

## San Juan Islands Partnership Group

Thursday, January 31, 2013 | 2:00 p.m. – 5:00 p.m.\*  
San Juan Island Yacht Club | 273 Front Street, Friday Harbor

### AGENDA

| Time      | Topic  | Lead                                    |
|-----------|--|---|
| 2:00 p.m. | Welcome<br>Opening Remarks   | David Moseley, Assistant Secretary, WSF |
| 2:05 p.m. | Meeting Overview and Items from Last Time <ul style="list-style-type: none"> <li>Review agenda</li> <li>Group communications – Google Group</li> </ul> | Heather Rogers, Facilitator (BERK)      |
| 2:15 p.m. | Better Trip-Planning Information for Customers <ul style="list-style-type: none"> <li>Monthly best times to travel</li> <li>Other options</li> </ul>   | Brian Churchwell, WSF                   |
| 2:35 p.m. | Phase 1 Outcomes <ul style="list-style-type: none"> <li>Phase 1 Close Out Report</li> <li>Survey results</li> </ul>                                    | Heather                                 |
| 2:50 p.m. | Lopez and Shaw <ul style="list-style-type: none"> <li>Group discussion</li> </ul>  | David                                   |
| 3:35 p.m. | Break  |   |
| 3:45 p.m. | Capital Improvements <ul style="list-style-type: none"> <li>Overview</li> <li>Small Group Breakout Sessions</li> </ul>                                 | Heather, small group leaders            |
| 4:40 p.m. | Summary, Next Steps, and Questions   | Leonard Smith                           |
| 4:50 p.m. | Public Comments  | Heather Rogers                          |
| 5:00 p.m. | Meeting Adjourned  |   |

#### Meeting Materials:

- Trip planning Information for Customers
- Phase 1 Close Out Report
- Fall Customer Input Survey Results
- Lopez Reservations Handout – Estimated Costs & Benefits
- Capital Improvements by Island

\* Coincides with sailing schedule; **Departure** - 10:20 from Anacortes (or 11:20 from Anacortes to Shaw, then 12:40 interisland sailing from Shaw) or interisland sailing (depart Lopez 1:05, Shaw 12:40, Orcas 12:25) **Return** – 7:30 to Anacortes or interisland sailing departing Friday Harbor at 5:25pm

## SAN JUAN ISLANDS PARTNERSHIP GROUP

### Trip Planning and Better Customer Information

At the previous Partnership meeting in December 2012, the group expressed a desire for better information about typical congestion patterns and wait times for sailings. This type of information could provide demand management benefits regardless of reservations, and WSF is committed to doing what it can in the short term to improve information available to customers

#### Current Tools

- Seasonal "Best Times to Travel" green/yellow/red schedules that indicate when sailings are likely to overload
- Web cameras of terminal holding areas accessible online
- Ferry VesselWatch app that shows where the vessels are in real time
- Email alert system that notifies customers who have signed up for alerts of service delays and other trip planning information

#### Planned Improvements

- "Best Times to Travel" updated monthly, starting with the Spring schedule, to reflect the variations throughout a season
- Better website visibility of "Best Times to Travel" information
- Mobile apps (long term)
- Highway and terminal radio systems

#### Other Suggestions Being Considered

- Printed materials for customers, explaining allotments
- Use ferrylineadvisor.com analysis of wait times
- Other Ideas?

## SAN JUAN ISLANDS PARTNERSHIP GROUP Capital Improvements

### Overview and Timeline

Implementing vehicle reservations in the San Juan Islands would require capital improvements to ferry terminals and intelligent transportation systems (ITS) networks on the islands. Providing these capital improvements requires a long lead time (24 months in Port Townsend). Therefore, WSF will proceed with the design phase of the capital project while concurrently evaluating the overall feasibility of vehicle reservations on each of the ferry-served islands.

| Capital Improvement Timeline   | Duration   | Estimated Completion |
|--|------------|----------------------|
| <b>1. Project Design</b> <ul style="list-style-type: none"> <li>Includes discussion with local jurisdictions and permitting</li> </ul> | 15 months  | Spring 2014          |
| <b>2. Construction Bidding/Contracting</b>   | 3 months   | Summer 2014          |
| <b>3. Construction</b> <ul style="list-style-type: none"> <li>Includes procurement of materials</li> </ul>                             | 3-6 months | Fall 2014            |

### Defining ITS Elements

In addition to improvements to traveler information on the WSF website (i.e. monthly best times to travel updates), WSF is considering the following capital improvements. Many of these provide better information to customers regardless of whether or not a reservation system is ultimately implemented.

