

11. SEATTLE–BREMERTON PASSENGER-ONLY

The passenger-only route was implemented to serve pedestrian travelers between Seattle and Bremerton. In 1999 PM peak period service was served by the Chinook, the first of a high speed class of passenger-only vessels, providing a running time half that of the auto ferry at about 30 minutes. Many riders choose the passenger-only service, particularly during the PM peak period, to take advantage of this significant time savings. At other times, the passenger-only route may be served by either the Chinook or the Kalama. With a running time of 50 minutes, this latter vessel does not provide a significant time savings over the auto ferry, and therefore at those times most foot passengers board whichever ferry departs soonest or best meets their schedule. The route covers 13.5 nautical miles from Bremerton through Rich Passage and across Puget Sound to Seattle's Elliot Bay. On average, this route serves 2,330 daily riders; during the month of May 1999 when the survey was conducted, the route averaged 2,455 daily riders.

Key trip making information and geographic travel patterns for patrons of this route are presented herein. Additional route-specific survey tabulations and results for all three survey periods, including ferry user demographic information, can be found in Appendix B.

11.1 TRIP MAKING INFORMATION

11.1.1 Weekday Trip Statistics

Weekday trip statistics presented here are grouped into three topics:

- Trip purpose and usage frequency;
- Travel modes and round-trip patterns; and
- Desired transit improvements.

The focus of these results is primarily on the PM peak survey period, contrasting the peak results to the PM non-peak period for key items such as trip purpose and wait times.

Trip Purpose

Trip purpose and frequency of use distribution information for the weekday PM peak period is summarized in Table 11-1. During this time period, this route is very commuter-oriented, with approximately 93% of trips being made for work/school/business related purposes. This is a significant increase from approximately 77% in 1993. Additionally, almost 61% of work/school/business riders and over 57% of all riders indicated that they made 10 or more rides in the past 7 days.

Table 11-2 shows trip purpose and frequency of use distribution for the weekday PM non-peak period. Approximately 80% of trips during this survey period were work/school/business related, a decrease from the weekday PM peak period but still higher than the PM peak period in 1993. In terms of frequency of use, the dominant group is passengers with 10 or more rides in the past 7 days. This applies to riders with a

work/school/business related trip purpose as well as all trip purposes.

**Table 11-1
Trip Purpose and Frequency of Use Distribution
Seattle-Bremerton Passenger-Only – Weekday PM Peak Period**

<i>Frequency of Use / Trip Purpose</i>	<i>Work/School/ Business Related</i>	<i>Medical Appt./ Personal Business/ Other</i>	<i>Social/ Recreational/ Shopping/ Sight-seeing</i>	<i>All Trip Purposes</i>	<i>Expanded Ridership Total</i>
1st Ride in Past 7 Days*	2.6%	0.0%	13.7%	3.1%	40
2 to 5 Rides in Past 7 Days	7.3%	49.4%	54.1%	10.5%	135
6 to 9 Rides in Past 7 Days	18.9%	29.9%	4.6%	18.4%	236
10 or More Rides in Past 7 Days	60.9%	10.3%	13.9%	57.4%	734
No Answer	10.3%	10.3%	13.7%	10.5%	134
Totals	100.0%	100.0%	100.0%	100.0%	1,277
Overall Trip Purpose Distribution	92.9%	2.2%	4.9%	100.0%	
Expanded Ridership	1,186	28	63	1,277	

* 1st Ride in Past 7 Days includes passengers who answered: 1st ride in past year and 1st ride ever.

**Table 11-2
Trip Purpose and Frequency of Use Distribution
Seattle-Bremerton Passenger-Only – Weekday PM Non-Peak Period**

<i>Frequency of Use / Trip Purpose</i>	<i>Work/School/ Business Related</i>	<i>Medical Appt./ Personal Business/ Other</i>	<i>Social/ Recreational/ Shopping/ Sight-seeing</i>	<i>All Trip Purposes</i>	<i>Expanded Ridership Total</i>
1st Ride in Past 7 Days*	5.3%	17.6%	29.7%	9.0%	54
2 to 5 Rides in Past 7 Days	17.8%	23.7%	40.3%	20.7%	123
6 to 9 Rides in Past 7 Days	20.5%	11.9%	5.0%	18.1%	108
10 or More Rides in Past 7 Days	44.4%	35.2%	5.0%	39.4%	234
No Answer	11.9%	11.7%	20.0%	12.8%	76
Totals	100.0%	100.0%	100.0%	100.0%	595
Overall Trip Purpose Distribution	80.3%	9.1%	10.7%	100.0%	
Expanded Ridership	478	54	63	595	

* 1st Ride in Past 7 Days includes passengers who answered: 1st ride in past year and 1st ride ever.

Table 11-3 shows trip origin and destination types by direction for the weekday PM peak period. Approximately 82% of all trips made during this survey period were westbound, an increase from approximately 71% in 1993. This increase is similar to that seen on the Seattle-Bremerton auto ferry. The dominant group of origin types for both the eastbound and westbound directions was work/school, with approximately 59% in the eastbound direction, 92% in the westbound direction, and 86% for both directions. Similar to the auto ferry, the destination types were more concentrated in the westbound direction (96% home) than in the eastbound direction (61% home). This route is becoming more uni-directional during peak commute times. Over 81% of PM peak period trips are westbound, up from 71% in 1993.

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**Table 11-3
Trip Origin and Destination Types by Direction
Seattle-Bremerton Passenger-Only – Weekday PM Peak Period**

<i>Origin & Destination Types</i>		<i>Destination Shares Across All Origins:</i>			<i>Expanded Ridership Total</i>
<i>Origin Place</i>	<i>Destination Place</i>	<i>Eastbound Trips</i>	<i>Westbound Trips</i>	<i>Both Directions</i>	
Home	Home	0.0%	0.3%	0.2%	3
	Work/School	13.6%	0.3%	2.7%	35
	Other	11.1%	0.5%	2.5%	32
Work/School	Home	51.9%	89.7%	82.7%	1,056
	Work/School	3.7%	0.3%	0.9%	11
	Other	3.7%	1.9%	2.2%	28
Other	Home	8.6%	5.8%	6.3%	81
	Work/School	1.2%	0.0%	0.2%	3
	Other	6.2%	1.3%	2.2%	28
Totals		100.0%	100.0%	100.0%	1,277
Travel Direction Distribution		18.5%	81.5%	100.0%	
Expanded Ridership		236	1,041	1,277	

Travel Modes and Round-Trip Patterns

Table 11-4 summarizes responses to questions regarding round-trip patterns and methods for the PM peak period. Approximately 92% of survey period ridership was on the second half of a round-trip, an increase from 84% on the auto ferry. Of that group, approximately 90% were using the same ferry route as in the first part of their round-trip, also an increase from 78% on the auto ferry. Of those who were on the first part of a round-trip, approximately 88% said that they would use the same ferry route on their return trip, an increase from 66% on the auto ferry.

