

**Washington State Ferries
Long Range Plan Technical Advisory Group Meeting #4
March 15, 2018
Century Square | 1501 Fourth Avenue, Seattle
Alki Conference Room
9:30 – 11:30 a.m.**

MEETING SUMMARY

Welcome

Ray Deardorf, Washington State Ferries (WSF) Senior Planning Manager, facilitated introductions and welcomed the group to the fourth WSF 2040 Long Range Plan Technical Advisory Group (TAG) meeting.

Carmen Bendixen, WSF Senior Transportation Planner and meeting facilitator, reviewed the meeting agenda and objectives, which included previewing upcoming public open house materials, learning about and providing input on key plan elements, and viewing updated ridership forecast results.

Open House Preview

Hadley Rodero, WSF Strategic Communications Manager, gave an overview of the spring open houses, including open house goals, format, and materials. Hadley also reviewed the notification plan and poster and encouraged TAG members to help spread the word to their stakeholder groups. The team provided hard copies of the poster for TAG members to distribute and sent an electronic version following the meeting.

TAG members provided the following feedback on the open house plan and next round of open houses.

Brian Wood, Island County, asked if related projects or partners could provide information at the open houses. Hadley confirmed there will be stations for community resources.

Phil Williams, City of Edmonds, encouraged WSF to hold an open house in Edmonds. Hadley explained the schedule is final and highlighted online open house opportunity. WSF will consider this input for the second round of open houses.

Small Group Discussions

Laura LaBissoniere Miller, PRR, provided a brief introduction and overview of the small group activity. Participants will learn about and discuss key plan elements, including ferry service, vessels, terminals, and level of service (LOS) standards and performance metrics. The goal of the exercise was to gather input on key plan elements to help inform the plan development and open house materials.



Ray gave an overview of ferry service and Stephanie Cirkovich, WSF Community Services and Planning Director, facilitated the discussion. The group provided the following input on their key priorities and concerns as WSF plans to accommodate growing ridership, considering how future technology could improve the ferry system, and how external constraints may affect WSF's ability to accommodate growth.

TAG members identified the following top priorities and concerns:

- Improve real-time service information
 - Coordinate with transit
 - Address service interruptions
 - Use automated road signage to share terminal conditions and wait times
- Provide overhead loading at Clinton
- Partner with transit and local jurisdictions to improve door to door connections
 - Explore options with private providers
- Reservations may help spread demand
 - Interest in reservations on Lopez Island route
 - Gather public input on tolerance for reservations
 - Consider reservations on the weekends
 - Look at a limited test for commercial vehicles
 - Variable pricing for tiered reservation issue if WSF is THC's only access
- Better explain how ridership forecast drives planning process to public audiences
- Increasing vehicle occupancy also increases efficiency/utilization
 - Consider incentives for high occupancy vehicle, online ticketing, bicyclists, and shifting trucks out of peak travel times
- Schedule coordination and on-time performance is key to good connections
 - Schedule coordination with employers
- Prioritize user groups
- Route specific considerations
 - Timing/schedules (Ex: Bremerton)
 - Edmonds train and Kingston
- Design for growth in walk-ons and bicyclists

Andy Bennett, KPFF, gave an overview of how the plan will evaluate terminals and Laura facilitated the discussion. The group was asked to identify their key interests and concerns for the terminal(s) in their community, including potential changes to the way customers access ferry terminals, and considerations for people who have disabilities, bicyclists, and pedestrians.

