

Triangle Improvement Task Force

Washington State Ferries

September 14, 2017

Goal: Improve Fauntleroy tollbooth operations

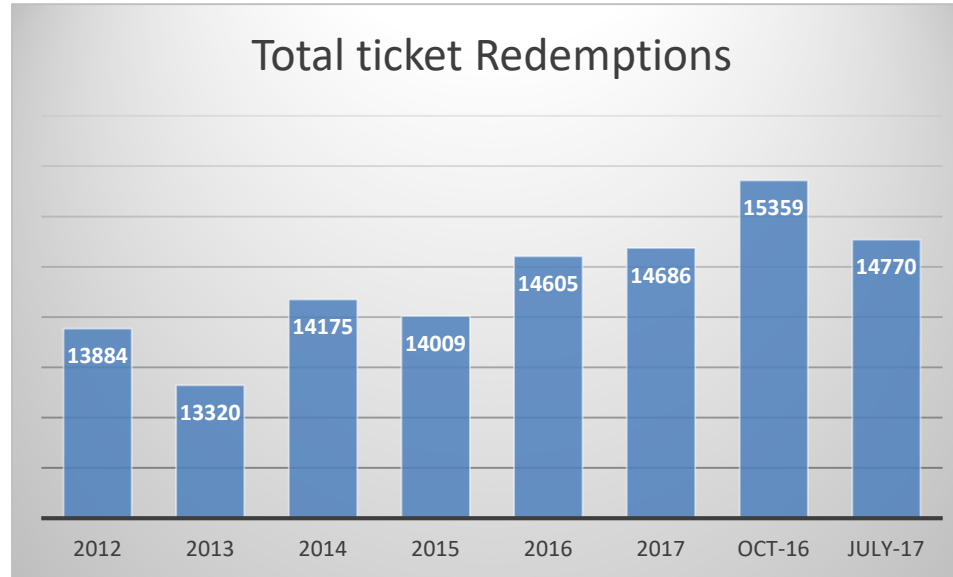
Objective

Increase vehicle throughput at peak times

Measures of effectiveness

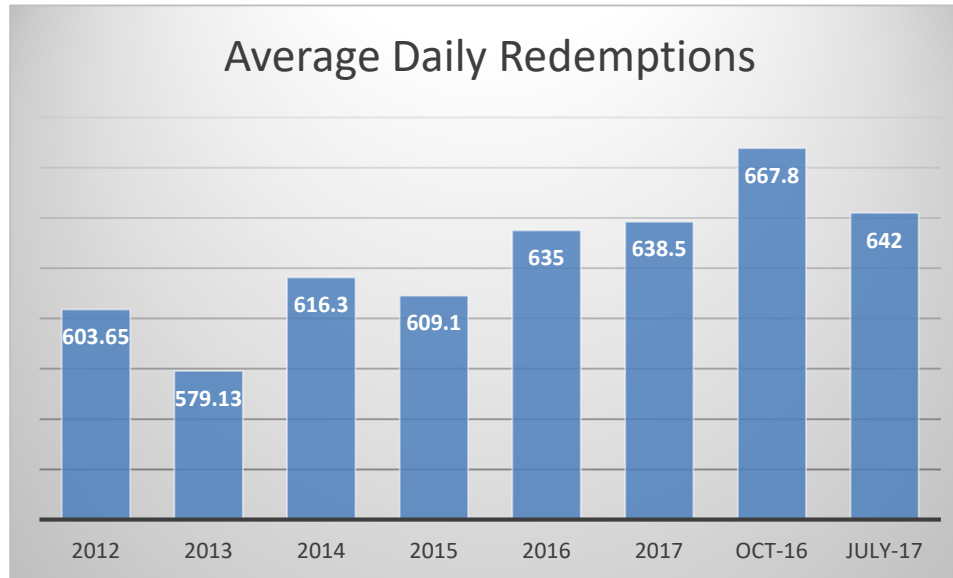
- Direct observation of throughput at peak time – WSF to monitor vehicle flow.
- Transaction time data – WSF to monitor average transaction time.