Table 11-4
Round-Trip Patterns and Methods
Seattle-Bremerton Passenger-Only – Weekday PM Peak Period

<i>Round-Trip Segment & Method / Time</i>	<i>Today</i>	<i>Some Other Day</i>	<i>No Answer</i>	<i>Expanded Ridership</i>
Declared Initial Trip (Reported on 2nd Half of Round-Trip)				91.9%
Same Ferry Route	78.7%	1.2%	9.7%	1052
Not Using Ferry System	0.5%	0.2%	0.0%	9
Different Ferry Route	4.7%	0.0%	0.2%	58
No Answer	3.5%	0.2%	0.9%	56
<i>Total Declared Initial Trip</i>	<i>87.4%</i>	<i>1.7%</i>	<i>10.9%</i>	<i>1174</i>
Expected Return Trip (Reported on 1st Half of Round-Trip)				7.2%
Same Ferry Route	75.3%	6.2%	6.2%	80
Not Using Ferry System	6.3%	0.0%	0.0%	6
Different Ferry Route	0.0%	0.0%	0.0%	0
No Answer	3.0%	3.0%	0.0%	6
<i>Total Expected Return Trip</i>	<i>84.7%</i>	<i>9.2%</i>	<i>6.2%</i>	<i>92</i>
No Answer (Did Not Report Round-Trip Status)				0.9%
<i>No Answer</i>			<i>100.0%</i>	<i>11</i>
Expanded Ridership Total	1,104	28	144	1,277

Access, boarding, and egress mode for the weekday PM peak period are summarized in Table 11-5. Access and egress mode shares and boarding mode distributions from the 1993 survey were modified to approximate 1999 Travel Survey methods and data collection procedures for comparison purposes. However, the 1993 results are not directly comparable to the expanded survey results based upon the data collected in 1999. Please see Section 3.5.2 in Chapter 3 for a detailed explanation of these procedures. These modified percentages, can nonetheless be used for generalized comparisons, as presented in the following discussion.

Approximately 55% of the survey period ridership accessed the ferry terminal as pedestrians or on bicycle, an increase from 49% on the auto ferry. In contrast, only 18% egressed from the terminal as pedestrians or on bicycle. As with the auto ferry, this reflects the dominance of westbound trips in the PM peak period.

As previously noted, the 1993 and 1999 data for access and egress modes can only be generally compared as access and egress information was collected for all boarding modes in 1993, while in 1999 it was collected just for those who boarded as walk-on passengers. Kitsap Transit has had significant increases in transit service since 1993 and a higher utilization of bus services was observed for the 1999 data, which may be attributed to the increase in transit services. Specifically, in 1993, approximately 12% of the PM peak period passengers accessed the ferry terminal using the bus, while in 1999 approximately 23% of the passengers utilized the bus. A similar pattern was observed with a shift in the egress

mode. In 1993 approximately 8% of the passengers used a bus or shuttle to depart from the ferry terminal while in 1999 approximately 33% of the passengers utilized a bus or shuttle. Surprisingly, a higher percent of passengers accessed (66%) and egressed (39%) the ferry terminal as a pedestrian or bicyclist in 1993 than in 1999 with 55% accessing and 18% egressing the terminal as a pedestrian or bicyclist. The increased bus ridership is a likely result of this trend.

Table 11-5
Access Mode to Ferry – Boarding Method – Egress Mode from Ferry
Seattle-Bremerton Passenger-Only – Weekday PM Peak Period

<i>Access Mode to Ferry Terminal</i>	<i>Percent Distrib.</i>	<i>Boarding Method</i>	<i>Percent Distrib.</i>	<i>Mode Shares</i>	<i>Egress Mode from Ferry Terminal</i>	<i>Percent Distrib.</i>
Pedestrian/Bicycle	55.1%	Walked-On		100.0%	Pedestrian/Bicycle	17.8%
By Vehicle*	21.8%	Pedestrian	96.5%		By Vehicle*	49.6%
By Bus or Shuttle	23.2%	Pedestrian w/ Bicycle	3.5%		By Bus or Shuttle	32.6%
Total	100.0%	Total	100.0%		Total	100.0%
In-Vehicle	N/A	In-Vehicle		N/A	In-Vehicle	N/A
		Total		100.0%		
		Expanded Ridership Total		1,277		

* includes motorcycles

Table 11-6 summarizes the distribution of waiting times for the weekday PM peak period. The time savings advantage of the passenger-only ferry is immediately made apparent by the increased waiting time that was experienced on this route versus the auto ferry. While approximately 44% of walk-on passengers on the auto ferry waited zero to 10 minutes in the weekday PM peak period, only 27% of riders on the passenger-only ferry waited for the same range of time. In other words, while approximately 56% of walk-on passengers waited more than 10 minutes for a ride on the auto ferry, 69% of the passenger-only riders (with 4% not answering) were willing to wait more than 10 minutes, indicating the significance of the 30-minute time savings experienced by taking the speedier Chinook class passenger-only service.

Table 11-6
Wait Time Distribution by Boarding Method
Seattle-Bremerton Passenger-Only – Weekday PM Peak Period

<i>Wait Time Category / Boarding Method</i>	<i>Walk Board (Pedestrian & Bicycle)</i>	<i>Vehicle Board (Driver & Passenger)</i>	<i>Expanded Ridership Total</i>
Zero to 10 Minutes	26.8%	NA	343
11 to 30 Minutes	56.4%	NA	721
31 to 60 Minutes	12.5%	NA	160
61 to 90 Minutes	0.0%	NA	0
More Than 90 Minutes	0.2%	NA	3
No Answer	4.0%	NA	51
Totals	100.0%	NA	
Expanded Ridership	1277	NA	1277

Table 11-7 shows the distribution of wait times for the weekday PM non-peak period. During the non-peak period, a higher percentage of passengers waited for a shorter amount of time than during the peak period. Approximately 58% waited from zero to 10 minutes, versus 27% during the peak period. This is also a greater percentage than on the auto ferry during the non-peak period, in which 42% of passengers waited zero to 10 minutes.

Table 11-7
Wait Time Distribution by Boarding Method
Seattle-Bremerton Passenger-Only – Weekday PM Non-Peak Period

<i>Wait Time Category / Boarding Method</i>	<i>Walk Board (Pedestrian & Bicycle)</i>	<i>Vehicle Board (Driver & Passenger)</i>	<i>Expanded Ridership Total</i>
Zero to 10 Minutes	57.8%	NA	344
11 to 30 Minutes	29.9%	NA	178
31 to 60 Minutes	4.3%	NA	25
61 to 90 Minutes	0.5%	NA	3
More Than 90 Minutes	0.0%	NA	0
No Answer	7.4%	NA	44
Totals	100.0%	0.0%	
Expanded Ridership	595	NA	595

Table 11-8 summarizes parking statistics for passenger-only ferry riders in the weekday PM peak period. Approximately 12% of passengers parked on both sides, suggesting that they had two cars, one on each side. The greatest percentage of walk-on riders (44%) did not park on either side, indicating likely use of transit or a drop-off and/or pick-up by another person.

