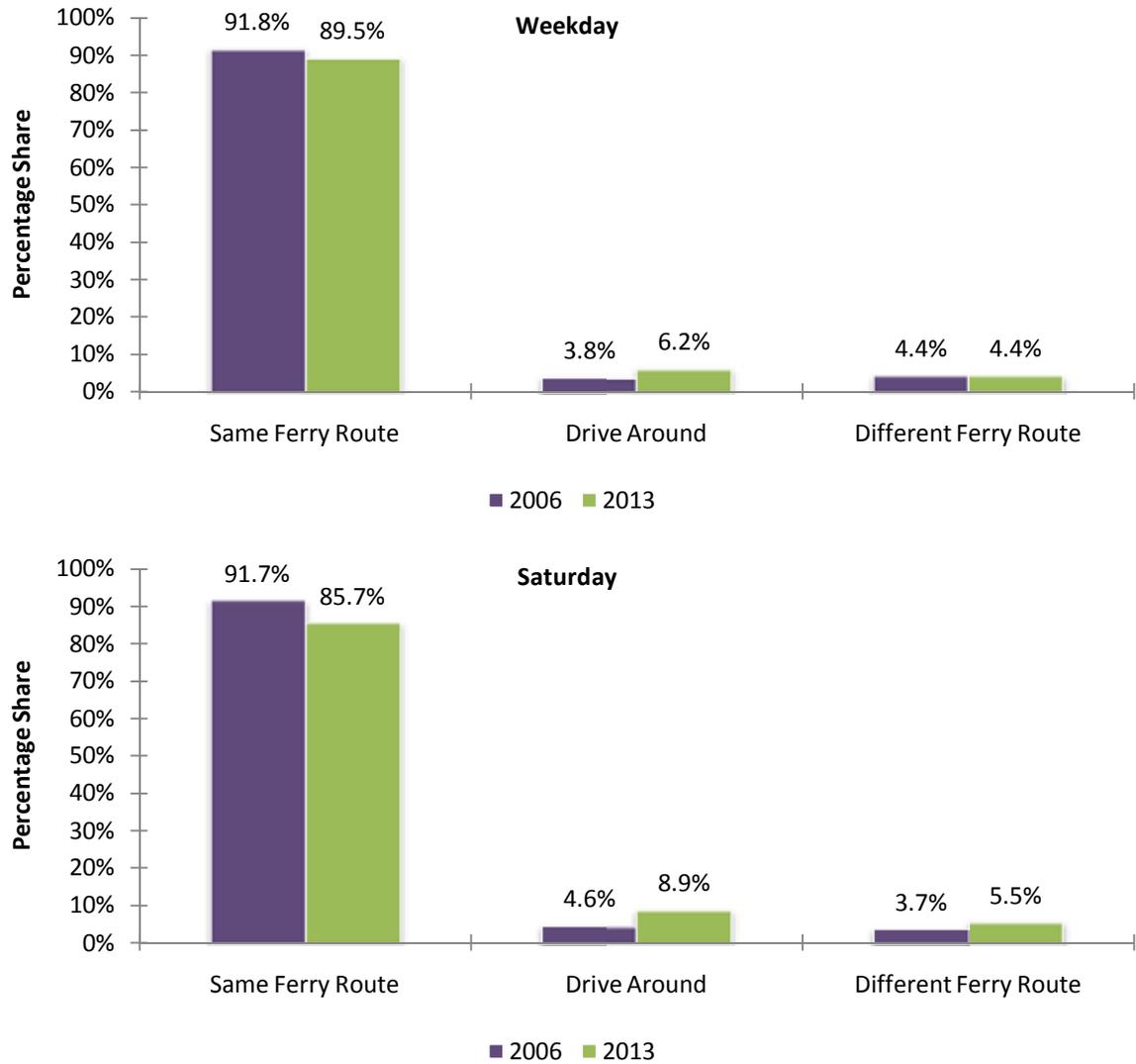


Figure 6-30. Seattle–Bremerton round-trip patterns by route, weekday 8-hour and Saturday survey periods (2006 and 2013)



6.3.5 Access, Egress, and Boarding Modes

Access and egress modes for weekday and Saturday riders are represented in Figure 6-31 for westbound trips and Figure 6-32 for eastbound trips. A larger percentage of weekday ferry riders are accessing the ferry terminal on foot for westbound trips. Conversely, a higher percentage of weekday ferry riders are egressing from the terminal on foot after eastbound trips. Results are consistent with the Seattle–Bainbridge Island access and egress characteristics of eastbound and westbound trips. More ferry riders access and egress from the ferry by vehicle on Saturdays compared to weekdays in both directions.

Figure 6-31. Seattle–Bremerton westbound trips by access and egress modes, weekday 8-hour and Saturday survey periods (2013)

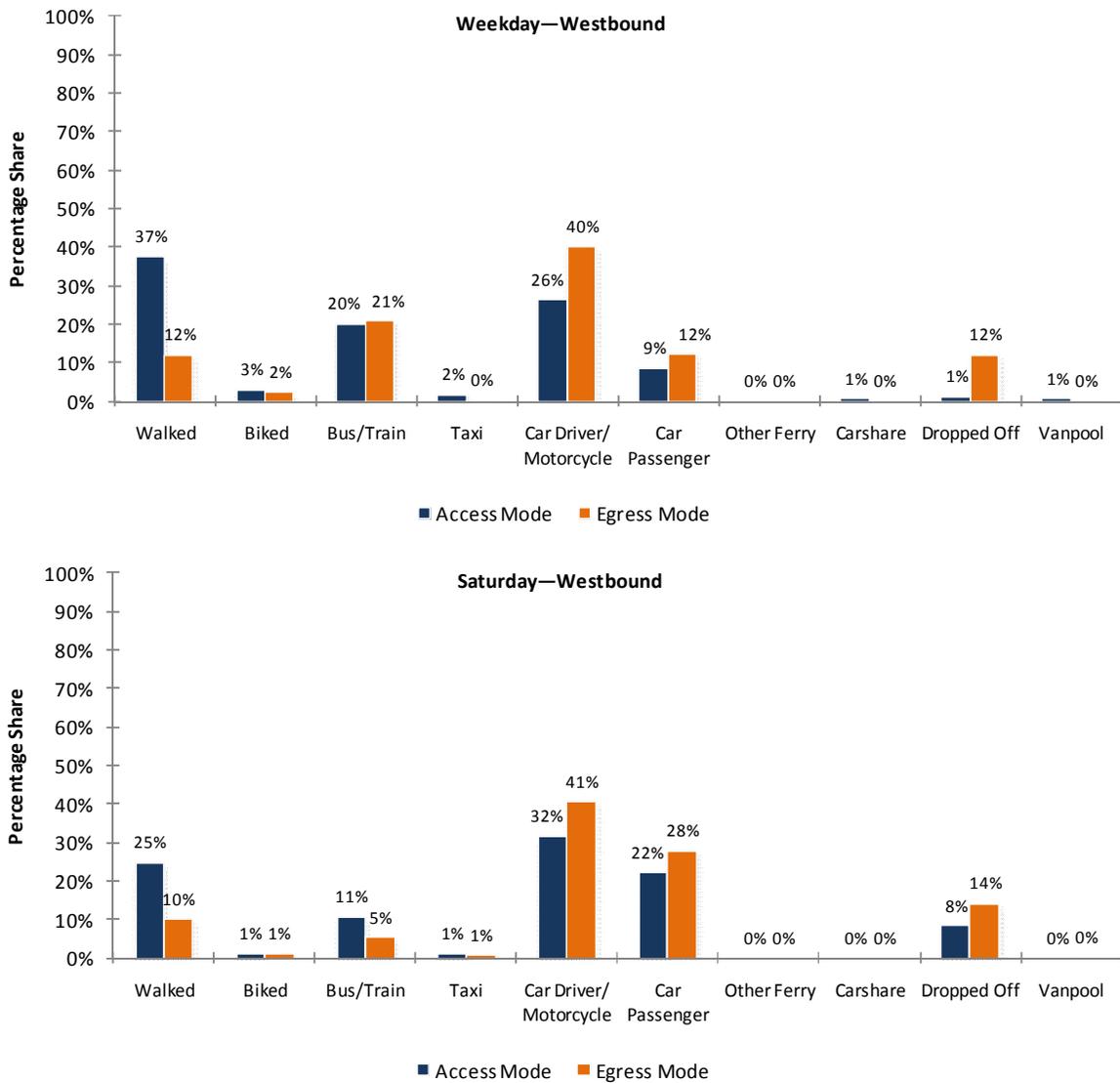


Figure 6-32. Seattle–Bremerton eastbound trips by access and egress modes, weekday 8-hour and Saturday survey periods (2013)

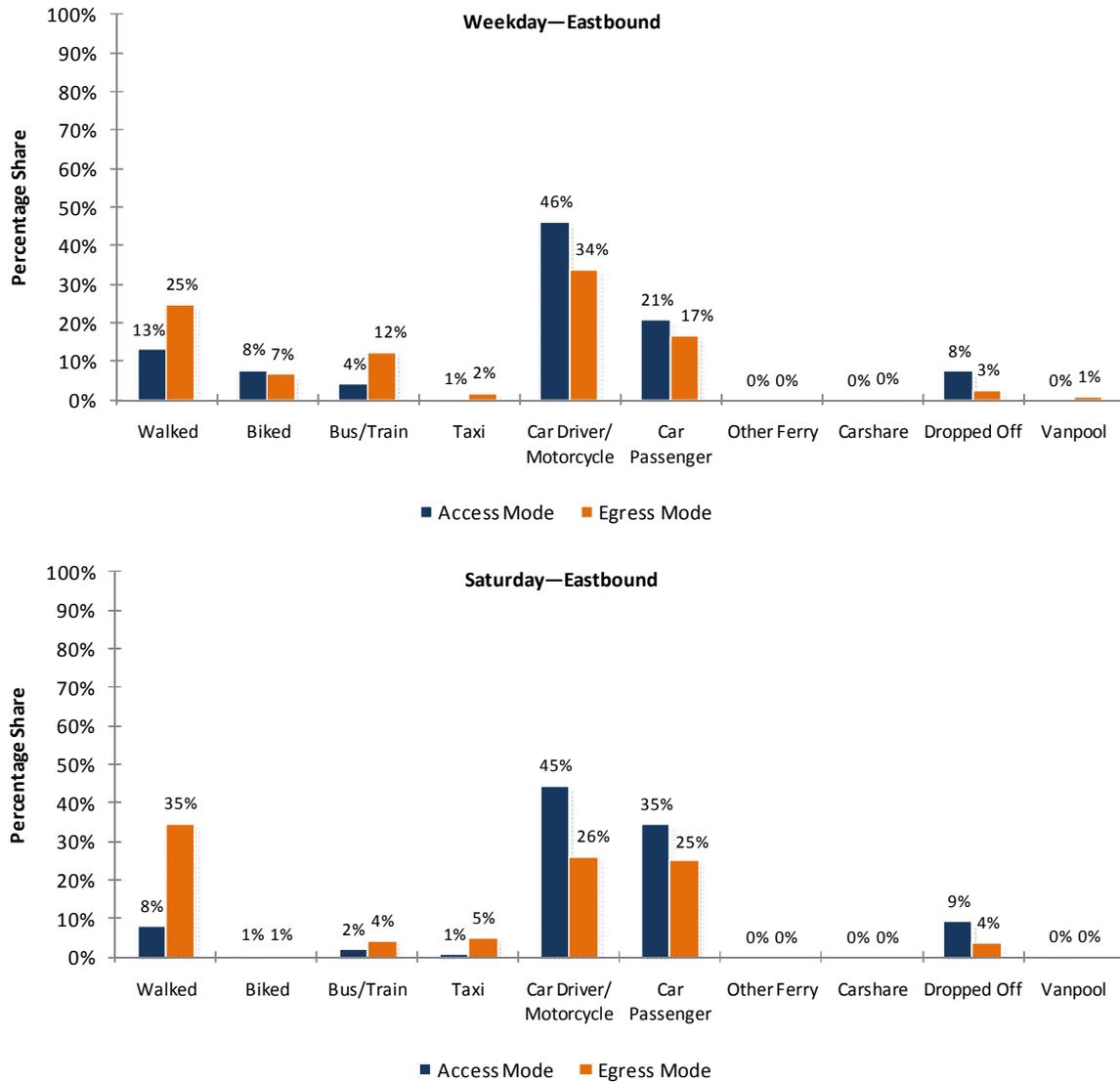


Table 6-22 shows the boarding mode and the corresponding access modes to the ferry terminal for weekday and Saturday, and Table 6-23 shows boarding and egress mode from the ferry terminal for weekday and Saturday.

Table 6-24, Table 6-25, and Table 6-26 present information on access mode to the ferry, boarding mode, and egress mode from the ferry for the weekday PM peak period, the weekday non-PM peak period, and Saturday trips. For weekday trips, a greater number of walk-on boardings access the ferry on foot during the weekday PM peak period, in contrast with a greater number of walk-on boardings egressing from the ferry terminal on foot during the weekday non-PM peak period.

Fewer passengers access the ferry terminal by foot for Saturday trips (29 percent); however, over half of walk-on boardings egress from the ferry on foot (52 percent). This is higher than the percentage of riders egressing by foot for both weekday PM peak period and weekday non-PM peak-period trips (23 and 40 percent, respectively).

Table 6-22. Seattle–Bremerton access mode and boarding methods, weekday 8-hour and Saturday survey periods (2006 and 2013)

| Access Mode | Drive | Walk | Bicycle | Total | All Boardings | |
|-----------------------|--------------|--------------|------------|--------------|---------------|-------------|
| | | | | | 2013 | 2006 |
| Weekday | | | | | | |
| Walked | 0 | 887 | 0 | 887 | 28.3% | 32.1% |
| Biked | 4 | 15 | 132 | 151 | 4.8% | 1.6% |
| Bus/Train | 6 | 432 | 5 | 443 | 14.2% | 9.3% |
| Taxi | 0 | 39 | 2 | 41 | 1.3% | 1.0% |
| Car Driver/Motorcycle | 864 | 194 | 0 | 1,059 | 33.8% | 43.6% |
| Car Passenger | 348 | 63 | 0 | 411 | 13.1% | 12.4% |
| Other Ferry | 0 | 0 | 0 | 0 | 0.0% | |
| Carshare | 0 | 11 | 0 | 11 | 0.4% | |
| Dropped Off | 0 | 114 | 0 | 114 | 3.6% | |
| Vanpool | 0 | 12 | 0 | 12 | 0.4% | |
| Total | 1,222 | 1,767 | 140 | 3,129 | 100% | 100% |
| 2013 Distribution | 39.1% | 56.5% | 4.5% | 100% | | |
| 2006 Distribution | 48.0% | 50.6% | 1.4% | 100% | | |
| Saturday | | | | | | |
| Walked | 0 | 519 | 3 | 521 | 14.0% | 13.0% |
| Biked | 0 | 4 | 25 | 29 | 0.8% | 1.8% |
| Bus/Train | 3 | 183 | 2 | 188 | 5.1% | 7.3% |
| Taxi | 0 | 35 | 0 | 35 | 1.0% | 0.2% |
| Car Driver/Motorcycle | 1,033 | 451 | 4 | 1,488 | 40.0% | 44.8% |
| Car Passenger | 853 | 268 | 0 | 1,122 | 30.1% | 32.9% |
| Other Ferry | 0 | 0 | 0 | 0 | 0.0% | |
| Carshare | 0 | 0 | 0 | 0 | 0.0% | |
| Dropped Off | 0 | 332 | 3 | 335 | 9.0% | |
| Vanpool | 0 | 6 | 0 | 6 | 0.2% | |
| Total | 1,889 | 1,799 | 37 | 3,725 | 100% | 100% |
| 2013 Distribution | 50.7% | 48.3% | 1.0% | 100% | | |
| 2006 Distribution | 62.5% | 35.9% | 1.6% | 100% | | |

Table 6-23. Seattle–Bremerton egress mode and boarding methods, weekday 8-hour and Saturday survey periods (2006 and 2013)

| Egress Mode | Drive | Walk | Bicycle | Total | All Boardings | |
|-----------------------|--------------|--------------|------------|--------------|---------------|-------------|
| | | | | | 2013 | 2006 |
| Weekday | | | | | | |
| Walked | 5 | 520 | 0 | 525 | 16.8% | 22.5% |
| Biked | 0 | 20 | 105 | 125 | 4.0% | 1.8% |
| Bus/Train | 3 | 528 | 21 | 552 | 17.6% | 16.8% |
| Taxi | 0 | 28 | 0 | 28 | 0.9% | 0.9% |
| Car Driver/Motorcycle | 859 | 316 | 9 | 1,184 | 37.9% | 44.7% |
| Car Passenger | 355 | 81 | 0 | 436 | 13.9% | 13.4% |
| Other Ferry | 0 | 0 | 0 | 0 | 0.0% | |
| Carshare | 0 | 3 | 0 | 3 | 0.1% | |
| Dropped Off | 0 | 261 | 5 | 265 | 8.5% | |
| Vanpool | 0 | 11 | 0 | 11 | 0.4% | |
| Total | 1,222 | 1,767 | 140 | 3,129 | 100% | 100% |
| 2013 Distribution | 39.1% | 56.5% | 4.5% | 100% | | |
| 2006 Distribution | 48.1% | 50.5% | 1.4% | 100% | | |
| Saturday | | | | | | |
| Walked | 6 | 962 | 0 | 968 | 26.0% | 23.2% |
| Biked | 0 | 2 | 24 | 26 | 0.7% | 1.6% |
| Bus/Train | 0 | 170 | 5 | 175 | 4.7% | 3.1% |
| Taxi | 0 | 128 | 2 | 130 | 3.5% | 3.0% |
| Car Driver/Motorcycle | 1,005 | 158 | 3 | 1,166 | 31.3% | 34.8% |
| Car Passenger | 872 | 103 | 0 | 975 | 26.2% | 34.2% |
| Other Ferry | 0 | 0 | 0 | 0 | 0.0% | |
| Carshare | 0 | 0 | 0 | 0 | 0.0% | |
| Dropped Off | 6 | 267 | 3 | 276 | 7.4% | |
| Vanpool | 0 | 9 | 0 | 9 | 0.2% | |
| Total | 1,889 | 1,799 | 37 | 3,725 | 100% | 100% |
| 2013 Distribution | 50.7% | 48.3% | 1.0% | 100% | | |
| 2006 Distribution | 60.9% | 37.3% | 1.7% | 100% | | |

Table 6-24. Seattle–Bremerton trips by access mode to ferry—boarding method—egress mode from ferry, weekday PM Peak Period (2013)

| Access Mode to Ferry Terminal | Percent Distribution | Boarding Method | Percent Distribution | Egress Mode from Ferry Terminal | Percent Distribution |
|--|----------------------|-----------------------|----------------------|---------------------------------|----------------------|
| Walk-On Boardings (63.3% of total boardings) | | | | | |
| Pedestrian | 47.2% | Pedestrian | 91.0% | Pedestrian | 23.1% |
| Bicycle | 9.3% | Pedestrian w/ Bicycle | 9.0% | Bicycle | 7.7% |
| By Bus/Transit | 22.8% | | | By Bus/Transit | 31.7% |
| By Vehicle | 19.4% | | | By Vehicle | 36.7% |
| Vanpool | 0.8% | | | Vanpool | 0.8% |
| Carshare | 0.5% | | | Carshare | 0.0% |
| Other Ferry | 0.0% | | | Other Ferry | 0.0% |
| In-Vehicle Boardings (36.7% of total boardings) | | | | | |
| In-Vehicle | 100.0% | Vehicle Drivers | 77.0% | In-Vehicle | 100.0% |
| | | Vehicle Passengers | 23.0% | | |

Note: Average vehicle occupancy (AVO) was 1.30 for the weekday PM peak period.

Table 6-25. Seattle–Bremerton trips by access mode to ferry—boarding method—egress mode from ferry, weekday non-PM peak period (2013)

| Access Mode to Ferry Terminal | Percent Distribution | Boarding Method | Percent Distribution | Egress Mode from Ferry Terminal | Percent Distribution |
|--|----------------------|-----------------------|----------------------|---------------------------------|----------------------|
| Walk-On Boardings (54.7% of total boardings) | | | | | |
| Pedestrian | 44.4% | Pedestrian | 97.9% | Pedestrian | 40.1% |
| Bicycle | 2.8% | Pedestrian w/ Bicycle | 2.1% | Bicycle | 3.0% |
| By Bus/Transit | 23.3% | | | By Bus/Transit | 19.8% |
| By Vehicle | 28.6% | | | By Vehicle | 36.5% |
| Vanpool | 0.0% | | | Vanpool | 0.0% |
| Carshare | 0.9% | | | Carshare | 0.7% |
| Other Ferry | 0.0% | | | Other Ferry | 0.0% |
| In-Vehicle Boardings (45.3% of total boardings) | | | | | |
| In-Vehicle | 100.0% | Vehicle Drivers | 58.8% | In-Vehicle | 100.0% |
| | | Vehicle Passengers | 41.2% | | |

Note: Average vehicle occupancy (AVO) was 1.70 for the weekday non-PM peak period.

Table 6-26. Seattle–Bremerton trips by access mode to ferry—boarding method—egress mode from ferry, Saturday survey period (2013)

| Access Mode to Ferry Terminal | Percent Distribution | Boarding Method | Percent Distribution | Egress Mode from Ferry Terminal | Percent Distribution |
|--|----------------------|-----------------------|----------------------|---------------------------------|----------------------|
| Walk-On Boardings (49.3% of total boardings) | | | | | |
| Pedestrian | 28.4% | Pedestrian | 98.0% | Pedestrian | 52.4% |
| Bicycle | 1.6% | Pedestrian w/ Bicycle | 2.0% | Bicycle | 1.4% |
| By Bus/Transit | 10.1% | | | By Bus/Transit | 9.5% |
| By Vehicle | 59.6% | | | By Vehicle | 36.2% |
| Vanpool | 0.3% | | | Vanpool | 0.5% |
| Carshare | 0.0% | | | Carshare | 0.0% |
| Other Ferry | 0.0% | | | Other Ferry | 0.0% |
| In-Vehicle Boardings (50.7% of total boardings) | | | | | |
| In-Vehicle | 100.0% | Vehicle Drivers | 54.8% | In-Vehicle | 100.0% |
| | | Vehicle Passengers | 45.2% | | |

Note: Average vehicle occupancy (AVO) was 1.82 for the Saturday survey period.

