

# Proposed High Speed Ferry Bridgeport - Manhattan



## Survey Report

Greater Bridgeport Regional Planning Agency  
February 2006

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**Abstract:** This survey report is to fulfill a task of FY 06 Unified Planning Work Program (UPWP). The study results of a twin survey on ferry passengers and train commuters' opinion regarding the proposed speed ferry service from Bridgeport to Manhattan.

**Acknowledgment:** This report was prepared with the financial assistance of the Connecticut Department of Transportation (ConnDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the region's municipalities.

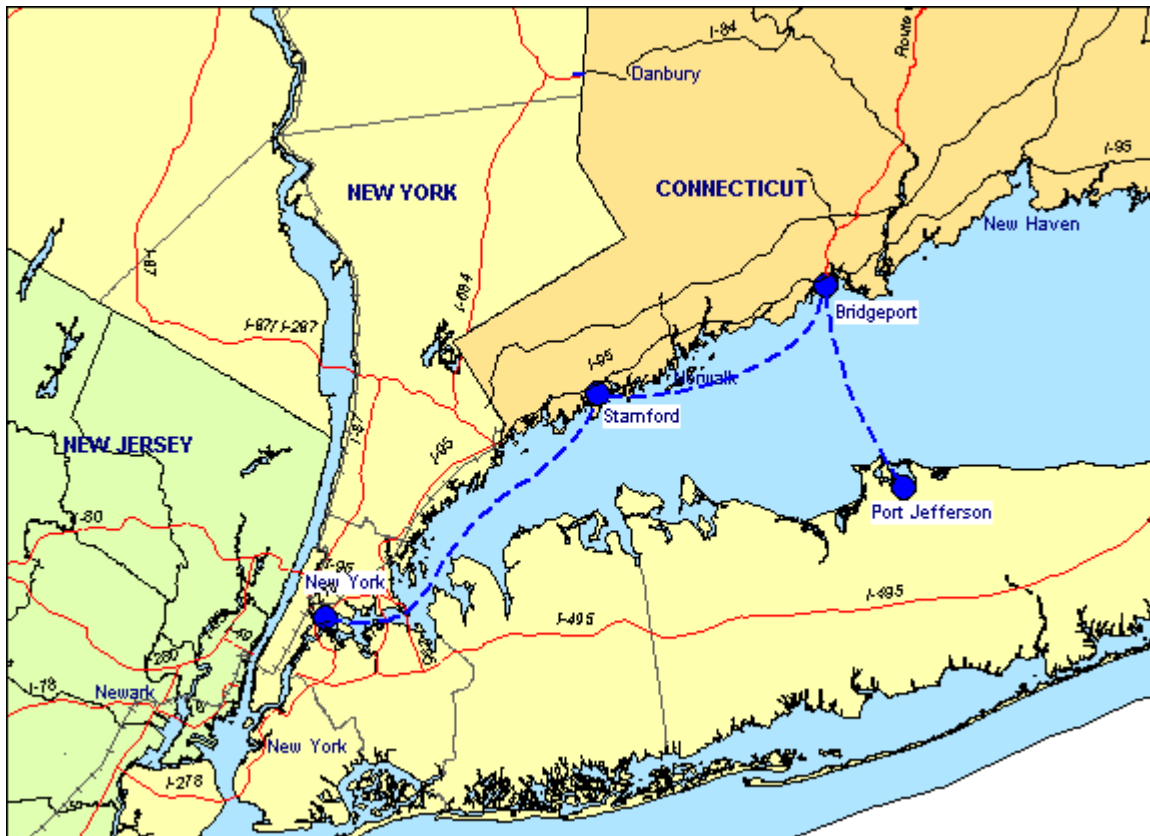
The opinion, finding, conclusion and recommendation stated in this report is those of the Greater Bridgeport Regional Planning Agency and does not necessarily reflect the official views or policies of the ConnDOT or the FHWA/FTA.

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## Background

The I-95 corridor in the Fairfield County is notoriously known for traffic congestion during rush hours. Greater Bridgeport Regional Planning Agency (GBRPA) and New York Metropolitan Transportation Council (NYTMC) jointly sponsored a consultant study to develop the Long Island Sound Waterborne Transportation Plan to reduce traffic congestion in Fairfield County, Connecticut and New York City. In the plan, inter alia, the officials have proposed using high-speed ferry for transportation between Bridgeport, Stamford and Manhattan to alleviate the problems. On January 24, 2004, the Omnibus Appropriation Act was passed into law, which allows federal funds to be spent on Bridgeport and Stamford for high-speed ferry project. Since then, the GBRPA has conducted a twin survey on the high-speed ferry project. One thousand and forty survey forms were sent out to the Metro-North *rail commuters' home* to solicit their opinions regarding the future use of high-speed ferries to transport passengers from Bridgeport to Manhattan. The other survey is to solicit opinions from *ferry passengers* on Long Island Sound between Bridgeport and Port Jefferson through Bridgeport-Port Jefferson Steam Boat Company.



Greater Bridgeport Regional Planning Agency, 2006

## Services

This report discusses the survey results of the twin study.

## **Bridgeport - Port Jefferson Ferry Passengers Survey**

### **Introduction**

In October 2005, the GBRPA in cooperation with the Bridgeport and Port Jefferson Steam Boat Company (hereinafter called the Steam Boat Company or the Company) conducted a ferry passenger survey for marketing study. The survey reflects the customer's opinions regarding the future high speed ferry service between Bridgeport and Manhattan. Working as incentive for passengers to participate the survey, the Steam Boat Company gave out 10 free round trip tickets to survey respondents by raffling.

The Bridgeport and Port Jefferson Steam Boat Company has three vessels that carry vehicles and passengers between Bridgeport in Connecticut and Port Jefferson, Long Island in New York. The vessels sail every day including holidays.

The survey is composed of 8 questionnaires designed for ferry passengers traveling between Port Jefferson, Long Island and Bridgeport, CT. Two hundred copies of questionnaires were handed out when passengers purchased their tickets. One hundred fifteen (57.5% responses rate) survey forms were returned. A sample of the questionnaires is attached to this report. The responses to the questionnaires were analyzed and summarized in this report. Several transportation factors are considered in the questionnaires: trip origin, trip destinations, transportation modes, vehicle occupancy rates, travel time, travel link points (location's preference), fares box pricing.

### **Objectives**

The primary objective of this survey is to find out the ticket price that consumers are willing to pay on future high-speed ferries. The secondary objective is to find out the customers' location preferences for the ferry service future expansion.

### **Methodology**

Questionnaire survey form is used to collect passengers' opinion during their one hour and fifteen minutes trip crossing the Long Island Sound. The survey composes of 8 questions (see appendixes) with 6 multiple choices and two filled in answers. The passengers receive the survey forms when they purchase tickets.

Concerning for a fair representation of passengers on the survey, the GBRPA had requested the Steam Boat Company to distribute half of the survey forms to Bridgeport passengers and the other half to Port Jefferson passengers when they purchased tickets. A total of two hundred copies of questionnaires were distributed. One hundred fifteen surveys were handed back to ferry attendants at the end of the trip.

This report summarizes the travel behavior and characteristics of ferry users between the two businesses concentrated points on both sides of the Long Island Sound. The information in this report is useful information to policy makers, planners, business owners and government officials to make economic and transportation decisions.

## Trip Origin

Based upon the respondents' identifying the zip code of their residences, 84 percent (84%) of the one hundred fifteen respondents start their trips from Long Island. The remaining percentage shares evenly between residents of Connecticut (8%) and with other states (8%). This high percentage of flow of traffic from Long Island to Connecticut can be understood by looking at the geographical area on both sides of the Sound. Going to Bridgeport from Port Jefferson, traveler can bypass the Long Island Expressway (I-495) and I-95 which is notoriously known for congestions. Also, Bridgeport is a transfer point to other parts of Connecticut and major cities in New England such as Boston and Portland. On the other hand, Long Island is predominately populated with residential homes and only several small pockets of business districts can be found. No wonder majority of travelers ferry across the sound from homes to Connecticut or New England for business.

