Triangle Task Force

Washington State Ferries
January 18, 2018
Tollbooth operations
How did we get here?

• Comments from September public meetings

• Follow up conversations with the Task Force (Dot exercise)

  • Using the south tollbooth at Fauntleroy as a pre-ticketed only line (6 dots)
Current configuration

- **Prototype Features**
  - A. 3 employees
    - Scanner
    - Traffic director
    - Splitter
  - B. Dynamic signs fully used
  - C. Total sales/redemption
  - D. Police officer directs traffic and keeps approach clear
Potential adjustments

- **Prototype Features**
  - **B. Dynamic signs fully used**
    - Only for single destination sailings
      - 15:00 – 18:00 hours
      - “Pre-Ticketed Vashon” or “Pre-Ticketed Southworth”
    - Preference is to use south tollbooth
    - Used for final 4-5 minutes of loading (exit lanes)
    - Training required for SPD officer and splitter

Single destination sailings:
15:00 (V), 15:35 (SW), 16:00 (V), 16:20 (SW), 16:45 (V)
Benefits

• Can help fill approx. 10-15 empty spaces on the boat
• Serves both Southworth and Vashon communities
• No extra staff needed
• Potential for improvement
Potential challenges

• How much is changing the signs too much?
• Could add confusion to loading
• Possibility of cars blocking pre-ticketed lane
• Room for miscommunication between splitter, director, and officer (minute-by-minute traffic management)
• Not fully utilizing both tollbooths
Timeline to implementation

- **January- Early Feb:** Review potential adjustments to tollbooth procedure
- **Feb. 12-15 (President’s Day weekend):** Staff training and testing
- **March:** Evaluate the success or failure of adjustments
- **April 1:** Spring schedule begins
2040 Long Range Plan
# 2017 Ridership totals

<table>
<thead>
<tr>
<th>Route</th>
<th>Total</th>
<th>Vehicles</th>
<th>Passengers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fauntleroy/Vashon</td>
<td>1,975,082</td>
<td>1,090,108</td>
<td>884,974</td>
</tr>
<tr>
<td>Percent change</td>
<td>(-0.5%)</td>
<td>(-1.3%)</td>
<td>(+0.6%)</td>
</tr>
<tr>
<td>Fauntleroy/Southworth</td>
<td>945,377</td>
<td>566,174</td>
<td>379,203</td>
</tr>
<tr>
<td>Percent change</td>
<td>(+8.2%)</td>
<td>(+8.0%)</td>
<td>(+8.5%)</td>
</tr>
<tr>
<td>Southworth/Vashon</td>
<td>190,442</td>
<td>105,480</td>
<td>84,962</td>
</tr>
<tr>
<td>Percent change</td>
<td>(-5.1%)</td>
<td>(-3.7%)</td>
<td>(-6.8%)</td>
</tr>
<tr>
<td>Fauntleroy/Vashon/Southworth</td>
<td>3,110,901</td>
<td>1,761,762</td>
<td>1,349,139</td>
</tr>
<tr>
<td>Totals</td>
<td>(+1.7%)</td>
<td>(+1.3%)</td>
<td>(+2.1%)</td>
</tr>
</tbody>
</table>
Long Range Plan Stakeholder and Community Outreach

2017
July
- Technical Advisory Group
- Policy Advisory Group
- Executive Advisory Group
- Kickoff stakeholder advisory groups
- Confirm roles
- Plan overview and background

September
- Technical Advisory Group
- Policy Advisory Group
- Executive Advisory Group
- Plan background and vision
- SWOT analysis

2018
January
- Technical Advisory Group
- Policy Advisory Group
- Executive Advisory Group
- Review work plan
- Review ridership forecast data
- Learn about the WSF budget

March
- Technical Advisory Group
- Policy Advisory Group
- Executive Advisory Group
- Review plan elements

May
- Technical Advisory Group
- Policy Advisory Group
- Executive Advisory Group
- Preview legislative progress report

Summer
- Technical Advisory Group
- Policy Advisory Group
- Executive Advisory Group
- Legislative progress report
- Draft plan elements
- Public comment period

Fall / Winter
- Technical Advisory Group
- Policy Advisory Group
- Executive Advisory Group
- Finalize plan
- Deliver final plan by Jan. 1

*Rounds of public meetings in ferry served communities and online open house.
Ridership Forecast Model

PSRC 4-COUNTY REGION
- PSRC regional travel forecasting model
  - Growth in demographics
  - Background congestion
  - Background transportation networks

FERRY RIDERSHIP FORECASTING
- Current ferry travel patterns
  - 2030 & 2040 ferry travel patterns
  - Route-level ferry ridership forecast
    - Supplementary route-level ferry ridership forecast:
      - 2017 Ferry ridership
        - Assess dedicated bike lanes
        - Seasonal peak profile
        - Monthly ridership
      - Weekend/weekday ferry travel survey
      - Recreational travel growth estimate

