

WSDOT Ferries Division

2007 Ferry Financing Legislation Status Report: Ridership Forecasts

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Ridership Forecasts: Overview

The ferry system was directed by the State Legislature to reconsider the methodology used to forecast ridership.

- Updated forecasts reflect a redesigned modeling process and take into account new information, such as the results from the 2006 Origin and Destination survey.
- Further work is ongoing to refine recreational travel forecasts, which may alter results for more seasonal routes, such as Port Townsend-Keystone or the San Juan Islands.

Preliminary Ridership Forecasts: System-wide Results

During peak periods:

- Overall rate of growth in ridership is expected to be 1.34 % per year – or 37% by 2030
- Overall rate of growth in vehicles is expected to grow slower than overall ridership – 1% per year – or 29% by 2030.
- Overall rate of growth in passengers is expected to grow faster than overall ridership – 1.5% per year – or 43% by 2030.

Vehicle Demand Forecasts: Moderate Growth Routes

Some routes are anticipated to grow at a moderate rate between 2006 and 2030:

- Seattle/Bremerton – 15%
- Fauntleroy/Vashon – 18%
- Point Defiance/Tahlequah – 20%
- Mukilteo/Clinton – 19%
- Anacortes/Sidney, B.C. – 26%

Vehicle Demand Forecasts: Fast Growing Routes

Some routes are anticipated to grow at a fast rate between 2006 and 2030:

- Edmonds/Kingston – 38%
- Seattle/Bainbridge – 39%
- Anacortes/San Juan Islands – 33%

Vehicle Demand Forecasts: Faster Growth Routes

The fastest growing routes between 2006 and 2030 are:

- Fauntleroy/Southworth – 63%
- Port Townsend/Keystone – 61%
- San Juan Inter-island – 58%
- Southworth/Vashon – 79%

Demand Forecasts: Net Increases from 1999 – Systemwide Effects

- WSF experienced its highest ridership levels in 1999.
- Subsequent to service reductions and higher fares, most routes declined in ridership from 1999 to 2006.
- Accounting for the 11% ridership drop between 1999 and 2006, **the net increase in ridership between 1999 and 2030 is 26%.**

Net Effect for Routes that Vehicles *Declined* Since 1999 – Three Examples

Seattle/Bainbridge:

- decreased 12% from 1999 to 2006
- net increase of 26% (instead of 38%) by 2030.

Mukilteo/Clinton:

- decreased 3% from 1999 to 2006
- net increase of 16% (instead of 19%) by 2030.

Point Defiance/Tahlequah:

- decreased 23% from 1999 to 2006
- net decrease of -3% (instead of 20%) by 2030.

Net Effect for Routes that Vehicles *Increased Since 1999 – Two Examples*

Fauntleroy/Southworth

- increased 6% from 1999 to 2006
- net increase of 69% (instead of 63%) by 2030.

Anacortes/San Juan Islands

- increased 3% from 1999 to 2006
- net increase of 36% (instead of 33%) by 2030.

Next Steps – Forecast Development

Technical work will continue on several tasks:

- Recreational and commercial traffic forecasts
- Determination of when routes would exceed LOS standards
- Incorporation of WA State Transportation Commission survey results
- Testing ridership changes under different operating and pricing strategies

Questions?

For more information on
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