



SOUNDCROSSINGS

Public Comment Sought for Fare Increase Proposal

THIRTEEN OPEN HOUSES are planned from Feb. 8 - March 2, to gather public comment on Washington State Ferries' 2005-2007 tariff proposal.

In mid-March, the Transportation Commission will hold a public hearing in Seattle to take formal testimony concerning the proposal, review customer comments that have been

gathered throughout the process, and make decisions based on the Tariff Policy Committee's potentially amended recommendations. The Tariff Policy Committee, which is appointed by the Washington State Transportation Commission, consists of ferry riders, legislators and transit operators.

Elements of the proposal would go into effect on May 1, 2005. These would include:

GENERAL FARE INCREASE: A one-year general fare increase of 5% plus rounding, effective May 1, is suggested, consistent with the ferries strategic financial plan developed and approved by the Transportation Commission in 2002. As an example, the Cross Sound Passenger Fare goes from \$5.70 to \$6. The car and driver fare goes from \$10 to \$10.50.

The proposal also continues the phase-in of Tariff Route Equity for the Anacortes to San Juan Island routes, capped at no greater than 5% above the system-wide fare increases.

ANACORTES-SIDNEY: A new promotional fare for recreational vehicles and buses 20 feet in length and over will be applied to the International sailing, cutting the fare in half and making the route more competitive for recreational and bus traffic in comparison with competing services traveling to Vancouver Island.

The Open Houses are scheduled as follows:

- Tuesday, February 8 at McMurray Middle School on Vashon Island, 7-9 p.m.
- Wednesday, February 9 at John Sedgwick Jr. High at Port Orchard, 7-9 p.m.
- Tuesday, February 15 at the Kitsap Conference Center in Bremerton 7-9 p.m.
- Wednesday, February 16 at the Seattle Federal Building 12-1 p.m.
- Wednesday, February 16 at the Kingston Cove Yacht Club from 7-9 p.m.
- Thursday, February 17 at the Bainbridge Ferry Terminal, 4-7 p.m.
- Tuesday, February 22 at the Trinity Lutheran Church in Freeland, 7-9 p.m.
- Wednesday, February 23 at Blue Heron Middle School in Port Townsend, 7-9 p.m.
- Tuesday, March 1, at the Shaw Community Center, 10:45 a.m. -12:30 p.m.
- Tuesday, March 1 at the Flounder Bay Cafe in Anacortes, 5:30-7:30 p.m.
- Wednesday, March 2 on Lopez Island at the Lopez Center, 10:45 a.m.-12:30 p.m.
- Wednesday, March 2 at Friday Harbor at the Mullis Community Senior Center, 3:15-5 p.m.
- Wednesday, March 2 at the Orcas Center on Orcas Island, 6:30-8:10 p.m.

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Saving Lives is Part of the Job for WSF Employees

FOR PUGET SOUND commuters, riding the ferry is as harmless as walking around their neighborhood block. It is a way of life that has been ingrained in them since childhood, or something they became quickly accustomed to when they moved to a quieter life on the "other side of the water."

When customers step onto a ferry, they usually don't consciously think of the fact that there is a cold, deep Sound beneath the deck, not to mention the array of things that can happen above deck.

WSF crews are familiar with the potential for accidents, because they can and do happen. And employees know how to respond quickly and efficiently. WSF vessel employees receive training in rescues at sea, first aid, fire fighting, and are trained to use the vessel's onboard automatic external defibrillator (AED) for heart attack victims. Because of this training, WSF employees are able to assist during life or death situations by responding with immediate assistance and by properly communicating the emergency so that victims receive additional assistance as quickly as possible.

Although WSF hopes crews never have to use this training, inevitably every year brings new challenges and, we are proud to say, successes. Every year, vessel crews save lives or perform heroic acts in attempting to save a life.

Crews are credited with the following rescues in 2004:

Jan. 10 - The crew of the M/V CATHLAMET rescued a distressed boater from frigid waters.

