

WSF Triangle Improvement Task Force



Time: 4:30 p.m. to 7:00 p.m.
Date: Thursday, January 18, 2018
Location: Fauntleroy Church Fellowship Hall
9140 California Ave SW, Seattle

Objectives:
Sign updated task force charter
Discuss tollbooth operational adjustments
Discuss sailing schedule next steps
Update on WSF's 2040 long range plan

Meeting Notes

Announcements

The group reviewed last month's meeting notes and approved them. WSF Task Force sponsor John Vezina then facilitated the discussion of two topics.

1. A study was submitted to WSF regarding utilization of the Fauntleroy dock. Senator Nelson and ferry legislators in the area have seen the study. They are interested in having the task force review the study if it is of interest to them. Vezina said he expected more information on this in the near future and would email the group.
2. Richard Wheeler, Southworth representative, announced that he would not be continuing on the task force for another year. He has new commitments outside of the task force in 2019. The task force will follow the process, as listed in the charter, to replace Richard's Southworth seat on the committee.

Task Force charter and next steps

The group reviewed the Triangle Task Force Charter and signed it. When reviewing the charter the group discussed how their 2018 focus will largely shift from operational adjustments to offering feedback on long-term projects including the 2019 new schedule, the 2040 Long Range plan, and the Fauntleroy dock replacement project.

The group went around the table and offered their thoughts on the charter and agreed that they need to continue their work towards long-term solutions.

Tollbooth operational adjustments

Terminal Manager Trevor Sharp presented a possible adjustment to the current tollbooth procedures in Fauntleroy. The task force, as well as the public in the September public meetings, asked about the potential for a “pre-ticketed vehicle only” lane. Sharp explained that there was a possibility of using the south tollbooth as a pre-ticketed lane for both Vashon and Southworth customers. The potential adjustments are outlined in the Power Point presentation for the meeting. Sharp explained the potential benefits and challenges of this adjustment, and ultimately, the group decided to pursue the pre-ticketed lane. WSF staff will test the change in February and report back with observations at the March task force meeting.

The group took turns giving feedback on the tollbooth procedure adjustment. Factors the task force would like operations to consider are:

- How do you indicate you are pre-ticketed? By holding up your ticket?
- Why can't this work for a dual destination sailing?
 - Answer: WSF is not having trouble filling the dual destination sailings.
- We should consider putting traffic cones up between lanes of the tollbooths, to keep people from dangerously crossing over to the pre-ticketed tollbooth.
- Can we move the dynamic signs higher so that people can see them better?
 - Answer: There are no funds to do so.
- Seeing pre-ticketed passengers go by will be a good motivator for people to buy their tickets in advance.
- Can we experiment with this for longer than the 3-6 p.m. timeframe?
 - Answer: It is dependent on the police officer's availability. Senator Nelson is working on getting funding to extend the police officer's hours.
- How do we plan to get the word out about this change?
 - Answer: The test week in February will not be publicized. Customers have been instructed to follow directions of employees and the dynamic signs.
- I see a fail point when people get in the wrong lane. What happens if the person does not have a ticket or needs to buy another multi-ride card? Perhaps we need more information before deciding to implement this change.
- How will we define success with this change? I do not want to create false hope that it will get more cars on the boats.
- Can we track the transactions at the booth and see how many people get in the incorrect lane?
- I can see the emotional benefit to trying this. The communities asked us for this.
- I think it would be beneficial for Southworth sellers to ask every Southworth driver if they'd like to buy a return ticket.
- It helps incentivize buying tickets in advance and online, especially in the summer when there are more tourists.
- How do we manage expectations?
- I think it is worth the goodwill and trying something new because the dock is not changing.
- How do we handle people that try to circumvent the system?

WSF 2040 Long Range Plan update

WSF Planner Ray Deardorf presented an update on the 2040 Long Range Plan and shared 2017 ridership numbers for the Fauntleroy/Vashon/Southworth route. Deardorf explained that the Long Range Plan will include ridership forecasts, discussion of new vessels, service scenarios, and a technology assessment. He shared preliminary ridership forecasts and a work plan. A draft plan will be available for public comment in September and the final plan is due to the legislature by January 1, 2019.

Schedule concepts and timeline

Ray Deardorf presented two rough concepts for potential schedule changes. The two concepts have not been vetted through operations yet and would require adjustments to crewing. Deardorf presented on the options and spoke of the consequences of single destination sailings eastbound in the morning, and dual destination sailings westbound in the afternoon. He also said the timeline for implementing a new schedule had been extended to summer 2019.

The group voiced their feedback on the morning schedule:

- Will there be better connections for the water taxi riders?
- Do the dwell times improve?
- Will the new schedule keep the same capacity as the current schedule? I would like to keep the same capacity off of Vashon.
- Does the new schedule increase the capacity from Southworth? There may be an opportunity for some improvement. The number of trips is the same but the new Issaquah class ferry on the route will carry more cars.
- The 8:10 a.m. on this schedule would function similarly to the current 7:55 a.m. for Southworth riders because it would not stop at Vashon.

The group voiced their feedback on the afternoon schedule:

- The overarching question is how to make an additional dual destination sailing work and still maintain the same number of sailings.
- This schedule does not have built in dwell time for us to “catch up” when sailings get delayed.
- How many people live on Vashon and do the reverse commute to Southworth/Bremerton?
- With this schedule it looks like we would be able to fully utilize the 4:45 p.m. and 5:10 p.m. sailings because they are both multi-destination. It would help clear out the Southworth traffic from Fauntleroy.
- In the afternoon we would need to look at more trips off the island from Vashon to Fauntleroy.
- It would be nice to have an earlier sailing that is direct from Vashon to Southworth.
- The 5 p.m. would take cars from Vashon to Southworth and then to Fauntleroy. That would take 25-30 cars to Vashon through Fauntleroy.

WSF Triangle Improvement Task Force



- How does this schedule work with medical emergencies on the island? This schedule leaves the island exposed from 4:30 – 6:30 p.m.
- Can medicals be taken off the south end of the island?
- Do we have data on how many medical runs there are daily?

Future meeting dates

The group agreed that meeting every other month was acceptable for the next six months, given the constraints of other ferry projects and milestones.

- **Upcoming task force meetings:**
 - **March 29**
 - **May 17**