

**Time:** 4:30 p.m. to 7:00 p.m.  
**Date:** Thursday, June 21, 2018  
**Location:** Fauntleroy Church Fellowship Hall  
9140 California Ave SW, Seattle  
**Objectives:** Discuss University of Washington study  
Review sailing schedule proposals  
2040 Long Range Plan update

## Meeting Notes

### Announcements

The group reviewed the March 29 meeting notes and approved them. WSF Task Force Facilitator Hadley Rodero welcomed the group. Terminal Manager Trevor Sharp announced Fauntleroy terminal staffing changes and introductions. Rodero then updated the group on one topic.

1. King County recently started a paving project on Vashon Highway. WSF is having conversations with the County about ways to potentially decrease impacts on the community. Paving trucks for the first two weeks will use the Point Defiance/Tahlequah route, but could utilize Fauntleroy/Vashon thereafter. Expect up to 50 trucks a day.

### University of Washington study

WSF Task Force Sponsor John Vezina provided background on the UW Evans School study. The UW team has begun looking into loading/unloading at Fauntleroy and has toured the dock. They will be contacting task force members directly for feedback and input. Vezina then introduced four representatives from UW to give a brief, informal presentation. The two professors leading the project introduced themselves and gave an overview of their plans for the study. The two students participating in the study introduced themselves and gave their educational/personal interests in the Triangle route.

The UW team took questions from the group:

- Will the study include budget constraints, and will there be a time limit for solution recommendations (quick fixes)?
  - Answer: The project is six months. During that time, constraints will be examined and the Legislature will be informed of budget/time shortfalls. Identifying constraints is key.
- Is the scope to “improve loading/ticketing and improve rider relations”? Will the study comment on whether that’s actually the problem?
  - Answer: Yes, that is the scope. The study will look at what the constraints are and are not.
- There are concerns with dwell time, loading issues, and other staffing issues. Will you be able to identify those types of issues?
  - Answer: If it is observed, it will be commented on. Feedback has been broad on what people believe the central “issue” is.

- The study needs to consider access for emergency vehicles. Demographics and conditions are changing. Will this study consider these kinds of issues and view the project with a long-term approach?
  - Answer: These factors will be considered and they have access to information on these topics.
- Will UW consider proposals from outside groups?
  - Answer: Community proposals/feedback will be taken into consideration
- Are recommendations going to be rolled out in time to be considered in the WSF Long Range Plan?
  - Answer: Release dates for both the UW study and the Long Range Plan report will be around the same time.

The UW team discussed their “fresh” perspective and highlighted their potentially expanded audience. They asked the group for any specific studies, operational decisions, or community resources that could be helpful to the study. The group provided feedback:

- The Cedar River study from 2012, which recommended changes in fares/ticketing.
- The Vashon Facebook group.
- The Pre-ticketed lane trial.
- Look into past problems with sorting at Fauntleroy and attempts to improve with signage and staffing.
- The study should consider fare structure.
- Staffing levels/hours at terminals should be taken into consideration.

### **Sailing schedule proposals**

Senior Planning Manager Ray Deardorf highlighted the challenges of drafting a new schedule for the Fauntleroy/Vashon/Southworth route, which include accommodating for growth in Southworth ridership and managing single destination sailing constraints. He then introduced Service Planning Manager Justin Resnick to present afternoon sailing schedule proposals.

Resnick outlined WSF’s outreach timeline for the schedule development process. A combined meeting with complete schedule and data analysis will take place in August, public outreach will take place in October, and the final schedule will be approved in December.

Resnick discussed current route operations, including dwell times, loading/unloading times, and schedule constraints. He outlined three priorities for schedule design: frequency, full sailings, and on-time performance. Identifying ridership’s and WSF’s top priorities will be key when drafting a new schedule. Resnick clarified that the draft afternoon schedules being considered aren’t final, as there is much more analysis and research to be done before the August meeting.

Resnick then provided an overview of the current afternoon schedule, including sailing times and dwell times, before describing three afternoon schedule proposals:

- Proposal 1 includes all dual destination sailings. The task force previously recommended this concept to be studied. Sailing patterns in this proposal are designed to get traffic unloaded at Fauntleroy quickly/efficiently. The key difference is dwell time – 22.5 minutes at Fauntleroy. This

schedule would emphasize full boats and on-time performance. The group voiced concern about potential backups at Fauntleroy.

