Washington State Ferries
Interisland and Sidney, B.C.

Washington State Transportation Commission

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Anacortes/San Juans/Sidney, B.C.
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.evergreenfleets.com](http://www.evergreenfleets.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](http://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
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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<tr>
<th>Route: Class:</th>
<th>Point Defiance</th>
<th>Triangle</th>
<th>Bremerton</th>
<th>Bainbridge</th>
<th>Edmonds-Kingston</th>
<th>Mukilteo-Clinton</th>
<th>Port Townsend</th>
<th>Anacortes routes</th>
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**Notes:**
- **Green** indicates a **Good fit**
- **Yellow** indicates an **OK fit**
- **Pink** indicates a **Poor fit**

**Legend:**
- Green
- Yellow
- Pink

**Additional Points:**
- The chart above provides a visual representation of the routes available for different vessel classes. Each cell indicates whether the route is a good fit, OK fit, or poor fit based on the vessel's capabilities.
- The chart is color-coded for easy identification:
  - **Green** for good fit
  - **Yellow** for OK fit
  - **Pink** for poor fit

**Sidney Route – Only Two Vessels Available**
Sidney Ridership

Rider Type
- Passengers
- Vehicles

Traffic
- 250K
- 200K
- 150K
- 100K
- 100K
- 60K
- 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](http://www.evergreenfleet.com)
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