

WASHINGTON STATE FERRIES LONG RANGE PLANNING

Route-Level Summary: SEATTLE - BREMERTON

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	Add sailings to fill out midday and evening schedule	Add a 3rd boat year round
Strategies and Ridership Demand Responses	<p>August Vehicle Space Used, by Fare Type</p> <p>Projected Growth 2006-2030 Vehicle increase -- 15% Walk-on increase -- 8%</p>	<p>Vehicle Reservations:</p> <ul style="list-style-type: none"> Up to 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 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) 20% (+/-) 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 may lead to increased ridership as more people will be able to travel when they would like to go May relieve some pressure on Bainbridge, Kingston, and/or Southworth 	<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% (+/-) Vehicle surcharge (peak only) 5% (+/-) 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"> Lower peak time prices reduce shifts away from vehicles Lower passenger fare discount will reduce passenger increases Additional service may lead to increased ridership May relieve some demand pressure at Bainbridge, Kingston, and/or Southworth
Level of Service Implications	<ul style="list-style-type: none"> 2030 peak wait times – 88 mins (May), 92 mins (Aug) Excess vehicle demand vs supply during the peak – none (May) – 10 (August) Percent of 2030 weekly vehicle capacity filled – 50% (May) – 51% (August) 	<ul style="list-style-type: none"> Wait times would be eliminated Very little change in demand, so some vehicles will have to shift out of high demand periods, change modes, or not travel Overall utilization would remain modest 	<ul style="list-style-type: none"> Wait times would be eliminated Pricing would reduce demand in peak Likely eliminate the imbalance between demand and supply in peak Utilization would remain modest, though total trips would be lower 	<ul style="list-style-type: none"> Wait times would be eliminated Pricing effects same as previous Demand better served in midday/evening Utilization would remain modest 	<ul style="list-style-type: none"> Wait times would be eliminated Pricing effects lessened as more service reduces need to manage demand Demand is well 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 current service levels <p>Capital needs:</p> <ul style="list-style-type: none"> Preservation, including significant Colman Dock rehab 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, transit services <p>Capital needs:</p> <ul style="list-style-type: none"> Preservation + Passenger facilities Reservation system Technology at tollbooths 	<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 fuel <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 + New vessel
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 -- mostly on the Seattle side 	<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 No imbalance in peak vehicle demand means 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 midday and evening -- could reduce drive around and/or trips through Bainbridge or Kingston <p>Community:</p> <ul style="list-style-type: none"> No queuing impacts More frequent service offers better community connections 	<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 frequent service offers better community connections