**Highway Advisory Radio Transmitters (HARTs):** Highway Advisory Radio Transmitters are low-power AM radio broadcasting systems for communicating with a larger range of customers, to provide them with information about ferry services that will help them to make informed decisions about their travel plans. The transmitters will be located at strategic points on the island, and signage on the highway will be used to direct customers to use this communication option.

**Terminal Advisory Radio Transmitters (TARTs):** Terminal Advisory Radio Transmitters are low-power AM radio broadcasting systems for communicating with a smaller range of customers, particularly those in the ferry terminal. The transmitters will be located in the terminal, and signage in the terminal will be used to direct customers to use this communication option.

**Static Highway Signs:** New signs may be required for traffic flow, way-finding, lane assignments, or to alert customers to tune into the radio signal.



**Video Detection:** Cameras mounted on the transfer span (where vehicles enter the vessel) automatically count the number of vehicles loaded on each sailing.

**Wireless Access Points (WAPs) and Hand Held Scanners:** Hand held scanners will allow agents to redeem reservations and check customers in wirelessly at points in and around the terminal. Wireless access points provide wireless internet connection to support hand scanners.

**Web/Operational Cameras:** Web/operational cameras are small cameras that could be posted outdoors to allow ferry riders to monitor traffic, wait times, and conditions at different ferry terminals online. These cameras may also prove useful to staff managing traffic and reservations staging. The cameras currently at terminals are not owned by WSF.

**Tollboth:** The tollbooth at Orcas may need to be moved or constructed in order to facilitate the reservation check in process, maximize available holding area, and allow for some sorting of traffic. The current tollbooth is scheduled to be replaced in 2019 (assuming replacement every 30 years).

## Summary of Proposed Capital Improvements to Support Reservations

The following table summarizes the capital improvements that WSF and terminal staff have identified as necessary to support a reservation system.

|   | Friday Harbor   | Orcas   | Lopez  |
|---|---|---|--|
| <b>HART</b> (Highway Advisory Radio Transmitter)  | 1 Transmitter<br>3 Signs  | 2 Transmitters<br>3 Signs   | 1 Transmitter<br>2 Signs   |
| <b>TART</b> (Terminal Advisory Radio Transmitter) | 1 Transmitter<br>2 Signs  | 1 Transmitter<br>1 Sign   | 1 Transmitter<br>2 Signs   |
| <b>Static Signage</b>                             | Replace 2 existing signs: <ul style="list-style-type: none"> <li>Lot B sign</li> <li>Lane assignment</li> </ul> 1 new sign: <ul style="list-style-type: none"> <li>Directions to Lot B/C</li> </ul>   | Replace existing lane assignment sign by the tollbooth (not overhead),  | Replace existing lane assignment sign.   |
| <b>Video Detection</b>                            | 2 cameras on transfer span to count vehicles loaded   | 1 camera on transfer span to count vehicles loaded  | 1 camera on transfer span to count vehicles loaded   |
| <b>Hand Held Scanners</b>                         | 4 handhelds to cover entrance to Lots A and B;<br>2 Wireless Access Points to operate scanners (Lot A & B)  | 3 handhelds to cover entrance access lanes and holding area;<br>2 Wireless Access Points to operate scanners (front of main lot & access lanes)   | 3 handhelds to cover holding area only*<br>1 Wireless Access Point to operate scanner at top of lot  |
| <b>Other</b>                                      | <ul style="list-style-type: none"> <li>Storage building at the head of Lot A for scanners and other equipment</li> <li>2-3 web cameras to view Lots A, B, &amp; C. Need to assess whether we need new camera for Lot A or use existing.</li> <li>Striping in Lot C</li> </ul> | <ul style="list-style-type: none"> <li>Demolish existing tollbooth and build new tollbooth located prior to holding area</li> <li>2 web cameras to view holding area and access lanes</li> <li>Cabling and power to support new tollbooth and the wireless access points</li> <li>Manual gate to secure holding area</li> </ul> | <ul style="list-style-type: none"> <li>2 web cameras to view holding area and shoulder holding lanes</li> <li>New tollbooth at the top of lane 1 to redeem reservations and sell/redeem inter-island tickets*</li> </ul> |

\*Note: Lopez needs either handhelds or a tollbooth to manage reservations. Lopez prefers a tollbooth.