OTHER JURISDICTIONS
- Local land-use forecasts
- Local transportation plans
  - Traffic counts
  - Background transportation networks
Preliminary Ridership Forecast

Key Findings

• The last 15 years, yearly ferry ridership growth between -4 and +2.9 percent

• Annual growth forecasts by 2040:
  – Population: 1 percent
  – Households: 1.2 percent
  – Employment: 1.3 percent
  – Ferry ridership: 1.2 percent

• Overall ferry ridership growth by 2040: 30 percent
WSF Ridership History (1993-2017) and Preliminary Forecast (2018-2040)

Sources: WSF Traffic History and WSF Baseline Ridership Forecasts
Population and Employment in the 12 County Area for 2017 and 2040

- Population:
  - 2017: 6,129,800
  - 2040: 4,901,400

- Employment:
  - 2017: 3,491,800
  - 2040: 2,586,000
WSF Service Area 12-County Age Demographics

<table>
<thead>
<tr>
<th></th>
<th>2017</th>
<th>2040</th>
<th>Change</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>65 &amp; over</td>
<td>731,500</td>
<td>1,295,500</td>
<td>564,000</td>
<td>+ 77%</td>
</tr>
<tr>
<td>18 - 64</td>
<td>3,136,900</td>
<td>3,597,500</td>
<td>459,000</td>
<td>+ 15%</td>
</tr>
<tr>
<td>0 - 17</td>
<td>1,067,700</td>
<td>1,242,600</td>
<td>174,900</td>
<td>+ 16%</td>
</tr>
</tbody>
</table>
Key findings: Kitsap Westbound PM Travel

- 2040 population and employment increases 41% from 2017.
- Riders 65+ fastest growing demographic.
- West Seattle Light Rail by 2030.
Key Findings: Vashon Island PM Travel

- Vashon Island 2040 population increases 18% from 2017.
- Employment increases 7% from 2017.
- Landside road changes impact travel.
Schedule concepts
How did we get here?

- Comments from September public meetings
- Follow up conversations with the Task Force
- Highest number of dots in dot exercise:
  - Modifying the regular weekday sailing schedule looking at:
    - Dual destination sailings westbound in the afternoon
    - Filling the boats
    - Single destination sailings eastbound in the morning or all the time
    - Keeping to the schedule (on time departure)
Sailing schedules must meet varying constraints

Demand
- Customer travel patterns
- On time performance

Supply
- Crew work rules
  - Driven by labor agreements and regulations
- Vessel availability
- Terminal constraints
- Budgeted hours and fuel
- Time for logistical functions (i.e. water, sewage, stores)
Timeline to develop Summer 2019 sailing schedule

- **January 2018**
  - Discuss schedule concepts

- **March-July 2018**
  - Provide input on schedule options

- **September 2018**
  - Preview public meeting materials
  - Review outreach plan

- **October-November 2018**
  - Public meetings and community outreach
  - Review schedule

- **December 2018**
  - Review public comments

- **January 2019**
  - Discuss and review outreach plan for new schedule

- **February 2019**
  - Public meetings and community outreach
  - Final schedule sent to transit partners

- **March 2019**
  - Final schedule released and posted on website

- **June 2019**
  - Summer 2019 Schedule begins
Existing weekday morning schedule

- Fauntleroy
  - 0425
  - 0510 Crewchg 3-Bus
  - 0550
  - 0610
  - 0650
  - 0705 Hazard
  - 0725
  - 0750

- Vashon
  - 0350
  - 0405
  - 0440
  - 0520
  - 0545 Crewchg
  - 0615
  - 0620
  - 0640
  - 0700
  - 0715
  - 0730
  - 0755
  - 0815
  - 0840

- Southworth
  - 0330
  - 0420
  - 0500
  - 0600 S-V foot pax only
  - 0640
  - 0755
  - 0820
  - 0900 I-Bus

Deadhead trip for crew
Potential weekday morning schedule concept

- **Fauntleroy**
  - New time (former 7:20)
  - New multi dest (replaces 7:55 Vashon only)

- **Vashon**
  - New direct (former 8:20)

- **Southworth**
  - New departure (no 7:55)
  - New direct (replaces 8:15 & 8:40 shared)
  - New direct (does not stop at Vashon at 6:20)
  - New departure (former 4:20)

**Key Changes:**
- New departure
- New time (former)
- New multi dest
- New direct (replaces shared)
- New direct (does not stop at Vashon)
Existing weekday afternoon schedule
Potential weekday afternoon schedule

Fauntleroy | Vashon | Southworth
---|---|---
14:45 | 15:15 | 14:50
15:35 | 15:25 | 15:50
16:00 | 16:05 | 16:05
16:20 | 16:40 | 17:00
16:45 | 17:10 | 17:35
17:40 | 18:00 | 18:40
18:15 | 18:10 | 18:40
18:40 | 19:05 | 19:25
19:15 | 19:45 | 19:45
19:30 | 19:40 | Tie-up 19:40

New multi dest
Single/multi dest reversed
New direct (Vashon traffic via Fauntleroy)