

WASHINGTON STATE FERRIES LONG RANGE PLANNING

Route-Level Summary: MUKILTEO - CLINTON

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	Additional vessel capacity (larger boat) during the summer season	Additional vessel during the summer season
Strategies and Ridership Demand Responses	<p>August Vehicle Space Used, by Fare Type</p> <p>Projected Growth 2006-2030 Vehicle increase -- 19% Walk-on increase -- 86%</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 Separated priority loading for pedestrians Changes to parking lot queuing Pedestrian/bicycle oriented access improvements <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 capacity may lead to increased ridership 	<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% (+/-) 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
Level of Service Implications	<ul style="list-style-type: none"> 2030 peak wait times – 62 mins (May), 84 mins (Aug) Excess vehicle demand vs supply during the peak – 70 (May) – 90 (August) Percent of 2030 weekly vehicle capacity filled – 76% (May) – 81% (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 is better served 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 Demand is better served, especially during summer high season 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: <ul style="list-style-type: none"> Additional vehicle holding and handling Overhead passenger loading 	<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 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 + Slightly higher costs for fuel <p>Capital needs:</p> <ul style="list-style-type: none"> Same as previous + Incremental cost of larger vessel 	<p>Operating needs:</p> <ul style="list-style-type: none"> Same as previous + Higher costs for additional vessel <p>Capital needs:</p> <ul style="list-style-type: none"> Same as previous + Additional vessel during the summer
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 capacity during high demand periods Customers more likely to get reservations closer to desired time <p>Community:</p> <ul style="list-style-type: none"> No queuing impacts 	<p>Customers:</p> <ul style="list-style-type: none"> More service means less congestion pricing necessary More likely to get reservations closer to desired time Better balance between supply and demand <p>Community:</p> <ul style="list-style-type: none"> No queuing impacts More service offers better community connections, supports peaks and encourages more tourism-related travel in the summer