Total vehicle ticket redemptions M-F from 3-6p



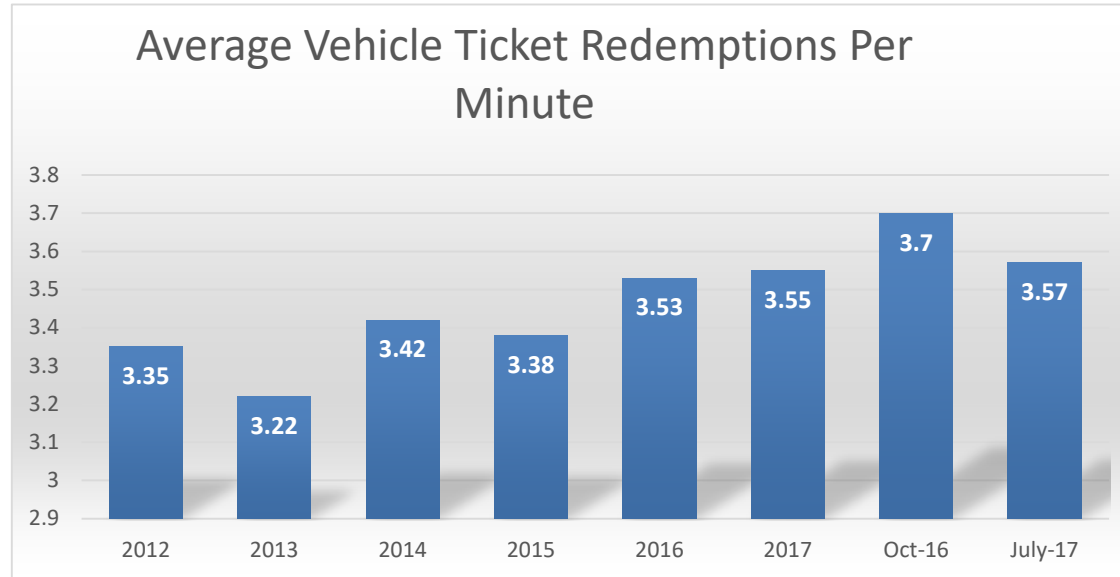
Data from 3rd week of June – 3rd week of July

Average vehicle ticket redemptions M-F from 3-6p



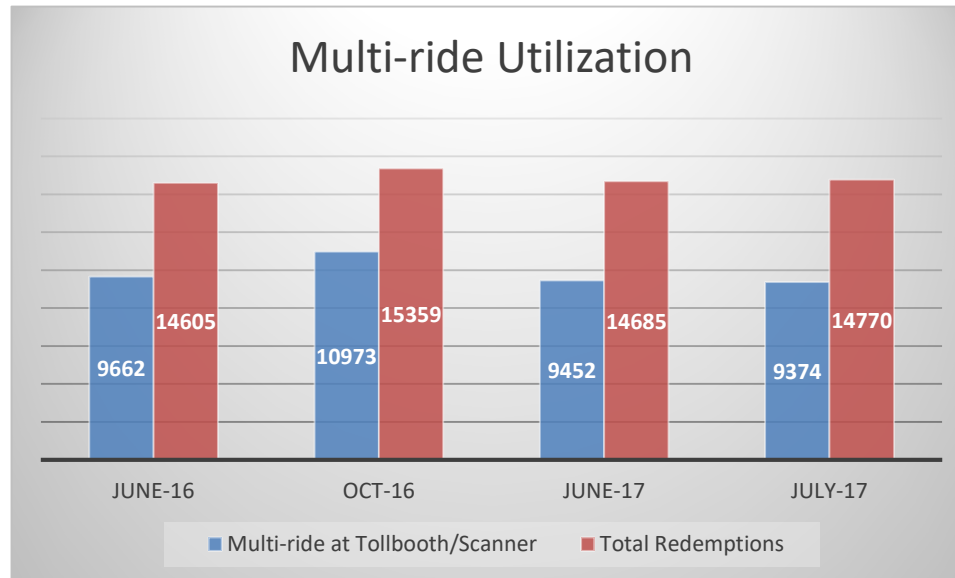
Data from 3rd week of June – 3rd week of July

