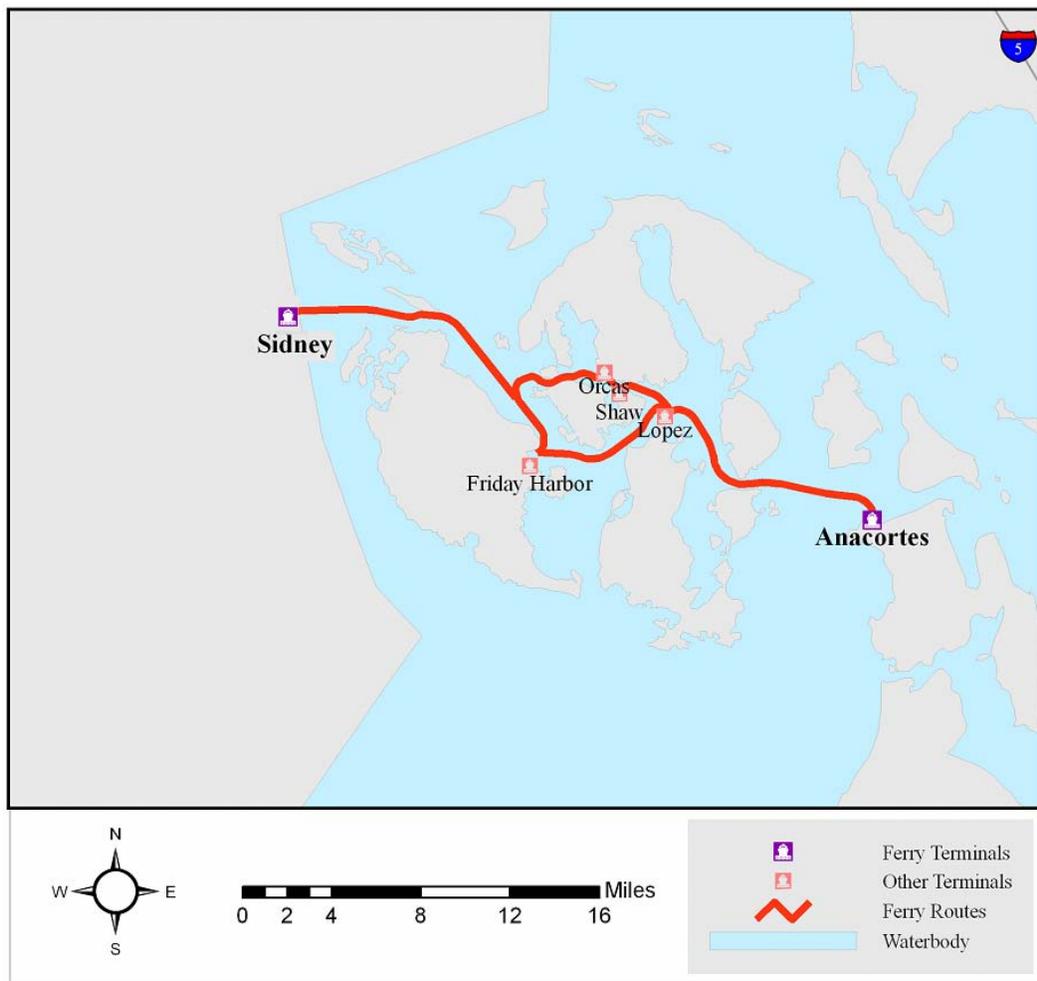


# 5.0 San Juan Islands Corridor

## 5.0.1 Description

The routes in the San Juan Islands corridor include: Anacortes-San Juan Islands, and Anacortes-Sidney, as shown in Figure 5.1. This is the lowest traveled corridor in the Washington State Ferries system, with 1.8 million riders per year, or 4,900 riders per day. This is down from a peak of 1.96 million passengers in 1999, and about 1.85 million passengers from the previous survey in 1993. The corridor connects the mainland at Anacortes and other islands that include Lopez, Shaw, Orcas, and Friday Harbor at the San Juan Island. It also connects with Sidney in British Columbia, Canada.

Figure 5.1 San Juan Islands Corridor Routes



There are 28 sailings in each direction a day for the two routes in this corridor, carrying an average of 117 vehicles in each direction for each sailing (on the combined routes). This is the same capacity as it was in 1993. In addition, these vessels can carry up to 1850 passengers for each sailing. Fares on the routes in this corridor average \$31.30 for vehicles and \$10.37 for passengers (each island has a different fare structure). This has increased more than 57 percent (in 2006 dollars) for vehicles and for passengers since 1999, when fares were \$19.90 for vehicles and \$6.62 for passengers (in 2006 dollars).

The routes in this corridor travel from Anacortes to the San Juan Islands and stop at one or more islands along the way. The interisland traffic is recorded manually and so did not facilitate their use in developing expansion factors for the purpose of evaluating the interisland surveys. In addition, the surveys collected a very small number of interisland trips, making it difficult to evaluate this market separately. As a result, the interisland trips were not included in this analysis. This chapter provides analyses of data that was available through the surveys, but more data is required to conduct a thorough analysis of the ferry trips to and from the San Juan Islands. The San Juan Islands corridor also includes interisland trips, which were not analyzed for this study.

## 5.0.2 Frequency of Travel

Table 5.1 shows the frequency of travel for weekday and weekend by trip purpose. Though a majority of trips on this corridor are work trips (40.3 percent), there is also a significant number of recreation, shopping or leisure trips (33.7 percent), which are closely followed by trips for medical, personal business or other trip purposes (27.9 percent). In terms of frequency of trips in this corridor, most riders use these routes one or two times per week for all trip purposes. This is evidenced by about 70 percent of the trips using ferries one or two days a week. The distribution of trips across different trip purposes seems to be close to one another, although the work trips are slightly higher than trips for other purposes. The current trend seems to be shifting towards work trips as the recreational trips peaked in 1999 at 41 percent while the medical or personal business trips remained constant at about 28 percent.

Another significant finding with regard to work trips is the amount of telecommuting. In the 2006 survey, 19 percent of weekday riders said that they telecommute at least one day per week.

## 5.0.3 Trips by Day of Week

Figure 5.2 shows the weekday and weekend trip frequency by day of the week. The surveys were conducted on Tuesdays and Saturdays and so as expected Tuesday by far has the highest ridership for weekday riders, with Saturday the next highest day but has less than half that of Tuesday riders. The Saturday riders are presumably undertaking many recreational, shopping or leisure trips. As expected, Sunday has the lowest ridership, and both Saturday and Sunday are about half of the ridership for weekday travelers. Weekend riders do not travel much during the week. The 2006 survey was conducted on a Saturday,

rather than a Sunday, and these results show that Saturday travelers are not very likely to also travel on a Sunday. On the other hand, about half of the Saturday travelers also travel on a weekday.

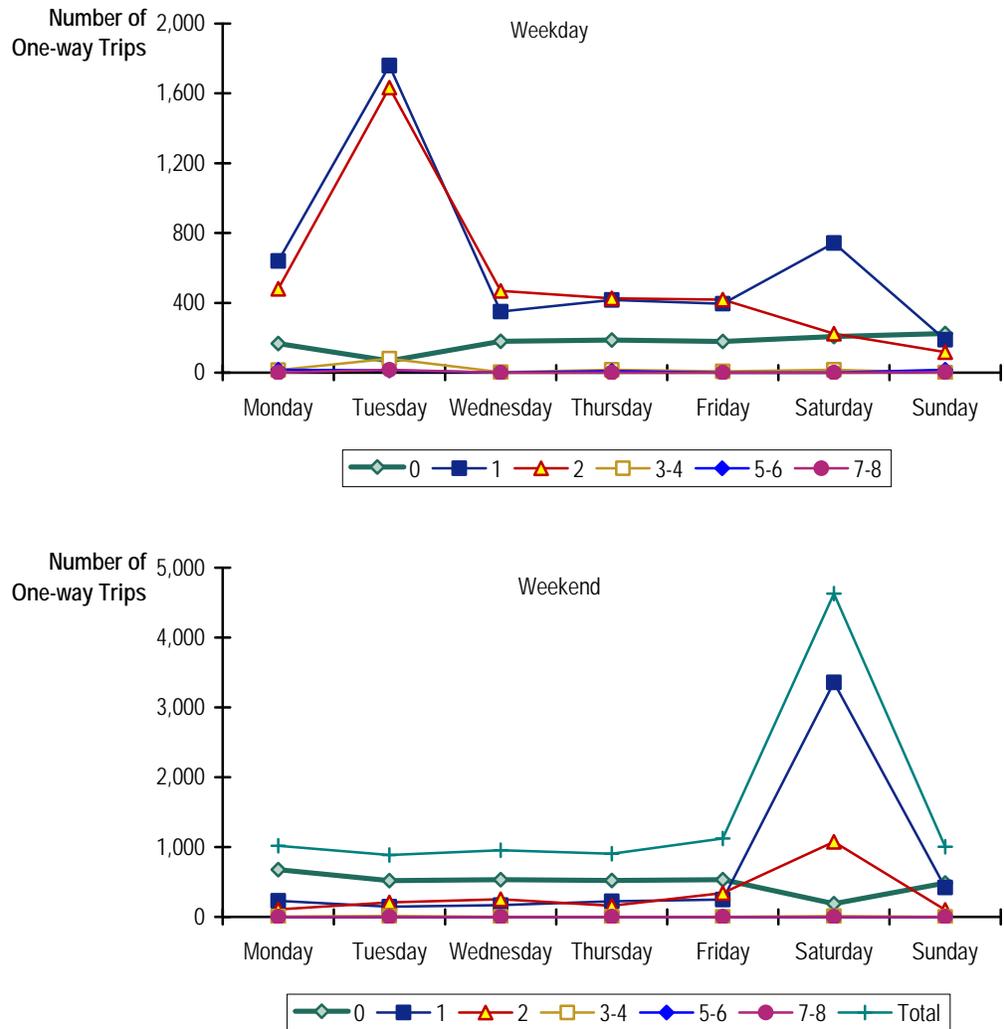
**Table 5.1 San Juan Islands Corridor Trips by Purpose and Frequency**  
*What are/is the reason(s) you are riding this ferry today? How many one-way trips have you taken on a Washington State Ferry in the past seven days, including this ride?*

Frequency	Work/School	Personal/ Business/ Other	Recreation/ Shopping	Total	All Purposes 2006	All Purposes 1999	Work / School 2006	Work / School 1999
<b>Weekday</b>								
1	190	246	445	881	22.0%	27.5%	12.0%	13.2%
2	640	581	649	1870	46.8%	32.2%	40.5%	26.4%
3-4	252	231	182	665	16.6%	21.2%	15.9%	24.7%
5-6	61	27	29	117	2.9%	8.0%	3.9%	10.4%
7-8	86	7	13	106	2.7%	3.3%	5.4%	6.9%
9-10	278	3	3	284	7.1%	4.1%	17.6%	7.8%
11+	75	0	1	76	1.9%	3.8%	4.7%	10.6%
<b>Total</b>	<b>1582</b>	<b>1095</b>	<b>1322</b>	<b>3923</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
Percent 2006	39.6%	27.4%	33.1%	100%				
Percent 1999	31.0%	28.0%	41.0%	100%				
Percent 1993	25.8%	13.4%	60.8%	100%				
<b>Weekend</b>								
1	331	623	1523	2477	54.0%	30.9%		
2	58	198	1117	1373	29.9%	48.4%		
3-4	63	173	296	532	11.6%	14.7%		
4-5	7	26	17	50	1.1%	3.8%		
7-8	60	0	3	63	1.4%	0.8%		
9-10	8	0	5	13	0.3%	0.7%		
11+	41	0	36	77	1.7%	0.7%		
<b>Total</b>	<b>568</b>	<b>1020</b>	<b>2997</b>	<b>4585</b>	<b>100%</b>	<b>100%</b>		
Percent 2006	12.4%	22.2%	65.4%	100%				
Percent 1999	6.5%	17.4%	76.2%	100%				
Percent 1993	10.2%	8.3%	81.6%	100%				

2006 Weekday Trips: 4,513      Missing: 592

2006 Weekend Trips: 5,306      Missing: 718

**Figure 5.2 San Juan Islands Corridor Frequency of Trips by Day of Week**  
*How Many One-Way Trips Have You Taken on Monday, Tuesday, etc.*



Note: These charts reflect the weekly travel patterns of those travelers who responded to the survey on Tuesday (for weekdays) and on Saturday (for weekends). This does not show that Tuesdays and Saturdays have more travel on average than other days.

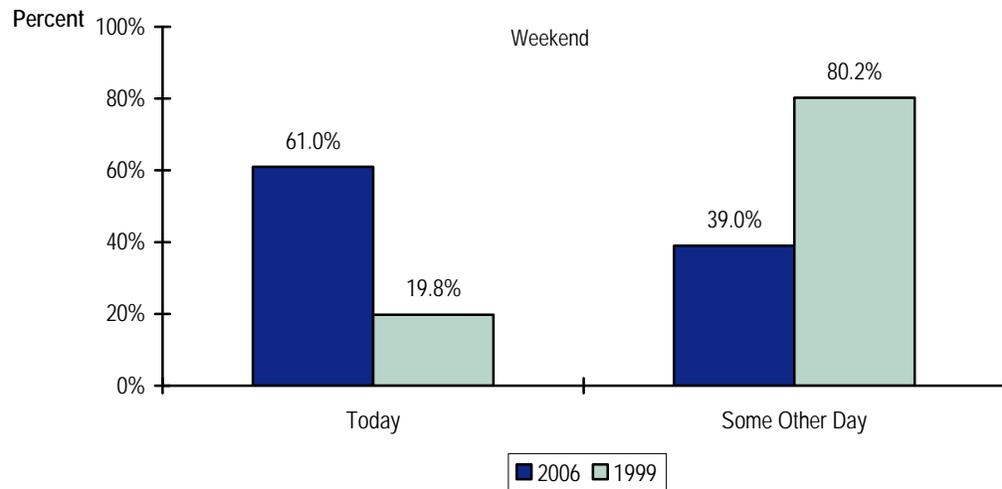
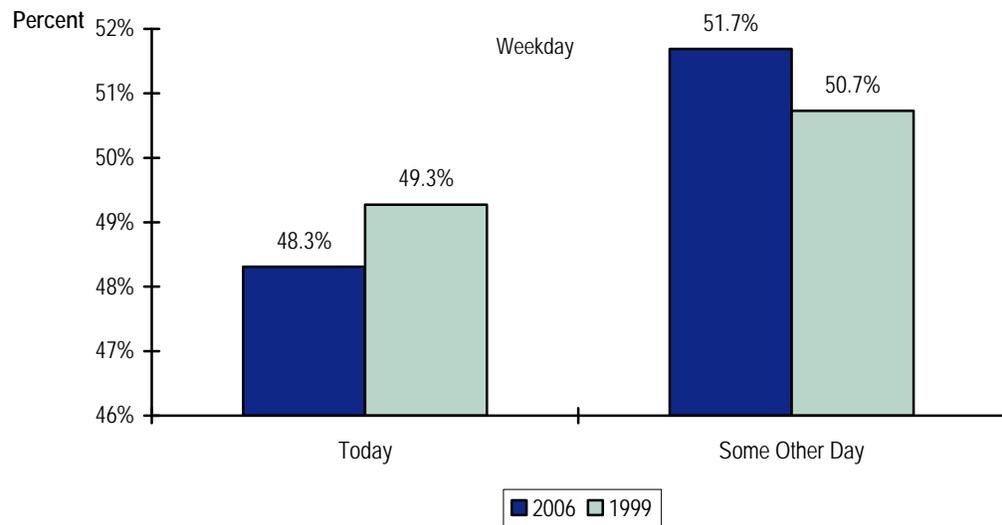
#### 5.0.4 Round Trip Patterns

The percent of ferry travelers in 2006 making a round trip on the same day versus some other day is about evenly split, as shown in Figure 5.3. This also was true in 1999, but the percent of travelers making round trips on the same day has declined slightly since 1999 for weekday travelers and increased for weekend travelers since 1999. The increase in same day round trip travel for weekend travelers is likely a result of the fact that Saturday travelers are more likely to be day-trippers than Sunday travelers, who are more likely to be weekend travelers (i.e., leave on Friday, return on Sunday).<sup>18</sup> The slight decrease in same day round trip travel for weekday travelers may be because rising fares have caused people to take fewer overall trips, but to extend the stay of individual trips from one day to two or more days.

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<sup>18</sup>The 2006 survey was conducted on a Saturday, while the 1993 and 1999 surveys were conducted on Sundays, to represent weekend travel.

**Figure 5.3 San Juan Islands Corridor Round Trip Patterns by Day**  
*When will you return? When was the first half of your trip?*



Note: 2006 Weekend represents Saturday while 1999 Weekend represents Sunday

2006 Weekday Trips: 4,513      Missing: 44  
 2006 Weekend Trips: 5,306      Missing: 134

A very high percent of people taking round trips use the same ferry route for the return trip (97 percent), with another 2 percent of travelers returning on a different ferry route, and the remaining one percent driving around.<sup>19</sup> The people taking a different ferry route are more likely to be travel for recreational purposes who are visiting more than one location across the Sound. There is an increase in people taking the same ferry route on the return trip in 2006 from 1999 for both weekday and weekend travelers, which may be due to increased gas prices (causing travelers to drive less) or differences in travel behavior between October and May (travelers are more likely to be visiting or recreating in May than October).<sup>20</sup> These round trip patterns are presented in Figure 5.4.

### 5.0.5 Access, Egress, and Boarding Modes

There is a higher percent of walk and transit access trips during the week than on the weekend, but the walk egress trips are slightly lower during weekdays than on weekends, as shown in Figure 5.5. This is because people who travel more frequently on the ferries for work, school or other purposes, are more likely to choose the reduced fare for passengers than to pay the higher vehicle fares. Conversely, there are almost twice as many car passengers on the weekend, than on the weekday, because these trips are more likely to be for shopping or recreation purposes, leading to a higher likelihood of traveling with others for these purposes.

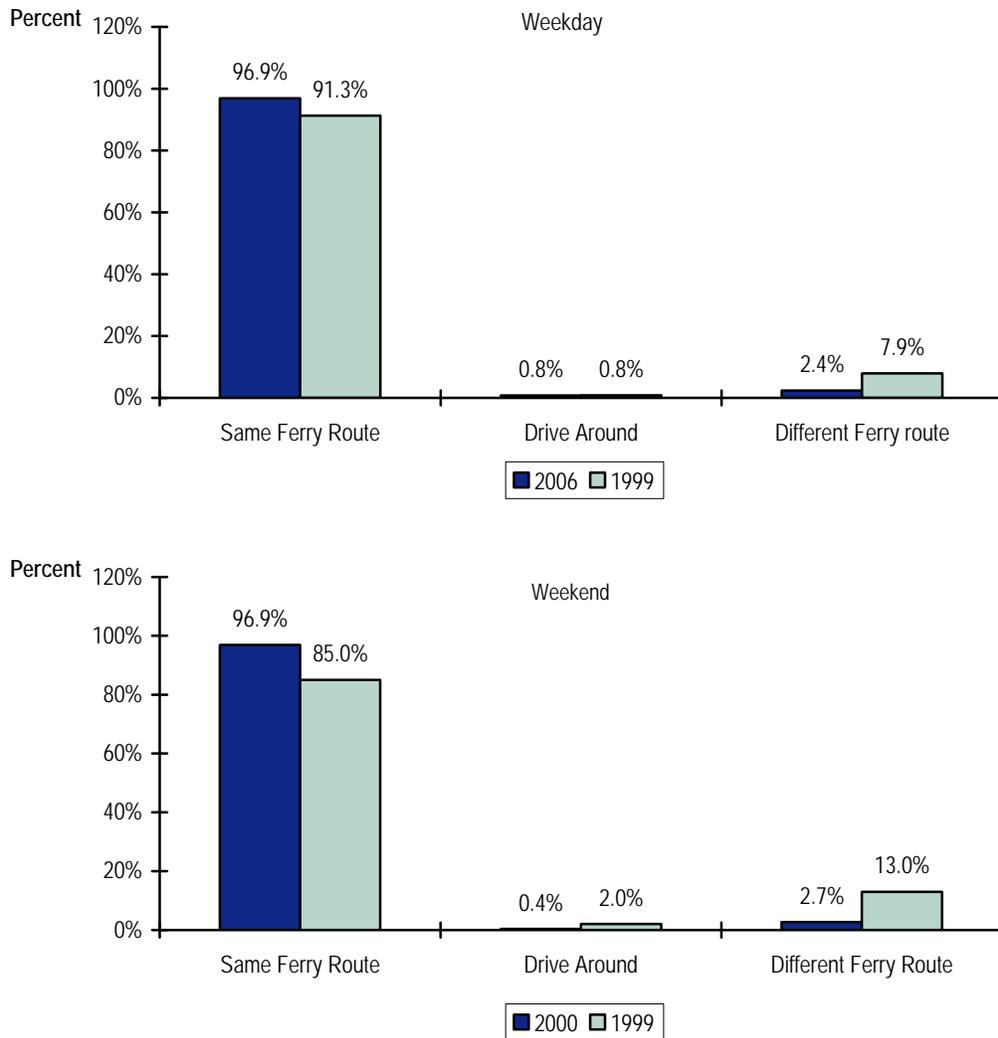
Tables 5.2 and 5.3 present a more detailed view of access and egress modes, respectively, by boarding mode for the San Juan Island routes. There is a trend towards fewer walk, bike, and transit access modes from 1993 to 2006 for weekday travelers, except for a dip in transit access trips in 1999. Weekend travelers are walking less and also taking transit less often in 2006 and 1999 than 1993. The drive access increased by from 63 percent in 1993 to about 98 percent in 1999 and then dropped to about 93 percent in 2006 for weekday travelers. Though a similar trend is observed for weekend travelers where it went up in 1999 from 1993 but then drooped in 2006, the percentage of drive access trips remained about the same between 1993 and 2006. The trends seem to be different for walk and transit egress modes in 2006 compared to 1999 and 1993, with walk egress actually going up slightly from 1993 to 2006 but dropping significantly in 1999. The transit egress trips dropped from 3 percent in 1993 to less than a percent in 1999 and 2006.

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<sup>19</sup>It should be noted that there is likely a slightly higher percentage of people who take the ferry in the a.m. period and drive around for their return trip because the ferry is cheaper in the eastbound direction. All WSF surveys were collected during the p.m. period.

<sup>20</sup>The 2006 survey was conducted in October, and the 1993 and 1999 surveys were conducted in May.