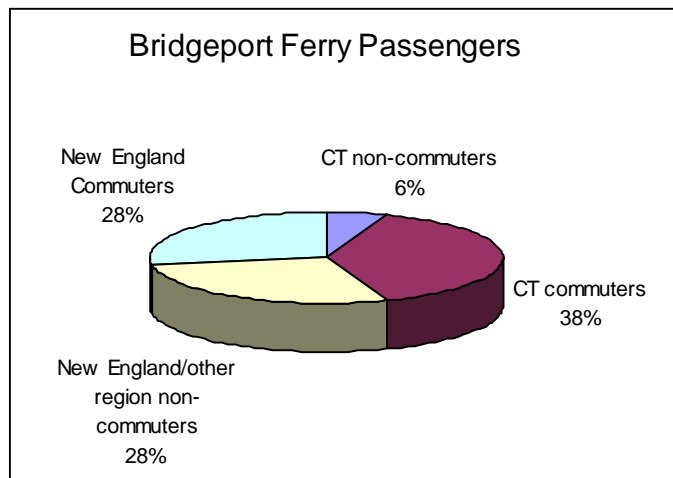
## Trip Destination

In late October 2005, the GBRPA had requested the Steam Boat Company to distribute 100 questionnaire forms to passengers who boarded the ferry in Bridgeport and 100 questionnaire forms to passengers in Port Jefferson. 95 out of 100 completed or partial completed forms (95%) were returned to the Steam Boat Company before the passengers alighted in Bridgeport. However, merely 20 out of 100 completed or partial completed forms (20%) were returned to the Company before the passengers alighted in Port Jefferson.

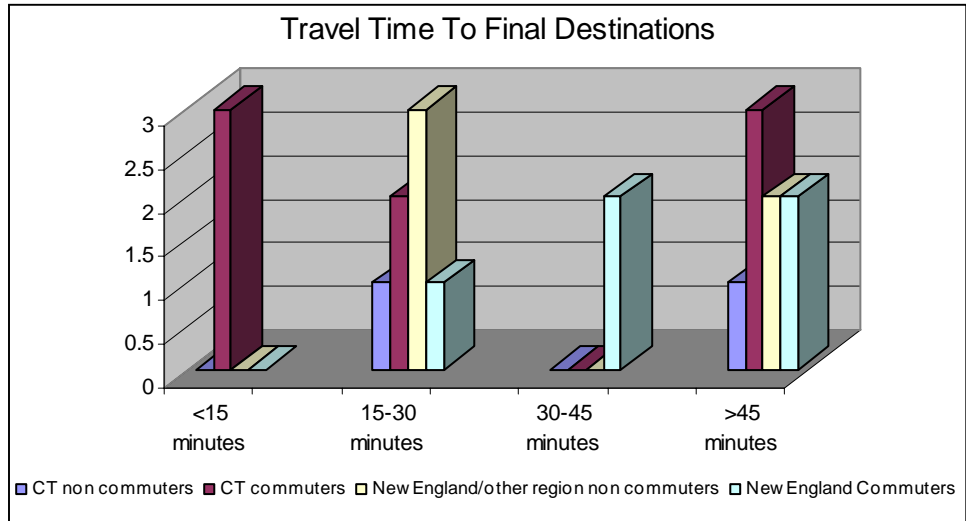
The survey form did not ask specific location for trip destinations. Rather, the question of how long would it take to travel to the final destination from the arrival ferry port was posed. Respondents would select a multiple choice of answers. From the choice of answers, the approximate vicinity of destinations from the arrival port can be determined.

### *Bridgeport's ferry passenger (Port Jefferson bound)*

Among the 115 respondents, 11 (9.6%) respondents were from Connecticut and 9 (7.8%) respondents from both New England area and out of the region. (See foot note/appendix) They were passengers in Bridgeport ferries and were heading toward Long Island. Eight out of the eleven Connecticut respondents were commuters who traveled at least once every week. 5 out of 9 New England and out of the region respondents were commuters. These commuters traveled at least once a week from Mass., Vermont, or New Hampshire to Port Jefferson. The pie chart shows the population percentage. Based upon the respondents' choice of travel time from Port Jefferson to their final destinations, a chart was drawn to show time required to travel to their final destinations.



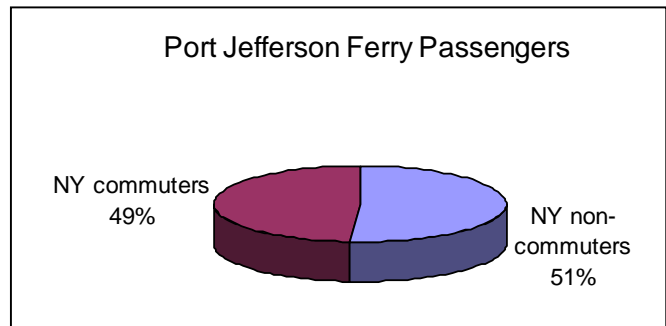
As the chart indicates, 40% of respondents would travel more than 45 minutes from Port Jefferson to their final destinations. 35% of the commuters and non-commuters would reach their final destinations on their cars range from 15 to 30 minutes.



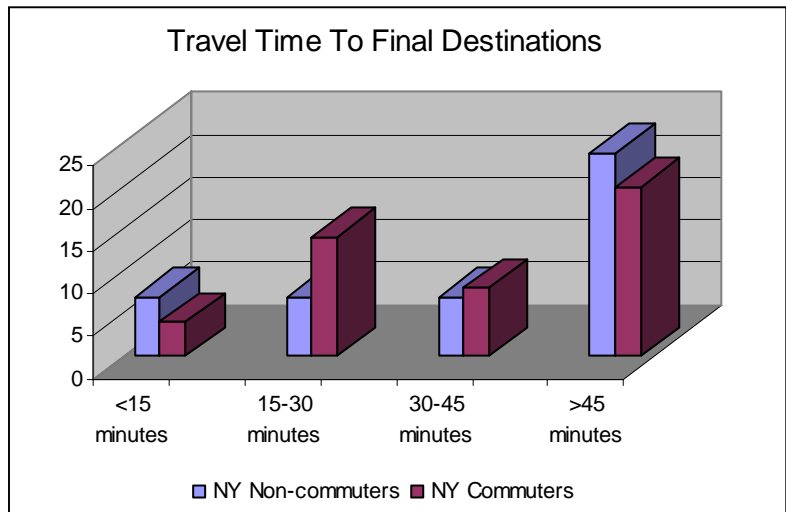
Port Jefferson is located on the north shore of Long Island in Suffolk County. It is almost a half way between the Eastern and Western Long Island. It has a railroad station. Within 20 minutes driving distance, it reaches to Long Island Expressway (I-495).

*Port Jefferson passengers*

Among the 115 respondents, 95 (82.6%) respondents reside in Long Island. 48 (41.7%) of them are commuters who travel at least once a week while 46 (40%) are non-commuters. These travelers did not necessarily end their trips in Bridgeport because the survey shows a good percentage of these respondents to finish their trips more than 45 minutes. The following pie chart shows the breakdown percentage.



In responding the question of how long would it take to reach the final destination from Bridgeport ferry port, 14 non-commuters said more than 45 minutes. Twenty commuters stated more than 45 minutes and three respondents did not answer the question. The bar chart shows the characteristics of the survey populations.