Table 11-8
Walk-Board Passenger Parking Statistics
Seattle-Bremerton Passenger-Only – Weekday PM Peak Period

<i>Reported Parking Characteristics</i>	<i>Expanded Ridership</i>	<i>Percent of Total</i>	<i>Average Total Parking Paid*</i>
Used Paid Parking on Both Sides	69	5.4%	\$6.55
Used Paid Parking One Side & Free Parking Other Side	39	3.0%	\$2.45
Used Free Parking on Both Sides	41	3.2%	\$0.00
Paid Parking One Side & Did Not Park Other Side or Insufficient Information	353	27.6%	\$3.34
Free Parking One Side & Did Not Park Other Side or Insufficient Information	214	16.8%	\$0.00
Did Not Park on Either Side or Insufficient Parking Information	561	43.9%	NA
Totals	1,277	100.0%	

*Only surveys with a reported dollar amount paid for parking were included in the average cost calculation (those with free parking were excluded).

Desired Transit Improvements

Table 11-9 and Table 11-10 list those transit improvements wanted by riders during the weekday PM peak and non-peak periods, respectively. Similar to the auto ferry, both tables show that the most common response is for service within two blocks of the trip origin or destination. The remainder of the responses were spread relatively evenly between service at both ends of the route, a seamless connection between ferry and bus, employer paid or subsidized bus pass, and more park and ride lots/spaces available. The most frequent write-in comment was more passenger-only service for the weekday PM peak period and free or lower park and ride parking fees for the non-peak period.

Table 11-9
Transit Improvements Desired
Seattle-Bremerton Passenger-Only – Weekday PM Peak Period

<i>Transit Improvement</i>	<i>Distribution</i>	<i>Expanded Ridership</i>
Service within 2 Blocks of Origin or Destination	29.5%	376
Service at Both Ends of Ferry Route	10.1%	128
Seamless Connection between Ferry & Bus	16.3%	208
Employer Paid or Subsidized Bus Pass	11.7%	150
More Park & Ride Lots/Spaces Available	8.4%	108
None of the Above/No Answer	17.3%	221
<i>Frequent Write-In Comments</i>		
More Passenger Only Service	2.9%	37
Lower Park & Ride Parking Fees/Free	2.1%	27
More Park & Ride Information	0.6%	8
"Other" Comments	1.0%	13
Totals	100.0%	1,277

Table 11-10
Transit Improvements Desired
Seattle-Bremerton Passenger-Only – Weekday PM Non-Peak Period

<i>Transit Improvement</i>	<i>Distribution</i>	<i>Expanded Ridership</i>
Service within 2 Blocks of Origin or Destination	23.8%	142
Service at Both Ends of Ferry Route	14.2%	84
Seamless Connection between Ferry & Bus	11.5%	69
Employer Paid or Subsidized Bus Pass	9.1%	54
More Park & Ride Lots/Spaces Available	15.9%	95
None of the Above/No Answer	14.9%	89
<i>Frequent Write-In Comments</i>		
More Passenger Only Service	2.9%	17
Lower Park & Ride Parking Fees/Free	4.7%	28
More Park & Ride Information	1.6%	9
"Other" Comments	1.3%	8
Totals	100.0%	595

11.1.2 Sunday Trip Statistics

Sunday trip statistics presented here are grouped into two categories:

- Trip purpose and usage frequency; and
- Travel modes and round-trip patterns.

Trip Purpose

Table 11-11 summarizes the distribution of trip purpose and frequency of use for the Sunday survey period. In contrast with the weekday PM peak and non-peak periods, the majority of respondents in the Sunday survey period had a trip purpose of social/recreational/shopping/sightseeing (71%). This contrast between weekday and Sunday is consistent with the auto ferry as well as with results from the 1993 survey. In terms of frequency of use, the dominant group is those with the 1st ride in the past 7 days (48%). Both in terms of trip purpose and frequency of use, when compared with respondents on the auto ferry, a higher percentage of respondents on the passenger-only ferry used it for recreational purposes and were using it for the first time.

Table 11-11
Trip Purpose and Frequency of Use Distribution
Seattle-Bremerton Passenger-Only – Sunday Survey Period

<i>Frequency of Use / Trip Purpose</i>	<i>Work/School/ Business Related</i>	<i>Medical Appt./ Personal Business/ Other</i>	<i>Social/ Recreational/ Shopping/ Sight-seeing</i>	<i>All Trip Purposes</i>	<i>Usable Responses</i>
1st Ride in Past 7 Days*	12.5%	75.0%	53.3%	47.6%	20
2 to 5 Rides in Past 7 Days	12.5%	25.0%	26.7%	23.8%	10
6 to 9 Rides in Past 7 Days	37.5%	0.0%	3.3%	9.5%	4
10 or More Rides in Past 7 Days	25.0%	0.0%	3.3%	7.1%	3
No Answer	12.5%	0.0%	13.3%	11.9%	5
Totals	100.0%	100.0%	100.0%	100.0%	42
Overall Trip Purpose Distribution	19.0%	9.5%	71.4%	100.0%	
Usable Responses	8	4	30	42	

* 1st Ride in Past 7 Days includes passengers who answered: 1st ride in past year and 1st ride ever.

Travel Modes and Round-Trip Patterns

Table 11-12 shows round-trip patterns and methods for the Sunday survey period. In contrast with the weekday PM peak period, those respondents indicating that they are on the first versus and second half of a round-trip are much more balanced. This is similar to the auto ferry. Of those who were on the first part of a round-trip, approximately 90% said that they would use the same ferry route on their return trip. Of those who were on the second part of a round-trip, approximately 70% were using the same ferry as on the first part of their trip.

Table 11-12
Round-Trip Patterns and Methods
Seattle-Bremerton Passenger-Only – Sunday Survey Period

<i>Round-Trip Segment & Method / Time</i>	<i>Today</i>	<i>Some Other Day</i>	<i>No Answer</i>	<i>Usable Responses</i>
Declared Initial Trip (Reported on 2nd Half of Round-Trip)				47.6%
Same Ferry Route	30.0%	30.0%	10.0%	14
Not Using Ferry System	0.0%	0.0%	0.0%	0
Different Ferry Route	10.0%	0.0%	10.0%	4
No Answer	5.0%	5.0%	0.0%	2
<i>Total Declared Initial Trip</i>	<i>45.0%</i>	<i>35.0%</i>	<i>20.0%</i>	<i>20</i>
Expected Return Trip (Reported on 1st Half of Round-Trip)				47.6%
Same Ferry Route	85.0%	0.0%	5.0%	18
Not Using Ferry System	0.0%	0.0%	0.0%	0
Different Ferry Route	0.0%	0.0%	0.0%	0
No Answer	10.0%	0.0%	0.0%	2
<i>Total Expected Return Trip</i>	<i>95.0%</i>	<i>0.0%</i>	<i>5.0%</i>	<i>20</i>
No Answer (Did Not Report Round-Trip Status)				4.8%
<i>No Answer</i>			<i>100.0%</i>	<i>2</i>
Usable Responses	28	7	7	42

Table 11-3 shows the distribution of waiting times for the Sunday survey period. Similar to the weekday PM peak period, a higher percentage of riders on the passenger-only ferry waited more than 10 minutes than on the auto ferry (approximately 64% versus 58%). These percentages are close enough, however, that this should not necessarily serve as indication of a preference for the passenger-only ferry.