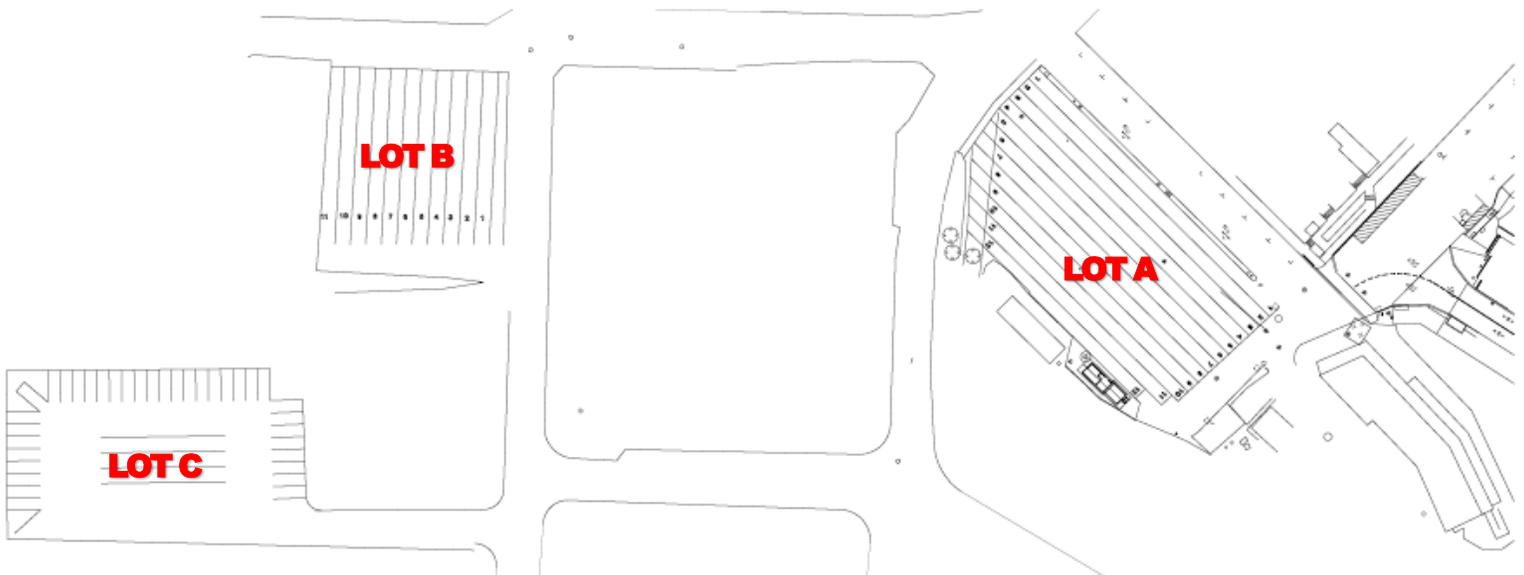
|   | <b>Shaw</b>  | <b>Anacortes</b>   |
|---|--|--|
| <b>HART</b> (Highway Advisory Radio Transmitter)  |  | Upgrade existing HART  |
| <b>TART</b> (Terminal Advisory Radio Transmitter) |  |  |
| <b>Static Signage</b>                             |  |  |
| <b>Video Detection</b>                            | 1 camera on transfer span to count vehicles loaded | 4 cameras on transfer spans to count vehicles loaded   |
| <b>Hand Held Scanners</b>                         |  |  |
| <b>Other</b>                                      |  | <ul style="list-style-type: none"> <li>• 4 Tollbooth Variable Message Signs (VMS)</li> <li>• Change gate position at bottom of lot to allow trucks to easily maneuver out of all lanes</li> <li>• Re-stripe holding lanes to 1-19 (includes custom lanes)</li> </ul> |

## FRIDAY HARBOR

In addition to the terminal area (Lot A), Friday Harbor has 2 additional holding lots close to the terminal. Use of Lot B will be required during peak times to manage reservations. Staff will have the ability to redeem reservations at any of the lots, using hand scanners. They will direct traffic accordingly. One additional staff person will be required to help redeem reservations