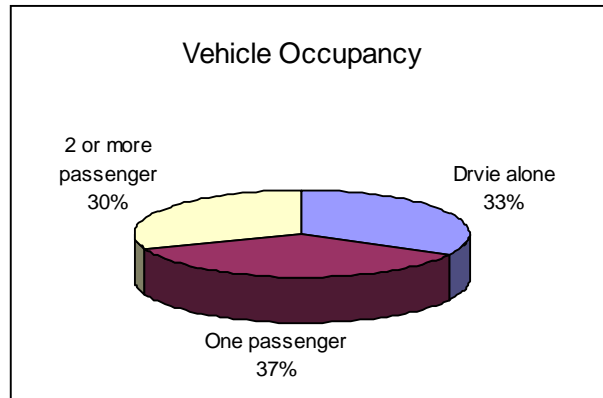


Bridgeport is a transfer point for

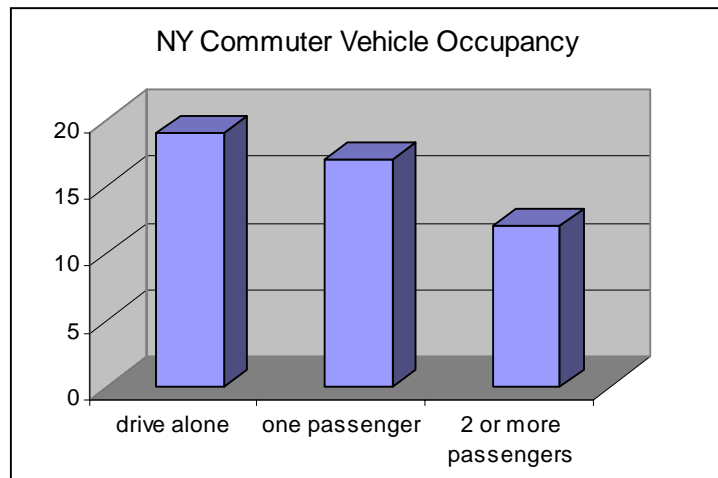
business and tourism attraction along I-95 to New England area. Thus, municipalities of Fairfield, Stratford, Southport and Milford are within 15 minutes driving distance under free flow traffic conditions from Bridgeport. For 15-30 minutes driving distance is Westport, Norwalk, Stamford, Greenwich or toward to the north, West Haven, New Haven, Hamden, and North Haven. The towns of Middletown, Madison, Meriden, or Danbury are 30 to 45 minutes driving distance from Bridgeport. Boston, Providence, or White Plain are the places taking more than 45 minutes of travel time from Bridgeport.

### Vehicle Occupancy

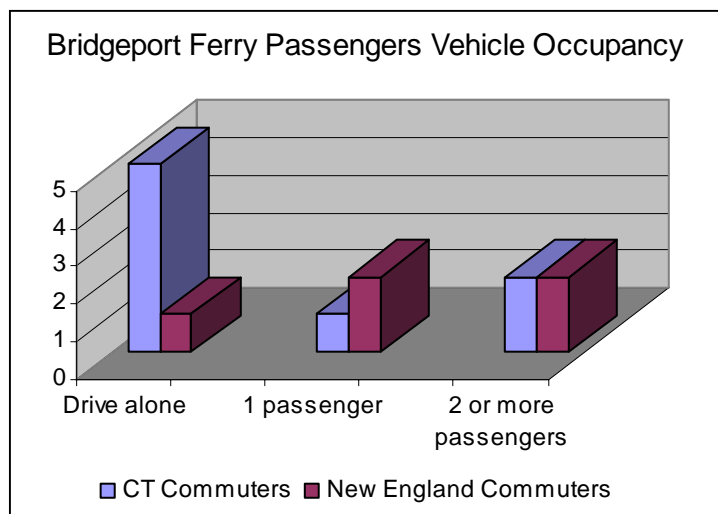
All 115 but one respondent are either drivers or passengers in private vehicles. One respondent was a passenger in a taxi. 38 (33%) respondents were driving alone while 41 (37%) respondents had one passenger. Thirty-five (30.4%) respondents had at least 2 passengers. These respondents' primary transportation mode is a private vehicle but not public transportation such as buses. The pie chart shows their percentage in the total responded population.



As stated earlier, 48 (50.5%) out of 95 respondents of Port Jefferson ferry passengers are weekly commuters who travel to Connecticut at least once a week. 19 (20%) respondents from these population drove alone. 17 (14.8%) respondents had one passenger. 12 (12.6%) respondents drove with at least two or more passengers. The vehicle occupancy rate is 1.9 for NY commuters. The bar chart summarizes their characteristics.



As stated earlier, 11 out of 20 Bridgeport Ferry Passengers' responses are residents in Connecticut. Five commuters drove alone. One commuter had one passenger. Two commuters had at least two passengers in their vehicle. Five out of the nine out-of-region residents are commuters either from New Hampshire, Mass., or Vermont. These commuters, one drove alone. Two commuters drove with one



passenger, and two with at least two passengers in their vehicles. The bar chart shows their characteristics. In contrast with NY commuters, Connecticut Commuter has a rather low vehicle occupancy rate of 1.6. For New England commuters, the vehicle occupancy rate is 1.4.

**Location Preferences**

A question was posed to survey respondents for their preferences on location if the Steam Boat Company expands its services on both sides of Long Island Sound. Respondents showed their location preferences by vicinity to their residences. 63 (54.8%) out of 115 respondents had expressed their preferences. Among these 63 respondents, 33 (52%) are NY residents and 30 (47.6%) are CT residents. The most preferred location on Long Island west of Port Jefferson is Huntington, and east of Port Jefferson is Riverhead. The Bridgeport ferry passenger showed their strongest preference to New Haven. The next preferences divided equally among the respondents were Greenwich/Stamford and New London (see appendix).

**High Speed Ferry Survey**

A high-speed ferry service between Bridgeport and Manhattan via LaGuardia Airport was proposed back in 2004. (See Long Island Sound Waterborne Transportation Plan, Final Report, at [www.nymtc.gov](http://www.nymtc.gov)) The Speed Boat will provide passengers only service that can carry more than 300 passengers at the maximum speed of 70 knots (80 m.p.h.). From Bridgeport to LaGuardia, it takes about 50 minutes while from Bridgeport to East 34th Street in Manhattan in 51 minutes. (For detail information, visit the web site at [www.seaconn.com](http://www.seaconn.com)). In surveying the Steam Boat passengers for their pricing preferences to LaGuardia Airport (and its vicinity) and Manhattan, 101 passengers responded this question in the survey. Surprisingly enough, the majority of respondents selected the highest \$30 one-way cost to LaGuardia Airport among the choices of \$25, \$20, and \$15. For the pricing to Manhattan, majority of respondents chose \$25 as the maximum price they would pay for one-way ticket price among the choices of \$35, \$30, \$25 and \$20. The table showed the total result of their choices.

Manhattan one-way ticket	
<i>Frequent or occasional travelers</i>	<i>Willing to pay</i>
12	\$35
11	\$30
16	\$25
11	\$20
LaGuardia Airport	
<i>Frequent or occasional travelers</i>	<i>Willing to pay</i>
19	\$30
12	\$25
13	\$20
7	\$15

**Findings and Conclusions**

Based upon the completed survey forms, the Staff of GBRPA finds the following:

1. 115 completed survey forms were returned. 95 (82.6%) from NY residents. 11(9.5%) from CT residents. 9 (7.8%) from New England and out-of-region residents.
2. New York ferry commuters have the highest vehicle occupancy rate of 1.9 while CT commuters have 1.6. The New England commuters have the lowest of 1.4.
3. For future service expansion, the most preferred location on Long Island west of Port Jefferson is Huntington, and east of Port Jefferson is Riverhead. The Bridgeport ferry

passenger showed their strongest preference to New Haven. The next preferences divided equally among the respondents were Greenwich/Stamford and New London.

4. The majority of respondents are willing to pay one way ticket \$30 to LaGuardia Airport and \$25 to Manhattan's on high-speed ferry.