- Proposal 2 includes dual destinations with one all-stop at 4:35 p.m. This would allow shipyard commuters to return from Southworth to Vashon without going through Fauntleroy and would clear up capacity for unloading at Fauntleroy. Dwell time has been pinched for two sailings to account for make-up time.
- Proposal 3 includes dual destinations with two all-stops at 4:35 p.m. and 6:15 p.m. This would likely impact some midday sailings. Dwell time has been pinched for multiple sailings to account for additional make-up time.

The group commented on and asked questions about the three afternoon schedule proposals:

- Why were the shipyard workers considered in schedule development?
- Were water taxi commuters considered?
- The dual destination approach resembles the “Rapid-Ride” bus approach, with regular arrivals and regular departures.
- What impact would losing a boat have on capacity with these schedules?
  - Answer: There would be a loss of one departure out of Fauntleroy.
- Would this give all destinations more sailings?
  - Answer: Proposal 1 will have 18 total departures (1 additional). With an additional all-stop sailing, there would be 19 total departures. These sailings are also more likely to be on-time based on the schedule design.
- Would these schedules push the traffic jam back in the system?
  - Answer: We will continue to look at capacity constraints moving forward. Before changes are made, we need to look at past performance, including capacity, loading, and empty space counts.
- Is emphasizing full boats over on-time performance ideal?
- The proposed schedule factors in increased dwell times and represents the reality of what’s actually happening at the dock. This could improve on-time performance.
- A “Rapid-Ride” approach might change queuing needs at the dock based on the style of ridership. It could also open up the possibility of accurate wait time estimates.
- Dual destination sailings could serve the same function as direct sailings by reducing confusion, increasing service, and ultimately diffusing tension.
- There is currently no effective way to communicate to customers in line at Fauntleroy beyond the microphone at the dock. Dual destination sailings could improve that issue by streamlining and clarifying the process.

Resnick asked for the group’s schedule priorities/clarifying questions. The group then went around the room and offered input:

- Because there are three communities being impacted, you need to ensure a healthy balance of “back-and-forth” sailings.
- Proposal 1 is the cleanest and has the highest potential of remaining on-time, but inhibits Southworth to Vashon travel. School commuters could be inhibited.
- Dual destination sailings could help alleviate confusion and uncertainty of current schedule.
- Is schedule being written with consideration to current budget constraints?
  - Answer: Yes.

- Dwell time between 4:00 p.m. and 5:30 p.m. could be impacted due to service trucks backing on.
- Dual destination won't work. A bigger dock at Fauntleroy is needed to accommodate traffic flow.
- Adding an all-stops sailing ahead of the 3:00 p.m. sailing would be a good idea.
- Proposal 2 appears to be the best option and could be a good fit.
- With dual destination sailings, Vashon to Southworth traffic is a concern. These proposals give them either no options or one option unless they utilize layover sailings.
- We don't know what happens when you can actually catch a ferry. How many more people will ride the ferries when boats are accessible?
- Customers will initially be upset about any major scheduling change, but seeing full boats might alleviate concerns.
- The Southworth community hasn't grown, but traffic has worsened which has pushed cars to the ferries.
- The Vashon Chamber of Commerce should be consulted when considering any schedule changes in order to assess the impact on local businesses/commuters.
- When boats are loaded on dual destination, certain crew levels are needed. Will staffing levels at all docks need to be analyzed in order for this schedule change to work?
  - Answer: This is a training issue. We will look into operational impacts as we assess schedule changes.
- Would it be helpful to provide more feedback on these proposals or wait until next round?
  - Answer: Proposals will be more fully developed in July.
- Have you considered adding service to south-end sailings on Vashon?

Resnick summarized the group's feedback and highlighted the information he plans to follow up on, including medical service access concerns, load limits, wait-time/queue length, and growth in drive-around traffic.

### **Long Range Plan update**

Senior Planning Manager Ray Deardorf provided a brief update of the Long Range Plan timeline. The first round of outreach is complete and analysis is underway. The draft plan will be delivered in September and the final will be sent in January.

He discussed the current vessel retirement schedule – 13 vessels will reach the end of their lifespan in the next 20 years. New vessels are needed immediately, including another relief vessel.

### **Wrap-up**

WSF Task Force Facilitator Hadley Rodero overviewed the upcoming scheduled meetings/events for 2018:

- The July 19<sup>th</sup> meeting will include further discussion of schedule concepts.
- The August 15<sup>th</sup> meeting will be held with the Ferry Advisory Committees and will include a workshop of the proposed schedule.
- There will be extensive outreach in September & October.
- The November meeting will include an analysis of the final schedule.

Rodero outlined future tasks:

- Connect the task force members with the UW team.
- Send the task force public feedback from the Long Range Plan outreach.
- Send the task force the Long Range Plan progress report.
- Develop more information about upcoming meetings.