June 12 - Crews on the M/V QUINAULT & M/V KLUCKITAT assisted in the rescue of a man who had jumped from the QUINAULT.

June 30 - The crew of the M/V WALLA WALLA helped bring two tired divers near the Edmonds terminal to safety.

July 5 - M/V CHELAN crew rescued a driver who accidentally put his car in reverse and drove off the ferry.

Aug. 3 - Crew of the M/V HYAK rescued two kayakers in distress.

Aug 13 - Crew of the M/V HYAK rescued a man and his dog (the dog jumped from the car deck and the man jumped in the water to save the dog).

Dec 27 - Crew of the M/V Klickitat pulled two divers in distress from the water.

WSF is proud of all the skilled professionals who were instrumental in saving lives last year. ■



WSF To Install Elevators on Five Vessels



The M/V KALEETAN received an elevator while undergoing preservation work at Foss Maritime.

tion not conducive to fitting an elevator at this time."

The first vessel to be retrofitted with an elevator under this effort was the M/V Spokane, which returned to the Edmonds/Kingston route after eight months in a shipyard. The M/V Kaleetan had a new elevator (photo by Van Vorwerk, Foss Maritime Company) lifted into place for installation in November. The M/V Yakima will be retrofitted beginning in February 2005. The M/V Walla Walla will get its elevator in the summer of 2005. The M/V Hyak will be retrofitted in late 2005.

"Washington State Ferries has taken a great step forward," says Toby Olson, Executive Secretary of the Governor's Committee on Disability Issues and Employment, "by making the entire ferry system accessible to a broad range of riders. We have worked with the system for some time and are quite pleased with this effort." ■

WASHINGTON STATE FERRIES has launched an ambitious program to retrofit the last five elevator-less ferries with new elevators.

"Washington State Ferries wants all of our customers to have an enjoyable experience on board any of our ferries," says Mike Anderson, Acting Executive Director of Washington State Ferries. "But if you can't get up the vessel stairs to enjoy the view from the passenger cabin, your enjoyable experience is tarnished. We want to be acces-

sible to everyone."

"There are different standards now than there were when these vessels were built," says John Christensen, Acting Director of Maintenance at Washington State Ferries, who is overseeing this project. "In the past, as we have refurbished our vessels, we have added elevators. We retrofitted the steel-electric class vessels (built in 1927) with elevators in the mid-80s with the exception of the Klickitat, which was refurbished in the early 80's and has a configura-

Four of Seven Vendors Now Open at Seattle Ferry Terminal

CUSTOMERS TRAVELING THROUGH the Seattle Ferry Terminal can now stop and enjoy coffee, breakfast burritos, subs, salads, sandwich wraps, smoothies, and more. Caffe Appassionato, World Wrapps, Alaska's Gourmet Subs, and Commuter Comforts Cafe and Wine Bar are now open at the Seattle Ferry Terminal.

WSF Business Development Manager Brian Volkert reports that both tenants and customers seem delighted with the results. "Customers have been impressed with the quality of the vendors and have told me they're thrilled with the changes at Colman Dock. So far, revenues are meeting or exceeding expectations, so the vendors are pleased as well," said Volkert.

"It's been a wonderful experience," says Phil Sancken, president of Caffe Appassionato. "People are so enthusiastic when they see the changes at the terminal. It's a good place to sit, relax and enjoy a delicious cup of coffee."

A commuter from Bainbridge Island who was thrilled about the opening of Commuter Comforts sent an email: "I have missed the ambiance of wine with friends on the ferry with friends. Now, I just take a later boat. What a great improvement to Colman Dock."

Other vendors soon to open at the new Seattle Terminal include Candy Lane, Colman Dock News, and Matt's Gourmet Hot Dogs. Once all vendors are located and in business, an official "Grand Opening" will be held, now tentatively scheduled for mid-late March. ■

"It's been a wonderful experience," says Phil Sancken, president of Caffe Appassionato. "People are so enthusiastic when they see the changes at the terminal. It's a good place to sit, relax and enjoy a delicious cup of coffee."