Characteristics of Riders who Accessed or Egressed by Bicycle

Figure Figure 6-33, Figure 6-34 and Figure 6-35 present comparisons of characteristics of users who accessed and/or egressed the Seattle–Bremerton ferry route by bicycle with users of all modes. Weekday and Saturday ferry riders who biked to access or egress the ferry terminal on the Seattle–Bremerton route account for 5% and 1% of survey period ridership, respectively. Bicycle boardings by origin and destination district are shown for weekday westbound trips on page 6-71.

Figure 6-36 presents the distribution of bike access/egress by age compared to all modes. For weekday trips, bike access/egress ferry riders tend to be younger than the overall ferry rider population, with a large percentage between 25 and 30 years of age (43 percent). In contrast, two-thirds of Saturday bike access/egress ferry riders are between 15 and 24 years (37 percent) or 51 and 64 years (33 percent). There are few riders who access/egress the ferry by bike over the age of 65 for both weekday and Saturday trips.

Figure 6-33. Seattle–Bremerton distribution of bike access by age compared to all survey period respondents, weekday and Saturday survey periods (2013)

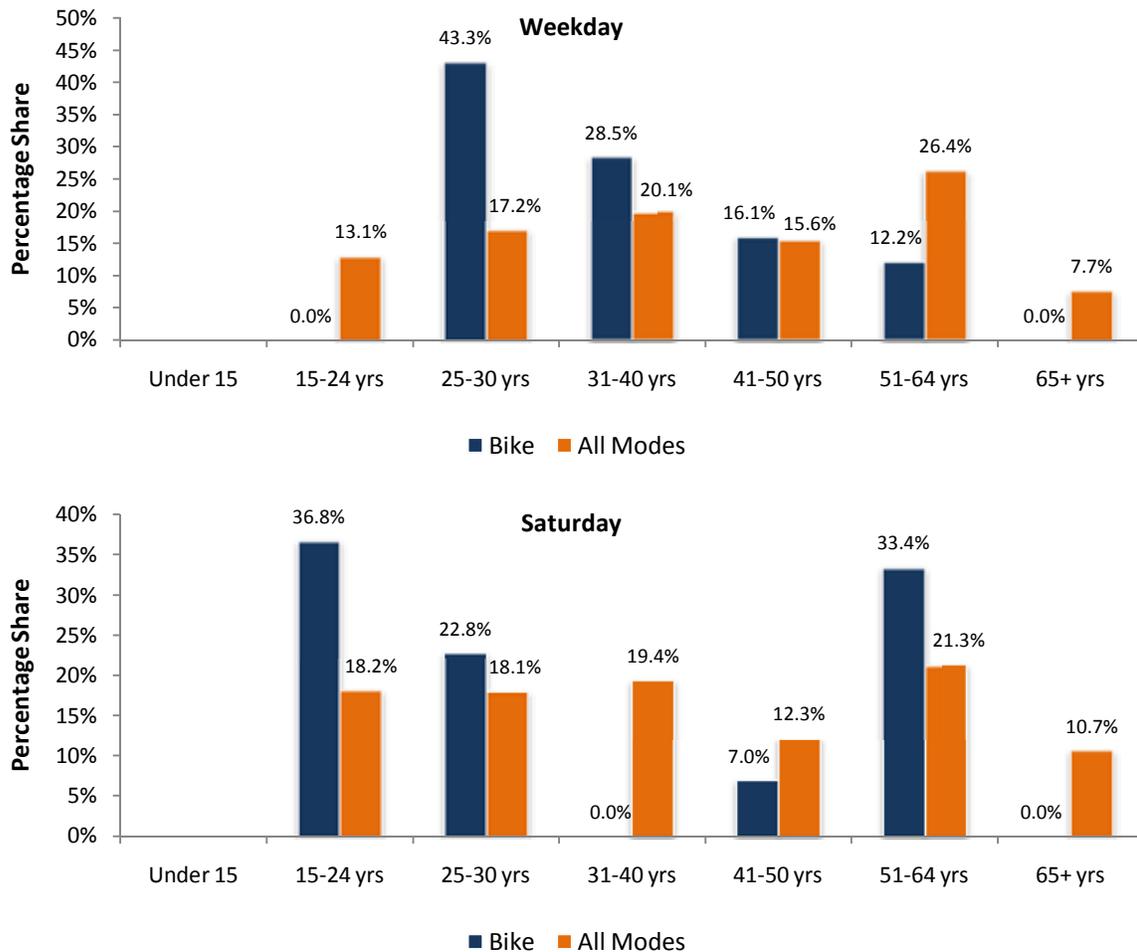


Figure 6-37 shows the distribution of bike access/egress by income compared to all modes. Weekday riders who access or egress by bike tend to be wealthier than the average rider (larger shares in the higher income ranges), while Saturday trends show a larger share of bike access/egress in the lowest income ranges.

Figure 6-34. Seattle–Bremerton distribution of bike access by income compared to all survey period respondents, weekday and Saturday survey periods (2013)

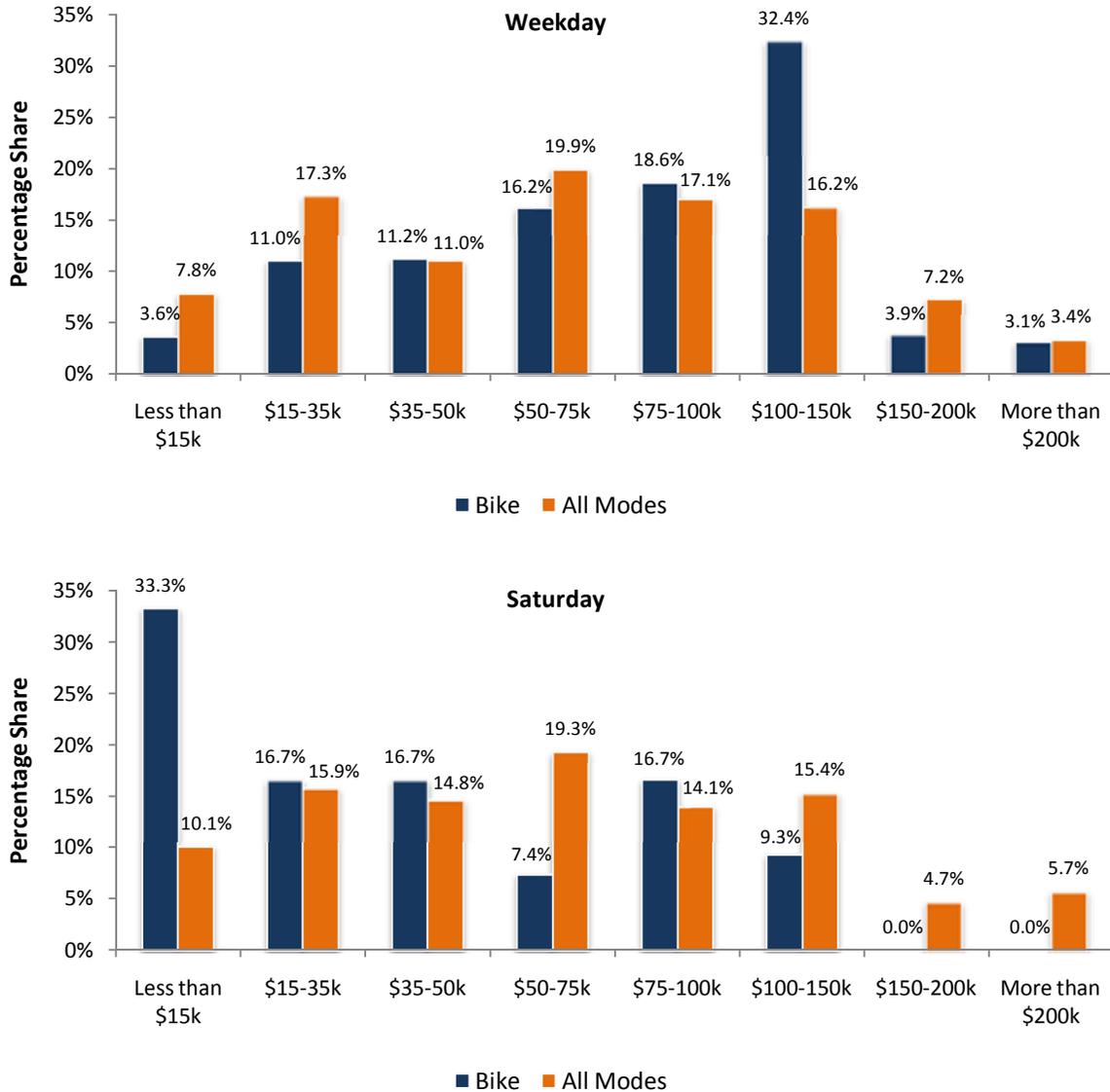
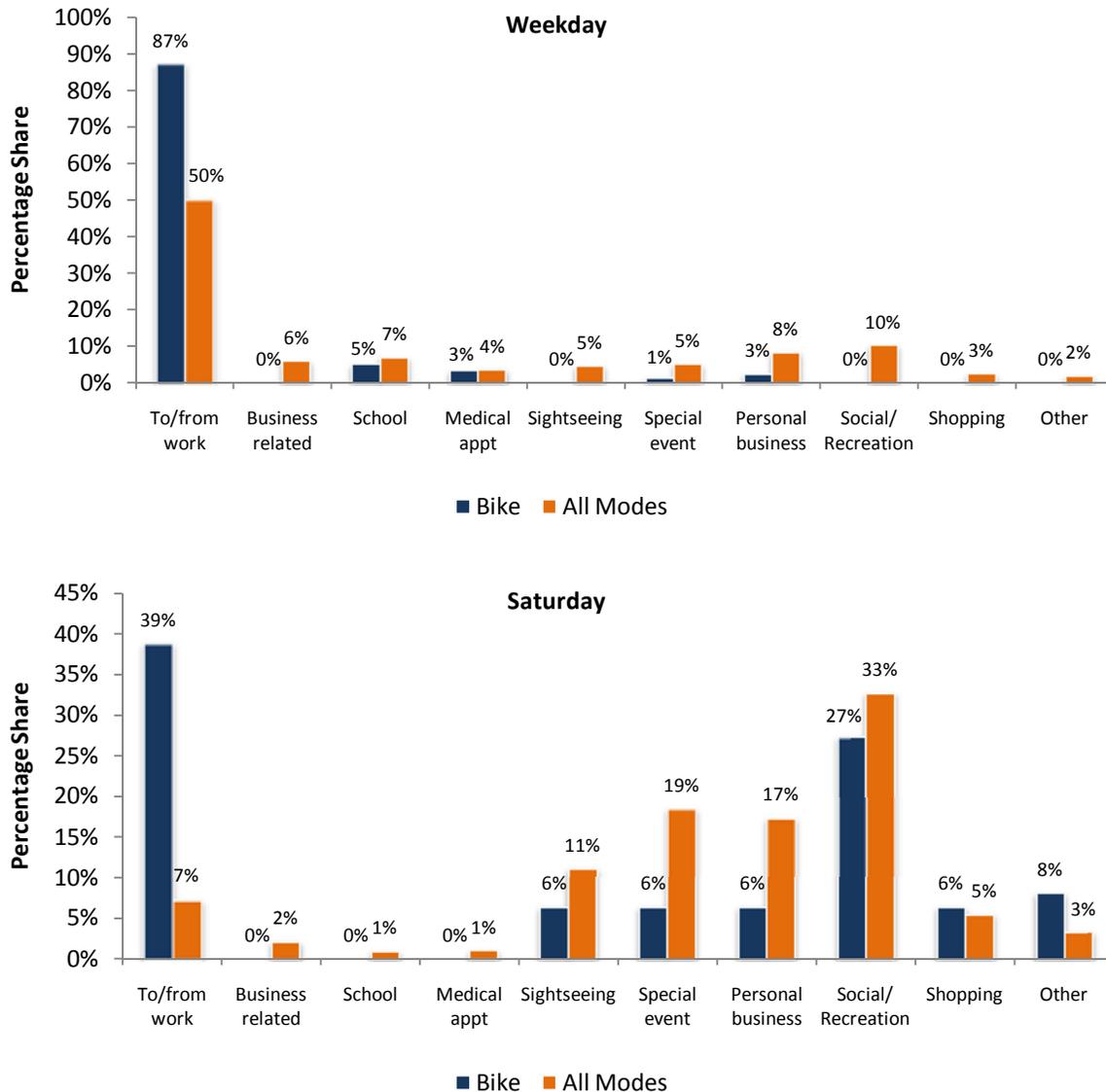


Figure 6-38 presents the distribution of bike access/egress by trip purpose compared to all modes. The vast majority of weekday ferry trips accessed or egressed by bike are for work (87 percent). Saturday trips accessed/egressed by bike are primarily for work (39 percent), with a large share of trips also for social/recreational purposes (27 percent). There are more bike access/egress trips for personal business, special events, sightseeing, shopping and other purposes on Saturdays than weekdays.

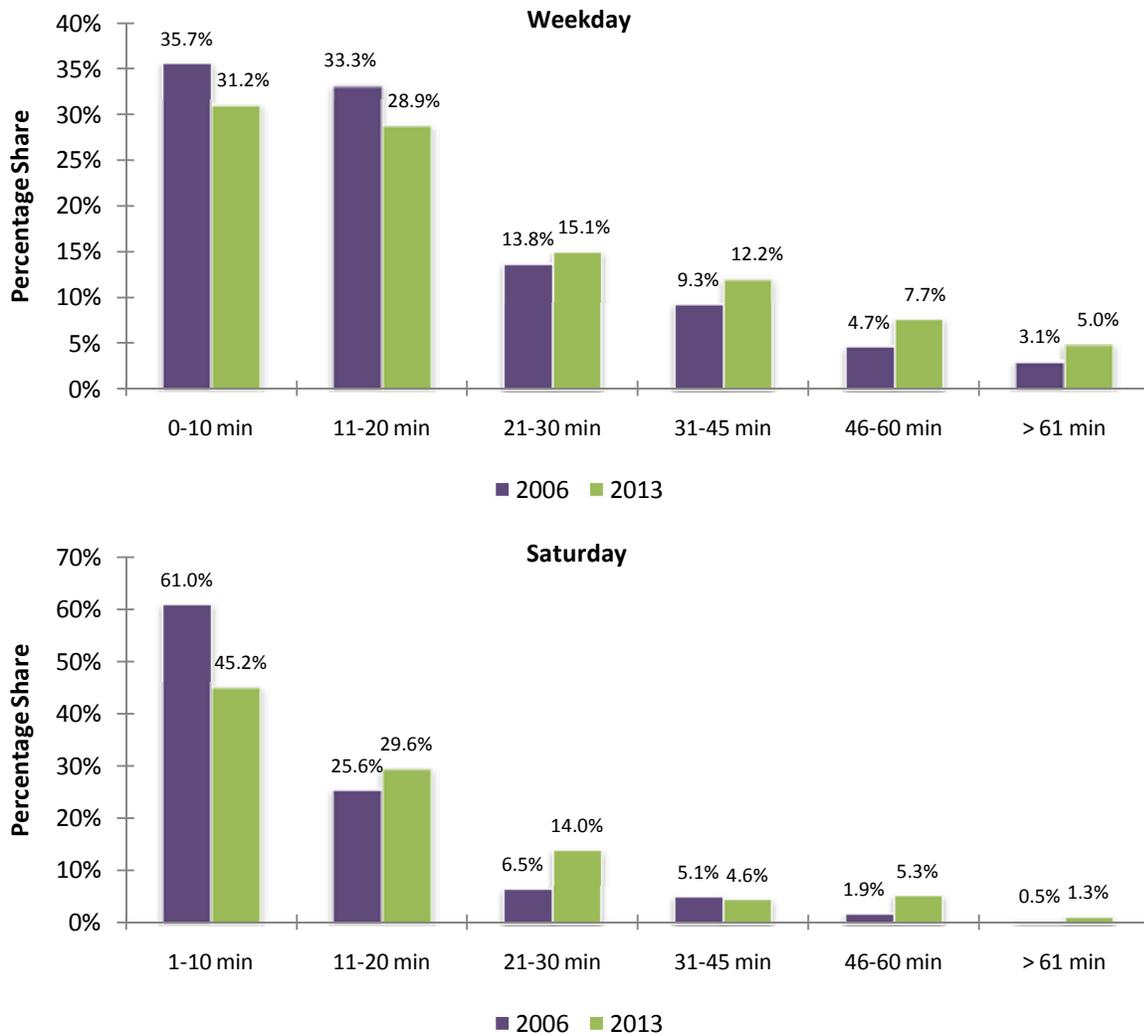
Figure 6-35. Seattle–Bremerton distribution of bike access by trip purpose compared to all survey period respondents, weekday and Saturday survey periods (2013)



6.3.6 Wait Time

Respondents were asked the amount of time they spent waiting before boarding the ferry. Figure 6-36 displays the frequency of distribution of perceived wait time (in minutes) for 2006 and 2013. The percentage of weekday travelers who waited for more than 30 minutes increased from 17 percent in 2006 to 25 percent in 2013. On Saturdays, the percentage of those who waited for 10 minutes or less dropped from 60 percent to 45 percent.

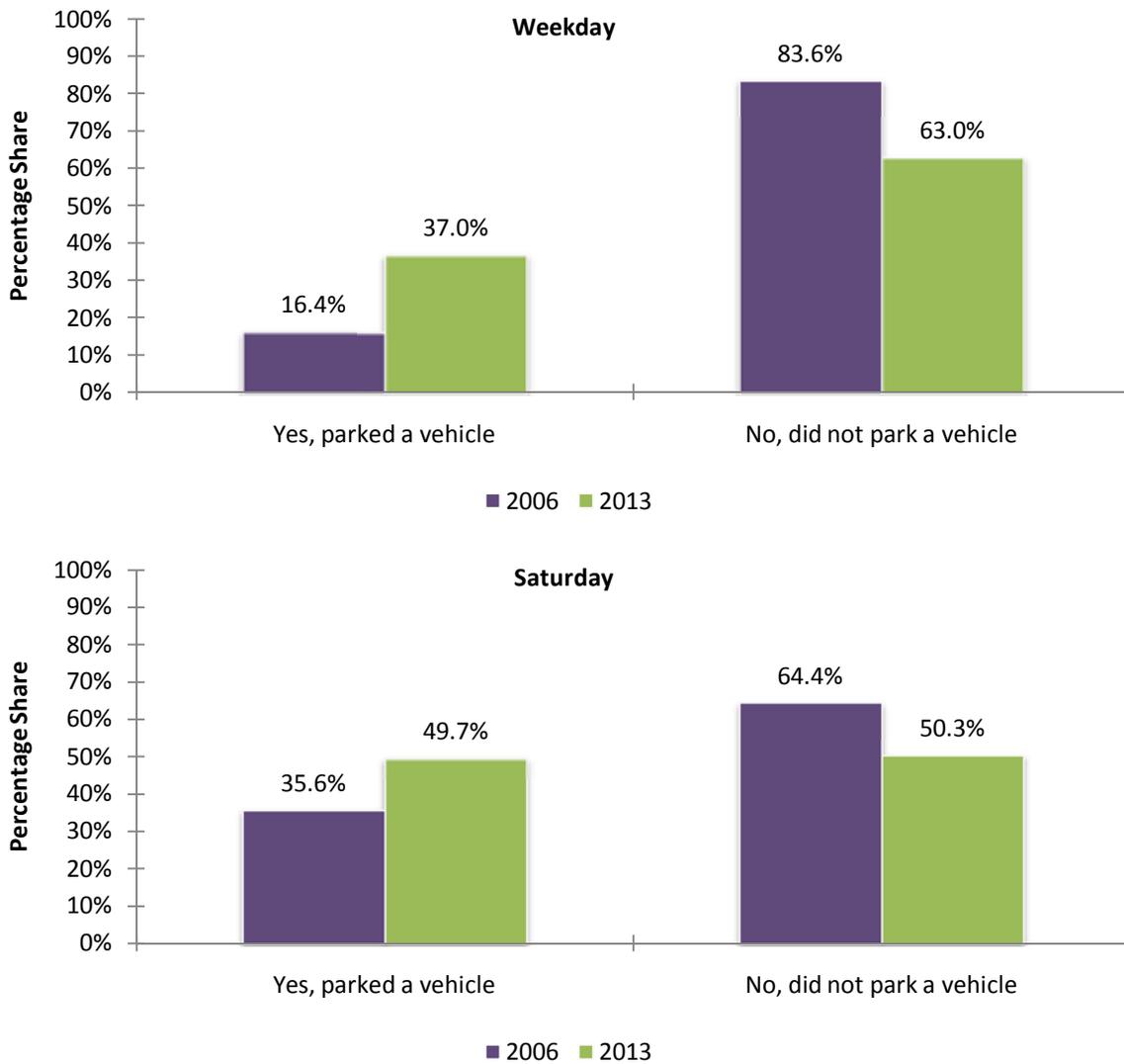
Figure 6-36. Seattle–Bremerton trips by wait time, weekday 8-hour and Saturday survey periods (2006 and 2013)



6.3.7 Parking

Figure 6-37 represents the percentage of walk-on riders who parked a vehicle prior to boarding the ferry. The percentage of weekday walk-on riders who parked a vehicle more than doubled in 2013 (37 percent) from 2006 (16 percent); however, this accounts for only one-third of walk-on riders. The majority of weekday riders continue to not park a vehicle before boarding. Similar trends are observed with Saturday travelers, with more passengers parking a vehicle in 2013 compared to 2006.