Average vehicle ticket redemptions per minute, M-F from 3-6p



Data from 3rd week of June – 3rd week of July

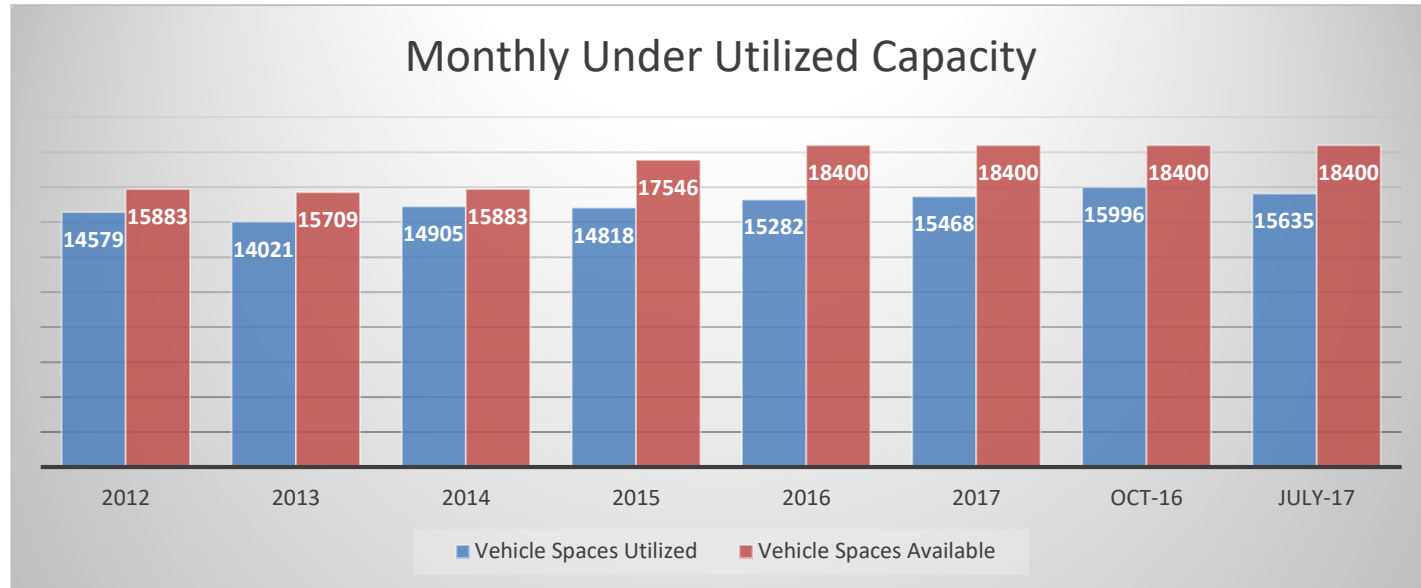
Seasonal multi-ride utilization



Monthly vehicle capacity versus utilization, M-F from 3-6p

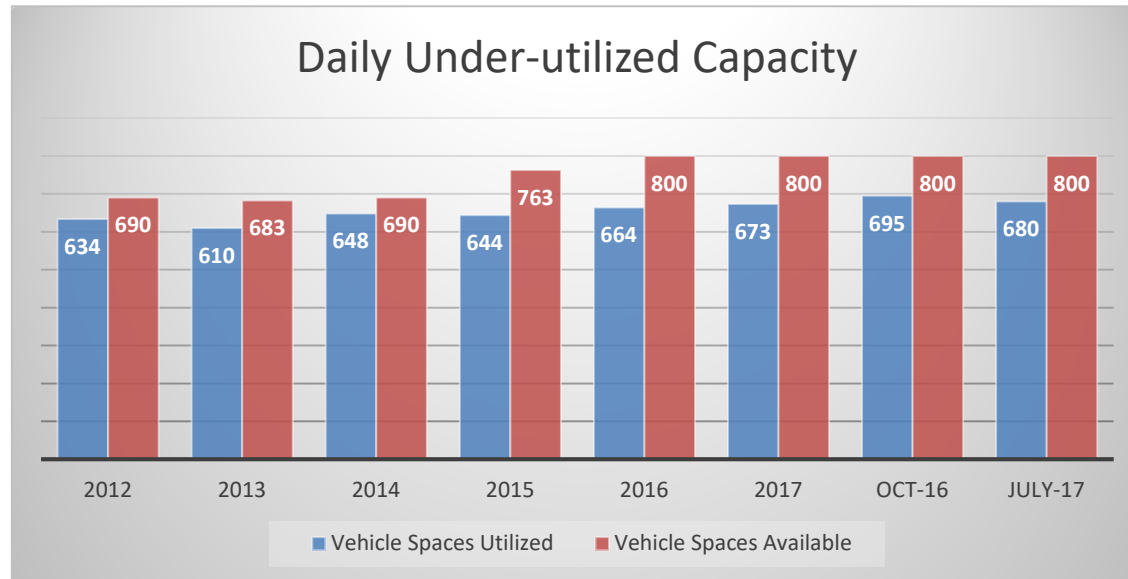
Vessel assignments 2012 – 2017

- 2012: Sea/Til/Iss
- 2013: Til/Kla/Iss
- 2014: Sea/Til/Iss
- 2015: Cat/E.St/Iss
Cat/Sea/Iss
Cat/Til/Iss
Cat/Hiyu/Iss
- 2016: Cat/Sea/Iss
- 2017: Cat/Sea/Iss