Do you have a question, comment, or a story idea for Sound Crossings?

Send it to:

SCEditor@wsdot.wa.gov

or mail to:

Sound Crossings Editor,
Customer & Community
Relations Dept.,
2911 Second Avenue,
Seattle, WA 98121-1012



Construction Begins at Port Townsend Terminal

Preservation and Repairs will Continue Through 2006

WSF IS BEGINNING the Port Townsend Ferry Terminal Preservation Project to replace and repair parts of the terminal. Many of the structures at the terminal need to be repaired quickly in order to continue to service the route. This project will have two phases: emergency construction and preservation work.

CONSTRUCTION

Emergency construction began in January 2005. The work is almost complete with no disruption to ferry service. The wingwalls (the structures that guide the vessels into the vessel slip – see diagram) of the tie-up slip are in danger of collapse. The tie-up slip is used as a backup ferry landing if the primary slip is unavailable.

PRESERVATION WORK

WSF also plans to replace other parts of the main slip and tie-up slip beginning in the summer of 2006. Landing structures to be replaced include the towers, transfer spans, wingwalls, and dolphins. These structures are deteriorating and are beyond their lifespan. This construction is part of the terminal preservation phase of the project.

The window for marine construction in Port Townsend is limited because of returning fish populations, so planning and design work for the preservation began last fall.

HOW CAN I GET INVOLVED?

There will be several opportunities for public input during this project, including a public open house on **March 31, from 6:30 to 8:30 pm at the Fort Warden Commons in Port Townsend.**

However, if you have comments or concerns at any time, you may contact WSF via phone, email or mail. Your thoughts and opinions are important to us. For more information or to submit comments:

WRITE:

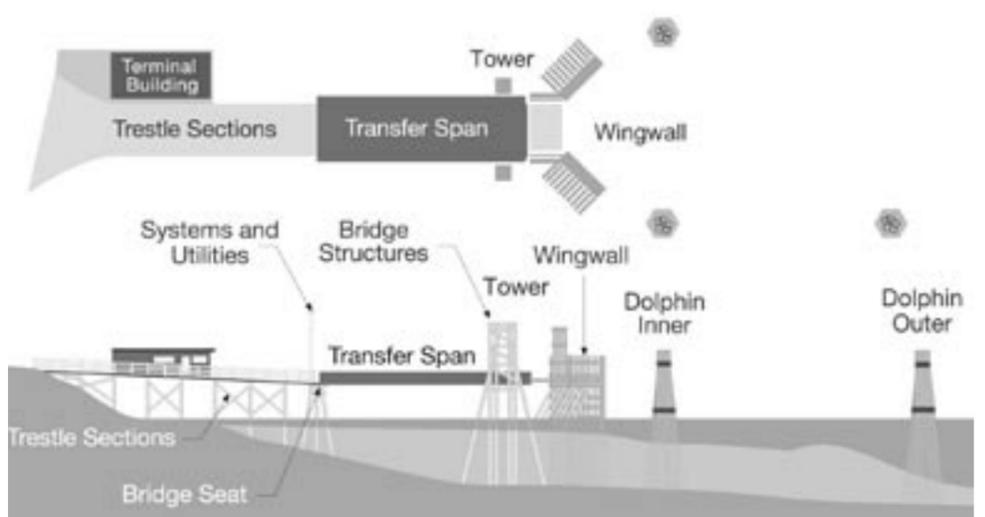
Washington State Ferries Customer & Community Relations: Port Townsend Ferry Terminal Preservation Project
c/o Joy Goldenberg
2911 Second Ave.
Seattle, WA 98121

EMAIL:

porttownsendproject@wsdot.wa.gov

CALL:

Joy Goldenberg,
WSF Customer & Community Relations,
206.515.3411 ■



Caution – Dogs at Work

AS A PART of its security plan, Washington State Ferries has been utilizing Washington State Patrol explosives-detection canine teams since July 1, 2004, as a way to screen vehicles for explosives materials while minimizing disruptions to ferry customers or the ferries' service schedules.