Key interests and concerns for terminals included:

- Terminal operations
 - Provide lane assignments to improve reservations system
 - Vehicle throughput is important
- Door to door connections
 - Work with local jurisdictions and WSDOT to plan for seamless door-to-door connections
- Access
 - Prioritize bus access and include space for bus drop off area
 - Work closely with transit providers to manage multiple modes within terminal area
 - Consider accessibility needs, such as vehicle access, mobility, and passengers with disabilities
 - Provide multimodal options for people with disabilities
 - Improve bike facilities such as bike parking and infrastructure for simultaneous loading



- Provide rideshare space, passenger drop off, and overhead passenger loading at every terminal
 - Provide parking at terminals
 - Accommodate passenger only ferry service facilities at terminals and consider joint development opportunities
 - Leverage transit expertise on system access in design of terminals
- Terminal upgrades
 - How will WSF prioritize terminal upgrades?
 - Fauntleroy terminal is small and restricted, with no contingency plan for emergencies
 - Prioritize Edmonds-Kingston terminal upgrade/replacement and related projects
 - Edward Coviello, Kistap Transit, requested a copy of the terminal assessment report
- Plan for projected increase in freight by 30% and plan for changing needs:
 - Trucks and smaller vehicles (Amazon)
 - Sensitive schedules
- Technology
 - Provide accurate, high quality real-time information such as wait times
 - Include Orca integration/Good to Go and count passengers
 - Provide automated ticketing to improve efficiency
 - Queue signage would be helpful for agents and passengers
 - Consider autonomous vehicles
 - Plan for technology at key decision point within community (i.e. when passenger decides which route to take).
 - Anticipate changes in technology
 - Include electric vehicle charging at terminals
- Amenities
 - Provide shelters and amenities to improve customer comfort
 - Improvement in wayfinding
- Consider real estate development opportunities at terminals to fund improvements and improve user experience.
 - Consider transit oriented development within and around terminals
 - Anticipate changes in land use
- Environmental
 - Work closely with tribes to minimize environmental impacts and improve sustainability initiatives
- Seismic upgrades
 - Design for resilience and plan for severe weather and emergency events
- Service
 - Consider bringing ferry service to Everett
 - Invest in Passenger only ferry service and facilities

Mike Anderson, KPFF, gave an overview of how the plan will evaluate vessels and Hadley facilitated the discussion. The group was asked to think about what priorities WSF should consider when looking at the ferry fleet over the next 20 years, including investments in maintenance and new vessels.

Key interests and concerns for vessels included:

- Consider creative funding solutions
 - Work with transit and locals to fund new technology and seek federal funds
 - Increase fare surcharge to cover the cost of building new vessels
 - Reevaluate Build in Washington requirement
 - Change funding model to reduce reliance on State Legislature



- Speed up vessel build program with dedicated funding stream
 - Consider public private partnerships
- Maintenance
 - Maintain existing vessels to achieve 60 year lifespan
- Vessel size and type
 - Add smaller vessels to provide more frequent service and better transit connections
 - Build more vessels to provide more flexibility
 - Evaluate number of spare vessels needed to maintain service
- Amenities
 - Provide Wi-fi on all vessels
 - Provide designated bicycle parking
- State owned facility with Drydock
 - Have incentives for the private industry to do this for State
- Technology
 - Hybrids may be more expensive to maintain and operate
 - Does hybrid make sense in the marine environment?
 - What are the benefits and total impact of electric ferries?
 - Technology agnostic vessel designs
- Service
 - Conduct economic impact study to evaluate maintenance related service disruptions
 - Prioritize moving commerce
 - Analyze relaxing legislation and constraints
 - Shift maintenance to winter to maintain summer service levels
 - Consider longer trips, such as Kitsap to Seattle

Kristen Kissinger, KPFF, gave an overview of level of service (LOS) and performance and Carmen Bendixen, WSF Senior Transportation Planner, facilitated the discussion. The group was asked to identify key priorities for measuring performance and level of service standards.

TAG members identified the following as their top priorities and concerns:

- Measure LOS for passengers in addition to vehicles
- Study roadway impacts and wait times at off-load
- Collect data to inform decision making
- Implement a measure that brings light to issues to be solved with partnership with other agencies
- Look at landside connection performance
- Consider ways to measure trips not taken/those left behind
 - What are the impacts to the system?
 - Incentivize/disincentivize certain trips
- Measure peak spread
- Farebox recovery as a performance measure
- Measure commercial traffic; consider reservations
- Consider pricing strategy to incentivize walk-ons
- Measure route profile differences and modal challenges
- Conduct Legislative reporting by route to highlight issues
- Upgrade technology to measure per person per mile per gallon

Ray opened up the floor to the group after the small group discussions and asked if anyone had feedback on the activity. A main theme was that there was not enough time in each group.