Data from 3rd week of June – 3rd week of July

Daily vehicle capacity versus utilization, M-F from 3-6p

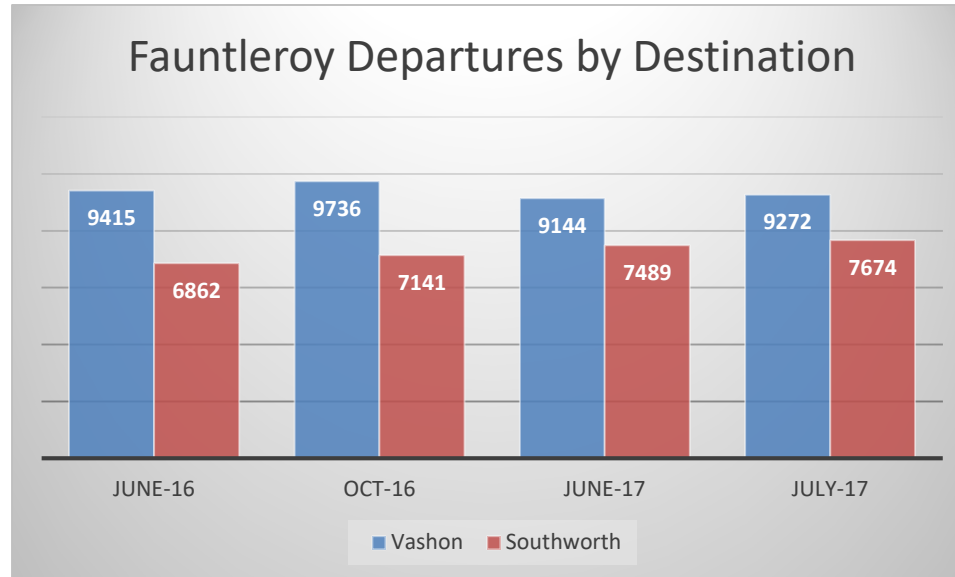


Data from 3rd week of June – 3rd week of July

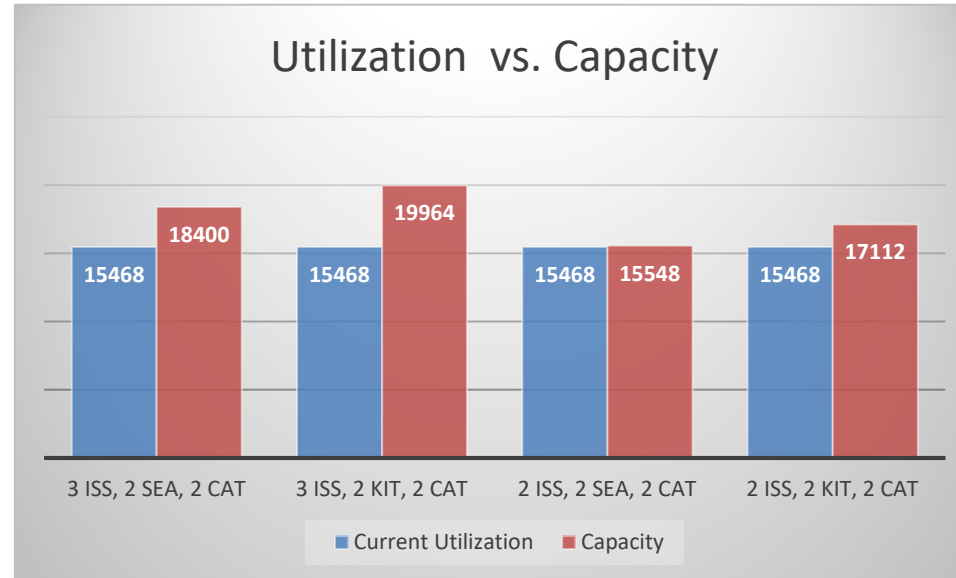
Conclusions

- Vehicle throughput same or better compared to previous years
- Terminal constraints do not allow us to take advantage of increased vessel capacity
- Safer, more orderly flow