Table 11-13
Wait Time Distribution by Boarding Method
Seattle-Bremerton Passenger-Only – Sunday Survey Period

<i>Wait Time Distribution / Boarding Method</i>	<i>Walk Board (Pedestrian & Bicycle)</i>	<i>Vehicle Board (Driver & Passenger)</i>	<i>Usable Responses</i>
Zero to 10 Minutes	35.7%	NA	15
11 to 30 Minutes	42.9%	NA	18
31 to 60 Minutes	16.7%	NA	7
61 to 90 Minutes	2.4%	NA	1
More Than 90 Minutes	2.4%	NA	1
No Answer	0.0%	NA	0
Totals	100.0%	0.0%	
Usable Responses	42	NA	42

11.2 GEOGRAPHIC TRAVEL PATTERNS

This section provides tables and map figures which present the locations for ferry user trip origins and destinations. Of key interest for updating the WSF travel demand forecasting model are the PM peak period origin-destination (O-D) trip tables by travel direction, presented as expanded PM peak ridership volumes and distributions for walk-on passengers. Similar O-D trip tables presenting unexpanded Sunday survey period distributions are also provided. Complementing the PM peak and Sunday trip tables are two sets of map figures. The first set shows the geographic flows of origins and destinations, including route district percentage distributions, for all trips by direction. The second set of maps illustrates the directional densities of trip origins and destinations.

11.2.1 Weekday PM Peak Period Trip Patterns

Table 11-14 shows origin-destination information for all boarding modes in the westbound direction of travel for the weekday PM peak period. The percentage of riders traveling from the Seattle CBD during the PM peak period increased from approximately 55% in 1993 to 70% in 1999. The percentage of origin locations in the Seattle CBD is also higher for the passenger-only ferry than for the auto ferry (53%). The majority of destination locations continued to be in Greater Bremerton and other parts of Central Kitsap County. Westbound origin and destination information is shown graphically in Figure 11-1.

Table 11-15 shows origin-destination information for all boarding modes in the eastbound direction of travel for the PM peak period. Similar to 1993, the percentage of peak period riders traveling to the Seattle CBD was approximately 28%. The percentage of passenger-only riders traveling to the Seattle CBD was more than twice that of percentage on the auto ferry (13%). The majority of origin locations continued to be in the Greater Bremerton (with

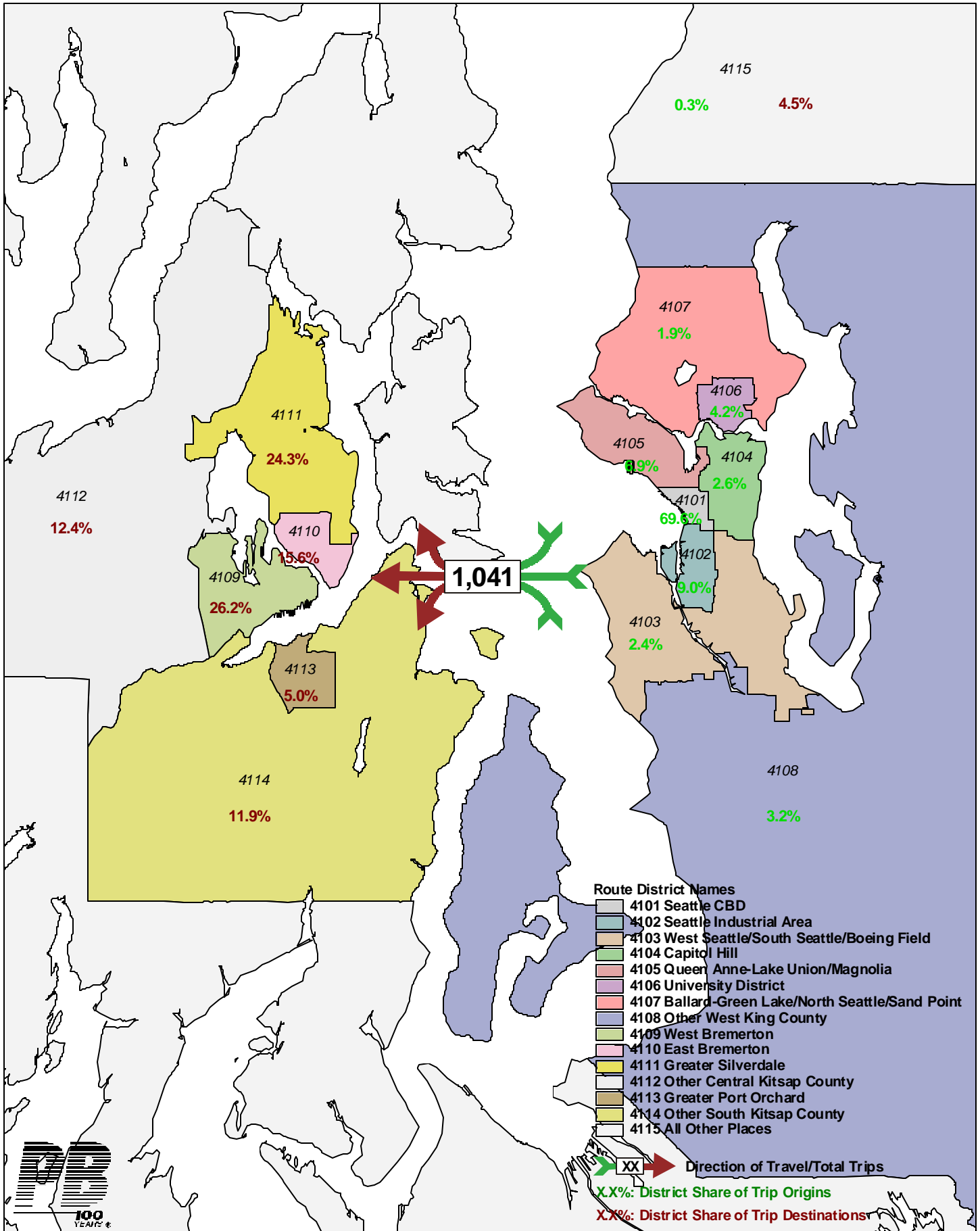
over 75%) district and other parts of the Central Kitsap County district. Figure 11-2 graphically represents the origins and destinations for the eastbound direction during the PM peak period.

Weekday PM peak period origin and destination locations for the westbound and eastbound directions are shown in Figure 11-3 and Figure 11-4, respectively.