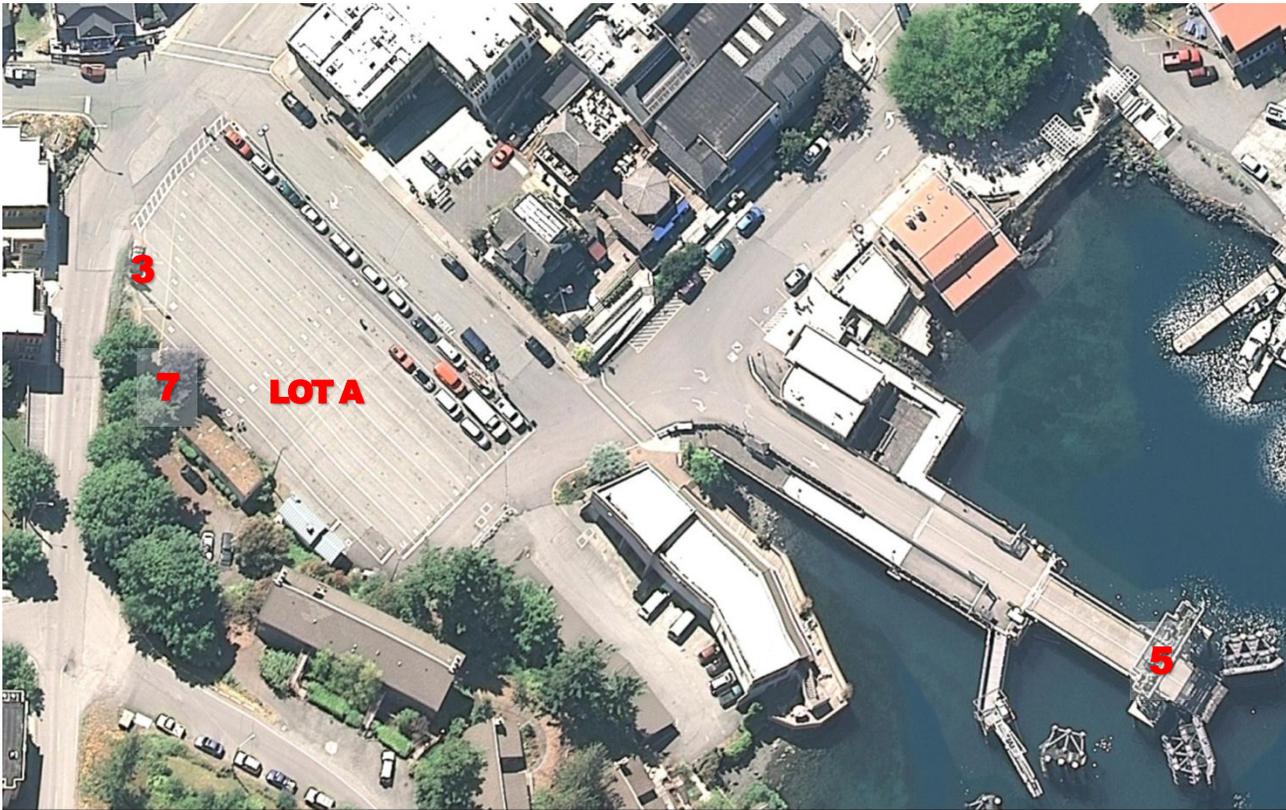
### Holding Capacity:

- Lot A: 12 lanes, 107 Spaces
- Lot B: 11 lanes, 66 Spaces
- Lot C: 85 Spaces



### Proposed Terminal Improvements

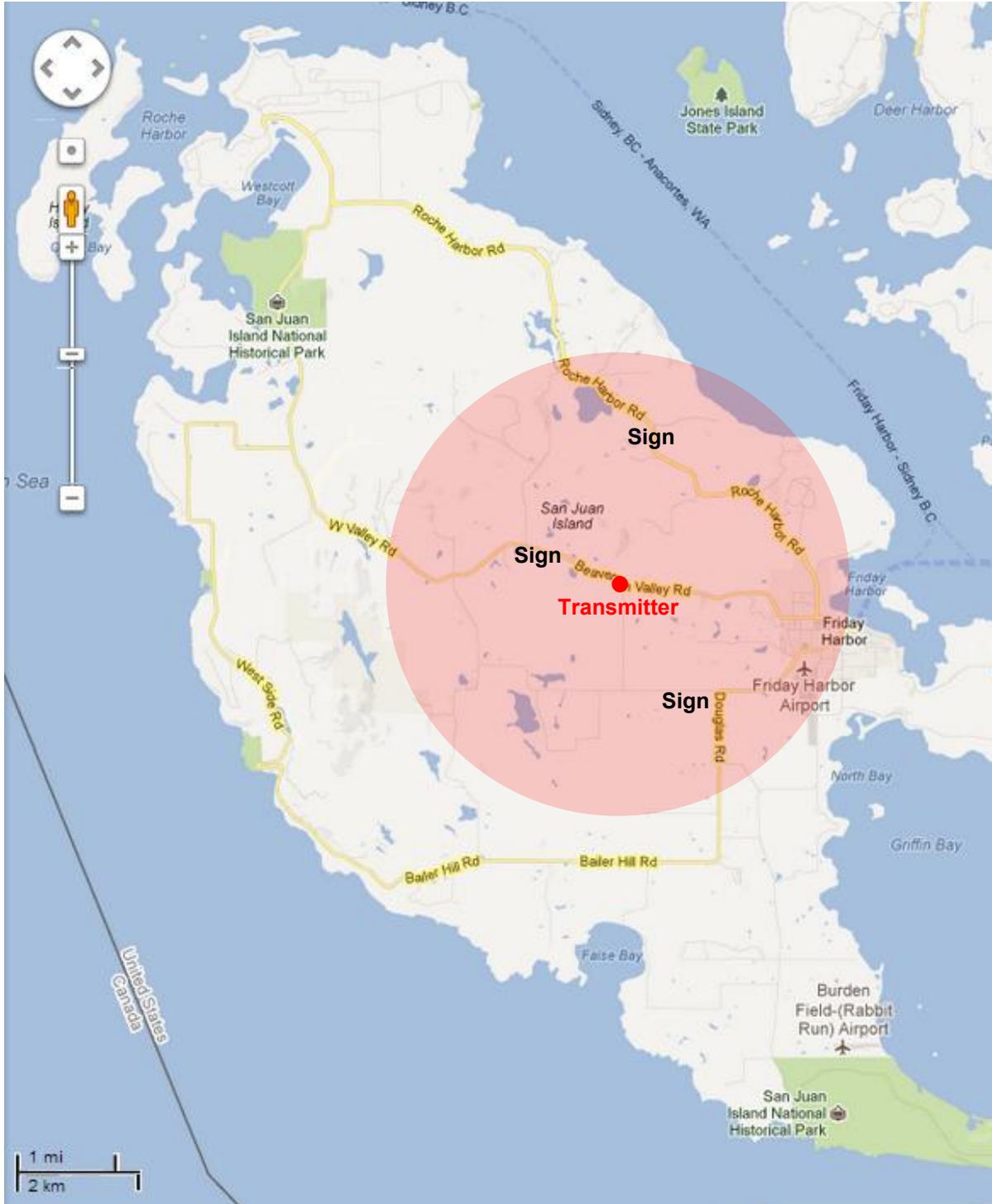
The photos on the subsequent pages show the proposed terminal improvements for Friday Harbor.



1. Signs for terminal radio ("tune in to AM...")
2. Replace existing Lot B sign (with new flip sign)
3. Replace existing lane assignment sign (with one that can be modified)
4. New way finding sign (Lot B/ Lot C)
5. Cameras on transfer span to count vehicles loaded
6. Potential locations for web cameras and wireless access points
7. New storage room
8. New lane striping in Lot C

## Proposed HART Locations

The map of San Juan Island below shows prospective locations for HART transmitters and signage.