See Appendix A: Flip Chart Photos for all of the flip chart notes taken during the meeting.



Conclusion and Next Steps

Ray reviewed next steps and timeline. The next TAG meeting is scheduled for May 17. Agenda topics will include reviewing what was heard at the open houses and previewing the legislative progress report. The project team thanked the group for their time and contributions to the discussion. The group adjourned at 11:30 a.m.

Attendance:

Meeting Attendees:

- Nazmul Alam, WSDOT Olympic Region
- Greg Beardsley, Vashon FAC
- Jason Beloso, WSDOT Freight Division
- Gil Cerise, PSRC
- Charlotte Claybrooke, WSDOT Active Transportation Division
- Edward Coviello, Kitsap Transit
- Lauren Craig, King County Metro
- David Forte, Kitsap County
- Curt Gordon, Port of South Whidbey
- Russ Harvey, San Juan County
- Max Henkle, Pierce Transit
- Greg Lanning, City of Port Townsend
- Patricia Love, City of Mukilteo
- Frank Nelson, Bremerton FAC
- Nora Pederson, Samish Indian Nation
- Matt Shelden, Sound Transit
- Benjamin Smith, City of Seattle (SDOT)
- Kate Tourtellot, Community Transit
- Richard Warren, WSDOT Multimodal Planning
- Phil Williams, City of Edmonds
- Brian Wood, Island County



Washington State Ferries



Participating by phone:

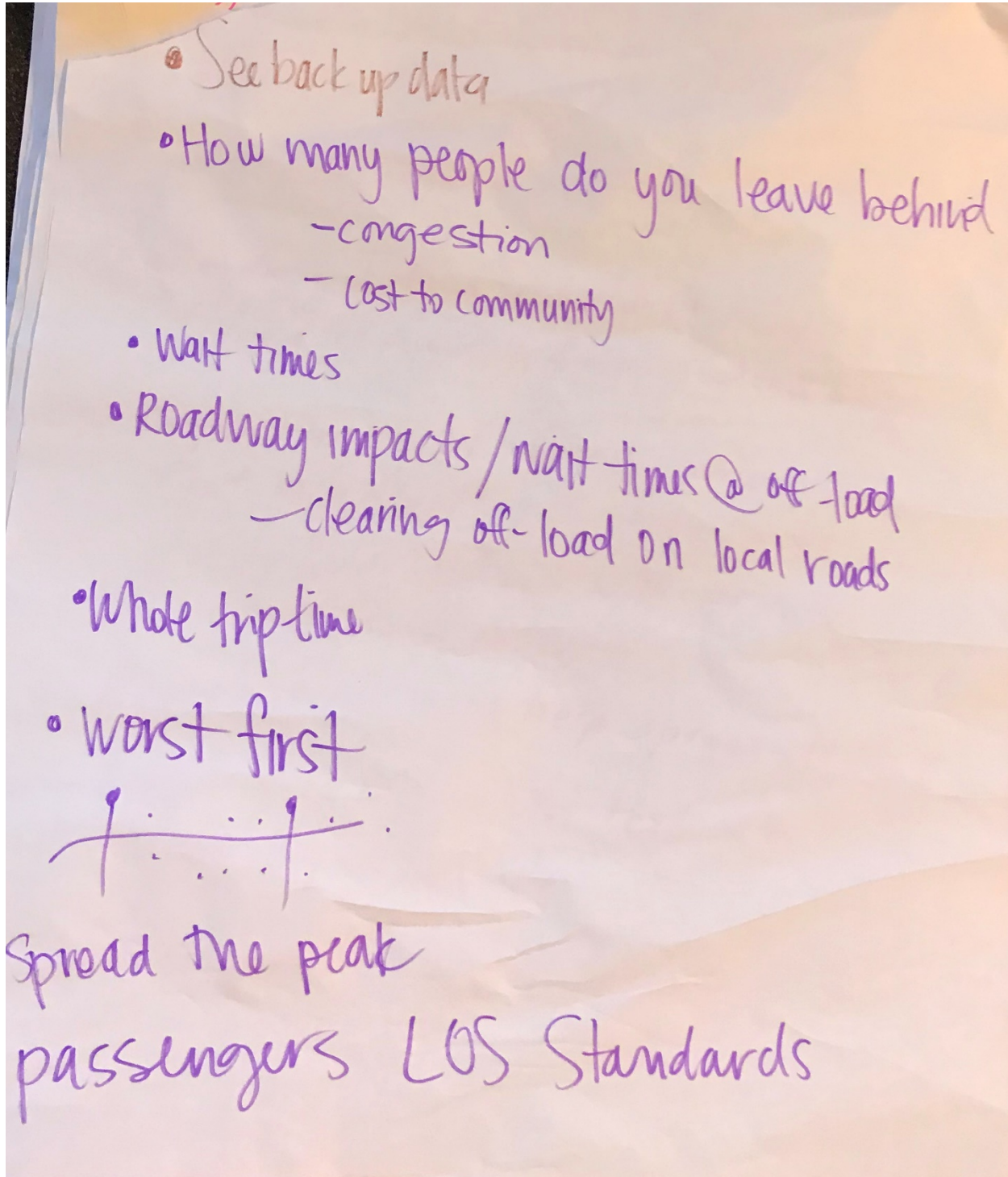
- John Shambaugh, WSDOT NW Region
- Larry Watkinson, WSDOT Equal Opportunity Office

