

Washington State DOT Ferries Division, Draft Long Range Plan, December 2008

PLAN SUMMARY (Prepared by San Juan County Public Works)	
PLAN A	PLAN B
Service Program	Service Program
<i>Maintain service at existing levels except:</i>	<i>Maintain service at existing levels except:</i>
- Strategically slow vessels to optimize fuel consumption	- Strategically slow vessels to optimize fuel consumption
- Marginal capacity increases due to new vessel procurements on Anacortes/San Juan route	- Close Anacortes/Sidney route in September 2009
	- Reduced San Juan domestic service when Sidney boat removed
<i>Implement operational and pricing strategies:</i>	<i>Implement operational and pricing strategies:</i>
- Reservation system for vehicles at no extra fee	- Reservation system for vehicles at no extra fee
- Transit enhancements to promote walk-ons	- Transit enhancements to promote walk-ons
- Increase passenger fares at half the rate of vehicle fares	- Increase passenger fares at half the rate of vehicle fares
Capital Program	Capital Program
- Preserve and maintain existing terminals and vessels	- Preserve and maintain existing terminals and vessels
- Purchase 10 new vessels to replace retired and retiring vessels	- Purchase 5 new vessels
- Invest in a new reservation system	- Invest in a new reservation system
- Make transit supportive investments at selected terminals	- Eliminate transit improvements targeting loading and unloading
- Invest in selected terminals to maintain service frequency/reliability	- Invest in selected terminals to maintain service frequency/reliability
Total System-Wide Funding Shortfall - \$3,506,000	Total System-Wide Funding Shortfall - \$1,403,000

SAN JUAN ROUTE - PROPOSED FLEET DEPLOYMENT/DAY		
	PLAN A	PLAN B
Winter	2-144 car vessels; 1-124 car vessel; 1-64 car vessel	2-144 car vessels (no Sidney); 1-90 car vessel
Spring/Fall	2-144 car vessels; 1-24 car vessel (Sidney); 1-90 car vessel	2-144 car vessels (no Sidney); 1-90 car vessel
Summer	3-144 car vessels; 1-124 car vessel (Sidney)	3-144 car vessels (no Sidney); 1-90 car vessel

Terminal Funding for both preservation and improvements at Friday Harbor, Orcas, Lopez and Shaw terminals would remain essentially unchanged with the exception of loss of funding for ‘dwell time improvements’ at Friday Harbor terminal.

A vehicle reservation system is the primary demand management strategy included in both Plans A and B. The premise is that a reservation system would smooth out arrival rates to provide a balance with space on departing sailings, thereby decreasing the storage required for overflow vehicles. The current proposal does not assume a fee for reservations. Route-specific details on proposed implementation of a reservation system are provided in Appendix G.

The Plan did acknowledge some of the unique characteristics of the San Juan Island route:

- For the San Juan Islands, WSF is the only link to the mainland for personal and commercial vehicles. The commercial vehicle link is essential; San Juan communities depend on ferries to transport goods to and from market.
- Anacortes/San Juan is one of three routes with the highest proportion of recreational trips and one of four with the highest share of regular drive-on customers. 40% of all riders drive onto ferry as a driver or passenger in a car.
- Anacortes/San Juan was one of five routes with ‘the most satisfied customers’.
- Baseline ridership forecasts from 2006 to 2030 for the Anacortes/San Juan route: vehicles – 33% increase; passengers – 50% increase; total riders 42% increase
- In San Juan County, all routes are affected by growth in population. In general, ridership growth is not keeping up with the population increase in ferry-dependent counties. Fewer WSF customers are regular commuters.
- The definition of peak congestion is different for the San Juan route – daily and seasonal capacities are used and service growth is designed to keep up with traffic growth rather than 4-hr analysis and boat-wait measurement. Level of Service is to use percent of total monthly sailings for March and August; thereby reflecting greater seasonality in recreational ridership as well as the unique sailing schedule with multiple island destinations.

A public hearing for the San Juan Islands route will be held on Thursday, January 15 from 11:35 to 3:30 p.m. aboard the San Juan interisland ferry.

The full Draft Long-Range Plan can be found at the following link: www.wsdot.wa.gov/ferries/planning/ESHB2358