The following is the second part of the twin study. Metro North commuters from Greater Bridgeport Planning Region were surveyed for their opinions on proposed high speed ferry service between Bridgeport and Manhattan.

## **Metro North Commuter Rail Passengers Survey**

### **Introduction**

In the late months of 2004, the Staff of GBRPA had conducted a license plate survey on the parking lots at the train stations: Stratford, Bridgeport, and Fairfield. The collected data then was matched with the DMV (Connecticut) database. The survey reflected the demand and supply of parking lots' spaces. Also, the commuter's trip origins to train stations were identified. As a result, more than 2,000 license plates were matched with owners and addresses. The Railroad Stations Commuter Parking 2004 Survey Report was published by GBRPA in February 2005.

Based upon the raw data of the survey, the GBRPA conducted a high-speed ferry survey targeting these commuters in November 2005. The survey reflects the customer's opinions regarding the future high speed ferry service between Bridgeport and Manhattan. The survey was sent to rail commuters' home addresses.

The survey is composed of 17 questionnaires designed for rail commuters traveling from the Greater Bridgeport Planning Region to out-of-region such as Manhattan. One thousand and twenty-four commuters were randomly selected from the 2004 survey database. One hundred forty eight (14% responses rate) survey response post cards were returned. A sample of the questionnaires is attached to this report. The responses to the questionnaires were analyzed and summarized in this report. Several transportation factors are considered in the questionnaires: trip origin, trip destinations, vehicle occupancy rates, travel time, travel mode, cost of commuting trips, travel mode preference.

### **Objectives**

The primary objectives of this survey are as follows:

- To find out the ticket price that consumers are willing to pay on future high speed ferries
- To find out the travel mode preference

### **Methodology**

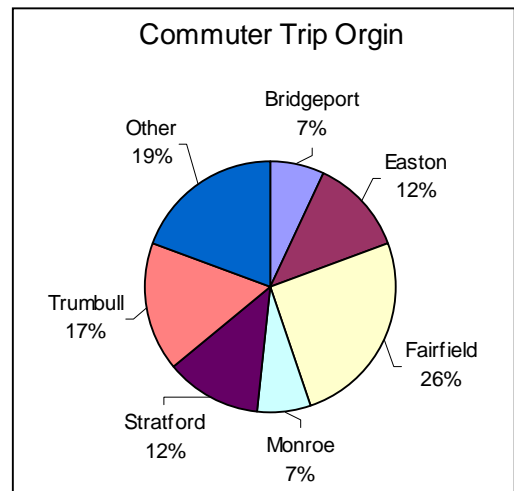
Survey response post card is used to collect passengers' opinion regarding the future high-

speed ferry. The response post card was enclosed in envelopes together with questionnaires that were sent to Metro-North commuters' home address. The name and address of commuters were found as a result of a license plate survey in railroad station parking lots in 2004. More than 2,000 license plates were matched from Connecticut DMV Database on vehicle owners and addresses. In order to reflect a fair representation of survey population the staff of GBRPA had randomly selected one thousand and twenty-four commuters. These selected commuters represented each municipality that is registered in the database. Then, survey forms were sent. One hundred and forty-eight response post cards were returned (14% responses rate).

### Trip Origin

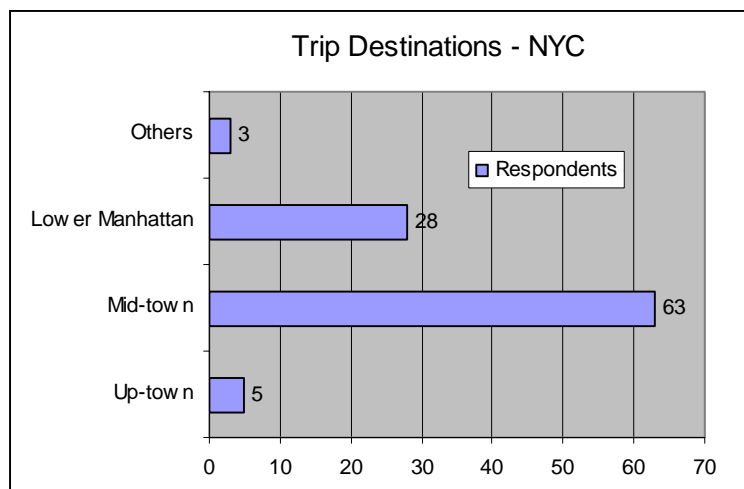
When a commuter leaves his or her home in the morning going to work, his or her home is considered as the origin of the trip to work. One hundred forty-eight respondents identified their municipalities of residence. Among 148 responses, 38 respondents or 26% were Fairfield residents, which are the highest number.

Monroe and Bridgeport had the lowest percentage (7%) of the survey respondents' population. In contrast, out of the planning region respondents had the second highest population (19%). These respondents could be the residents in Shelton, Waterbury, Newtown, or Milford.



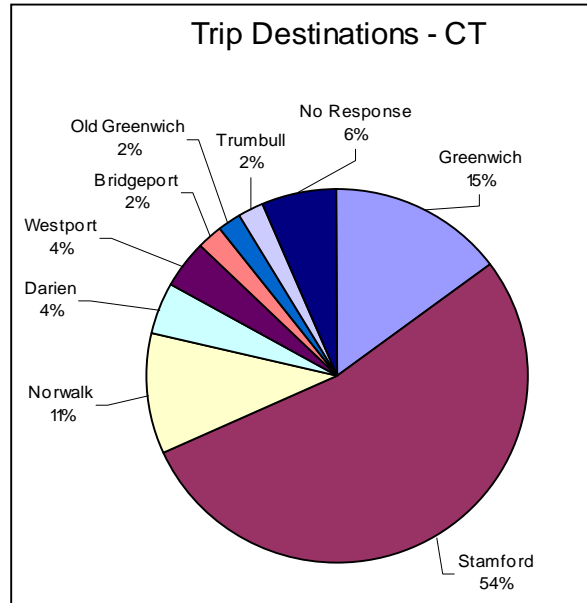
### Trip Destination

From the response of the survey, 51% respondents got on board the train in Fairfield train station whereas 26% in Bridgeport and 23% in Stratford. Eight respondents did not indicate which train station they caught the train. These respondents also indicated where their work place or offices were. One hundred and two commuters have their office in NYC. Forty-two have their office in Connecticut but outside of the Greater Bridgeport Planning Area.



The chart shows the statistics of New York office. In the survey, in defining the phrase of uptown of Manhattan, 60<sup>th</sup> street and up is uptown, where as midtown is 30<sup>th</sup> street to 59<sup>th</sup> street. Lower Manhattan is 29<sup>th</sup> street to the water at Battery Park. By knowing their office locations, planners can determine the location of high-speed boat landing in Manhattan. As stated earlier, 42 respondents had their work place located outside of this Planning region but