**Figure 5.4 San Juan Islands Corridor Round Trip Patterns by Route**  
*How will you return? How did you travel on the first half of your trip?*

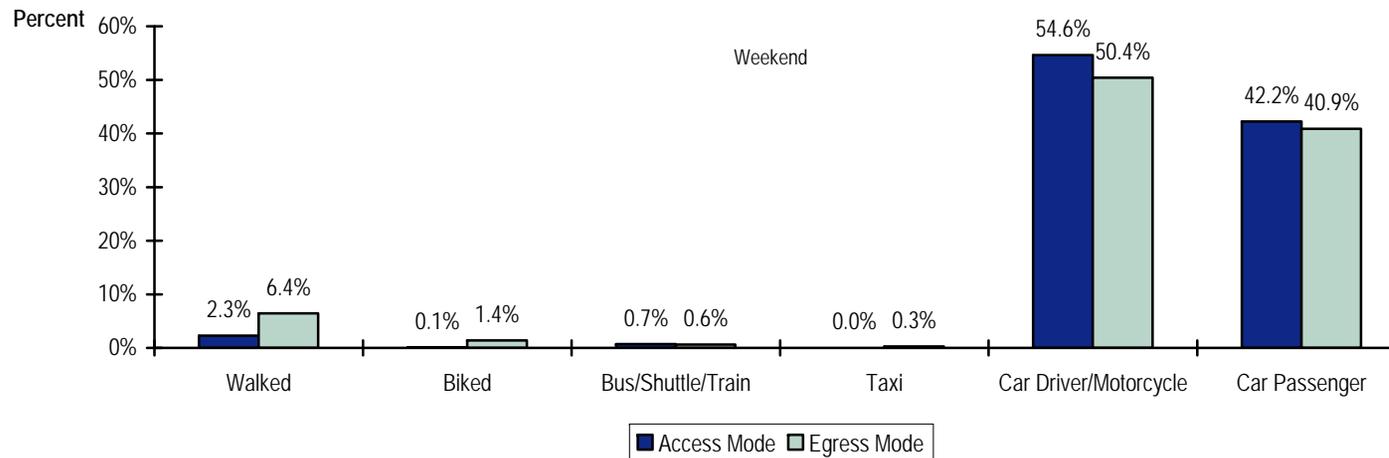
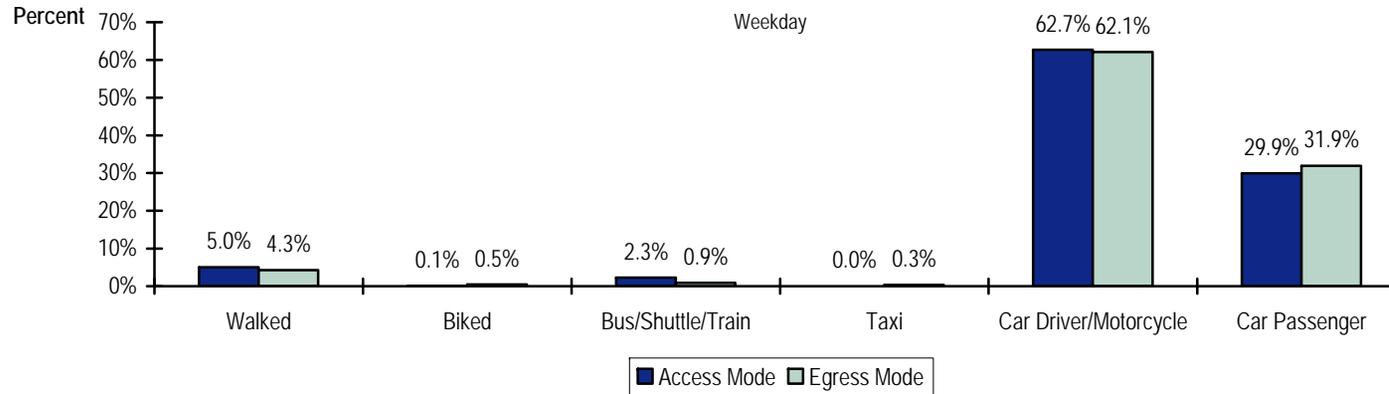


Note: Respondents misinterpreted the question as it is not possible to drive around when going to or from the San Juan Islands or Sidney.

2006 Weekday Trips: 4,513 Missing: 87

2006 Weekend Trips: 5,306 Missing: 241

**Figure 5.5 San Juan Islands Corridor Access and Egress Modes**  
*How did you travel from your origin location to this sailing?*  
*How will you travel to the destination you are going to now?*



**Table 5.2 San Juan Islands Corridor Access Mode and Boarding Method**  
*How did you travel from your origin location to this sailing? How will/did you board this ferry?*

Access mode	Drive	Walk	Bicycle	Total	All boardings 2006	All boardings 1999	All boardings 1993
<b>Weekday</b>							
Walked	43	172	10	225	5.0%	1.6%	25.2%
Biked	0	0	3	3	0.1%	0.5%	2.2%
Bus/Shuttle/Train	55	47	0	102	2.3%	0.4%	8.8%
Taxi	0	0	0	0	0.0%		0.4%
Car driver/ motorcycle	2,565	236	4	2,805	62.7%	59.6%	47.4%
Car passenger	1,152	186	0	1,338	29.9%	37.9%	16.0%
<b>Total</b>	<b>3,815</b>	<b>641</b>	<b>17</b>	<b>4,473</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
Percent 2006	85.3%	14.3%	0.4%	100%			
Percent 1999	88.5%	11.1%	0.4%	100%			
Percent 1993	77.5%	19.7%	2.8%	100%			
<b>Weekend</b>							
Walked	36	84	0	120	2.3%	1.3%	7.9%
Biked	0	0	6	6	0.1%	0.9%	2.2%
Bus/Shuttle/Train	11	27	0	38	0.7%	1.1%	3.1%
Taxi	0	0	0	0	0.0%		0.4%
Car driver/ motorcycle	2,363	441	65	2,869	54.6%	65.9%	54.0%
Car passenger	1,853	364	1	2,218	42.2%	30.8%	32.4%
<b>Total</b>	<b>4,263</b>	<b>916</b>	<b>72</b>	<b>5,251</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
Percent 2006	81.2%	17.4%	1.4%	100%			
Percent 1999	80.5%	17.5%	2.0%	100%			
Percent 1993	68.5%	27.8%	3.7%	100%			

2006 Weekday Trips: 4,513      Missing: 41

2006 Weekend Trips: 5,306      Missing: 55

**Table 5.3 San Juan Island Corridor Egress Mode and Boarding Method**  
*How will you travel to the destination you are going to now?*  
*How will/did you board this ferry?*

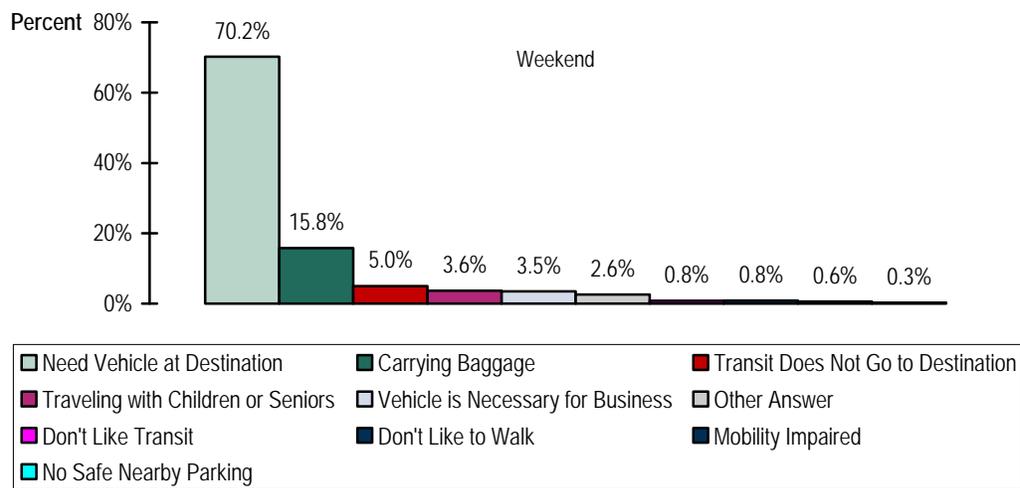
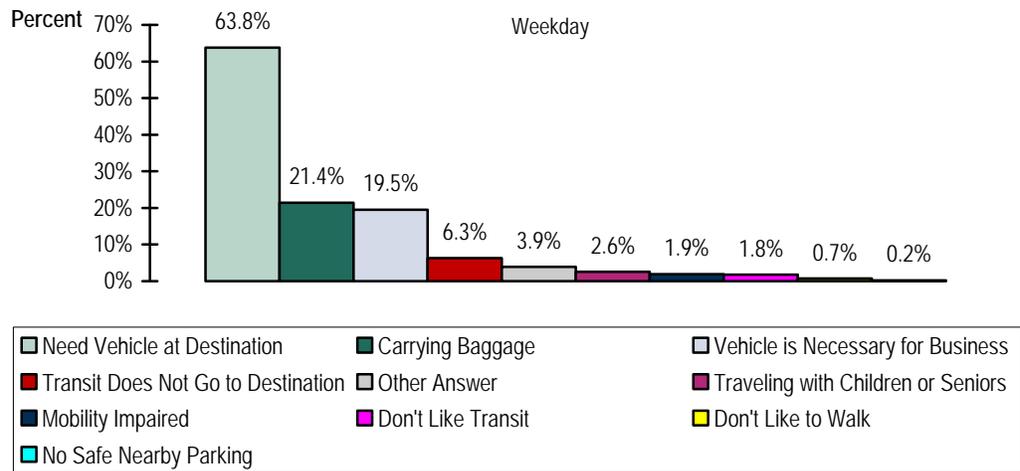
Egress mode	Drive	Walk	Bicycle	Total	All boardings 2006	All boardings 1999	All boardings 1993
<b>Weekday</b>							
Walked	17	170	0	187	4.3%	2.6%	9.9%
Biked	0	4	17	21	0.5%	0.4%	2.2%
Bus/Shuttle/Train	29	10	0	39	0.9%	0.2%	7.5%
Taxi	15	0	0	15	0.3%		0.8%
Car driver/ motorcycle	2,433	291	0	2,724	62.1%	57.8%	59.4%
Car passenger	1,233	165	0	1,398	31.9%	39.0%	20.3%
<b>Total</b>	<b>3,727</b>	<b>640</b>	<b>17</b>	<b>4,384</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
Percent 2006	85.0%	14.6%	0.4%	100%			
Percent 1999	88.5%	11.1%	0.4%	100%			
Percent 1993	77.5%	19.7%	2.8%	100%			
<b>Weekend</b>							
Walked	29	303	0	332	6.4%	2.2%	6.1%
Biked	0	0	72	72	1.4%	0.6%	1.9%
Bus/Shuttle/Train	0	32	0	32	0.6%	0.9%	3.0%
Taxi	2	12	0	14	0.3%		0.8%
Car driver/ motorcycle	2,391	211	0	2,602	50.4%	67.4%	56.1%
Car passenger	1,736	373	0	2,109	40.9%	29.0%	32.1%
<b>Total</b>	<b>4,158</b>	<b>931</b>	<b>72</b>	<b>5,161</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
Percent 2006	80.6%	18.0%	1.4%	100%			
Percent 1999	80.5%	17.5%	2.0%	100%			
Percent 1993	68.5%	27.8%	3.7%	100%			

2006 Weekday Trips: 4,513      Missing: 129

2006 Weekend Trips: 5,306      Missing: 147

The biggest reason for taking a vehicle on the ferry was that the vehicle was needed at the destination (about 64 percent of travelers taking their vehicle on gave this reason). Two other prominent reasons for taking a vehicle on were that the vehicle was necessary for business and that the traveler had baggage to carry (about 20 percent each answer). A few percent of people gave their response that they did not like to walk, that they were mobility impaired, that there was no safe nearby parking, that transit did not go to their destination, or that they were traveling with children or seniors. The pattern for weekend travelers is similar to that of weekday travelers, except that needing a vehicle at the destination is even more important (more than 70 percent) and as expected, there is little need for a vehicle for business reasons. Figure 5.6 presents the results of the travelers' reasons for taking a vehicle on-board the ferry.

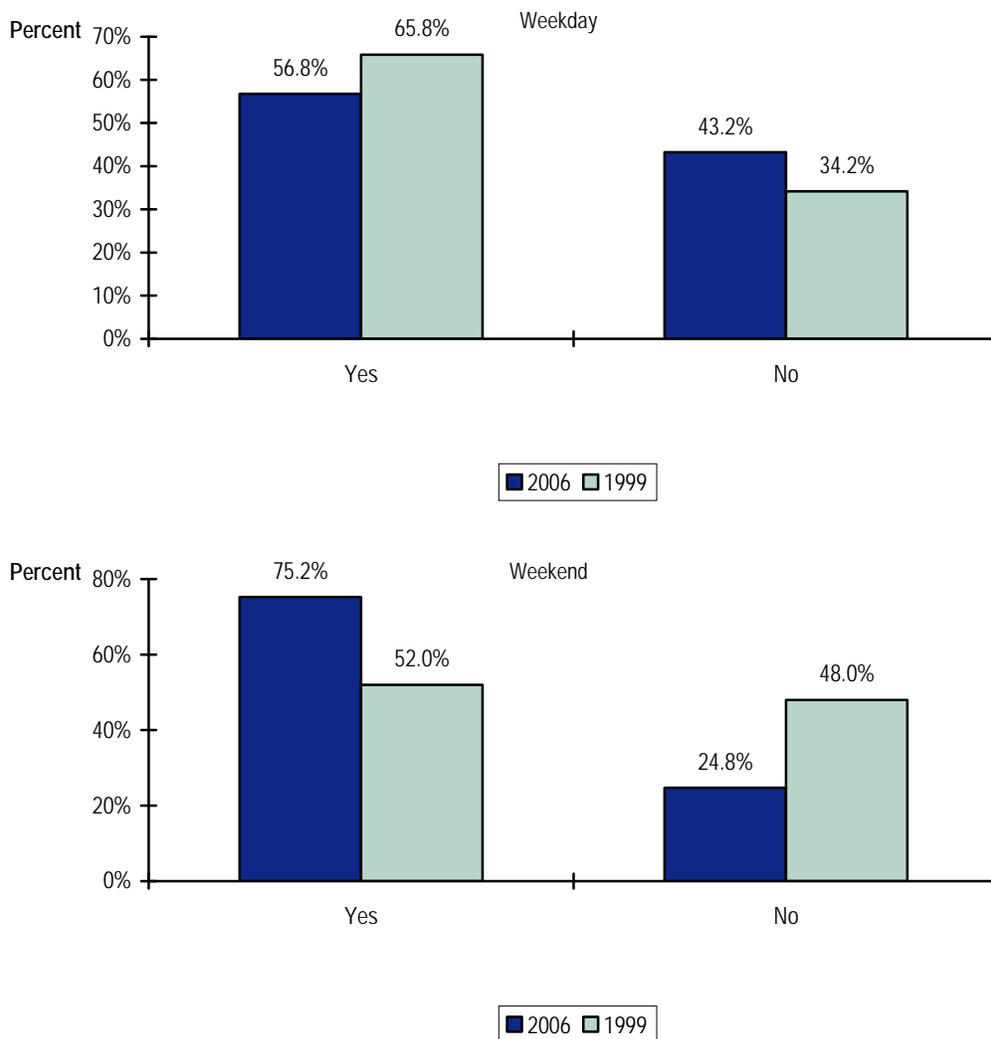
**Figure 5.6 San Juan Islands Corridor Reasons for Taking a Vehicle**  
*Why did you choose to board in a vehicle instead of walk-on?*



Note: The transit option presented to the respondents was to and/or from the ferry terminal on the mainland.

For travelers who travel to the ferry terminal and not take their car on the ferry, a majority of them park their car at the terminal, as shown in Figure 5.7. The weekend travelers indicate a higher degree of parking at the terminal, probably because parking is more available on weekends than on weekdays.

**Figure 5.7 San Juan Islands Corridor Non-motorized Boardings**  
*Did you park a vehicle to board this ferry?*



A large number of people keep a vehicle at their destination, so that they can drive to their destination, but still walk on the ferry (about 50 percent for weekday, 28 percent for weekend). On the other hand, a smaller number of people keep bicycles at the terminals for this purpose (about 3 percent for weekday and almost nothing for weekend). This is presented in Table 5.4.

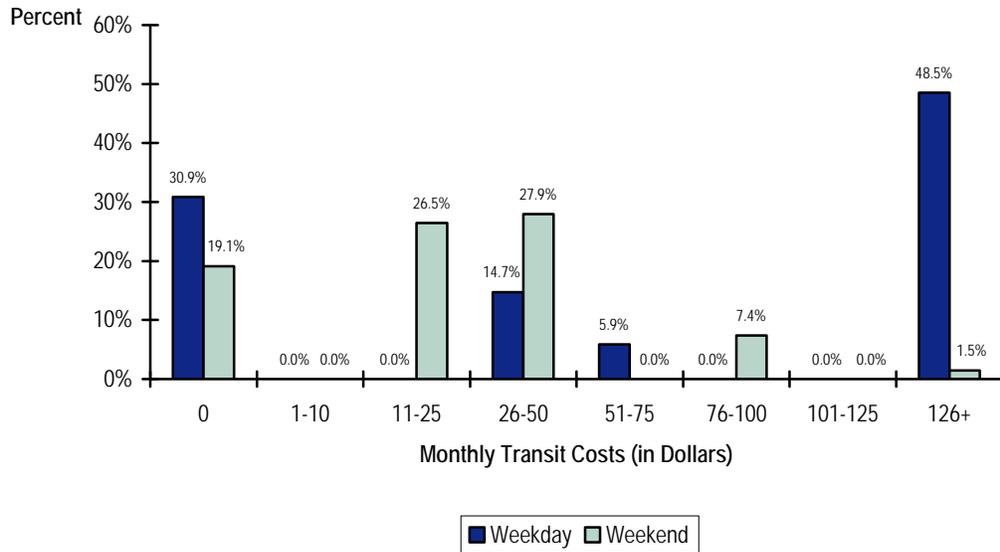
**Table 5.4 San Juan Islands Corridor Destination Vehicles**  
*Did you keep either a bike or vehicle at the destination end of this ferry trip?*

Egress Vehicle	Responded Yes	Percent
<b><i>Weekday</i></b>		
Bike	22	3.3%
Vehicle	328	49.8%
NA	309	46.9%
<b>Total</b>	<b>659</b>	<b>100%</b>
<b><i>Weekend</i></b>		
Bike	4	0.4%
Vehicle	285	28.1%
NA	726	71.5%
<b>Total</b>	<b>1,015</b>	<b>100%</b>

Note: Only asked when boarding mode was walk or bike.

For travelers who ride transit to/from the ferry, the average monthly transit cost is \$76 for weekday travelers and \$29 for weekend travelers. As expected, weekend travelers are less likely to include travelers who commute or travel regularly by ferry and therefore would not have significant monthly costs for transit access trips. Also, the highest share of transit riders indicate that their monthly transit costs were over \$126, which is probably due to the fact that respondents interpreted ferry as a transit mode and included ferry fares as well. These costs are presented in Figure 5.8.

**Figure 5.8 San Juan Islands Corridor Monthly Transit Costs**  
*If you ride transit (bus/train), what is the average monthly cost that you pay for transit to/from work or school?*



Note: The transit option presented to the respondents was to and/or from the ferry terminal on the mainland.

### 5.0.6 Other Travel Characteristics

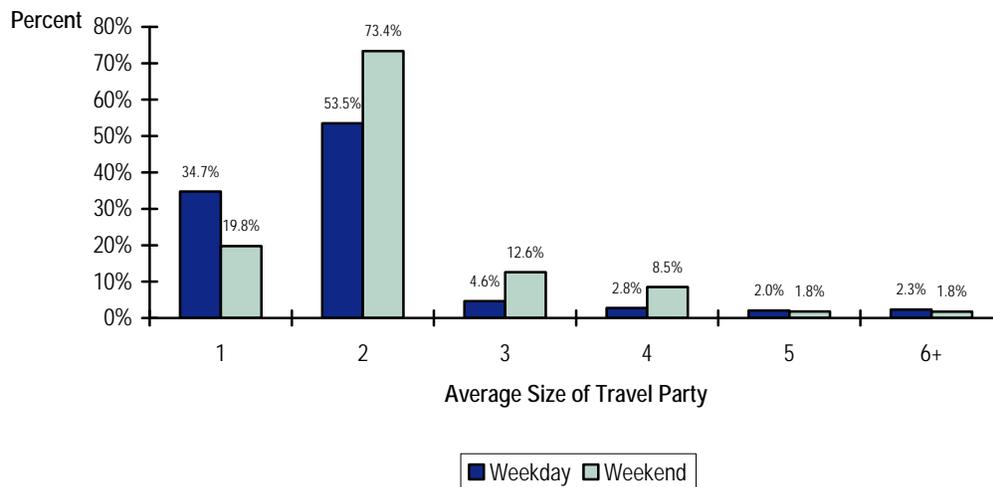
One new question on the 2006 survey was “Is this your preferred sailing?” A significant number of weekday travelers (20 percent) said that it was not their preferred sailing during the week, with 23 percent of travelers saying it was not their preferred sailing on the weekend. Also, a similar percent of walk-on passengers indicated that they do not take their preferred sailing. These survey results are presented in Table 5.5.

**Table 5.5 San Juan Islands Corridor Preferred Sailing**  
*Is This Your Preferred Sailing?*

	Drive	Walk/ Bike	Total	
			Number	Percent
<b>Weekday</b>				
Yes	2,948	486	3,434	79.7%
No, different departure time	698	119	817	19.0%
No, different route	31	28	59	1.4%
<b>Total</b>	<b>3,677</b>	<b>633</b>	<b>4,310</b>	<b>100.0%</b>
	85.3%	14.7%	100.0%	
<b>Weekend</b>				
Yes	3,146	762	3,908	77.6%
No, different departure time	919	163	1,082	21.5%
No, different route	36	10	46	0.9%
<b>Total</b>	<b>4,101</b>	<b>935</b>	<b>5,036</b>	<b>100.0%</b>
	81.4%	18.6%	100.0%	

Figure 5.9 presents the size of the travel party for weekday and weekend travelers. As expected, the majority of people traveling together occurs on the weekends (73 percent), and a significant percent of people traveling on the weekdays (35 percent) travel alone. It is also found that a majority of the travelers on weekdays travel in groups (54 percent).

