

WASHINGTON STATE FERRIES LONG RANGE PLANNING

Route-Level Summary: SEATTLE - BAINBRIDGE ISLAND

Range of LRP Choices

Strategies Can be Mixed and Matched to Achieve TDM Goals
{Strategies would be phased in based on route-level demand conditions}

Services Can be Matched with Strategies (Or Not)
{Services would be added based on demand conditions and funding availability}

	Base Outlook (No Changes)	Strategies Only Reservations/Transit	Strategies Only Reservations/Transit/Pricing	Strategies & Some Service (Level I)	Strategies & More Service (Level II)
Service Plan	Existing Service Level	Existing Service Level	Existing Service Level	3rd boat at Edmonds-Kingston to serve central Kitsap demand (Landside constraints: limit Bainbridge to current service)	Level I service + 3rd boat at Seattle-Bremerton for additional capacity to serve central Kitsap demand
Strategies and Ridership Demand Responses	<p>August Vehicle Space Used, by Fare Type</p> <p>Projected Growth 2006-2030 Vehicle increase -- 39% Walk-on increase -- 35%</p>	<p>Vehicle Reservations:</p> <ul style="list-style-type: none"> 90% of boat reserved in peak Resident/frequent user program with 50%-70% of commuter sailings Commercial/freight program to target lower volume sailings <p>Transit Enhancements:</p> <ul style="list-style-type: none"> New transit services on both sides Improve weather protection and passenger comfort Bring transit closer to the terminal Changes to parking lot queuing Pedestrian/bicycle oriented access improvements Car sharing spaces at terminals Expanded park and ride on westside <p>Demand Implications:</p> <ul style="list-style-type: none"> Small shifts from drive-on to walk-on Priority given to commuter traffic during high demand periods 	<p>Reservations:</p> <ul style="list-style-type: none"> Same as previous <p>Transit Enhancements:</p> <ul style="list-style-type: none"> Same as previous <p>Pricing:</p> <ul style="list-style-type: none"> 20% (+/-) Vehicle surcharge (peak only) 10% (+/-) Passenger discount (all times) 20% (+/-) Small car discount (all times) Vehicle frequent user discount applied to variable time-of-day price <p>Demand Implications:</p> <ul style="list-style-type: none"> Peak vehicles reduced -- shifts to other times, walk-on, small cars & motorcycles Higher peak prices would reduce overall vehicle trips Increased passengers due to lower passenger fares 	<p>Reservations:</p> <ul style="list-style-type: none"> Same as previous <p>Transit Enhancements:</p> <ul style="list-style-type: none"> Same as previous <p>Pricing:</p> <ul style="list-style-type: none"> Same as previous <p>Demand Implications:</p> <ul style="list-style-type: none"> Same as previous in terms of pricing effects Additional service on Edmonds-Kingston estimated to reduce demand at Bainbridge by 10% in the peak 	<p>Reservations:</p> <ul style="list-style-type: none"> Same as previous <p>Transit Enhancements:</p> <ul style="list-style-type: none"> Same as previous <p>Pricing:</p> <ul style="list-style-type: none"> Same as previous <p>Demand Implications:</p> <ul style="list-style-type: none"> Same as previous in terms of pricing effects Additional service on Edmonds-Kingston and Seattle-Bremerton estimated to reduce demand at Bainbridge by 15-20% in the peak
Level of Service Implications	<ul style="list-style-type: none"> 2030 peak wait times – 140 mins (May), 161 mins (Aug) Excess vehicle demand vs supply during the peak – 285 (May) – 423 (August) Percent of 2030 weekly vehicle capacity filled – 64% (May) – 67% (August) 	<ul style="list-style-type: none"> Wait times significantly reduced Very little change in demand, so some vehicles will have to shift out of high demand periods, change modes, or not travel Total utilization would remain high 	<ul style="list-style-type: none"> Wait times significantly reduced Pricing would reduce demand in peak Smaller imbalance between demand for reservations and supply in peak Utilization would remain high, though total trips would be somewhat lower 	<ul style="list-style-type: none"> Wait times significantly reduced Pricing effects same as previous Demand on Bainbridge is better served because some vehicles have shifted to Edmonds-Kingston Utilization would remain high 	<ul style="list-style-type: none"> Wait times significantly reduced Pricing effects same as previous Demand on Bainbridge is better served because some vehicles have shifted to other Central Sound routes Utilization would remain high
Cost Implications	<p>Operating needs:</p> <ul style="list-style-type: none"> Operate current service levels <p>Capital needs:</p> <ul style="list-style-type: none"> Preservation plus: <ul style="list-style-type: none"> Additional vehicle holding and handling 	<p>Operating needs:</p> <ul style="list-style-type: none"> Current service + Higher costs for reservations New costs for transit services <p>Capital needs:</p> <ul style="list-style-type: none"> Preservation + Passenger facilities Additional holding in Bainbridge Reservation system 	<p>Operating needs:</p> <ul style="list-style-type: none"> Same as previous <p>Capital needs:</p> <ul style="list-style-type: none"> Same as previous 	<p>Operating needs:</p> <ul style="list-style-type: none"> Same as previous + Higher costs for vessel operations at Edmonds-Kingston <p>Capital needs:</p> <ul style="list-style-type: none"> Same as previous + New vessel for Edmonds-Kingston 	<p>Operating needs:</p> <ul style="list-style-type: none"> Same as previous + Higher costs for vessel operations at Edmonds-Kingston and Seattle-Bremerton <p>Capital needs:</p> <ul style="list-style-type: none"> Same as previous + Two new vessels: one for Edmonds-Kingston and one for Seattle-Bremerton
Anticipated Impacts	<p>Customers:</p> <ul style="list-style-type: none"> Reduced level of service for vehicles Longer waits for boats for vehicles <p>Community:</p> <ul style="list-style-type: none"> Queuing impacts associated with overloads and multi-sailing waits 	<p>Customers:</p> <ul style="list-style-type: none"> Reservations will require changes in how customers use the ferries Much more predictable service, no meaningful terminal delay with reservations Some people won't get reservations for when they would like to travel More transit options <p>Community:</p> <ul style="list-style-type: none"> No queuing impacts 	<p>Customers:</p> <ul style="list-style-type: none"> Higher cost for vehicles, lower cost for passengers Fewer peak vehicles means more people who want reservations will get them Can avoid higher peak vehicle costs with small cars or walking-on <p>Community:</p> <ul style="list-style-type: none"> No queuing impacts 	<p>Customers:</p> <ul style="list-style-type: none"> More sailing options during high demand periods for customers who can use other Central Sound routes More likely to get reservations closer to desired time <p>Community:</p> <ul style="list-style-type: none"> No queuing impacts More service to support peaks and encourage more tourism-related travel in the summer 	<p>Customers:</p> <ul style="list-style-type: none"> More sailing options during high demand periods for customers who can use other Central Sound routes More likely to get reservations closer to desired time <p>Community:</p> <ul style="list-style-type: none"> No queuing impacts More service to support peaks and encourage more tourism-related travel in the summer