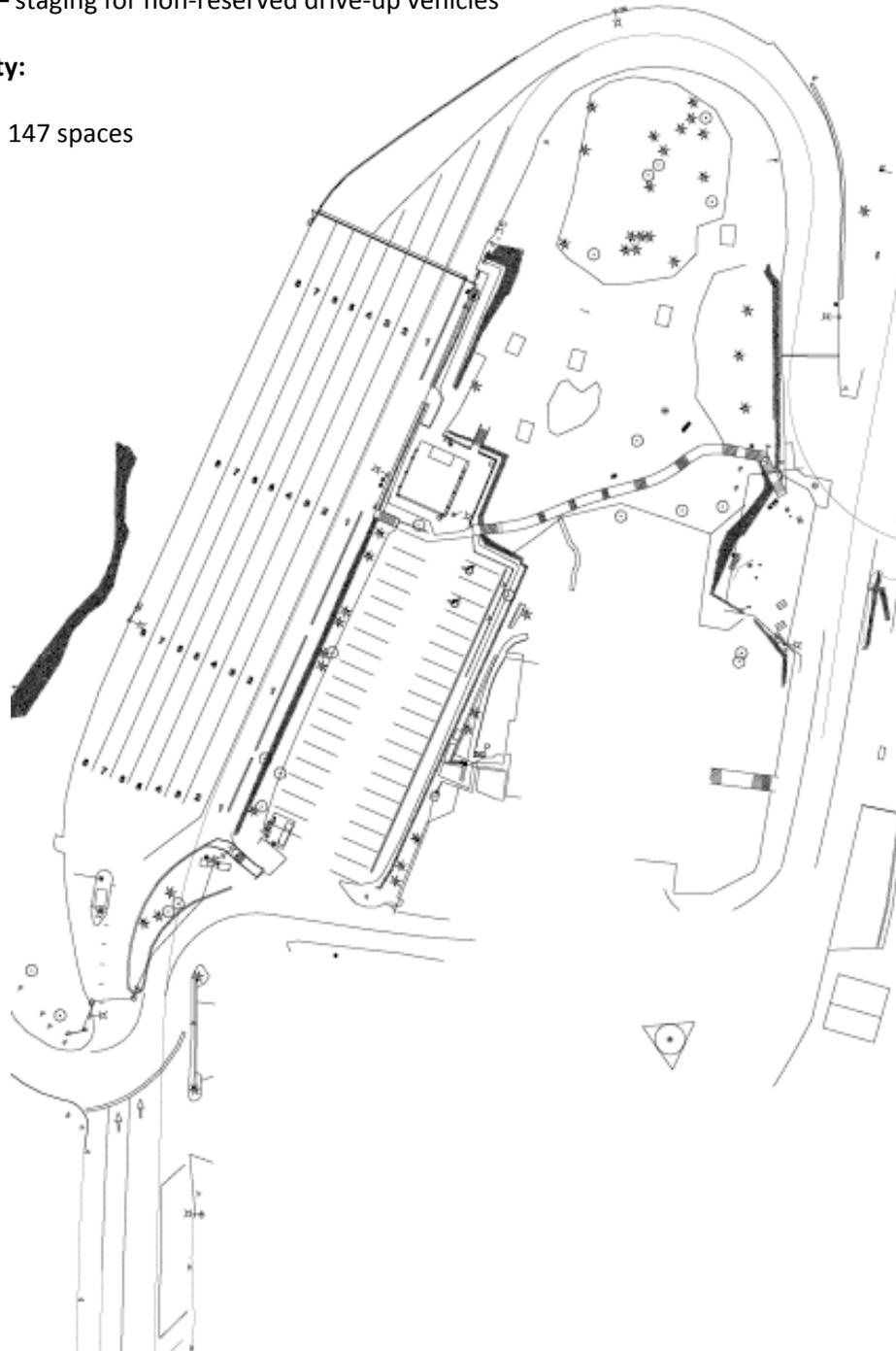
## ORCAS

The Orcas tollbooth would be relocated prior to the private road and existing holding area to maximize holding area and allow for vehicles to turn out. The two access lanes prior to the tollbooth will be used as follows:

- Lane 1 – access to tollbooth, processing of reserved vehicles, inter-island customers
- Lane 2 – staging for non-reserved drive-up vehicles