- Consistency; operating like all other toll facilities in the system
- Increased fare collection
- Allows for phone ticket redemption
- Allows us to monitor our employees in the booth
- Employee morale improvements

Departures by destination



Vessel Assignments



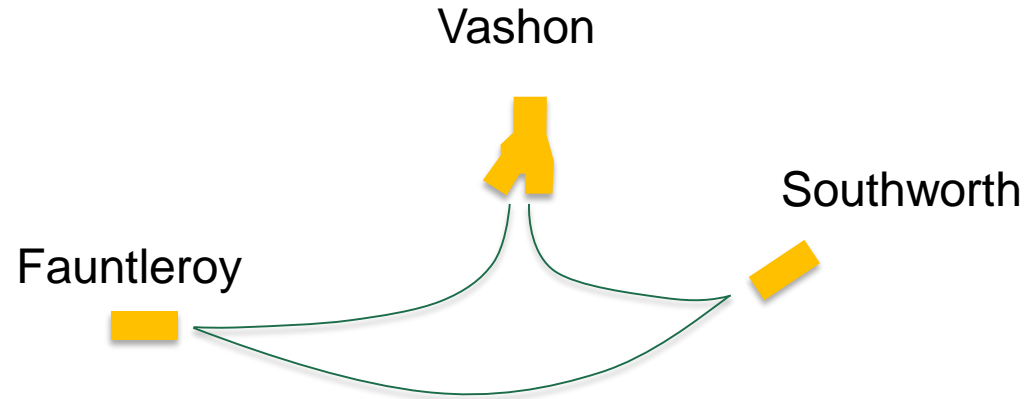
Discussion/Q&A

Break

Triangle Route Long Term

A 40 Year Perspective – What's Been Looked At?