Project Team:

- Carmen Bendixen, Washington State Ferries
- Stephanie Cirkovich, Washington State Ferries
- Ray Deardorf, Washington State Ferries
- Charles Prestrud, Washington State Ferries
- Hadley Rodero, Washington State Ferries
- Mike Anderson, KPFF
- Andy Bennett, KPFF
- Kristen Kissinger, KPFF
- Laura LaBissoniere Miller, PRR
- Samantha DeMars-Hanson, PRR

Appendix A: Flip Chart Images

Performance Metrics and Level of Service Standards





- #2
 - Legislative reporting by route < to highlight issues
*at a minimum make comment on reporting page.
 - Add dimension of pax/bike capacity
 - to LOS
 - to performance metric } set and track
 - Route profile differences
 - How we measure
 - modal challenges
 - Price Strategy to incentivize walk-on
 - Off-load time vs "on-time" performance
 - transit connections
 - total trip time
- * tech upgrades to be able to measure
 - per person mile per gallon



#1

- * Big questions
- * graphics
- * \$1 exercise

Island Co → Standards affect business
 activ. / development
 (unique GMA standards)
 ↳ Coord. w/ Pub Wts

→ Contrast w/ boat wait

- trip "not chosen" - impacts on sys.
- not sure about how long wait will be
 - issue of westbound unpredict.
 - incentivize / disincentivize certain trips

→ Freight - commercial reservations?
 - how to measure commercial traffic

→ Accessing the sys. - reliable connections

Island Transit

Domino effect of DTP

Cost



#3

* Management tools
* factors - POF

doesn't capture Peak/Peak — Pros/Cons

LOS — peak spread? How can we measure that?

— look @ Peak LOS, rather than spread over the month

— Commute period $\left\langle \begin{array}{l} \text{opportunity to spread that period} \\ \text{is limited} \end{array} \right\rangle$

— trades w/ tools (can't leave car behind)

Fare Box recovery — as a performance measure

* ~~Ad~~ How to measure trips not taken / those left behind.

* landside connection performance

* Measure that brings light to issues to be solved w/ partnership w/ other agencies (not w/ time to solve)

• Route specific data

* Opportunities for data collection to inform decision making.



Terminals

Terminals (#1)

Key Interests & concerns for terminals.

Ed-ki - Terminal Upgrade/Replacement

Cascade affect of related projects.

Near term problems: Parking traffic.

Joint terminal w/ ST?

funding certainty - long term

Parking! @ Mukilteo

Reality ferry communities drive.

