

Agenda Item No. 1c  
For: October 12, 2006

## **FERRY PASSENGERS ADVISORY COMMITTEE (FPAC)**

***Agenda for Wednesday, September 6, 2006***



**Convene at 12:00 p.m. – Adjourn by 1:15 p.m.  
Embarcadero Room  
Pier One, Port of San Francisco**

### Approval of August 9, 2006, Minutes

1. Service Issues
  - NextFerry Signage Status
  
2. Operational Issues
  - Larkspur AM Peak Ferries at Capacity
  - Ballpark Service Update
  
3. Other Items/Future Agenda Items
  - Spaulding Refurbishment
  - Signs to indicate bicycle parking in paid area
  - New Committee Members
  - Ideas to Improve and Promote Bicycling to the Ferry
  
4. Member/Visitor Comments

- Attachments: 1. Minutes of August 9, 2006
2. Ferry Patronage Tables for July 2006  
Larkspur Ferry Terminal  
Sausalito Ferry Terminal  
AT&T Ferry Service
3. Ferry Average Patronage since 1999  
Larkspur Weekday & Weekend  
Sausalito Weekday & Weekend

# FERRY PASSENGERS ADVISORY COMMITTEE (FPAC)

*Minutes of Wednesday, August 9, 2006*

## **Embarcadero Room, Port of San Francisco, Pier One**

FPAC Members Present: Ken Eichstaedt, Robert Karfiol, Cindy Swift  
Staff Present: Jim Swindler, Deputy General Manager, Ferry Division; Harvey Katz, Senior Planner; Karyn Paulson, Administrative Assistant; Josh Widmann, Associate Planner  
Visitors Present: Carol Brandt; Dwight Steeves

Approval of Minutes of July 12, 2006. The minutes were approved.

### **1. Service Issues**

#### NextFerry Signage Status

There has been no change from last month. We need a permit from the Port of San Francisco, and the permit has not yet come from Sausalito. Sign at LFT is still due soon. Ken Eichstaedt asked where the NextFerry signs would be placed, and whether FPAC could provide input into locations. Jim Swindler responded that Rebecca Wessling had worked with the supplier to place the signs, but he didn't know the details. He said the signs can be moved if FPAC sees a reason.

### **2. Operational Issues**

#### Larkspur AM Peak Ferries at Capacity and [New High-Speed Vessel – see Item 3]

In July, there were five days with overloads (not counting Spare the Air Days) and in August so far, there have been three days. Between April 3 and August 7, 2006, there were 89 week days, less 6 Spare the Air Days, totaling 83 days during which Larkspur AM ferries experienced overcrowding in peak commute hours 30 days, or 36% of the time. The average number of passengers turned away came to 23 per day. Harvey Katz believes overcrowding may have been experienced closer to 40% of the time because not all days were counted. Evening overloads were rare, occurring only following afternoon baseball games.

#### Ballpark Service Update

To date, there have been 11 Giants home games, and baseball ferries average 565 riders per trip. Regularly, 50 to 100 more people ride the return ferries home than rode southbound. When ballgames occur in the afternoon on weekdays, ferries get high ridership and parking becomes a challenge. Mr. Eichstaedt asked why the ferries were not filling up and Mr. Swindler replied that performance of the team affects attendance. Mr. Eichstaedt requested figures of how many cars parked at the Marin Airpoter overflow lot during June and July. Mr. Katz will find the statistics.

Mr. Swindler noted that the security patrol has stepped up the screening of packs and bags on ballpark ferries because of an increase in alcohol being brought aboard, which is not permitted. Visitor Carol Brandt brought up that she had noticed numerous tailgate parties in the LFT parking lot involving bottles, barbecues and lawn chairs. These gatherings make it difficult for others to get their vehicles out of the lot, cause safety hazards for partiers and

drivers alike, and generate debris and broken bottles that commuters find early the following morning. Mr. Swindler said he would bring in Twin Cities police to break up these parties.