Figure 6-37. Seattle–Bremerton non-motorized boardings that parked a vehicle at terminal, weekday 8-hour and Saturday survey periods (2006 and 2013)



6.3.8 Weekday PM Peak-Period Travel Patterns—Eastbound

Figure 6-38 presents the origins and destinations of weekday PM peak-period eastbound trips by district. This information is presented in tabular format in Table 6-27. The majority of origins were located in West Bremerton, East Bremerton, and Greater Silverdale, while the major destinations were the Seattle CBD, the Seattle Industrial Area, and West Seattle/South Seattle/Boeing Field. Origin and destination locations by boarding mode are shown in Figure 6-39. Walk boarding origins and destinations were concentrated near the Bremerton and Colman Dock ferry terminals.

Figure 6-38. Seattle–Bremerton eastbound origin and destination districts, weekday PM Peak Period

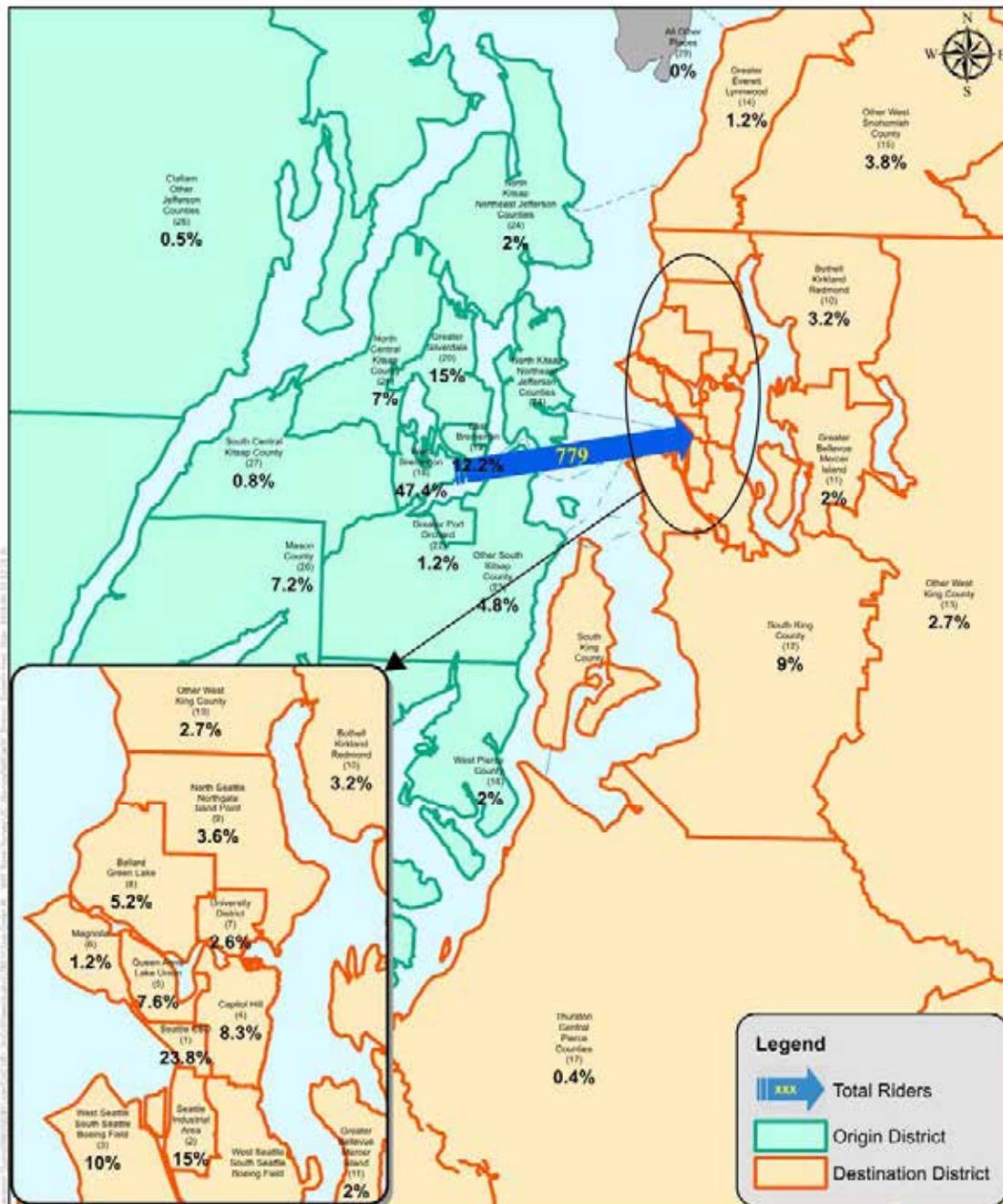
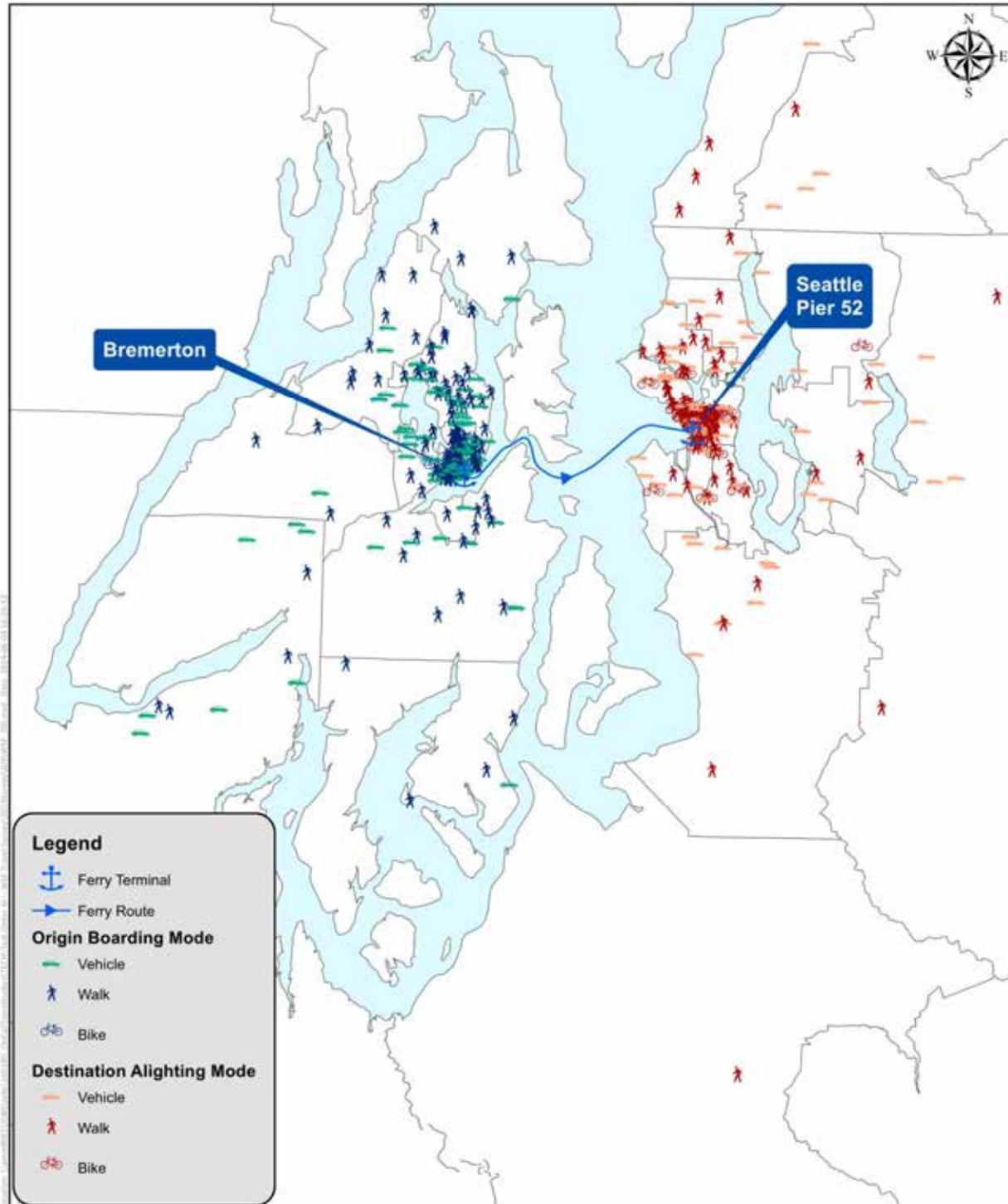


Table 6-27. Seattle–Bremerton eastbound total boardings by origin and destination district, weekday PM Peak Period

| Origin District ▼ | | Destination District ► | | | | | | | | | | | | | | | | | Origin Total | Origin Percent Share |
|-----------------------------|----|------------------------|-------------------------|--------------------------------------|--------------|-------------------------|----------|---------------------|--------------------|------------------------------|----------------------------|-------------------------------|------------|------------------|----------------------------|-----------------------|-------------------------------|------------------|--------------|----------------------|
| | | Seattle CBD | Seattle Industrial Area | W Seattle / S Seattle / Boeing Field | Capitol Hill | Queen Anne / Lake Union | Magnolia | University District | Ballard-Green Lake | N Seattle / Ngate/Sand Point | Bothell-Kirkland / Redmond | Greater Bellevue / Mercer Is. | S King Co. | Other W King Co. | Greater Everett / Lynnwood | Other W Snohomish Co. | Thurston / Central Pierce Co. | All Other Places | | |
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 17 | 28 | | |
| W Pierce Co. | 16 | 3 | 9 | | | 4 | | | | | | | | | | | | | 16 | 2.0% |
| W Bremerton | 18 | 87 | 45 | 47 | 44 | 34 | 10 | 3 | 22 | 13 | 10 | 7 | 19 | 10 | 9 | 7 | | 3 | 369 | 47.4% |
| E Bremerton | 19 | 22 | 9 | 3 | 7 | 6 | | 7 | 9 | | | | 3 | 7 | 4 | | 14 | 3 | 95 | 12.2% |
| Greater Silverdale | 20 | 15 | 21 | 19 | 7 | 4 | | | 3 | 7 | 7 | 6 | 27 | | | | | | 117 | 15.0% |
| N Central Kitsap Co. | 21 | 15 | 12 | | | 3 | | 7 | 6 | | 4 | | 4 | 4 | | | | | 54 | 7.0% |
| Greater Port Orchard | 22 | 3 | 6 | | | | | | | | | | | | | | | | 9 | 1.2% |
| Other S Kitsap Co. | 23 | 3 | 15 | | 3 | 9 | | | | 4 | 4 | | | | | | | | 37 | 4.8% |
| N Kitsap / NE Jefferson Co. | 24 | 3 | | 3 | | | | 3 | | | | | 6 | | | | | | 15 | 2.0% |
| Clallam/Other Jefferson Co | 25 | | | | | | | | | | | | | 4 | | | | | 4 | 0.5% |
| Mason Co. | 26 | 31 | | 3 | 4 | | | | | 4 | | | 6 | | | | 9 | | 56 | 7.2% |
| S Central Kitsap Co. | 27 | 3 | | 3 | | | | | | | | | | | | | | | 6 | 0.8% |
| Destination Total | | 185 | 117 | 78 | 65 | 59 | 10 | 20 | 41 | 28 | 25 | 16 | 70 | 21 | 9 | 30 | 3 | 3 | 779 | 100% |
| Destination Percent Share | | 23.8% | 15.0% | 10.0% | 8.3% | 7.6% | 1.2% | 2.6% | 5.2% | 3.6% | 3.2% | 2.0% | 9.0% | 2.7% | 1.2% | 3.8% | 0.4% | 0.4% | 100% | |

Figure 6-39. Seattle–Bremerton eastbound origin and destination locations by boarding mode, weekday 8-hour survey period



6.3.9 Weekday PM Peak-Period Travel Patterns—Westbound

Figure 6-40 presents the origins and destinations of weekday PM peak-period westbound trips by district. This information is presented in tabular format in Table 6-28. The major origins were the Seattle CBD, Queen Anne/Lake Union, and the Seattle Industrial Area, while the major destinations were West Bremerton, East Bremerton, and Greater Silverdale. Figure 6-41 shows the change in travel patterns for westbound trips between 2006 and 2013. As shown in the figure, travel patterns are similar to 2006, although there was a slight decrease in the percentage of trips originating in the Seattle CBD and a slight increase in the percentage of trips ending in West Bremerton, as well as a decrease in the percentage of trips ending in Silverdale.

Origin and destination locations by boarding mode are shown in Figure 6-42. Walk boarding origins and destinations were concentrated around the ferry terminals, similar to eastbound travel.

As shown in Table 6-29, the majority of bicycle boardings (69 percent) on this route originate in Seattle's central business district and industrial area, and half (50 percent) of trips end in West Bremerton.

Figure 6-40. Seattle–Bremerton westbound origin and destination districts, weekday PM peak period

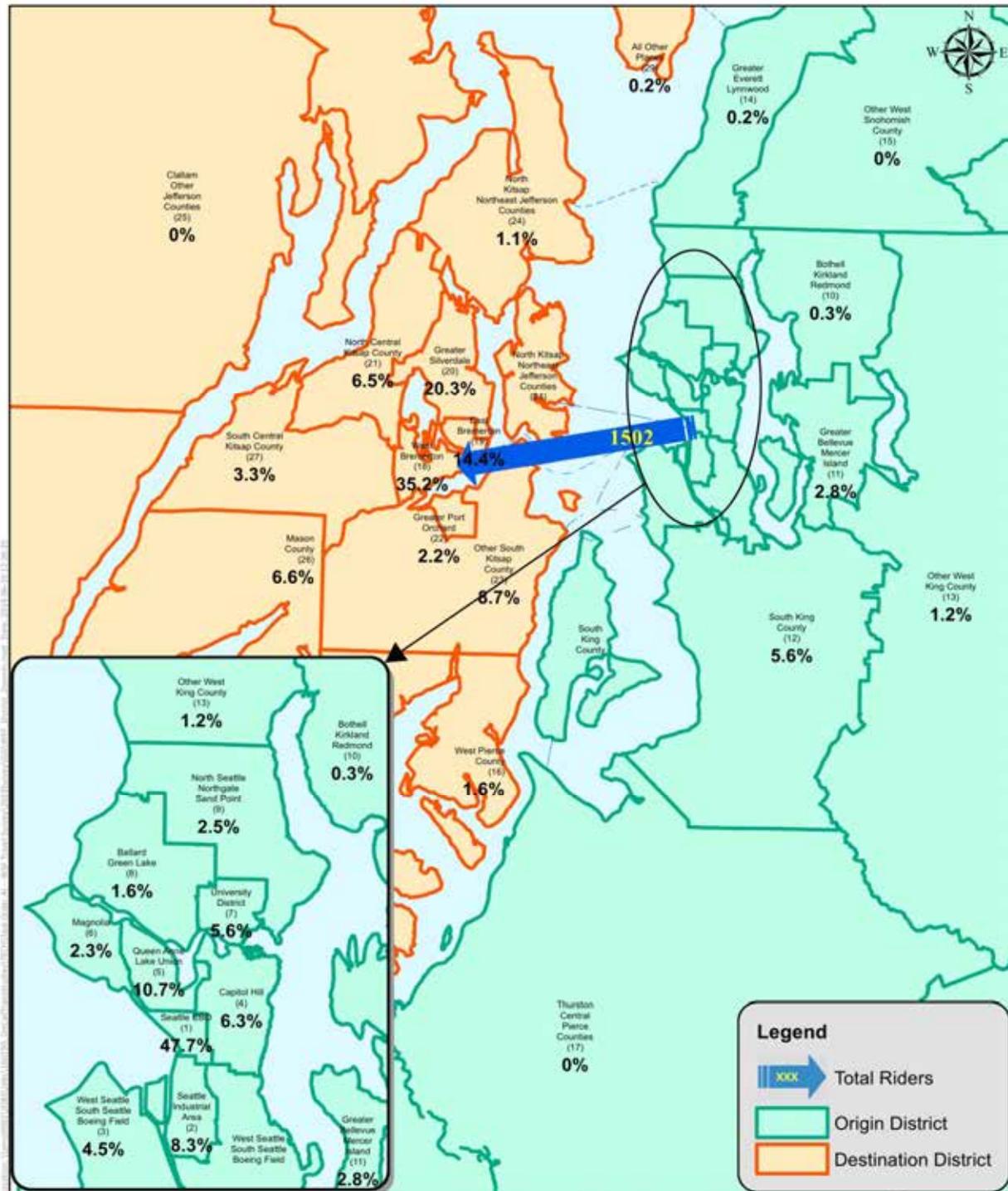


Figure 6-41. Seattle–Bremerton change in westbound travel patterns from 2006, weekday PM peak period

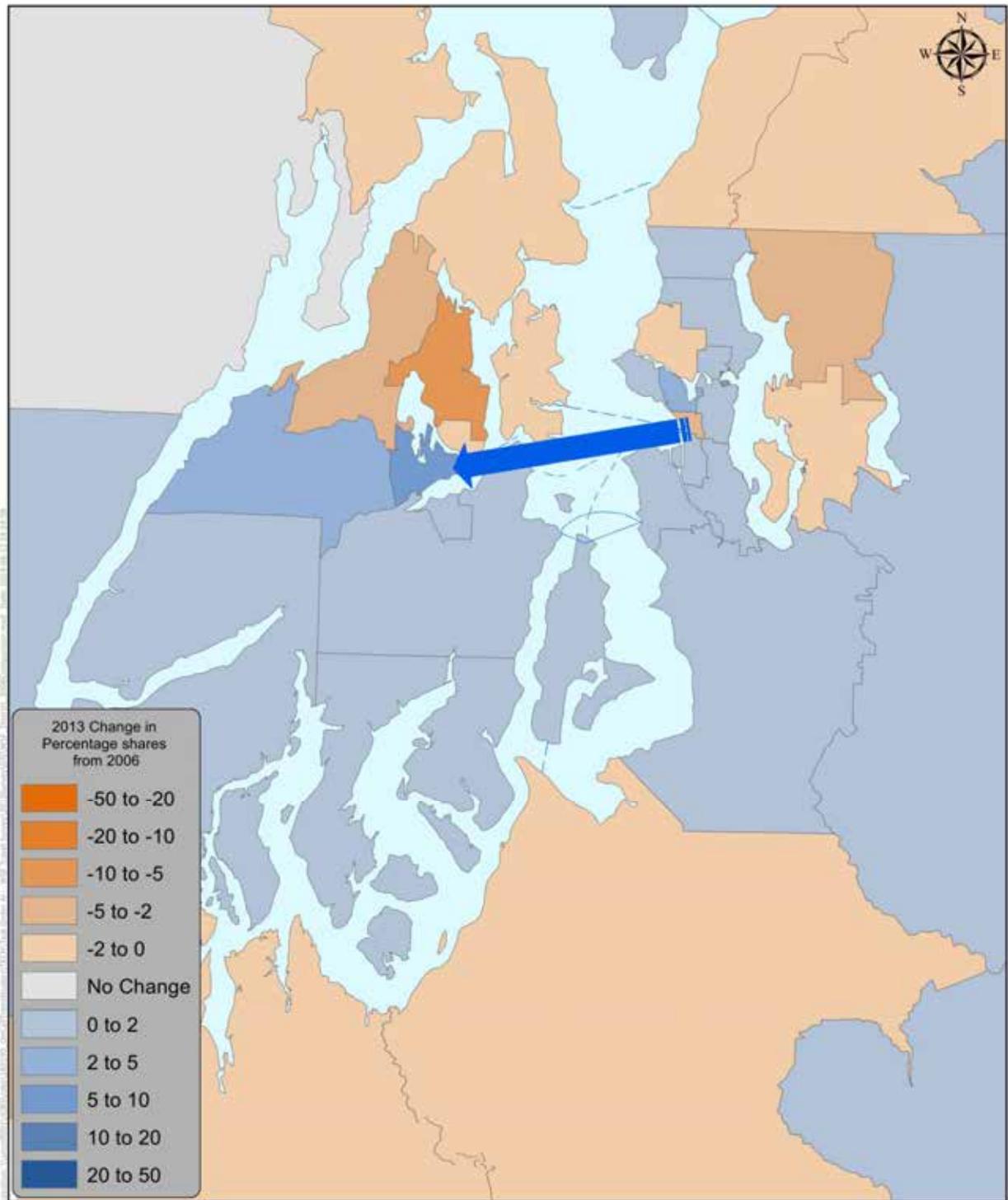


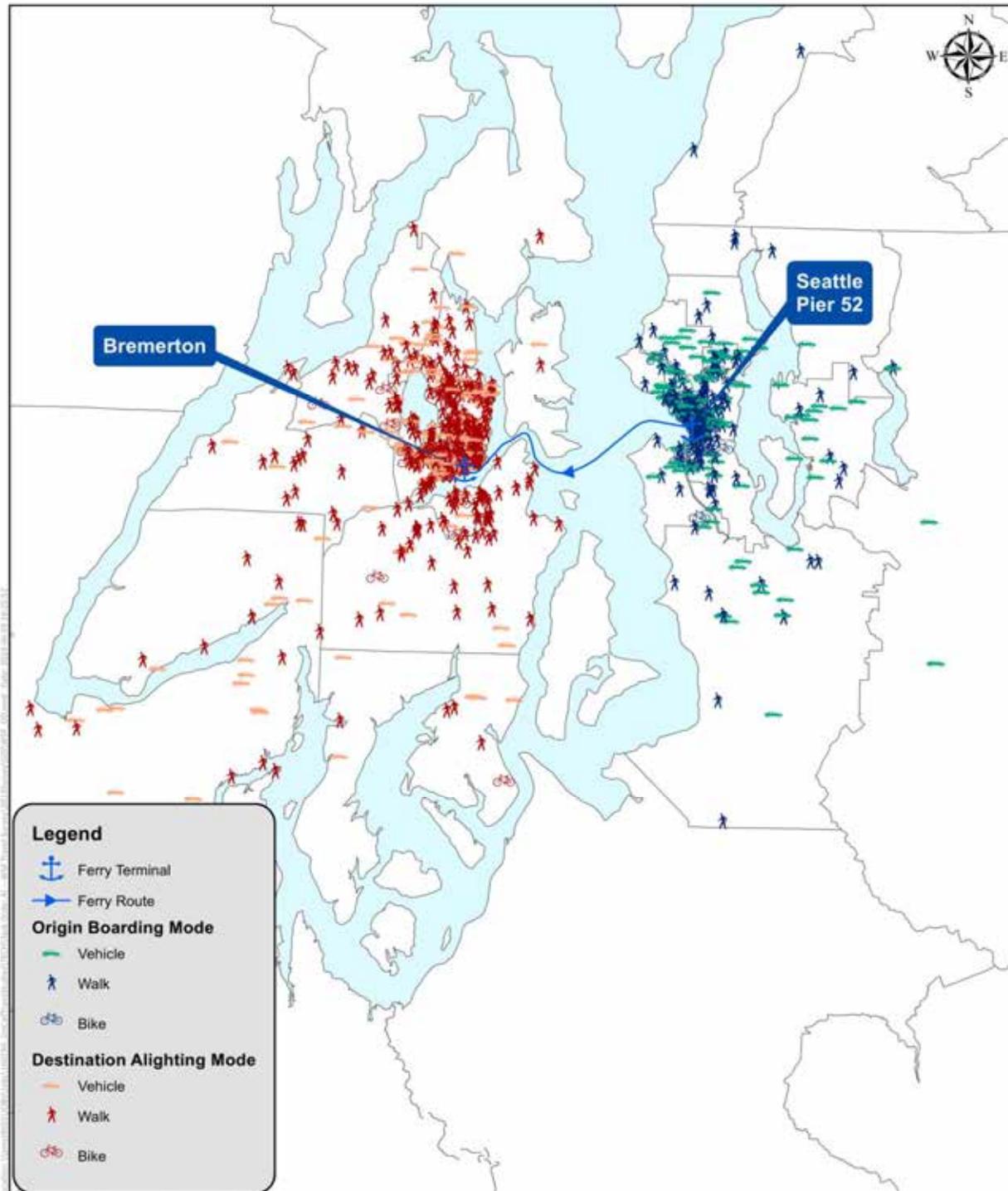
Table 6-28. Seattle–Bremerton westbound total boardings by origin and destination district, weekday PM peak period