"The canine teams have been a very successful solution to a tough security mandate from the Coast Guard that was prompted by the events of Sept. 11, 2001," says Scott Davis, WSF's Security Manager. "WSF needed a security plan that would meet the Coast Guard's vehicle screening requirements that was not disruptive to our customers."

The explosives-detection canine teams enable the ferry system to meet vehicle-screening requirements without disrupting service – a benefit that was itself a key element of WSF's security plan. This type of vehicle screening is far less intrusive than random searches, as customers will typically not be asked to open their car doors or trunks.

When the dogs are working, it may appear as though they are having a great time running from car to car. In fact, the dogs chosen for this type of work are motivated by play. When they detect something, they are rewarded with a favorite toy. Their handlers will often perform practice sessions with the dogs, and reward them with their toy when they've found the planted item. So, with all this emphasis on play, it might be easy to forget they are performing a very important function for the ferry system.

But, State Patrol officers want to emphasize that the dogs are working, and offer customers a few tips that will help the dogs do their very important work.

Sergeant Kerry Kintzley of the Washington State Patrol took a few minutes to discuss some important safety tips to remember at all ferry terminals.

"Although the dogs get frequent breaks, any time you see the explosives-detection teams at a terminal, customers should just assume they are working," says Sergeant Kintzley. "Every behavior turns into a pattern for a dog. That's just the way they work – they're conditional animals."

Sergeant Kintzley stresses the importance of customers minding a few "rules" to optimize the dogs' ability to screen vehicles in the limited amount of time they have.

"The more often customers call, talk to, or whistle at a dog, the more likely that dog will be to associate people with play time. So, it is

easy to see how that would be disruptive when a dog has to walk among throngs of people, and other dogs, and kids all day long while doing their job."

WHEN A DOG DETECTS SOMETHING...

The dogs are trained to detect several different elements or components of explosives material. Therefore, it's not unusual for a dog to detect an item that is perfectly legal to carry aboard a ferry – such as fireworks, ammunition or firearms (customers may transport legal and permitted handguns following the Revised Code of Washington (RCW) 9.41.050 for carrying firearms).

So, if a dog alerts on something you are carrying that you know to be legal, don't worry. A State Patrol officer will first ask you if you know why the dog may have alerted. This is the time to show the officer any guns, fireworks, or ammunition you may be carrying.

The officer and dog will then walk around the car and perform a standard screening as they see fit. You should be on your way in no time, and will likely make your desired sailing.

And lastly, wait until screening is finished before you engage your car and proceed to the ferry. A dog or an officer may not be ready, and

may be in your car's path. Please be careful. The officer will let you know when it is safe to go. ■

Working Dog Do's and Don'ts:

DO NOT Call, talk to, or whistle at the dogs. This distracts them and creates a negative behavioral pattern – they will want to play rather than do their jobs.

DO NOT Introduce your dog to the WSP dogs.

DO Walk your dog on a leash, if you get out of your car at the terminal

DO Give WSP canine teams plenty of room to work. If you see the teams coming in your direction, pay attention, maybe even step aside, and give them space to do their work.

DO Keep hands, arms, and head inside car when dogs are passing by. Waving hands and expectant faces distract them from their business.

DO Arrive early! This has been a consistent message from the beginning of the new security plan. It is as important now as always.

DO Go slow (obey speed limit) in the terminal holding lanes. There are people and dogs around that you may not see. If you are late, don't speed.

DO Watch for dogs and officers before you engage your car and drive toward the ferry.

Working Dogs

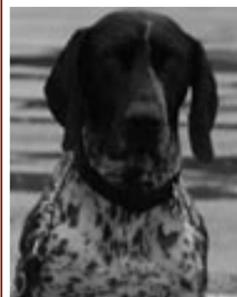
Here are just a couple of the furry faces you'll see working at WSF's terminals.



