

WASHINGTON STATE FERRIES LONG RANGE PLANNING

Route-Level Summary: FAUNTLEROY - SOUTHWORTH

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 | Dedicated small vessel for Vashon-Southworth, one vessel for Fauntleroy-Southworth and two vessels for Fauntleroy-Vashon | Fauntleroy terminal dedicated to Vashon route only (with two vessels), Southworth direct to Seattle |
| Strategies and Ridership Demand Responses | <p>August Vehicle Space Used, by Fare Type</p> <p>Projected Growth 2006-2030 Vehicle increase -- 63% Walk-on increase -- 98%</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 pod at Fauntleroy New park-and-ride at Southworth <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 for Southworth:</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 for Southworth:</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 for Southworth:</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 for Southworth:</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 – 218 mins (May), 280 mins (Aug) Excess vehicle demand vs supply during the peak – 204 (May) – 248 (August) Percent of 2030 weekly vehicle capacity filled – 83% (May) – 88% (August) Growth on Vashon is less than Southworth; South Sound LOS problems are driven by Southworth | <ul style="list-style-type: none"> Wait times would be reduced through a reservation system 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 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"> More capacity but less frequency Pricing effects same as previous Faster crossing times to Southworth Utilization would remain high | <ul style="list-style-type: none"> Wait times would be significantly reduced Pricing effects lessened as more service reduces need to manage demand South Sound demand is well served Utilization would be lower overall due to increased capacity on 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 plus: Additional tollbooth at Fauntleroy Expand holding at Fauntleroy | <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 + With add'l small vessel, higher costs for fuel and labor <p>Capital needs:</p> <ul style="list-style-type: none"> Same as previous + One add'l vessel Tie-up slip at Southworth | <p>Operating needs:</p> <ul style="list-style-type: none"> Same as previous + Significantly higher costs for Southworth vessels and Seattle terminal <p>Capital needs:</p> <ul style="list-style-type: none"> Same as previous + Larger vessel Two add'l vessels and terminal investments for Southworth |
| 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 vessel overloads | <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"> During peak periods, no shared sailings Greater likelihood of getting a reservation for desired sailing time in the peak Shorter crossing time for Southworth Able to accommodate some growth <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 Service to downtown Seattle instead of West Seattle Better balance between supply and demand means greater likelihood of getting reservation for desired sailing time <p>Community:</p> <ul style="list-style-type: none"> No queuing impacts More frequent service offers better community connections |