| Origin District ▼ | Destination District ▶ | W Pierce Co. | W Bremerton | E Bremerton | Greater Silverdale | N Central Kitsap Co. | Greater Port Orchard | Other S Kitsap Co. | N Kitsap / NE Jefferson Co. | Mason Co. | S Central Kitsap Co. | All Other Places | Origin Total | Origin Percent Share |
|--------------------------------------|------------------------|--------------|-------------|-------------|--------------------|----------------------|----------------------|--------------------|-----------------------------|-----------|----------------------|------------------|--------------|----------------------|
| | | 16 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 26 | 27 | 29 | | |
| Seattle CBD | 1 | 15 | 246 | 110 | 159 | 31 | 17 | 74 | 2 | 38 | 20 | 3 | 716 | 47.7% |
| Seattle Industrial Area | 2 | 3 | 46 | 22 | 22 | 15 | | 2 | 3 | 8 | 2 | | 124 | 8.3% |
| W Seattle / S Seattle / Boeing Field | 3 | | 33 | 5 | 10 | | 2 | 2 | | 12 | 2 | | 67 | 4.5% |
| Capitol Hill | 4 | | 22 | 13 | 22 | 9 | 5 | 15 | 2 | 5 | | | 94 | 6.3% |
| Queen Anne / Lake Union | 5 | 2 | 70 | 13 | 31 | 12 | 6 | 12 | 5 | 8 | 3 | | 161 | 10.7% |
| Magnolia | 6 | | 16 | 8 | 5 | | | | 2 | 3 | | | 34 | 2.3% |
| University District | 7 | | 28 | 17 | 17 | 9 | | 12 | | | 2 | | 85 | 5.6% |
| Ballard-Green Lake | 8 | | 10 | | 6 | | | | | 3 | 5 | | 24 | 1.6% |
| N Seattle / Ngate/Sand Point | 9 | | 14 | 6 | 5 | 5 | | | | | 7 | | 37 | 2.5% |
| Bothell-Kirkland / Redmond | 10 | | | | | 2 | | | | 3 | | | 5 | 0.3% |
| Greater Bellevue / Mercer Island | 11 | | 11 | 3 | 14 | 6 | | 8 | | | | | 42 | 2.8% |
| S King Co. | 12 | 3 | 22 | 10 | 11 | 6 | 2 | 5 | | 20 | 5 | | 84 | 5.6% |
| Other W King Co. | 13 | | 8 | 2 | 2 | 3 | | | | | 3 | | 18 | 1.2% |
| Greater Everett / Lynnwood | 14 | | 2 | | | | | | | | | | 2 | 0.2% |
| All Other Places | 28 | | | 6 | | | | | 2 | | | | 8 | 0.5% |
| Destination Total | | 23 | 529 | 216 | 304 | 98 | 33 | 130 | 17 | 98 | 50 | 3 | 1,502 | 100% |
| Destination Percent Share | | 1.6% | 35.2% | 14.4% | 20.3% | 6.5% | 2.2% | 8.7% | 1.1% | 6.6% | 3.3% | 0.2% | 100% | |

Table 6-29. Seattle–Bremerton westbound bicycle boardings by origin and destination district, weekday PM peak period

| Origin District ▼ | | Destination District ▶ | | Destination District | | | | | | | Origin Total Origin Percent Share | |
|---|---|------------------------|-------|----------------------|----------------|----------------|--------------------|-----------------------------|----------------------|---------------------------|--------------------------------------|-------|
| | | | | West Pierce County | West Bremerton | East Bremerton | Greater Silverdale | North Central Kitsap County | Greater Port Orchard | Other South Kitsap County | | |
| | | | | 16 | 18 | 19 | 20 | 21 | 22 | 23 | | |
| Seattle CBD | 1 | | 9 | 5 | | | | 5 | 5 | | 24 | 38.5% |
| Seattle Industrial Area | 2 | | 17 | | | | | 2 | | | 19 | 30.8% |
| West Seattle / South Seattle / Boeing Field | 3 | | | 2 | | | | | | 2 | 5 | 7.7% |
| Capitol Hill | 4 | | 2 | | | | | | | | 2 | 3.8% |
| Queen Anne / Lake Union | 5 | 2 | | | 2 | | | | | | 5 | 7.7% |
| Magnolia | 6 | | | 2 | | | | | | | 2 | 3.8% |
| University District | 7 | | 2 | 2 | | | | | | | 5 | 7.7% |
| Destination Total | | 2 | 31 | 12 | 2 | 7 | 5 | 2 | | | 62 | 100% |
| Destination Percent Share | | 3.8% | 50.0% | 19.2% | 3.8% | 11.5% | 7.7% | 3.8% | | | 100% | |

Figure 6-42. Seattle–Bremerton westbound origin and destination locations by boarding mode, weekday 8-hour survey period



6.3.10 Saturday Travel Patterns—Eastbound

Figure 6-43 presents the origins and destinations of Saturday eastbound trips by district. This information is presented in tabular format in Table 6-30. The majority of origins were West Bremerton, East Bremerton, and Greater Silverdale, while the major destinations were the Seattle CBD, the Seattle Industrial Area, and Queen Anne/Lake Union. Origin and destination locations by boarding mode are shown in Figure 6-44. Origin and destination locations were concentrated near the ferry terminals similar to weekday travel, with some additional locations located farther away.

Figure 6-43. Seattle–Bremerton eastbound origin and destination districts, Saturday survey period

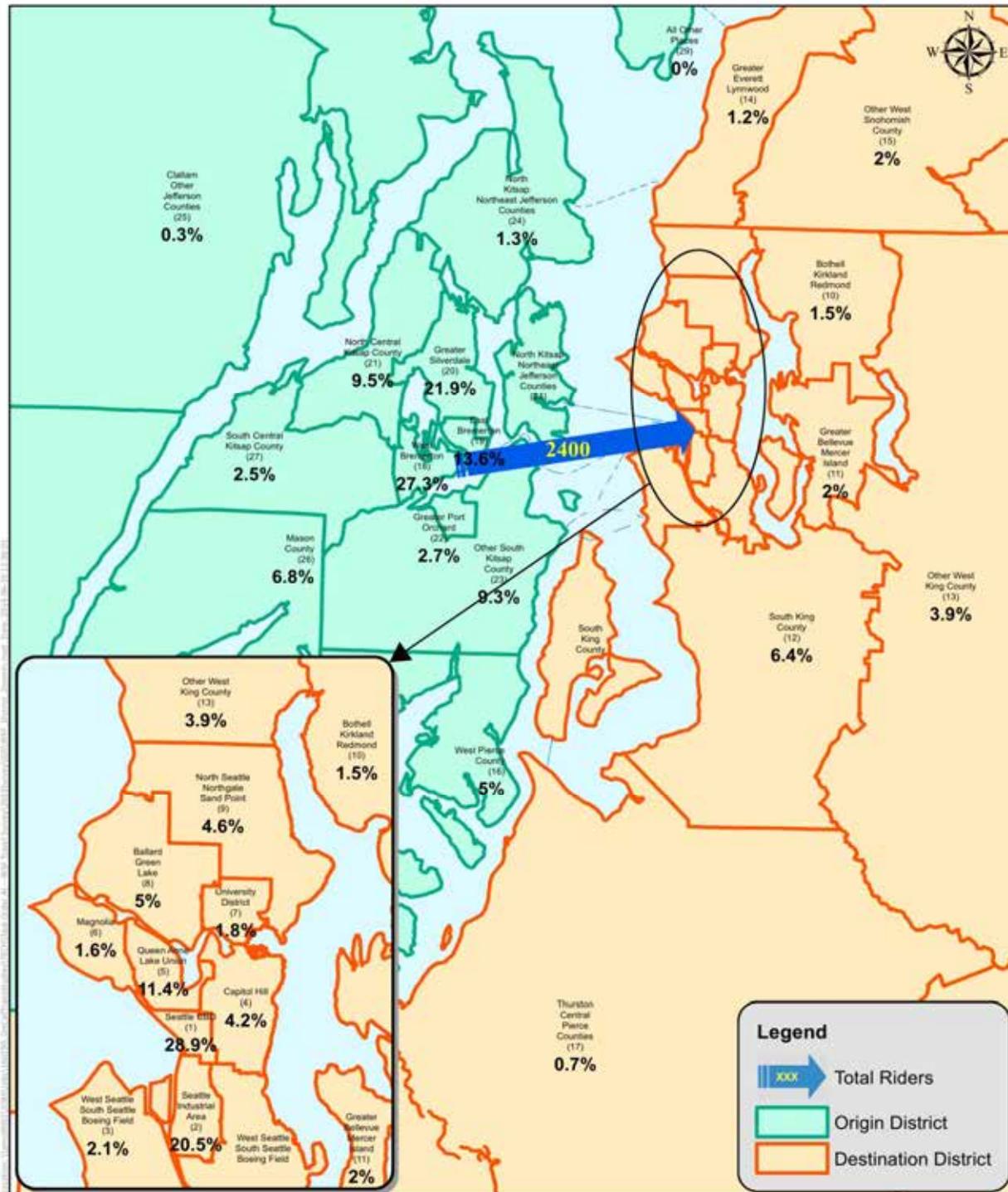
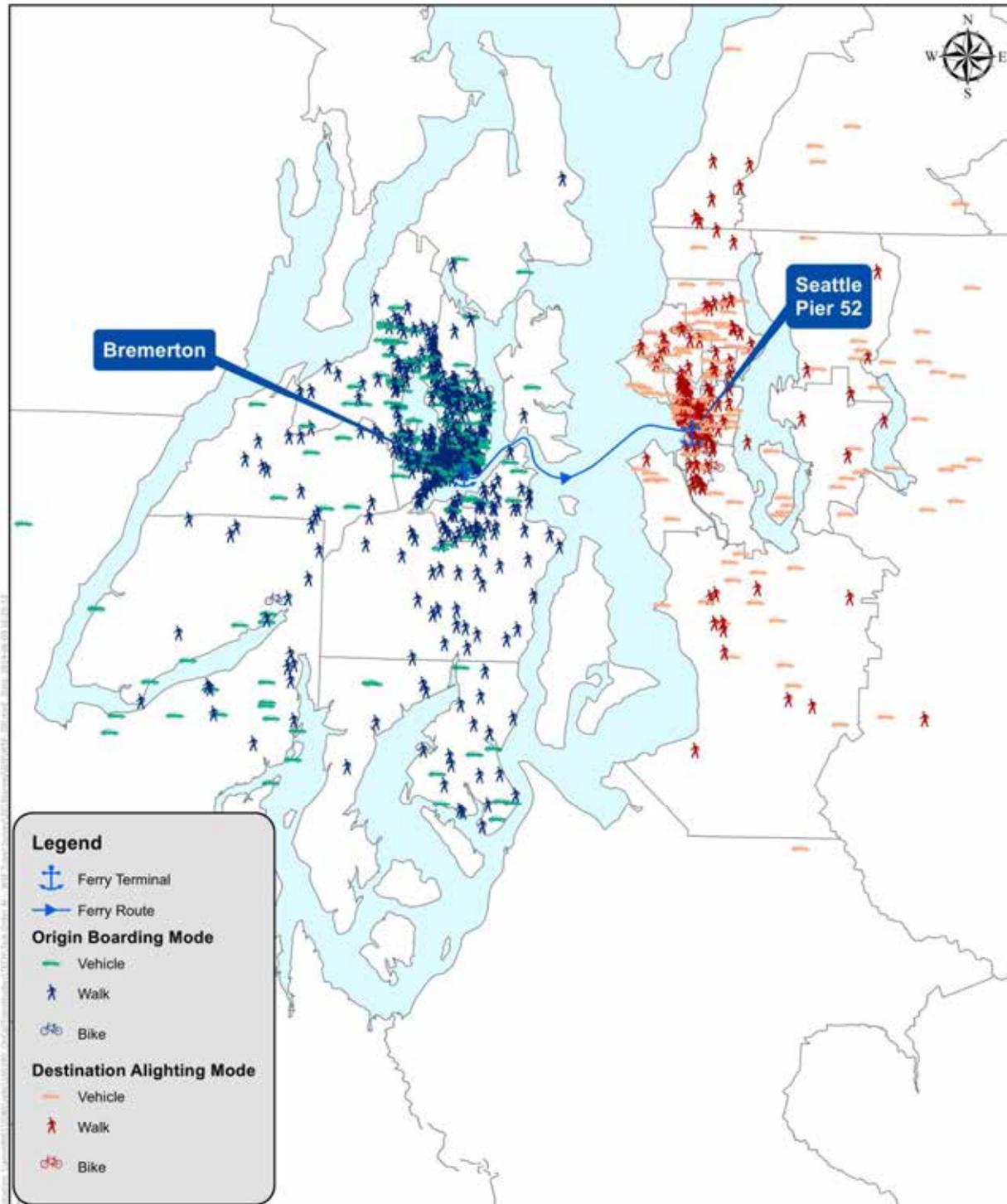


Table 6-30. Seattle–Bremerton eastbound boardings by origin and destination district, Saturday survey period

| Origin District ▼ | | Destination District ► | | | | | | | | | | | | | | | | | Origin Total | Origin Percent Share |
|-----------------------------|----|------------------------|-------------------------|--------------------------------------|--------------|-------------------------|----------|---------------------|--------------------|------------------------------|----------------------------|-------------------------------|------------|------------------|----------------------------|-----------------------|-------------------------------|------------------|--------------|----------------------|
| | | Seattle CBD | Seattle Industrial Area | W Seattle / S Seattle / Boeing Field | Capitol Hill | Queen Anne / Lake Union | Magnolia | University District | Ballard-Green Lake | N Seattle / Ngate/Sand Point | Bothell-Kirkland / Redmond | Greater Bellevue / Mercer Is. | S King Co. | Other W King Co. | Greater Everett / Lynnwood | Other W Snohomish Co. | Thurston / Central Pierce Co. | All Other Places | | |
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 17 | 28 | | |
| W Pierce Co. | 16 | 46 | 19 | | | 16 | | | 3 | | 3 | | 12 | | | 5 | 16 | | 120 | 5.0% |
| W Bremerton | 18 | 231 | 117 | 9 | 27 | 67 | 16 | 2 | 7 | 49 | 20 | 5 | 40 | 16 | 7 | 15 | | 25 | 655 | 27.3% |
| E Bremerton | 19 | 83 | 38 | 5 | 16 | 49 | 2 | 5 | 25 | 24 | 4 | 2 | 50 | 16 | 4 | | | 2 | 327 | 13.6% |
| Greater Silverdale | 20 | 148 | 88 | 9 | 22 | 46 | 3 | 26 | 33 | 18 | 3 | 19 | 15 | 47 | 14 | 25 | | 9 | 525 | 21.9% |
| N Central Kitsap Co. | 21 | 54 | 62 | 6 | 9 | 45 | | 2 | 15 | 6 | | 16 | 12 | | | | | | 228 | 9.5% |
| Greater Port Orchard | 22 | 17 | 24 | | 5 | 14 | | | 5 | | | | | | | | | | 65 | 2.7% |
| Other S Kitsap Co. | 23 | 44 | 99 | | 9 | 12 | | 6 | 17 | 2 | 2 | | 18 | 2 | 2 | | | 9 | 223 | 9.3% |
| N Kitsap / NE Jefferson Co. | 24 | | 2 | 12 | | 2 | | 2 | | | | | 3 | 8 | | | | | 30 | 1.3% |
| Clallam/Other Jefferson Co. | 25 | | 2 | | | | | | | | | | | | | | | 5 | 7 | 0.3% |
| Mason Co. | 26 | 52 | 24 | | 6 | 21 | 17 | | 7 | 10 | 3 | 6 | 4 | 5 | 2 | 3 | | | 162 | 6.8% |
| S Central Kitsap Co. | 27 | 19 | 15 | 7 | 5 | 3 | | | 7 | | | | | | | | | 2 | 59 | 2.5% |
| Destination Total | | 694 | 491 | 50 | 100 | 275 | 38 | 44 | 120 | 110 | 35 | 48 | 154 | 95 | 30 | 48 | 16 | 54 | 2,400 | 100% |
| Destination Percent Share | | 28.9% | 20.5% | 2.1% | 4.2% | 11.4% | 1.6% | 1.8% | 5.0% | 4.6% | 1.5% | 2.0% | 6.4% | 3.9% | 1.2% | 2.0% | 0.7% | 2.2% | 100% | |

Figure 6-44. Seattle–Bremerton eastbound origin and destination locations by boarding mode, Saturday survey period



6.3.11 Saturday Travel Patterns—Westbound

Figure 6-45 presents the origins and destinations of Saturday westbound trips by district. This information is presented in tabular format in Table 6-31. The major origins were the Seattle CBD and Queen Anne/Lake Union, while the major destinations were West Bremerton, East Bremerton, and Greater Silverdale. Origin and destination locations by boarding mode are shown in Figure 6-46. Boarding origins and modes were less dispersed than eastbound travel.