**Figure 5.9 San Juan Islands Corridor Party Size**  
*How many people are traveling with you?*

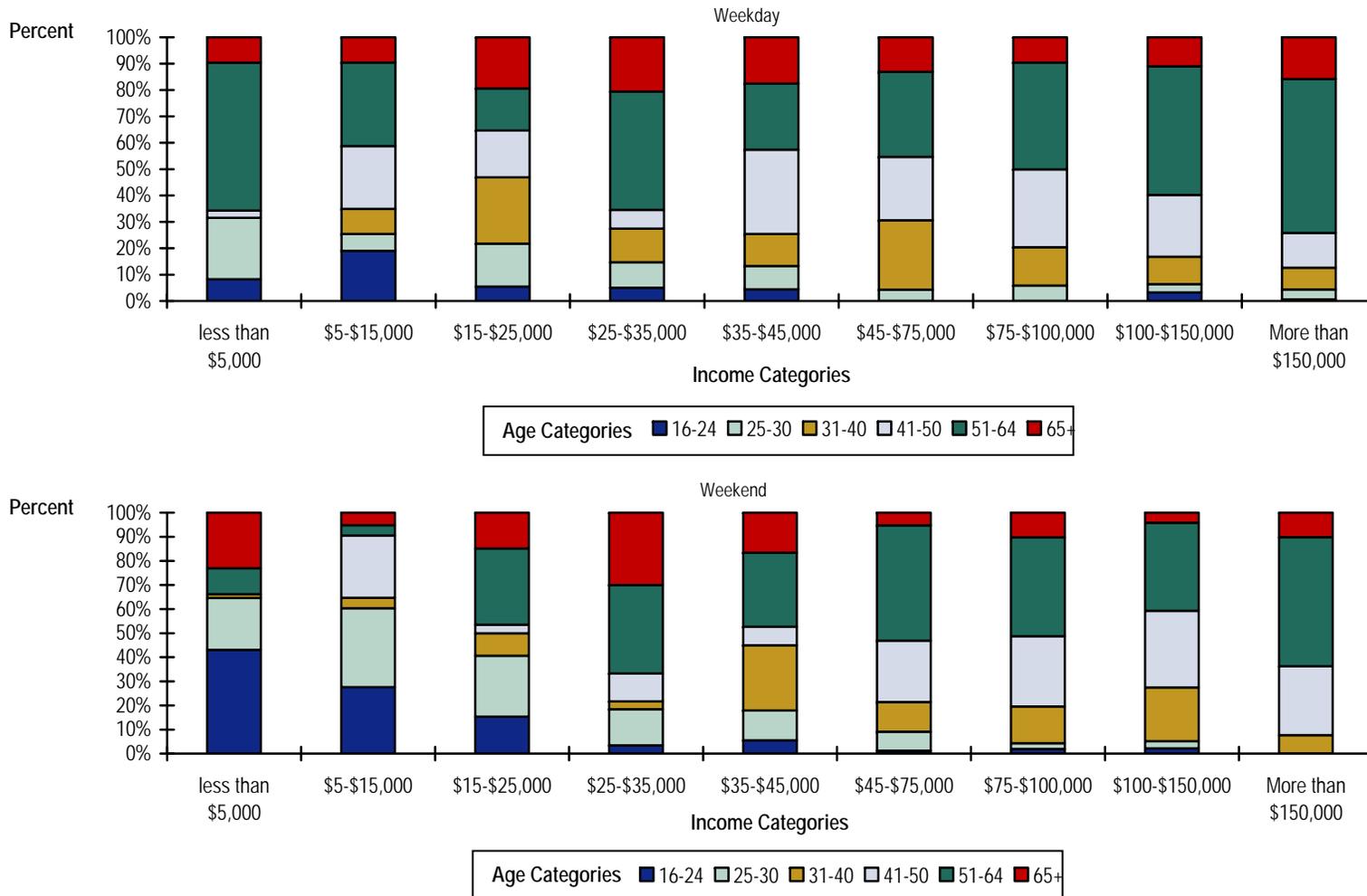


Note: The original question asked “how many people are traveling with you (not including yourself)”, but the data implied that most people did not include themselves in the answer, so these data were corrected based on how many people each respondent was traveling with. So the average size of the party in this figure includes the respondent.

### 5.0.7 Demographic Characteristics

The distribution of age and income of the ferry travelers for weekdays and weekends are presented in figure 5.10. The average age and income of the weekday (47 years, \$84K) and weekend travelers (48 years, \$80K) is found to be similar along this corridor. The average age of these travelers is higher than the regional average age of 35 years old and it has also been increasing over time, from an average age of 42 in the 1993 survey to 48 in the 2006 survey. The average income for ferry travelers is between \$80,000 and \$84,000.

**Figure 5.10 San Juan Islands Corridor Traveler Age and Income**  
*In what year were you born? What was your estimated household income in 2005 before taxes?*



The average number of vehicles owned per household for weekday travelers is about 2.5 vehicles per household. The vehicle ownership remained constant over the years for all groups, except for those households who own one vehicle, that is, one-vehicle households declined from 1993 (22 percent) to 1999 (20 percent) to 2006 (15 percent).

There are about 1.2 workers per household in the 2006 survey. About 35 percent of the total ferry riders come from two-worker households. Data on number of workers in household was not collected during the 1999 or 1993 survey. Of the weekday ferry riders, 65 percent said they were employed, down from the 72 percent reported in the 1999 survey. The biggest change from 1999 was that retired persons increased from 10 to 29 percent, and non-workers and students decreased accordingly.

## **5.1 ANACORTES-SAN JUAN ISLANDS (INCLUDE INTER-ISLAND ROUTES)**

### **5.1.1 Route Description**

This route connects Anacortes on the mainland with the San Juan Islands (Lopez, Shaw, Orcas, and San Juan) in the San Juan Island corridor located well North of Seattle. It takes 50 to 120 minutes to ride this ferry route one-way, depending on how many islands are on each route. The crossing is between 11 and 17 nautical miles, depending on which island the ferry goes to. For 2006, the annual total ridership was 0.7 million passengers plus 0.9 million vehicles and drivers for a total of 1.6 million people, or about 4,500 riders per day. This compares to 5,000 riders per day in 1999 and 4,600 riders per day in 1993. The 1999 year was a peak year systemwide ridership and the trend for this route follows this pattern.

The Anacortes-San Juan Islands route has 18 sailings per day by each direction, which is about the same as it was in 1993 and 1999. The vehicle capacity has also remained constant, with the use of the Evergreen and Super class vessels on these routes. The fare ranges from \$24.63 to \$35.08 for vehicles (depending on which island), and \$10.13 for passengers to any island in 2006. This is a 54 to 63 percent increase in vehicle fares (constant 2006 dollars) and 58 percent increase in passenger fares (constant 2006 dollars) compared to 1999.

This section provides some key trip making characteristics of ferry riders on this route. In addition, we have compared the 2006 survey results with key characteristics from the previous 1999 and 1993 survey data to identify trends in trip making on this route.

### **5.1.2 Trips by Purpose**

The trip purposes of ferry riders on the Anacortes-San Juan Island route were cross tabulated against the direction of the trip for weekday and weekend and for different survey years. Table 5.6 shows three groups of trip purposes

(work/school, personal business/other, and shopping/recreation) for 2006 weekday and weekend and for all purposes for 1993 and 1999. The two directions used are eastbound and westbound as all of the ferry routes are east-west routes.

**Table 5.6 Anacortes-San Juan Islands Trips by Purpose and Direction**  
*What is/are the reason(s) you are riding this ferry today?*

Direction	Work/ School	Personal Business/Other	Recreation/ Shopping	Total	All Purposes		
					2006	1999 <sup>a</sup>	1993 <sup>a</sup>
<b>Weekday</b>							
Eastbound	888	542	580	2,010	50.0%	48.5%	35.3%
Westbound	624	669	720	2,013	50.0%	51.5%	64.7%
<b>Total</b>	<b>1,512</b>	<b>1,211</b>	<b>1,300</b>	<b>4,023</b>	100%	100%	100%
Total 2006	37.6%	30.1%	32.3%	100%			
Total 1999	32.9%	29.6%	37.5%	100%			
Total 1993	34.0%	17.6%	48.3%	100%			
<b>Weekend</b>							
Eastbound	356	516	1,498	2,370	49.5%	49.7%	45.4%
Westbound	255	522	1,645	2,422	50.5%	50.3%	54.6%
<b>Total</b>	<b>611</b>	<b>1,038</b>	<b>3,143</b>	<b>4,792</b>	100%	100%	100%
Total 2006	12.8%	21.7%	65.6%	100%			
Total 1999	7.6%	20.2%	72.2%	100%			
Total 1993	11.4%	9.3%	79.3%	100%			

<sup>a</sup> 1999 and 1993 survey trips were not rebalanced by direction and as a result there is a large difference by direction for all purposes. The 2006 survey trips were expanded by direction for all time periods by creating the reverse trips for surveys trips returning on the same route based on the information on round-trip patterns and modal usage. So the number of directional trips is more balanced in 2006 for weekdays and weekends than they were in 1993 and 1999. See Section 2.3 for more details.

2006 Weekday Trips: 4252 Missing: 229

2006 Weekend Trips: 4962 Missing: 170

There is about an even split between eastbound and westbound travelers for all purposes, but there are some notable differences by trip purpose. The personal business/other and the shopping/recreation trips are more concentrated in the westbound direction and the work/school trips are more concentrated in the eastbound direction. This indicates that there are more work trips on the mainland and more non-work trips on the islands, which makes sense. The same phenomenon exists over the weekends for 2006, except that personal business/other trips are evenly split by direction.

Table 5.7 shows the distribution of trips across different time periods and by direction of travel. As expected, the p.m. peak- period defined as 3:00 p.m. to

7:00 p.m. has the highest share of weekday trips (35 percent) because of the return trips of work commute, as well as non-work trip purposes such as personal business, shopping, and recreation. The p.m. off-peak period defined as noon to 3:00 p.m. has the second largest share of riders, representing 19 percent of weekday trips.

**Table 5.7 Anacortes-San Juan Islands Trips by Time-of-Day and Direction <sup>a</sup>**  
*What is the scheduled departure time of the ferry you are taking now?*

Direction	Night (7:00 p.m. to 5:00 a.m.)	A.M. Peak (5:00 a.m. to 9:00 a.m.)	A.M. Off-Peak (9:00 a.m. to 12:00 p.m.)	P.M. Off-Peak (12:00 p.m. to 3:00 p.m.)	P.M. Peak (3:00 p.m. to 7:00 p.m.)	Daily	All Trips		
							2006	1999 <sup>a</sup>	1993 <sup>a</sup>
<i>Weekday</i>									
Eastbound	486	558	449	42	347	1,882	44%	48.5%	35.3%
Westbound	18	160	283	763	1,136	2,360	56%	51.5%	64.7%
<b>Total</b>	<b>504</b>	<b>718</b>	<b>732</b>	<b>805</b>	<b>1,483</b>	<b>4,242</b>	100%	100%	100%
Percent 2006	11.9%	16.9%	17.3%	19.0%	35.0%	100%			

<sup>a</sup> The expanded trips by direction and time period show little difference by direction since the counts used for expanded were available only in one direction (and doubled for expansion purposes). For the purposes of this table, raw percents of trips by direction and time period were used rather than expanded trips by direction. Hence, trips in this table may not match other tables by direction. The expansion factors for weekend travel were unreliable, and so the weekend summary is not included.

2006 Weekday Trips: 4,252                      Missing: 0

2006 Weekend Trips: 4,962                      Missing: 0

### 5.1.3 Frequency of Travel

The total number of trips and the purpose behind taking these trips on ferries in an average week in 2006 are shown in Table 5.8. For comparison summaries, the trip purposes are aggregated into three groups – work/school, personal business/other, and shopping/recreation. The trip frequency or number of one-way trips in a typical week also is aggregated into seven groups and cross-tabulated against the trip purpose for 2006.

**Table 5.8 Anacortes-San Juan Islands Trips by Purpose and Frequency<sup>21</sup>**  
*What is/are the reason(s) you are riding this ferry today? How many one-way trips have you taken on a Washington State Ferry in the past seven days, including this ride?*

Frequency	Work/School	Personal Business/ Other	Recreation/ Shopping	Total	All Purposes			Work/School	
					2006	1999	1993	2006	1999
<i>Weekday</i>									
1	157	234	383	774	20.6%	25.0%	40.8%	10.4%	12.8%
2	623	571	594	1,788	47.6%	32.5%	27.7%	41.4%	26.3%
3-4	233	229	162	624	16.6%	22.1%	16.9%	15.5%	24.9%
5-6	56	27	26	109	2.9%	8.6%	5.5%	3.7%	10.4%
7-8	84	7	13	104	2.8%	3.5%	2.4%	5.6%	7.0%
9-10	277	3	3	283	7.5%	4.4%	6.7%	18.4%	7.9%
11+	75	0	0	75	2.0%	4.0%		5.0%	10.8%
<b>Total</b>	<b>1,505</b>	<b>1,071</b>	<b>1,181</b>	<b>3,757</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
Percent 2006	40.1%	28.5%	31.4%	100%					
<i>Weekend</i>									
1	325	591	1,396	2,312	53.9%	26.1%	46.5%		
2	41	182	1,045	1,268	29.6%	51.5%	37.3%		
3-4	58	172	283	513	12.0%	15.9%	11.7%		
5-6	7	26	13	46	1.1%	4.5%	2.4%		
7-8	60	0	0	60	1.4%	0.6%	0.6%		
9-10	8	0	5	13	0.3%	0.6%	1.5%		
11+	41	0	35	76	1.8%	0.8%			
<b>Total</b>	<b>540</b>	<b>971</b>	<b>2,777</b>	<b>4,288</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>		
Percent 2006	12.6%	22.6%	64.8%	100%					

2006 Weekday Trips: 4252      Missing: 570

2006 Weekend Trips: 4962      Missing: 674

Among commuters and discretionary passengers alike, few use this ferry on an extremely frequent basis. The frequency of ridership is lower than with many of the other routes. In the case of Anacortes-San Juan Islands, 70 percent (2,562 out of 3,682) of all passengers surveyed use this ferry an average of only once or twice per week. Commuters use it slightly more often, with 29 percent (436 out of 1,505) who make seven or more one-way trips per week. Less than one percent of other riders use this ferry with this frequency.

Table 5.8 also provides comparison of trip frequency percents for years 1993,

<sup>21</sup>The total percentage distribution across trip purposes is different in Table 5.6 than in Table 5.8 because there are more missing trips in Table 5.8 that did not have detailed trip frequency information.

1999, and 2006. Commuters represent a slightly larger share of total weekday ferry ridership in recent years. In 1993, 34 percent of riders were commuters; in 1999 this dropped slightly to 33 percent, and rose again in 2006 to 41 percent. Ferry ridership used to be most common for recreational purposes, followed by commuter trips. The share of recreational trips has declined from 48 percent in 1993 to 38 percent in 1999 to 32 percent in 2006. The share of trips for medical and personal business rose from 18 percent in 1993 to 30 percent in 1999 and stayed roughly the same, with 29 percent in 2006.

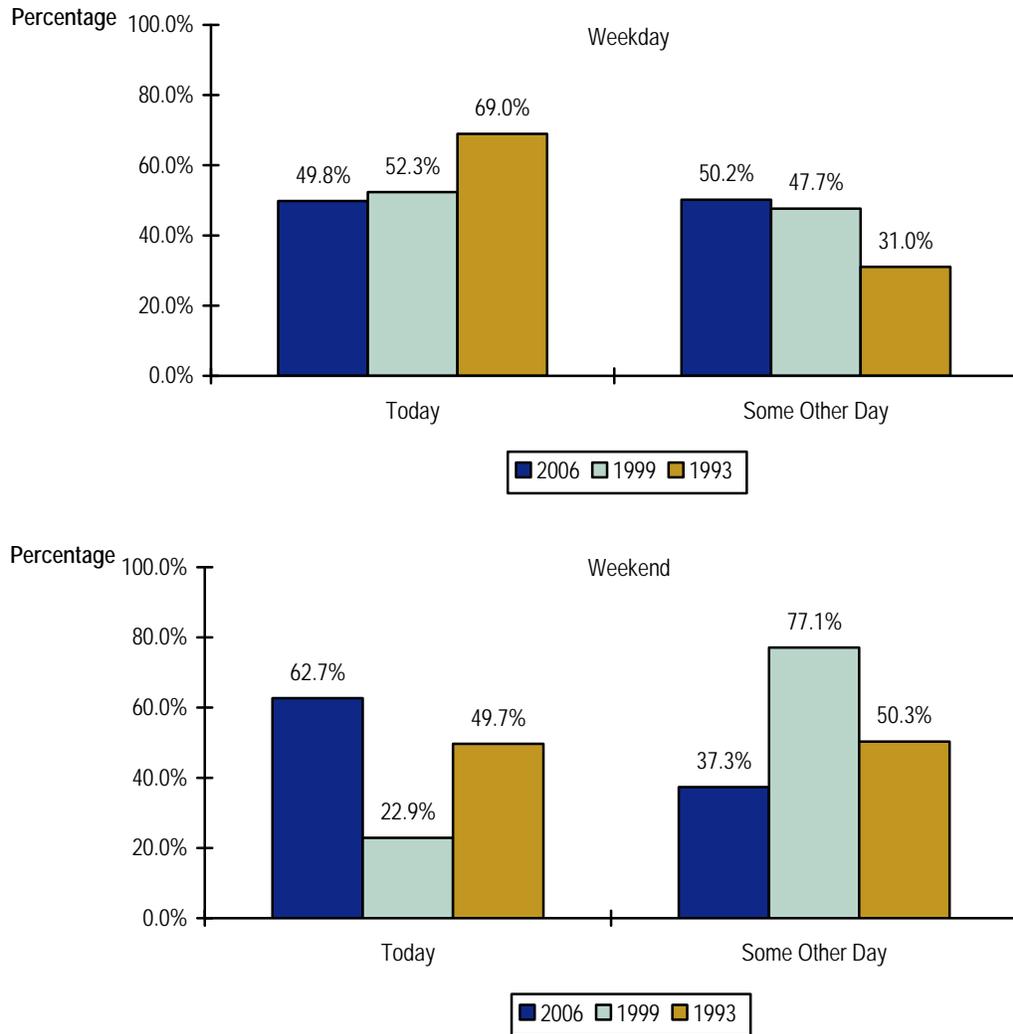
In 1993, 69 percent of riders used the ferry only once or twice in a week. By 1999 this share dropped to 58 percent. Then by 2006, it was back up, this time to 70 percent who said they rode it once or twice per week.

#### **5.1.4 Round-Trip Patterns**

In the 2006 surveys, questions on riders' round-trip patterns were asked which included the mode of travel and the day chosen to make the return trip, or in some cases, to make the outbound journey. Figure 5.11 below shows the day chosen by travelers for their first or second half of the trip, that is, if they returned the same day or some other day. This corridor is unlike some of the other corridors insofar as so many riders return on a different day. Specifically, 50 percent of passengers are not returning on the same day they departed. Over the weekend, 37 percent of passengers are traveling this route on different days as part of one trip.

Comparing the 2006 weekday estimates against the 1993 and 1999 weekday estimates, it is observed that the number of riders returning on a different day increases from 1993 to 2006. In 2006, this share was 50 percent, compared with 48 percent in 1999 and 31 percent in 1993. For weekend travel, in 1993, 50 percent of weekend trips were made over more than one day; in 1999 that share is high, at 77 percent, and by 2006 it decreases to 37 percent.

**Figure 5.11 Anacortes-San Juan Islands Round Trip Patterns by Day**  
*When was the first half of your trip or when will you return?*

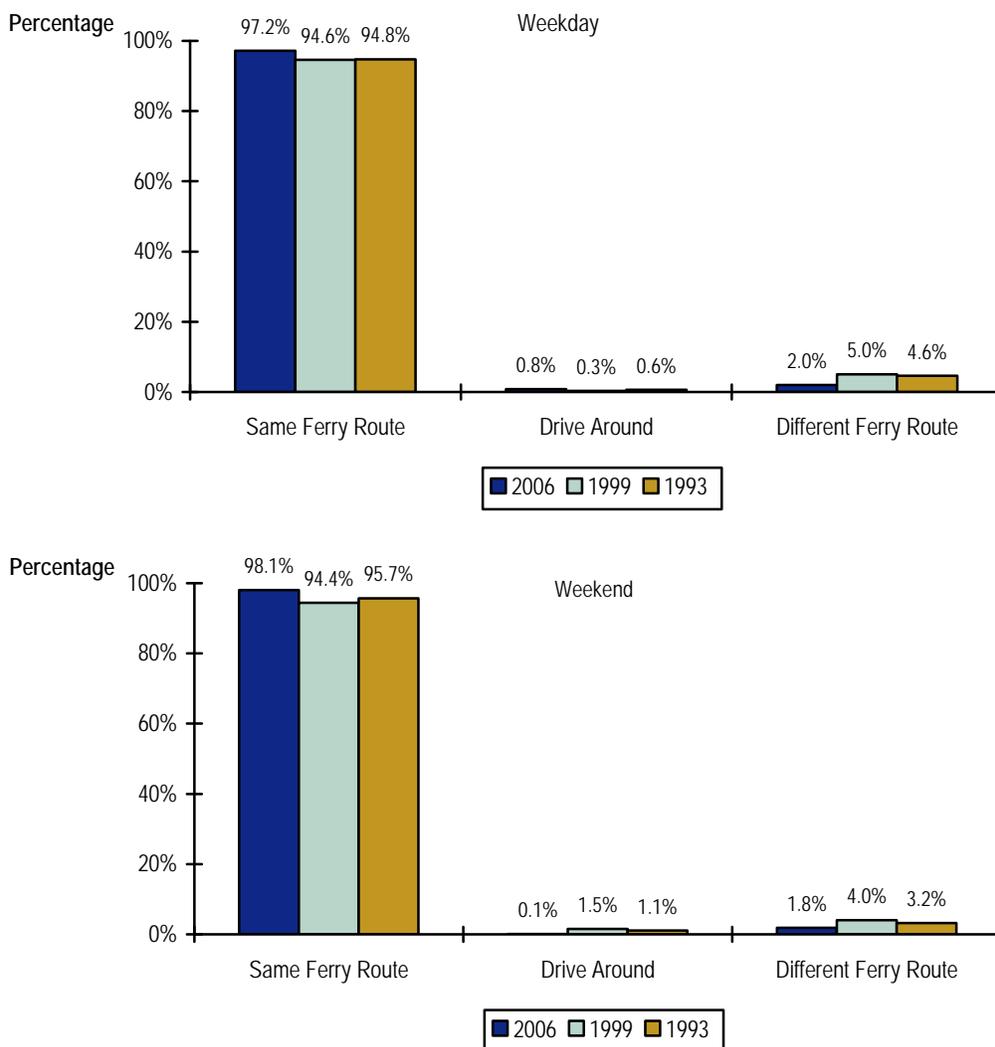


2006 Weekday Trips: 4,252      Missing: 36

2006 Weekend Trips: 4,962      Missing: 83

For riders who made one-half of their trip on this route, Figure 5.12 shows the mode of travel they chose for the other half of the trip. The three mode options chosen were: use the same ferry route, drive around or use a different ferry route. As expected, a large number of travelers indicated that they chose the same route because of the fact that travelers have to return to their home base. This was particularly true in 2006 when 97 percent used the same ferry route. These numbers were slightly lower in 1993 when 95 percent used the same ferry, and in 1996 when 95 percent did so.