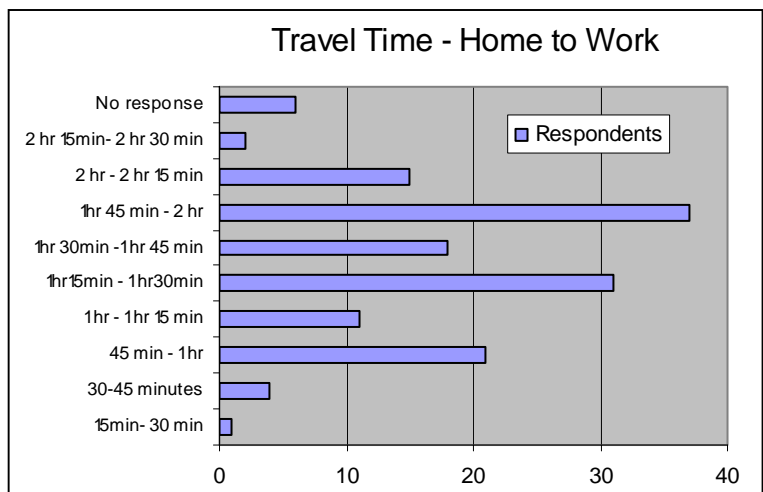
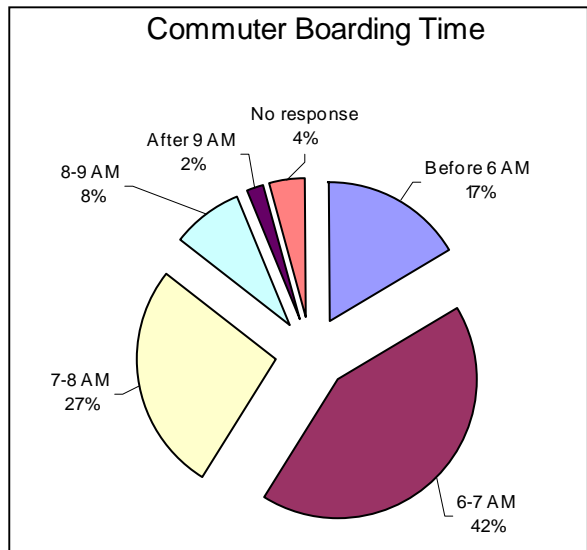
within Connecticut. The majority (25 or 60% out of 42) of these respondents end their trips in Stamford. Greenwich (7 or 17% out of 42) is second highest and Norwalk (5 out of 42) has been ranked the third. The pie chart is the distribution of trip destinations among commuters.



The fact majority (62%) of train commuters traveled to NYC to their work place and some (38%) traveled to work in Southwestern Connecticut may suggest a possible marketing target for the future high speed boat service routes from Bridgeport via Stamford to Manhattan. All the statistics in this report reflect the travel behavior and characteristics of train commuters between this Planning region and the outside region. The information in this report is useful information to policy makers, planners, and government officials to make economic and transportation decisions in particular the high-speed ferry project.

### Travel Time

In the survey, a question was posed: What is your usual total travel time from home to a final destination? This question is critical because the time spent on travel will have an impact on deciding if change of mode is feasible, i.e., from train to high speed ferries. Among the 148 respondents, majority of commuters were spending 1 hour 45 minutes to 2 hours in the morning commute. For the planning purpose, a commute time for less than an hour on a high-speed ferry may suggest motivation to change of travel mode from train to boat. As the bar chart above shows the majority of respondents spend close to 2 hours for the morning commute, commuters then must start their trips early in the morning. The surveyed commuters responded the question of time to board a



train. In their responses, 61 out of 148 or 41% commuters caught their trains between 6 and 7 A.M. The pie chart shows the detail results. By knowing the peak and valley of the commuter’s boarding time, planners can project the peak hour on the future high-speed ferry services.

### Travel Mode

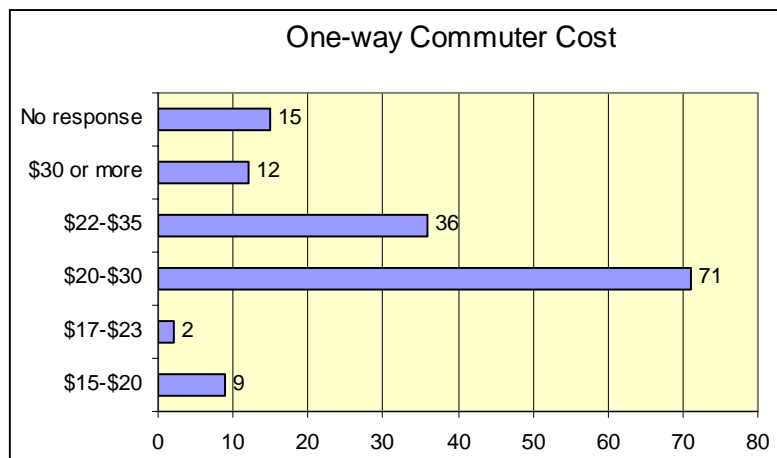
There are four choices of different mode to travel starting from the home trip origin to trip ends at office. Commuters drove alone (135 out either of 148) or with one passenger (7 out of 148) to train stations in the morning. After parking their cars, they board on trains to work. At the arrival train stations, they can either walk to office or use public transit. By our survey, public transit includes bus, subway, private company shuttle bus or taxi. In the 148 survey responses, 89 respondents walked to office from arrival train stations, 40 of them would take either a bus or subway. Eight would take employers provided shuttle bus and six in taxis. Five respondents did not answer the question.

### Travel Cost

In this section, the report merely addresses the external cost, i.e., the cost of a ticket and parking. All other internal or hidden costs are beyond the scope of this report. The question offers 5 different choices on picking one way commute cost depending on choice of travel modes from home to office. Out of 148 respondents, 71 respondents (48%) would spend between \$20 and \$30.

As the chart indicated, 48% respondents were paying the maximum of \$30 for a one-way commute. Also, 24% respondents were paying \$30 more for the commute.

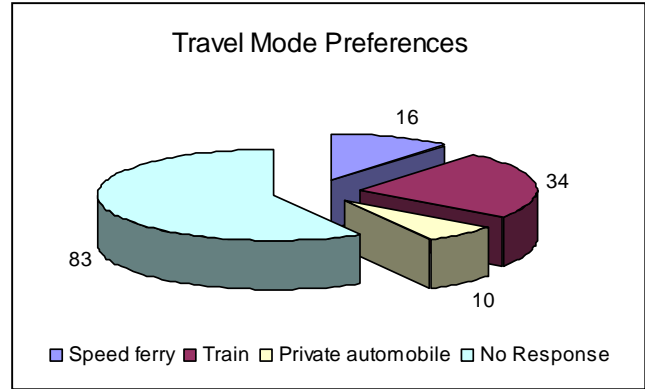
To this end, the motivating factors for a commuter to change the travel mode from train to boat mainly depend upon the cost and time. Majority of commuters will probably pay more than \$30 to ride on a high-speed ferry if time saving factors are significantly high enough.



### Change of Travel Mode

All of 148 survey respondents were train commuters. All of them traveled on private vehicles, either as driver or passenger, to train stations before boarding on trains. This survey attempts to find out what is their preference on travel mode. If a speedboat is their preference, then how much they are willing to pay. In response to these questions, only 16 (11%) out of 148 respondents expressed their preferences to speedboats. Thirty-four prefers trains. Ten prefers private vehicles. Eighty-three (56%) respondents (out of 148) offer no response the question of preferences. The pie chart reflects commuters’ preferences.

The survey commuters were also asked their choice of preference for given an assumed cost and time travel. For express ferries, the assumption was \$29 and travel time was 55 minutes to Manhattan one-way. For the mode of trains, the assumption was \$21 and travel time was 1 hour 20 minutes from the Greater Bridgeport Region to Grand Central. Barely, 35 out of 146 would choose speedboat while 59 would choose train commutes. A significant number of no responses were recorded in the total of 54.



### Comparison of Travel by train and Travel by speedboat

This section will try to compare two different travel modes (train vs. speed boat) and evaluate their benefits and costs. Several critical elements must be considered in the comparison. The cost of travel, the time to finish the journey, and frequency of services are that factors will be weighed in travelers’ mind. It is understood that commuters can buy monthly tickets to obtain certain discounts on trip fares. However, the assumption of such discounts is based upon the frequent use concept. Non-commuter can utilize the two modes. Therefore, this section will merely compare the factors based upon one single trip, one way, one time user approach.

Comparison of Travel by Train VS Travel by Speedboat		
	By Train	By Speedboat
Travel Time	81 minutes*	51 minutes**
Travel Cost	\$21	29***
Frequency of Service	5 AM - 12:30 AM	5 AM - 1:30 AM

\*travel time is weighed average of schedule time traveled from Bridgeport to Grand Central during morning peak hours.