### Holding Capacity:

- 8 lanes, 147 spaces



## Proposed Terminal Improvements

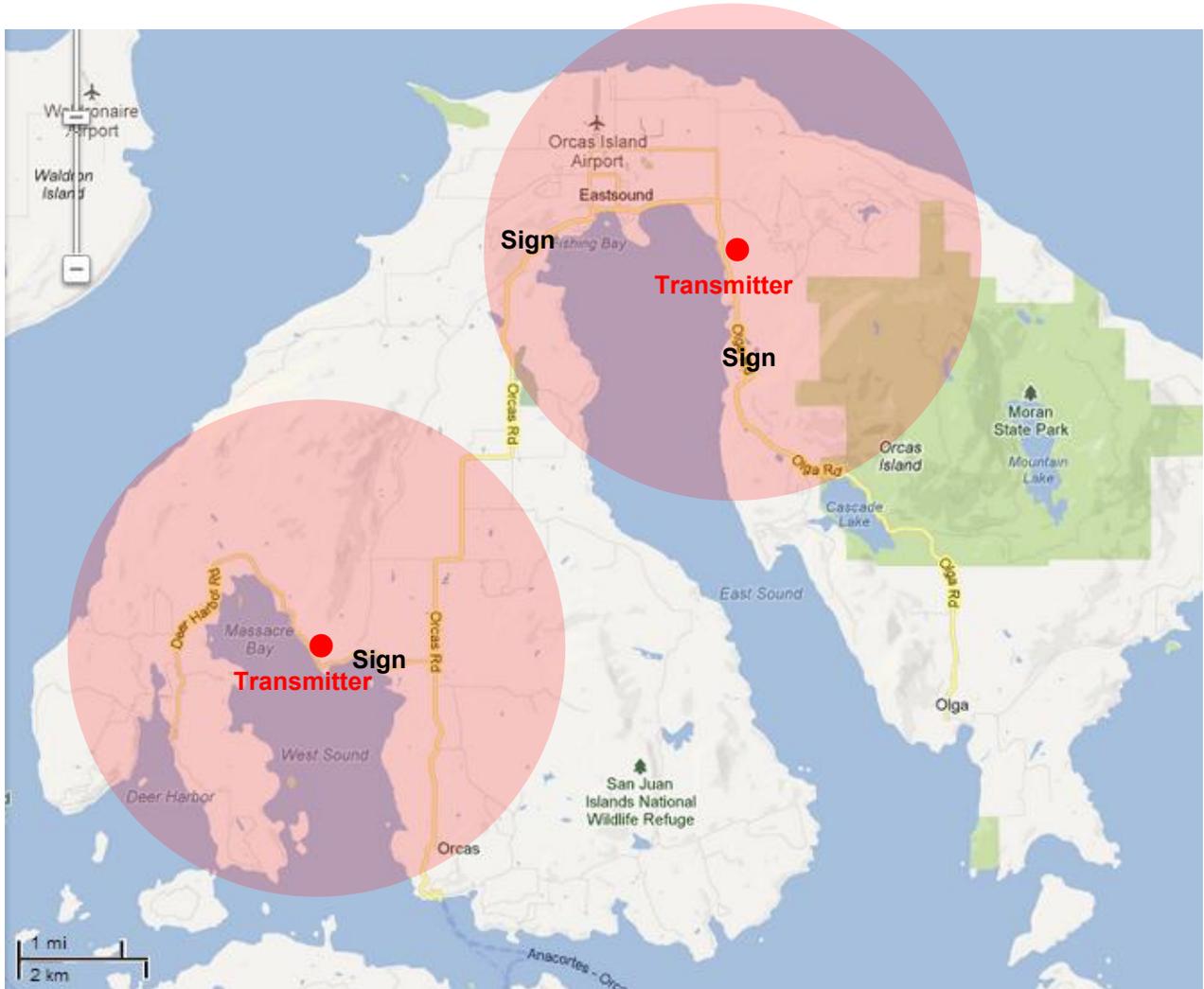
The photo below shows the proposed terminal improvements for Orcas Island.



1. Signs for terminal radio (“tune in to AM...”)
2. Replace existing lane assignment sign (with one that can be modified)
3. Camera on transfer span to count vehicles loaded
4. Wireless access point
5. New tollbooth
6. Web cameras
7. Remove landscaping
8. Manual gate to secure holding area

## Proposed HART Locations

The map of Orcas Island below shows prospective locations for HART transmitters and signage.



