Washington State Ferries Interisland and Sidney, B.C.

Washington State Transportation Commission

Ray Deardorf, WSF Senior Planning Manager

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Anacortes-San Juans-Sidney, BC
Three “routes” in one – Anacortes, Interisland, International
  4 vessels (3 Winter weekends, 5 Summer)
  - 10-130 minute crossing time
  - 30-180 minute headway

Anacortes-San Juans - 2016
  1,905,677 million passengers
  843,304 vehicles

San Juan Interisland - 2016
  103,761 vehicles

Sidney – 2016 (2 trips/day summer, 1 trip/day fall and spring)
  146,078 passengers
  49,119 vehicles
“Traditional” way of serving San Juan Islands
All vessels from Anacortes make all or most stops
• Provide service to each island, but slow cycle time
• 5 + hours round trip to go “all stops” to Friday Harbor and back
• Limited vessels to 3 or 4 round trips in a service day
• Long voyage for San Juan Island residents

Early experiments with summer interisland service – 1978/1979
• Utilized the last wooden vessel in the fleet, MV Vashon
• Allowed other vessels to make more direct sailings and cycle faster
• No tie up slip in Friday Harbor, time consuming crew change trips mid-day to Anacortes

Photo credit: www.evergreenfleet.com
Interisland Service – 1980’s and 1990’s

Ability to provide interisland service limited in 1980’s
No vessels available on a consistent basis
- Tie up slip constructed in Friday Harbor, allowing efficiencies in scheduling
- Interisland service occasionally provided in the summer
- Traffic growth started to impede effectiveness of “all stop” service, even in the non peak months
- Competing interisland and Anacortes traffic loading would make vessels up to 2 hours late

Year-round interisland service - 1990
- MV Hiyu available year-round
- Allowed other vessels to make more direct sailings and cycle faster – 5 round trips for Super class instead of 3
- Reliable schedule for interisland commuters
- Tradespeople can work half a day on one island and move to the next

Photo credit: www.evergreenfleet.com
Interisland Service – Current Service and Issues

1990’s to present – “upsizing” to larger vessels

• Larger vessels accommodated increasing traffic
• Ability to divert to Anacortes on Fridays and Sunday
• Winter weekend cutbacks in 2005

Current issues

• Faster MV Sealth slated to take over for retiring Evergreen class vessels by 2019
• Cost considerations in basing the vessel in Friday Harbor

Photo credit: www.evergreenfleet.com
Historically an extension of the San Juan Islands service
Linkage between Skagit County and the San Juan Islands to Vancouver Island
• Sidney is 17 miles north of Victoria
• Longest route in the WSF system
• Currently 2 round trips in the summer, 1 round trip fall/spring
• Viewed as an important economic link for Skagit County

Ridership is shaped by many factors
• Alternative ferry access to B.C.
• Availability to provide capacity to the route – very capital intensive
• Fluctuations in exchange rates

Photo credit: www.evergreenfleet.com
Sidney Route – Only Two Vessels Available

MV Chelan and MV Elwha SOLAS equipped
- Safety Of Life At Sea for international vessel
- Additional life rafts, insulation, lighting
- Additional staffing

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Colors:
- **Green**: Good fit
- **Yellow**: OK fit
- **Red**: Poor fit
Sidney Ridership

Rider Type
- Blue: Passengers
- Orange: Vehicles

Traffic
- 250K
- 200K
- 150K
- 100K
- 50K
- 0K

Year
- 1975
- 1980
- 1985
- 1990
- 1995
- 2000
- 2005
- 2010
- 2015
Unique Opportunities and Challenges

- Coordination with US and Canada Customs and Immigration
- Duty free store provides additional revenue
- Very seasonal – no service during 12 week winter
- Integration with San Juan domestic service

Photo credit: www.evergreenfleet.com
For more information, please contact:

Ray Deardorf, Senior Planning Manager
WSDOT Ferries Division, at
(206) 515-3491 or deardorf@wsdot.wa.gov.