Not easy connection to regional employers & destinations.

Parking - ferries



Washington State Ferries



Orca Integration / Goal to be

iserration-one system

Bike facilities + wayfinding

Bike infrastructure for
simultaneous loading

Look outside footprint of
terminal - door to door.

lean - autonomous



Leverage transit expertise
on system access in design
terminals

System access - look to other ferry
operators - lessons learned.

Anticipate land use, run.

disaster preparedness + storm prep for
passengers ~~only term~~
↳ Prioritize passengers

Design for resilience

Ferry service to Everett

interest in P of service

sustainability initiatives.



Bus access - Fully integrated
Bus turn movement

Brumerton bus layout works well
Include kiss + ride

Prioritize bus access proximity

Adequate bike parking

Shelters - comfort

Vehicle thruput - tech. Important @ triangle
route.

Faunt. restricted - too small

↓ seismic + sea level. No plan B for
emergencies.

Freight ↑ 30% trucks + smaller
vehicle. (Amazon)
Sensitive schedule



Group # 2 - Terminals

ST - Curb space, congestion,
large volume passengers. Work w/ host
jurisdiction. Rideshare modes to
manage flow critical.

Real estate development @ terminal. Wasted
space at terminals. Funding opportunity.

TOD - within terminal & around.

↓ could be problem @ vacation.

E + W side

Landside connection - ^{curb}platoon for all modes

POF at terminals - space

joint development opportunity.



Eliminate kiosk/toll booth to improve flow
Good to go tech needs to want passengers
Improve ped + bike - esp. w/ host juris.
→ Safe + direct

Ped + bike forecast increasing

Upgrades at terminals
- how will they be prioritized.

Wait time technology

Markers would be helpful for agents
& passengers.

Tech needs to be accurate - quality
of information.

terminal assessment report?
Request copy - Ed Kitsap trans



terminals #3

Ada considerations important

↳ vehicle access. → mobility
↳ medical conditions

Terminals aren't destination. Interface
w/ WSDOT + community. Door to door
connections.

connections

Continuity - need to accommodate vehicles
on both sides.

multimodal important w/ careful
considerat;

Environmental considerations - Tribe
- Elders. multimodal options



Technology - Electronic comm.
been big improvement
Need to continue improving real time
information

Reservations - lane assignments
to improve flow. (operational)

Terminal ops - conflicts w/schedules.

Its at decision point - & within community.
↳ where you
decide ferry
to take

Identify specific
projects.



terminals - #4

Electric vehicle charging near terminals.

Wireless inductor charging

Rideshare space - kiss + ride

↳ accessibility

Passenger loading at every terminal.

↑ efficiencies

help to save time lost by more fuel efficient ferries

Real time info sharing → transit system / signs at terminals.

Signage up land: next ferry



Pof facilities
Compatibility w/ transit to enable POF



Ferry Service

OPPORTUNITIES
 MATS.
 RESERVATIONS - TAILOR TO EACH ROUTE?
 NOT EVERY MARKET IS THE SAME
 RULES NEED TO VARY BUT
 SYSTEM TECH IS CONSTRAINED
 S.T. - PERMITTING
 SAME ISSUES - WHAT % PERMITTED?
 NEED TO STEP INTO IT
 SPACE NEEDS FOR RESERVATIONS
 TRANSIT ORIENTED DEVELOPMENT -
 VARIABLE PRICING FOR TIGHT RESERVATION
 ISSUE IF WSSF IS THE ONLY ACCESS
 PPP - VESSELS
 BETTER CONNECTION
 ST - TRAINS → PARTNERSHIP w/
 LOCALS - JOINT PLAN
 INVESTMENTS - BING, PAGES
 ETC.
 PPP - TERMINALS
 K.T. - AMAZON BUSES
 CURB SPACE COMPETITION
 NEED WILLING PARTNERS
 PREDICTING TRAFFIC TRENDS



Grp 3

- Growth assumptions drive plans, forecasts need to be explained.
- Increasing vehicle occupancy also increases efficiency/utilization.
 - Consider incentives for HOVs.
 - Loading incentives for HOVs.
 - On-line ticketing/incentives, also reservations.
 - Bicyclists, incentives
- Schedule coordination and on-time performance, key to good connections.
- Reservations
 - Incentives to shift trucks out of peaks.
 - Prioritizing user groups.