\*\* travel time is projected by a potential speedboat operator. See web site [www.seaconn.com](http://www.seaconn.com)

\*\*\*travel cost is based upon the survey

When comparing the two different modes of travel, a train has the advantage of cost factors. However, in a recent demographic survey showed the average household income of train commuters in the Greater Bridgeport Planning region is more than \$100,000. Commuters might have preferred shorter time for their trip. Also, the survey showed majority of commuters would spend close to 2 hours each workday traveled from home to their offices. Thus, commuters can save 30 minutes from their travel time by speedboat each day can add up a significant amount of free time.

## **Findings, Conclusions and Recommendations**

Based upon the returned survey response post card, the Staff of GBRPA finds the following:

- 1. Commuters are willing to pay \$29 for one-way ticket fare on a high-speed ferry if they choose it as a preferred mode of commutes.*
- 2. 24% of survey respondent is willing to commute on a high-speed ferry for a given cost and travel time.*
- 3. Majority of train commuters boarded trains between 6 and 7:00 A.M.*
- 4. Majority of train commuters ended their trips in Midtown Manhattan.*
- 5. Majority of train commuters spends close to 2 hour's travels to work in the morning from home.*

Based upon the above analysis, the Staff of GBRPA recommends the following:

- 1. The one-way fare for passenger only speed ferry should not be set more than \$29 for non-discounted and non-frequent travelers. For commuters and frequent travelers, the weekly or monthly pass should not be set more than \$17 per trip after averaging.*
- 2. A high- speed ferry landing port should be designated in Mid-town Manhattan area.*

**High Speed Ferry - Questionnaire Survey Form  
Port Jefferson and Bridgeport Ferry Passengers**

The Greater Bridgeport Regional Planning Agency (GBRPA) conducts this survey with the assistance from Bridgeport and Port Jefferson Steam Boat Company for the purpose of the future high-speed ferry marketing study. Your answers will be strictly confidential. We will not sell or share your personal information such as names and address to any persons. Your answers of this survey will be analyzed for the marketing study only. **Please mark your answers on this card. Enter your name and address below to win the chance of a free round trip ticket. Drawing will be held on November 14, 2005 at GBRPA office**

1. Please tell us the postal zip code where you reside. My postal zip is \_\_\_\_\_
2. How did you leave your place of residence to the **departure** ferry port?  
A. By car if you leave your home by vehicle, which of the following describe the best of your situations? (Circle One)  
    A (1) Drive alone in a private vehicle  
    A (2) Driver or passenger in a private vehicle with 1 other person  
    A (3) Driver or passenger in a private vehicle with 2 or more other people  
    A (4) Taxi  
B. By walking  
C. By Bus
3. How many days per week do you ride on ferry?  
A. One    B. Two    C. Three    D. Four    E. Five    F. more than five
4. How do you get to your final destination from the **arrival** ferry port?  
A. By walking or cycling    B. By public transit    C. By taxi    D. By vehicle
5. How long does it take you to be at the door of your final destinations such as office?  
From the *arrival ferry port such as Bridgeport or Port Jefferson*?  
A. Less than 15 minutes    B. 15 minutes to 30 minutes    C. 30 minutes to 45 minutes    D. More than 45 minutes
6. If this ferry company expands its service to other part of Long Island or Coastal Connecticut, where would you prefer the expansion?  
Please specify \_\_\_\_\_

**If you are an occasion or frequent traveler to LaGuardia Airport (or its vicinity) or Manhattan, please answer the following questions.**

7. If you will travel to **LaGuardia Airport** or its vicinity, then how much are you willing to pay for one-way on high-speed ferry? The travel time assumes to be 30 minutes from Bridgeport to LaGuardia Airport via Stamford.  
No more than \$30    B. No more than \$25    C. No more than \$20    D. No more than \$15
8. If you will travel to **Manhattan**, how much are you willing to pay for one way on high-speed ferry? The travel time assumes to be 45 minutes from Bridgeport to Manhattan, via Stamford.  
No more than \$35    B. No more than \$30    C. No more than \$25    D. No more than \$20

**Please mark your answers on this card and return it to ferry attendant**

**THANK YOU FOR TAKING THE SURVEY**

Name \_\_\_\_\_ Home or Email Address \_\_\_\_\_  
*(in case of winning for notification purpose)*

*If you have any questions regarding this survey, please call the Greater Bridgeport Regional Planning Agency at (203) 366-5405; or fax at (203) 366 8437 or e-mail at info@gbrrpa.org*

**Ferry Passengers Response to High Speed Ferry Questioners (page 15-17)**

<b>Question #1 Please tell us the postal zip code where you reside. My postal zip code is _____</b>					
<b>Port Jefferson Ferry Passengers</b>			<b>Bridgeport Ferry Passengers</b>		
Long Island Residents (96 or 83% of all respondents)			Connecticut Residents (11 or 10% of all respondents)		
	Zip code	# of respondents		Zip Code	# of respondents
Middletown	10940	1	Glastonbury	06033	1
Glen Cove	11542	1	Hartford	06154	1
Sea Cliff	11579	1	Danbury	06337	1
Bayport	11705	2	Branford	06405	1
Bay Shore	11706	2	Bridgeport	06606	1
Bellport	11713	1	Bridgeport	06607	1
Bohemia	11716	1	Watertown	06795	1
Brightwataers	11718	1	Broomfield	06804	1
Centerreach	11720	5	Fairfield	06825	1
Centerport	11721	1	Ridgefield	06877	1
Commack	11725	1	Redding	06896	1
Coram	11727	4			
East Islip	11730	3	Out of region (8 or 7% of all respondents)		
Setauket	11733	3		Zip Code	# of respondents
Famingville	11738	1	Strawberry, MA	01545	1
Holbrook	11741	1	Westford, MA	01886	1
Huntington	11743	2	Milan, NH	03588	1
Huntington Station	11746	1	Whitefield, NH	03598	1
Melville	11747	1	Lewiston, MA	04240	1
KingsPark	11754	1	West Wards, VT	05360	1
Lake Grove	11755	1	Hollywood, FL	33021	1
Massapagua	11758	1	St. Petersburg, FL	33711	1
Miller Place	11764	3	Pittsburgh, PA	11953	1
Mount Sinai	11766	3			
Northport	11768	2			
Wyandanch	11775	1			
Port Jefferson Station	11776	3			
Port Jefferson	11777	2			
Rocky Point	11778	1			
Ronkonkoma	11779	2			
Saint James	11780	2			
Sayville	11782	2			
Selden	11784	2			
Shoreham	11786	2			
Smithtown	11787	2			
Hauppauge	11788	1			
Sound Beach	11789	5			
Stony Brook	11790	3			
Wading River	11792	3			
Wantagh	11793	2			
West Islip	11795	2			
Riverhead	11901	4			
Hampton Bays	11946	2			
Middle Island	11953	1			
Quogue	11959	1			
Sagaponack	11962	2			
Shelter Island Hgt	11965	1			
Southampton	11968	2			
Rhinecliff	12574	1			

<b>Response to Question #2--vehicle occupancy</b>		
<b>Choices</b>	<b># of respondents</b>	<b>Percentage</b>
Drive alone in a private vehicle	38	33%
Driver or passenger in a private vehicle with 1 other person	41	36%
Driver or passenger in a private vehicle with 2 or more other persons	35	30%
Taxi	1	1%
<b>Total</b>	<b>115</b>	<b>100%</b>

<b>Response to Question #3--frequency usage per week</b>		
<b>Choices</b>	<b># of respondents</b>	<b>Percentage</b>
A. One	37	32%
B. Two	18	16%
C. Three	0	0%
D. Four	1	1%
E. Five	2	2%
F more than five	0	0%
G. Once a year	13	11%
H. More than 1X per year	6	5%
I. Once a month	11	10%
J. Once per 6 months	5	4%
<i>No Response</i>	22	19%
<b>Total</b>	<b>115</b>	<b>100%</b>

