



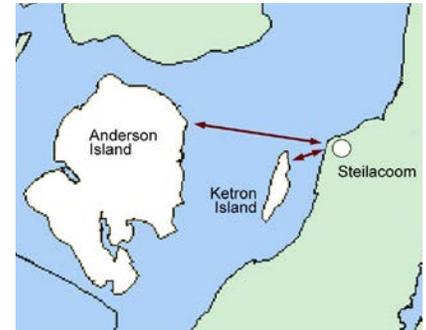
PIERCE COUNTY

Waterborne Transportation Study | Project Overview

Background

Privately owned companies and private parties provided ferry services from the early 1900s until 1937 for Anderson Island, and until 1962 for Ketron Island. Pierce County then assumed responsibility for the service, contracting out the operations of the ferry system and Steilacoom dock to a private ferry operator.

This ferry system is a lifeline for Island residents. The last comprehensive ferry system study was over a decade ago: the 2003 Waterborne Transportation Study.



Approach

The Study will be conducted in three phases:

Phase I: Situation Assessment

This phase will assess the current situation of the ferry system, to understand the system's history and outlook, and to identify key challenges and opportunities for the future.

As part of this phase, analysis will be conducted in the following areas:

- 🚢 Population and Ridership, including a new origin and destination survey
- 🚢 Service Evaluation, including vessels, terminals, and operations
- 🚢 Fare Analysis, including fare structure and levels, and system technology
- 🚢 Financial Analysis, including financial sustainability

Phase II: Develop Alternatives

Phase II will include development of alternatives for service provision, fare structure and technology, and cost and revenue strategies to address the challenges and leverage the opportunities identified in Phase I. Criteria for evaluating these alternatives will also be developed. Criteria will build on the Ferry Performance Measure report and comply with the federal MAP-21.

Phase III: Evaluate Alternatives and Develop Plan

The implications of various alternatives to ridership, finances, customers, and communities will be examined in this phase before the Plan is developed. Two public meetings are planned for ferry-served communities in this phase to solicit input on the key findings and alternatives.

Draft and Final Plans will be issued in late spring 2015.

Public Outreach

The study will integrate the work program with a series of technical, stakeholder, and community meetings to ensure that the products being developed have the benefit of a broad mix of perspectives. As noted above, two public meetings will be held in ferry-served communities to provide an update on the study and solicit feedback on the findings and alternatives.

A standing Advisory Group of ferry community and customer representatives will meet monthly and provide guidance to the Study team.

Study Focus

The update of the Waterborne Transportation Study will include the following areas of focus:

- 🚢 Project population and demographic changes through 2034
- 🚢 Identify changes to ferry service that would enhance island economic vitality and livability
- 🚢 Evaluate the financial sustainability of the ferry system
- 🚢 Evaluate the 14-year capital needs of the ferry system

If you would like more information about this project, please contact: Valerie Thorsen, Planner, Pierce County
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Waterborne Transportation Study | Team Overview

The Study Team is made up of ferry and transit experts with deep knowledge and experience in ferry transportation service. Seattle-based BERK Consulting is leading the project along with IBI Group, Moffatt & Nichol, and Elliott Bay Design Group.



BERK is an interdisciplinary consultancy integrating strategy, planning, and policy development; financial and economic analysis; and facilitation, design, and communications. Founded in 1988, BERK works in the public interest, helping public and nonprofit agencies address complex challenges and position themselves for success. BERK has provided technical and policy analysis support to a variety of local, regional, and state clients across a range of transportation modes, including ferries.



Established in 1974 and with a current staff of approximately 2,700 worldwide, IBI Group is an engineering and architecture consulting firm focusing on multimodal transportation planning, design, technology and operations. The Seattle office of IBI Group was established in 1995 with an initial assignment to develop an electronic fare collection plan for Washington State Ferries.



In over 65 years, Moffatt & Nichol has grown to become a leader in marine waterfront engineering, terminal planning and design. As a multidiscipline planning and engineering firm, Moffatt & Nichol offers a full range of services for ferry, port, harbor, coastal, waterfront, and transportation projects.



Elliott Bay Design is a full-service, employee-owned naval architecture and marine engineering firm with offices in New Orleans and Ketchikan. Since inception, their passenger vessel clients have relied on them for a wide range of design, engineering and analysis support services. Elliott Bay Design has extensive experience with Pierce County's vessels, including design of the Christine Anderson.

Selected Team Experience:

- 🚢 Pierce County, Waterborne Transportation Study (2003)
- 🚢 Guemes Island, Operations Management Analysis and Implementation Plan
- 🚢 King County, Waterborne Transportation Study
- 🚢 King County, Ferry District Demonstration Project – Technical Support
- 🚢 Larkspur, San Francisco & Sausalito Ferry Terminals, Terminal Reconstruction and ADA Passenger Boarding System Improvements
- 🚢 Staten Island, Preliminary Design Investigation of the Staten Island Ferry Fleet
- 🚢 Washington State Ferries, Annual Evaluation of Tariff Structure and Fare Levels
- 🚢 Washington State Ferries, Ferry Terminal Design Standards
- 🚢 Washington State Ferries, Long-Range Plan
- 🚢 Washington State Ferries, Reservation System Design and Implementation