**Table 11-14
Seattle-Bremerton Passenger-Only O-D Trip Table
Weekday PM Peak Period – Westbound**

ORIGIN	DESTINATION								Origin Totals	Origin Shares
		West Bremerton	East Bremerton	Greater Silverdale	Other Central Kitsap County	Greater Port Orchard	Other South Kitsap County	All Other Places		
		4109	4110	4111	4112	4113	4114	4115		
Seattle CBD	4101	168	105	179	102	33	105	33	724	69.6%
Seattle Industrial Area	4102	41	17	19	3	6	3	6	94	9.0%
West Seattle/South Seattle/Boeing Field	4103	8		6	8	3			25	2.4%
Capitol Hill	4104	14		6	3	3	3		28	2.6%
Queen Anne-Lake Union/Magnolia	4105	19	17	17	3	6	6	6	72	6.9%
University District	4106	14	6	19	6				44	4.2%
Ballard-Green Lake/North Seattle/Sand Point	4107	3	6	6			3	3	19	1.9%
Other West King County	4108	6	11	3	6	3	6		33	3.2%
All Other Places	4115		3						3	0.3%
Destination Totals		273	162	253	129	52	124	47	1,041	100.0%
Destination Shares		26.2%	15.6%	24.3%	12.4%	5.0%	11.9%	4.5%	100.0%	

**Figure 11-1
Seattle - Bremerton (Passenger Only) Westbound PM Peak Trips**



**Table 11-15
Seattle-Bremerton Passenger-Only O-D Trip Table
Weekday PM Peak Period – Eastbound**

ORIGIN	DESTINATION	DESTINATION									Origin Totals	Origin Shares
		Seattle CBD 4101	Seattle Industrial Area 4102	West Seattle/South Seattle/Boeing Field 4103	Capitol Hill 4104	Queen Anne-Lake Union/Magnolia 4105	University District 4106	Ballard-Green Lake/North Seattle/Sand Point 4107	Other West King County 4108	All Other Places 4115		
West Bremerton	4109	12	6	15	12	6	9	44	26	38	166	70.4%
East Bremerton	4110	15									15	6.2%
Greater Silverdale	4111	20			3		3				26	11.1%
Other Central Kitsap County	4112	6	3								9	3.7%
Greater Port Orchard	4113	6									6	2.5%
Other South Kitsap County	4114	9						6			15	6.2%
Destination Totals		67	9	15	15	6	12	50	26	38	236	100.0%
Destination Shares		28.4%	3.7%	6.2%	6.2%	2.5%	4.9%	21.0%	11.1%	16.0%	100.0%	

**Figure 11-2
Seattle - Bremerton (Passenger Only) Eastbound PM Peak Trips**

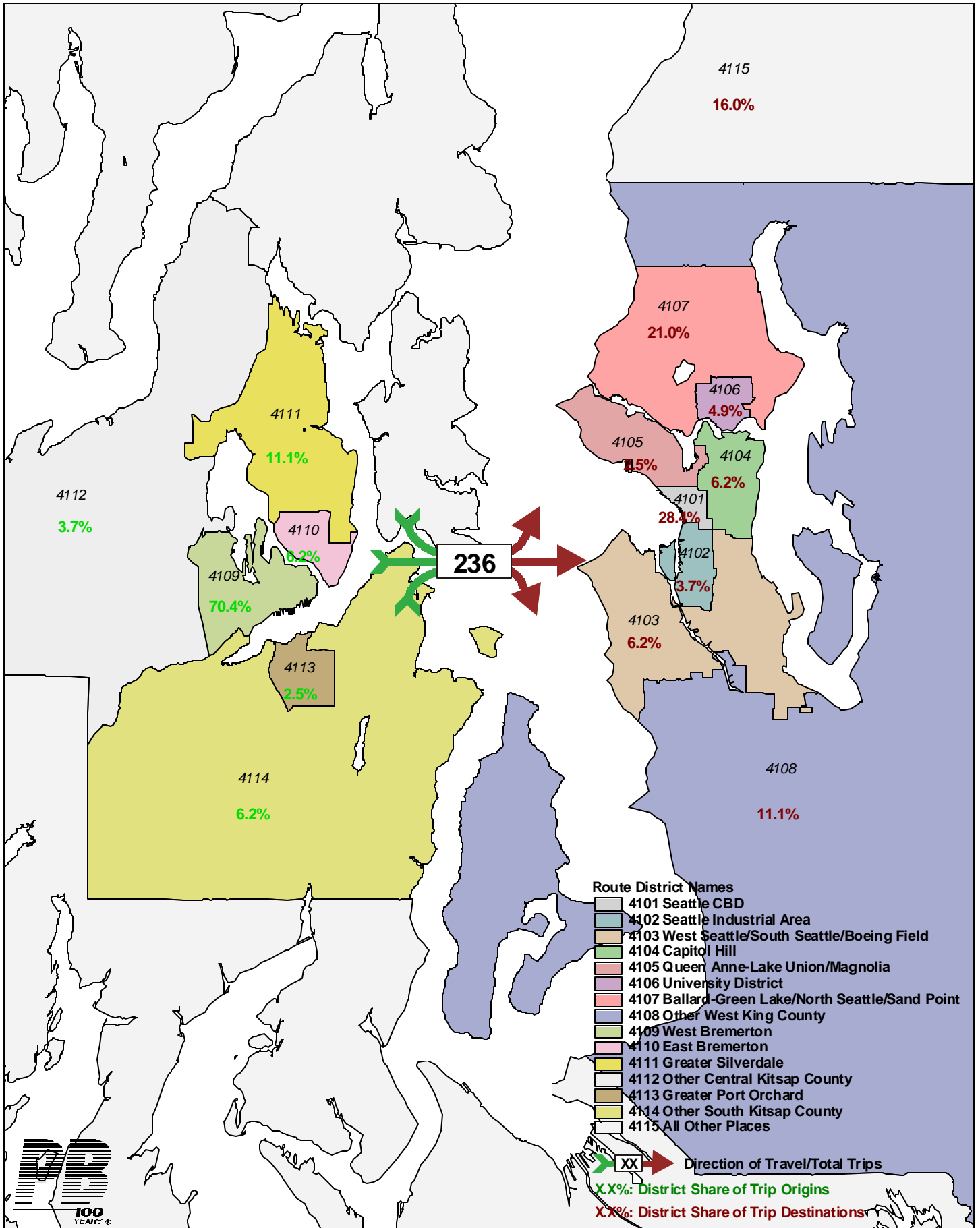


Figure 11-3
Seattle - Bremerton (Passenger Only) Westbound PM Peak Period
Trip Origins & Destinations