Mr. Swindler noted that alcohol consumption during ballgames was resulting in problems on the return boats. Cindy Swift recommended that the ferry concessionaire not sell liquor on ballgame return trips to LFT, and Mr. Eichstaedt agreed; he's seen passengers leave ferry rides obviously inebriated. Mr. Swindler will take under consideration no liquor sales on northbound ballgame ferries in the future.

#### "Spare the Air Day" Promotion

Mr. Swindler announced that record numbers of passengers rode the ferries on many of this year's six free-transit Spare the Air Days. By the fourth, fifth and sixth days, people were planning to take ferry rides. Total daily ridership on July 17 was 15,000; on July 20, it was 16,000; and on Friday, July 21, which was also a ballgame day, 25,000 passengers boarded GG ferries. That quantity exceeds our highest ridership ever by 5,000 to 6,000. The 25,000 figure is passenger trips, which included family excursions to and from San Francisco. Upon docking, all passengers had to disembark and reload.

Ferry Division added extra ferries to service Sausalito and managed priority boarding for regular customers, doing everything possible to keep up with demand. On certain days, schedules to Sausalito fell behind because of high ridership. Many ferry customers complained about long lines, overcrowding and disruption of their regular commutes. Kellee Hopper, Marketing Director, will pass along this feedback to MTC with hopes that Spare the Air Days may be restructured next year. Committee discussed options other than simple free passage southbound and northbound, such as having Spare the Air Days be two-for-one days with passengers paying for the ride and receiving an extra ticket to be used another time. Mr. Swindler apologized to FPAC for their discomfort, but acknowledged that Golden Gate Ferry received exposure it could never have gotten any other way. FPAC members stated they knew the inconvenience wasn't GGT's fault and commended Ferry Division staff for their efforts. Cindy Swift asked if GGT got completely reimbursed by MTC for everything spent and was assured that we had billed them fully. She also requested that passengers' email complaints and suggestions be directly sent to MTC and BAAQMD. Mr. Eichstaedt noted that he had seen a wheelchair moving too fast down a ramp on one Spare the Air Day. He was also curious as to whether air quality actually did improve on the Spare the Air Days. Ms. Swift was interested in seeing data counting tourist traffic vs. commuters. Spare the Air Days saw only a small decrease in Golden Gate Bridge traffic.

### **3. Other Items/Future Agenda Items**

- New High-Speed Vessel. Mr. Swindler explained that the District would address the emissions issue in specification studies for the new ferry. Assuring the group that a vessel would actually be purchased, he said the process would begin shortly.
- Relocation of SFFT? It is possible that BART will not have to displace us at the SFFT during seismic retrofit; they may use another construction procedure requiring only minor interruptions in small areas of the existing Golden Gate Ferry Terminal. Spare the Air Day traffic of 25,000 demonstrated how inadequate the planned temporary or permanent floating ferry facility at Gate C would be in cases where large numbers of passengers must be accommodated. That number of passengers could not be accommodated, for instance, in a major earthquake, on such a dock. Our lease with the San Francisco Port has another 32 years remaining.

- Spaulding Refurbishment. The District received no bids on the Spaulding refurbishment. We may negotiate with a shipyard to have the ferry serviced in phases over several years. Mr. Swindler explained that safety of the vessel is not in jeopardy; it needs visual amenities upgraded and comfort improved. Members said the engine noise and vibrations were what they disliked the most about this Spaulding.

#### **4. Member/Visitor Comments**

- Member Ken Eichstaedt noticed that many bicycles are parked outside the LFT enclosure, where they are subject to vandalism. He would like to see a sign outside the terminal advertising bike parking inside, such as “Secured Bike Parking Inside”.
- Mr. Eichstaedt remains concerned about the overcrowded LFT parking lot and suggested that by the time the new vessel arrives, the District provide feeder buses, carpool parking advantages and express buses from Park & Ride lots to the ferry.
- Committee requested making Dwight Steeves a member of FPAC rather than just a constant visitor. Mr. Katz will look into the procedure.