Purpose – Background and Outcomes of Prior Efforts



Reminder of Last Meeting's Presentation

Service Planning, Schedule Development and Vessels 1987-2017

- Service hours – increased by 8 hours/day on weekdays, 1993; decreased during winter weekends, 2005
- Vessels – started with two Evergreens and Steel Electric, larger vessels added in 1991, 1998 and 2014
- Several major schedule rewrites (1987, 1989, 1993, 2003) and minor (2005, 2014, 2015, 2016)



Expansion Plans Date to the 1970's

1977 Vorhees Study

- Anticipated major growth in all parts of WSF, with BC Ferries style double load vessels on major routes
- 1979 Fauntleroy expansion plans ignited community opposition
- Minimum growth option (build six Issaquahs) implemented



Study of Route - 1981

Legislative study – follow on to 1979 expansion plans

- Looked at options
- Interdisciplinary team included representatives from communities
- Long term recommendations include reference to a “new link”
- Mid term recommendations called for a one year test of passenger only or vehicle ferries to downtown Seattle
- Short term recommendations called for improvements to encourage passengers and carpools (add an HOV lane, bus turnaround, improve access)
- Provided the groundwork for the 1984 plan

1984 WSF Long Range Plan

Emphasis on moving people

- Passenger only route from Seattle CBD to Vashon and Southworth
- Investment in passenger only instead of additional capital to move vehicles
- Genesis for WSF's passenger only program
(Seattle/Bremerton in 1986, Seattle/Vashon in 1990)

1988 Cross Sound Study

1988 analysis for ferry service needs in the year 2000

- Called for splitting Fauntleroy route into three legs
- 3 Evergreen State class and the Hiyu
- Report resulted in the construction of the Jumbo Mark II class, which allowed upsizing of the Fauntleroy route (Steel Electric replaced by an Evergreen)

1990/1991 – Follow on Fauntleroy Analysis

A closer look at the recommendation from the 1988 plan

- Conclusion – some minor benefit at significant cost
- Would take terminal improvements to fully utilize gains (second slip, wider terminal)
- Put the “split route” concept to bed.....for awhile

Digression from Ferry Studies – Cross Sound Bridge

1992 Study by State Transportation Commission

- “Before we build three new jumbo ferries,.....”
- Preferred option across Vashon Island from Seahurst (I-405)
- Large amounts of opposition – 3,000 people at the Vashon meeting
- No bridge built, jumbo construction program moved ahead

Late 1990's Long Range Plan (1)

Draft Long Range Plan - 1998

- Numerous options looked at for sending traffic downtown
- Draft proposed sending all Southworth vehicles downtown
- Fauntleroy would remain as a Vashon only terminal
- Provided an opportunity for the Southworth community to react (not favorably)

Late 1990's Long Range Plan (2)

Final Long Range Plan - 1999

- 4 boat split route, 2 to Vashon, one to Southworth, Rhody as Southworth/Vashon shuttle
- Expansion of Vashon and Southworth passenger-only
- I-695 passed a few months after plan was published
- Several years of steep fare increases and service cuts followed

2005 10-Year Passenger Strategy

Legislature's desire to look at cross sound passenger routes

- Recommended utilizing Chinook and Snohomish on a triangular Seattle/Vashon/Southworth route
- Bow loading at Southworth vehicle slip
- Legislature decided that the state should not be in the passenger-only business

2006 Long Range Plan Draft

Initial Philosophy – Plan for Expansion

- “Trial balloon” option of closing Fauntleroy and running everything into downtown
- Draft plan of sending Southworth traffic to downtown
- Reaffirmed Southworth’s desire to continue to Fauntleroy
- City of Seattle opposed more vehicles into downtown
- Reaffirmed Vashon’s ties to West Seattle
- Legislature’s Ferry Finance Study paused the planning effort

2008 Long Range Plan Draft

Focus on managing demand before expansion

- Plan A called for splitting up the triangle route
- Plan B called for downsizing the route to a permanent 2 boat schedule
- Utilize reservations and pricing to manage vehicle demand

2009 Long Range Plan Final

Focus on managing demand before expansion

- Maintain 3 boat service on Fauntleroy/Vashon/Southworth
- Replace an Evergreen Class with a 124 Issaquah by 2014
- Replace an Evergreen Class with a 124 Issaquah by 2027
- Utilize pricing and reservations to manage vehicle demand