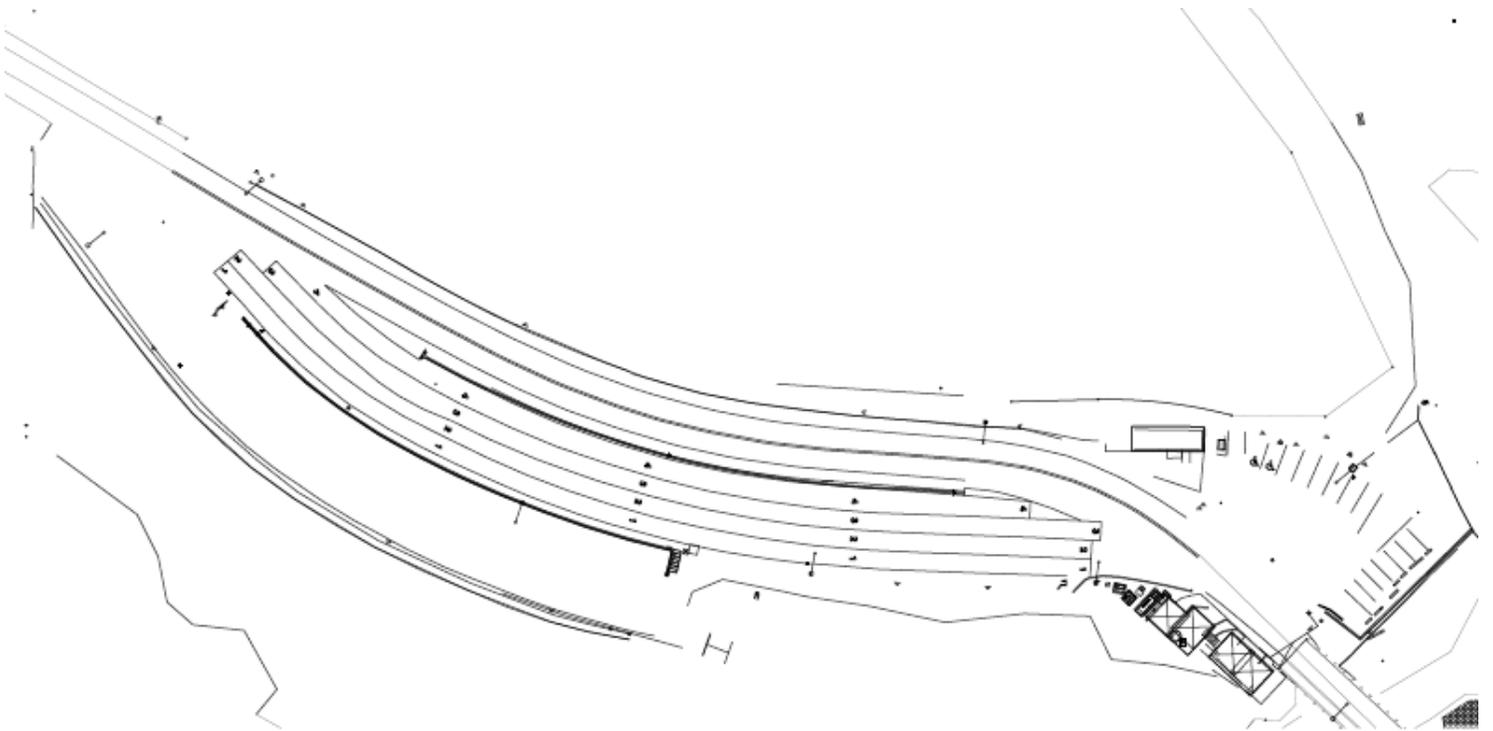
## LOPEZ

Given limited terminal holding area, fewer overloaded sailings, and potential staffing impacts of reservations, WSF is still assessing feasibility of reservations on eastbound from Lopez Island.

Lopez has space available for 33 reservations. When traffic lines up outside the terminal area, reservation-holders would be directed to proceed ahead to the main holding area. The non-reserved drive-up traffic will stage along the county roadway as it does currently.

### Holding Capacity:

- 4 lanes, 76 spaces
- Capacity for reservations: 2 lanes, 33 spaces. This includes all of lane 1 (24 spaces) and a portion of lane 2 (9 spaces). The remainder of lane 2 is required for traffic sorting of overheight vehicles. Lanes 3 and 4 are dedicated to inter-island traffic



## Proposed Terminal Improvements

The photo below shows the proposed terminal improvements for Lopez Island with reservations.



1. Signs for terminal radio (“tune in to AM...”)
2. Replace existing lane assignment sign
3. Camera on transfer span to count vehicles loaded
4. Wireless access point **OR** Tollbooth
5. Web cameras (2 pointed in opposite directions to view terminal holding and shoulder holding)

**Proposed HART Locations**

The map of Lopez Island below shows prospective locations for HART transmitters and signage.