<b>Response to Question #4--travel means to final destination</b>		
<b>Choices</b>	<b># of respondents</b>	<b>Percentage</b>
By vehicles	114	99%
By taxi	1	1%
<b>Total</b>	<b>115</b>	<b>100%</b>

<b>Response to Question #5--time required to final destination</b>		
<b>Choices</b>	<b># of respondents</b>	<b>Percentage</b>
A. less than 15 minutes	15	13%
B. 15 minutes to 30 minutes	26	23%
C. 30 minutes to 45 minutes	19	17%
D. more than 45 minutes	53	46%
<i>No Response</i>	2	2%
<b>Total</b>	<b>115</b>	<b>100%</b>

<b>Response to Q. #6 Location preference for service expansions</b>		
<b>New York (Long Island )</b>		
<b>Location</b>	<b># of respondents</b>	
Riverhead	6	
Huntington	6	
Mattituck	1	
Shoreham	3	
Nassau City	2	
Eastern Long Island	1	
Port Washington	1	
New Port	2	
North Port	3	
New York City	1	
Hamptons	1	
Rocky Point	1	
Ashrokw	1	
Glen Cove	2	
Green Port	1	
Montauk	1	
North Fork	1	
<b>Total</b>	<b>34</b>	
<b>Connecticut</b>		
<b>Location</b>	<b># of respondents</b>	
Norwalk	1	
Mystic	2	
Greenwich/Stamford	4	
New Haven	19	
New London	4	
<b>Total</b>	<b>30</b>	

<b>Response to Question #7--desired ticket price to LaGuardia Airport</b>		
<b>Choices</b>	<b># of respondents</b>	<b>Percentage</b>
A. No more than \$30	19	17%
B. No more than \$25	12	10%
C. No more than \$20	13	11%
D. No more than \$15	7	6%
<i>No Response</i>	64	56%
<b>Total</b>	<b>115</b>	<b>100%</b>

<b>Response to Question #8-- desired ticket price to Manhattan</b>		
<b>Choices</b>	<b># of respondents</b>	<b>Percentage</b>
A. No more than \$35	12	10%
B. No more than \$30	11	10%
C. No more than \$25	16	14%
D. No more than \$20	11	10%
<i>No Response</i>	65	57%
<b>Total</b>	<b>115</b>	<b>100%</b>

## High Speed Ferry - Questionnaire Survey Form Metro North Train Commuters

The Greater Bridgeport Regional Planning Agency conducts this survey for the purpose of the future high-speed ferry marketing study. Your answers will be strictly confidential. We will not sell or share your personal information such as names and address to any persons. Your answers of this survey will be analyzed for the marketing study only. Please feel free to make copies of this survey forms if you have more than one commuter in your household.

1. Where do you live?
  - A. Bridgeport    B. Fairfield    C. Trumbull    D. Easton
  - E. Stratford    F. Monroe    G. Others, please specify \_\_\_\_\_
2. How many days per week do you commute?
  - A. One    B. Two    C. Three    D. Four    E. Five
3. Train (Metro-North) commuters, answer question 2 to 7. How do you leave your place of residence in the morning to train station? For non-train traveler please goes to question #8 Choice C.
  - A. By car.....if you leave your home by vehicle, which of the following describe the best of your situations? (Circle One)
    - A (1) Drive alone in a private vehicle
    - A (2) Driver or passenger in a private vehicle with 1 other person
    - A (3) Driver or passenger in a private vehicle with 2 or more other people
    - A (4) Taxi
  - B. By walking
  - C. By Bus
4. Which station of the following do you get on a train?
  - A. Stratford    B. Bridgeport    C. Fairfield    D. Southport
5. What time do you board the train?
  - A. Before 6 AM    B. Between 6 and 7 AM    C. Between 7 and 8 AM
  - D. Between 8 and 9 AM    E. After 9 AM
6. What would you say your usual total door-to-door travel time from *home* to your *final destination* such as work place?
 

\_\_\_\_\_hour(s)\_\_\_\_\_minute(s)
7. What would you say your usual total time from *departure* train Station to the door of your final destination?
 

\_\_\_\_\_hour(s)\_\_\_\_\_minute(s)
8. How do you get to your final destination such as work place or school?
  - A. By train and then walk or cycle
  - B. By train and then public transit such as subways, bus, taxi
  - C. Others, please specify \_\_\_\_\_. After answer this choice , please go to Question # 10.
9. How long does it take you to be at the door of your final destinations such as office? from the *arrival*/train station (such as Bridgeport, Grand Central)?
  - A. Less than 15 minutes    B.15 minutes to 30 minutes    C. 30 minutes to 45 minutes    D. More than 45 minutes
10. If you have answered Question # 8 Choice C, please select one of the following:
  - A. I am not a train commuter, and it takes me less than an hour to get to my final destinations
  - B. I am not a train commuter and it takes me 1 hour to 1hour 20 minutes to get to my final destinations

- C. I am not a train commuter and it takes me 1 hour 20 minutes to 1 hour 45 minutes to get to my final destinations.
- D. I am not a train commuter and it takes me more than 1 hour 45 minutes
11. Where is your final destination such as work place or recreation place?
- A. New York State, excluding New York City  
Please specify your final destination or its zip code \_\_\_\_\_
- B. New York City of the following (please circle)
- (k) Up-town, 60th street and up
- (l) Mid town, 30th street to 59th street
- (m) Lower Manhattan, 29th Street and down
- C. LaGuardia Airport
- D. Other places, please specify your final destination or its  
Zip code \_\_\_\_\_
12. Where is the major roadway intersection that is nearest to your final destination?  
Please specify: \_\_\_\_\_ and \_\_\_\_\_ Town \_\_\_\_\_
13. What is the cost of your commuting trip, one way?  
Please identify your travel pattern of the following that suits you the most and then select the total cost of your one way commute.
- A. Walk from home, to departure train station, then *walk* from arrival station to final destination. Total cost: a minimum of \$15 but less than \$20
- B. Walk from home, to departure train station, then *ride* (subway/bus) from arrival station to final destination. Total cost: a minimum of \$17 but less than \$23.
- C. Drive/Ride from home, either parking or dropping off, to departure train station, then *walk* from arrival station to final destination. Total cost: a minimum of \$20 but less than \$30
- D. Drive/Ride from home, either parking or dropping off, to departure train station, then *ride* (subway/bus) from arrival station to final destination. Total cost: a minimum of \$22 but less than \$35.
- E. Drive/Ride from home directly to final destinations. Total cost (such as gasoline, parking, toll): a minimum of \$30.
14. If your final destination is LaGuardia Airport or its vicinity from the Greater Bridgeport Planning Region, please answer the following question. Otherwise, skip this question and go to the next question.  
Please identify your future choice of travel mode, if an express ferry services will be provided to your destinations.
- A. Express Ferry, cost: \$25; Time Traveled: 45 minutes each way, service from 6 AM to 11 PM, with an express ferry every: 60 minutes in commute hours, 120 minutes during midday and 120 minutes in the evening.
- B. Train, Cost \$15 each way, \$2 (public transit) from Grand Central to Queens; Time Traveled: 2 hours 3 minutes.
- C. Private Automobile, cost \$6 gasoline one way, \$5.50 toll, \$14 parking; Time traveled:  
1 hour 55 minutes during the rush hours.
15. If your final destination is in Manhattan from the greater Bridgeport region, please answer the following question. Otherwise, skip this question and go to the next question.  
Please identify your future choice of travel mode, if an express ferry services will be provided to your destinations.
- A. Express Ferry, cost: \$29 each way; Time Traveled: 55 minutes; service from 6 AM to 11PM, with an express ferry every: 60 minutes in commute hours, 120 minutes during midday and 120 minutes in the evening.
- B. Train, cost: \$21; Time Traveled: 1hour 20 minutes