**Figure 5.12 Anacortes-San Juan Islands Round Trip Patterns by Route**  
*How will you return or how did you travel on the first half of your trip?*



Note: A number of respondents misinterpreted the question as it is not possible to drive around when going to or from the San Juan Islands or Sidney.

2006 Weekday Trips: 4,252      Missing: 83

2006 Weekend Trips: 4,962      Missing: 219

From the weekend estimates, the trends were relatively stable over time. In 1993, 96 percent of boardings were travelers returning on the same ferry route, compared to 94 percent in 1999, and then up slightly to 98 percent in 2006.

### 5.1.5 Access, Egress, and Boarding Modes

The mode of travel to and from this route was cross-tabulated to analyze the current mode choice of ferry riders and to study the changes over time. Figure 5.13 shows the access and egress modes for weekday and weekend travel. Car driver and passenger are the dominate access and egress modes. These access and egress modes are described in more detail below.

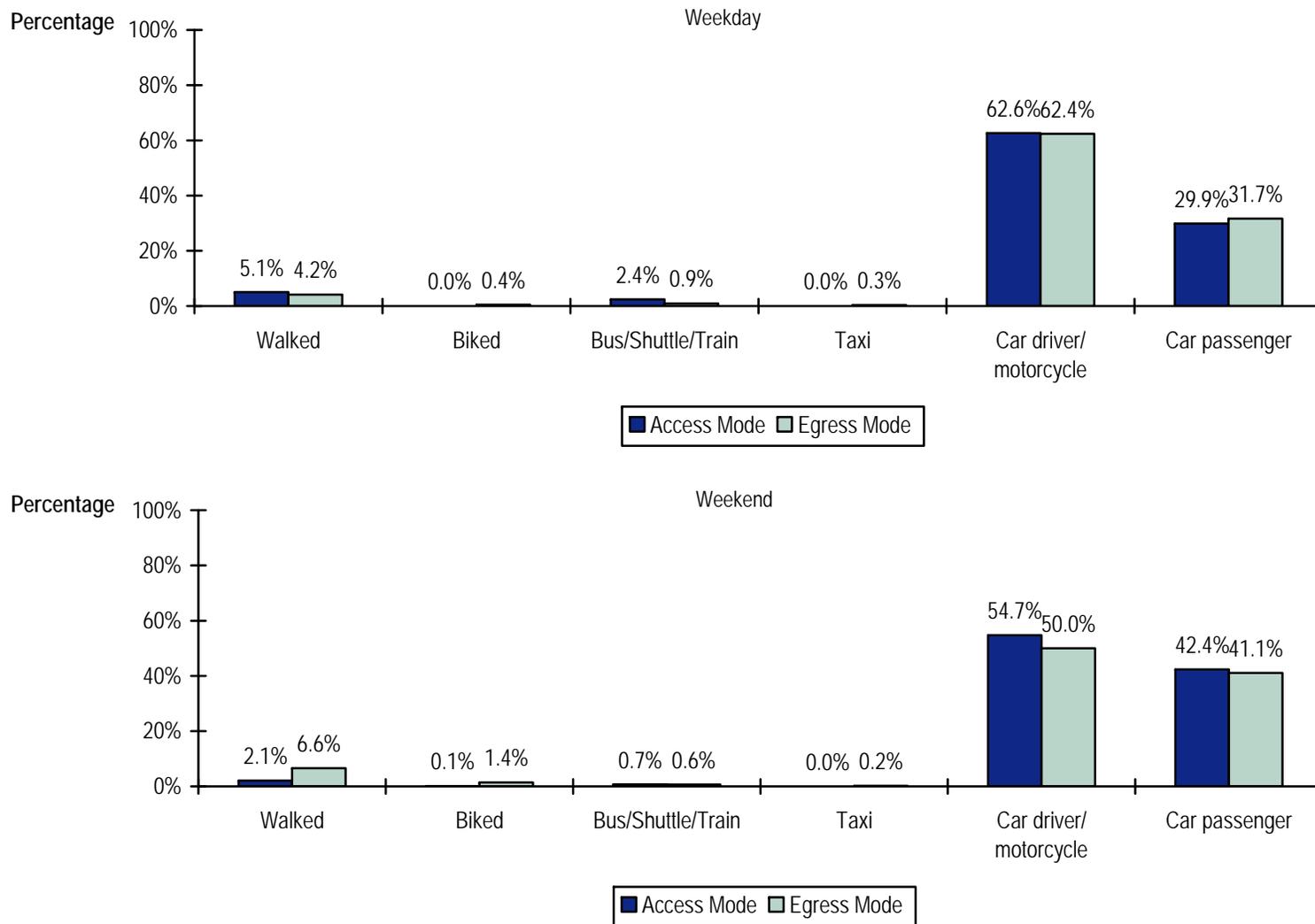
Table 5.9 shows the mode of travel on this route and the corresponding access modes to the ferry terminal. During the 2006 average weekday, the vast majority of the riders either chose to drive or got dropped off at this ferry. The share who drove was 63 percent. The share of passengers who were in a vehicle was another 30 percent. Only 5 percent walked, none biked and 2 percent took public transit to the terminal. The number of boardings by drive mode decreased just slightly from 88 percent in 1999 to 85 percent in 2006. The number of walk-on boardings increased slightly from 11 percent in 1999 to 15 percent in 2006.

During 2006 weekends, again the vast majority of ferry passengers either drove to the terminal or rode in a car with someone. Specifically, 55 percent drove and another 42 percent were vehicle passengers. Only two percent walked and few biked or took public transportation. It is to be noted that a modal shift to walk on from driving on occurred in 2006 on weekdays than on the weekends.

Table 5.10 shows ferry riders' mode of travel on this route and the corresponding egress modes from the ferry terminal to their final destinations. The differences in ridership estimates across the main mode of travel between table 5.10 and table 5.11 is due to more missing trips that did not have egress mode information. The boardings by egress modes seem to be similar to those of the access modes where a majority of riders use the car driver/motorcycle mode of travel to egress and a significant portion use the car passenger mode of travel. This shows that riders are probably choosing the same mode of travel for their access and egress.

The historic data reveals that the share of ferry passengers who drove or were a passenger has always been high – in the 91 to 94 percent range. Few have walked, biked, or taken public transit. In 2006 weekends, a majority of passengers arrived at the ferry terminal by car that is either driven by the ferry passenger or with another driver. This high rate of vehicle use was equally evident in 1993 and 1999.

Figure 5.13 Anacortes-San Juan Islands Trips by Access and Egress Mode



**Table 5.9 Anacortes-San Juan Islands Trips by Access Mode and Boarding Method**  
*How will/did you board this ferry? How did you travel from your origin location to this sailing?*

Access Mode	Drive <sup>a</sup>	Walk	Bicycle	Total	All Boardings		
					2006	1999	1993
<b>Weekday</b>							
Walked	40	164	10	214	5.1%	1.6%	3.9%
Biked	0	0	0	0	0.0%	0.5%	1.4%
Bus/Shuttle/Train	55	47	0	102	2.4%	0.4%	1.8%
Taxi	0	0	0	0	0.0%	–	0.0%
Car Driver/Motorcycle	2,402	232	4	2,638	62.6%	61.4%	62.5%
Car Passenger	1,085	172		1,257	29.9%	36.0%	30.3%
<b>Total</b>	<b>3,582</b>	<b>615</b>	<b>14</b>	<b>4,211</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
Percent 2006	85.1%	14.6%	0.3%	100%			
Percent 1999	88.3%	11.3%	0.4%	100%			
Percent 1993	77.5%	19.7%	2.8%	100%			
<b>Weekend</b>							
Walked	32	73	0	105	2.1%	1.6%	3.7%
Biked	0	0	4	4	0.1%	1.1%	2.2%
Bus/Shuttle/Train	9	26	0	35	0.7%	0.7%	0.5%
Taxi	0	0	0	0	0.0%	–	0.2%
Car Driver/Motorcycle	2,196	426	65	2,687	54.7%	66.5%	55.3%
Car Passenger	1,727	353	0	2,080	42.4%	30.1%	38.1%
<b>Total</b>	<b>3,964</b>	<b>878</b>	<b>69</b>	<b>4,911</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
Percent 2006	80.7%	17.9%	1.4%	100%			
Percent 1999	79.1%	18.4%	2.5%	100%			
Percent 1993	68.5%	27.8%	3.7%	100%			

<sup>a</sup> Drive mode includes vehicle driver and vehicle passengers and trucks and are reported as boardings i.e., all passengers in vehicles.

2006 Weekday Trips: 4252      Missing: 41

2006 Weekend Trips: 4962      Missing: 51

**Table 5.10 Anacortes-San Juan Islands Trips by Egress Mode and Boarding Method**  
*How will/did you board this ferry? How did you travel to the destination you are going to now?*

Egress Mode	Drive <sup>a</sup>	Walk	Bicycle	Total	All Boardings		
					2006	1999	1993
<b>Weekday</b>							
Walked	17	157	0	174	4.2%	2.7%	4.7%
Biked	0	4	14	18	0.4%	0.4%	3.2%
Bus/Shuttle/ Train	29	10	0	39	0.9%	0.1%	1.5%
Taxi	14	0	0	14	0.3%	0%	0.0%
Car Driver/ Motorcycle	2,297	289	0	2,586	62.4%	59.6%	63.3%
Car Passenger	1,157	156	0	1,313	31.7%	37.1%	27.4%
<b>Total</b>	<b>3,514</b>	<b>616</b>	<b>14</b>	<b>4,144</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
Percent 2006	84.8%	14.9%	0.3%	100%			
Percent 1999	88.3%	11.3%	0.4%	100%			
Percent 1993	77.5%	19.7%	2.8%	100%			
<b>Weekend</b>							
Walked	25	295		320	6.6%	2.5%	3.9%
Biked			69	69	1.4%	0.7%	2.2%
Bus/Shuttle/ Train		31		31	0.6%	0.9%	0.4%
Taxi		10		10	0.2%	0%	0.2%
Car Driver/ Motorcycle	2,219	196		2,415	50.0%	68.0%	56.3%
Car Passenger	1,626	360		1,986	41.1%	28.0%	37.0%
<b>Total</b>	<b>3,870</b>	<b>892</b>	<b>69</b>	<b>4,831</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
Percent 2006	80.1%	18.5%	1.4%	100%			
Percent 1999	79.1%	18.4%	2.5%	100%			
Percent 1993	68.5%	27.8%	3.7%	100%			

<sup>a</sup> Drive mode includes vehicle driver and vehicle passengers and trucks and are reported as boardings i.e., all passengers in vehicles.

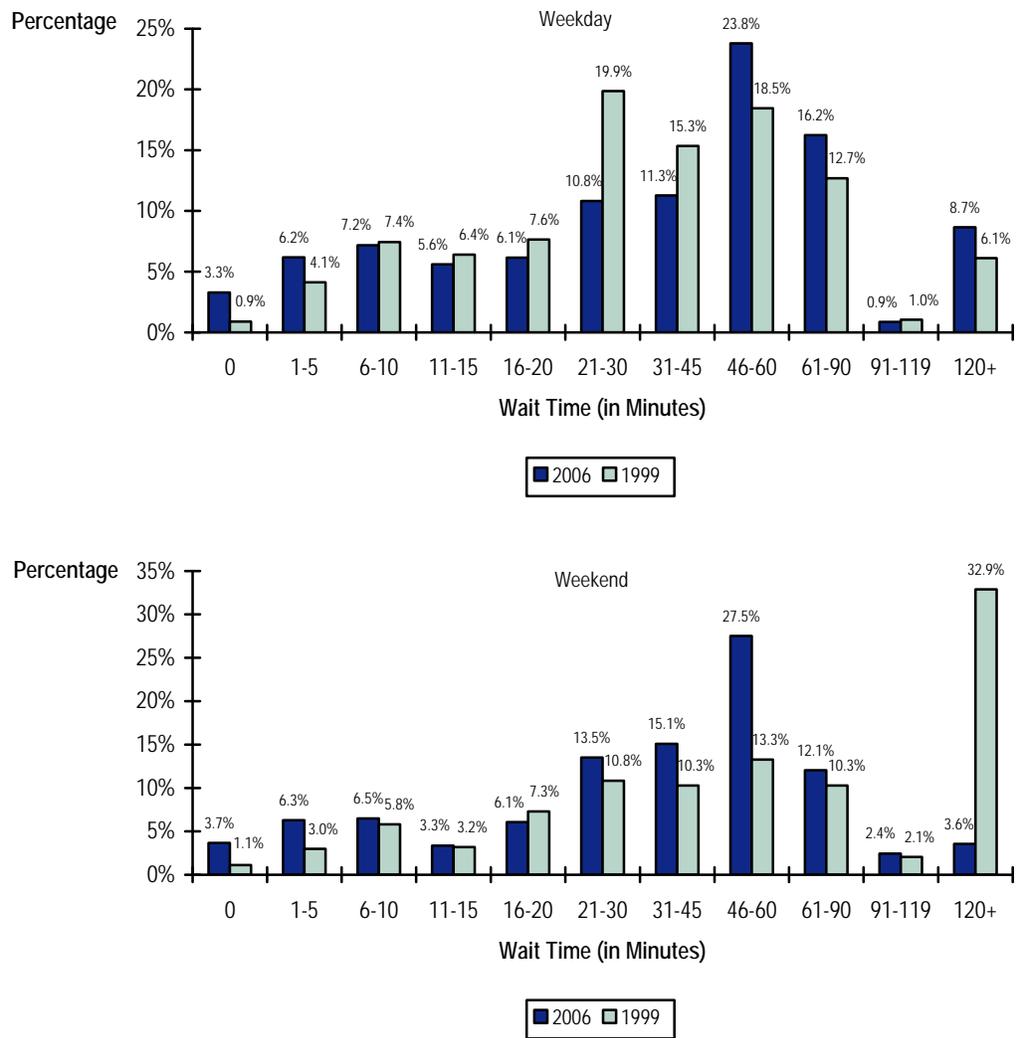
2006 Weekday Trips: 4252      Missing: 108

2006 Weekend Trips: 4962      Missing: 131

### 5.1.6 Wait Time

The out-of-vehicle travel times were measured by asking the respondents the amount of time they spent on waiting before boarding this ferry route. Figure 5.14 shows the frequency distribution of perceived wait time (in minutes) for 1999 and 2006. This was not done by boarding method as the data was not available in sufficient detail for this cross tabulation. For 2006 weekday, the majority of boardings were associated with a perceived wait time of 30 minutes or more. It is also found that 61 percent of ferry passengers waited more than half an hour for a ferry, but only 10 percent waited 1.5 hours or more. In 1999, the perceived wait time was slightly shorter, with 54 percent who waited a half-hour or more, but with only 7 percent who waited 1.5-hour or more. The mean perceived wait time for weekdays in 2006 was 57 minutes.

**Figure 5.14 Anacortes-San Juan Islands Trips by Wait Time**  
*About how many minutes did you wait to board this ferry?*



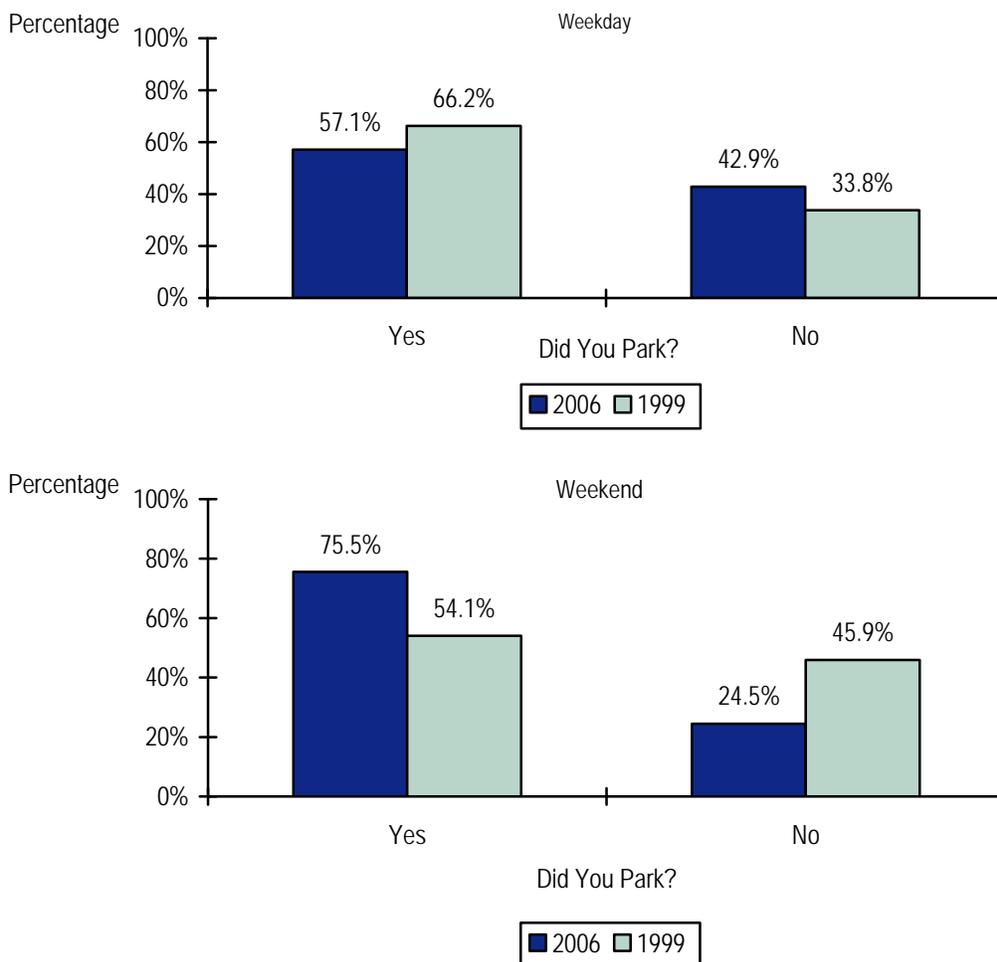
In 2006 weekends, the typical perceived wait time was somewhat longer, with 74 percent waiting over 30 minutes; in 1999, 80 percent waited this amount of time. The mean perceived wait time for weekends in 2006 was 50 minutes.

### 5.1.7 Parking

The parking statistics of walk-on passengers on this route were also examined. Primarily, these data summarizes if commuters parked their vehicles at the ferry terminal and how much was paid for parking. Figure 5.15 below shows that 57 percent of weekday ferry riders in 2006 parked their vehicles at the ferry terminals, compared to 66 percent in 1999. This difference between 1999 and 2006 could be due to changes in parking availability and/or parking charges. In 2006 significantly more ferry passengers parked on weekends, 76 percent, than weekdays (57 percent). In 1999, 54 percent of weekend ferry passengers parked, so this is a significant increase. Again, this could be attributable to parking availability, parking charges or some other cause. The average parking cost was \$5 per day on weekdays and \$5 per day on weekends for ferry riders who paid for parking (i.e., not everyone who parked at the ferry terminal paid for parking).

**Figure 5.15 Anacortes-San Juan Islands Walk-On Passenger Parking Statistics**

*Did you park a vehicle to board this ferry?*

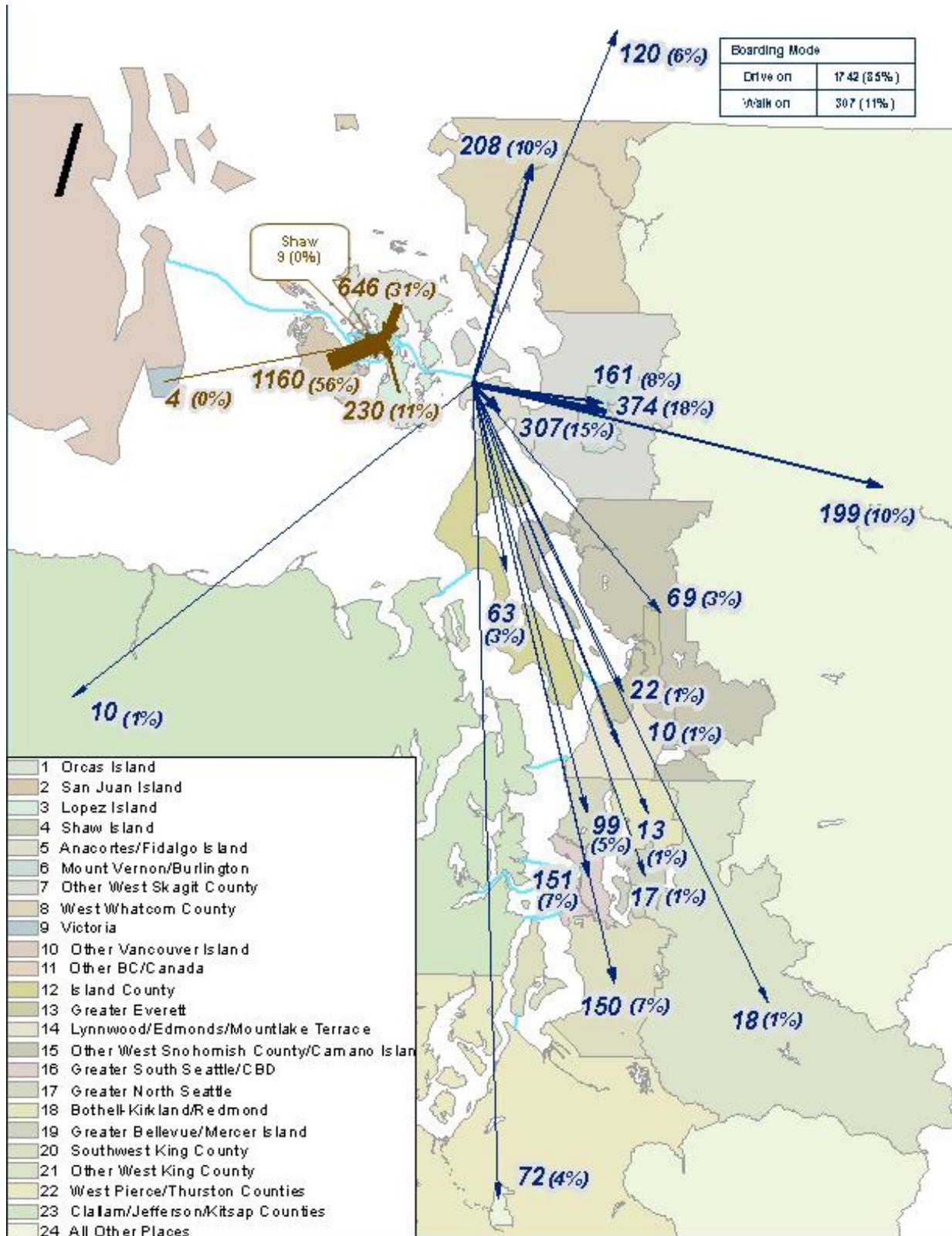


### **5.1.8 Weekday Eastbound Origins and Destinations**

Figure 5.16 for weekday eastbound trips shows the origins and destinations of riders on this route from the San Juan Islands to Anacortes in 2006. The majority of boardings, 85 percent are by auto. This is followed by 15 percent who walk on and 0.3 percent who bring a bicycle. These origins and destinations are detailed by district in Table 5.12. The major destinations are Mount Vernon/Burlington (18 percent), Anacortes/Fidalgo Island (15 percent), and West Whatcom County (10 percent). The major origins of these trips are San Juan Island (56 percent), Orcas Island (31 percent), and Lopez Island (11 percent). The individual locations of each survey respondent's origin and destinations are presented in Figure 5.17 for walk-on and vehicle boarding modes.