Current near term vessel plan

Baseline 17-19 Budget Request,
Suquamish at Mukilteo Peak
Season

Anacortes - San Juans - Sidney

Port Townsend - Coupeville

Mukilteo - Clinton

Edmonds - Kingston

Seattle - Bainbridge

Seattle - Bremerton

Fauntleroy - Vashon - Southworth

Pt. Defiance - Tahlequah

Service Relief (standby)

Maintenance Relief

Retired Vessels

22 Active Vessel Fleet

FY 2018 Vessels Chimacum Added, Klahowya Retired	
Summer	F/W/S
124 Chelan 144 Samish	144 Elwha 87 Tillikum
144 Yakima 87 Tillikum	144 Yakima
144 Elwha	144 Samish
64 Kennewick 64 Salish	64 Kennewick 64 Salish Shoulder seasons only
144 Toklue 124 Kitsap	144 Toklue 124 Kittitas
202 Puyallup 188 Walla Walla	202 Puyallup 188 Spokane
202 Tacoma 202 Wenatchee	202 Tacoma 202 Wenatchee
144 Kaleetan 144 Chimacum	144 Chimacum 144 Kaleetan
124 Issaquah 90 Sealh	124 Issaquah 90 Sealh
124 Cathlamet	124 Cathlamet
64 Chetzemoka	64 Chetzemoka
144 Hyak	124 Kitsap
188 Spokane 124 Kittitas	188 Walla Walla 144 Hyak
	124 Chelan 64 Salish
87 Klahowya	91 Klahowya

22 Active Vessel Fleet

FY 2019 Vessels Forecast Suquamish Added, Hyak Retired	
Summer	F/W/S
144 Elwha 144 Samish	144 Elwha 90 Sealh
144 Kaleetan 87 Tillikum	144 Samish
124 Chelan	144 Yakima
64 Kennewick 64 Salish	64 Kennewick 64 Salish Shoulder seasons only
144 Toklue 144 Suquamish	144 Toklue 124 Kittitas (Suquamish shoulder)
202 Puyallup 188 Spokane	202 Puyallup 188 Spokane
202 Tacoma 202 Wenatchee	202 Tacoma 202 Wenatchee
188 Walla Walla 144 Chimacum	144 Chimacum 144 Kaleetan
124 Issaquah 90 Sealh	124 Issaquah 124 Kitsap
124 Cathlamet	124 Cathlamet
64 Chetzemoka	64 Chetzemoka
124 Kitsap	87 Tillikum
144 Yakima 144 Hyak	188 Walla Walla 144 Suquamish
	124 Chelan 64 Salish
	144 Hyak



KEY

202

188

144

Large Vessel - Super

124

Medium Vessel - Issaquah

34

Hyak

144

Olympic Class

90 87

Mid-Size Vessel - Sealh/Emergen

64

New 64-car vessel

Updated 5-16-2017 (11:04am)

2010 Vehicle Reservations Pre-Design Study

Follow up to 2009 long range plan

- Fauntleroy route not recommended for general traffic reservations due to limited dock size and frequency
- Reservations for commercial should be considered
- Reservations instituted for Port Townsend and the San Juan Islands

2012 JTC Fare Media Study

Look at how WSF's customers should pay fares

- WSF should consider Good To Go! as the sole method of payment on the Fauntleroy/Vashon/Southworth route
- Speed processing at terminal
- No fares for passengers, revenue loss would have to be made up elsewhere
- Concern expressed over potential for significantly higher vehicle fares

2017-2019 WSF 2040 Long Range Plan

Update of 2009 plan and looking out to 2040

- Scoping underway
- Landside transportation connections an important component
- Final plan due to the legislature Jan. 1, 2019

Fauntleroy Terminal Replacement

Trestle and transfer span replacement

- Preliminary engineering and environmental review to start January 2018
- Ad date January 2025
- Complete March 2027



Summary

Common themes heard

- Splitting the route up into separate legs not very effective with Fauntleroy terminal configuration
- City of Seattle does not want more ferry traffic in West Seattle or downtown Seattle
- Both Southworth and Vashon communities have expressed concern over routing into downtown versus West Seattle
- Size of the dock and route frequency make reservations problematic

Questions?