- C. Private Automobile: cost \$8 gasoline one-way, \$5.50 tolls, \$15 parking. Time Traveled: 2 hours 20 minutes during the rush hours.
16. If your final destination is none of the above choices, please tell us how you will travel if an express ferry will be provided to the nearest distance of your destinations.
- A. Express Ferry
  - B. Train
  - C. Private Automobile
  - D. Others, please specify\_\_\_\_\_
17. Please tell us the postal zip code where you reside. My postal zip is\_\_\_\_\_

**Thank you for taking the survey**

**Please return the completed survey with the self-postage envelope**

*If you have any questions regarding this survey, please call the Greater Bridgeport Regional Planning Agency at (203) 366-5405.*

**Survey Response to Metro North Train Commuters' opinons on High Speed Ferry**

<b>Response to Question #1---town of residence</b>		
<b>Choices</b>	<b># of respondents</b>	<b>Percentage</b>
A. Bridgeport	13	8%
B. Fairfield	37	26%
C. Trumbull	24	16%
D. Easton	18	12%
E. Stratford	18	12%
F. Monroe	10	7%
G. Others	28	19%
<i>Hamden</i>	1	
<i>Shelton</i>	13	
<i>Guilford</i>	2	
<i>Newtown</i>	6	
<i>Milford</i>	4	
<i>Seymour</i>	1	
<i>Oxford</i>	1	
<i>Waterbury</i>	1	
<i>Woodbury</i>	1	
<i>Woodbridge</i>	1	
<b>Total</b>	<b>148</b>	<b>100%</b>

<b>Response to Q. #2 (# of times for commuting)</b>		
<b>Choices</b>	<b># of respondents</b>	<b>Percentage</b>
A. One	3	2%
B. Two	5	3%
C. Three	7	5%
D. Four	16	11%
E. Five	110	74%
No Response	7	5%
<b>Total</b>	<b>148</b>	<b>100%</b>

<b>Response to Question #3 --mode of travelling from home to train station</b>		
<b>Choices</b>	<b># of respondents</b>	<b>Percentage</b>
A(1) Drive alone in a private vehicle	135	91%
A(2) Driver or passenger in a private vehicle <i>with 1 other passenger</i>	7	5%
No Response	6	4%
<b>Total</b>	<b>148</b>	<b>100%</b>

<b>Response to Q. #4 (departure train stations)</b>		
<b>Choices</b>	<b># of respondents</b>	<b>Percentage</b>
A. Stratford	32	22%
B. Bridgeport	36	24%
C. Fairfield	72	49%
D. Southport	0	0%
No Response	8	5%
<b>Total</b>	<b>148</b>	<b>100%</b>

<b>Response to Q. #5 (time of barding train)</b>		
<b>Choices</b>	<b># of respondents</b>	<b>Percentage</b>
A. Before 6 A.M.	24	16%
B. Between 6 and 7 A.M.	61	41%
C. Between 7 and 8 A.M.	42	28%
D. Between 8 and 9 A.M.	12	8%
E. After 9 A.M.	3	2%
No Response	6	4%
<b>Total</b>	<b>148</b>	<b>100%</b>

<b>Response to Q. #6 (travel time: home to office)</b>		
<b>Choices</b>	<b># of respondents</b>	<b>Percentage</b>
30-45 min	4	3%
45 m. - 1hr.	21	14%
1 hr. - 1 hr.15 min.	11	7%
1 hr.15 min. - 1 hr. 30 min.	31	21%
1 hr.30 min.- 1 hr.45 min.	18	12%
1 hr.45 min.- 2 hr.	39	26%
2 hr.- 2 hr. 15 min.	15	10%
2 hr. - 2 hr. 30 min.	2	1%
No response	7	5%
<b>Total</b>	<b>148</b>	<b>100%</b>

<b>Response to Q. #7 (travel time: departure train to office)</b>		
<b>Choices</b>	<b># of respondents</b>	<b>Percentage</b>
15 -30 min.	6	4%
30-45 min	20	14%
45 m. - 1hr.	10	7%
1 hr. - 1 hr.15 min.	19	13%
1 hr.15 min. - 1 hr. 30 min.	38	25%
1 hr.30 min.- 1 hr.45 min.	26	17%
1 hr.45 min.- 2 hr.	17	11%
2 hr.- 2 hr. 15 min.	3	2%
No response	9	6%
<b>Total</b>	<b>148</b>	<b>100%</b>

<b>Response to Q. # 8 (mode to office from arrival train station)</b>		
<b>Choices</b>	<b># of respondents</b>	<b>Percentage</b>
A. By train and then walk	89	60%
B. By train and then public transit <i>such as bus or subway</i>	40	27%
C. Others		
<i>Shuttle bus (employer)</i>	8	5%
<i>Car (taxi)</i>	6	4%
No Response	5	3%
<b>Total</b>	<b>148</b>	<b>100%</b>

<b>Response to Q. #9 (travel time: from arrival train station to office)</b>		
<b>Choices</b>	<b># of respondents</b>	<b>Percentage</b>
A. Less than 15 min.	74	50%
B. 15 to 30 min.	47	31%
C. 30 to 45 min.	8	5%
D. More than 45 min.	10	7%
No response	9	6%
<b>Total</b>	<b>148</b>	<b>100%</b>

<b>Response to Q. #10 (train commuter)</b>		
100% train commuters in the survey population.	148	100%

<b>Response to Q. #11 (locations of office)</b>		
<b>Choices</b>	<b># of respondents</b>	<b>Percentage</b>
A. NY State( Port Chester)	1	0.6%
B. New York City	101	68%
(k) Up-town, 60th street and up	6	4%
(l) Mid-town, 30th st to 59th street	64	43%
(m) Lower Manhattan, 29th st.& down	29	20%
Brooklyn	1	0.6%
Long island City	1	0.6%
C. LaGuardia Airport	0	
D. Other places (Connecticut)	43	29%
Old Greenwich	1	
Greenwich	7	
Stamford	25	
Darien	2	
Norwalk	5	
Westport	2	
Bridgeport	1	
No response	3	2%
<b>Total</b>	<b>148</b>	<b>100%</b>

**No Response to Q. #12**

<b>Response to Q. #13 (cost of current one way commuting trip)</b>		
<b>Choices</b>	<b># of respondents</b>	<b>Percentage</b>
A. \$15 - \$20	10	7%
B. \$17 - \$23	2	1%
C. \$20 - \$30	71	48%
D. \$22 - \$35	36	24%
E. \$30 or more	12	8%
No Response	17	5%
<b>Total</b>	<b>148</b>	<b>100%</b>

**No Response to Q. #14 (travel to LaGuardia Airport)**

<b>Response to Q.# 15 (willingness to change of travel mode from train to high speed ferry)</b>		
<b>Choices</b>	<b># of respondents</b>	<b>Percentage</b>
A. Express Ferry (\$29 one way)	35	24%
B. Train	59	40%
C. Private automobile	0	
No Response	54	36%
<b>Total</b>	<b>148</b>	<b>100%</b>

<b>Response to Q.#16 (Preference of travel mode, regardless of contingent condition)</b>		
<b>Choices</b>	<b># of respondents</b>	<b>Percentage</b>
A. Express Ferry	16	10%
B. Train	34	23%
C. Private Automobile	10	7%
D. Others	0	0%
No Response	83	56%
<b>Total</b>	<b>148</b>	<b>100%</b>

<b>Response to Q. #17 (respondents' zip codes)</b>		
<b>Zip Code</b>	<b># of respondents</b>	
06437	2	
06460	3	
06461	1	
06468	9	
06470	2	
06478	1	
06482	2	
06483	1	
06484	13	
06518	1	
06604	1	
06605	6	
06606	2	
06611	25	
06612	18	
06614	11	
06615	6	
06708	1	
06798	1	
06824	15	
06825	12	
06880	1	
06890	2	
No Response	2	