In the 1999 survey, Orcas Island had more origins (49 percent) than San Juan Island (42 percent), so the distribution of these weekday eastbound trips has shifted to favor San Juan Island during weekdays. This may reflect a change in pattern over time but could also reflect different patterns from the May survey (in 1999) to the October survey (in 2006).

Figure 5.16 Anacortes-San Juan Islands Weekday Eastbound Origins and Destinations (2006)

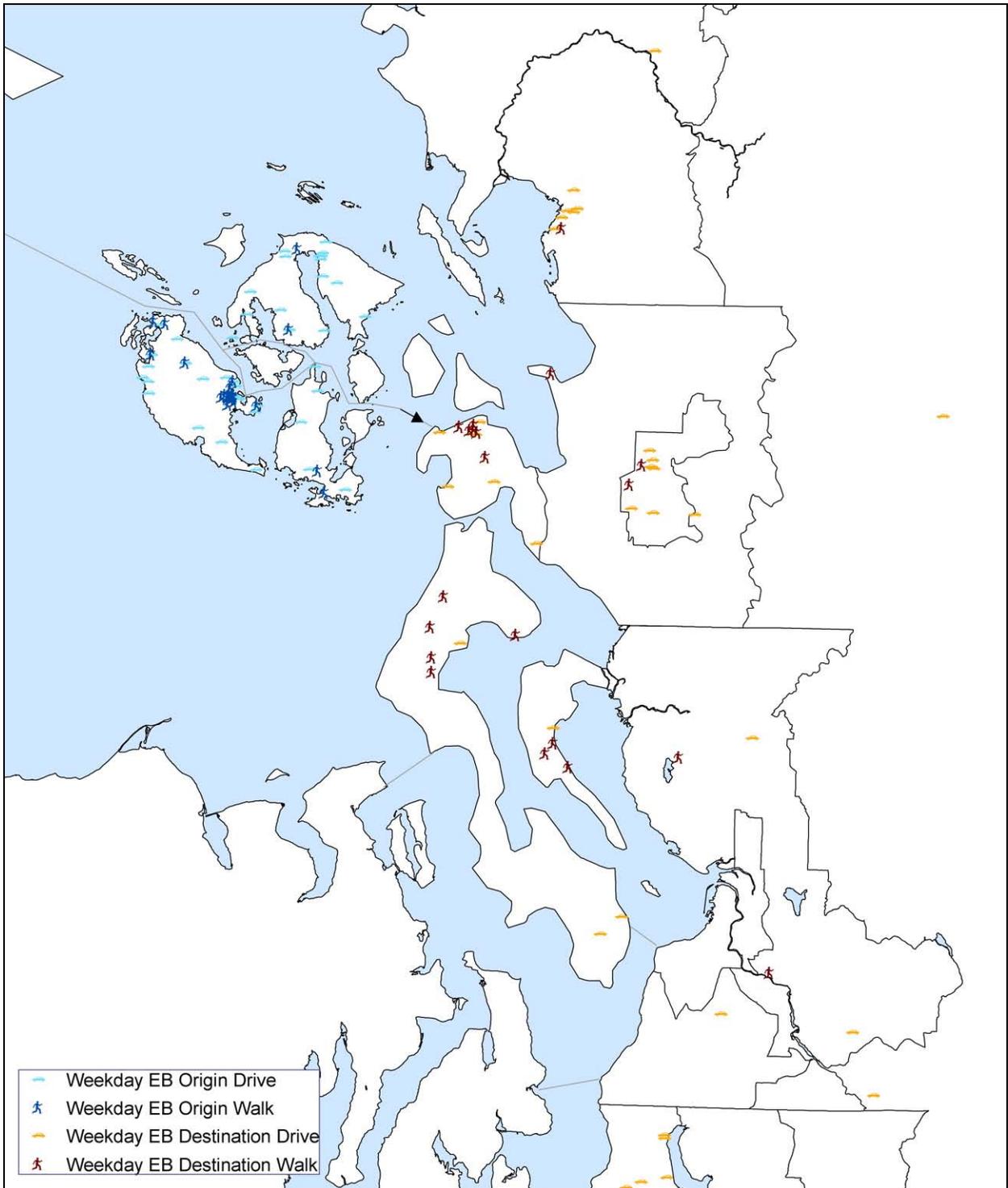


**Table 5.11 Anacortes-San Juan Islands Weekday Eastbound Boardings by Origin and Destination District**

Origin District	Destination District									
	Anacortes/ Fidalgo Island	Mount Vernon/ Burlington	Other West Skagit County	West Whatcom County	Other BC/Canada	Island County	Greater Everett	Lynnwood/ Edmonds/ Mountlake Terrace	Other West Snohomish County/Camano Island	Greater South Seattle/CBD
Orcas Island	75	56	148	80	11	1	1	1	22	56
San Juan Island	148	248	10	111	107	62	19	9	45	64
Lopez Island	77	67	3	17			2		2	20
Shaw Island	7	2								
Victoria										
All Other Places		1			2					11
<b>Total</b>	<b>307</b>	<b>374</b>	<b>161</b>	<b>208</b>	<b>120</b>	<b>63</b>	<b>22</b>	<b>10</b>	<b>69</b>	<b>151</b>
<b>Percent of Total</b>	<b>14.9%</b>	<b>18.1%</b>	<b>7.8%</b>	<b>10.1%</b>	<b>5.8%</b>	<b>3.1%</b>	<b>1.1%</b>	<b>0.5%</b>	<b>3.3%</b>	<b>7.3%</b>

Origin District	Destination District (continued)								Total	Percent of Total
	Greater North Seattle	Bothell- Kirkland/ Redmond	Greater Bellevue/Mercer Island	Southwest King County	Other West King County	West Pierce/ Thurston Counties	Clallam/ Jefferson/ Kitsap Counties	All Other Places		
Orcas Island	13	2	9	84		16		71	<b>646</b>	31.3%
San Juan Island	69	10	8	63	18	49	7	113	<b>1,160</b>	56.2%
Lopez Island	17	1		3		3	3	15	<b>230</b>	11.1%
Shaw Island									<b>9</b>	0.4%
Victoria						4			<b>4</b>	0.2%
All Other Places									<b>14</b>	0.7%
<b>Total</b>	<b>99</b>	<b>13</b>	<b>17</b>	<b>150</b>	<b>18</b>	<b>72</b>	<b>10</b>	<b>199</b>	<b>2,063</b>	<b>100.0%</b>
<b>Percent of Total</b>	<b>4.8%</b>	<b>0.6%</b>	<b>0.8%</b>	<b>7.3%</b>	<b>0.9%</b>	<b>3.5%</b>	<b>0.5%</b>	<b>9.6%</b>	<b>100.0%</b>	

Figure 5.17 Anacortes-San Juan Islands Weekday Eastbound Origins and Destination Locations by Boarding Mode (2006)

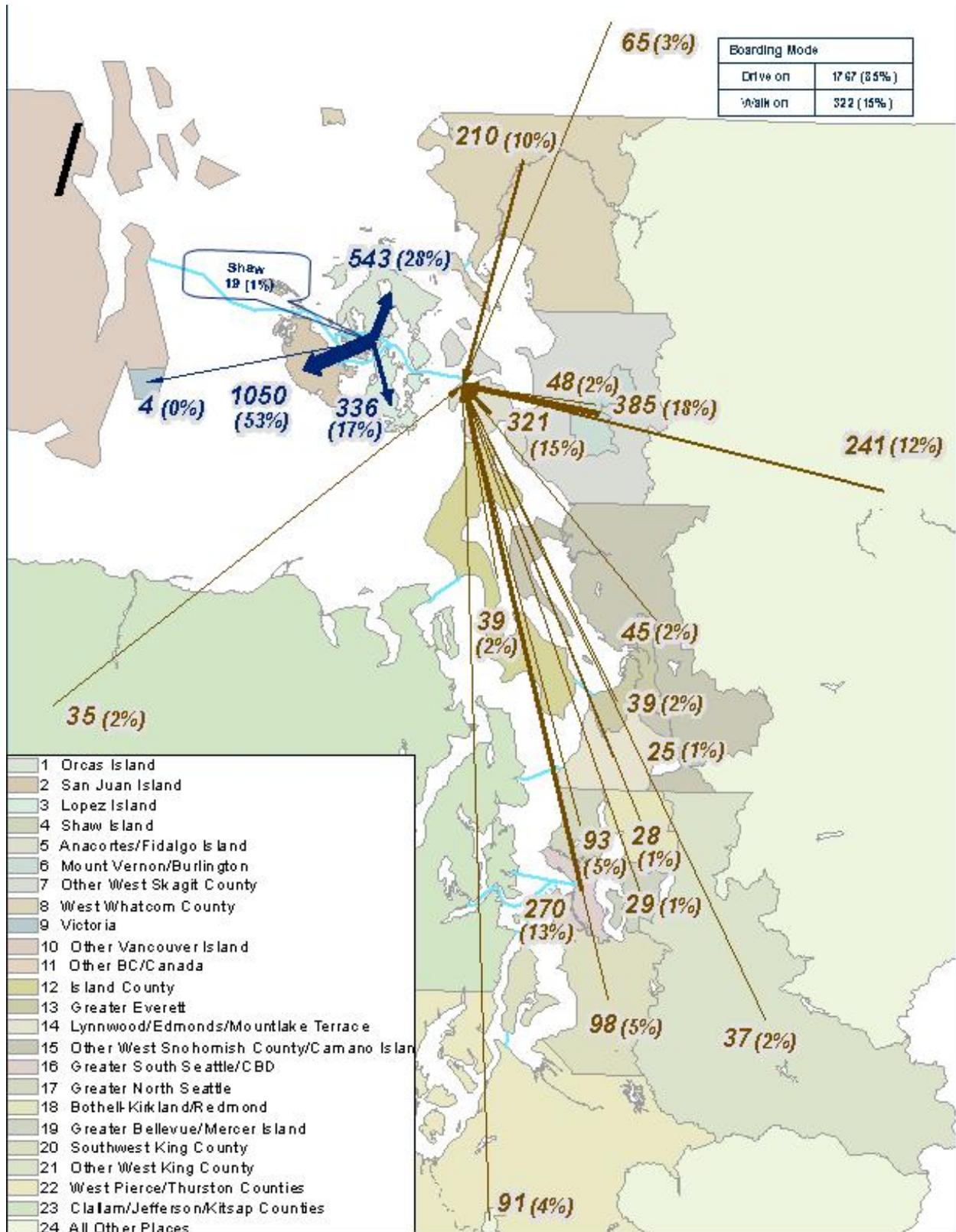


### 5.1.9 Weekday Westbound Origins and Destinations

Figure 5.18 presents the travel patterns of riders taking the Anacortes to the San Juan Islands ferry for weekday westbound trips. The majority of boardings, 85 percent are by auto. This is followed by 15 who walk on and 0.3 percent who bring a bicycle. These origins and destinations are detailed by district in Table 5.13. The major destinations are San Juan Island (50 percent) and Orcas Island (26 percent). The major origins of these trips are Mount Vernon/Burlington (18 percent), Anacortes/Fidalgo Island (15 percent), and Other West Snohomish County/Camano Island (13 percent). The individual locations of each survey respondent's origin and destinations are presented in Figure 5.19 for walk-on and vehicle boarding modes.

In the 1999 survey, Orcas Island had fewer origins (42 percent) than San Juan Island (46 percent), so the distribution of these weekday westbound trips has shifted to favor San Juan Island more than in the past. This may reflect a change in pattern over time but it could also reflect different patterns from the May survey (in 1999) to the October survey (in 2006).

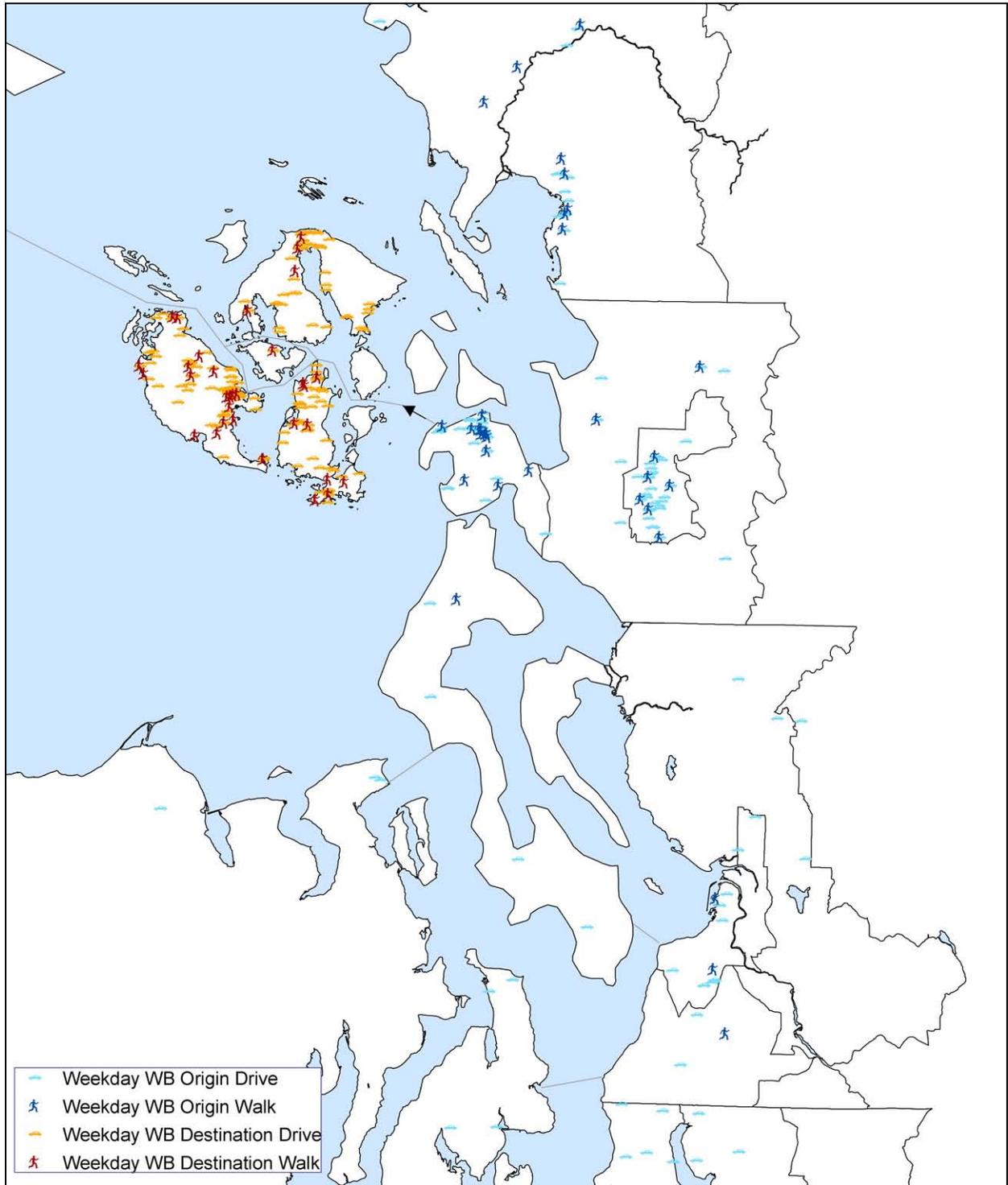
Figure 5.18 Anacortes-San Juan Islands Weekday Westbound Origins and Destinations (2006)



**Table 5.12 Anacortes-San Juan Weekday Westbound Boardings by Origin and Destination District**

Origin District	Destination District							Total	Percent of Total
	Orcas Island	San Juan Island	Lopez Island	Shaw Island	Victoria	Other Vancouver Island	All Other Places		
Anacortes/Fidalgo Island	66	173	70	12				321	15.4%
Mount Vernon/Burlington	68	230	83	2			2	385	18.4%
Other West Skagit County	26	13	9					48	2.3%
West Whatcom County	94	96	15	5				210	10.1%
Other BC/Canada	14	48					3	65	3.1%
Island County	2	37						39	1.9%
Greater Everett	2	35	2					39	1.9%
Lynnwood/Edmonds/ Mountlake Terrace	20	5						25	1.2%
Other West Snohomish County/Camano Island	19	21	5					45	2.2%
Greater South Seattle/CBD	35	65	38				132	270	12.9%
Greater North Seattle	20	53	20					93	4.5%
Bothell-Kirkland/Redmond	5	12	11					28	1.3%
Greater Bellevue/Mercer Island	8	21						29	1.4%
Southwest King County	40	51	7					98	4.7%
Other West King County	21	16						37	1.8%
West Pierce/Thurston Counties	24	54	9		4			91	4.4%
Clallam/Jefferson/Kitsap Counties	4	14	17					35	1.7%
All Other Places	75	106	50					241	11.5%
<b>Total</b>	<b>543</b>	<b>1,050</b>	<b>336</b>	<b>19</b>	<b>4</b>		<b>127</b>	<b>2,089</b>	<b>100%</b>
<b>Percent of Total</b>	<b>26.0%</b>	<b>50.3%</b>	<b>16.1%</b>	<b>0.9%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>6.1%</b>	<b>100%</b>	

Figure 5.19 Anacortes-San Juan Islands Weekday Westbound Origins and Destination Locations by Boarding Mode (2006)

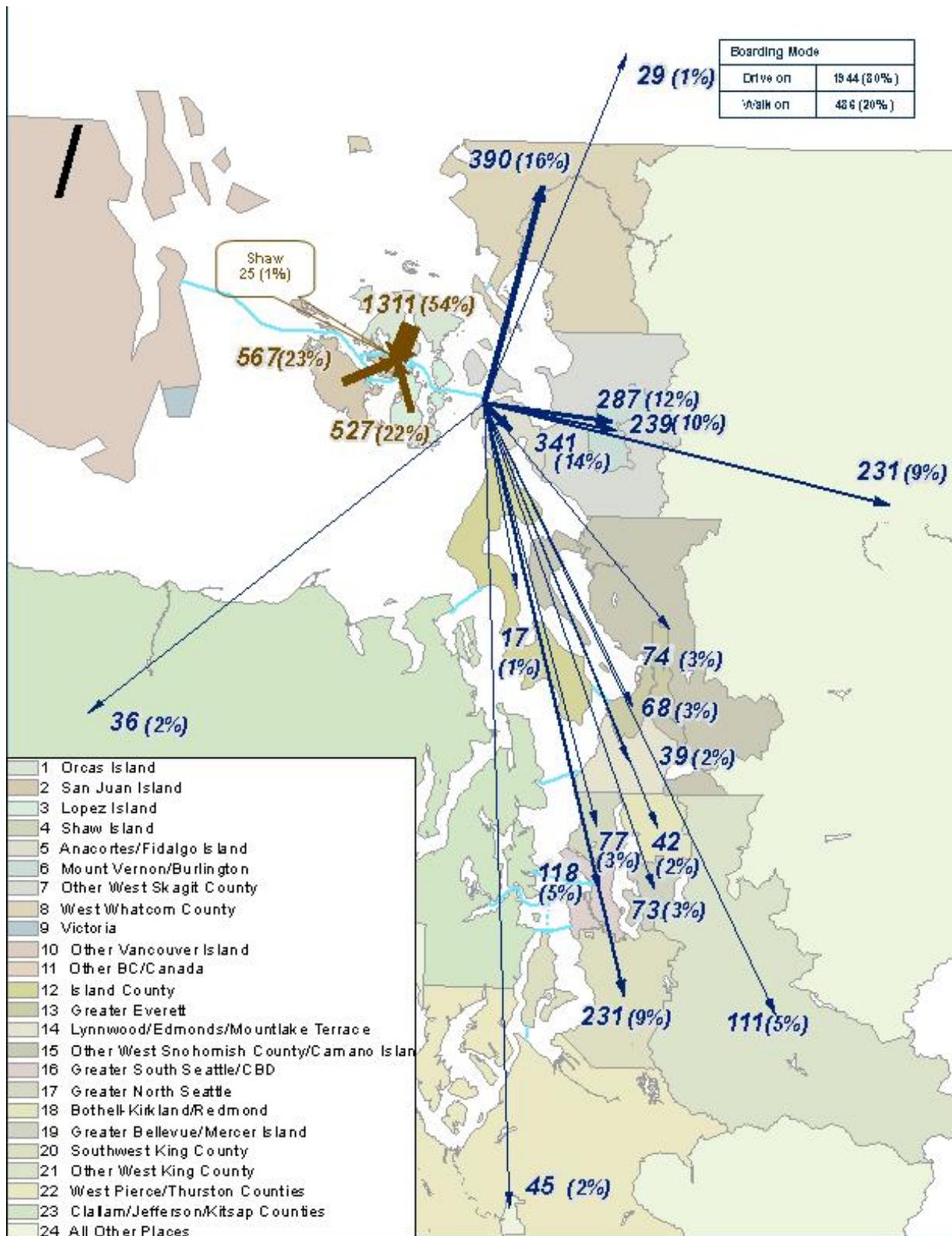


### **5.1.10 Weekend Eastbound Origins and Destinations**

The weekend eastbound travel patterns that occur on the Anacortes to San Juan Islands ferry route are summarized in Figure 5.20. The majority of boardings are by auto (81 percent). This is followed by 18 who walk on and 1.4 percent who bring a bicycle. The origins and destinations are detailed by district in Table 5.13. The major destinations are West Whatcom County (16 percent) and Anacortes-Fidalgo Island (14 percent). The major origins of these trips are Orcas Island (54 percent), San Juan Island (23 percent), and Lopez Island (22 percent). The individual locations of each survey respondent's origin and destinations are presented in Figure 5.21 for walk-on and vehicle boarding modes.

In the 1999 survey, Orcas Island had fewer origins (33 percent) than San Juan Island (45 percent), so the distribution of these weekend eastbound trips has shifted to favor Orcas Island over San Juan Island on the weekend. This may reflect a change in pattern over time but could also reflect different patterns from the May survey (in 1999) to the October survey (in 2006).