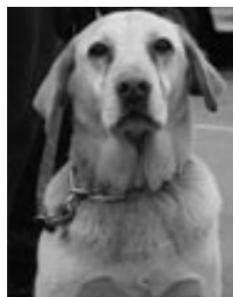
Sampson



Buddy



Duke



Butch

Keystone Harbor Study Yields Four In-Harbor Options

WHAT'S POSSIBLE IN Keystone Harbor? That is the question Washington State Ferries (WSF) and the Keystone Citizen Advisory Group (CAG) were tasked by the Legislature to answer during the course of a seven-month study. Between June and December 2004, WSF worked with the CAG to analyze the viability of continuing to use Keystone Harbor for ferry operations on the Keystone-Port Townsend ferry route.

The solution for Keystone Harbor is not definite, but at least WSF has solid direction with the four options that came out of the study process.

They are:

- Using a 130-car vessel, relocating the jetty 300 feet to the east, and widening the harbor to the east;
- using a 130-car vessel, extending the jetty 600 feet offshore, and widening the harbor to the west;
- building new vessels with specialized propulsion systems for the Keystone-Port Townsend route and using the existing harbor and terminal;
- building new 65-car vessels for the Keystone-Port Townsend route and using the existing harbor and terminal.

During the course of the study, WSF analyzed traffic, environmental impacts, ridership, safety considerations, costs and benefits, and the physical effects of the various harbor configurations. All of this information was used to narrow the field from over 30 options for Keystone Harbor to the four possibilities. The four options captured in a report to the Legislature in January 2005 all merit further study, which WSF plans to conduct over the next several months.



BACKGROUND

The Keystone-Port Townsend ferry route has been limited to using Steel Electric Class ferries because larger vessels are unable to fit into Keystone Harbor's narrow entrance and shallow water.

The 77-year old Steel Electric vessels serving the Keystone-Port Townsend ferry route are the oldest ferries in the Washington State Ferries' fleet and are scheduled for retirement. For reasons of operational flexibility, reliability, and efficiency WSF is replacing the Steel Electric vessels with larger vessels that are interchangeable throughout the WSF system. In order to accommodate the larger vessels, the Keystone Terminal will have to be relocated, or Keystone Harbor will have to be reconfigured.

For more information and to view the final report visit: <http://www.wsdot.wa.gov/ferries/projects/keystoneharbor> ■

Rideshare Currents

This Ferry Commute's a Cruise

Riding Washington State Ferries (WSF) to work is a commute most people only dream of - the gentle lull of the waves, no traffic. And the New Year offers ferry commuters added ease and comfort for their cross-sound ride with special rideshare options.

Consider Vanpooling. A low vanpool fare covers fuel, maintenance, and insurance. Vanpoolers breeze aboard with WSF's Preferential Loading program, saving them time. And with no vehicle fare to pay on the ferries, you save even more money.

Want to save on parking costs? Vansharing may be the ticket. King County Metro and Kitsap Transit offer VanShare to groups who just want to share a ride to the ferry terminal in the morning and back home from the ferry in the evening. VanShare is also available at ferry destinations for groups who want to share a ride to work and back to the ferry terminal in the evening.

Make the most of your 2005 commute. Your local transit agencies can help ferry commuters with vanpool and Vanshare information. Call toll free 1-800-427-8249 for details. Find commute partners and more information on carpooling, vanpooling and VanShare services at Rideshare-Online.com. ■



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(A paid advertisement)

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Public Comment

Continued from pg. 1

YOUTH FARES: Raise the youth fare from 5 through 18 to 6 through 18 to align WSF with other regional transit systems. Children under age six will travel free of charge.

IMPLEMENTATION DATE CHANGE: Fare increases will take place on May 1 instead of the first Sunday in May in accordance with other transit system changes.

Other proposed changes that are dependent on the implementation of Washington State Ferries' planned Electronic Fare Collection system would not be implemented until the Fall of 2005 when the new electronic fare system will go on line.