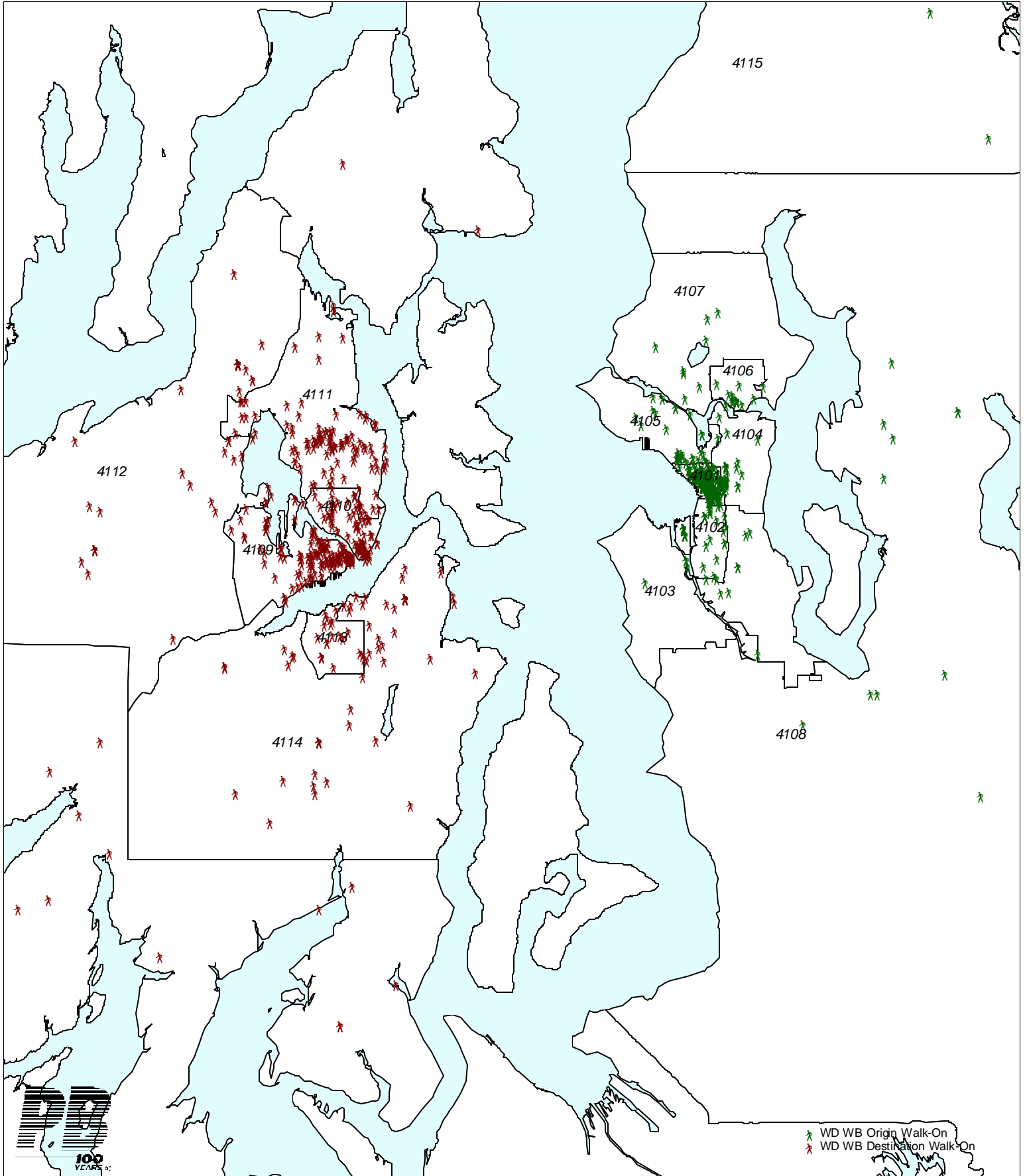
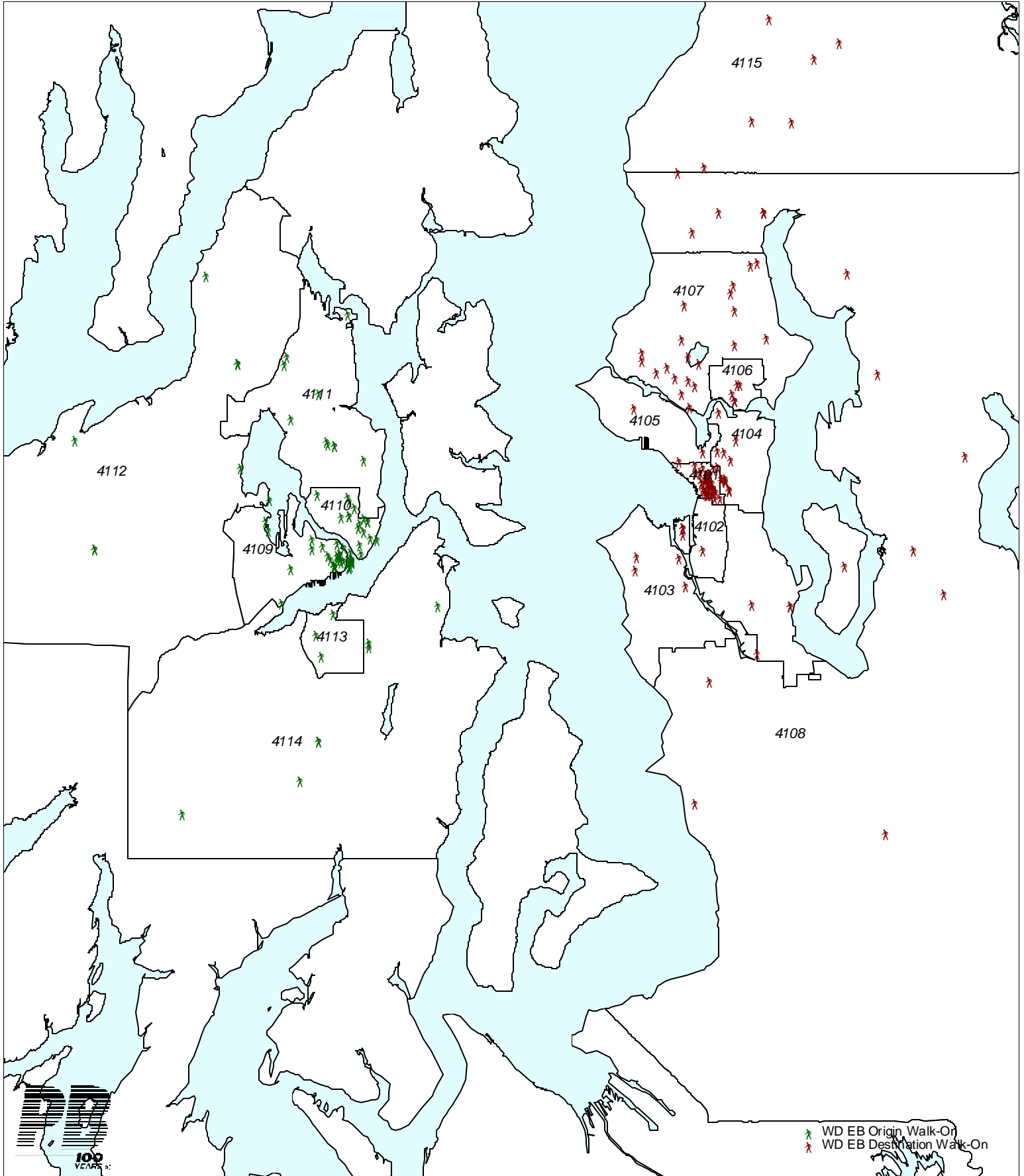


Figure 11-4
Seattle - Bremerton (Passenger Only) Eastbound PM Peak Period
Trip Origins & Destinations



11.2.2 Sunday Survey Period Trip Patterns

Table 11-16 shows origin and destination information for the westbound direction during the Sunday survey period. Results are shown graphically in Figure 11-5. As one would expect with Sunday travel, westbound origin locations are less concentrated than during the weekday PM peak period, with only approximately 47% of origins located in the Seattle CBD versus 70% during the weekday PM peak period. As on the weekday, however, origins for the passenger-only ferry are still more concentrated in the Seattle CBD than for the auto ferry (16% Seattle CBD). Destination locations for the passenger-only ferry during the Sunday survey period are similar to those in the weekday PM peak period, with the majority located in the Greater Bremerton area and other parts of Central Kitsap County.