Figure 5.20 Anacortes-San Juan Islands Weekend Eastbound Origins and Destinations (2006)

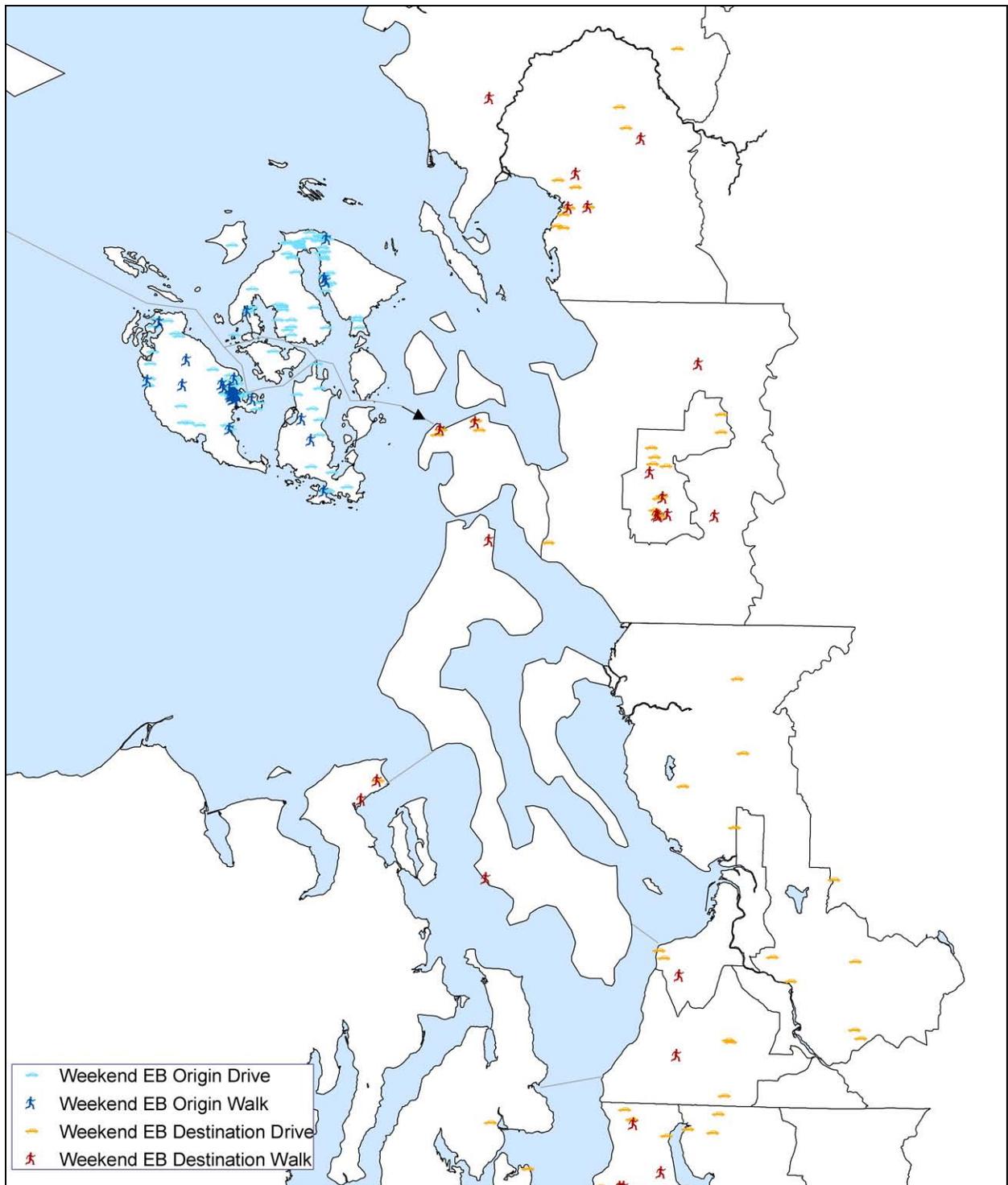


**Table 5.13 Anacortes-San Juan Islands Weekend Eastbound Boardings by Origin and Destination District**

Origin District	Destination District									
	Anacortes/ Fidalgo Island	Mount Vernon/ Burlington	Other West Skagit County	West Whatcom County	Other BC/Canada	Island County	Greater Everett	Lynnwood/ Edmonds/ Mountlake Terrace	Other West Snohomish County/Camano Island	Greater South Seattle/CBD
Orcas Island	210	91	215	268	29	0	05	18	23	58
San Juan Island	59	62	63	43	0	17	4	21	37	29
Lopez Island	72	86	9	68	0	0	59	0	10	22
Shaw Island	0	0	0	11	0	0	0	0	0	4
All Other Places	0	0	0	0	0	0	0	0	4	5
<b>Total</b>	<b>341</b>	<b>239</b>	<b>287</b>	<b>390</b>	<b>29</b>	<b>17</b>	<b>68</b>	<b>39</b>	<b>74</b>	<b>118</b>
Percent of Total	13.9%	9.8%	11.7%	15.9%	1.2%	0.7%	2.8%	1.6%	3.0%	4.8%

Origin District	Destination District (continued)									Total	Percent of Total
	Greater North Seattle	Bothell- Kirkland/ Redmond	Greater Bellevue/Mercer Island	Southwest King County	Other West King County	West Pierce/ Thurston Counties	Clallam/ Jefferson/Kitsap Counties	All Other Places			
Orcas Island	36	14	5	141	96	24	5	73		<b>1,311</b>	53.6%
San Juan Island	17	14	13	77	10	21	14	66		<b>567</b>	23.2%
Lopez Island	14	14	55	4	5	0	17	92		<b>527</b>	21.5%
Shaw Island	10	0	0	0	0	0	0	0		<b>25</b>	1.0%
All Other Places	0	0	0	9	0	0	0	0		<b>18</b>	0.7%
<b>Total</b>	<b>77</b>	<b>42</b>	<b>73</b>	<b>231</b>	<b>111</b>	<b>45</b>	<b>36</b>	<b>231</b>		<b>2,448</b>	100.0%
Percent of Total	3.1%	1.7%	3.0%	9.4%	4.5%	1.8%	1.5%	9.4%		100%	

Figure 5.21 Anacortes-San Juan Islands Weekend Eastbound Origins and Destination Locations by Boarding Mode (2006)

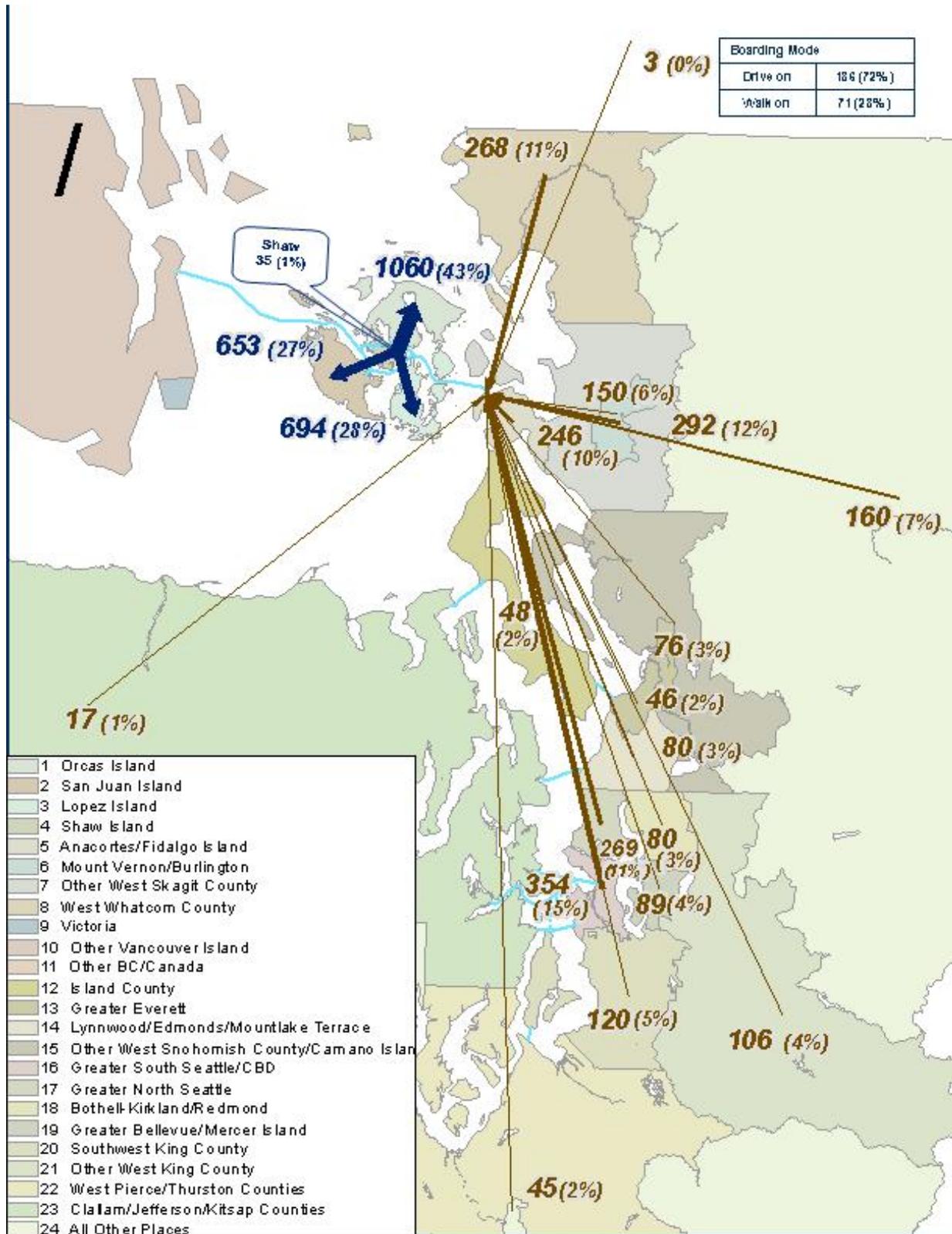


### **5.1.11 Weekend Westbound Origins and Destinations**

The weekend westbound trips (in Figure 5.22) also seem to be similar to the weekday westbound travel patterns; that is, 81 percent of riders chose the drive mode, 18 percent chose to walk on to the ferry, and 1 percent rode a bike. These origins and destinations are detailed by district in Table 5.14. The major destinations are Orcas Island (43 percent), Lopez Island (28 percent), and Jan Juan Island (27 percent). The major origins of these trips are Greater South Seattle/CBD (15 percent), Mount Vernon/Burlington (12 percent) and various other districts. The individual locations of each survey respondent's origin and destinations are presented in Figure 5.23 for walk-on and vehicle boarding modes.

In the 1999 survey, Lopez Island had only 13 percent of the trips, and both Orcas (49 percent) and San Juan Island (34 percent) had a greater share than in 2006. This may reflect a change in pattern over time but could also reflect different patterns from the May survey (in 1999) to the October survey (in 2006).

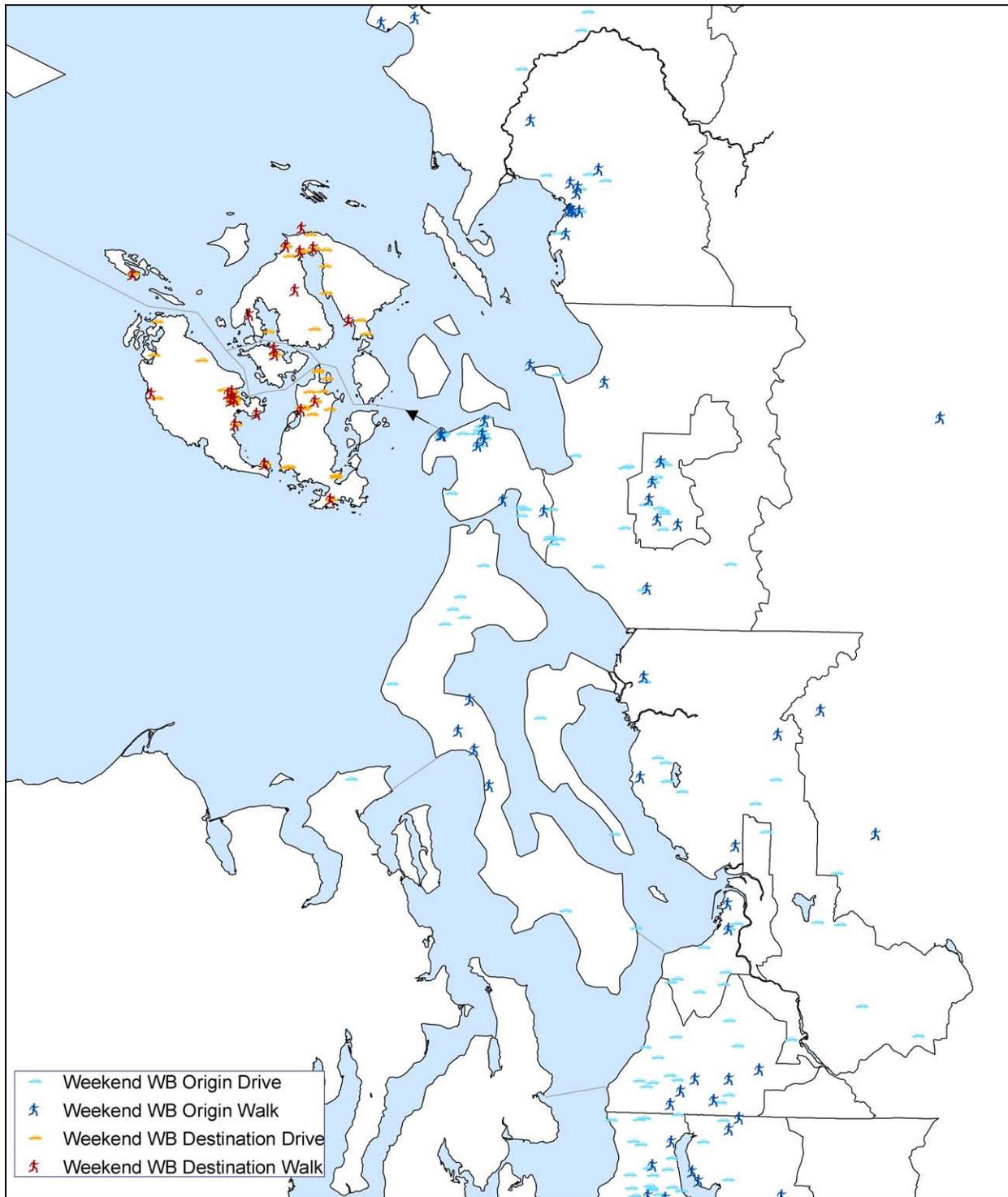
Figure 5.22 Anacortes-San Juan Islands Weekend Westbound Origins and Destinations (2006)



**Table 5.14 Anacortes-San Juans Weekend Westbound Origins and Destinations**

Origin District	Destination District							Total	Percent of Total
	Orcas Island	San Juan Island	Lopez Island	Shaw Island	Victoria	Other Vancouver Island	All Other Places		
Anacortes/Fidalgo Island	107	69	70					246	10.0%
Mount Vernon/Burlington	115	73	104					292	11.9%
Other West Skagit County	53	78	19					150	6.1%
West Whatcom County	132	68	59	9				268	10.9%
Other BC/Canada		3						3	0.1%
Island County	9	13	26					48	2.0%
Greater Everett	9	16	21					46	1.9%
Lynnwood/Edmonds/Mountlake Terrace	36	26	18					80	3.3%
Other West Snohomish County/Camano Island	21	34	18				3	76	3.1%
Greater South Seattle/CBD	220	34	96				4	354	14.5%
Greater North Seattle	153	64	35	17				269	11.0%
Bothell-Kirkland/Redmond	34	29	17					80	3.3%
Greater Bellevue/Mercer Island	38	13	38					89	3.6%
Southwest King County	46	57	17					120	4.9%
Other West King County	26	10	70					106	4.3%
West Pierce/Thurston Counties	3	12	21	9				45	1.8%
Clallam/Jefferson/Kitsap Counties		8	9					17	0.7%
All Other Places	58	46	56					160	6.5%
<b>Total</b>	<b>1060</b>	<b>653</b>	<b>694</b>	<b>35</b>			<b>7</b>	<b>2449</b>	<b>100%</b>
<b>Percent of Total</b>	<b>43.3%</b>	<b>26.7%</b>	<b>28.3%</b>	<b>1.4%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.3%</b>	<b>100%</b>	

Figure 5.23 Anacortes-San Juan Islands Weekend Westbound Origins and Destination Locations by Boarding Mode (2006)



## **5.2 ANACORTES-SIDNEY, BRITISH COLUMBIA**

### **5.2.1 Route Description**

This route connects Anacortes and Sidney in the San Juan Islands corridor located well North of Seattle and connecting Canada. The crossing takes three hours and is approximately 40 nautical miles. During the period of surveying, there was one ferry per day that ran this route, seven days per week. For 2006, the annual total ridership was 71,000 passengers plus 35,000 vehicles and drivers for a total of 106,000 people, or about 300 riders per day. This compares to 365 riders per day in 1999 and 455 riders per day in 1993. The 1999 year was a peak year for systemwide ridership and the trend for this route follows this pattern. It may also be that the events of 9/11 have contributed to fewer people traveling to Canada from the U.S.

This section provides some key trip making characteristics of ferry riders on this route. In addition, we have compared the 2006 survey results with key characteristics from the previous 1999 and 1993 survey data to identify trends in trip-making on this route.

### **5.2.2 Trips by Purpose**

The trip purposes of ferry riders on the Anacortes-Sidney route were cross-tabulated against the direction of the trip for weekday and weekend and for different survey years. Table 5.15 shows the same three groups of trip purposes for 2006 weekday and weekend, and for all purposes for 1993 and 1999. The two directions used are eastbound and westbound as all of the ferry routes are east-west routes.

The total number of trips and the purpose of these trips on ferries in an average week in 2006 are shown in Table 5.16. For comparison summaries, trip purposes are aggregated into three groups - work/school, personal business/other, and shopping/recreation. The trip frequency or number of one-way trips in a typical week also is aggregated into seven groups and cross-tabulated against the trip purpose for 2006.

This table shows that weekday travelers use the ferry for both non-discretionary and recreational purposes, with an emphasis on the latter. Indeed, 59 percent are using the ferry for recreation, shopping, and leisure. An additional 32 percent of ferry passengers are commuters and 10 percent are using the ferry for medical, personal, and business reasons.

**Table 5.15 Anacortes-Sidney Trips by Purpose and Direction**  
*Purpose: What is/are the reason(s) you are riding this ferry today?*

Direction	Work/ School	Personal Business/ Other	Recreation / Shopping	Total	All Purposes		
					2006	1999 <sup>a</sup>	1993 <sup>a</sup>
<b>Weekday</b>							
Eastbound	39	14	47	100	39.8%	55.0%	48.9%
Westbound	45	10	96	151	60.2%	45.0%	51.1%
<b>Total</b>	<b>84</b>	<b>24</b>	<b>143</b>	<b>251</b>	100%	100%	100%
Both dir. 2006	33.5%	9.6%	57.0%	100%			
Both dir. 1999	5.3%	6.6%	88.1%	100%			
Both dir. 1993	2.4%	1.2%	96.4%	100%			
<b>Weekend</b>							
Eastbound	17	35	142	194	57.1%	63.6%	53.5%
Westbound	12	24	110	146	42.9%	36.4%	46.5%
<b>Total</b>	<b>29</b>	<b>59</b>	<b>252</b>	<b>340</b>	100%	100%	100%
Both dir. 2006	8.5%	17.4%	74.1%	100%			
Both dir. 1999	1.5%	5.3%	93.2%	100%			
Both dir. 1993	4.3%	3.4%	92.3%	100%			

1999 and 1993 survey trips were not rebalanced by direction and as a result there is a large difference by direction for all purposes. The 2006 survey trips were expanded by direction for all time periods by creating the reverse trips for surveys trips returning on the same route based on the information on round-trip patterns and modal usage. So the number of directional trips is more balanced in 2006 for weekdays and weekends than they were in 1993 and 1999. See Section 2.3 for more details.

2006 Weekday trips: 261 Missing: 10

2006 Weekend trips: 344 Missing: 4

There is a marked increase in commute trips between 1993 and 2006 for weekday travel and a decrease in shopping and recreation trips from 1993 to 2006. They may be in part due to rising costs for ferry travel, resulting in a greater share of travel for business or commuting reasons.

The 1993 and 1999 survey trips are different by direction because of differences in expansion of the survey and are not attributable to any real differences in travel behavior.<sup>22</sup> We calculated the p.m. period half-day percent westbound

<sup>22</sup>The 1993 and 1999 surveys were not rebalanced by direction and as a result there is a huge difference by direction for all purposes. The 2006 survey trips were expanded by direction for all time periods by creating the reverse trips for surveys trips returning on the same route based on the information on round-trip patterns and modal usage. So the number of directional trips is more balanced in 2006 for weekdays and weekends than they were in 1993 and 1999.

during the weekday at 59 percent, which shows a modest increase in westbound travel since 1993 (from 51 percent).

### 5.2.3 Frequency of Travel

The total number of trips and the purpose behind taking these trips on ferries in an average week in 2006 are shown in Table 5.16. As above, the trip purposes are aggregated into three groups - work/school, personal business/other, and shopping/recreation. The trip frequency or number of one-way trips in a typical week also is aggregated into seven groups and cross-tabulated against the trip purpose for 2006.

Among commuters and discretionary passengers alike, very few use this ferry on a regular basis. The frequency of ridership is much lower than with other routes, as indicated by 96 percent of riders on the Anacortes-Sidney ferry (229 out of 239) who take the ferry four or fewer times in a month.

Table 5.16 also provides a comparison of trip frequency percent distribution for years 1993, 1999, and 2006. In 1993 only two percent of riders were commuters, in 1999 only five percent were, and by 2006, 32 percent were commuters. The recreational trips share has declined from 96 percent in 1993 to 88 percent in 1999 to 59 percent in 2006. Ridership for medical and personal business crept up from one percent in 1993 to 7 percent in 1999 to 10 percent in 2006.

In terms of frequency of use, most ferry passengers do not use this ferry often. In 1993, 91 percent of riders used the ferry only once or twice in a month. By 1999 this share declined slightly to 87 percent. By 2006, 79 percent rode the ferry only once or twice per month.

During weekdays, three quarters of all ferry trips is discretionary. While 32 percent of the weekday trips are for commuting, only nine percent (28 out of 300) of the weekend trips are for this purpose. Conversely, 74 percent (222 out of 3000) of the weekend trips are for recreation, shopping, and leisure, compared to 59 percent of the weekday trips. The frequency of weekend ferry use also is lower than weekday. In fact, 92 percent of the weekend ferry riders only use the ferry once or twice in a month. This is compared with 79 percent of weekday ferry riders who use the ferry only once per month on average.