Grp 2

- Real-time service info.
 - Service interruptions
 - Make user friendly
 - Coordinate with transit

- Whidbey Island, overhead loading
 - Need to accommodate weekend surge

- Importance of partnerships for first-mile/last mile connections
 - Explore options with private on-demand services

- Reservations may help spread demand

- Look at a limited test for commercial vehicles

- Fare policy, HOV incentives



(GROUP 1)

- RESERVATIONS ON OTHER |
COMMUTER ROUTES
(LOPEZ - ALLOCATIONS)
GET INPUT FROM PUBLIC ON TOLERANCE
FOR RESV.
WEEKEND RESERVATIONS
- ROUTE-SPECIFIC CONSIDERATIONS
TIMING / SCHEDULES (e.g. DRENFELTON)
(Edmonds train + Kingston)
- How To DESIGN FOR GROWTH IN WALK-ONS
+ BIKES / DOOR TO DOOR



CRP 1

- ~~PORTAL~~ COORDINATION W/ TRANSIT PARTNERS WITH W/ COMPLEX SCHEDULES
- CATEGORIZATION OF ELEC. BIKES - BE WARY
- SCHEDULE COORD. W/ EMPLOYERS
- TECHNOLOGY TO IMPROVE SERVICE, TERMINAL STATUS IN REAL TIME
- ROAD SIGNAGE SHOULD PROVIDE INFO
- TECHNOLOGY TO HELP W/ CREW SHORTAGES
- CIRCULATION OF TRANSIT, AVS, ETC.



Vessels

- Increase fare surcharge to cover building new vessels
- Reevaluate Build in WA (to allow fed grant \$\$, etc)
- Smaller vessels = More frequent service = better transit connections
- Provide wi-fi on all vessels
- Designated bicycle "Parking" — More capacity



- Change funding model for WSF to reduce reliance on State Legislature
- P3 Model for new vessels
- State-owned facility w/ Drydock
(with incentives for private industry to do this for State)
- Additional vessels to provide more flexibility
— Replace more than you need



- Transit has found hybrid is more expensive to maintain + operate
- Does hybrid make sense in the Marine environment?
- Speed up vessel build program → with dedicated funding stream
- Relax bottleneck of regulations
- What is the cost of sole source (Build in WA)



- Creative funding solutions → work w/ transit + locals to fund new tech (i.e. hybrid bus) and seek federal funds
- Technology agnostic vessel designs — you could swap out propulsion system as technology changes

Relax bottleneck of regulations

What is the cost of sole source procurement




- Economic impact study
of what impacts are
when ferry service is
reduced (due to break downs)

— Technology agnostic
vessel designs —
you could swap out
propulsion system as
technology changes



- What are benefits of electric ferries?
 - Fewer parts
 - Cost savings?
- Consider TOTAL impact of new technology such as electric ferries (i.e. if they're slower, are more cars idling and waiting in the queue?)



- Put issues on the table to free up some of the long time constraints
- Increase Reserve Capacity -  How Many Spare Vessels Should We Have?
- Moving Commerce should have priority - primary function of vessels (especially for islands + isolated communities)



- Analyze Relaxing legislation + Constraints → How would that help relieve some Constraints (i.e. Build in WA)
- Could we shift More Maintenance to Winter - Keep boats in Service in SUMMER.
- Change Parameters
- Should we be Promoting Long range commuting? (Kitsap to Seattle)



- Look @ "pinch point" of Build in WA
- Would it be easier to ask for fewer/larger vessels or more/smaller?
- Make the vessels we have last - funding to ensure they reach 60 years.
- Push for more vessels
- Flexibility in new vessels to adjust vehicle/passenger space
- Look @ hybrid if it has financial benefits