Origin and destination information for the eastbound direction is summarized in Table 11-17 and represented graphically in Figure 11-6 for the Sunday survey period. As one might expect, origin locations are less concentrated in the Sunday survey period, with only 21% of origins located in the West Bremerton district versus 70% in the weekday PM peak period. Destination locations for the Sunday survey period are similar to those in the weekday PM peak period, with only a slight increase in the percentage of destinations located in the Seattle CBD, from 28% to 37%. This is significantly higher than the auto ferry, for which only 11% of the destinations are located in the Seattle CBD. The origin and destination distributions for both directions in 1999 are generally similar to those for 1993.

Origin and destination locations by boarding mode are shown for the westbound and eastbound directions in Figure 11-7 and Figure 11-8, respectively.

Table 11-16
Seattle-Bremerton Passenger-Only O-D Trip Table
Sunday Survey Period – Westbound

ORIGIN	DESTINATION	West Bremerton	East Bremerton	Greater Silverdale	Other Central Kitsap County	Other South Kitsap County	Origin Shares
		4109	4110	4111	4112	4114	
Seattle CBD	4101		21.1%	15.8%	10.5%		47.4%
Capitol Hill	4104		5.3%				5.3%
Queen Anne-Lake Union/Magnolia	4105	5.3%					5.3%
University District	4106	5.3%					5.3%
Other West King County	4108				5.3%		5.3%
All Other Places	4115	21.1%				10.5%	31.6%
Destination Shares		31.6%	26.3%	15.8%	15.8%	10.5%	100.0%

**Figure 11-5
Seattle - Bremerton (Passenger Only) Westbound Sunday Survey Period Trips**

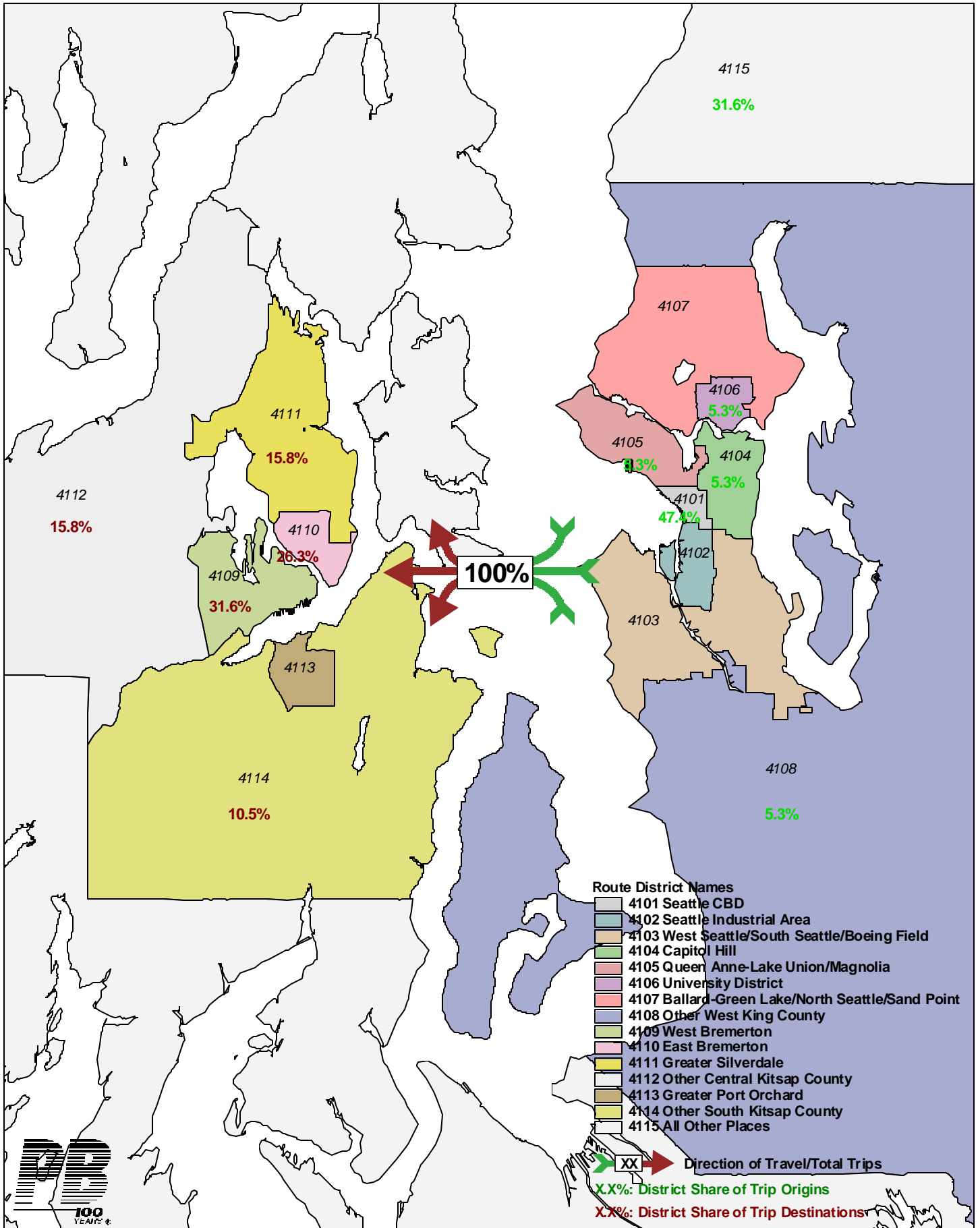
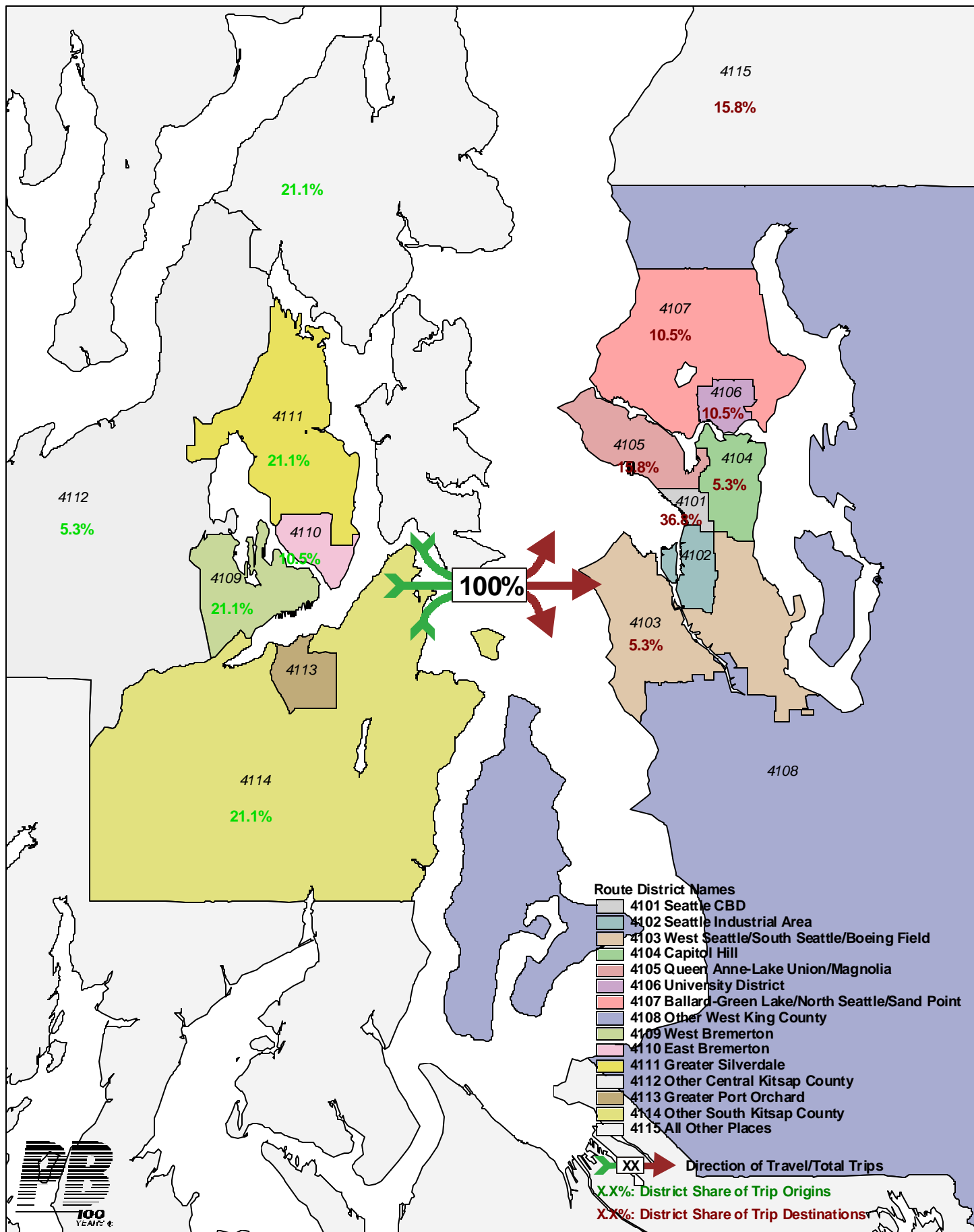