Table 5.16 Anacortes-Sidney Trips by Purpose and Frequency

Frequency	Work/ School	Personal Business/Other	Recreation/ Shopping	Total	All Purposes		
					2006	1999 <sup>a</sup>	1993 <sup>a</sup>
<b>Weekday</b>							
1	33	12	62	107	44.6%	57.5%	65.2%
2	17	9	55	81	33.8%	29.1%	25.9%
3-4	19	2	20	41	17.1%	11.0%	8.9%
5-6	5	0	2	7	2.9%	0.7%	0.0%
7-8	2	0	0	2	0.8%	0.3%	0.0%
9-10	1	0	0	1	0.4%	0.0%	0.0%
11+	0	0	1	1	0.4%	1.4%	0.0%
<b>Total</b>	<b>77</b>	<b>23</b>	<b>140</b>	<b>240</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
Percent 2006	32.2%	9.6%	58.6%	100%			
Percent 1999	5.3%	6.6%	88.1%	100%			
Percent 1993	2.4%	1.2%	96.4%	100%			
<b>Weekend</b>							
1	6	33	127	166	55.3%	50.8%	72.1%
2	17	16	73	106	35.3%	35.8%	18.9%
3-4	4	1	13	18	6.0%	10.0%	8.0%
5-6	0	0	5	5	1.7%	0.8%	1.0%
7-8	0	0	3	3	1.0%	1.7%	0.0%
9-10	1	0	0	1	0.3%	0.8%	0.0%
11+	0	0	1	1	0.3%	0.0%	0.0%
<b>Total</b>	<b>28</b>	<b>50</b>	<b>222</b>	<b>300</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>
Percent 2006	9.3%	16.7%	74.0%	100%			
Percent 1999	1.5%	5.3%	93.2%	100%			
Percent 1993	4.3%	3.4%	92.3%	100%			

2006 Weekday Trips: 261      Missing: 22

2006 Weekend Trips: 344      Missing: 44

The total percent distribution across purposes is different below in Table 5.15 than in Table 5.16 above due to missing records, something that is expected in surveys of this nature. Table 5.15 shows that 34 percent (84 out of 251) of riders use this route for commuting purposes, compared to 32 percent in Table 5.16 above. The estimates for weekends also are somewhat different. On weekdays, there were more westbound than eastbound travelers for all purposes (151 westbound and 100 eastbound), and on weekend more eastbound than westbound (194 versus 146).

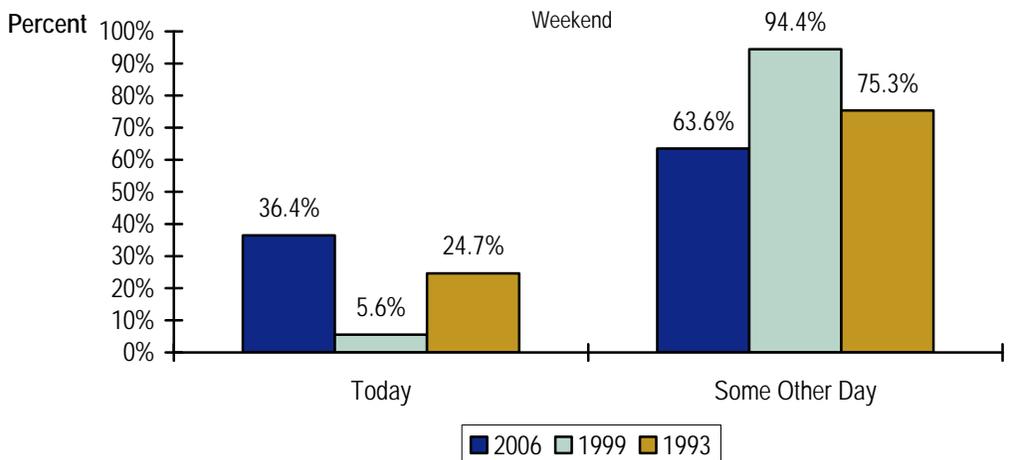
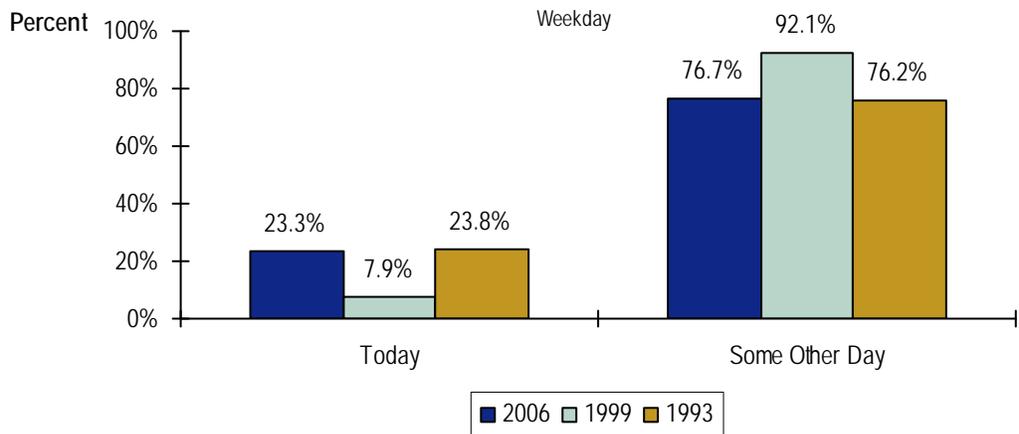
Both tables indicate an increase in trips for commuters and for trips undertaken to conduct personal business, and a proportional slight decline in the share for recreational purposes. The 1993 and 1999 survey records were not rebalanced by direction and as a result there is an observed difference by direction for the various purposes. The 2006 survey records were expanded by direction for all time periods by creating the reverse trips for surveys records returning on the same route based on the information on roundtrip patterns and modal usage. Consequently, the number of directional trips is more balanced in 2006 for weekdays and weekends than they were in 1993 and 1999.

#### **5.2.4 Round-Trip Patterns**

In the 2006 surveys, questions on their round-trip patterns were asked which included the mode of travel and the day chosen to make the return trip, or in some cases, to make the outbound journey. Figure 5.24 below shows the day chosen by travelers for their first or second half of the trip, that is, if they returned the same day or some other day. This route is unlike other ferries insofar as over three quarters of the riders were returning a different day. Specifically, 77 percent of 253 passengers are not returning on the same day they departed. A similar trend is observed over the weekend as well, with 64 percent of 332 passengers who are traveling this route on different days as part of one trip.

Figure 5.24 Anacortes-Sidney Round Trip Patterns by Day

*When was the first half of your trip or when will you return?*



2006 Weekday Trips: 261      Missing: 8  
 2006 Weekend Trips: 344      Missing: 12

In the 2006 surveys, questions on their round-trip patterns were asked which included the mode of travel and the day chosen to make the return trip, or in some cases, to make the outbound journey. Figure 5.25 shows the day ferry riders traveled for their first or second half of the trip; that is, if they returned the same day or some other day.

Comparing the 2006 weekday estimates against the 1993 and 1999 weekday estimates, it is observed that the number of riders returning on a different day fluctuates. In 2006, this share was 77 percent, compared with 92 percent in 1996 and 76 percent in 1993. The shares also were found to fluctuate when it comes to

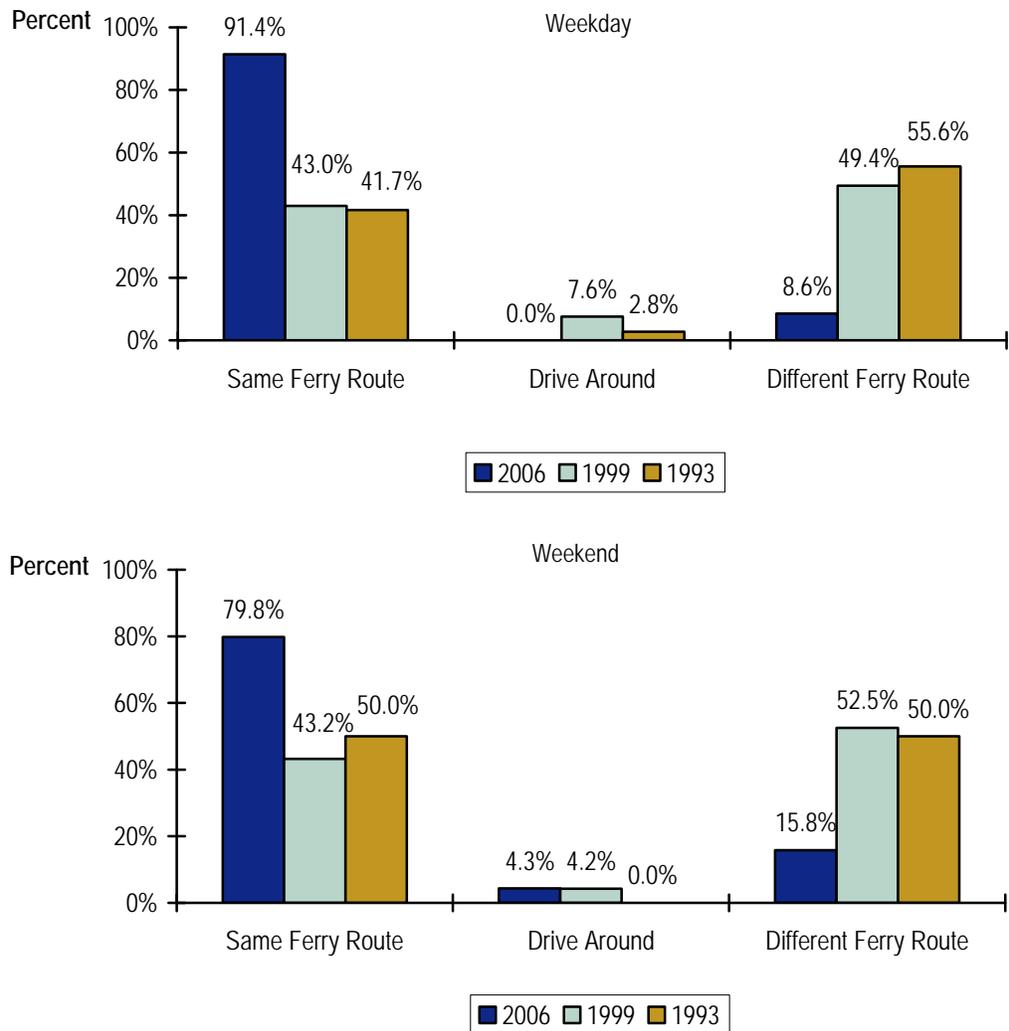
weekend travel. In 1993, 75 percent of weekend trips were conducted over more than one day. In 1999 that share is high, at 94 percent; by 2006 it dips to 64 percent.

For riders who made one-half of their trip on this route, Figure 5.26 shows the travel route they reported for their other half of the trip. The three travel routes chosen were: use the same ferry route, drive around or use a different ferry route. As expected, a large number of travelers indicated that they chose the same route because of the fact that travelers have to return to their home base. These numbers were significantly lower in 1993 when only 42 percent used the same ferry route, and in 1999 when 43 percent did so. This shows that the trend is increasingly to use the same ferry route.

From the weekend estimates, the trends are slightly different, especially in 1999 and 1993 when more boardings were onto a different ferry route for at least one-half of the trip. In 1993, 50 percent of boardings are travelers returning on the same ferry route, compared to 43 percent in 1999, and 80 percent in 2006.

**Figure 5.25 Anacortes-Sidney Round Trip Patterns by Mode**

*How will you return or how did you travel on the first half of your trip?*



Note: Respondents misinterpreted the question as it is not possible to drive around when going to or from the San Juan Islands or Sidney.

2006 Weekday Trips: 261      Missing: 4

2006 Weekend Trips: 344      Missing: 22

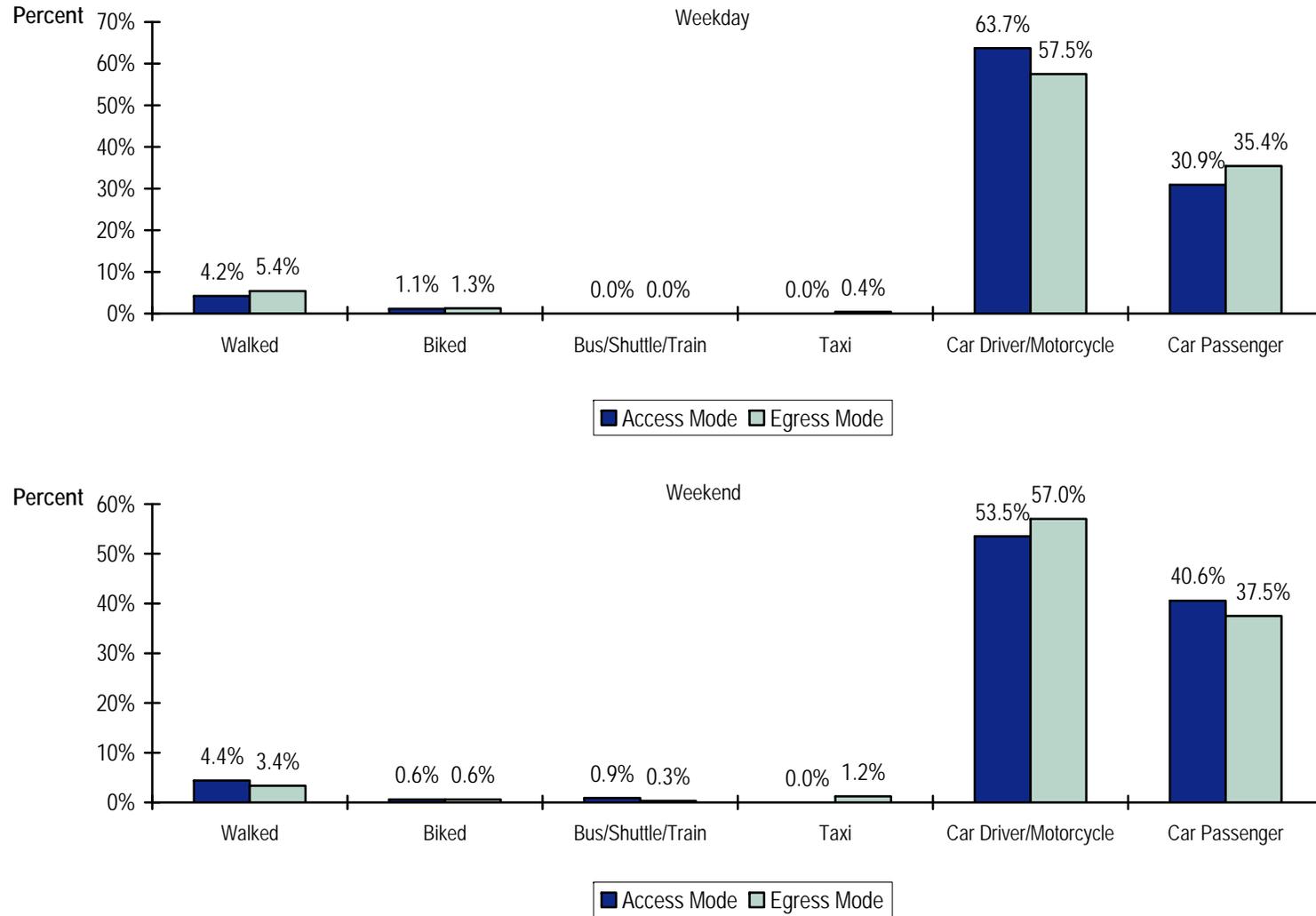
### **5.2.5 Access, Egress and Boarding Modes**

The mode of travel to, from, and on this route was cross-tabulated to analyze the current mode choice behavior of ferry riders and to study the changes over the years. Figure 5.26 shows the mode of travel on this route and the corresponding access modes and egress modes to the ferry terminal.

During the 2006 average weekday, the vast majority of the riders either chose to drive or got dropped off at this ferry. The share who drove was about 64 percent. The share who were passengers in a vehicle was about 31 percent. Only four percent walked and one percent biked to the terminal.

During 2006 weekends, again the vast majority of ferry passengers either drove to the terminal or rode in a car with someone. Specifically, 54 percent drove and another 41 percent were a vehicle passenger. Only 4 percent walked and few biked or took public transportation.

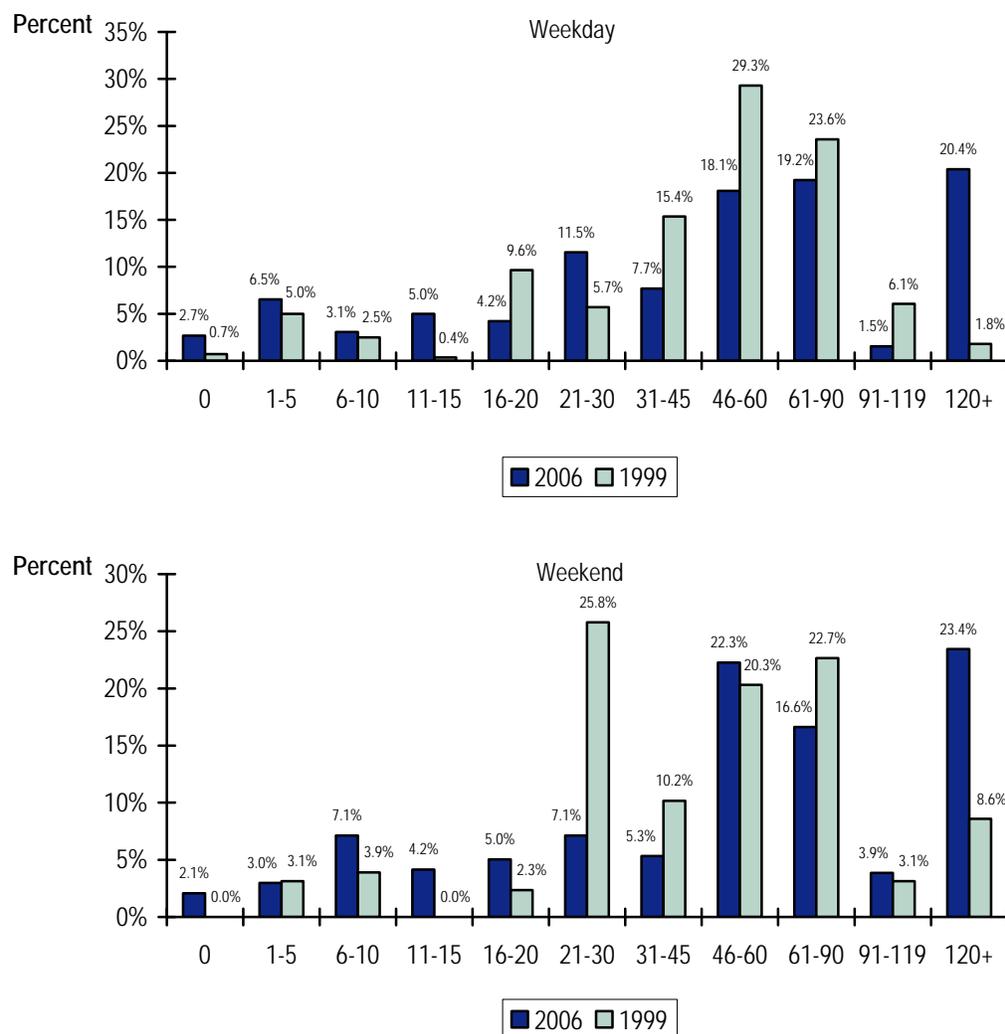
Figure 5.26 Anacortes-Sidney Trips by Access and Egress Mode



### 5.2.6 Wait Time

The out of vehicle travel times were measured by asking the respondents the amount of time they spent on waiting before boarding this ferry route. Figure 5.27 shows the frequency distribution of perceived wait time (in minutes) for 1999 and 2006. This was not done by boarding method as the data was not available in great detail for this cross-tabulation. In 2006 weekday, the majority of boardings were associated with a perceived wait time of 30 minutes or more. In fact, 67 percent of ferry passengers waited more than half an hour for a ferry and 20 percent waited 1.5 hours or more. In 1999, 80 percent waited a half hour or more, although fewer reported waiting 1.5-hour or more. In 2006 weekends, the typical perceived wait time was even longer, with 72 percent waiting over 30 minutes; in 1999, 65 percent waited this amount of time. The mean perceived wait time for weekends was 76 minutes and for weekends was 83 minutes.

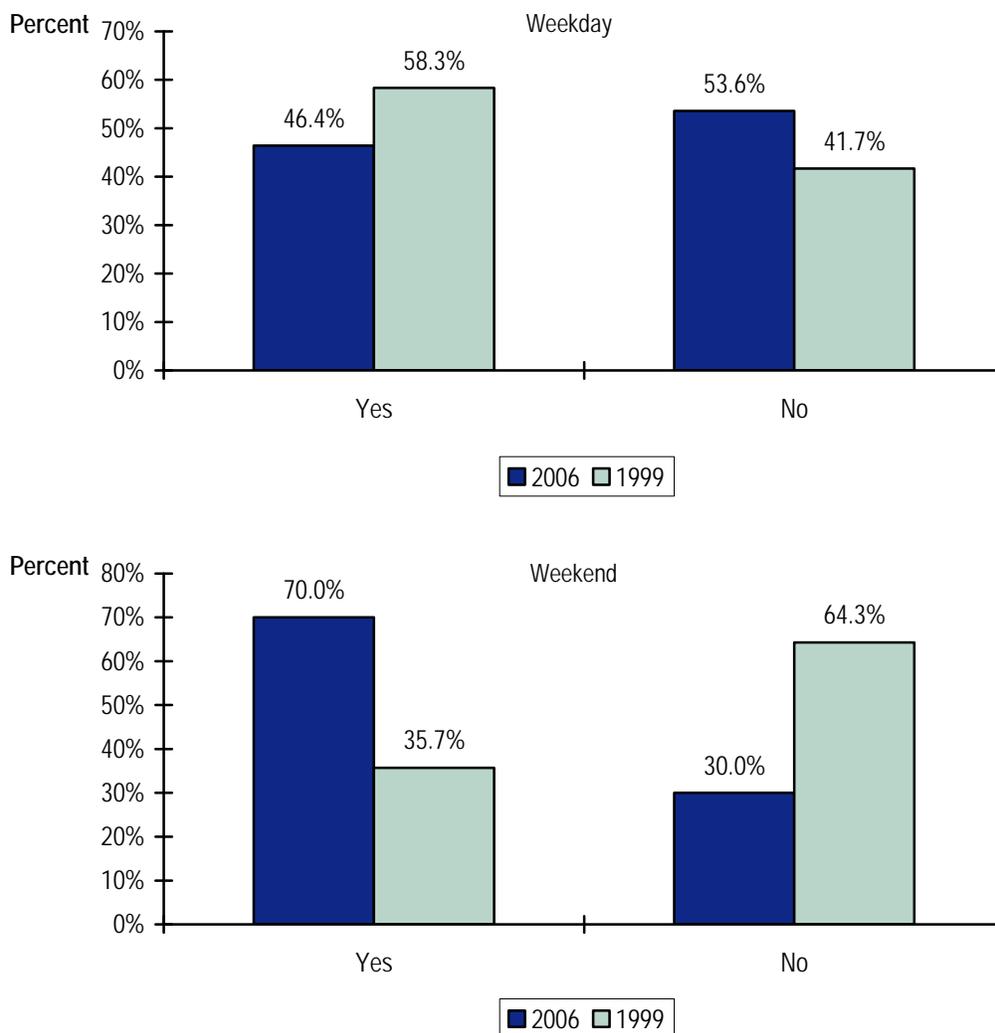
Figure 5.27 Anacortes-Sidney Trips by Wait Time



### 5.2.7 Parking

The parking statistics of walk-on passengers on this route were examined to understand the extent to which commuters parked their vehicles at the ferry terminal and how much was paid for parking. Figure 5.28 below shows that 46 percent of weekday ferry riders in 2006 parked their vehicles at the ferry terminals, compared to 58 percent in 1999. This difference between 1999 and 2006 could be due to changes in parking availability and/or parking charges. In 2006, a significant number of ferry passengers parked on weekends (70 percent) compared to weekdays (46 percent). However, in 1999, this trend was the opposite where about 36 percent of weekend ferry passengers parked, compared to 58 percent during weekdays. Again, this could be attributable to parking availability, parking charges or some other cause. The average parking cost was \$6 per day for ferry riders who paid for parking (i.e., not everyone who parked at the ferry terminal paid for parking).

