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
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

- How many people do you leave behind
  - congestion
  - cost to community
- Wait times
- Roadway impacts/wait times at off-load
  - clearing off-load on local roads
- Mode trip time
- Worst first

Spread the peak passengers LOS Standards
#2  
- Legislative reporting by route
- Add dimension of pax/bike capacity
  - to LOS
  - to performance metric

- 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
  - passenger mile per gallon
#1

- Island Co → Standards affect business activity development
  (Unique GMA standards)
  → Coord. w/Pub Wks

→ Contrast w/boat wait

→ Trip "not chosen" – Impacts on sys.
  → Not sure about how long wait will be
  → Issue of Westbound unpredictable
  → Incentivize/desincentivize certain trips

→ Freight – Commercial reservations?
  → How to measure commercial traffic

→ Accessing the sys. – Reliability
  Connections
  Island Transit
  → Diminishing effect of DTP
#3

**Management tools**

- Tactics - POP
  
  **LOS** - peak spread? How can we measure that?
  
  - Look at Peak LOS, rather than spread over the month
  
  - Commute period < opportunity to spread that period > is limited
  
  - Trades w/ tools can't leave car behind.

Fake Box recovery - is a performance measure

- 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 on file alone to solve)

- Route specific data

- Opportunities for data collection to inform decision making
Terminals

Key interests & concerns for terminals.

Ed.Ki - Terminal upgrade/replacement
Cascade affect of related projects.
Nearterm problems: Parking
Traffic.

Joint terminal w/ S??

Funding currying - long term

Parking! Mukilteo
Reality ferry communities drive.
Not easy connection to regional employers & destinations.
Parking - ferry
Orcas integration /

Centralized one system

Bike facilities, wayfinding

Bike infrastructure for simultaneous loading

Look outside footprint of

Terminal - door to door

feet autonomous
Leverage transit expertise
on system access in design
terminals

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

Anticipate land use, then.

Disaster preparedness + storm prep for
passengers during torrent
- prioritize passengers

Design for resilience

Ferry service to Everett

Interest in potential service
sustainability initiatives.
Bus access - Fully integrated
Bus turn movement
Brunteton bus layout works well
Include kiss & ride
Prioritize bus access proximity
Adequate bike parking

Shelters - comfort
Vehicle throughput - tech. Important @ triangle route.

Fault - Restricted - too small
✓ Seismic & seawall. No plan B for emergencies.

Freight up 30%; trucks + smaller vehicles. (Amazon)
Scheduling
Group 2 - Terminals

Sit - 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 - Platoon for all modes

PDF at terminals, space

Joint development opportunity.
Eliminate kiosk/toll booth to improve flow
Good to go tech needs to count 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 Transit
Terminals #3

ADA considerations important
L vehicle access
> mobility

> medical conditions

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

Connecting
Continuing - need to accommodate vehicles
on both sides.

Multimodal important w/current
considerations

Environmental considerations - Tribe
- End user, multimodal options
Technology - Electronic comm.
been big improvement
Need to continue improving real time
information
Reservations - lane assignments
to improve flow (Operations)
Terminal ops - conflicts w/schedules
Its at decision point - within community.
L2 where you decide to take
Identity specific projects.
terminus - #4

- Electric vehicle charging near terminals.
- Wireless inductive charging
- Rideshare space - "kiss and ride"
- Accessibility

- Passenger loading at every terminal.
- Efficiency
  - Help to save time lost by more fuel efficient ferries

- Real time info sharing → transit system / signs at terminals.
- Signage up land → next ferry
Pot facilities

Compatibility w/ transit to enable PE
Ferry Service

- SPACE NEEDS FOR RESERVATIONS
- PPP - VESSELS
- PREDICTING TRAVEL TIME
- PPP - TERMINALS

BETTER CONNECTION:
- ST - TRAINS TO PARTNERSHIP W/ LOCALS - JOINT PLANNING
- AMZ - BUSES

NEED WILLING PARTNERS

RESERVATIONS - TAILOR TO EACH ROUTE?
NOT EVERY MARKET IS THE SAME
RULES NEED TO VARY BUT
SYSTEM TECH IS CONSTRUCTING
S.T. - PARKING PERMITTING
SAME ISSUES - WHAT % PERMITTED?
NEED TO STEP INTO IT

TRANSIT ORIENTED DEVELOPMENT -
EX VARIABLE PRICING FOR TRANSPORTATION TIEGED RESERVATION
ISSUE IF WSF IS THE ONLY ACCESS

WSDOT
- 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.
- 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
RESERVATIONS ON OTHER

COMMUTER ROUTES

(LOPEZ - ALLOCATIONS)

GET INPUT FROM PUBLIC ON TOLERANCE FOR RESV.

WEEKEND RESERVATIONS

ROUTE-SPECIFIC CONSIDERATIONS

TIMING/SCHEDULES (E.G. DREMELTON)

(ECDONDS TRAIN + KINGSTON)

HOW TO DESIGN FOR GROWTH IN WALK-ONS + BIKES/DOOR TO DOOR
- Coordination w/ transit partners w/ complex schedules
- Categorization of electric 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

• RB 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 funds hybrid is more expensive to maintain and 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 buses) and seek federal funds
- Technology agnostic vessel designs → you could swap out propulsion system as technology changes.
- Economic impact study of what impacts are when ferry service is reduced (due to break dams)

  - 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
Spares vessels should we
have?

• Moving commerce should
have priority—primary
function of vessels
(epecially 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 e "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.
- Rush for more vessels
- Flexibility in new vessels to adjust vehicle/passerger space
- Look e hybrid if it has financial benefits