Figure 6-45. Seattle–Bremerton westbound origin and destination districts, Saturday survey period

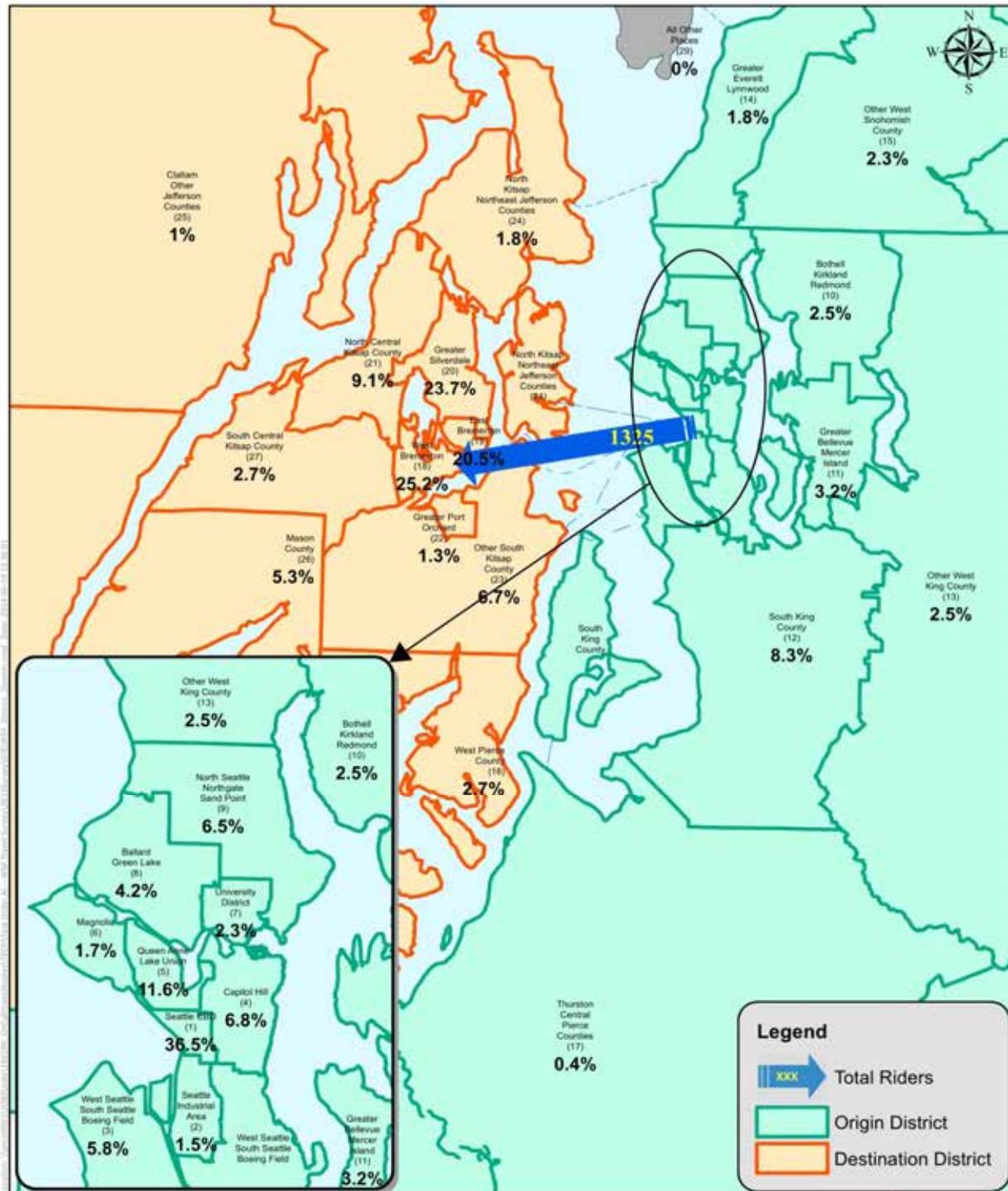
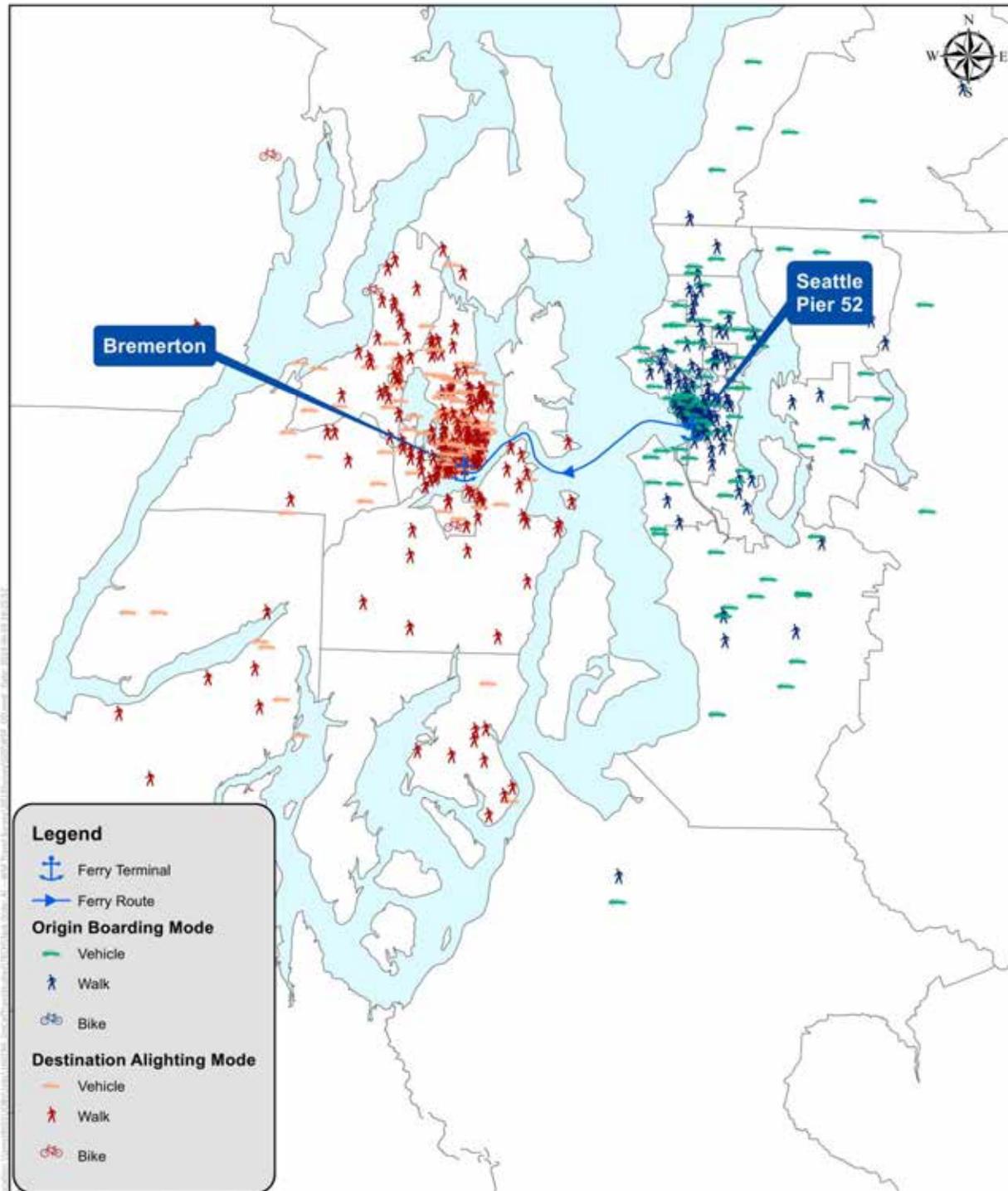


Table 6-31. Seattle–Bremerton westbound boardings by origin and destination district, Saturday survey period

| Origin District ▼ | Destination District ► | Destination District | | | | | | | | | | | Origin Total | Origin Percent Share |
|--------------------------------------|------------------------|----------------------|-------------|-------------|--------------------|----------------------|----------------------|--------------------|-----------------------------|-----------|----------------------|------------------|--------------|----------------------|
| | | W Pierce Co. | W Bremerton | E Bremerton | Greater Silverdale | N Central Kitsap Co. | Greater Port Orchard | Other S Kitsap Co. | N Kitsap / NE Jefferson Co. | Mason Co. | S Central Kitsap Co. | All Other Places | | |
| | | 16 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 26 | 27 | 29 | | |
| Seattle CBD | 1 | 22 | 134 | 88 | 88 | 50 | 11 | 49 | 6 | 5 | 21 | 9 | 483 | 36.5% |
| Seattle Industrial Area | 2 | | 3 | 5 | 3 | | 3 | 3 | | | | 3 | 20 | 1.5% |
| W Seattle / S Seattle / Boeing Field | 3 | 3 | 32 | 27 | 15 | | | | | | | | 77 | 5.8% |
| Capitol Hill | 4 | 5 | 17 | | 23 | 11 | | 3 | 12 | 3 | 17 | | 91 | 6.8% |
| Queen Anne / Lake Union | 5 | | 40 | 32 | 41 | 11 | 3 | 9 | | | 9 | 9 | 154 | 11.6% |
| Magnolia | 6 | | 3 | 8 | | 12 | | | | | | | 23 | 1.7% |
| University District | 7 | | 8 | 5 | 8 | 6 | | 3 | | | | | 30 | 2.3% |
| Ballard-Green Lake | 8 | | 18 | | 21 | | | | 3 | | 12 | 3 | 56 | 4.2% |
| N Seattle / Ngate/Sand Point | 9 | 3 | 15 | 6 | 30 | 15 | | 12 | 3 | | 3 | | 86 | 6.5% |
| Bothell-Kirkland / Redmond | 10 | | 6 | 6 | 15 | | | | | | | 6 | 33 | 2.5% |
| Greater Bellevue / Mercer Island | 11 | | 9 | 21 | 9 | | | 3 | | | | | 42 | 3.2% |
| S King Co. | 12 | | 20 | 36 | 33 | 15 | | | | 5 | | | 110 | 8.3% |
| Other W King Co. | 13 | 3 | 18 | | 9 | | | | | | | 3 | 33 | 2.5% |
| Greater Everett / Lynnwood | 14 | | 3 | 15 | 3 | | | | | | | 3 | 24 | 1.8% |
| Other W Snohomish Co. | 15 | | 3 | 6 | 12 | | | | | | 9 | | 30 | 2.3% |
| Thurston / Central Pierce Co. | 17 | | | 3 | 3 | | | | | | | | 6 | 0.4% |
| All Other Places | 28 | | 6 | 12 | | | | 9 | | | | | 26 | 2.0% |
| Destination Total | | 36 | 334 | 271 | 315 | 120 | 17 | 89 | 23 | 13 | 71 | 35 | 1,325 | 100% |
| Destination Percent Share | | 2.7% | 25.2% | 20.5% | 23.7% | 9.1% | 1.3% | 6.7% | 1.8% | 1.0% | 5.3% | 2.7% | 100% | |

Figure 6-46. Seattle–Bremerton westbound origin and destination locations by boarding mode, Saturday survey period



6.4 Edmonds–Kingston

6.4.1 Route Description

The Edmonds–Kingston route connects Edmonds and Kingston in the Central Sound corridor located north of Seattle and Bainbridge. It takes 30 minutes to ride this ferry across approximately 4.5 nautical miles. The route is in service all days of the week, but with a reduced early morning schedule on Sunday. Total annual ridership for 2013 was 1.8 million passengers plus 2 million vehicles and drivers for a total of 3.8 million riders, or about 10,400 riders per day. This compares to 4.3 million passengers annually, or about 12,200 riders per day in 2006.

The Edmonds–Kingston route currently operates 24 sailings per day in each direction, which is a one-trip increase from 2006. The current passenger fare is \$7.85, an increase from \$6.50 in 2006, and vehicle base fare is \$13.55 for vehicles 14 to 22 feet in length, which has increased from the \$11.25 base fare for vehicles in 2006.

The following subsections provide key trip-making characteristics for 2013 surveyed travelers on the Edmonds–Kingston route and a comparison to 2006 survey data to identify trends.

6.4.2 Trips by Purpose

As shown in Table 6-32, the most frequent weekday trip purpose was work/school (54 percent), which is similar to 2006. Recreation/shopping remains the predominant trip purpose for Saturday trips.

Table 6-32. Edmonds–Kingston trips by purpose and direction, weekday 8-hour and Saturday survey periods (2006 and 2013)

| Direction | Work/ School | Personal Business/ Other | Recreation/ Shopping | Total | All Purposes | |
|-------------------|--------------|--------------------------|----------------------|-------|--------------|-------|
| | | | | | 2013 | 2006 |
| Weekday | | | | | | |
| Eastbound | 780 | 422 | 569 | 1,772 | 40.0% | 50.7% |
| Westbound | 1,490 | 603 | 561 | 2,654 | 60.0% | 49.3% |
| Total | 2,271 | 1,025 | 1,130 | 4,426 | 100% | 100% |
| 2013 Distribution | 51.3% | 23.2% | 25.5% | 100% | | |
| 2006 Distribution | 53.6% | 21.2% | 25.2% | 100% | | |
| Saturday | | | | | | |
| Eastbound | 237 | 947 | 2,752 | 3,936 | 52.4% | 50.9% |
| Westbound | 270 | 984 | 2,315 | 3,569 | 47.6% | 49.1% |
| Total | 506 | 1,931 | 5,067 | 7,505 | 100% | 100% |
| 2013 Distribution | 6.7% | 25.7% | 67.5% | 100% | | |
| 2006 Distribution | 10.5% | 28.1% | 61.5% | 100% | | |

6.4.3 Frequency of Travel

Table 6-33 shows the frequency of travel for weekdays and Saturdays by trip purpose for 2006 and 2013. The highest percentage of weekday travelers traveled on the ferry only once in the past week (25 percent), an increase from 2006, when 19 percent of travelers reported one trip in the past week. On Saturdays, those reporting one trip in the past week was also the highest percentage by far at 68 percent.

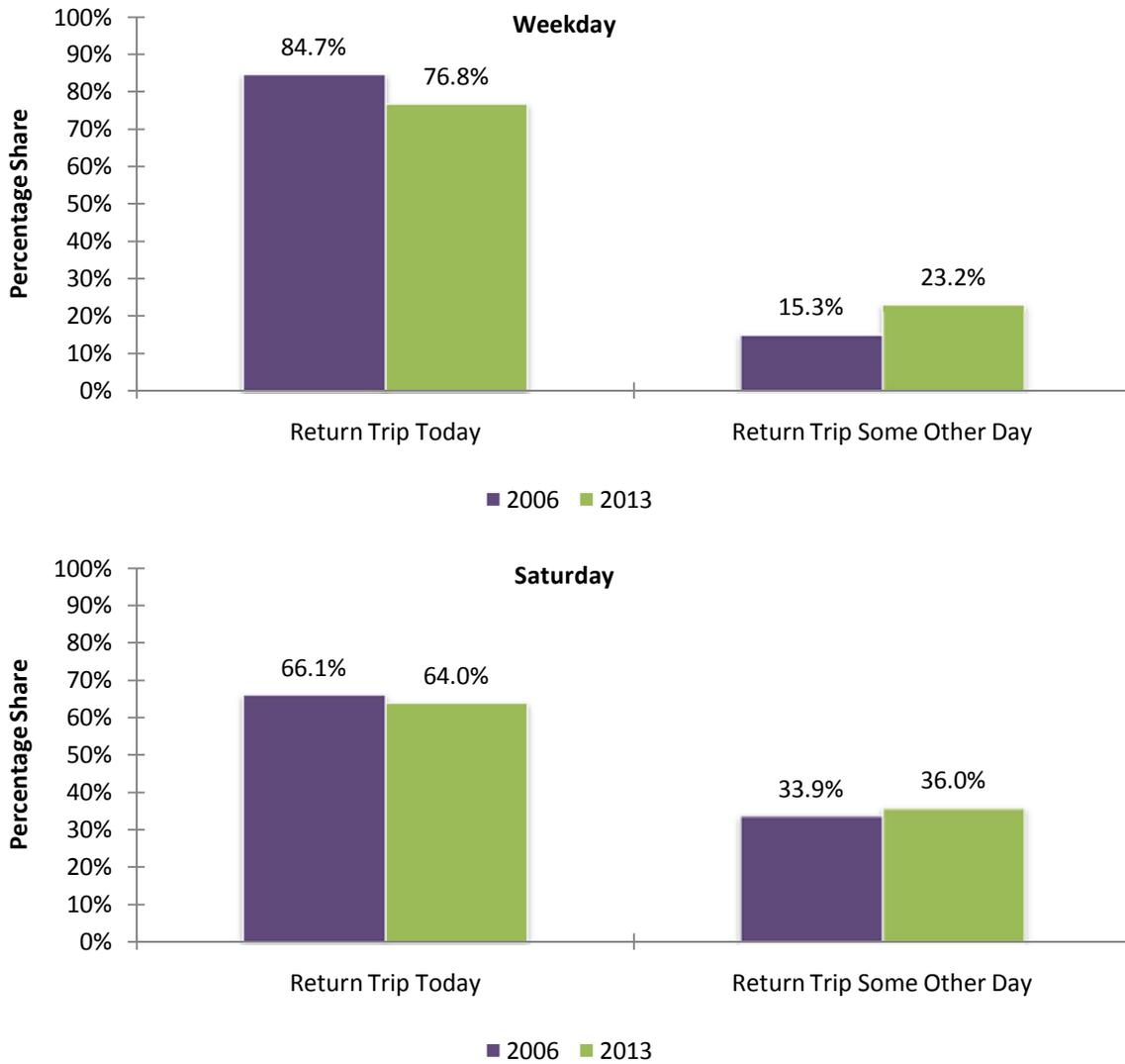
Table 6-33. Edmonds–Kingston one-way trips by purpose and frequency, weekday 8-hour and Saturday survey periods (2006 and 2013)

| One-Way Trips | Work/ School | Personal Business/ Other | Recreation / Shopping | Total | All Purposes | | Work/School | |
|-------------------|-----------------|--------------------------------|--------------------------|-------|--------------|-------|-------------|-------|
| | | | | | 2013 | 2006 | 2013 | 2006 |
| Weekday | | | | | | | | |
| 1 | 276 | 291 | 372 | 940 | 25.7% | 18.9% | 14.2% | 10.9% |
| 2 | 193 | 216 | 269 | 678 | 18.5% | 25.8% | 9.9% | 13.0% |
| 3 to 4 | 320 | 189 | 185 | 693 | 18.9% | 16.0% | 16.4% | 11.0% |
| 5 to 6 | 304 | 63 | 50 | 417 | 11.4% | 8.9% | 15.6% | 8.1% |
| 7 to 8 | 148 | 27 | 13 | 187 | 5.1% | 9.9% | 7.6% | 6.9% |
| 9 to 10 | 499 | 9 | 11 | 519 | 14.2% | 16.3% | 25.6% | 33.7% |
| 11+ | 208 | 7 | 8 | 223 | 6.1% | 4.1% | 10.7% | 16.4% |
| Total | 1,947 | 801 | 908 | 3,657 | 100% | 100% | 100% | 100% |
| 2013 Distribution | 53.2% | 21.9% | 24.8% | 100% | | | | |
| 2006 Distribution | 54.2% | 20.2% | 25.6% | 100% | | | | |
| Saturday | | | | | | | | |
| 1 | 167 | 1,145 | 3,409 | 4,721 | 67.6% | 62.8% | | |
| 2 | 94 | 310 | 678 | 1,083 | 15.5% | 16.0% | | |
| 3 to 4 | 65 | 213 | 461 | 738 | 10.6% | 12.5% | | |
| 5 to 6 | 17 | 52 | 90 | 160 | 2.3% | 3.4% | | |
| 7 to 8 | 22 | 21 | 41 | 85 | 1.2% | 1.0% | | |
| 9 to 10 | 18 | 18 | 63 | 100 | 1.4% | 0.7% | | |
| 11+ | 43 | 18 | 39 | 100 | 1.4% | 3.4% | | |
| Total | 427 | 1,778 | 4,781 | 6,986 | 100% | 100% | | |
| 2013 Distribution | 6.1% | 25.5% | 68.4% | 100% | | | | |
| 2006 Distribution | 10.6% | 28.5% | 60.8% | 100% | | | | |

6.4.4 Round-Trip Patterns

The percentage of weekday ferry travelers making a round-trip on the same day versus some other day decreased from 85 percent in 2006 to 77 percent in 2013, as shown in Figure 6-47. The percentage of those returning on the same day on Saturdays remained relatively stable, at 64 percent in 2013, a slight decrease from 66 percent in 2006.

Figure 6-47. Edmonds–Kingston round-trip patterns by day, weekday 8-hour and Saturday survey periods (2006 and 2013)



As shown in Figure 6-48, the majority (86 percent) of round-trip ferry travelers used the same route for both legs of the trip. This situation was true for both weekday and Saturday travelers, and the results are relatively unchanged from 2006.

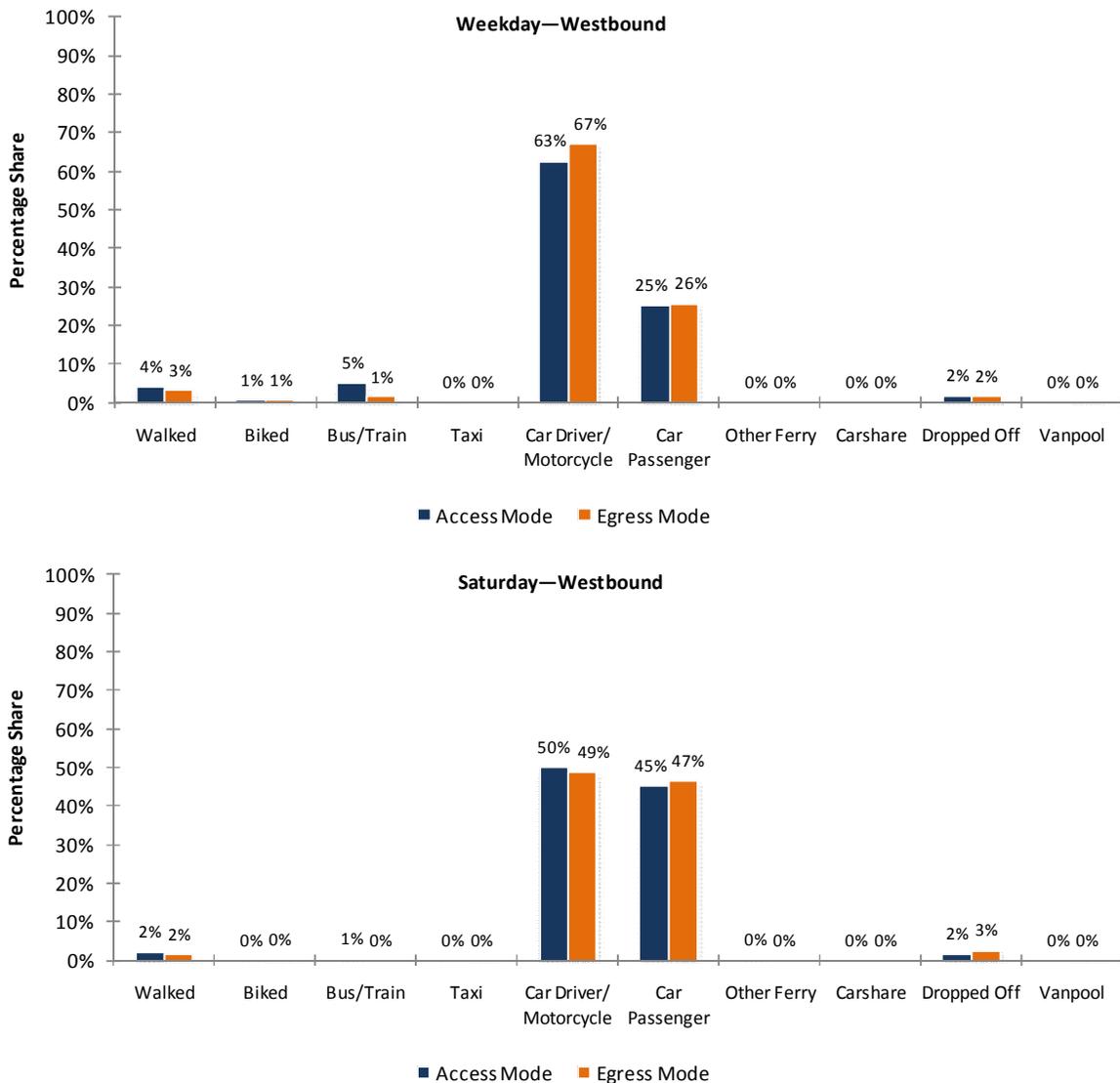
Figure 6-48. Edmonds–Kingston round-trip patterns by route, weekday 8-hour and Saturday survey periods (2006 and 2013)



6.4.5 Access, Egress, and Boarding Modes

Travel by private vehicle (i.e., automobile driver and passengers and motorcycle) was the predominant westbound mode of access and egress in 2013, as shown in Figure 6-49. On weekdays, 67 percent of ferry travelers drove to the ferry, and an additional 26 percent were passengers in a private vehicle. Egress percentages were similar to access. Saturdays exhibit a higher share of automobile passengers (and higher vehicle occupancy) for access and egress than on weekdays, likely due to the higher proportion of recreation and shopping trips on Saturdays versus weekdays.