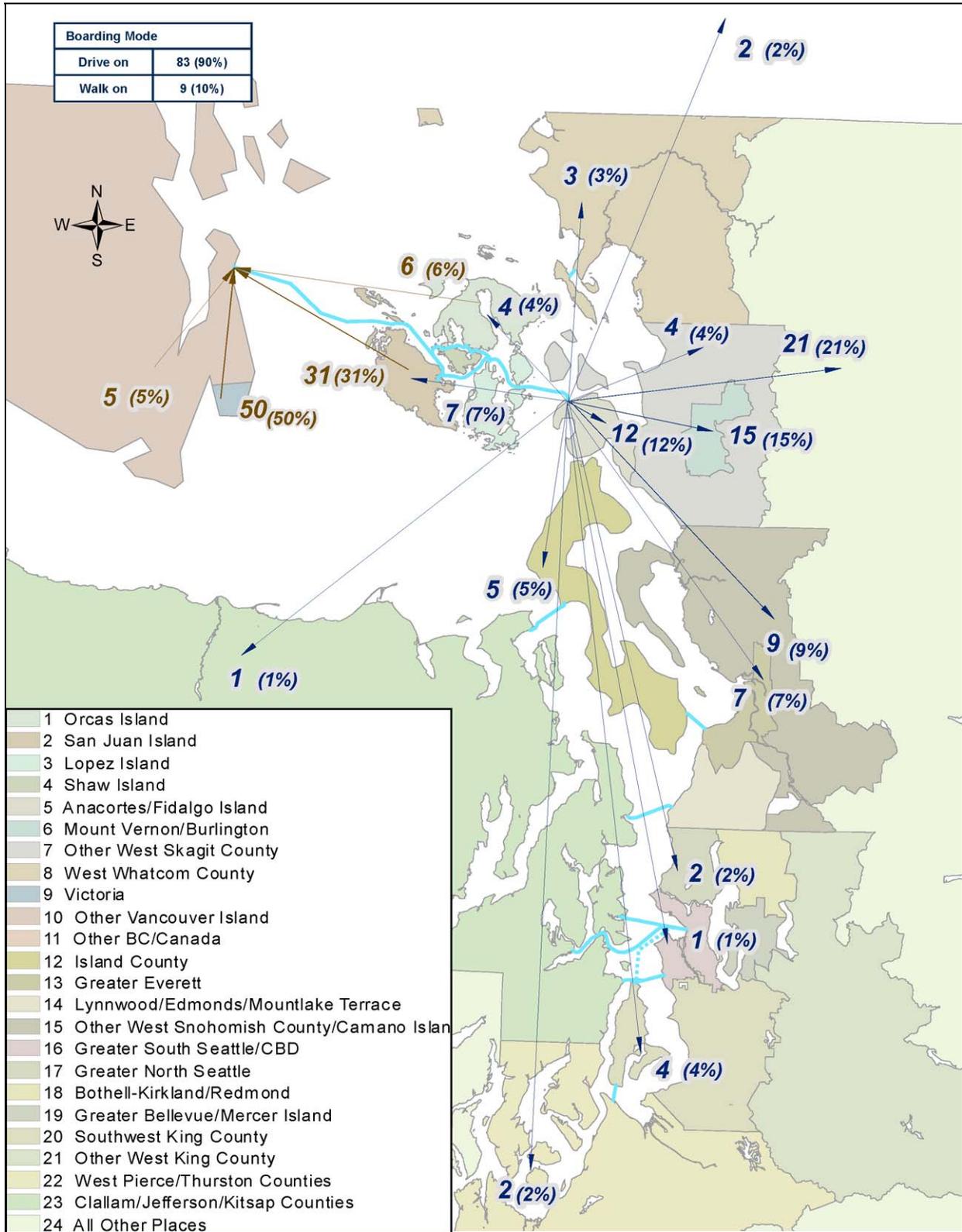
Figure 5.28 Anacortes-Sidney Walk-On Passenger Parking Statistics



### **5.2.8 Weekday Origins and Destinations**

The weekday eastbound and westbound travel patterns between Anacortes and Sidney are summarized in Figure 5.29 and 5.30 by direction (eastbound and westbound, respectively). The vast majority of boardings are by auto, 89 percent of commuters use the drive mode, 10 percent walk and one percent have a bicycle. These origins and destinations are detailed by district in Table 5.17 and 5.18 by direction. The major destinations are the Seattle Business District (34 percent) and North Seattle/Northgate/Sand Point (19 percent). Similarly, the origins of these trips are predominantly from North Seattle/North Gate/Sand Point (10 percent), Seattle Industrial Area (18 percent), outside the study area (13 percent) and a variety of other districts inside the study area.

Figure 5.29 Anacortes-Sidney Weekday Eastbound Origins and Destinations (2006)

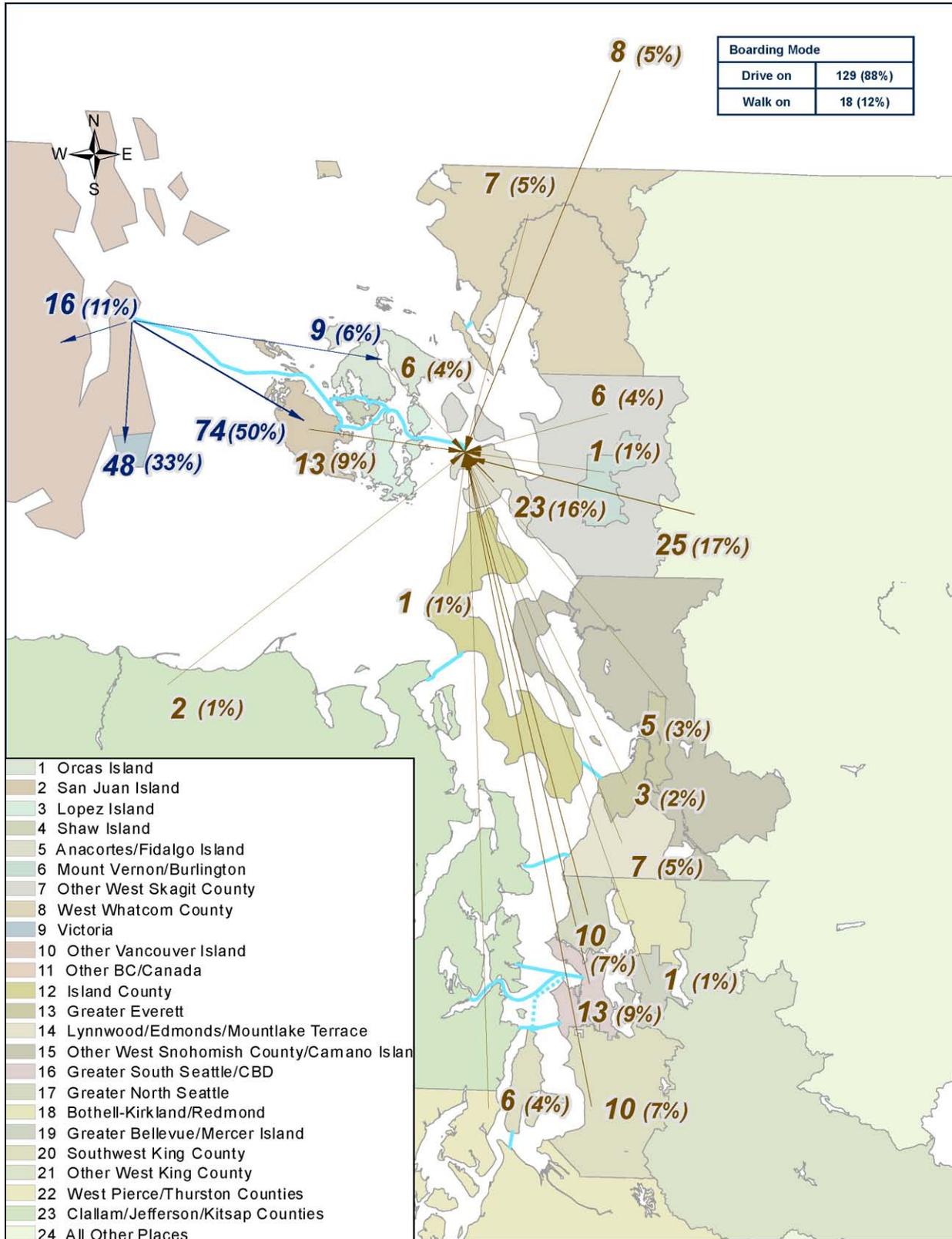


**Table 5.17 Anacortes-Sidney Weekday Eastbound Boardings by Origin and Destination District**

Origin District	Destination District											
	Orcas Island	San Juan Island	Lopez Island	Anacortes/Fidalgo Island	Mount Vernon/Burlington	Other West Skagit County	West Whatcom County	Other BC/Canada	Island County	Greater Everett	Lynnwood/Edmonds/Mountlake Terrace	Other West Snohomish County/Camano Island
Orcas Island	0	0	0	0	2	0	0	0	0	0	0	2
San Juan Island	0	0	0	3	9	4	3	2	0	2	0	1
Victoria	3	7	0	5	4	0	0	0	5	5	0	0
Other Vancouver Island	1	0	0	4	0	0	0	0	0	0	0	0
All Other Places	0	0	0	0	0	0	0	0	0	0	0	6
<b>Total</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>12</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>9</b>
Percent of Total	4.0%	7.1%	0.0%	12.1%	15.2%	4.0%	3.0%	2.0%	5.1%	7.1%	0.0%	9.1%

Origin District	Destination District (continued)										Total	Percent of Total
	Greater South Seattle/CBD	Greater North Seattle	Bothell-Kirkland/Redmond	Greater Bellevue/Mercer Island	Southwest King County	Other West King County	West Pierce/Thurston Counties	Clallam/Jefferson/Kit sap Counties	All Other Places			
Orcas Island	0	0	0	0	0	0	0	0	0	2	6	6.1%
San Juan Island	1	0	0	0	4	0	2	0	0	0	31	31.3%
Victoria	0	2	0	0	0	0	0	0	0	19	50	50.5%
Other Vancouver Island	0	0	0	0	0	0	0	0	0	0	5	5.1%
All Other Places	0	0	0	0	0	0	0	1	0	0	7	7.1%
<b>Total</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>21</b>	<b>99</b>	<b>100%</b>	
Percent of Total	1.0%	2.0%	0.0%	0.0%	4.0%	0.0%	2.0%	1.0%	21.2%	4.0%	100%	

Figure 5.30 Anacortes-Sidney Weekday Westbound Origins and Destinations (2006)



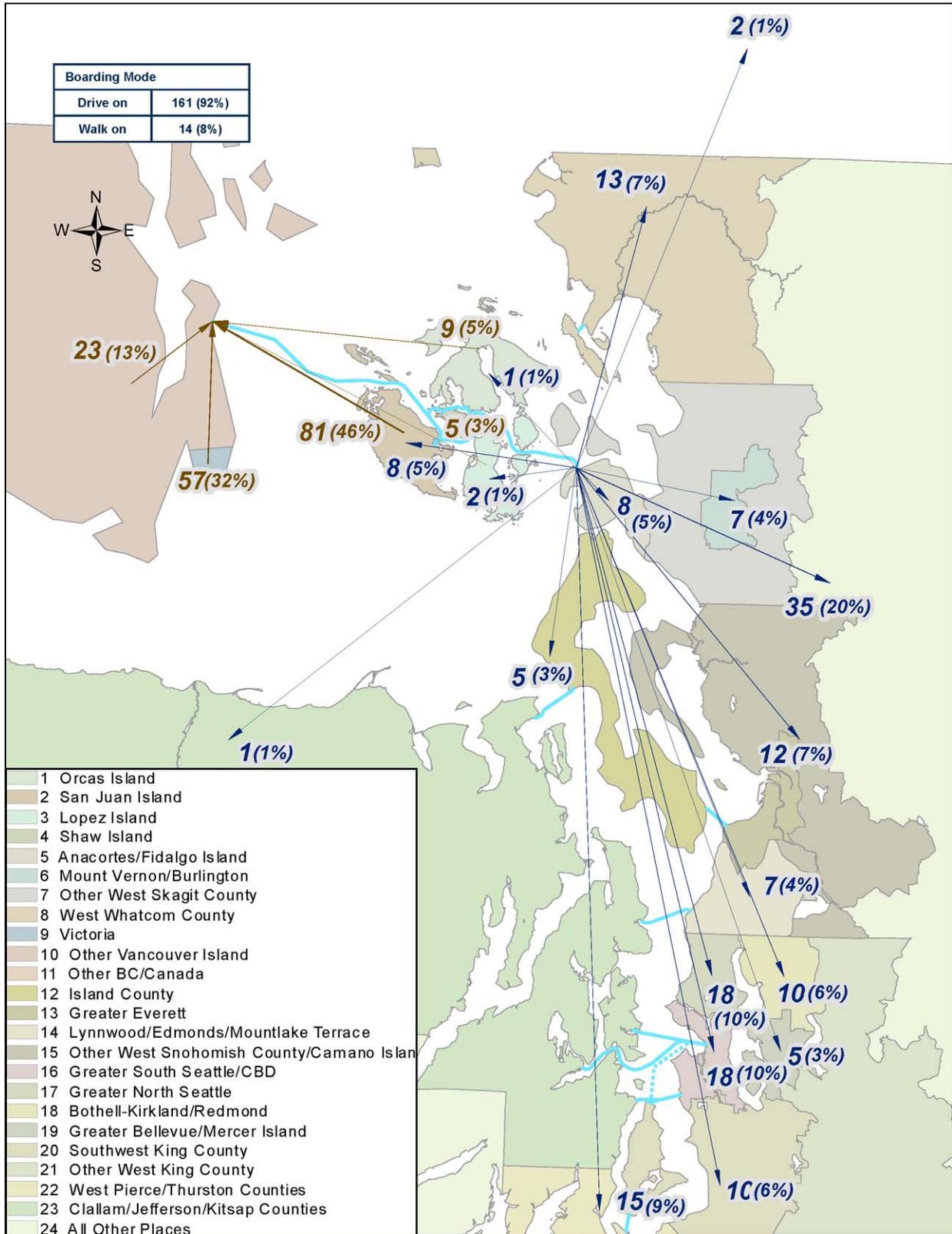
**Table 5.18 Anacortes-Sidney Weekday Westbound Boardings by Origin and Destination District**

Origin District	Destination District						Total	Percent of Total
	Orcas Island	San Juan Island	Lopez Island	Victoria	Other Vancouver Island	All Other Places		
Orcas Island	0	0	0	6	0	0	321	4.1%
San Juan Island	0	0	0	5	8	0	385	8.8%
Anacortes/Fidalgo Island	0	5	0	12	6	0	48	15.6%
Mount Vernon/Burlington	0	1	0	0	0	0	210	0.7%
Other West Skagit County	0	6	0	0	0	0	65	4.1%
West Whatcom County	0	4	0	3	0	0	39	4.8%
Other BC/Canada	0	8	0	0	0	0	39	5.4%
Island County	0	0	0	1	0	0	25	0.7%
Greater Everett	0	3	0	0	0	0	45	2.0%
Lynnwood/Edmonds/Mountlake Terrace	3	3	0	0	1	0	270	4.8%
Other West Snohomish County/Camano Island	3	1	0	1	0	0	93	3.4%
Greater South Seattle/CBD	0	7	0	6	0	0	28	8.8%
Greater North Seattle	0	10	0	0	0	0	29	6.8%
Greater Bellevue/Mercer Island	0	0	0	1	0	0	98	0.7%
Southwest King County	0	6	0	4	0	0	37	6.8%
West Pierce/Thurston Counties	0	6	0	0	0	0	91	4.1%
Clallam/Jefferson/Kitsap Counties	0	2	0	0	0	0	35	1.4%
All Other Places	3	12	0	9	1	0	241	
<b>Total</b>	<b>9</b>	<b>74</b>	<b>0</b>	<b>48</b>	<b>16</b>	<b>0</b>	<b>2099</b>	<b>100%</b>
Percent of Total	6.1%	50.3%	0.0%	32.7%	10.9%	0%	100%	

### **5.2.9 Weekend Origins and Destinations**

The weekend origins and destinations are presented in Figures 5.31 and 5.32 by direction (eastbound and westbound, respectively). The weekend eastbound and westbound travel patterns between Anacortes and Sidney are similar to that of the weekday patterns, with 88 percent who drive, 11 percent who walk and one percent who bring a bike. These origins and destinations are detailed by district in Table 5.19 and Table 5.20 by direction. The destinations of these trips are: Seattle Industrial Area (19 percent) and North Seattle/North Gate/Sand Point (16 percent). Similarly, the origins of these trips are: Seattle Industrial Area (28 percent), North Seattle/North Gate/Sand Point (16 percent), and a variety of districts both inside and outside the study area.

Figure 5.31 Anacortes-Sidney Weekend Eastbound Origins and Destinations (2006)



**Table 5.19 Anacortes-Sidney Weekend Eastbound Boardings by Origin and Destination District**

Origin District	Destination District											
	Orcas Island	San Juan Island	Lopez Island	Anacortes/ Fidalgo Island	Mount Vernon/ Burlington	Other West Skagit County	West Whatcom County	Other BC/ Canada	Island County	Greater Everett	Lynnwood/ Edmonds/ Mountlake Terrace	Other West Snohomish County/ Camano Island
Orcas Island	0	0	0	0	0	0	2	0	0	0	0	0
San Juan Island	0	0	0	4	6	0	5	0	5	0	3	5
Lopez Island	0	0	0	0	0	0	0	0	0	0	0	0
Victoria	1	3	0	2	0	0	6	2	0	0	2	4
Other Vancouver Island	0	5	2	0	1	0	0	0	0	0	2	3
All Other Places	0	0	0	2	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>8</b>	<b>2</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>12</b>
Percent of Total	0.6%	4.5%	1.1%	4.5%	4.0%	0.0%	7.3%	1.1%	2.8%	0.0%	4.0%	6.8%

Origin District	Destination District (continued)										Total	Percent of Total
	Greater South Seattle/CBD	Greater North Seattle	Bothell-Kirkland/Redmond	Greater Bellevue/Mercer Island	Southwest King County	Other West King County	West Pierce/Thurston Counties	Clallam/Jefferson/Kitsap Counties	All Other Places			
Orcas Island	0	3	0	2	0	0	0	0	0	2	9	5.1%
San Juan Island	7	15	10	0	2	0	4	1	14	81	45.8%	
Lopez Island	0	0	0	0	0	0	0	0	5	5	2.8%	
Victoria	9	0	0	2	8	0	6	0	12	57	32.2%	
Other Vancouver Island	2	0	0	1	0	0	5	0	2	23	13.0%	
All Other Places	0	0	0	0	0	0	0	0	0	2	1.1%	
<b>Total</b>	<b>18</b>	<b>18</b>	<b>10</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>35</b>	<b>177</b>	<b>100%</b>	
Percent of Total	10.2%	10.2%	5.6%	2.8%	5.6%	0.0%	8.5%	0.6%	19.8%	100%		



**Table 5.20 Anacortes-Sidney Weekend Westbound Boardings by Origin and Destination District**

Origin District	Destination District						Total	Percent of Total
	Orcas Island	San Juan Island	Lopez Island	Victoria	Other Vancouver Island	All Other Places		
Orcas Island	0	0	0	1	0	0	321	0.7%
San Juan Island	0	0	0	2	1	0	385	2.0%
Lopez Island	0	0	0	1	0	0	48	0.7%
Anacortes/Fidalgo Island	1	5	0	3	1	2	210	8.2%
Mount Vernon/Burlington	3	5	0	4	0	0	65	8.2%
Other West Skagit County	0	1	0	6	1	0	39	5.4%
West Whatcom County	2	5	0	1	1	0	39	6.1%
Other BC/Canada	0	1	0		0	0	25	0.7%
Island County	1	4	0	1	2	0	45	5.4%
Greater Everett	0		0	2	0	0	270	1.4%
Lynnwood/Edmonds/Mountlake Terrace	1	1	0	4	0	0	93	4.1%
Other West Snohomish County/Camano Island	0	5	0	4	0	5	28	9.5%
Greater South Seattle/CBD	3	3	0	1	0	0	29	4.8%
Greater North Seattle	1	9	0	5	0	0	98	10.2%
Bothell-Kirkland/Redmond	0	5	0	1	0	0	37	4.1%
Greater Bellevue/Mercer Island	3	1	0	1	0	0	91	3.4%
Southwest King County	0		0	3	1	0	35	2.7%
Other West King County	0	1	0	5	0	0	241	4.1%
West Pierce/Thurston Counties	2	2	0	0	0	0	4	2.7%
Clallam/Jefferson/Kitsap Counties	0	2	0	0	0	0	2	1.4%
All Other Places	3	3	3	11	1			14.3%
<b>Total</b>	<b>20</b>	<b>53</b>	<b>3</b>	<b>56</b>	<b>8</b>	<b>7</b>	<b>2105</b>	<b>100%</b>
	13.6%	36.1%	2.0%	38.1%	5.4%	4.8%	100%	

