

WASHINGTON STATE FERRIES LONG RANGE PLANNING

Route-Level Summary: PORT TOWNSEND - KEYSTONE

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 | 2 Island Home Vessels (one 16 hours/day, one 8 hours/day) | Same as Previous | Same as Previous | Approx. 30% more sailings over base: 2 Island Home Vessels (both 16 hours/day) | Approx. 60% more sailings over base: 2 Island Home Vessels (one 24 hours/day, one 16 hours/day) |
| Strategies and Ridership Demand Responses | <p>August Vehicle Space Used, by Fare Type</p> <p>Projected Growth 2006-2030 Vehicle increase -- 61% Walk-on increase -- 108%</p> | <p>Vehicle Reservations:</p> <ul style="list-style-type: none"> Improvements to current reservation system 90% of boat reserved during peak times Resident/frequent user program Commercial/freight program to target lower volume sailings <p>Transit Enhancements:</p> <ul style="list-style-type: none"> Better transit connections on both sides Improve weather protection and passenger comfort Pedestrian/bicycle oriented safety improvements <p>Demand Implications:</p> <ul style="list-style-type: none"> Small shifts from drive-on to walk-on Priority given to frequent user 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"> 10% (+/-) Passenger discount (all times) 20% (+/-) Small car discount (all times) 20% (+/-) July/August summer surcharge 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"> 5% (+/-) Passenger discount (all times) 20% (+/-) Small car discount (all times) 10% (+/-) July/August summer surcharge Vehicle frequent user discount applied to variable time-of-day price <p>Demand Implications:</p> <ul style="list-style-type: none"> Same as previous in terms of pricing effects Additional service may lead to increased ridership as more people will be able to travel when they would like to go | <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"> 5% (+/-) Passenger discount (all times) 20% (+/-) Small car discount (all times) 5% (+/-) July/August summer surcharge Vehicle frequent user discount applied to variable time-of-day price <p>Demand Implications:</p> <ul style="list-style-type: none"> Lower peak time prices reduce shifts away from vehicles Lower passenger fare discount will reduce passenger increases Additional service may lead to increased ridership |
| Level of Service Implications | <ul style="list-style-type: none"> 2030 peak wait times – 18 mins (May), 111 mins (Aug) Excess vehicle demand vs supply during the peak – 60 (August) Percent of 2030 weekly vehicle capacity filled – 92% (May) – 131% (August) | <ul style="list-style-type: none"> Wait times would be 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 would be 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 would be reduced Pricing effects lessened Demand is better served Utilization would remain high, though it would be marginally lower overall due to increased number of sailings | <ul style="list-style-type: none"> Wait times would be reduced Pricing effects lessened as more service reduces need to manage demand Demand is much better served Utilization would be lower overall due to increased number of sailings |
| Cost Implications | <p>Operating needs:</p> <ul style="list-style-type: none"> Operate with new Island Home vessels Continue with current reservation system <p>Capital needs:</p> <p>Preservation plus:</p> <ul style="list-style-type: none"> Additional vehicle holding and handling Additional toll booth system | <p>Operating needs:</p> <ul style="list-style-type: none"> Current service + Higher costs for reservations New transit services <p>Capital needs:</p> <ul style="list-style-type: none"> Preservation + 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 <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 & terminal operations <p>Capital needs:</p> <ul style="list-style-type: none"> Same as previous |
| Anticipated Impacts | <p>Customers:</p> <ul style="list-style-type: none"> Reduced level of service for vehicles, many more vehicles than spaces available especially in summer <p>Community:</p> <ul style="list-style-type: none"> Assuming current reservations would continue, no significant community impacts from excess demand Capacity constraint will limit future demand and number of trips during peak tourism season | <p>Customers:</p> <ul style="list-style-type: none"> Better reservation system will allow customers to arrive closer to sailing time 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, more likely to get reservations closer to desired time Peak season surcharge can be lower <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 service means less congestion pricing necessary Better balance between supply and demand <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 |