Figure 6-49. Edmonds–Kingston westbound trips by access and egress modes, weekday 8-hour and Saturday survey periods (2013)



Similar to westbound travel, travel by private vehicle (i.e., automobile driver and passengers and motorcycle) was the predominant eastbound mode of access and egress in 2013, as shown in Figure 6-50. On weekdays, 62 percent of ferry travelers drove to the ferry, and an additional 31 percent were passengers in a private vehicle. Egress percentages were similar to access. Likely due to the higher proportion of recreation and shopping trips on Saturdays versus weekdays, Saturdays exhibit a higher share of automobile passengers (and higher vehicle occupancy) for access and egress than on weekdays.

Figure 6-50. Edmonds–Kingston eastbound trips by access and egress modes, weekday 8-hour and Saturday survey periods (2013)

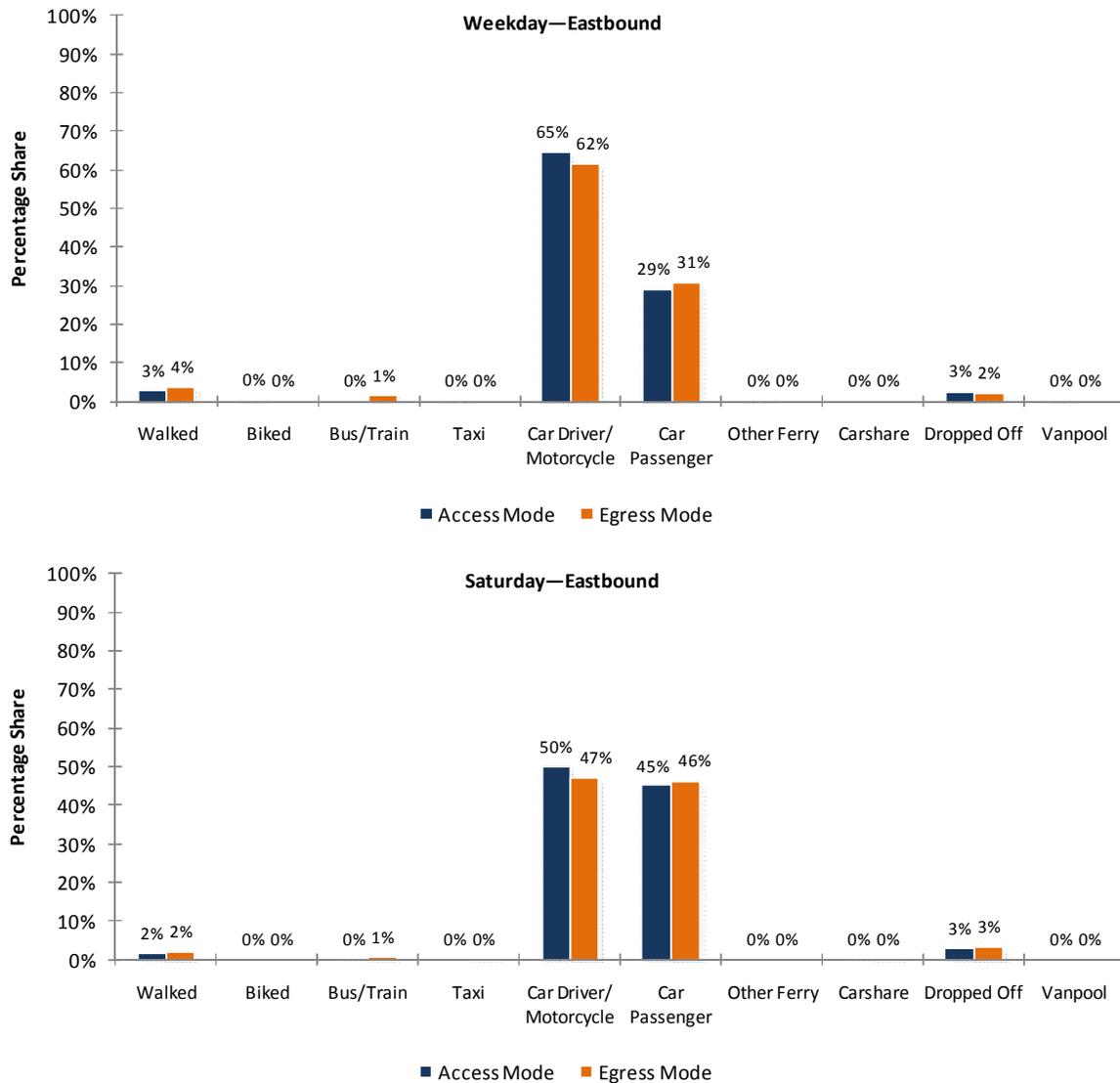


Table 6-34 shows the access mode and boarding method for weekdays and Saturdays in 2006 and 2013. As shown in the table, most travelers boarded the ferry by driving on. In 2013, this method accounted for 87 percent and 90 percent of boardings on weekdays and Saturdays, respectively. On weekdays, the walk-on share of boardings increased between 2006 and 2013, while it decreased slightly on Saturdays.

Table 6-34. Edmonds–Kingston access mode and boarding methods, weekday 8-hour and Saturday survey periods (2006 and 2013)

| Access Mode | Drive | Walk | Bicycle | Total | All Boardings | |
|-----------------------|--------------|------------|-----------|--------------|---------------|-------------|
| | | | | | 2013 | 2006 |
| Weekday | | | | | | |
| Walked | 0 | 160 | 0 | 160 | 3.6% | 5.4% |
| Biked | 0 | 3 | 20 | 23 | 0.5% | 0.3% |
| Bus/Train | 6 | 128 | 3 | 137 | 3.1% | 0.9% |
| Taxi | 0 | 6 | 0 | 6 | 0.1% | 0.0% |
| Car Driver/Motorcycle | 2,589 | 217 | 0 | 2,806 | 63.4% | 65.8% |
| Car Passenger | 1,131 | 56 | 0 | 1,187 | 26.8% | 27.5% |
| Other Ferry | 0 | 3 | 0 | 3 | 0.1% | |
| Carshare | 0 | 0 | 0 | 0 | 0.0% | |
| Dropped Off | 5 | 89 | 0 | 94 | 2.1% | |
| Vanpool | 0 | 6 | 3 | 10 | 0.2% | |
| Total | 3,731 | 668 | 27 | 4,426 | 100% | 100% |
| 2013 Distribution | 84.3% | 15.1% | 0.6% | 100% | | |
| 2006 Distribution | 86.7% | 13.2% | 0.0% | 100% | | |
| Saturday | | | | | | |
| Walked | 5 | 134 | 0 | 139 | 1.9% | 1.2% |
| Biked | 0 | 0 | 3 | 3 | 0.0% | 0.1% |
| Bus/Train | 0 | 27 | 0 | 27 | 0.4% | 0.3% |
| Taxi | 0 | 3 | 0 | 3 | 0.0% | 0.0% |
| Car Driver/Motorcycle | 3,521 | 225 | 6 | 3,752 | 50.0% | 59.8% |
| Car Passenger | 3,290 | 106 | 0 | 3,396 | 45.2% | 38.5% |
| Other Ferry | 0 | 6 | 0 | 6 | 0.1% | |
| Carshare | 5 | 0 | 0 | 5 | 0.1% | |
| Dropped Off | 4 | 169 | 0 | 173 | 2.3% | |
| Vanpool | 0 | 0 | 0 | 0 | 0.0% | |
| Total | 6,825 | 670 | 10 | 7,505 | 100% | 100% |
| 2013 Distribution | 90.9% | 8.9% | 0.1% | 100% | | |
| 2006 Distribution | 89.6% | 10.4% | 0.1% | 100% | | |

Table 6-35 shows the egress mode and boarding method for weekdays and Saturdays in 2006 and 2013. Egress modes are similar to access modes.

Table 6-35. Edmonds–Kingston egress mode and boarding methods, weekday 8-hour and Saturday survey periods (2006 and 2013)

| Egress Mode | Drive | Walk | Bicycle | Total | All Boardings | |
|-----------------------|--------------|------------|-----------|--------------|---------------|-------------|
| | | | | | 2013 | 2006 |
| Weekday | | | | | | |
| Walked | 8 | 144 | 0 | 152 | 3.4% | 6.3% |
| Biked | 4 | 3 | 11 | 18 | 0.4% | 0.6% |
| Bus/Train | 6 | 61 | 0 | 66 | 1.5% | 0.6% |
| Taxi | 0 | 0 | 0 | 0 | 0.0% | 0.0% |
| Car Driver/Motorcycle | 2,562 | 298 | 13 | 2,873 | 64.9% | 68.2% |
| Car Passenger | 1,143 | 90 | 0 | 1,233 | 27.9% | 24.3% |
| Other Ferry | 0 | 0 | 0 | 0 | 0.0% | |
| Carshare | 0 | 0 | 0 | 0 | 0.0% | |
| Dropped Off | 4 | 72 | 3 | 79 | 1.8% | |
| Vanpool | 4 | 0 | 0 | 4 | 0.1% | |
| Total | 3,731 | 668 | 27 | 4,426 | 100% | 100% |
| 2013 Distribution | 84.3% | 15.1% | 0.6% | 100% | | |
| 2006 Distribution | 86.6% | 13.4% | 0.0% | 100% | | |
| Saturday | | | | | | |
| Walked | 0 | 135 | 3 | 139 | 1.8% | 2.5% |
| Biked | 0 | 0 | 6 | 6 | 0.1% | 0.2% |
| Bus/Train | 0 | 27 | 0 | 27 | 0.4% | 0.0% |
| Taxi | 0 | 11 | 0 | 11 | 0.1% | 0.0% |
| Car Driver/Motorcycle | 3,469 | 133 | 0 | 3,602 | 48.0% | 62.4% |
| Car Passenger | 3,346 | 139 | 0 | 3,484 | 46.4% | 34.9% |
| Other Ferry | 0 | 0 | 0 | 0 | 0.0% | |
| Carshare | 5 | 4 | 0 | 9 | 0.1% | |
| Dropped Off | 5 | 218 | 0 | 223 | 3.0% | |
| Vanpool | 0 | 3 | 0 | 3 | 0.0% | |
| Total | 6,825 | 670 | 10 | 7,505 | 100% | 100% |
| 2013 Distribution | 90.9% | 8.9% | 0.1% | 100% | | |
| 2006 Distribution | 89.4% | 10.5% | 0.1% | 100% | | |

Table 6-36, Table 6-37, and Table 6-38 show access and egress modes used across the entire ferry trip for the weekday PM peak period, the weekday non-PM peak period, and Saturdays, respectively. For walk-on boardings during the non-PM peak period, the percentage of travelers leaving the destination terminal on foot was significantly higher than the percentage arriving at the origin terminal on foot (30 percent versus 21 percent).

Table 6-36. Edmonds–Kingston trips by access mode to ferry—boarding method—egress mode from ferry, weekday PM Peak Period (2013)

| Access Mode to Ferry Terminal | Percent Distribution | Boarding Method | Percent Distribution | Egress Mode from Ferry Terminal | Percent Distribution |
|---|----------------------|-----------------------|----------------------|---------------------------------|----------------------|
| Walk-On Boardings (18.0% of total boardings) | | | | | |
| Pedestrian | 24.0% | Pedestrian | 95.5% | Pedestrian | 16.5% |
| Bicycle | 3.2% | Pedestrian w/ Bicycle | 4.5% | Bicycle | 2.0% |
| By Bus/Transit | 22.5% | | | By Bus/Transit | 9.3% |
| By Vehicle | 48.4% | | | By Vehicle | 72.2% |
| Vanpool | 1.3% | | | Vanpool | 0.0% |
| Carshare | 0.0% | | | Carshare | 0.0% |
| Other Ferry | 0.6% | | | Other Ferry | 0.0% |
| In-Vehicle Boardings (82.0% of total boardings) | | | | | |
| In-Vehicle | 100.0% | Vehicle Drivers | 69.6% | In-Vehicle | 100.0% |
| | | Vehicle Passengers | 30.4% | | |

Note: Average vehicle occupancy (AVO) was 1.44 for the weekday PM peak period.

Table 6-37. Edmonds–Kingston trips by access mode to ferry—boarding method—egress mode from ferry, weekday non-PM peak period (2013)

| Access Mode to Ferry Terminal | Percent Distribution | Boarding Method | Percent Distribution | Egress Mode from Ferry Terminal | Percent Distribution |
|---|----------------------|-----------------------|----------------------|---------------------------------|----------------------|
| Walk-On Boardings (11.9% of total boardings) | | | | | |
| Pedestrian | 20.9% | Pedestrian | 98.0% | Pedestrian | 31.2% |
| Bicycle | 3.6% | Pedestrian w/ Bicycle | 2.0% | Bicycle | 2.0% |
| By Bus/Transit | 10.1% | | | By Bus/Transit | 7.2% |
| By Vehicle | 63.9% | | | By Vehicle | 59.6% |
| Vanpool | 1.6% | | | Vanpool | 0.0% |
| Carshare | 0.0% | | | Carshare | 0.0% |
| Other Ferry | 0.0% | | | Other Ferry | 0.0% |
| In-Vehicle Boardings (88.1% of total boardings) | | | | | |
| In-Vehicle | 100.0% | Vehicle Drivers | 69.4% | In-Vehicle | 100.0% |
| | | Vehicle Passengers | 30.6% | | |

Note: Average vehicle occupancy (AVO) was 1.44 for the weekday non-PM peak period.

Table 6-38. Edmonds–Kingston trips by access mode to ferry—boarding method—egress mode from ferry, Saturday survey period (2013)

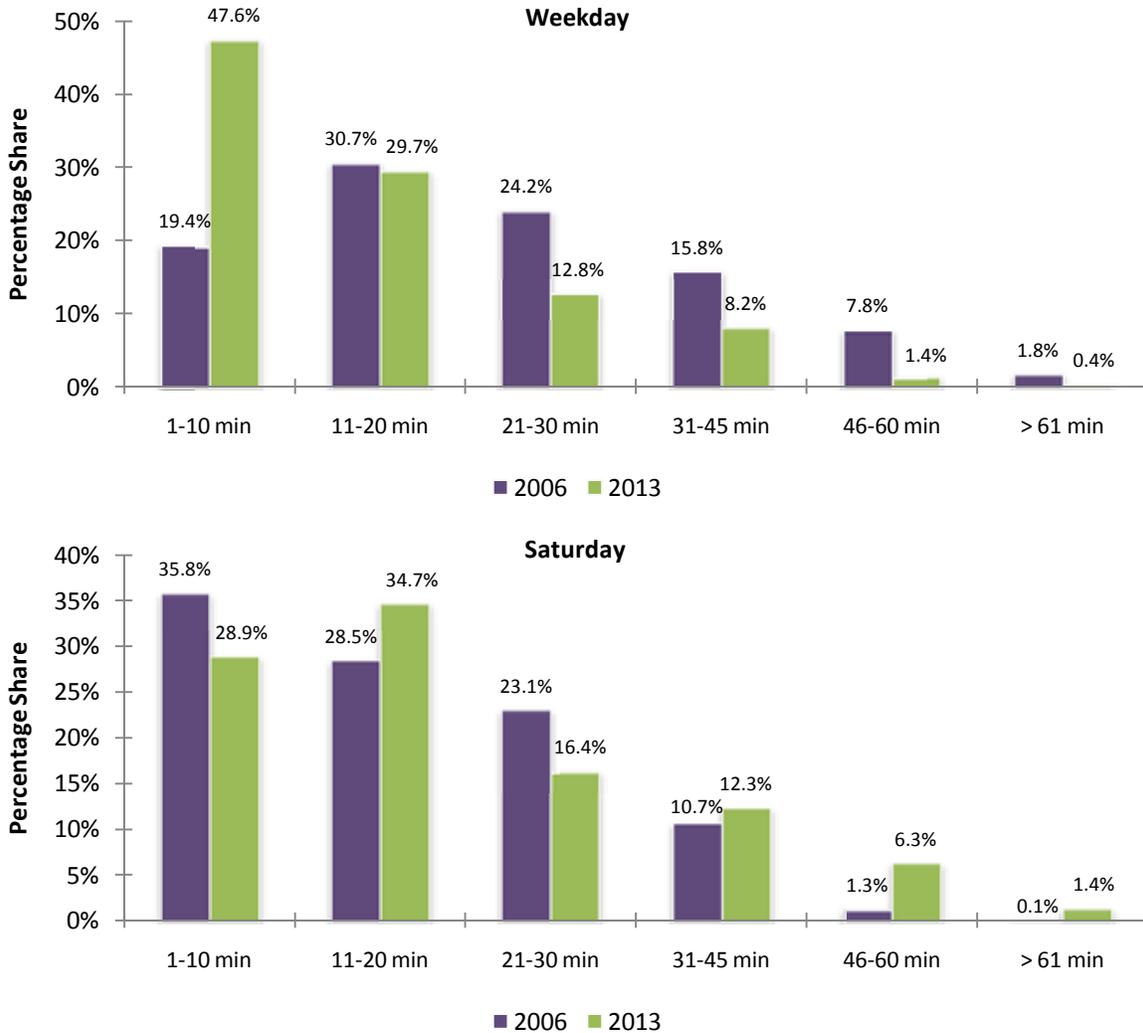
| Access Mode to Ferry Terminal | Percent Distribution | Boarding Method | Percent Distribution | Egress Mode from Ferry Terminal | Percent Distribution |
|--|----------------------|-----------------------|----------------------|---------------------------------|----------------------|
| Walk-On Boardings (9.1% of total boardings) | | | | | |
| Pedestrian | 19.7% | Pedestrian | 98.6% | Pedestrian | 20.4% |
| Bicycle | 0.5% | Pedestrian w/ Bicycle | 1.4% | Bicycle | 0.9% |
| By Bus/Transit | 3.9% | | | By Bus/Transit | 3.9% |
| By Vehicle | 74.9% | | | By Vehicle | 73.7% |
| Vanpool | 0.0% | | | Vanpool | 0.5% |
| Carshare | 0.0% | | | Carshare | 0.6% |
| Other Ferry | 0.9% | | | Other Ferry | 0.0% |
| In-Vehicle Boardings (90.9% of total boardings) | | | | | |
| In-Vehicle | 100.0% | Vehicle Drivers | 51.8% | In-Vehicle | 100.0% |
| | | Vehicle Passengers | 48.2% | | |

Note: Average vehicle occupancy (AVO) was 1.93 for the Saturday survey period.

6.4.6 Wait Time

Respondents were asked the amount of time they spent waiting before boarding the ferry. Figure 6-51 shows the frequency distribution of perceived wait time (in minutes) for 2006 and 2013. In 2013, 48 percent of weekday ferry passengers waited for 10 or fewer minutes, which was a significant increase from 20 percent in 2006. On Saturdays, wait times were more similar to those in 2006.

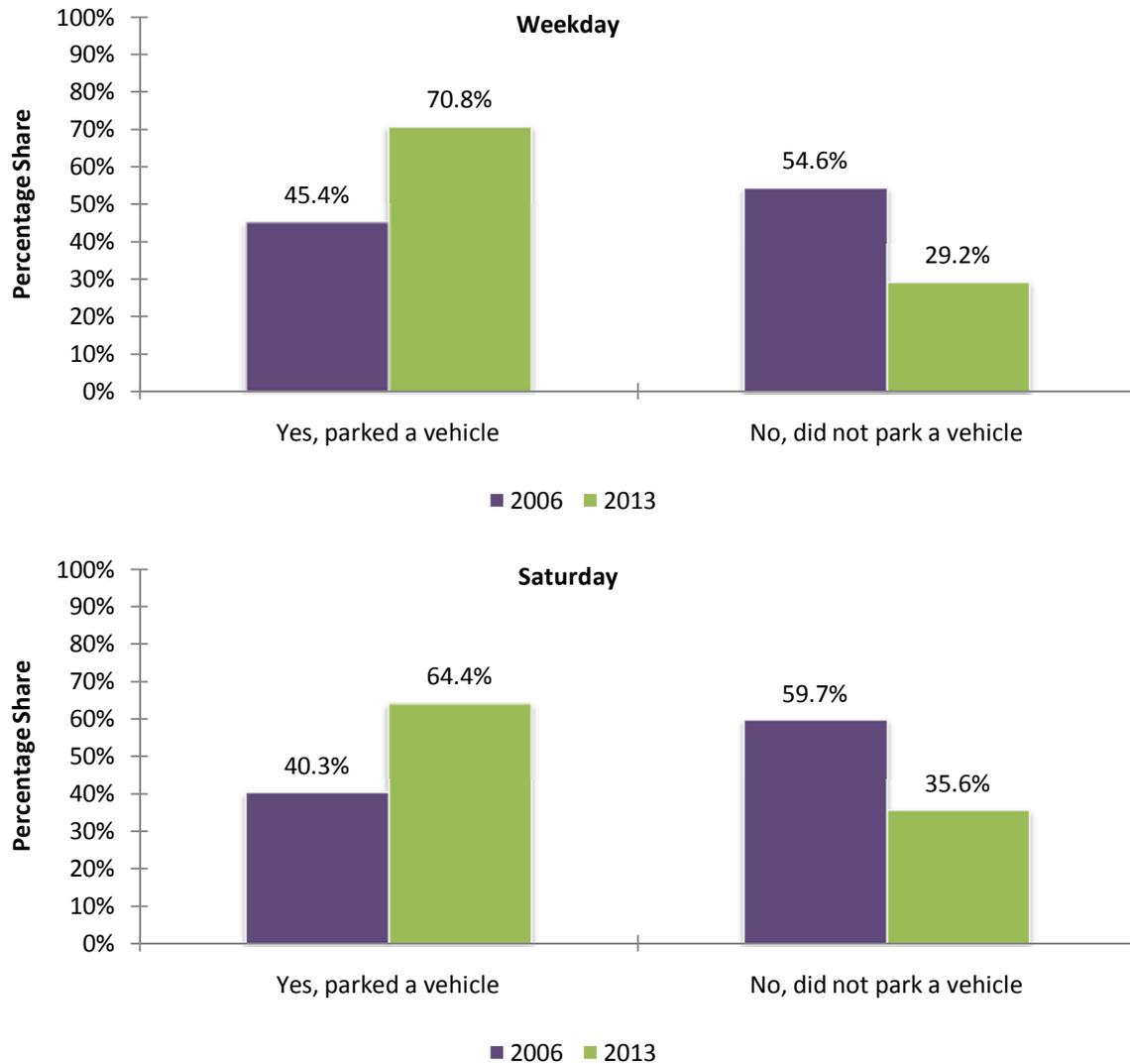
Figure 6-51. Edmonds–Kingston trips by wait time, weekday 8-hour and Saturday survey periods (2006 and 2013)



6.4.7 Parking

Figure 6-52 presents the percentage of riders who boarded by foot or bicycle who parked or did not park a vehicle at the terminal. About 71 percent of the weekday ferry passengers parked a vehicle in the 2013 survey, a significant increase from 45 percent in 2006. On Saturdays, those who parked a vehicle increased from 40 percent to 64 percent.

