

WASHINGTON STATE FERRIES LONG RANGE PLANNING

Route-Level Summary: FAUNTLEROY - VASHON - 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 Combined Fauntleroy-Vashon-Southworth Vehicle Space Used, by Fare Type</p> <p>Projected Growth 2006-2030 Vashon Vehicle Increase: 18% Southworth Vehicle Increase: 63%</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 terminals Expanded park and ride on Vashon Queue jump lanes for transit vehicles <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 Vashon:</p> <ul style="list-style-type: none"> 10% (+/-) Vehicle surcharge (peak only) 10% (+/-) Passenger discount (all times) 10% (+/-) 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 for Vashon:</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 Vashon:</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 	<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 Vashon:</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 Vashon:</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"> Vashon 2030 peak wait times – 22 mins (May), 32 mins (Aug) – wait times could be higher as Southworth growth displaces Vashon traffic Southworth 2030 peak wait times - 218 mins (May), 280 mins (Aug) 	<ul style="list-style-type: none"> Wait times would be reduced Very little change in demand Overall utilization would remain high 	<ul style="list-style-type: none"> Wait times would be reduced A modest peak period price increase would reduce demand in peak slightly Utilization would remain high, though total trips would be lower 	<ul style="list-style-type: none"> Wait times would be reduced Pricing effects lessened as more service reduces need to manage demand Demand is well served Utilization would be lower overall due to increased capacity on 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 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: <ul style="list-style-type: none"> Additional tollbooth at Fauntleroy Expand holding at Fauntleroy and Vashon 	<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 + One add'l vessel Tie-up slip at Southworth 	<p>Operating needs:</p> <ul style="list-style-type: none"> Same as previous + Higher costs for larger vessel Significantly higher costs for Southworth <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 the Vashon and Southworth combined overloads – mostly on the Fauntleroy 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 More transit options <p>Community:</p> <ul style="list-style-type: none"> No queuing impacts 	<p>Customers:</p> <ul style="list-style-type: none"> Slightly higher cost for vehicles, lower cost for passengers 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 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 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