Table 11-17
Seattle-Bremerton Passenger-Only O-D Trip Table
Sunday Survey Period – Eastbound

ORIGIN	DESTINATION	Seattle CBD	West Seattle/South Seattle/Boeing Field	Capitol Hill	Queen Anne-Lake Union/Magnolia	University District	Ballard-Green Lake/North Seattle/Sand Point	All Other Places	Origin Shares
		4101	4103	4104	4105	4106	4107	4115	
West Bremerton	4109	5.3%		5.3%			5.3%	5.3%	21.1%
East Bremerton	4110	10.5%							10.5%
Greater Silverdale	4111	10.5%				5.3%	5.3%		21.1%
Other Central Kitsap County	4112	5.3%							5.3%
Other South Kitsap County	4114	5.3%			15.8%				21.1%
All Other Places	4115		5.3%			5.3%		10.5%	21.1%
Destination Shares		36.8%	5.3%	5.3%	15.8%	10.5%	10.5%	15.8%	100.0%

**Figure 11-6
Seattle - Bremerton (Passenger Only) Eastbound Sunday Survey Period Trips**



**Figure 11-7
Seattle - Bremerton (Passenger Only) Westbound Sunday Survey Period
Trip Origins & Destinations**

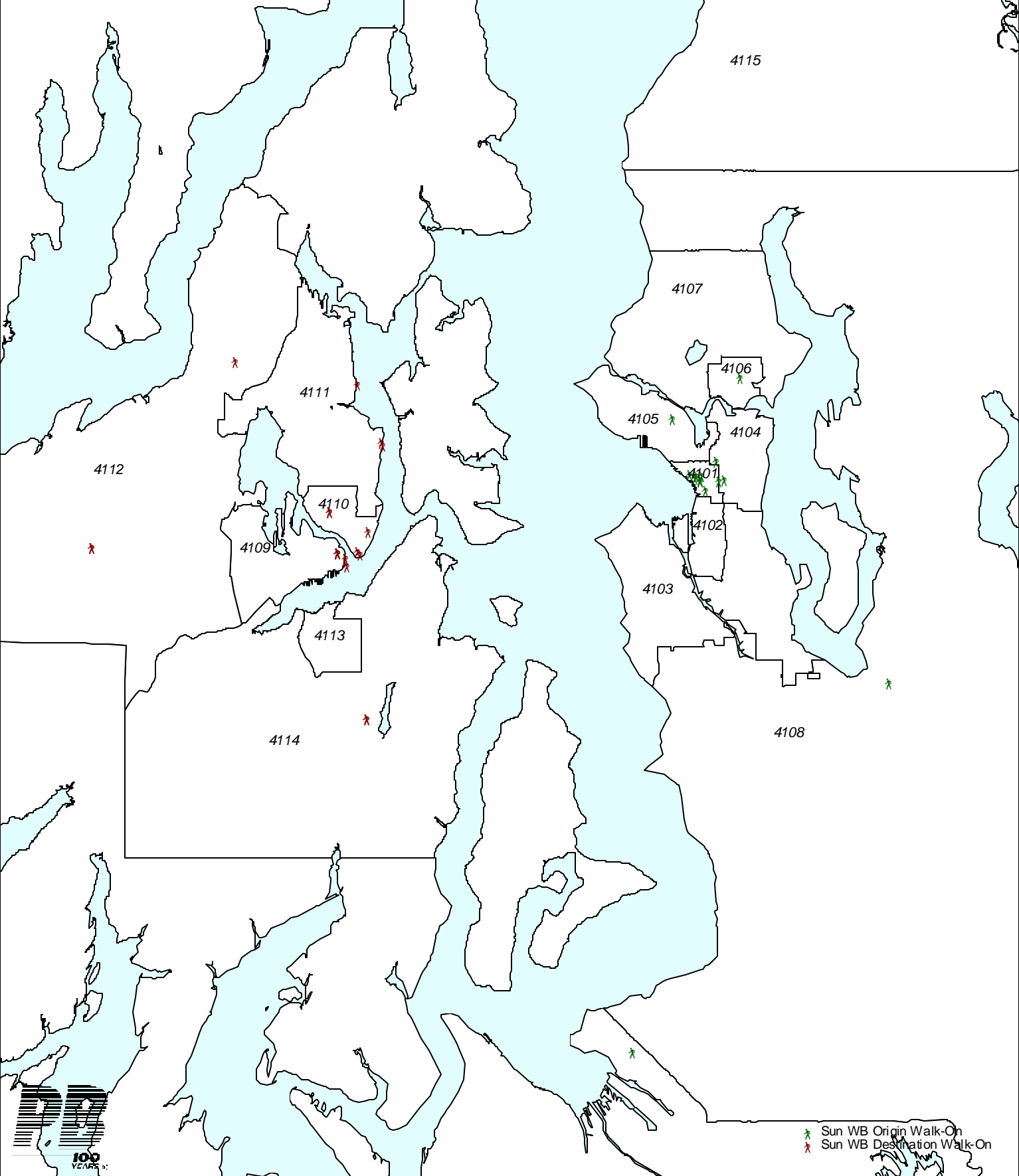


Figure 11-8
Seattle - Bremerton (Passenger Only) Eastbound Sunday Survey Period
Trip Origins & Destinations