Figure 6-52. Edmonds–Kingston non-motorized boardings that parked a vehicle at terminal, weekday 8-hour and Saturday survey periods (2006 and 2013)



6.4.8 Weekday PM Peak-Period Travel Patterns—Eastbound

Figure 6-53 presents the origins and destinations of weekday PM peak-period eastbound trips by district. This information is presented in tabular format in Table 6-39. The major origins were Kingston, Central Kitsap County, and North Kitsap County, while the major destinations were Edmonds, Greater Everett, and Mountlake Terrace. Origin and destination locations by boarding mode are shown in Figure 6-54. Walk boarding origins were somewhat dispersed, while the walk-off destinations were generally concentrated near the Edmonds ferry terminal.

Figure 6-53. Edmonds–Kingston eastbound origin and destination districts, weekday PM peak period

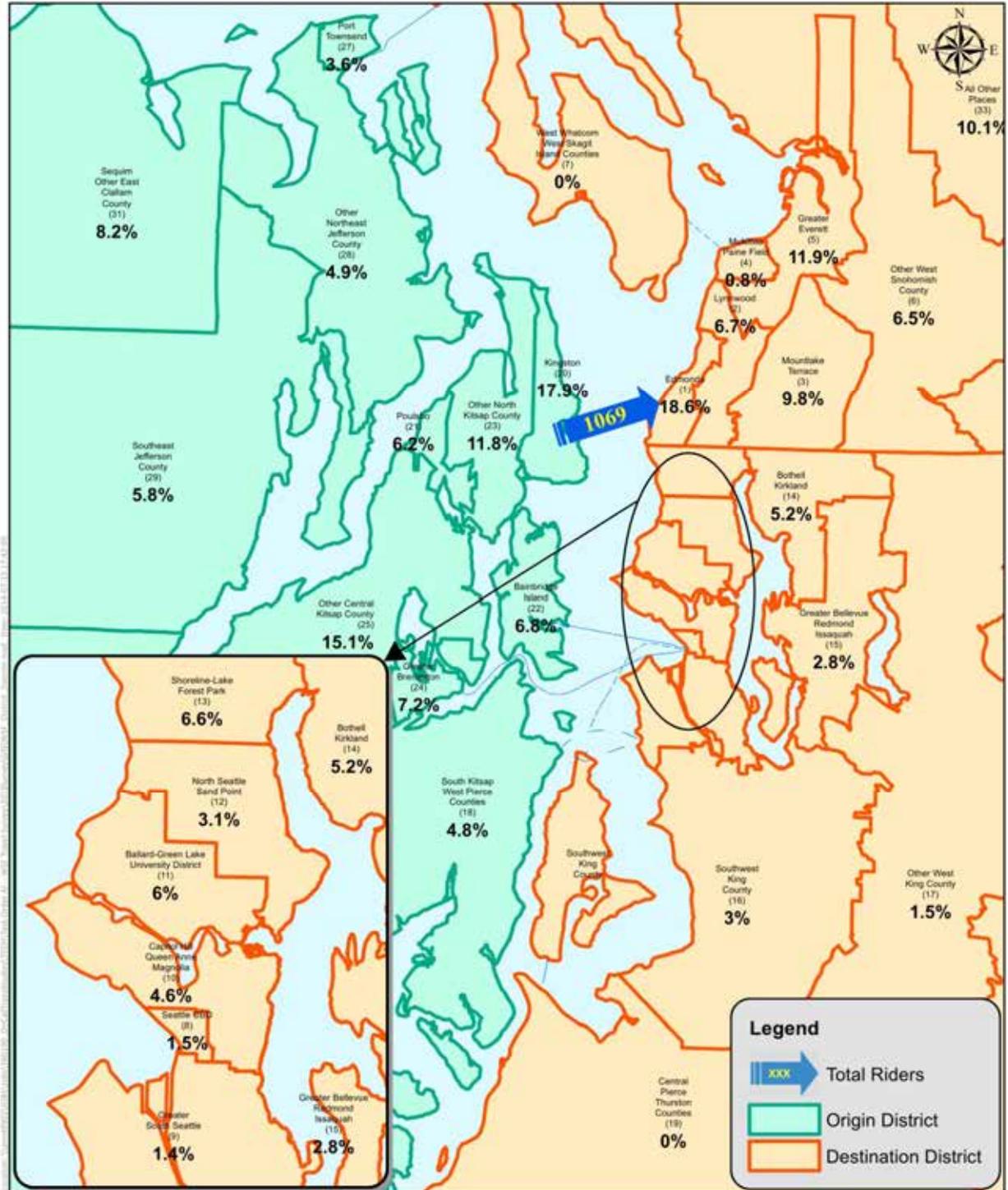
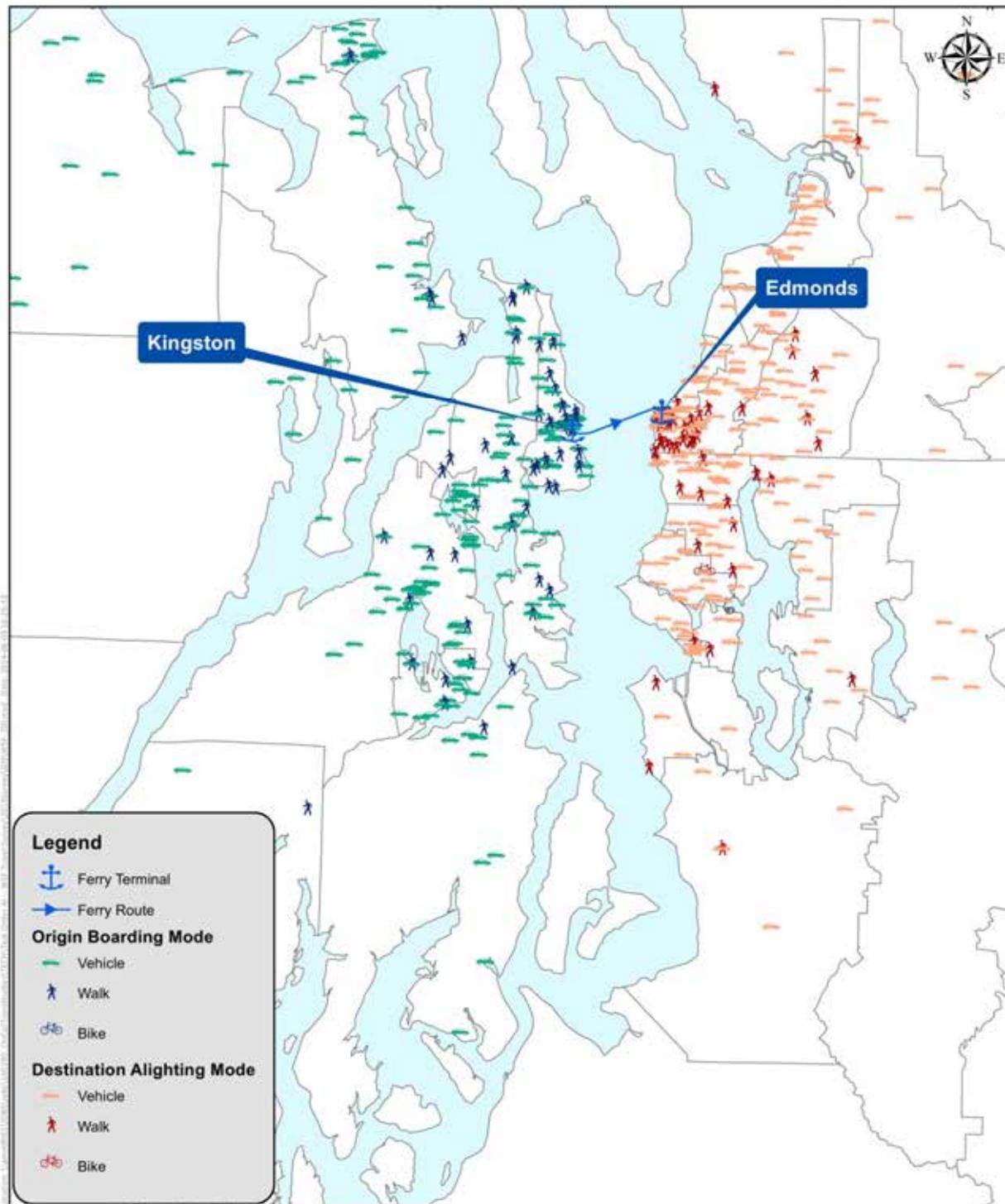


Table 6-39. Edmonds–Kingston eastbound total boardings by origin and destination district, weekday PM peak period

| Origin District ▼ | Destination District ► | Edmonds | Lynnwood | Mountlake Terrace | Mukilteo/Paine Field | Greater Everett | Other W Snohomish Co. | Seattle CBD | Greater S Seattle | Capitol Hill / Queen Anne / Magnolia | Ballard-Green Lake / University District | N Seattle / Sand Point | Shoreline-Lake Forest Park | Bothell-Kirkland | Greater Bellevue / Redmond / Issaquah | SW King Co. | Other W King Co. | All Other Places_E | Origin Total | Origin Percent Share |
|------------------------------|------------------------|---------|----------|-------------------|----------------------|-----------------|-----------------------|-------------|-------------------|--------------------------------------|--|------------------------|----------------------------|------------------|---------------------------------------|-------------|------------------|--------------------|--------------|----------------------|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 33 | | |
| S Kitsap / W Pierce Co. | 18 | | 4 | 12 | | 21 | 4 | | | | | | 7 | 4 | | | | | 52 | 4.8% |
| Kingston | 20 | 48 | 7 | 21 | | 8 | 16 | 4 | | | 24 | 11 | 20 | 7 | 3 | | | 23 | 191 | 17.9% |
| Poulsbo | 21 | 11 | 12 | | | 4 | 11 | 4 | | | | | | 4 | 4 | | | | 66 | 6.2% |
| Bainbridge Island | 22 | 40 | | 4 | | 13 | | | | | | 4 | 8 | | | | 4 | | 72 | 6.8% |
| Other N Kitsap Co. | 23 | 15 | 25 | 11 | 8 | 12 | 8 | | 3 | 4 | 4 | | 8 | 8 | 4 | 13 | | 4 | 126 | 11.8% |
| Greater Bremerton | 24 | 18 | 12 | 4 | | 4 | 15 | 8 | | | | | 4 | | | | | 12 | 77 | 7.2% |
| Other Central Kitsap Co | 25 | 17 | 8 | 33 | | 37 | 4 | | | | 12 | 11 | 11 | 8 | | | | 20 | 161 | 15.1% |
| Mason Co. | 26 | 4 | | | | 4 | | | | | | | 8 | | | | | | 16 | 1.5% |
| Port Townsend | 27 | 3 | | | | | 4 | | 8 | | 8 | 8 | | | 4 | | 4 | | 39 | 3.6% |
| Other NE Jefferson Co. | 28 | 6 | | 16 | | 4 | | | | | | | | 4 | 4 | 3 | 8 | 8 | 53 | 4.9% |
| SE Jefferson Co. | 29 | 16 | | | | 8 | | | | 16 | | | | | | 17 | | 4 | 62 | 5.8% |
| Port Angeles | 30 | | | | | 4 | | | | 8 | 4 | | | | 4 | | | 20 | 41 | 3.8% |
| Sequim / Other E Clallam Co. | 31 | 12 | 4 | 4 | | 8 | 8 | | 4 | 20 | 12 | | | 8 | 8 | | | | 88 | 8.2% |
| W Olympic Peninsula | 32 | 8 | | | | | | | | | | | 4 | | | | | | 12 | 1.1% |
| All Other Places_W | 34 | | | | | | | | | | | | | 13 | | | | | 13 | 1.2% |
| Destination Total | | 199 | 72 | 104 | 8 | 127 | 69 | 16 | 15 | 49 | 64 | 34 | 70 | 55 | 30 | 32 | 16 | 108 | 1,069 | 100% |
| Destination Percent Share | | 18.6% | 6.7% | 9.8% | 0.8% | 11.9% | 6.5% | 1.5% | 1.4% | 4.6% | 6.0% | 3.1% | 6.6% | 5.2% | 2.8% | 3.0% | 1.5% | 10.1% | 100% | |

Figure 6-54. Edmonds–Kingston eastbound origin and destination locations by boarding mode, weekday 8-hour survey period



6.4.9 Weekday PM Peak-Period Travel Patterns—Westbound

Figure 6-55 presents the origins and destinations of weekday PM peak-period westbound trips by district. This information is presented in tabular format in Table 6-40. The major origins were Greater Everett, Lynnwood, and Edmonds, while the major destinations were Kingston, North Kitsap County, and Central Kitsap County. Figure 6-56 shows the change in travel patterns for westbound trips between 2006 and 2013. As shown in the figure, travel patterns are similar, although a slightly larger percentage of trips originate in Edmonds and Greater Everett and end in Kingston and Central Kitsap County.

Origin and destination locations by boarding mode are shown in Figure 6-57. Compared with eastbound travel, trip origins and destinations (particularly walk boardings) are more concentrated near the Edmonds and Kingston ferry terminals.

Figure 6-56. Edmonds–Kingston change in westbound travel patterns from 2006, weekday PM peak period

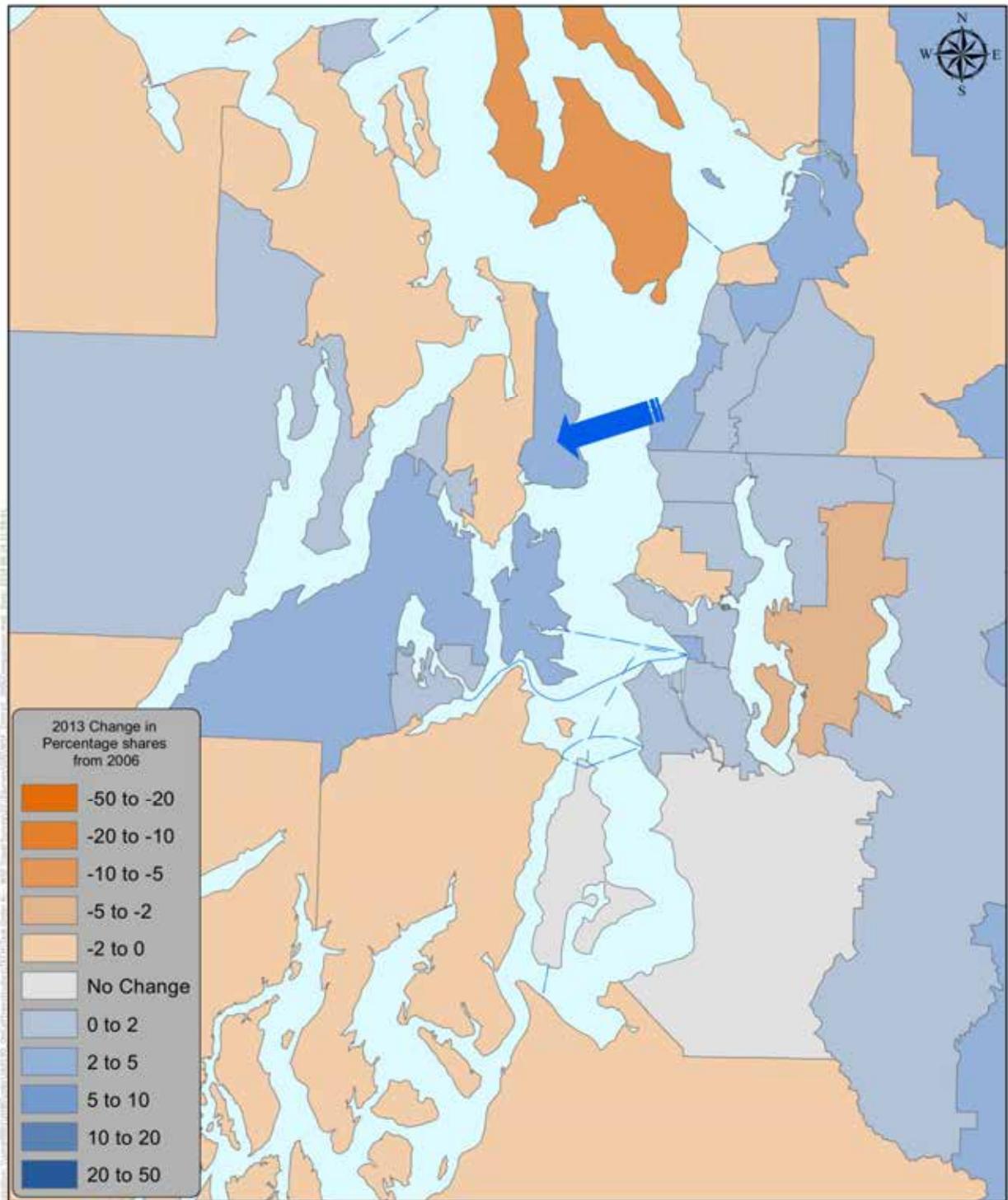
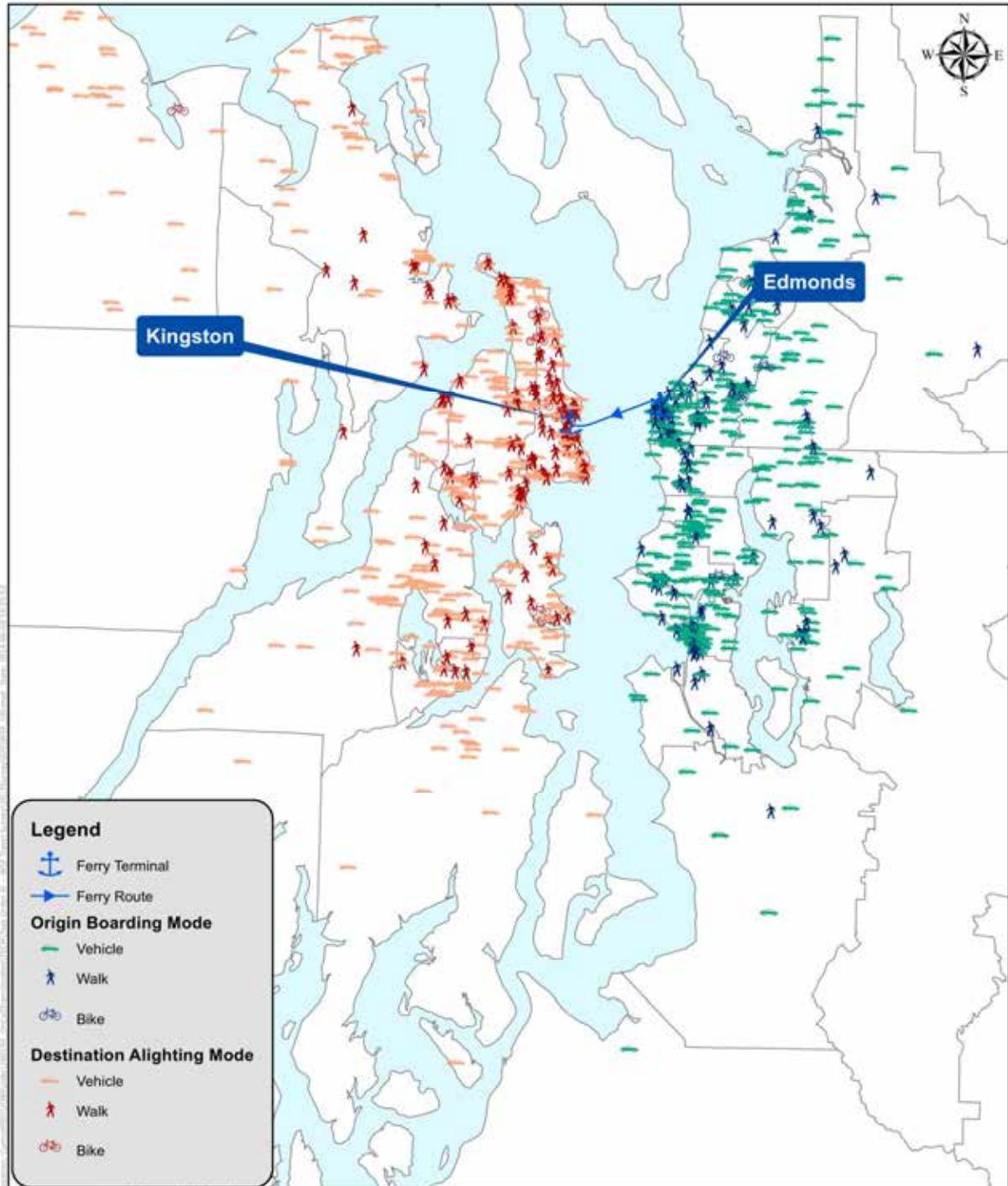