Washington State Ferries is implementing this new system, in part to increase efficiency and accountability. The system has been in development for the past year and will replace the existing frequent user coupon books with a multi-ride card. The Tariff Policy Committee proposes two cards, one for commuters and a convenience product for less frequent users.

MULTI-RIDE CARDS: The proposal for all routes but the San Juan Islands includes a commuter multi-ride card

with 10 round trips at a 20% discount but would lower the expiration date from 90 days to 30 days and a convenience card with five round trips in 60 days with a 15% discount, to be lowered to 10% in 2006. Currently, most routes offer a coupon book of ten round trips in 90 days at a 20% discount.

The proposal for the San Juan Islands suggests a commuter multi-ride car and driver card of five rides in 30 days at a 25% discount and a convenience multi-ride car and driver card of five round trips in 90 days at a 15% discount. The proposal for passengers is a commuter card of five round trips in 30 days at a 35% discount and a convenience card of five round trips in 60 days at a 25% discount.

PRE-PURCHASED SINGLE FARE TICKETS: The new system will allow pre-purchase of single fare tickets. It is proposed that all pre-purchased single fare media will be valid for a period of seven days, and will be accepted as partial payment for travel on a more expensive route within the fare category for which it is purchased.

COMMERCIAL ACCOUNTS: The proposal suggests that WSF continue the 10% discount on commercial ac-

counts that use the system for 12 or more one way trips per week until the implementation of the new electronic system in the fall of 2005. At that time, WSF will switch to a more flexible commercial account program that would be available for local businesses, non-profits and agencies.

Based on the guidance of the legislative members of the Tariff Policy Committee, a 10% surcharge for fuel was not recommended at this time nor was a 2006 general fare increase. Based on Legislative action, both items may be reassessed at a later date.

The Tariff Policy Committee did recommend, going into effect on May 1, 2006, that all multi-ride products that are available at the kiosks at the terminal or on line would be priced 5% higher if purchased at tollbooth.

Customers can comment at the public meetings, via postal mail, email, fax or phone. Email: tariff@wsdot.wa.gov
Fax: 206.515.3773
Phone: 888.808.7977
Postal mail: Tariff Proposal
Washington State Ferries
2911 Second Avenue
Seattle, WA 98121-1012

Information about the proposal is available at the terminals and on the ferries. ■

Ferry Customers Enjoy Wireless Internet During Pilot Project

FERRY CUSTOMERS CAN NOW surf across the Sound. Under a pilot project conducted by Washington State Ferries and Mobilisa, a Port Townsend-based technology company, customers at select terminals and on certain vessels can now check their email, surf the latest headlines, and even check WSF's website for service updates on their way to work, school, or play. This is all free of charge under the pilot project.

Washington State Ferries, in partnership with Mobilisa, was awarded a national planning and research grant to conduct a field test of Wireless Internet service and to measure interest in having that service available as a regular amenity aboard the ferries and at the terminals. Senator Patty Murray secured the grant from the Federal Transit Administration.

The system was installed and tested by Mobilisa early in 2004 on the M/V KLUCKITAT on the Port Townsend-Keystone route. In December, WSF began providing customers aboard the M/V SPOKANE and M/V PUYALLUP on the

Edmonds/Kingston route with wireless Internet access.

The vessels on the Seattle/Bainbridge route, the M/V TACOMA and M/V WENATCHEE are the most recent to acquire wireless Internet, as of January. Wireless Internet is also available to the public in the terminals and vehicle holding lanes at Bainbridge Island and Colman Dock.

"This is fantastic! I am very, very pleased with the success of this project, and I don't say that often," said Jim Long, IT Director for Washington State Ferries. "I would classify this launch as a complete success."

"I can't believe how cool this is," said Don Cochrane, a regular commuter onboard the Kingston ferry. "I'm checking my email and surfing the web from the ferry right now. This is excellent!"

Informational material is located at the six terminals with Wi-Fi service and on the passenger decks of the five ferries participating in the pilot. More information can be obtained at www.mobilisa.net. ■

SOUNDCROSSINGS

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