Table 6-40. Edmonds–Kingston westbound total boardings by origin and destination district, weekday PM peak period

| Origin District ▼ | | Destination District ► | | | | | | | | | | | | | | | | |
|--|----|------------------------|-------------------------|----------|---------|-------------------|--------------------|-------------------|--------------------------|-----------|---------------|------------------------|------------------|--------------|------------------------------|---------------------|--------------|----------------------|
| | | Southwest King County | S Kitsap / W Pierce Co. | Kingston | Poulsbo | Bainbridge Island | Other N Kitsap Co. | Greater Bremerton | Other Central Kitsap Co. | Mason Co. | Port Townsend | Other NE Jefferson Co. | SE Jefferson Co. | Port Angeles | Sequim / Other E Clallam Co. | W Olympic Peninsula | Origin Total | Origin Percent Share |
| | | 16 | 18 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | | |
| Edmonds | 1 | 11 | 54 | 10 | 20 | 30 | 15 | 10 | | 16 | 32 | | | | 4 | 8 | 209 | 12.5% |
| Lynnwood | 2 | 4 | 49 | 4 | 31 | 33 | 26 | 26 | 7 | 8 | 11 | | 4 | 8 | | | 208 | 12.5% |
| Mountlake Terrace | 3 | 4 | 22 | 7 | | 18 | | 22 | | | 4 | | | | | | 75 | 4.5% |
| Mukilteo/Paine Field | 4 | | | | | 4 | 4 | 4 | | | | | | | | | 11 | 0.6% |
| Greater Everett | 5 | 15 | 47 | 43 | 22 | 33 | 14 | 38 | | | 10 | 4 | 15 | 4 | 8 | | 253 | 15.1% |
| Other W Snohomish Co. | 6 | | 3 | 7 | | 4 | | 11 | | | 8 | | | | 4 | | 37 | 2.2% |
| Seattle CBD | 8 | | 41 | | | 28 | | 4 | | | 15 | 4 | | 8 | 8 | | 108 | 6.5% |
| Greater S Seattle | 9 | | 23 | 4 | 4 | 19 | | | | | | | | | | | 49 | 2.9% |
| Capitol Hill / Queen Anne / Magnolia | 10 | | 46 | 3 | | 10 | | | | | 4 | | 4 | 35 | | | 101 | 6.1% |
| Ballard-Green Lake / University District | 11 | 4 | | 10 | | 22 | | 16 | | | 31 | | | 15 | 8 | | 107 | 6.4% |
| N Seattle / Sand Point | 12 | | 25 | 8 | 11 | 26 | 4 | 14 | | | 11 | 4 | | 11 | | | 114 | 6.8% |
| Shoreline-Lake Forest Park | 13 | | 4 | 18 | 7 | 7 | 14 | 4 | 18 | | 7 | | | | | | 78 | 4.7% |
| Bothell-Kirkland | 14 | | 15 | 25 | 7 | 7 | 11 | 4 | 11 | | 4 | 11 | 3 | | | | 98 | 5.8% |
| Greater Bellevue / Redmond / Issaquah | 15 | | | 42 | | | 15 | | 4 | | 15 | | | | | | 76 | 4.5% |
| SW King Co. | 16 | | | 17 | | | 11 | | | | | | | | 12 | | 40 | 2.4% |
| Other W King Co. | 17 | | | 4 | | | | | | | | | | | | | 4 | 0.2% |
| All Other Places | 33 | | 4 | 8 | 11 | 7 | 26 | 15 | 11 | 4 | | 4 | 8 | | 8 | | 104 | 6.2% |
| Destination Total | | 4 | 56 | 433 | 110 | 109 | 305 | 84 | 187 | 11 | 43 | 147 | 22 | 23 | 103 | 34 | 1,671 | 100% |
| Destination Percent Share | | 0.2% | 3.3% | 25.9% | 6.6% | 6.5% | 18.3% | 5.0% | 11.2% | 0.6% | 2.6% | 8.8% | 1.3% | 1.4% | 6.2% | 2.1% | 100% | |

Figure 6-57. Edmonds–Kingston westbound origin and destination locations by boarding mode, weekday 8-hour survey period



6.4.10 Saturday Travel Patterns—Eastbound

Figure 6-58 presents the origins and destinations of Saturday eastbound trips by district. This information is presented in tabular format in Table 6-41. The major origins were Kingston, North

Kitsap County, and Sequim/Other East Clallam County, while the major destinations were Edmonds, Mountlake Terrace, and Ballard-Green Lake/University District. Origin and destination locations by boarding mode are shown in Figure 6-59. Origin and destination locations were more dispersed compared with weekday travel.

Figure 6-58. Edmonds–Kingston eastbound origin and destination districts, Saturday survey period

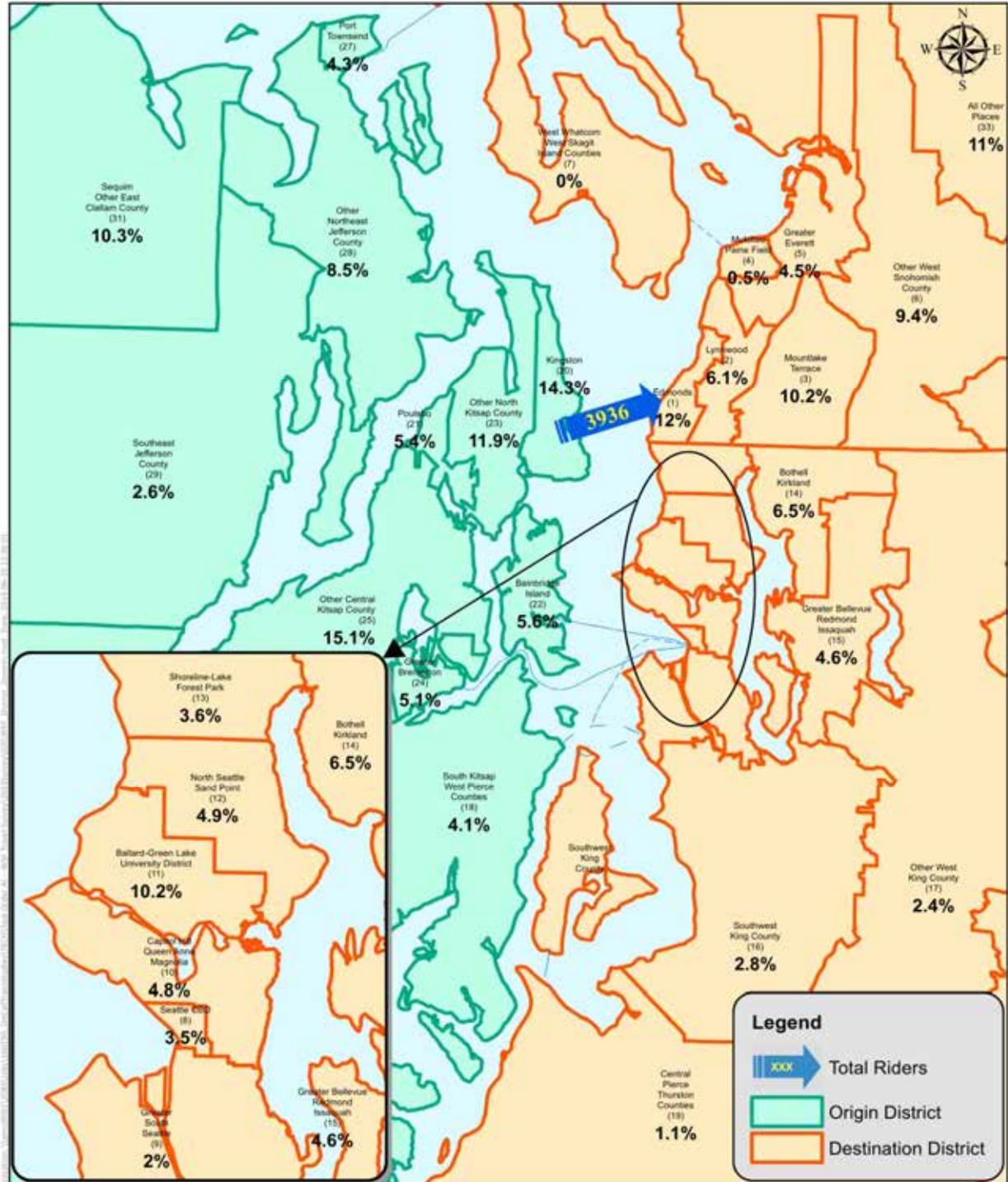
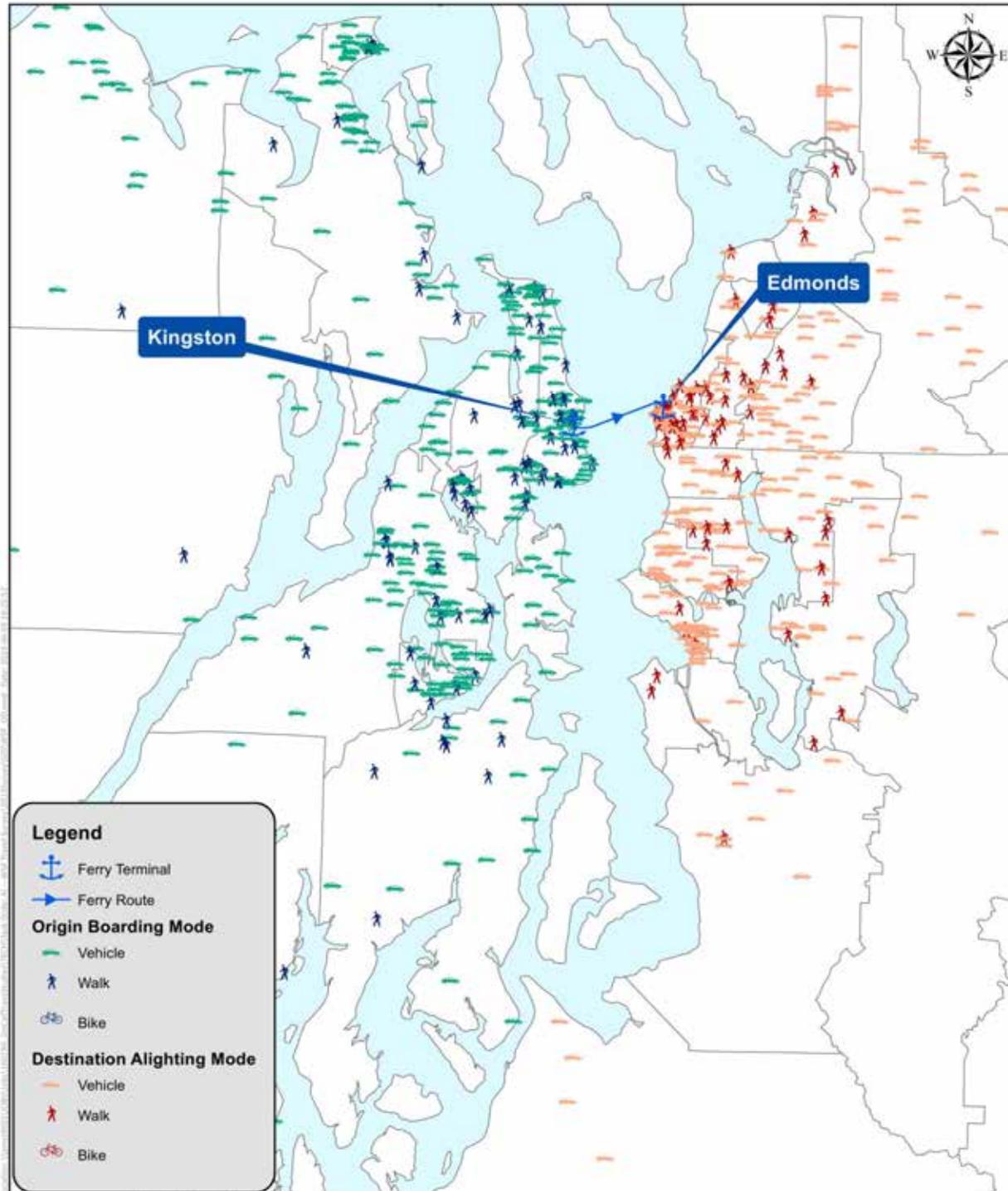


Table 6-41. Edmonds–Kingston eastbound boardings by origin and destination district, Saturday survey period

| Origin District ▼ | Destination District ▶ | Edmonds | Lynnwood | Mountlake Terrace | Mukilteo/Paine Field | Greater Everett | Other W Snohomish Co. | Seattle CBD | Greater S Seattle | Capitol Hill / Queen Anne / Magnolia | Ballard-Green Lake / University District | N Seattle / Sand Point | Shoreline-Lake Forest Park | Bothell-Kirkland | Greater Bellevue / Redmond / Issaquah | SW King Co. | Other W King Co. | Central Pierce / Thurston Co. | All Other Places_E | Origin Total | Origin Percent Share | |
|------------------------------|------------------------|---------|----------|-------------------|----------------------|-----------------|-----------------------|-------------|-------------------|--------------------------------------|--|------------------------|----------------------------|------------------|---------------------------------------|-------------|------------------|-------------------------------|--------------------|--------------|----------------------|--|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 19 | 33 | | | |
| S Kitsap / W Pierce Co. | 18 | 18 | 4 | 5 | | 8 | 47 | | 4 | | | | 15 | 10 | | 5 | | | 48 | 163 | 4.1% | |
| Kingston | 20 | 98 | 32 | 38 | 4 | 17 | 34 | 34 | 19 | 28 | 66 | 38 | 9 | 46 | 14 | 14 | 29 | 5 | 37 | 561 | 14.3% | |
| Poulsbo | 21 | 21 | 14 | 24 | | 10 | 5 | 4 | | | 29 | 15 | 24 | 33 | 4 | | 10 | | 20 | 211 | 5.4% | |
| Bainbridge Island | 22 | 33 | | 71 | | | 34 | 24 | | | 10 | 10 | | | | | | | 39 | 220 | 5.6% | |
| Other N Kitsap Co. | 23 | 58 | 43 | 25 | | 28 | 10 | | 5 | 29 | 87 | 24 | 32 | 19 | 28 | 14 | 5 | 5 | 54 | 468 | 11.9% | |
| Greater Bremerton | 24 | 23 | 9 | 34 | | 19 | 54 | 19 | | | 5 | | | 4 | 5 | | | | 29 | 200 | 5.1% | |
| Other Central Kitsap Co | 25 | 90 | 36 | 57 | 10 | 58 | 105 | | | 14 | 28 | 15 | 34 | 19 | 33 | | | 5 | 91 | 595 | 15.1% | |
| Mason Co. | 26 | 19 | 5 | 4 | | 15 | 19 | | | | | | 4 | | | | | | 10 | 76 | 1.9% | |
| Port Townsend | 27 | 10 | 10 | | | | | 10 | | 54 | 20 | 5 | 5 | 27 | 29 | | | | | 168 | 4.3% | |
| Other NE Jefferson Co. | 28 | 42 | 38 | 14 | | | 30 | 15 | 4 | 24 | 69 | 24 | | 43 | 10 | 5 | | 4 | 15 | 336 | 8.5% | |
| SE Jefferson Co. | 29 | 8 | | | | | | | | | 48 | | | 19 | 14 | 14 | | | | 104 | 2.6% | |
| Port Angeles | 30 | 29 | 10 | 15 | | 10 | | 19 | | 5 | 4 | 33 | 10 | | 19 | 39 | 5 | 19 | 19 | 235 | 6.0% | |
| Sequim / Other E Clallam Co. | 31 | 10 | 38 | 80 | | 14 | 34 | 10 | 29 | 24 | 34 | 13 | | 19 | 15 | 19 | | | 66 | 406 | 10.3% | |
| W Olympic Peninsula | 32 | 15 | | 33 | 5 | | | | 19 | 10 | | 14 | | 15 | 10 | | 47 | 5 | | 173 | 4.4% | |
| All Other Places_W | 34 | | | | | | | 5 | | | | | 10 | | | | | | 5 | 20 | 0.5% | |
| Destination Total | | 472 | 239 | 400 | 19 | 178 | 370 | 139 | 80 | 188 | 400 | 191 | 142 | 255 | 180 | 111 | 95 | 43 | 433 | 3,936 | 100% | |
| Destination Percent Share | | 12.0% | 6.1% | 10.2% | 0.5% | 4.5% | 9.4% | 3.5% | 2.0% | 4.8% | 10.2% | 4.9% | 3.6% | 6.5% | 4.6% | 2.8% | 2.4% | 1.1% | 11.0% | 100% | | |

Figure 6-59. Edmonds–Kingston eastbound origin and destination locations by boarding mode, Saturday survey period



6.4.11 Saturday Travel Patterns—Westbound

Figure 6-60 presents the origins and destinations of Saturday westbound trips by district. This information is presented in tabular format in Table 6-42. The major origins were Edmonds, Mountlake Terrace, and Lynnwood, while the major destinations were Sequim/Other East Clallam County, North Kitsap County, Central Kitsap County, Northeast Jefferson County, and Kingston. Origin and destination locations by boarding mode are shown in Figure 6-61. Origin and destination locations were dispersed, similar to eastbound travel.

Table 6-42. Edmonds–Kingston westbound boardings by origin and destination district, Saturday survey period

| Origin District ▼ | | Destination District ► | | | | | | | | | | | | | | | | Origin Total | Origin Percent Share |
|--|----|-------------------------|----------|---------|-------------------|--------------------|-------------------|--------------------------|-----------|---------------|------------------------|------------------|--------------|------------------------------|---------------------|------------------|-------|--------------|----------------------|
| | | S Kitsap / W Pierce Co. | Kingston | Poulsbo | Bainbridge Island | Other N Kitsap Co. | Greater Bremerton | Other Central Kitsap Co. | Mason Co. | Port Townsend | Other NE Jefferson Co. | SE Jefferson Co. | Port Angeles | Sequim / Other E Clallam Co. | W Olympic Peninsula | All Other Places | | | |
| | | 18 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 34 | | | |
| Edmonds | 1 | | 100 | | 37 | 96 | | 63 | | 15 | 32 | 7 | 17 | 25 | | | 392 | 11.0% | |
| Lynnwood | 2 | 3 | 54 | 22 | 19 | 44 | 28 | 57 | | 49 | 28 | | | 15 | 14 | | 332 | 9.3% | |
| Mountlake Terrace | 3 | 12 | 6 | 18 | 4 | 45 | 24 | 50 | | 18 | 42 | 7 | 3 | 145 | 17 | | 392 | 11.0% | |
| Mukilteo/Paine Field | 4 | | | | 15 | 4 | | | | | | | | 15 | | | 33 | 0.9% | |
| Greater Everett | 5 | | 43 | 18 | 4 | 20 | 27 | 63 | 15 | | 43 | 7 | 4 | 38 | 11 | | 292 | 8.2% | |
| Other W Snohomish Co. | 6 | 7 | 21 | 21 | 42 | 42 | 15 | 37 | | | 37 | | | 58 | | | 280 | 7.8% | |
| Seattle CBD | 8 | | | | | | | | | 4 | | 17 | | | 11 | | 32 | 0.9% | |
| Greater S Seattle | 9 | | | 4 | | 7 | | 4 | | 3 | 18 | 11 | 18 | | | | 65 | 1.8% | |
| Capitol Hill / Queen Anne / Magnolia | 10 | | 19 | | | 14 | | 4 | | | 4 | 15 | 7 | 55 | | | 118 | 3.3% | |
| Ballard-Green Lake / University District | 11 | | 33 | | 15 | 61 | | | | 30 | 50 | 7 | 11 | 18 | | | 226 | 6.3% | |
| N Seattle / Sand Point | 12 | 11 | 7 | 25 | 4 | 59 | | 3 | 4 | 7 | 37 | 15 | | 22 | | | 194 | 5.4% | |
| Shoreline-Lake Forest Park | 13 | 8 | 21 | 20 | 11 | 36 | 15 | 51 | 11 | 4 | | 7 | | 7 | | | 191 | 5.4% | |
| Bothell-Kirkland | 14 | | 4 | 4 | 15 | 21 | 25 | 47 | | | 29 | 31 | | 101 | 36 | | 313 | 8.8% | |
| Greater Bellevue / Redmond / Issaquah | 15 | | 28 | | | 46 | | 14 | | 11 | 63 | | 18 | 7 | 7 | | 194 | 5.4% | |
| SW King Co. | 16 | | 11 | | | | 3 | 7 | | 15 | 4 | | 7 | 15 | | | 63 | 1.8% | |
| Other W King Co. | 17 | | | | | | | | | | 23 | 4 | | 28 | | | 55 | 1.6% | |
| All Other Places | 33 | 19 | 36 | 27 | 64 | 26 | 36 | 111 | 4 | | 7 | | | 33 | 28 | 4 | 395 | 11.1% | |
| Destination Total | | 60 | 385 | 159 | 228 | 520 | 172 | 512 | 33 | 156 | 418 | 129 | 86 | 584 | 123 | 4 | 3,569 | 100% | |
| Destination Percent Share | | 1.7% | 10.8% | 4.5% | 6.4% | 14.6% | 4.8% | 14.3% | 0.9% | 4.4% | 11.7% | 3.6% | 2.4% | 16.4% | 3.4% | 0.1% | 100% | | |

Figure 6-61. Edmonds–Kingston westbound origin and destination locations by boarding mode, Saturday survey period

